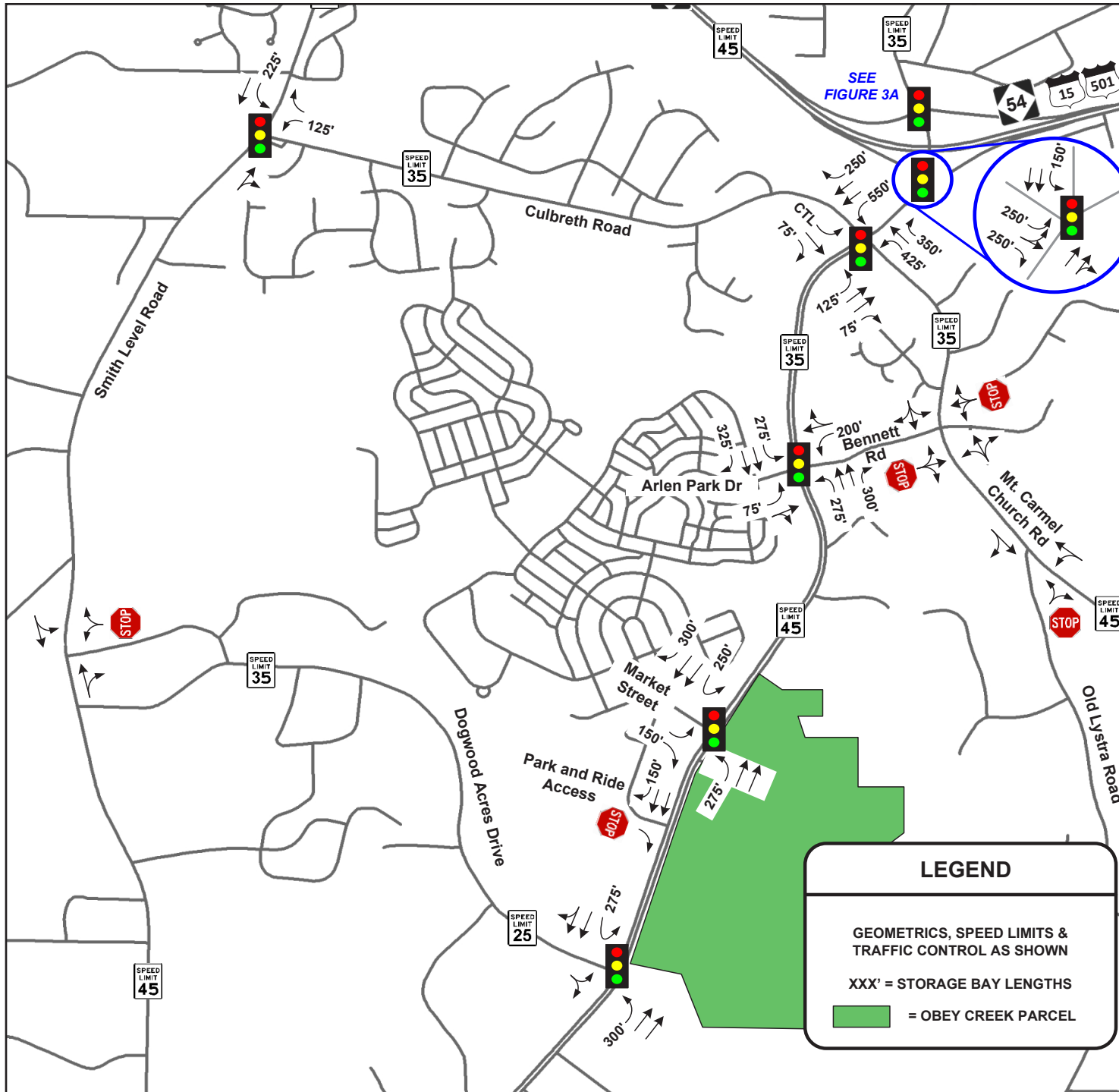


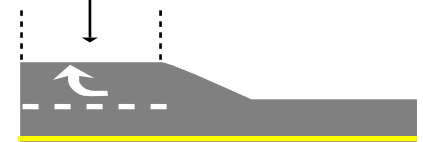
Transportation and Connectivity

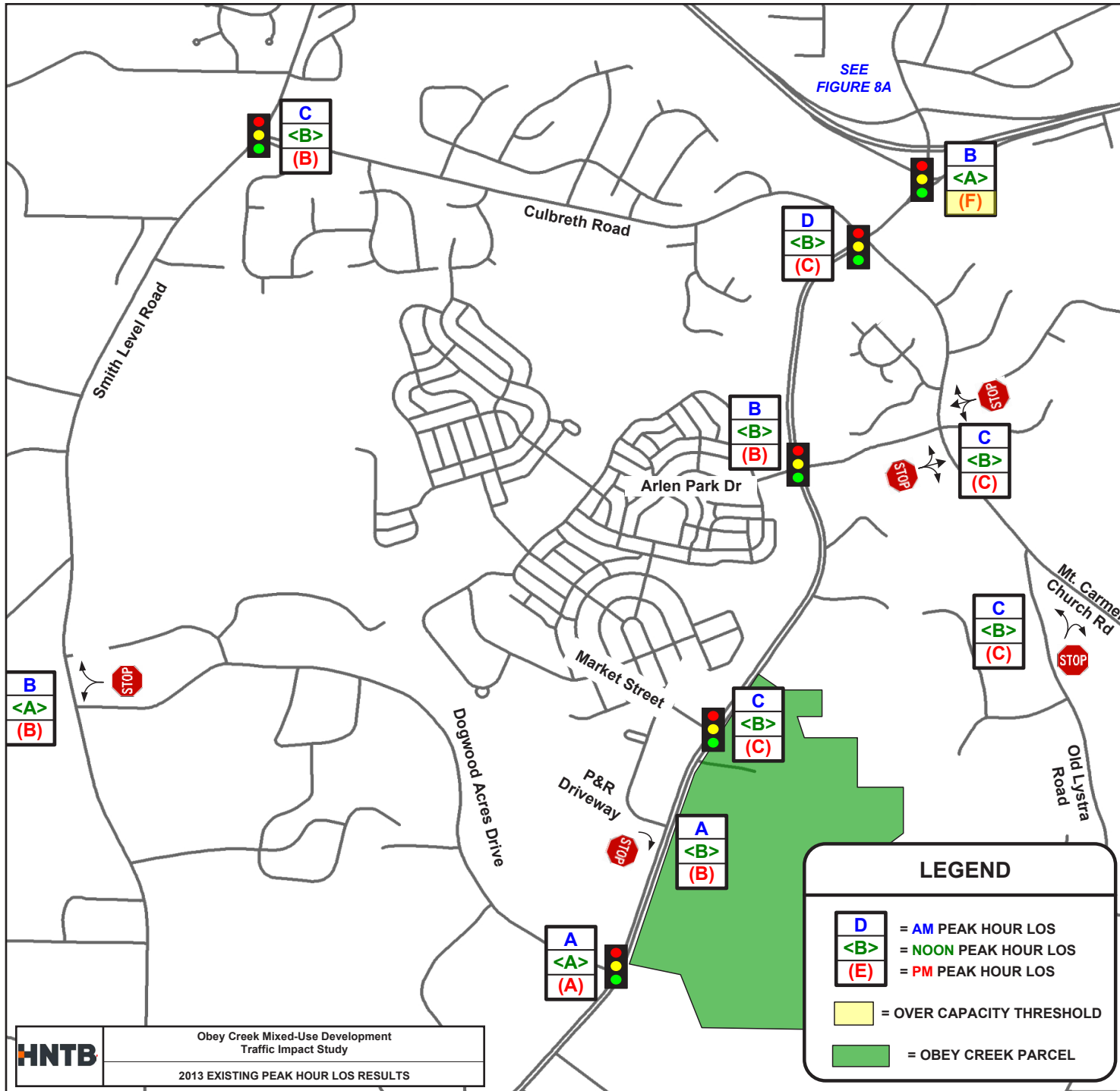


Existing Road Characteristics

- This map shows the roads and if they have turn lanes at intersections.
- The numbers on the map (200', 75', etc.) are measurements of the turning lane length or storage.
- The Traffic Lights show where there is a signalized intersection

