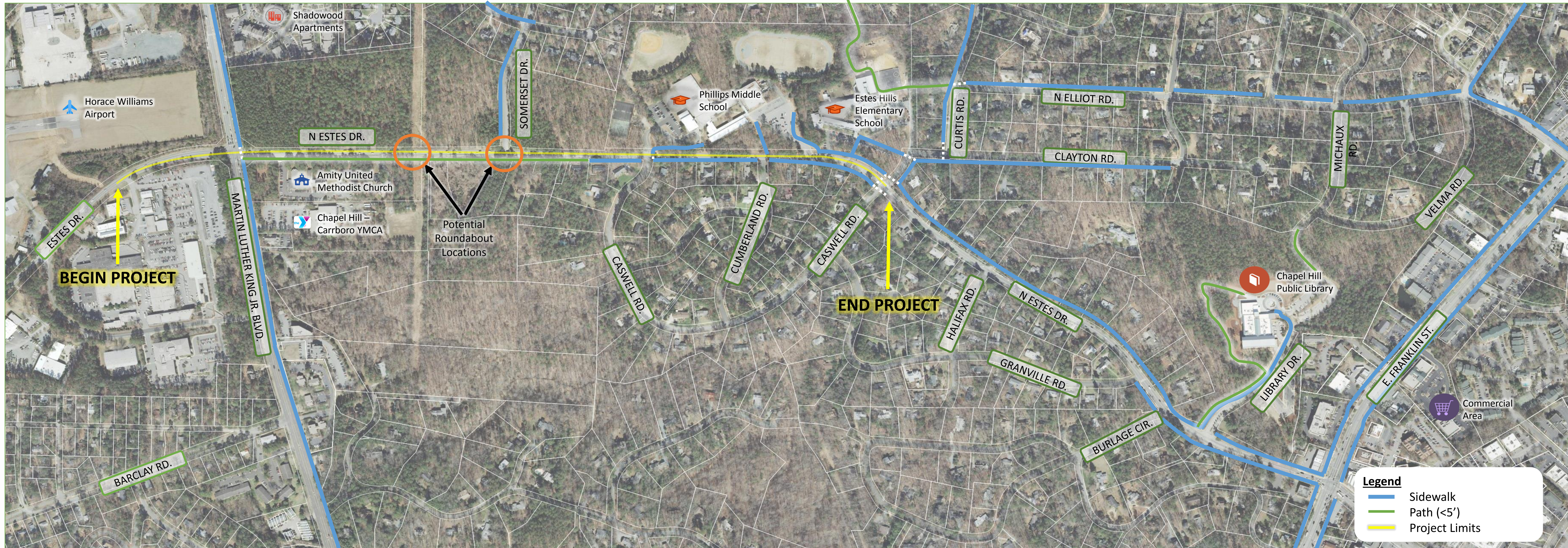


Existing Conditions and Project Limits



What is being proposed?

The Town of Chapel Hill proposes to make bicycle and pedestrian improvements to Estes Drive between Martin Luther King Jr. Boulevard and Caswell Road. At minimum, the Town is proposing bike lanes for both directions of Estes Drive, a continuous sidewalk on the south side of the street, and a continuous multi-use path on the north side. One vehicular travel lane in each direction would remain.

Why is this project taking place?

This section of Estes Drive is currently a major gap in the bicycle and pedestrian network in Chapel Hill. The Town wishes to make safe connections to schools, the library, and neighborhoods that surround the project. These improvements are being completed in accordance with the Town's 2014 Bike Plan and the 2013 Central West Small Area Plan.

