

Chapel Hill Downtown Mobility Plan

Design Charrette: Reveal and Discussion

May 25, 2023



Why do we need a Mobility Study?

01



Why do we need a vision for Mobility?

- Current mobility patterns are **degrading the Place**
 - *People are traveling through rather than to*
- **Improvements have been piecemeal and uncoordinated**
 - Results in low levels of trust among stakeholders
- Everyone is concerned about **conflicts between users**
 - Resulting in frustration for everybody
- **Businesses need safe, easy access**
 - Solutions may vary but change needs to be thoughtful

Current Street Conditions





Background

- Purpose of Cities
- A + B Streets
 - Franklin and Rosemary as A Streets (sketch)
- Networks
 - Rosemary, Franklin, and Cameron working as a SYSTEM

FUNDAMENTAL

The purpose of cities: to advance efficient & effective exchange.

Labor

Trade

Innovation

Culture

Capital

Ideas

Goods

Education

Services

Employment

Specialization

Entertainment

Housing

Governance

Security

Health Care

Opportunity

Social Contact

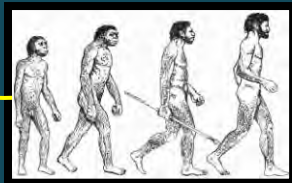
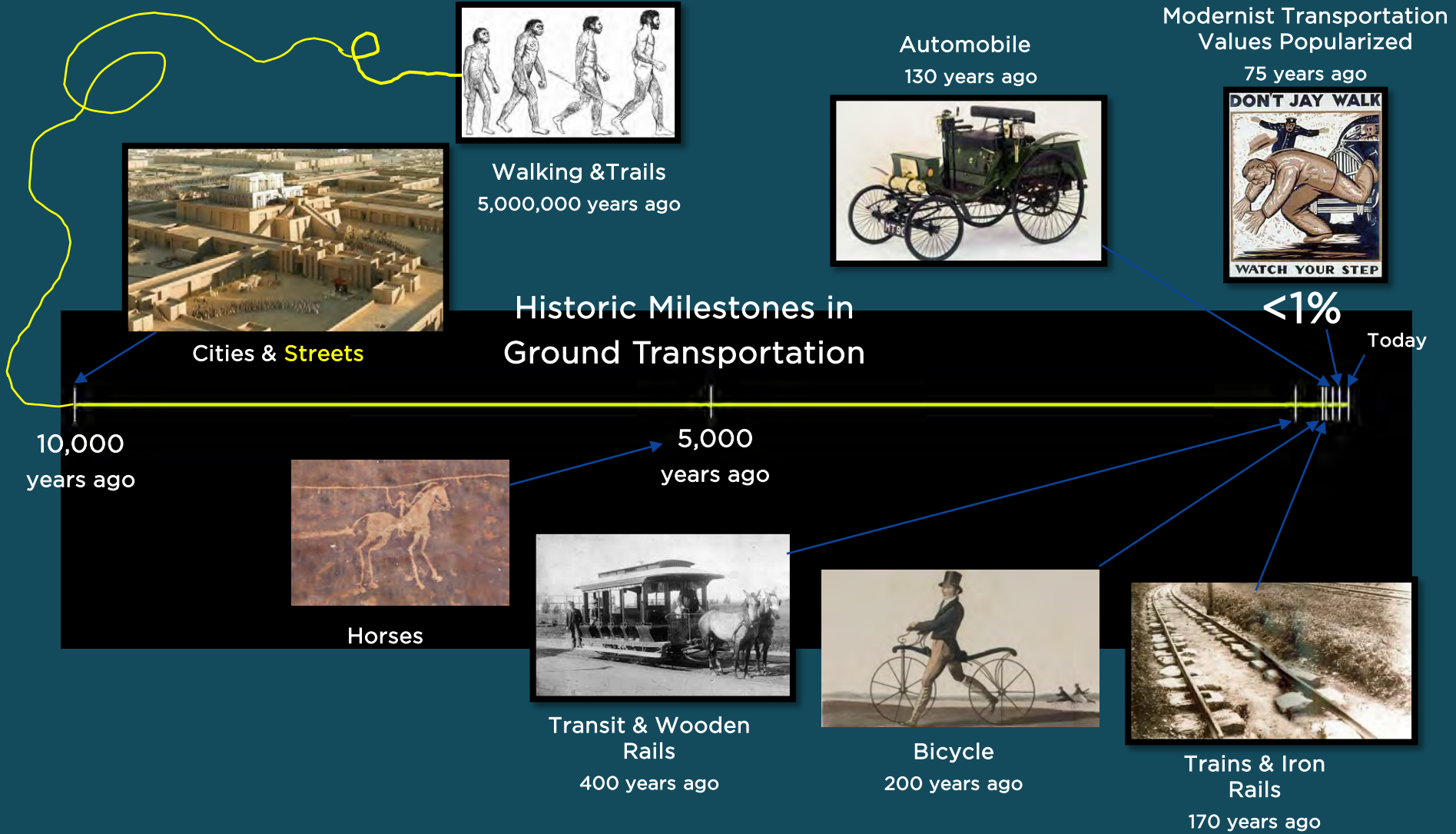
The “transportation purpose” of cities is to minimize long trips.





Purposes of Streets :

Commerce
Socializing
Celebration
Communication
Recreation
Travel
Access
Deliveries
Identity
Legibility
Place
(i.e., multi-purpose public space that generally operated at low speeds)



Cities & Streets



Horses



Transit & Wooden Rails
400 years ago



Bicycle
200 years ago



Trains & Iron Rails
170 years ago



Automobile
130 years ago



Modernist Transportation Values Popularized
75 years ago

<1%

Today

“Mobility” outside of cities & metro areas

The movement of people and goods.

Assumption: faster, farther, and in greater numbers meant progress for society



Natural Rural

Rural
Town

Suburban
Residential

Suburban
Commercial

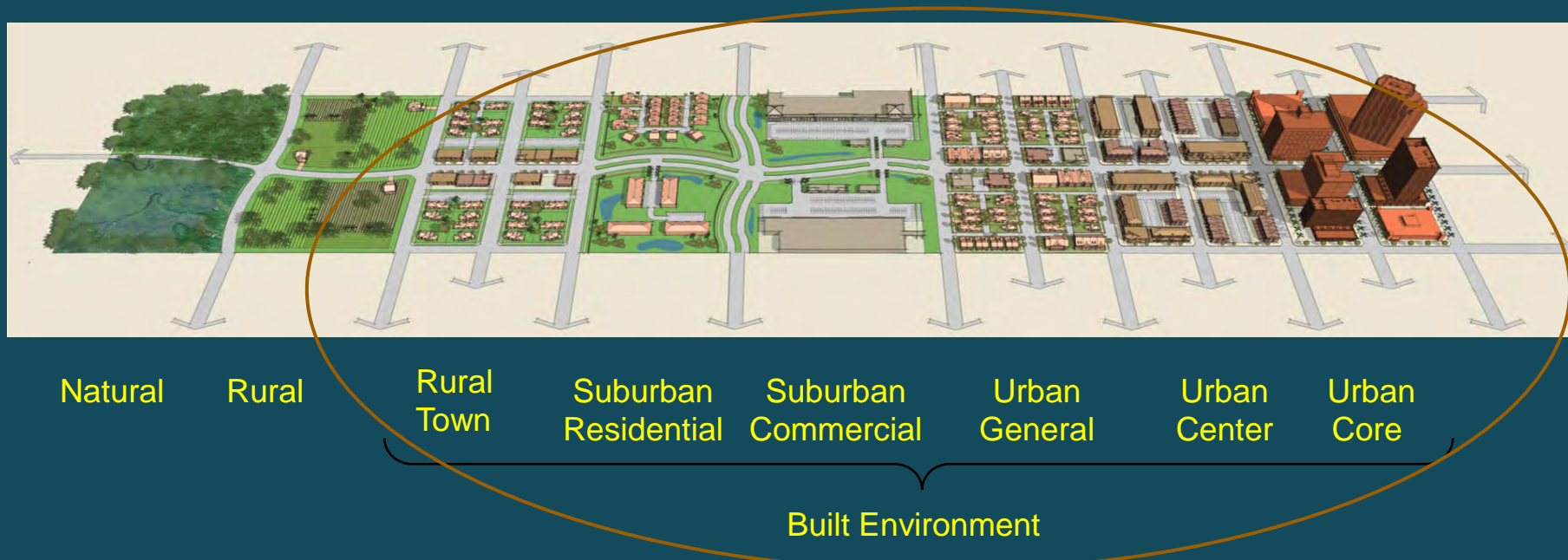
Urban
General

Urban
Center

Urban
Core


“Mobility” within cities and metro areas

The populations’ capabilities and strategies to move in order to access what they need to live and thrive within the city/metro area.



Mobility (now and in the future)

The populations' capabilities and strategies to move in order to access what they need to live and thrive within the city/metro area.



Young, elderly, disabled, genders, different income levels, walkers, pedestrians, cyclists, transit users, students,...

Mobility (now and in the future)

The populations' capabilities and strategies to move in order to access what they need to live and thrive within the city/metro area.

Movement is purposeful.

<u>Trip Type</u>	<u>%</u>
work	18.0
work-related	2.6
shopping	20.2
doctor/dentist	1.5
family/personal	24.2
church/school	8.8
social/recreational	24.5
other	0.2

Mobility (now and in the future)