100 Feet of Storage





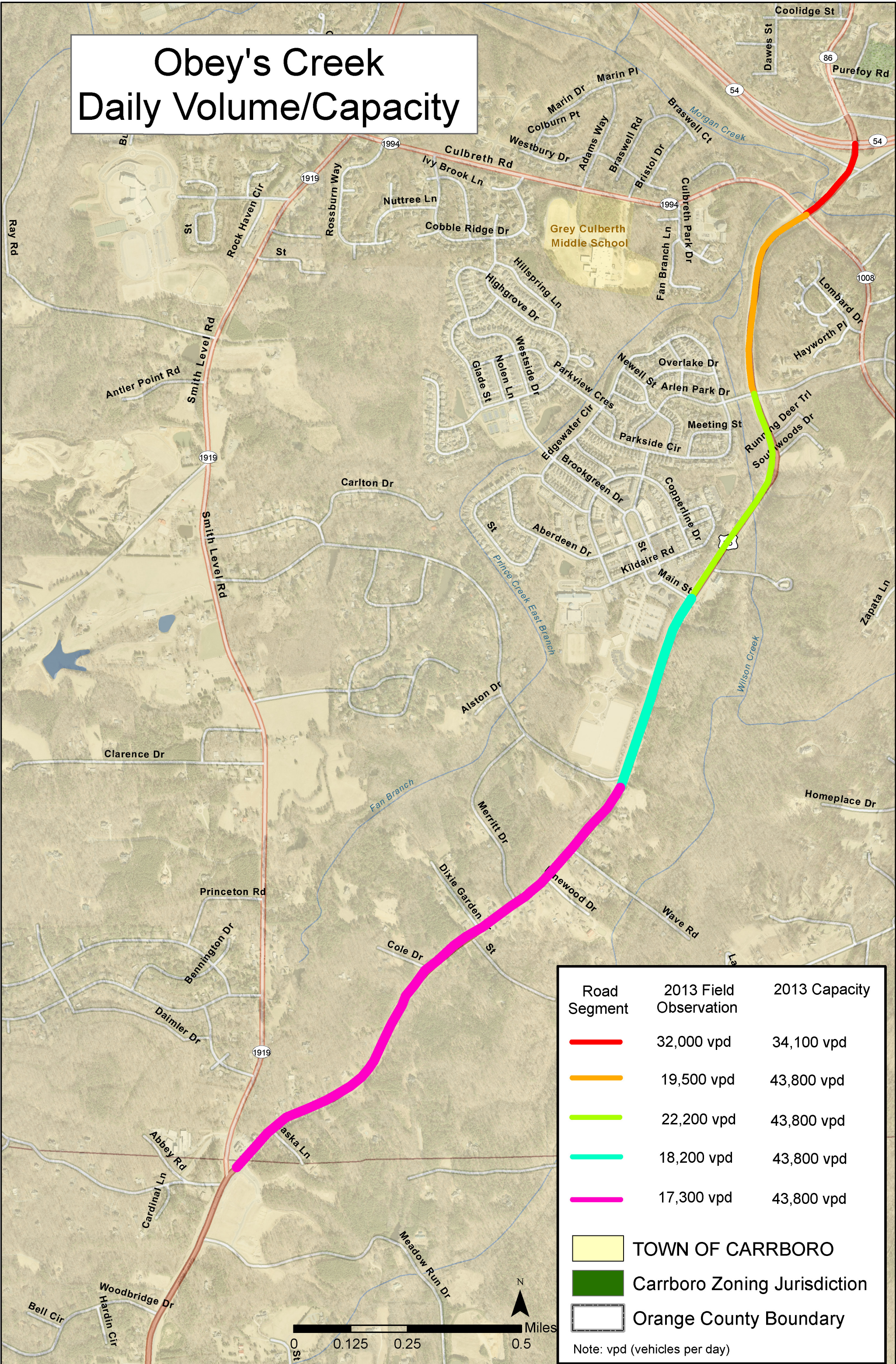
About Levels of Service

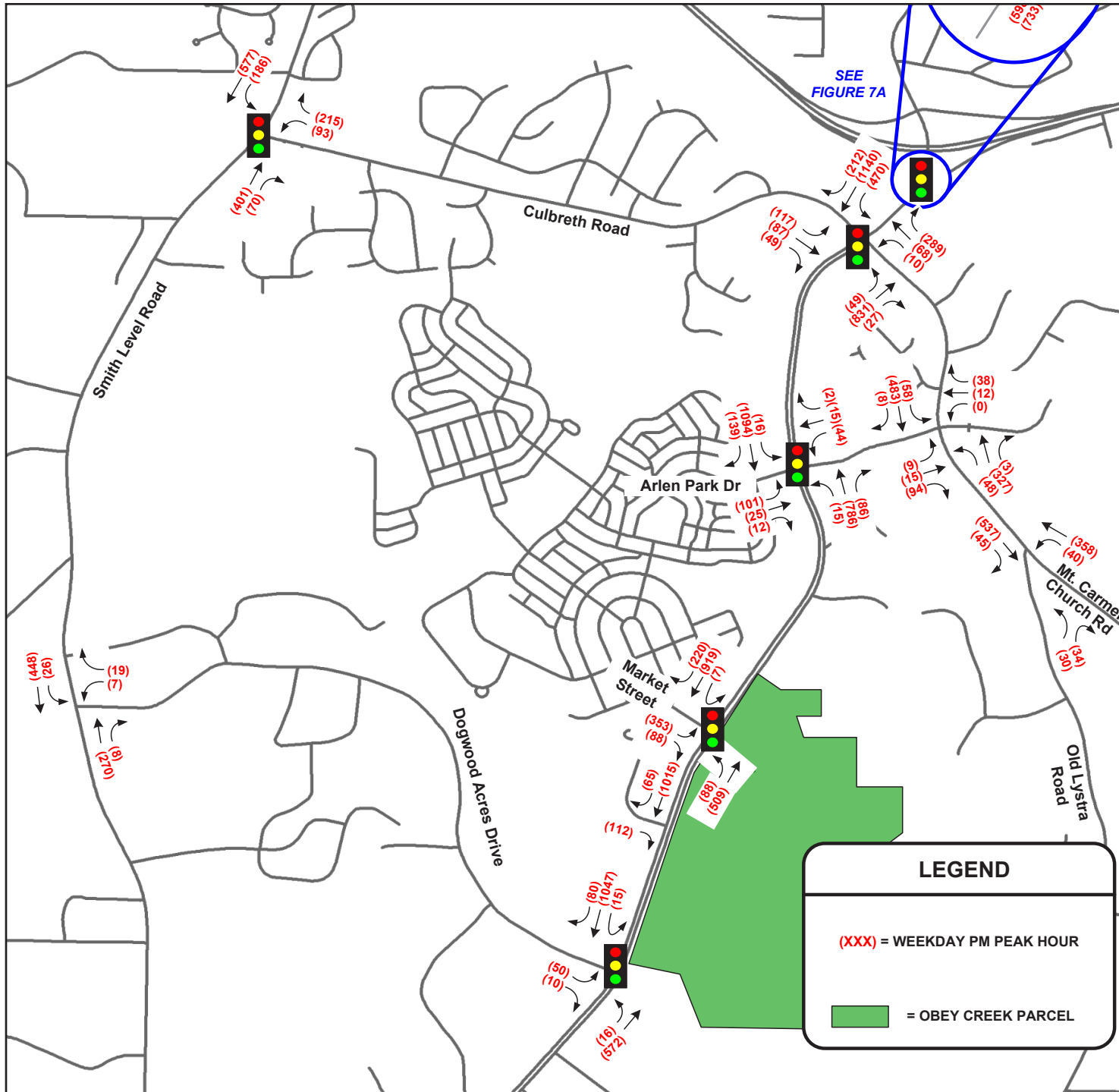
- Level of Service (LOS) is a way of characterizing the performance of portions of the transportation system – e.g., freeways, signalized intersections, rural highway
- Automobile LOS generally emphasizes vehicular throughput and minimizing delay
- The Highway Capacity Manual (HCM) is most commonly accepted guide for calculating Levels of Service

Highway Capacity Manual LOS For Signalized Intersections

LOS	Vehicle Delay in Seconds
A	delay < 10
B	10 < delay > 20
C	20 < delay > 35
D	35 < delay > 55
E	60 < delay > 75
F	delay > 80

Obey's Creek Daily Volume/Capacity





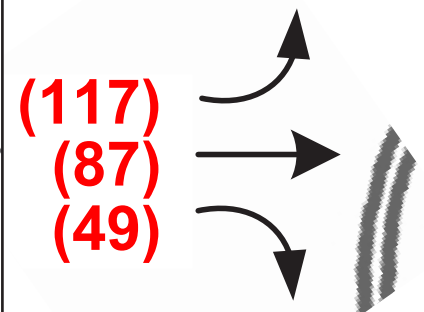
About Peak Traffic Volumes

- Traffic Volumes or Counts are measures used in Transportation Planning and Engineering.
- In this map, counts for each “movement” at a particular intersection were taken to document existing conditions.
- Using these numbers as a base, Traffic Engineers estimate the impacts local future development and regional growth will have on the transportation network. This is called a Traffic Impact Analysis.