Project Schedule

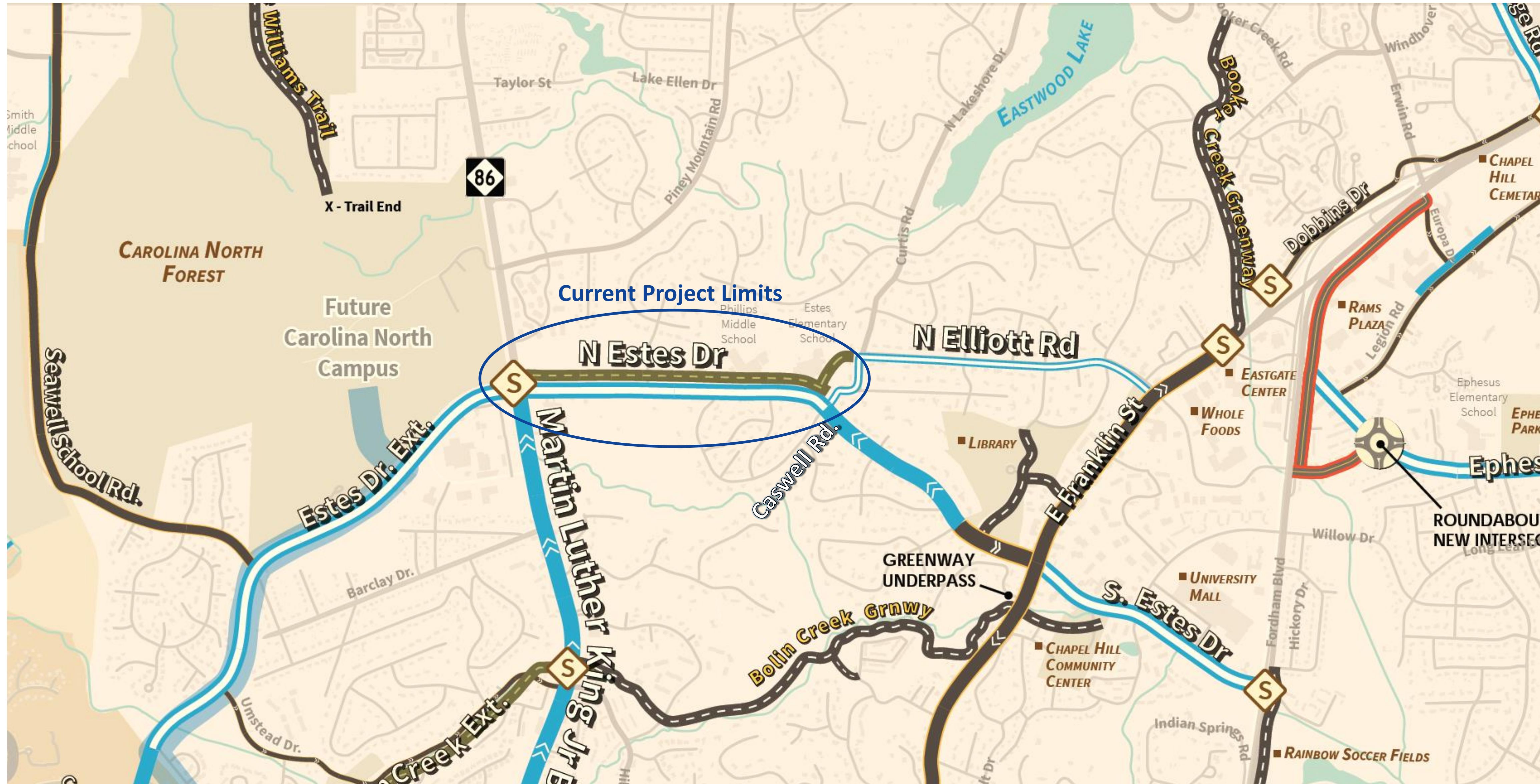
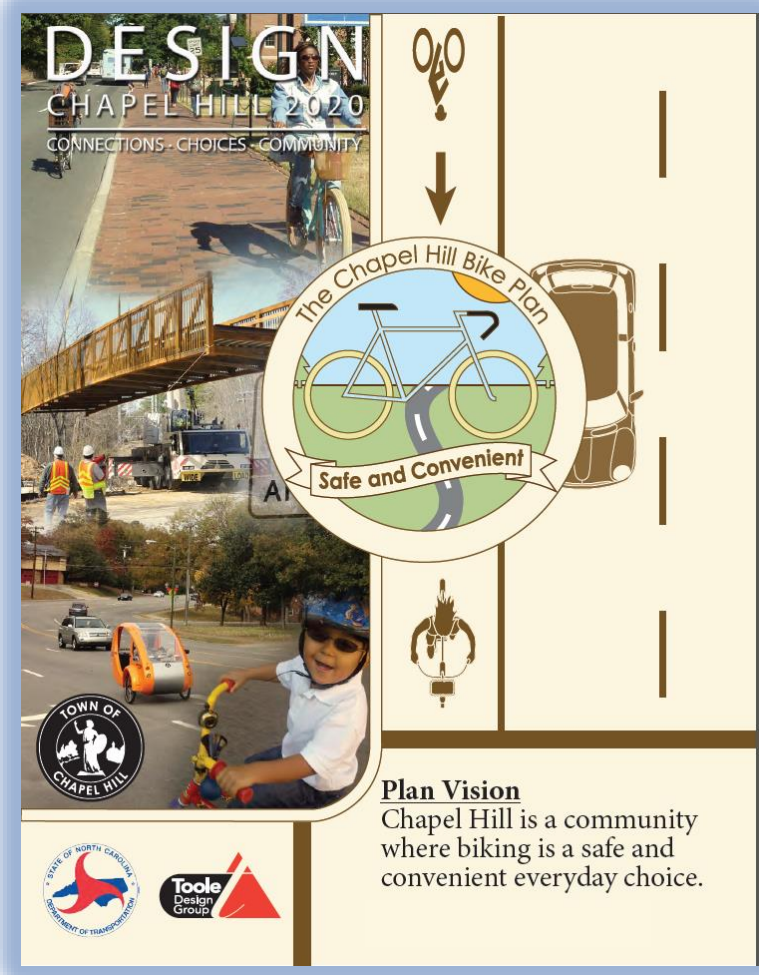
- Our first public outreach is being held today to gather your input.
- Based on your input, the consultant will perform an alternatives analysis over the next several months.
- A second public outreach will be held around January 2016 that will present the project plan, and gather any last public comments.
- The design will be completed by Summer 2016
- Construction will begin by the end of Summer 2016, and take approximately 12 months.