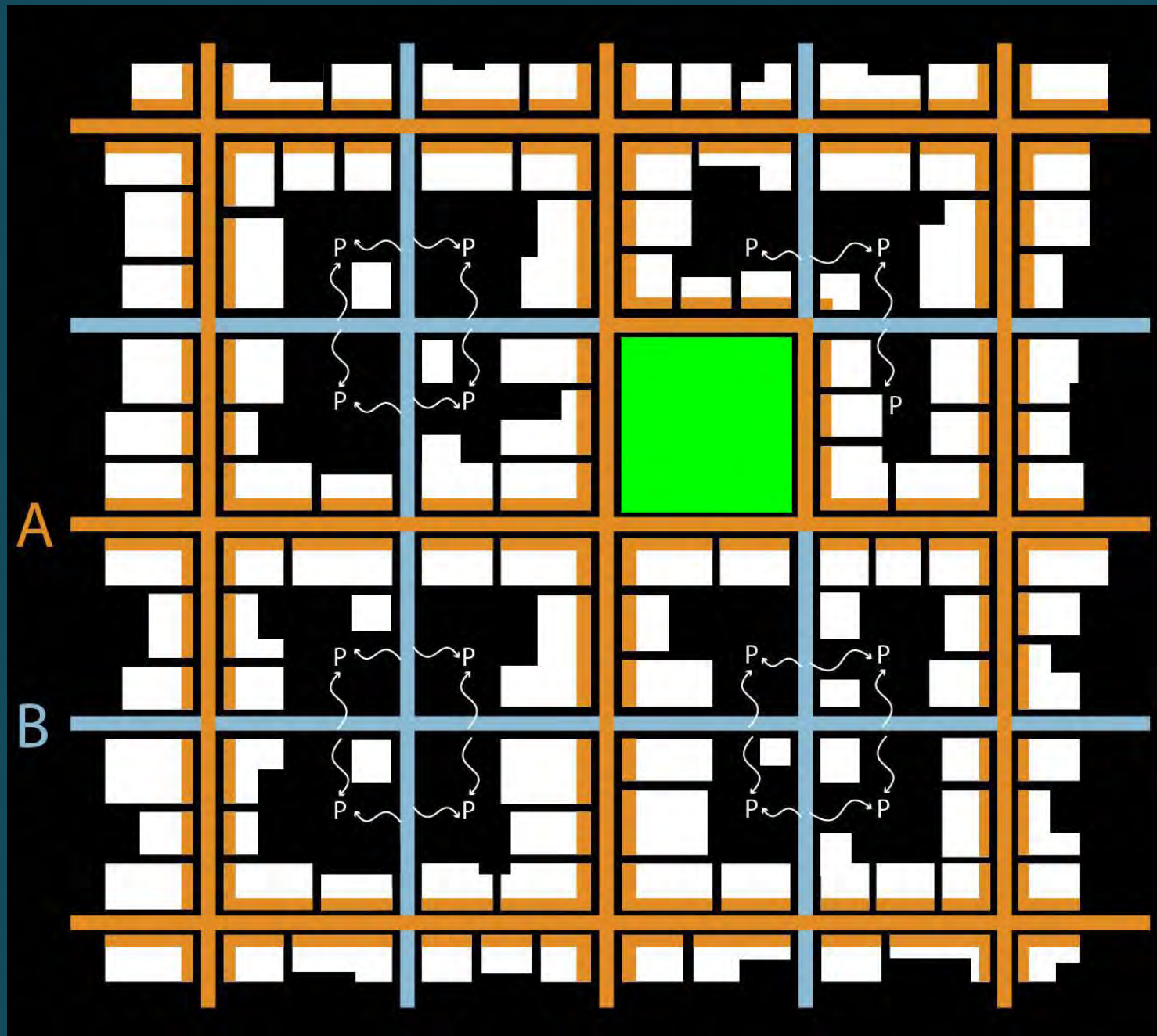
The populations' capabilities and strategies to move in order to access what they need to live and thrive within the city/metro area.

Equity

Young, elderly, disabled, genders, different income levels, walkers, pedestrians, cyclists, transit users, students,...

A-Frontage Streets

B-Frontage Streets

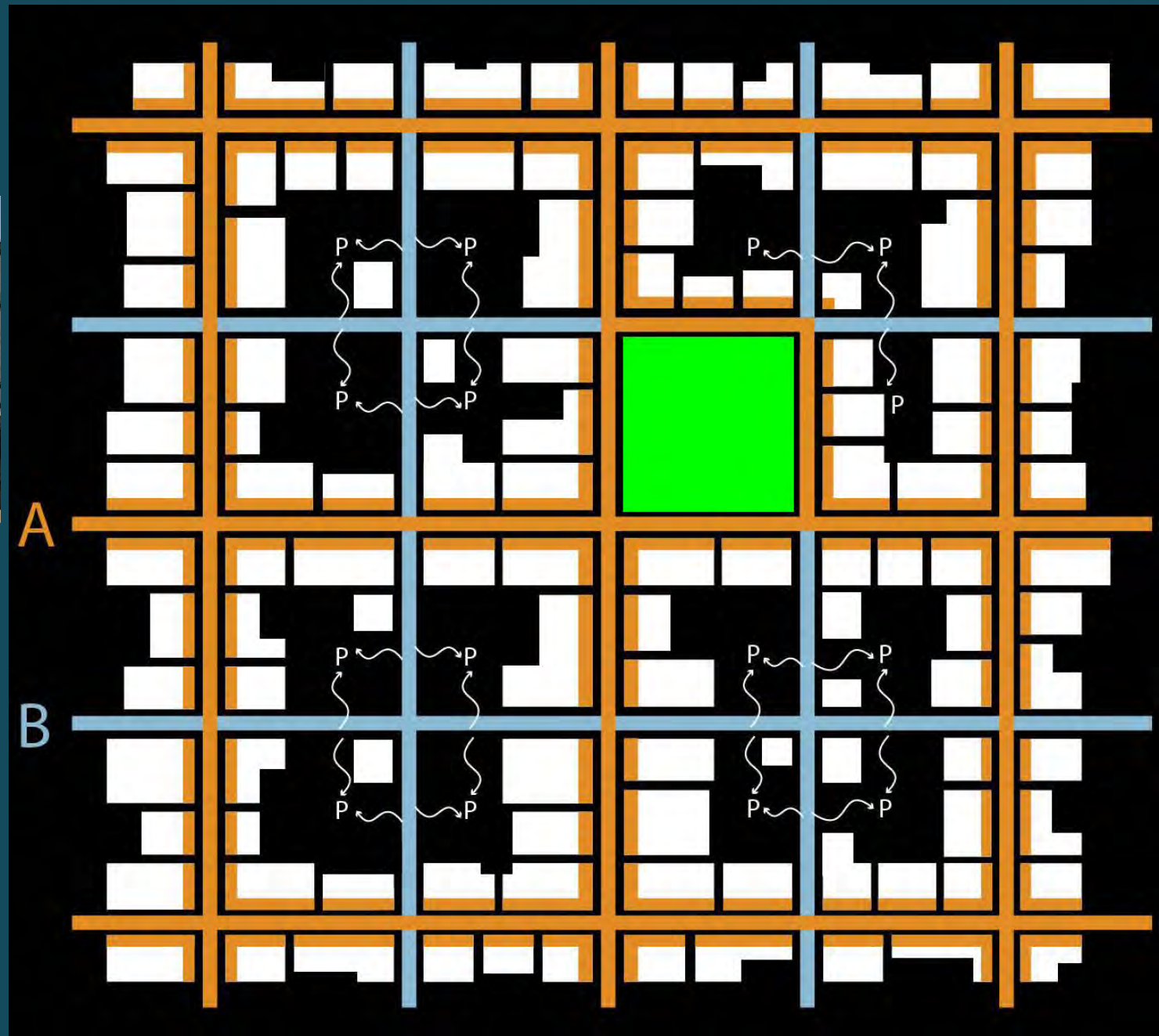


A-Frontage Streets

A-frontage streets are addressed by buildings, have engaging facades, and have no driveways or service functions.



B-Frontage Streets



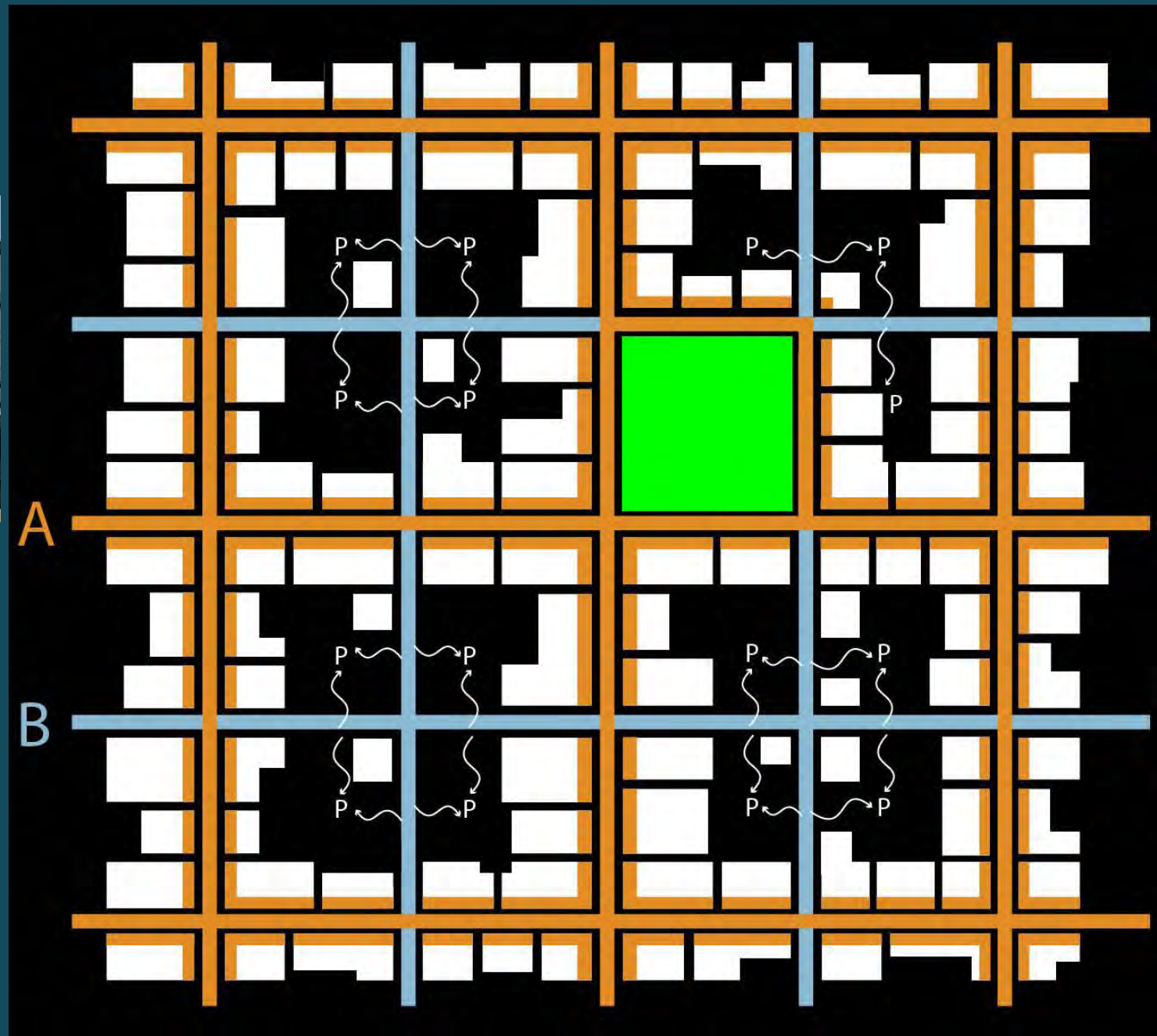
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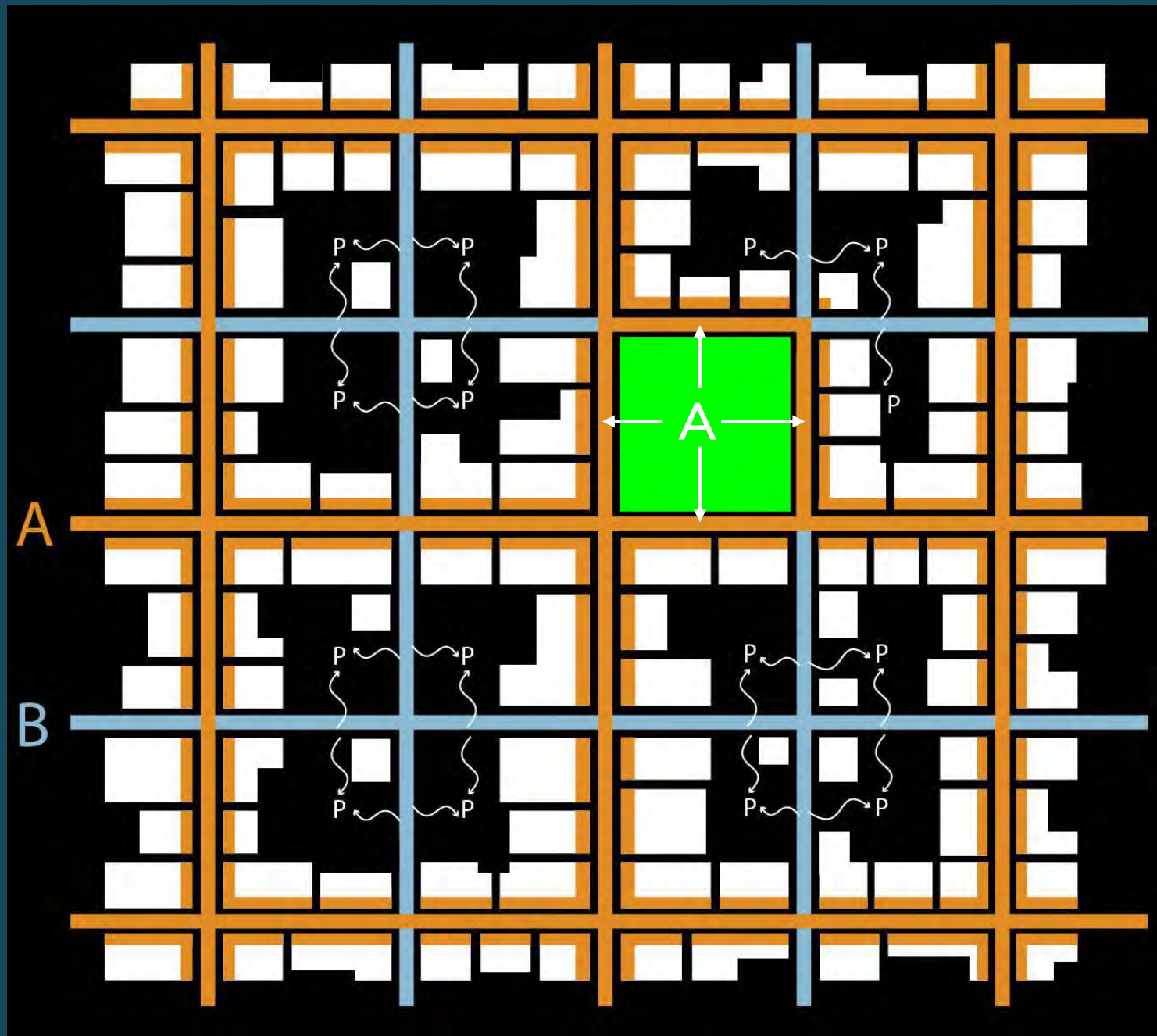