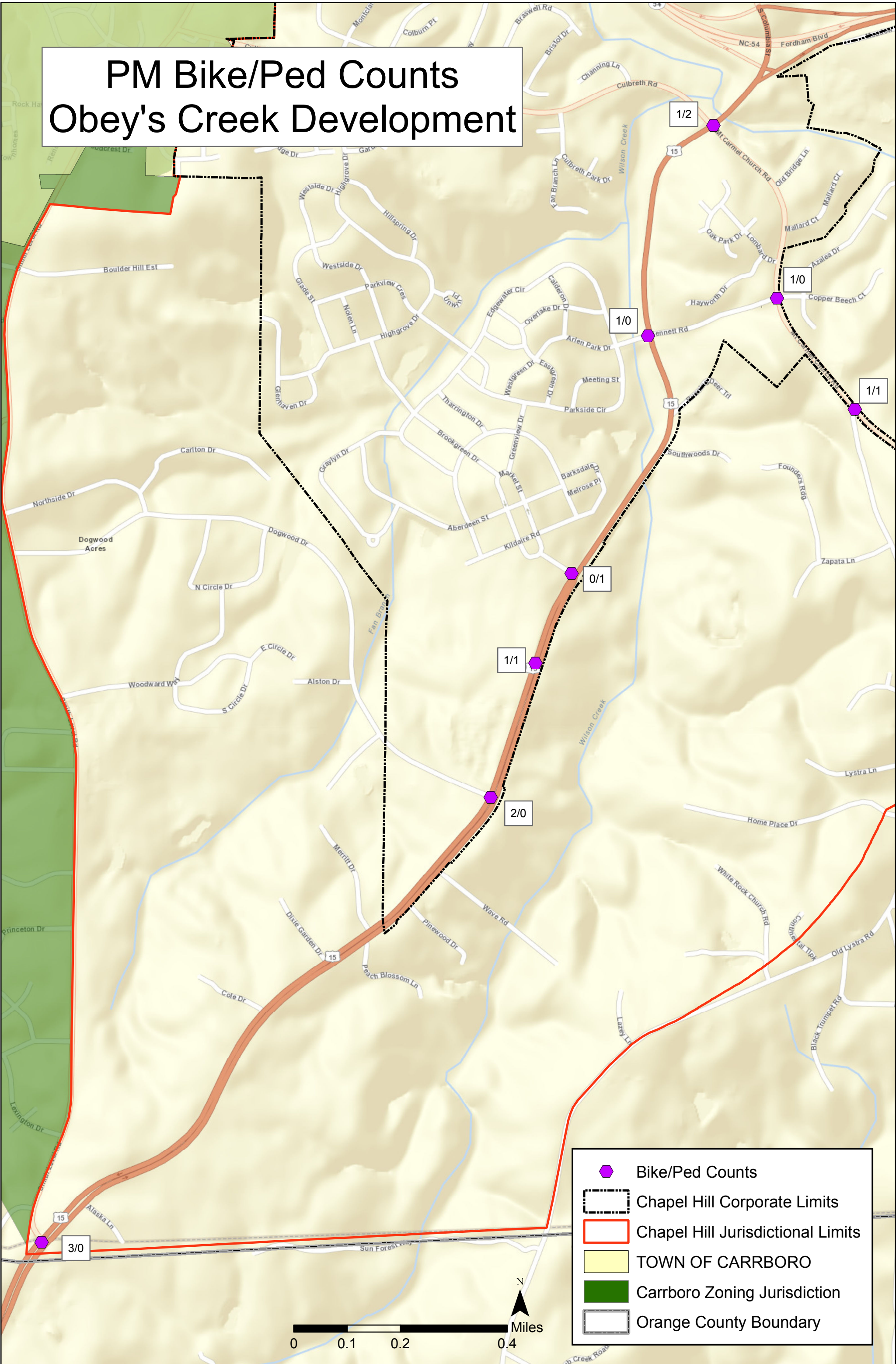
How to read this map




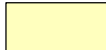

- 117 turning left
- 87 going straight
- 49 turning right

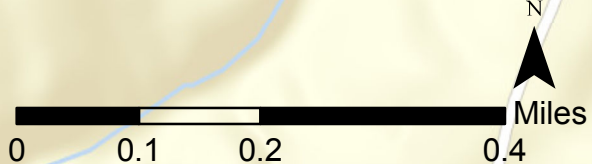
During rush hour



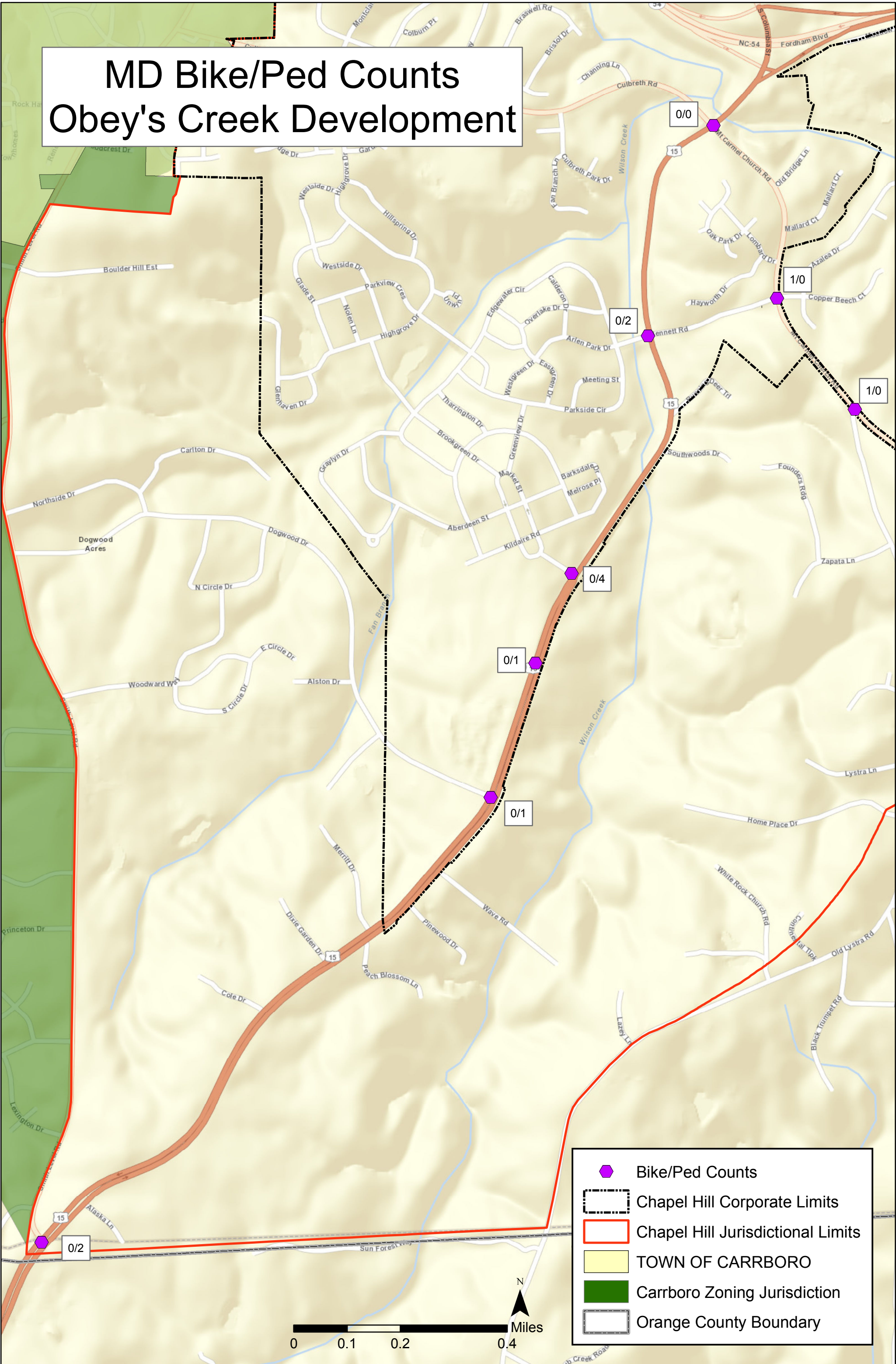
PM Bike/Ped Counts Obey's Creek Development