Estes Drive Bicycle & Pedestrian Improvements

2014 Chapel Hill Bike Plan – Estes Drive Recommendations

The Chapel Hill Bike Plan was approved by the Town Council last year. The Bike Plan identified short and long term recommendations for Estes Drive. Short term recommendations from the Bike Plan are shown below. The Town of Chapel Hill currently has funds to implement the enhancements between Martin Luther King Jr. Blvd. and Caswell Road. Future work will add bicycle amenities between Caswell Road and Franklin Street.



Source: Short Term Plan, page 35, Chapel Hill Bike Plan (2014)



Two Stage Turn Queue Box from Estes Drive to Caswell Road



Climbing lane uphill, from Franklin to Caswell



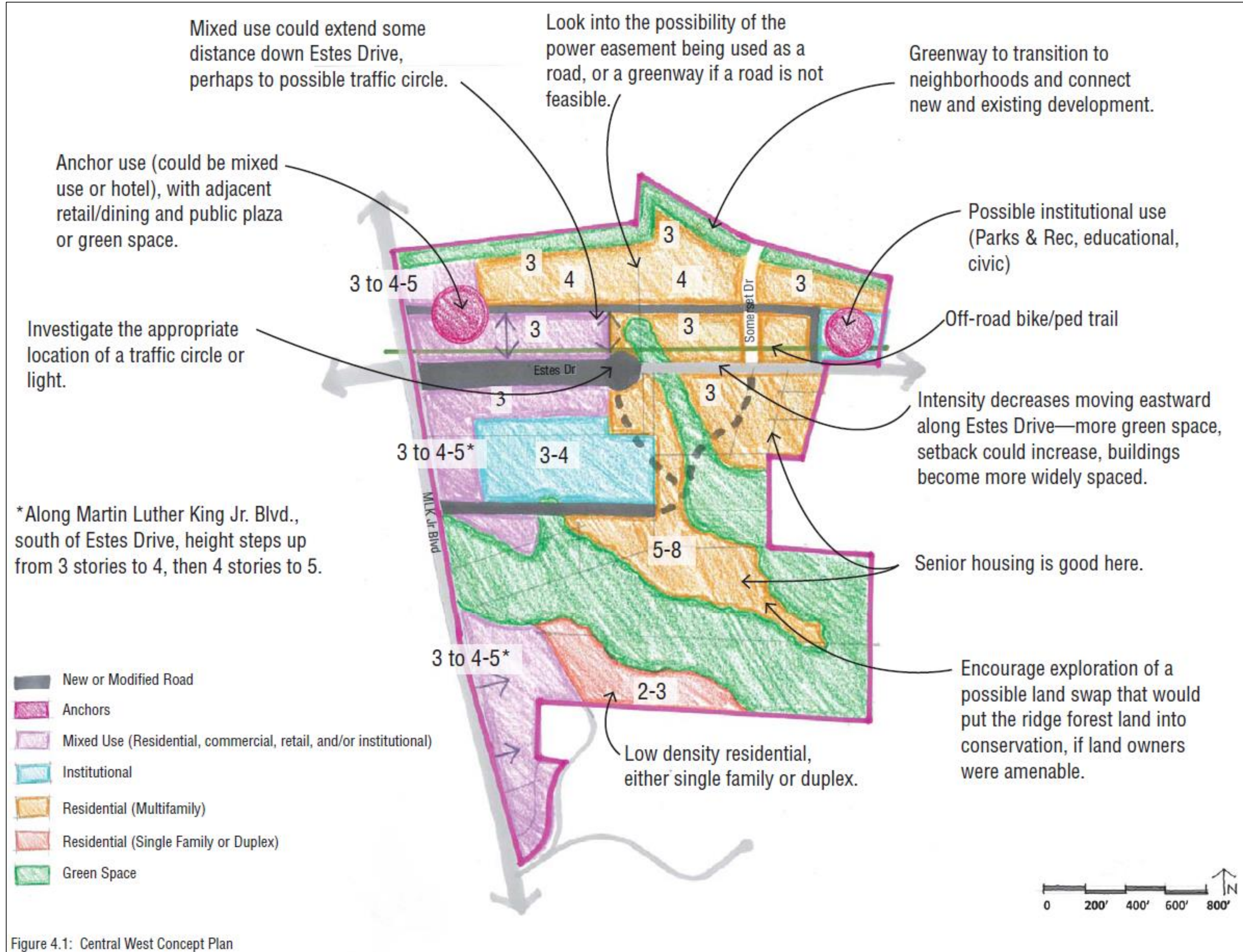
Sharrows downhill, Caswell to Franklin

Legend	
Existing Facilities	Proposed Facilities
Bike Lanes	Sharrows
Greenway/ Shared Use Path	Bicycle Climbing Lane
Spot Improvements	Bike Lane
	Buffered Bike Lane
	Greenway/ Shared Use Path
	Cycle Track

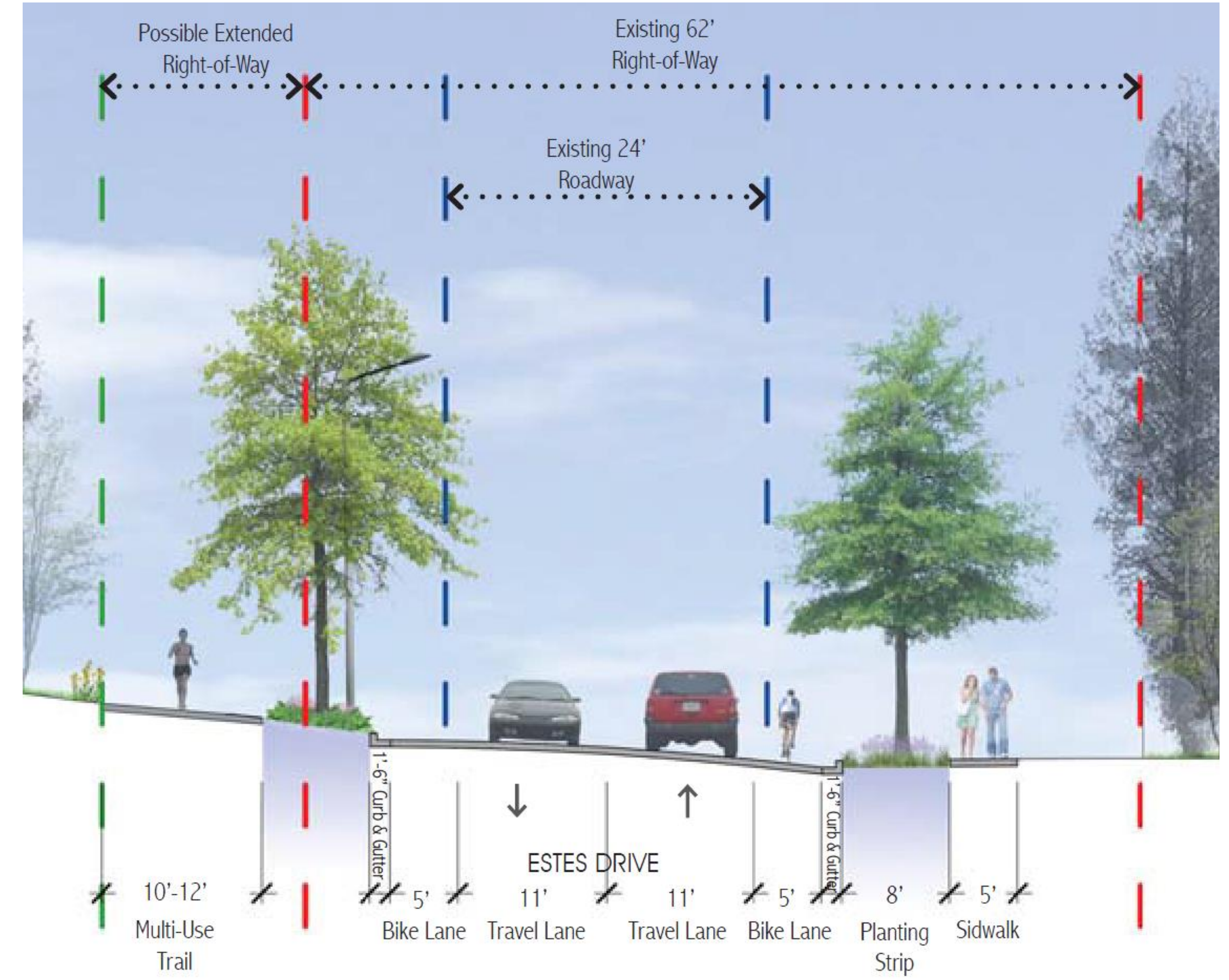
Central West Small Area Plan: Estes Drive Recommendations