B-Frontage Streets

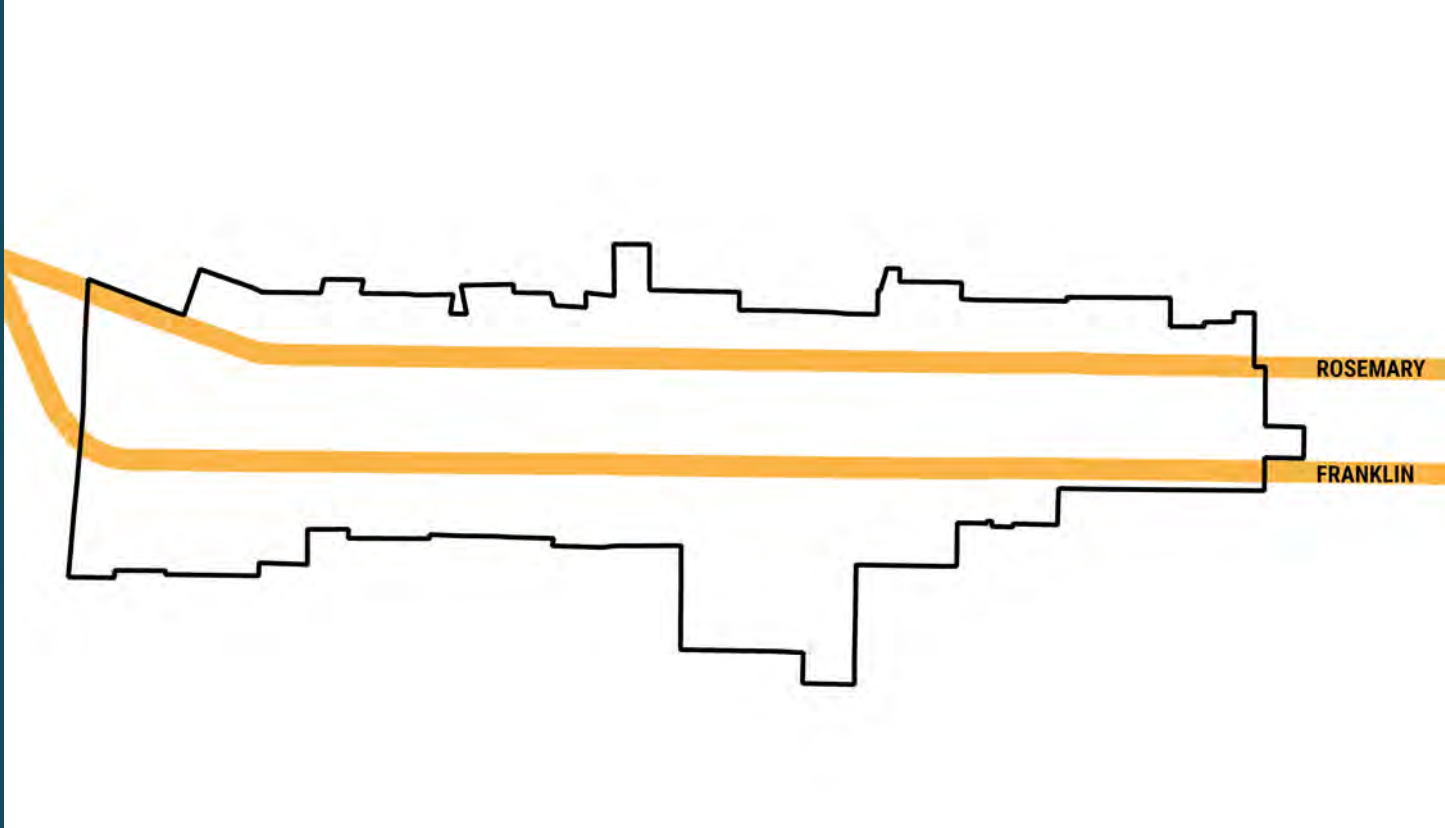
B-frontage streets may or may not be addressed by buildings and provide access for parking and services.

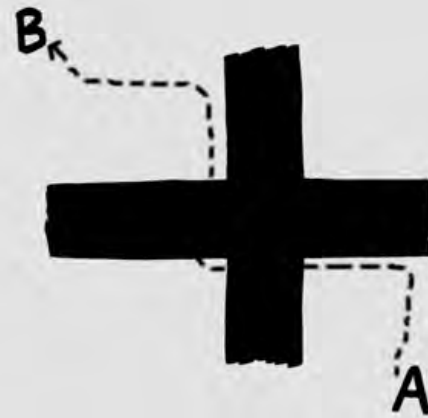
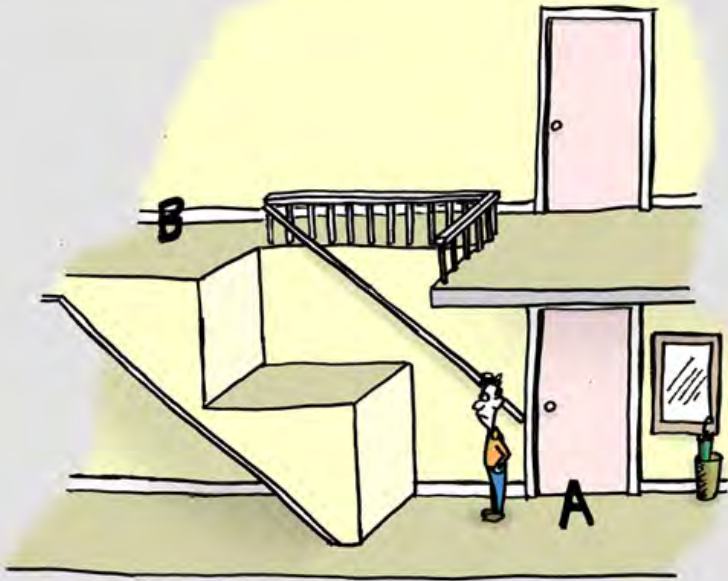
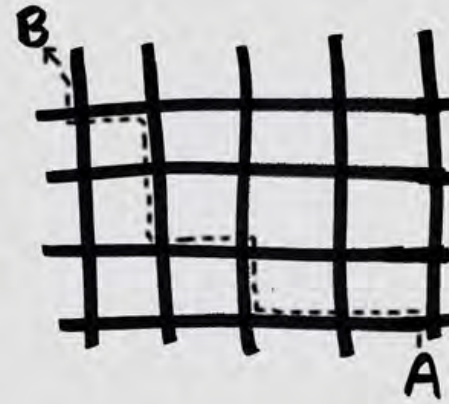
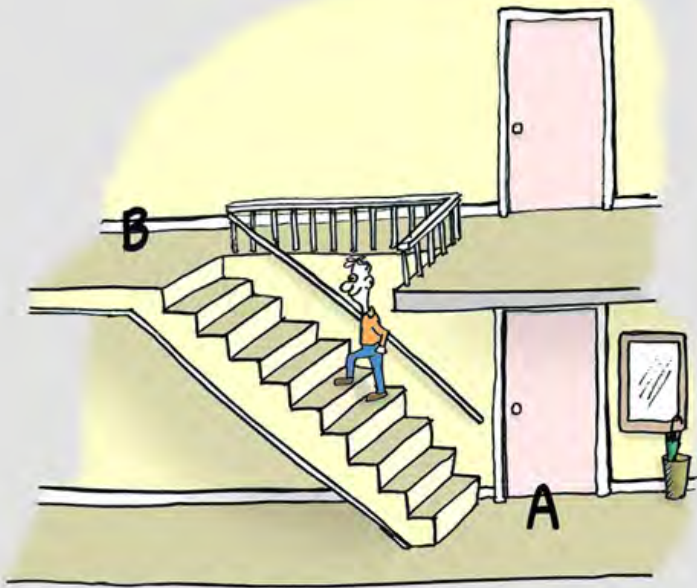