-  Bike/Ped Counts
-  Chapel Hill Corporate Limits
-  Chapel Hill Jurisdictional Limits
-  TOWN OF CARRBORO
-  Carrboro Zoning Jurisdiction
-  Orange County Boundary

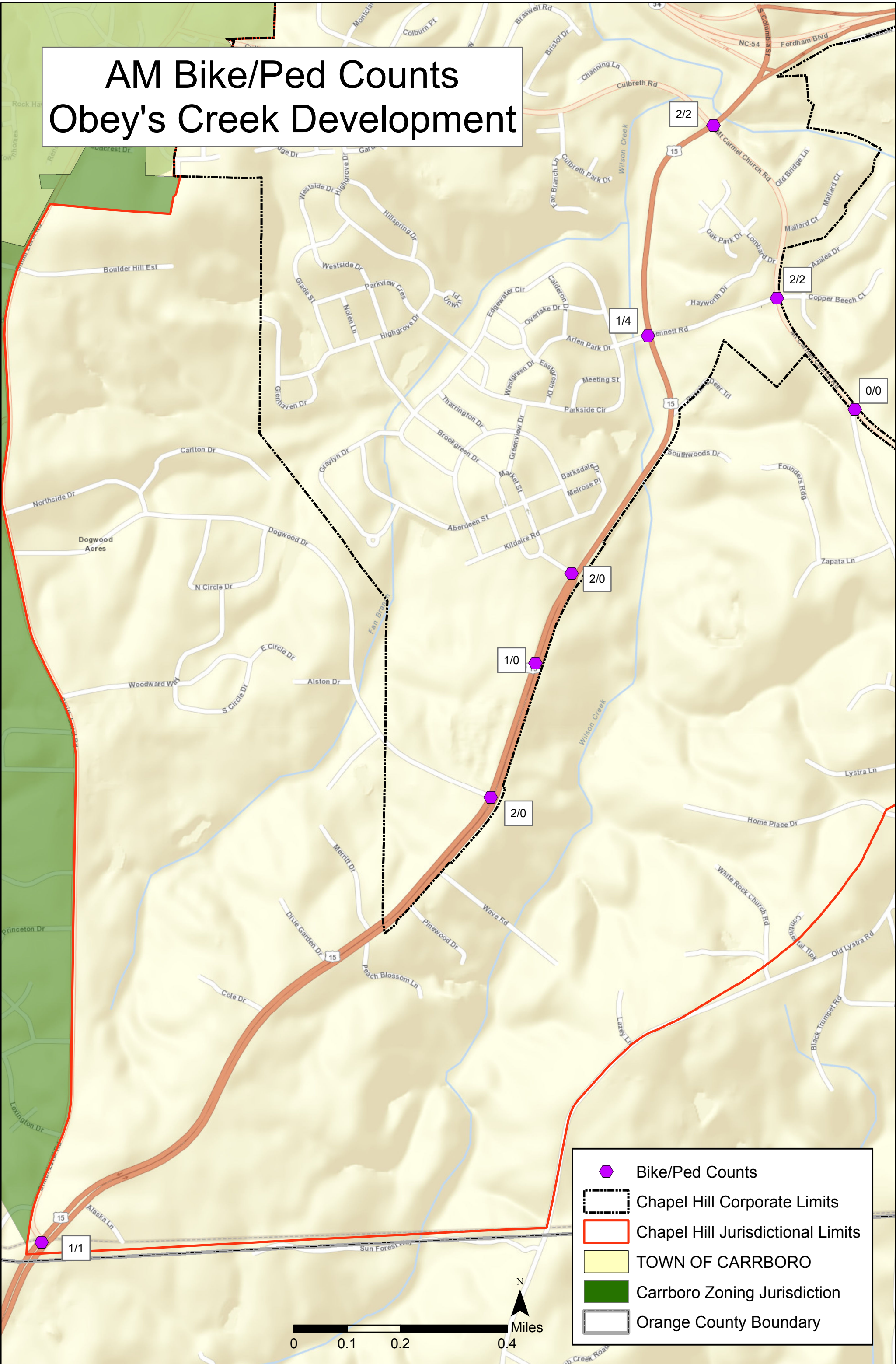




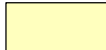


MD Bike/Ped Counts Obey's Creek Development

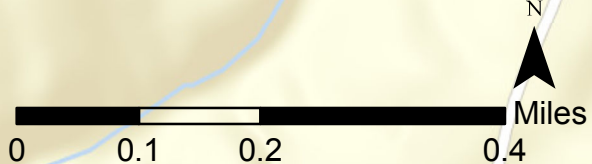


- Bike/Ped Counts
- Chapel Hill Corporate Limits
- Chapel Hill Jurisdictional Limits
- TOWN OF CARRBORO
- Carrboro Zoning Jurisdiction
- Orange County Boundary