Town of Chapel Hill
CENTRAL WEST Small Area Plan

The Central West Small Area Plan was completed in 2013. This document provided vision and guidance for how the Central West area should change and grow in the future. In addition to land use recommendations, the plan provided recommendations to the street cross section of Estes Drive.



Source: Concept Plan, page 40, Central West Small Area Plan (2013)



Source: Estes Drive Cross Section: Residential Area, page 53, Central West Small Area Plan (2013)



Estes Drive Bicycle & Pedestrian Improvements

Types of Bicycle and Pedestrian Infrastructure

As a part of the Estes Drive improvements, the Town of Chapel Hill will be implementing several types of the following infrastructure so that residents of all ages and abilities can walk, run, or bike along the street. We are asking you what type of amenities you want to see! Please rate on the form for what types of facilities you would prefer.

Multi-Use Path

A multi-use path is a paved path, separate from the roadway that is at least 10' wide. Both pedestrians and bicycles are allowed on a multi-use path.

The Central West Small Area Plan proposes a multi-use path on the north side of Estes Drive to connect MLK Jr. Blvd. to the schools. This path would then traverse through the school property to the intersection of Curtis Road and Elliot Road. This would also be consistent with the Chapel Hill Bicycle Plan.



Sidewalks and Crosswalks

Sidewalks, typically 5'-6' wide, would be provided on the opposite side of Estes Drive as the multi-use path. Full pedestrian and ADA accommodations would be provided to the corners of all intersections in the project limits, for connection to current or future sidewalks beyond the project limits.



Safer street crossings are very important to this project, especially with the proximity to the Library, and Phillips Middle and Estes Hills Elementary schools.



Bike Lanes

There are several types of bike lanes that can be implemented on this section of Estes Drive.

Adjacent to Travel Lanes

These type of bike lanes are typical in Chapel Hill.



Buffered Bike Lanes

Similar to bike lanes seen in Chapel Hill, except for a 2'-3' painted buffer between lanes.



Separated Bike Lanes

These type of lanes place a vertical delineator in the buffer. There are several types of vertical elements that can be used:



Estes Drive Bicycle & Pedestrian Improvements

Other Project Amenities and Mode Balance

Roundabouts

The Town of Chapel Hill is also investigating the possibility of one or two roundabouts on Estes Drive. These roundabouts would support future development on the west end of the project, and would be designed to be safe for pedestrians and bicyclists.



Transit Accommodations

Part of the project will investigate improvements to transit stops, such as furniture, location of stops, and how buses can better share street space with bicycles and automobiles. The design team appreciates feedback as it relates to transit also!



Automobile Capacity

A traffic study is being completed with this project to study the current and future traffic flows, and to determine if modifications to traffic signals and turn bay lengths are needed.



Mode Balance

The number one goal of the Estes Drive project will be to ensure all street users can use the corridor safely.

Another important goal of the project will be to balance the needs of all the modes that utilize the street space: bicyclists, pedestrians, transit users, and automobile drivers.



Bicycle



Transit



Pedestrian



Automobile



Estes Drive Bicycle & Pedestrian Improvements