A-Frontage Streets

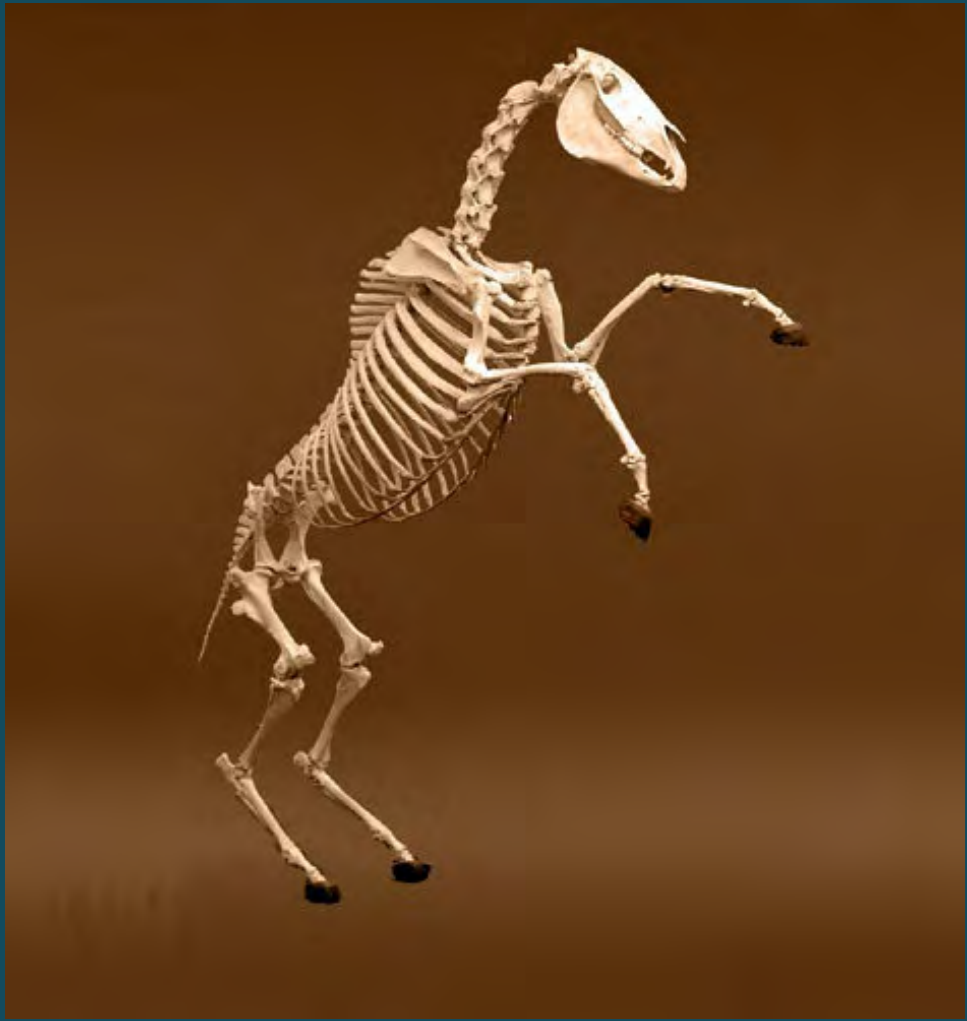


Chapel Hill's A Streets: Rosemary and Franklin



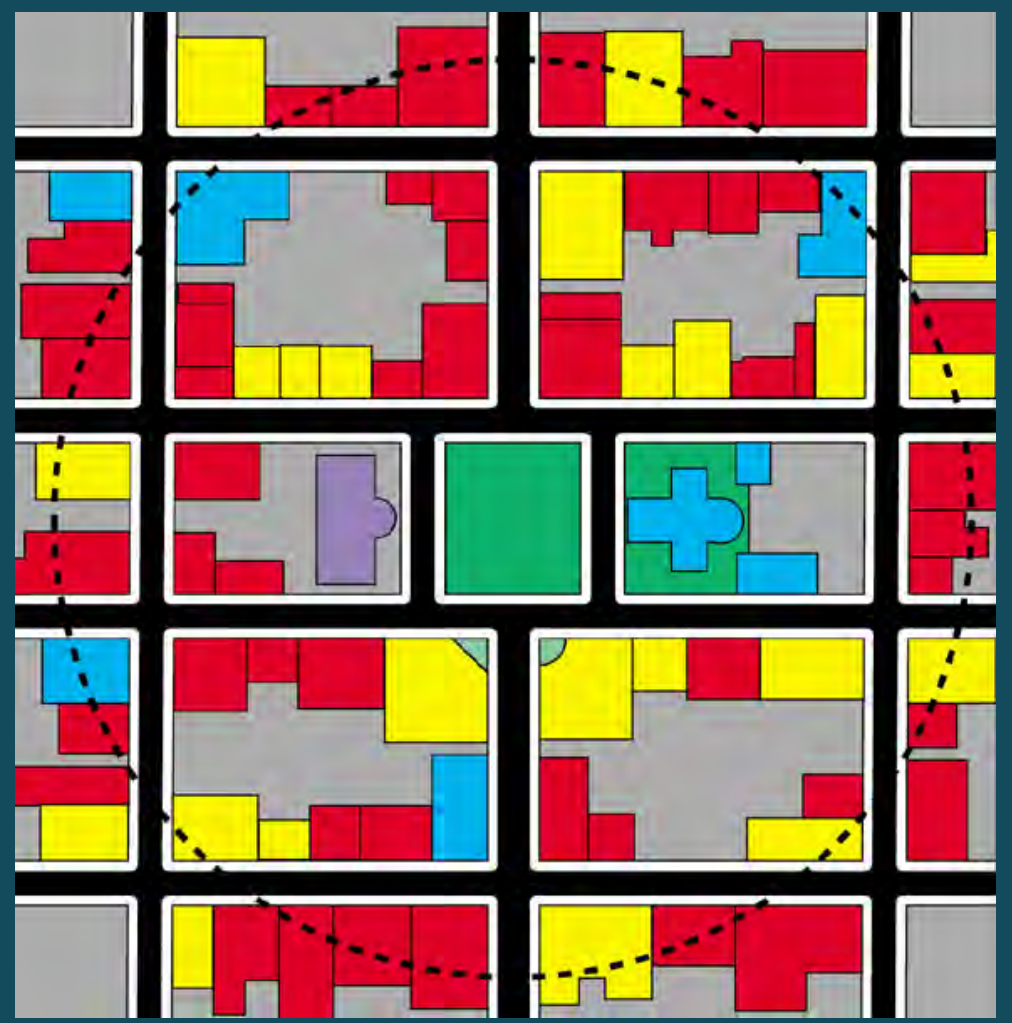
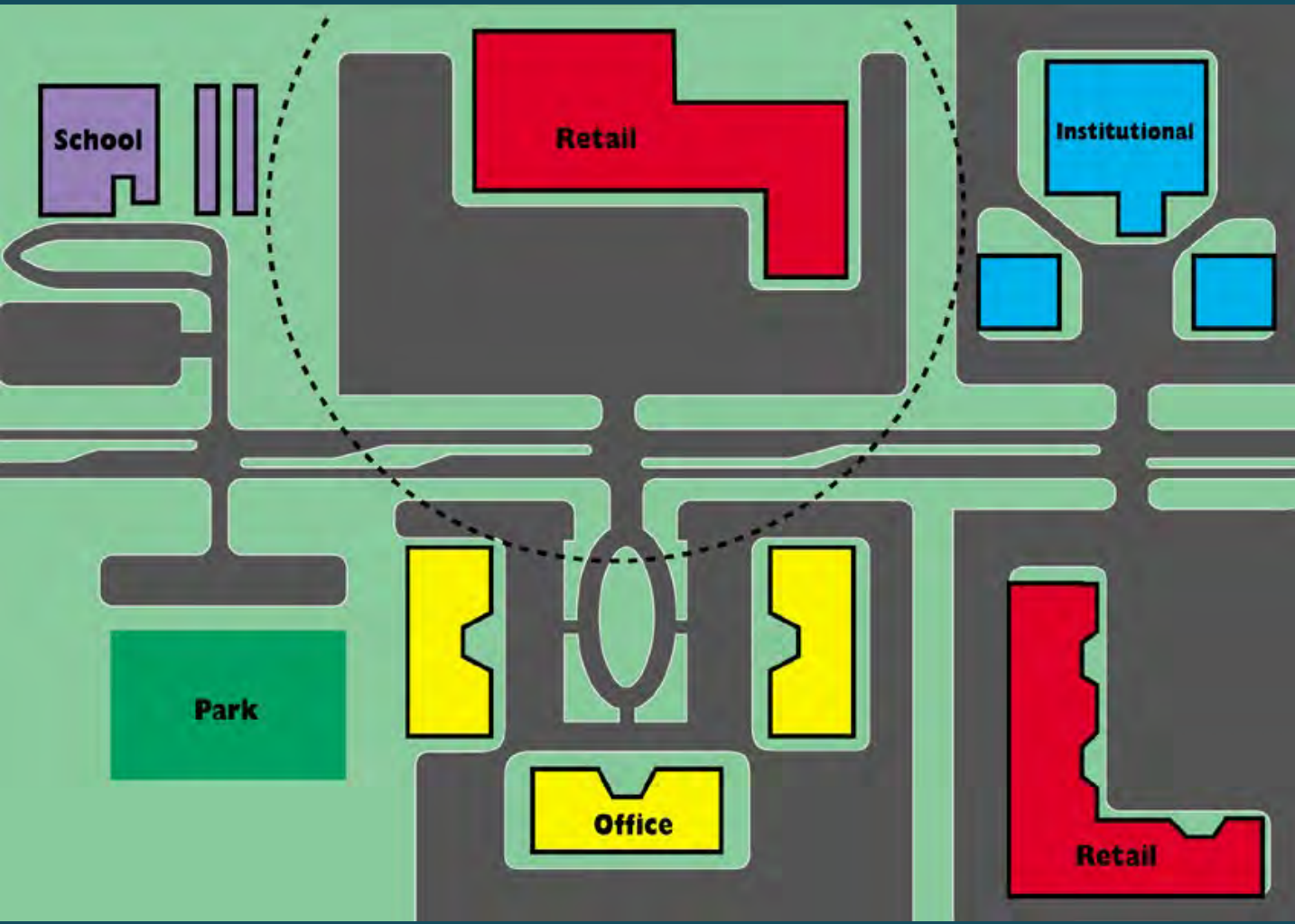