AM Bike/Ped Counts Obey's Creek Development



-  Bike/Ped Counts
-  Chapel Hill Corporate Limits
-  Chapel Hill Jurisdictional Limits
-  TOWN OF CARRBORO
-  Carrboro Zoning Jurisdiction
-  Orange County Boundary





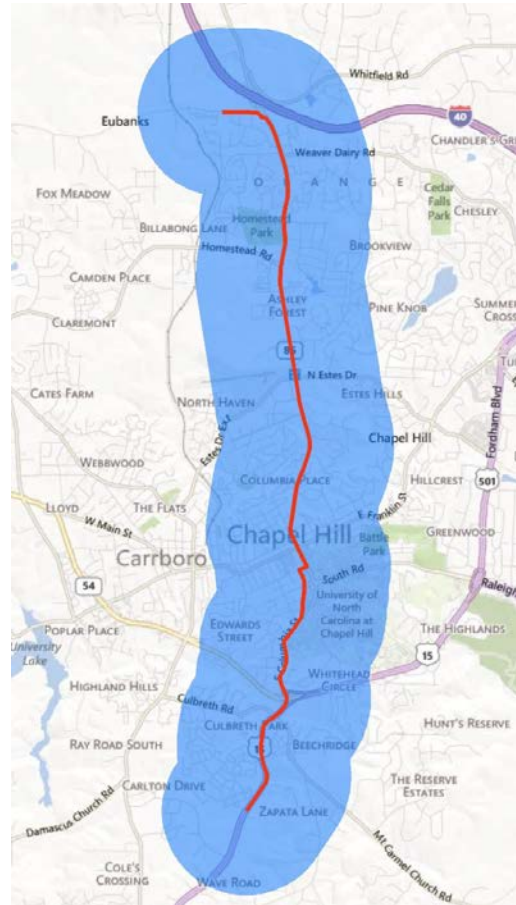
CHAPEL HILL TRANSIT
Town of Chapel Hill
6900 Millhouse Road
Chapel Hill, NC 27514-2401

phone (919) 969-4900 fax (919) 968-2840
www.townofchapelhill.org/transit

Martin Luther King Jr. Boulevard – South Columbia – US 15-501 South Corridor Alternatives Analysis Study

SUMMARY: The Alternatives Analysis (AA) Study will examine a variety of public transportation options and alignments and conclude with the identification of a Locally Preferred Alternative (LPA) for the corridor. The study will review transportation corridor from the Eubanks Road Park and Ride to the Southern Village Park and Ride. The study is scheduled to begin in September 2013. The anticipated study timeline is 18 months.

BACKGROUND: Transportation projections for significantly increased travel demand identified in the Metropolitan Transportation Plan (MTP) 2040 require a substantial increase in capacity in the Martin Luther King Jr. Boulevard corridor. Transit service demand will significantly exceed the existing Chapel Hill Transit (CHT) capacity. A higher capacity mode will be needed to achieve operating efficiencies and meet passenger travel time requirements. The study will expand on previous work to identify and evaluate multiple alignments for the corridor and a broad range of service delivery options in order to recommend a Locally Preferred Alternative (LPA) that:



- improves accessibility, frequency, connectivity, reliability, capacity, speed, and convenience;
- improves the level of service and increases ridership to the UNC campus/hospital and provides a necessary connection to the new campus at Carolina North;
- provides access and connection to the proposed UNC Light Rail Station;
- provides more accessible, safe, and comfortable stations/stops with pedestrian connections to activity centers in the corridor;
- supports future development within the corridor and provides benefits to existing neighborhoods, including low income and minority populations; and,

- generates wide public and stakeholder support and encourages partnerships among agencies, businesses and organizations in the corridor.

SCOPE:

1. Public Participation
2. Purpose and Need Statement
3. Scoping
4. Evaluation of Corridor and Initial Alternatives
5. Transit Supportive Development
6. Alternatives Conceptual Design
7. Operational Plans
8. Ridership Estimates and Transportation Impact Assessment
9. Capital, Operating, and Life-Cycle Cost Estimates
10. Social, Economic, and Environmental Impact Evaluation
11. Evaluation and Recommendation of a Locally Preferred Alternative (LPA)
12. LPA Preliminary Design (10%)
13. Conceptual Implementation Plan
14. Study Report

STUDY COMMITTEES:

The Policy Committee will be responsible for the overall direction of the study and will be comprised of elected, government and organizational officials from the study area. The committee members will provide policy guidance throughout the study process.

The Technical Committee will be responsible for advising on technical issues during the study. The committee will be a cross-section of transportation, planning and development professionals from the public and private sectors, community and business leaders and appointed citizens from the Citizens Committee from the study area.

The Citizens Committee will consist of citizens and organizations interested in the study from throughout the Chapel Hill Transit service area. The committee will review study information, assist in decision making and provide a citizen's perspective throughout the study process.