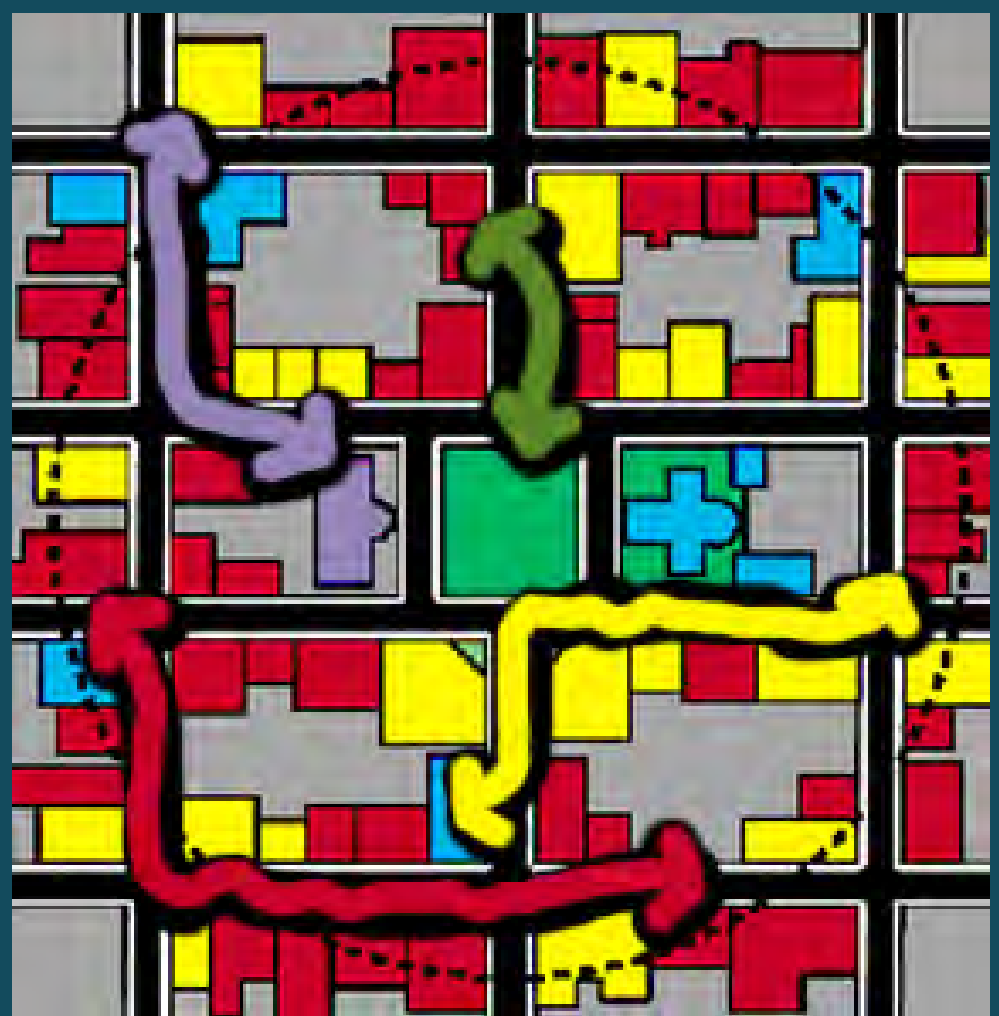
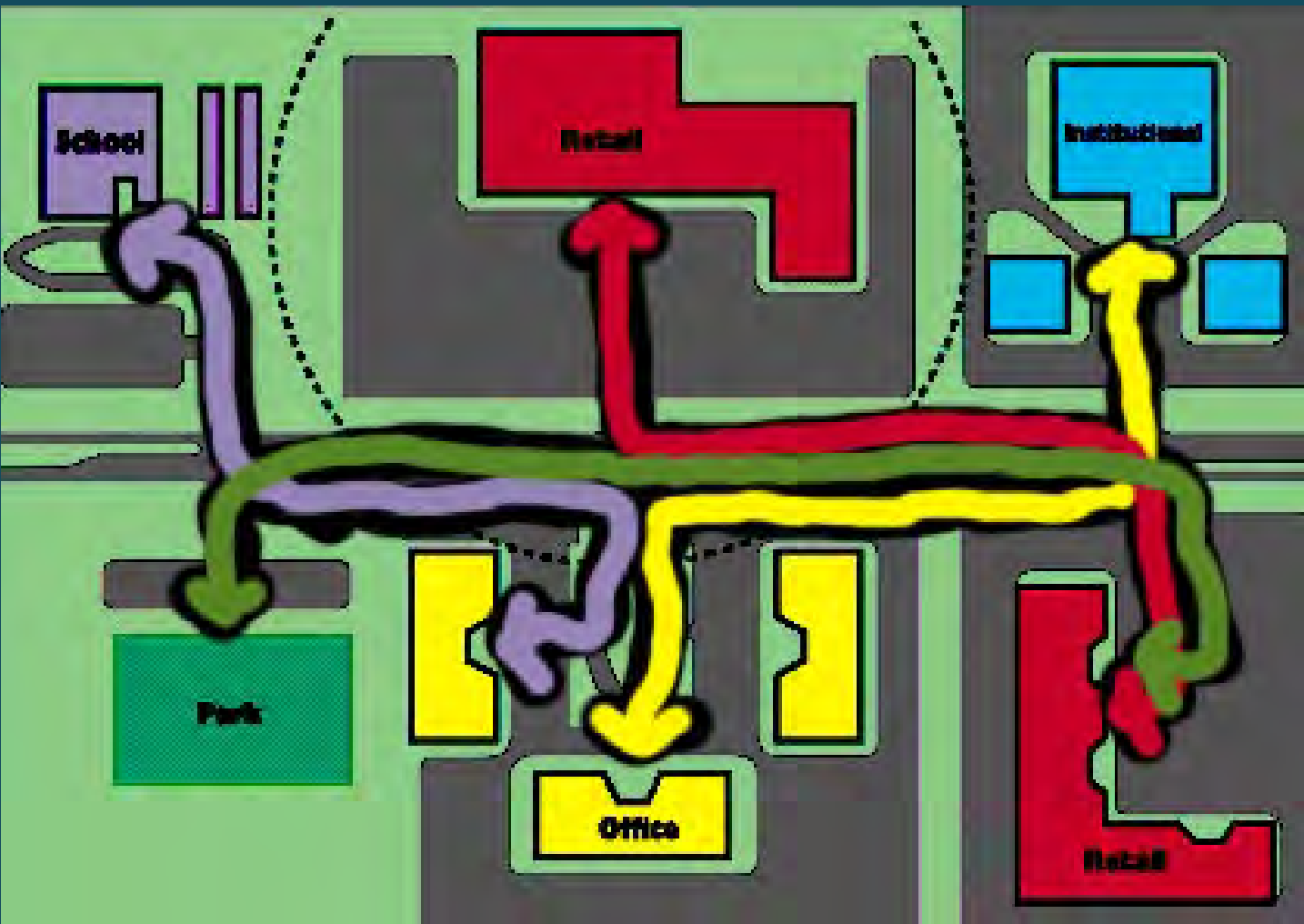
Lockwood

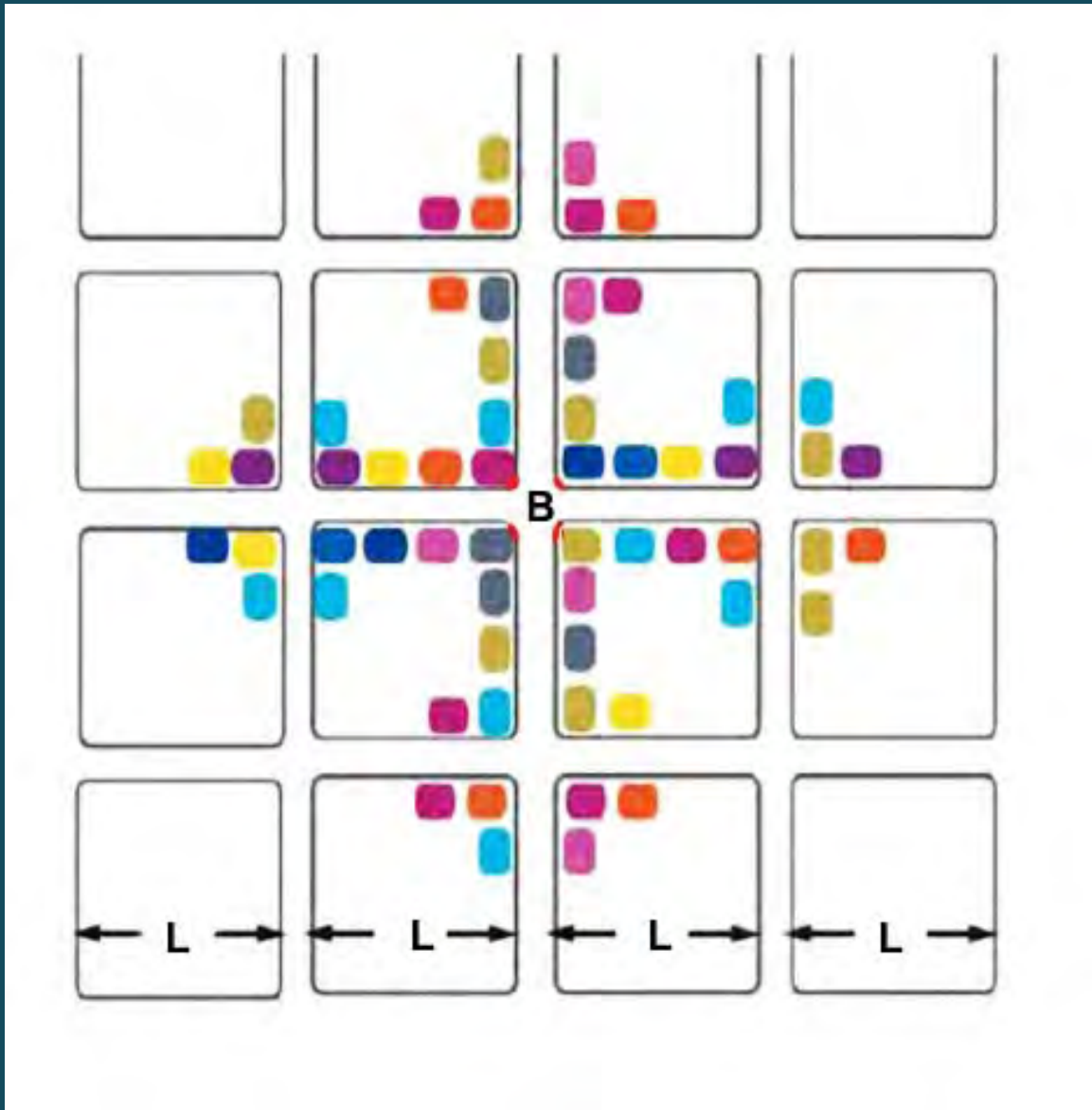
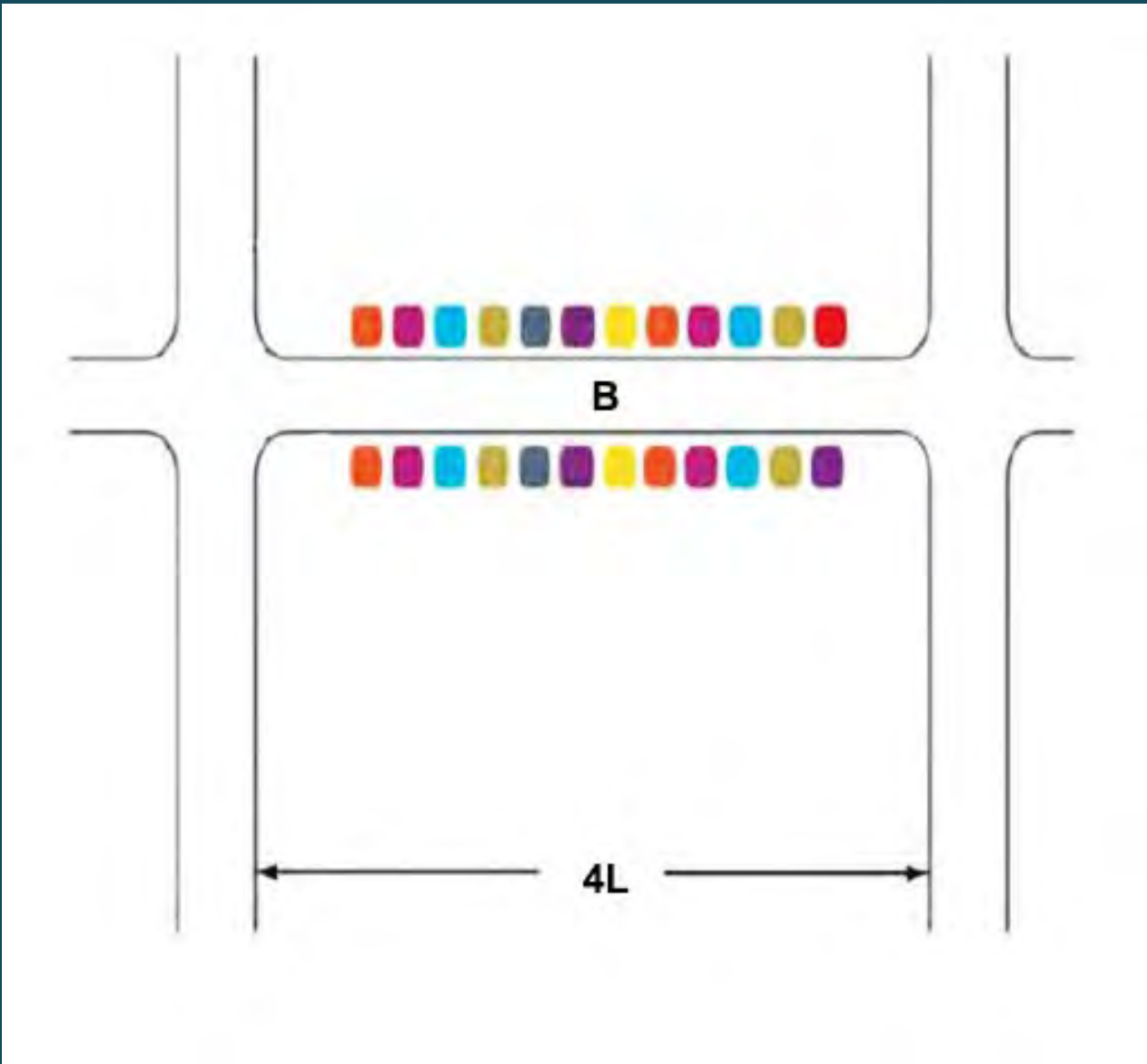