CONTACT INFORMATION:

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Interim Director

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blitchfield@townofchapelhill.org

Mila Vega

Transit Service Planner/AA Project Manager

(919) 969-4916

mvega@townofchapelhill.org

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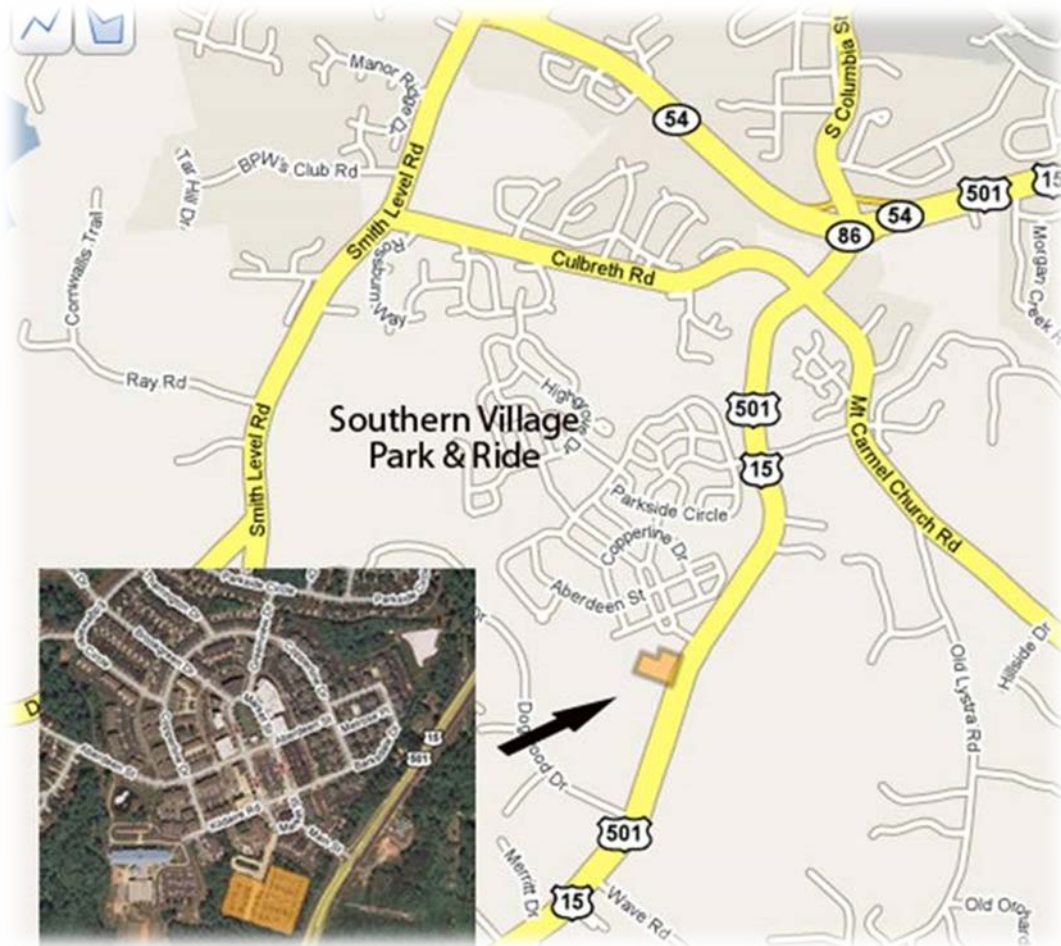
www.facebook.com/chtransit

www.twitter.com/chtransit

Customer Service Line: (919) 969-4900

Southern Village Park and Ride Lot

Opening Date	August 1995
Number of Spaces	331 (the lot is above capacity during the full service periods)
Service	NS http://www.ci.chapel-hill.nc.us/index.aspx?page=2228 V http://www.ci.chapel-hill.nc.us/index.aspx?page=730



Points to consider:

- Additional park and ride at Obey Creek
- Consolidated park and ride at Obey Creek
- Different levels of service with and without Park and Ride presence
- Transit service between Obey Creek and Southern Village



PARKS AND RECREATION
Town of Chapel Hill
200 Plant Road
Chapel Hill, NC 27514

phone (919) 968-2819 cell (919) 809-4721

fax (919) 932-2923
www.townofchapelhill.org

MEMORANDUM

To: Christopher Paul
Obey Creek Compass Committee

From: Bill Webster, Assistant Director of Parks and Recreation

Date: July 24, 2013

Subject: Southern Area Greenways Overview and Obey Creek Comments

On May 29, 2013, the Council adopted a new [Greenways Master Plan](#)¹ for the Town. A key element of the plan is the Strategic Planning section, which outlines possible greenway development goals for various section of Chapel Hill. The specific section related to the Obey Creek area is referred to in [Part 2 of Chapter 4](#)² See the southern planning area, which begins on page 46, under the heading Morgan Creek/Fan Branch Trail System. Please note that the official USGS name for the watercourse is Wilson Creek, thus the name Obey Creek does not appear in the master plan. See the overview map on the last page of this memorandum. We envision the Wilson Creek Trail to be part of a larger integrated trail system that would primarily serve those living south of Fordham Blvd/NC 54. Elements of the integrated system include:

Fan Branch Trail – Southern Community Park to the north Bank of Morgan Creek. This trail is mostly completed at this time. A paved trail extends 1.6 miles from Dogwood Acres Drive to Culbreth Road. A major segment that will extend the trail from Culbreth Road to the existing Morgan Creek Trail is currently under construction and is expected to be completed by November 2013.

A segment is also planned to extend from Dogwood Acres Drive, through the Southern Community Park to the park's southern end. There is no current funding or schedule for this last segment.

Morgan Creek Trail – Merritt's Pasture to Carrboro Town line. We have completed .85 miles of this trail. The eastern end is complete from a new parking lot off of Fordham Boulevard to Merritt's Pasture.

¹ <http://www.townofchapelhill.org/index.aspx?page=2230>

² <http://www.townofchapelhill.org/Modules/ShowDocument.aspx?documentid=19739>

The next phase of the trail would take it to Smith Level Road and a future connection with Carrboro's Morgan Trail. This section will be challenging in many ways. It will have to address a creek crossing, significant private property, an underpass of Smith Level Road and steep slopes. At this time there are no funds for planning and design. At this time we have no schedule.

Wilson Creek - Please note that the plan's recommendations for Wilson Creek are somewhat vague due to the uncertainty of how dense the land east of Highway 15-501 will be developed. If the future development density is relatively high we recommend that the trail be paved, if low density it can be natural surface. If the density stays low the trail system can stay within the boundaries of the property. If the project is permitted to be developed at a higher density we believe that the trail should be extended to Bennett Road to the north and Wave Road to the south.