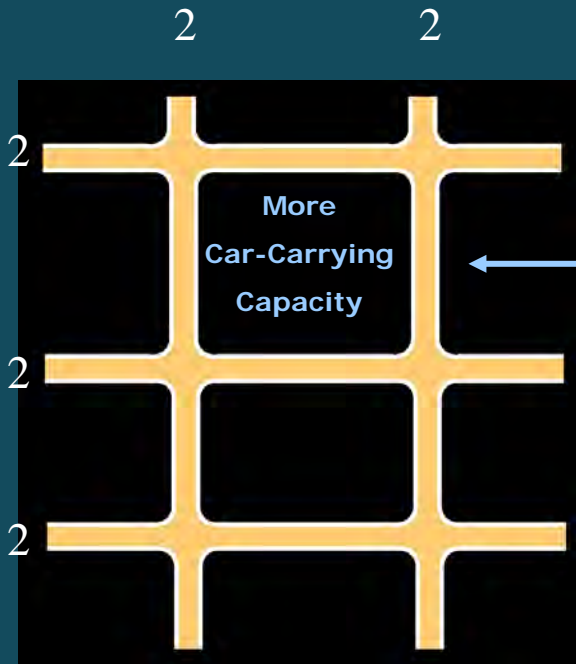




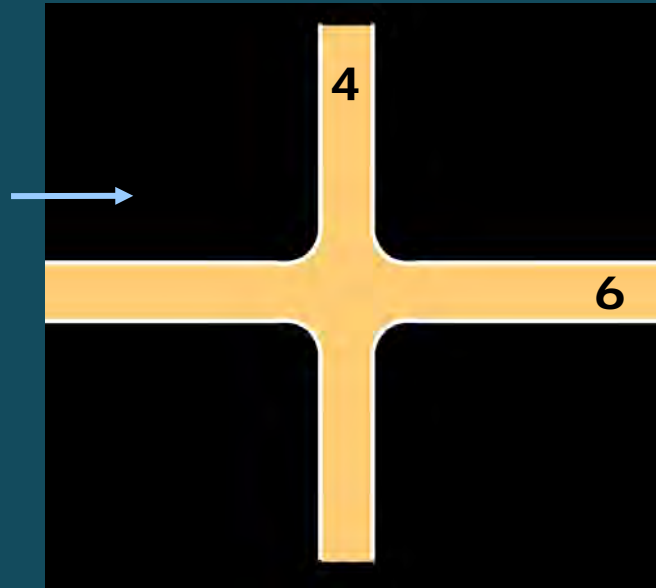




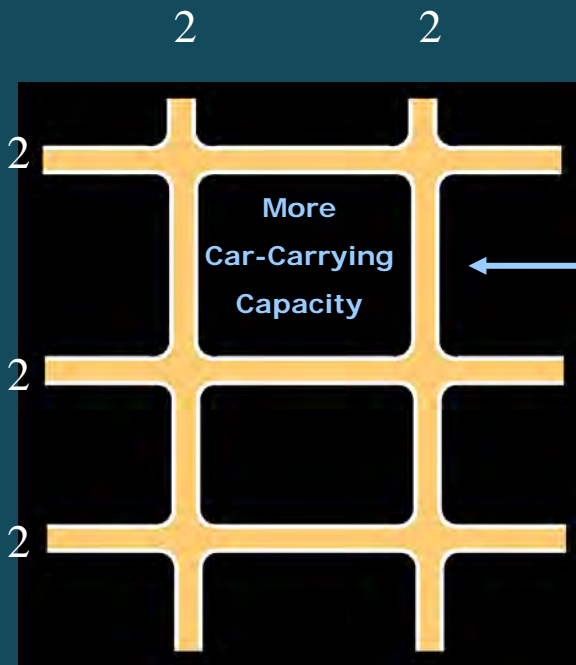




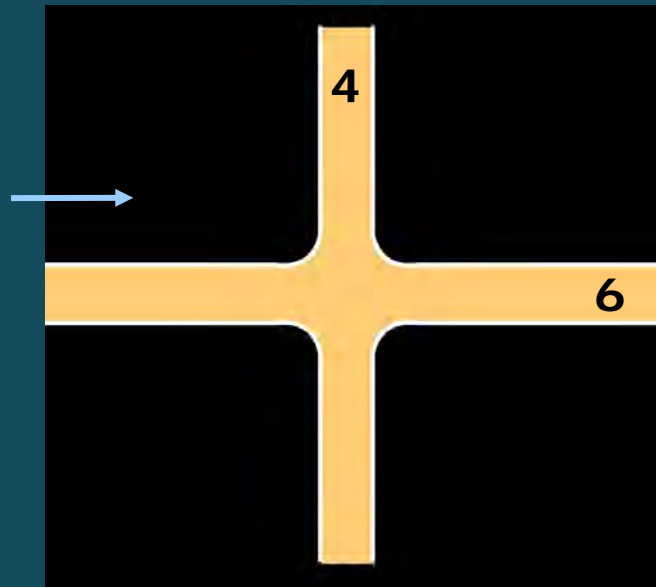
Same
Total
Lanes



Network
&
Scale

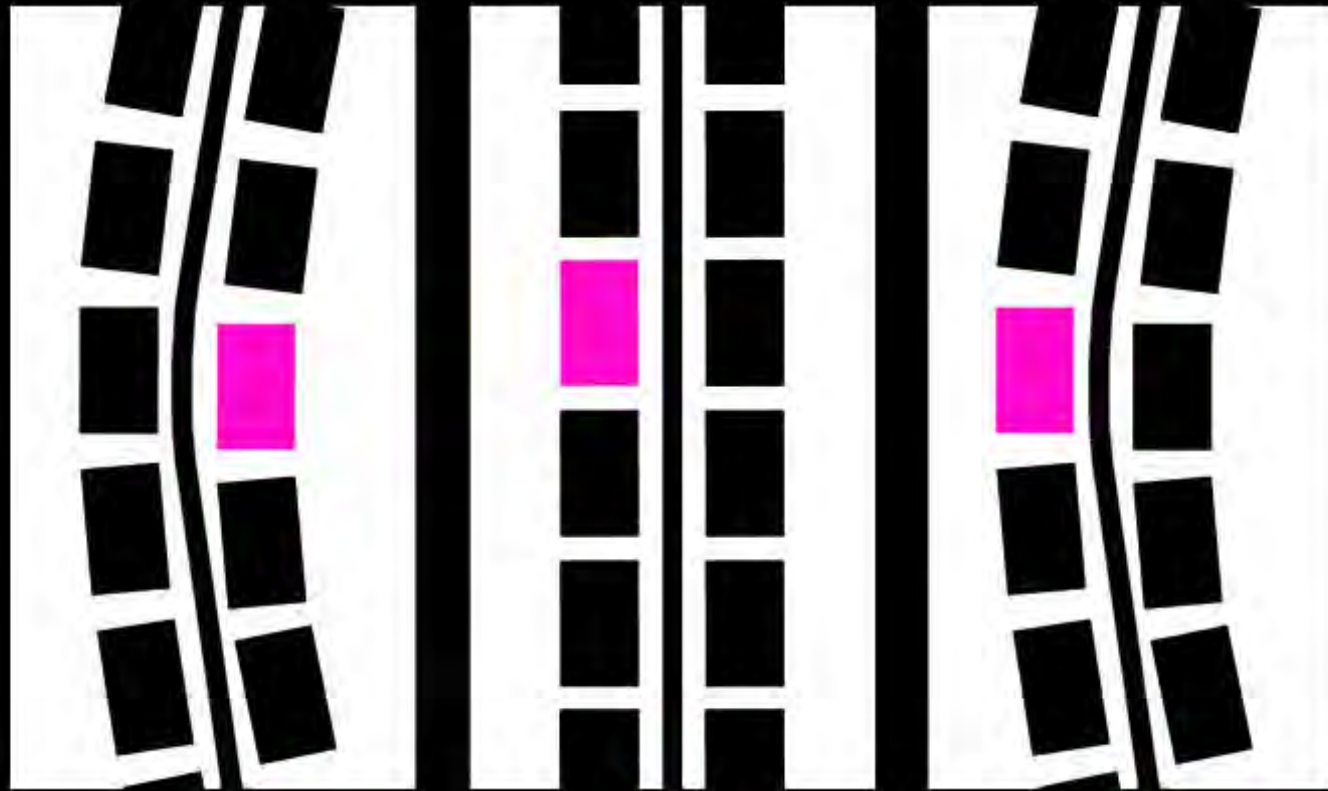


Same Total Lanes



Network & Scale

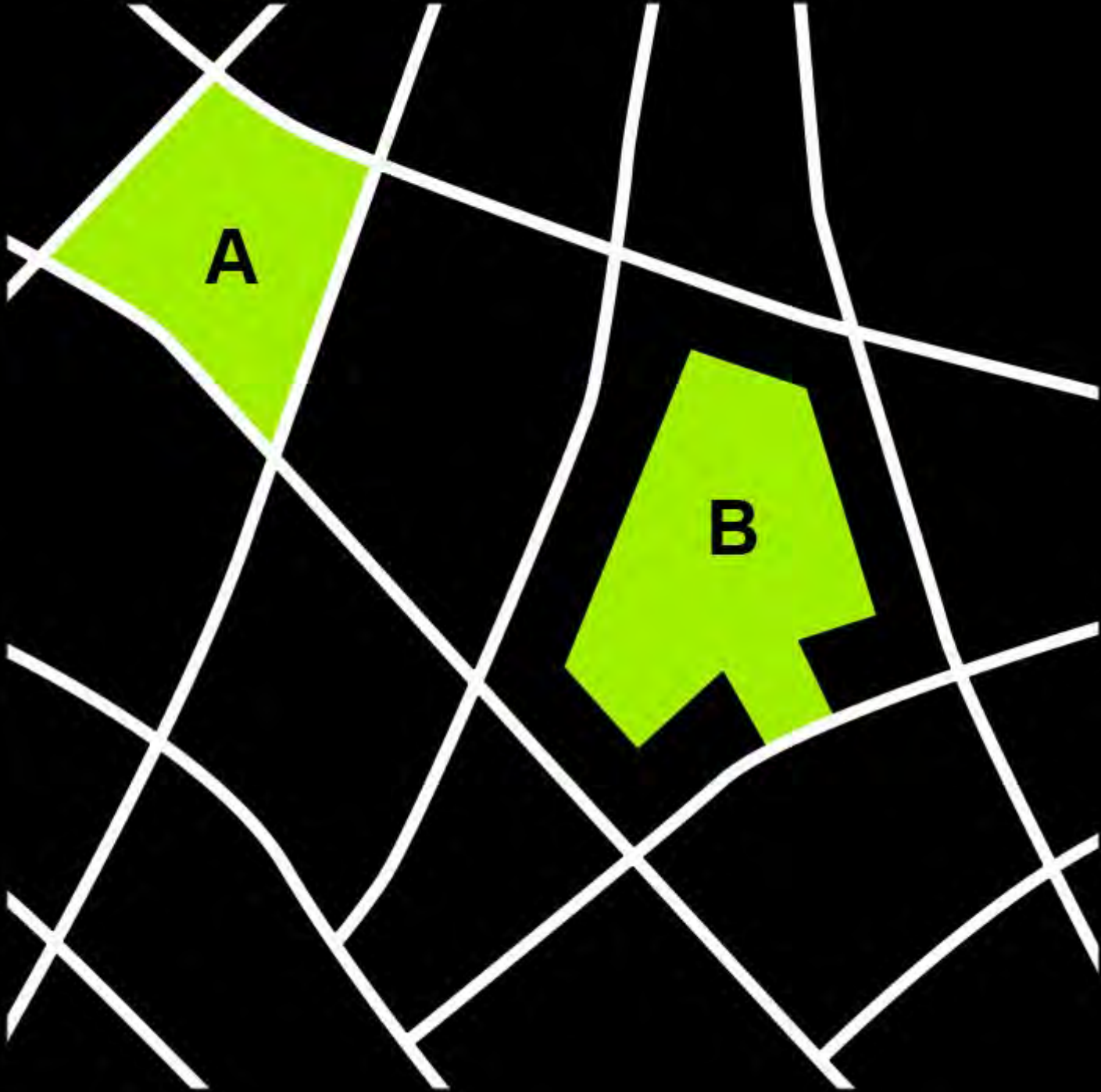




A

B

C





Main St

Rosemary
St

Franklin
St

Cameron
Ave

Columbia St

Merritt Mill Rd



Main St

Rosemary
St

Franklin
St

Cameron
Ave

Columbia St

Merritt Mill Rd



Main St

Rosemary St

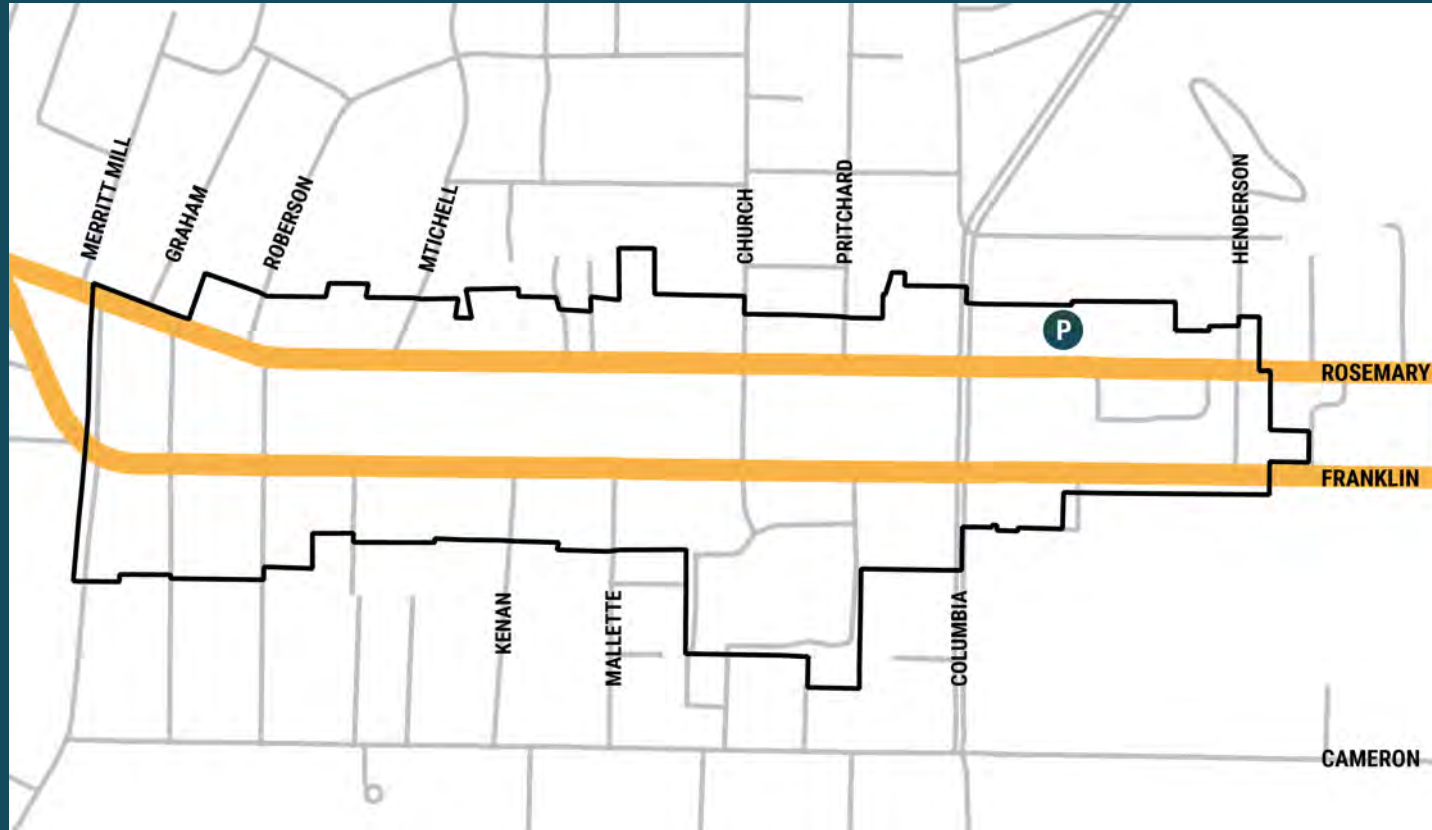
Franklin St

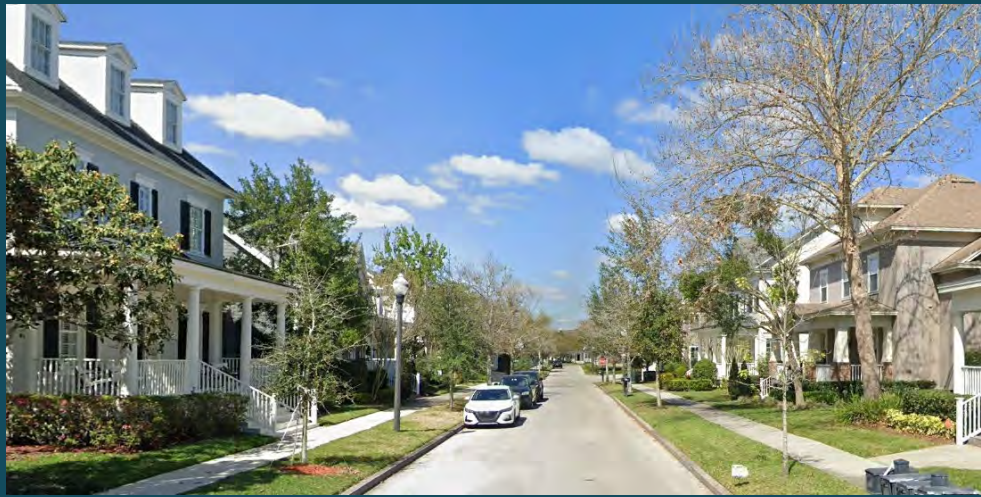
Cameron Ave

Columbia St

Merritt Mill Rd

“A Streets” Rosemary and Franklin – Working in the Network





Low
Density



Medium
Density

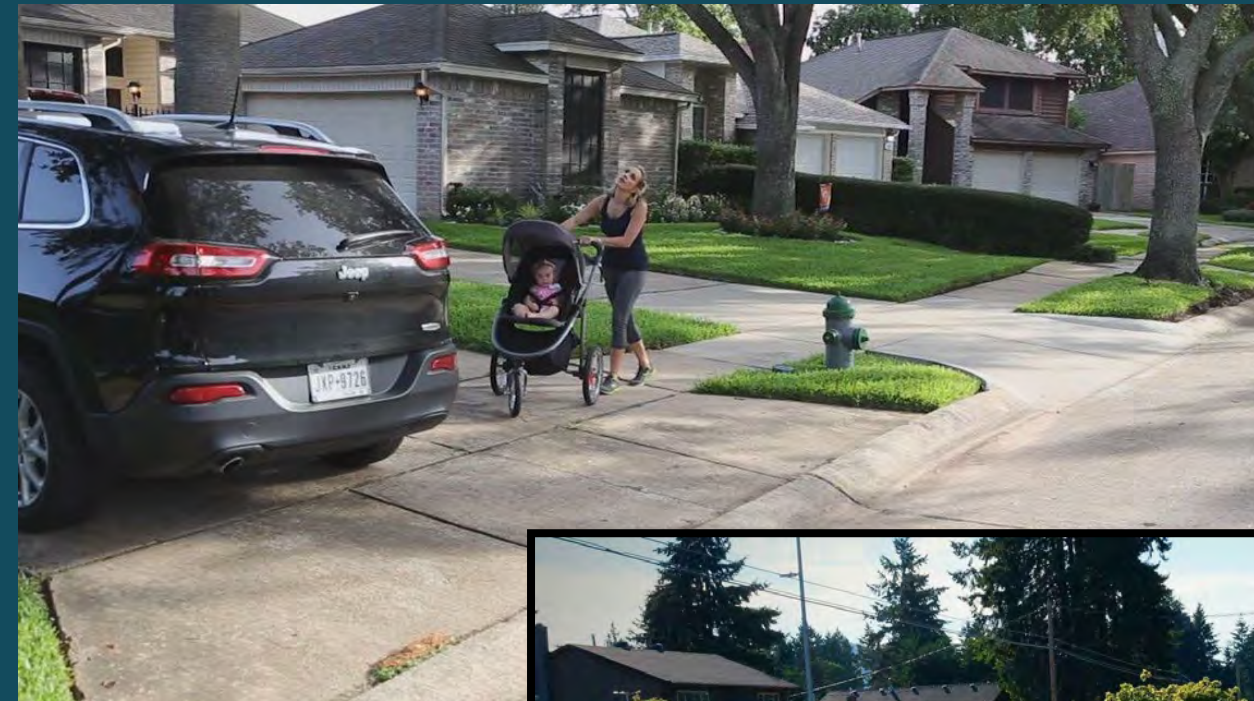
Applicable at all Scales



Medium
Density



High
Density



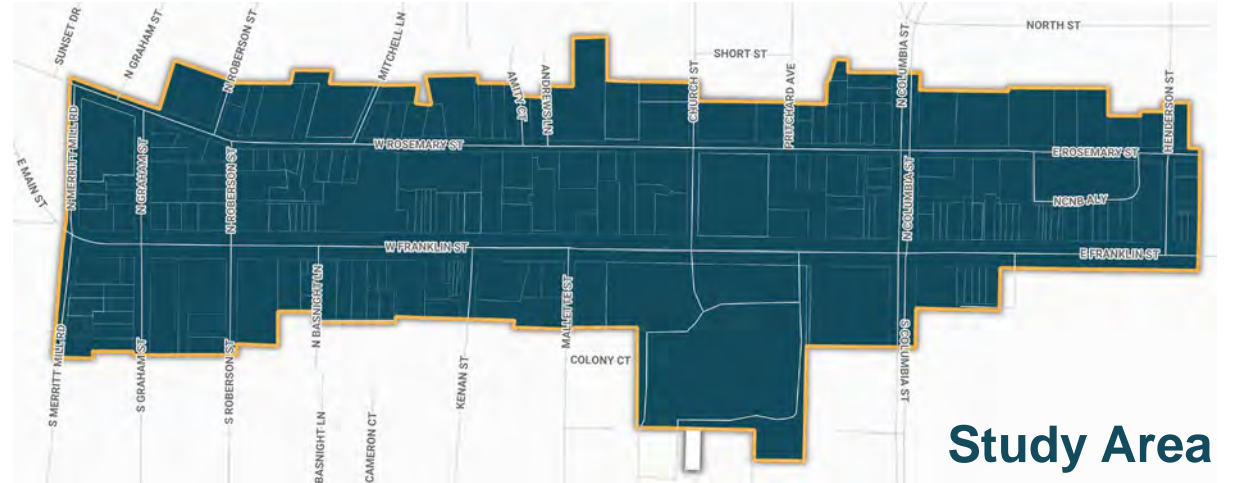