Following are our "big issue" comments, assuming a higher density development. Without knowing the details of what is being proposed it is impossible at this stage to know what exactly we might want to suggest in the future.

1. Wilson Creek Greenway: We believe that the developer should construct a paved greenway trail from Bennett Road to Wave Road. Because the north and south end of the proposed trail are beyond the project's boundaries the trail would need to be built in the ROW of Highway 15-501. Within the development we would want to see the trail aligned so that it can attain the best mix of reasonable grades and maximum number of people served. I have attached a very rough map showing one possible alignment. This is not suggested to be a design solution, only an illustrative example of the big picture goal.
2. We believe that it is critical that the developer provide a safe means for bicycles and pedestrians to cross Highway 15-501 in order to access the Southern Community Park, the Fan Branch Greenway Trail, and Southern Village. We believe that any such solution should include both signals and pedestrian refuges. Due to the properties very long frontage along Highway 15-501 there should be two such crossings. Ideally one at the southern entrance to Southern Village and the other at Dogwood Acres Drive.
3. Depending on the amount and type of residential development there should be a mix of active and passive recreation on site. The active component could be for activities not found at Southern Community Park.
4. It is our understanding that Wilson Creek is one of the premier watercourses in Town from the perspective of water quality. We believe that the buffer around the stream should be adequate to protect the watercourse as much as is possible.

CC: Jason Damweber

MORGAN CREEK TRAIL

Morgan Creek begins in central Orange County and flows southeast until it becomes a large stream. Near the Carrboro town limits, the creek enters University Lake, an important water source for southern Orange County. From its outflow at the base of the University Lake dam, Morgan Creek flows east through Carrboro’s jurisdiction until it flows under Smith Level Road. Once the creek passes under Smith Level Road, it enters Chapel Hill’s jurisdiction. Once inside Chapel Hill’s Town limits, the creek flows for over 4.5 miles and undergoes several dramatic transformations. From Smith Level Road to its outflow into Jordan Lake, the creek passes through three distinct sections.

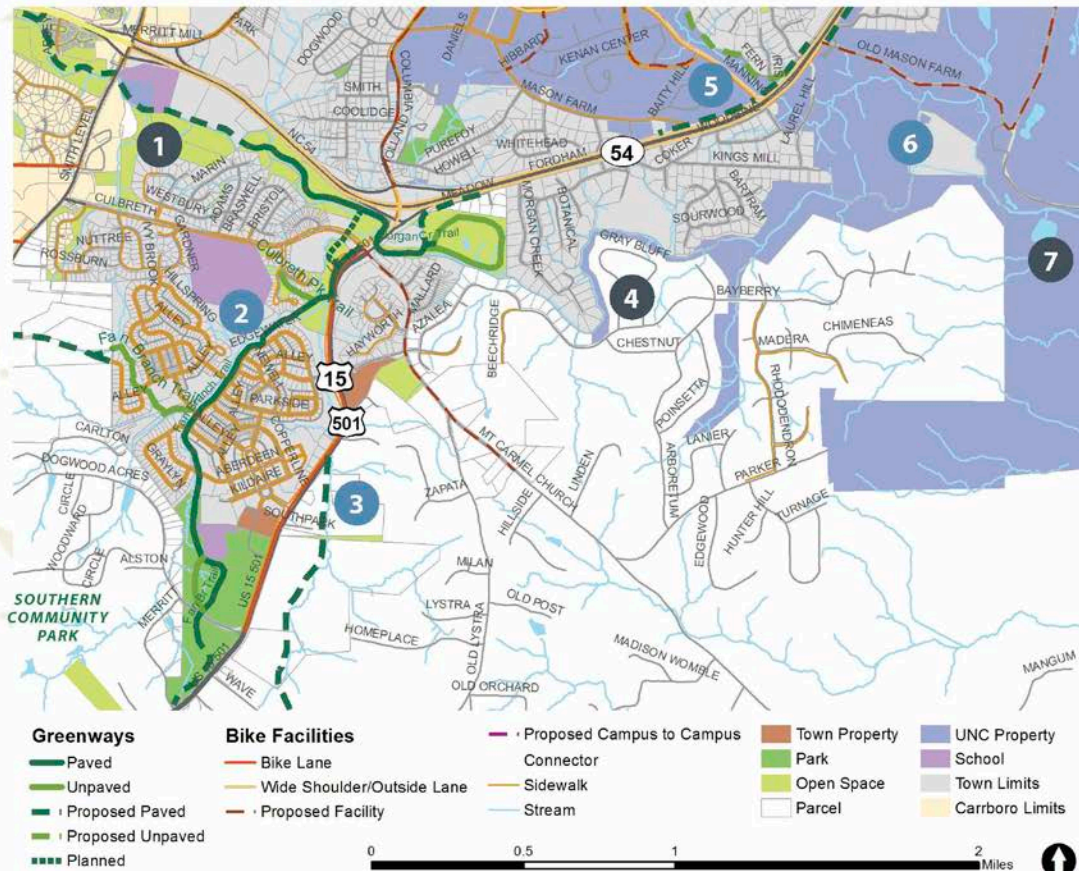
The watershed is the most isolated of the major streams in Chapel Hill. Natural connections from Morgan Creek to the Town’s trails north of Fordham Boulevard are blocked by high ridges and major roads.

A class 6 trail has been built from a location midway between Smith Level Road and US 15/501 South to Merritt’s Pasture, as well as along Fan Branch and a short section of Wilson Creek.

MORGAN CREEK CONCEPTUAL PLAN STUDY

The Council adopted the “Report of the Morgan Creek Trail Conceptual Plan Committee” in 2006, which describes a plan of action for development of the Morgan Creek Trail.

- 1** **Smith Level Road to Merritt’s Pasture**
As Morgan Creek enters the Chapel Hill Urban Services District on the eastern side of Smith Level Road, the stream flows through a broad flood plain, with its greatest relief being on the southern bank. The greenway corridor contains an elementary school, a large apartment complex, a large single-family



MAP 4.7 - MORGAN CREEK