Leaving a Legacy

02



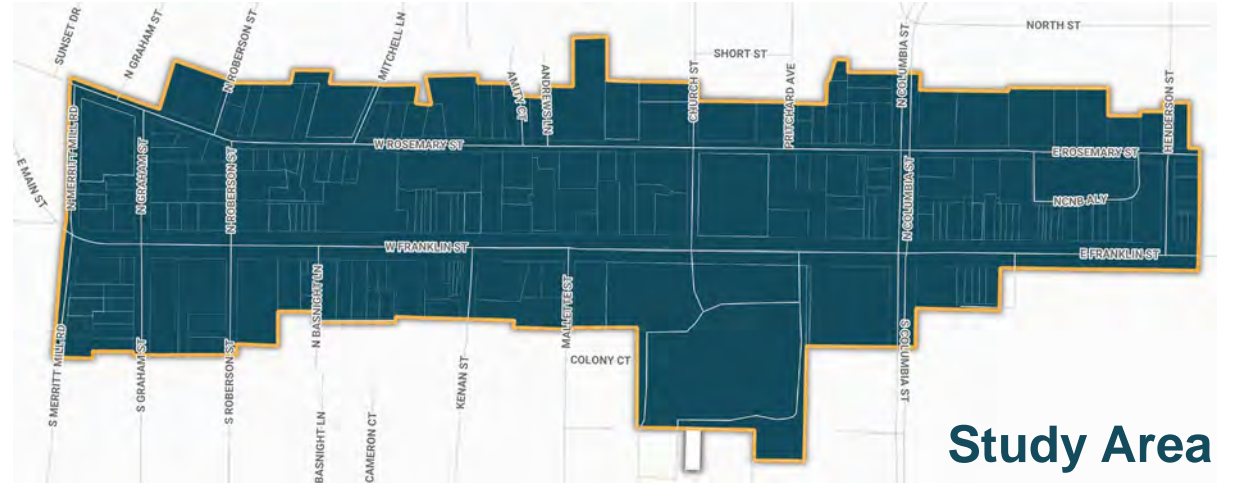
Project Purpose

- Establish vision for streets in downtown that provides:



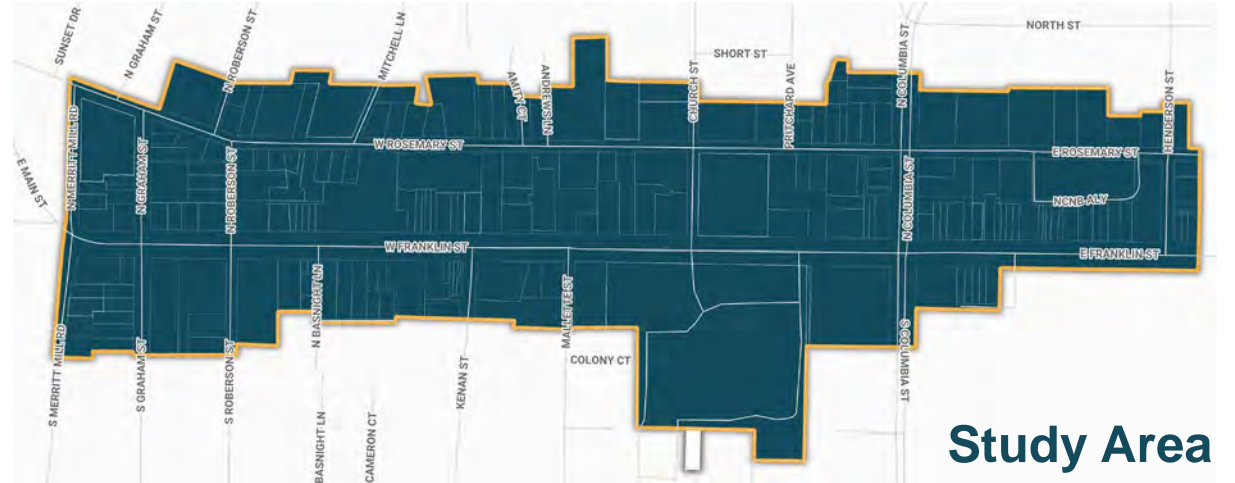
Project Purpose

- Establish vision for streets in downtown that provides:
 - Safety for all



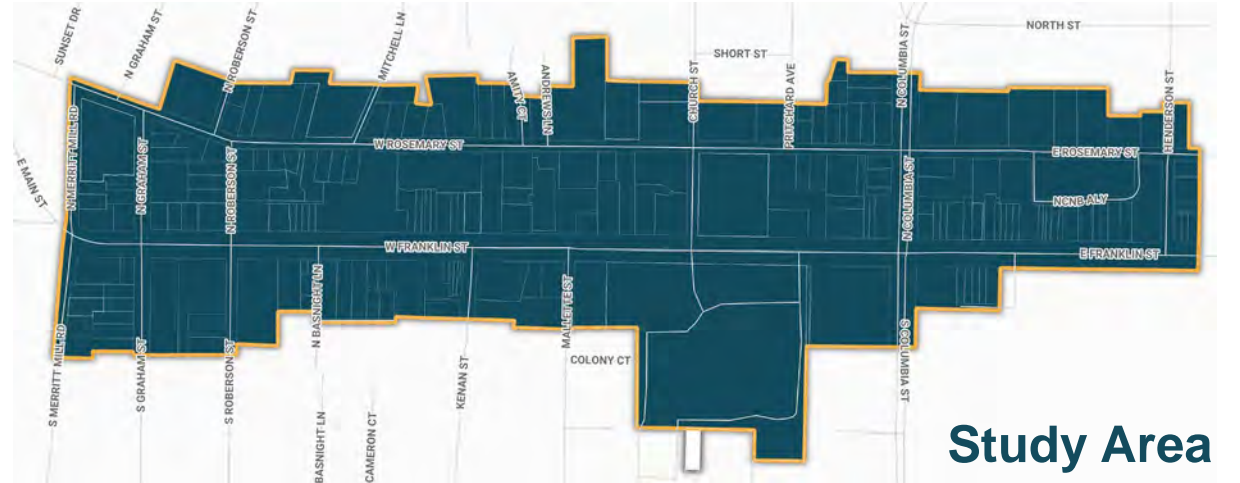
Project Purpose

- Establish vision for streets in downtown that provides:
 - Safety for all
 - Vibrancy and economic vitality



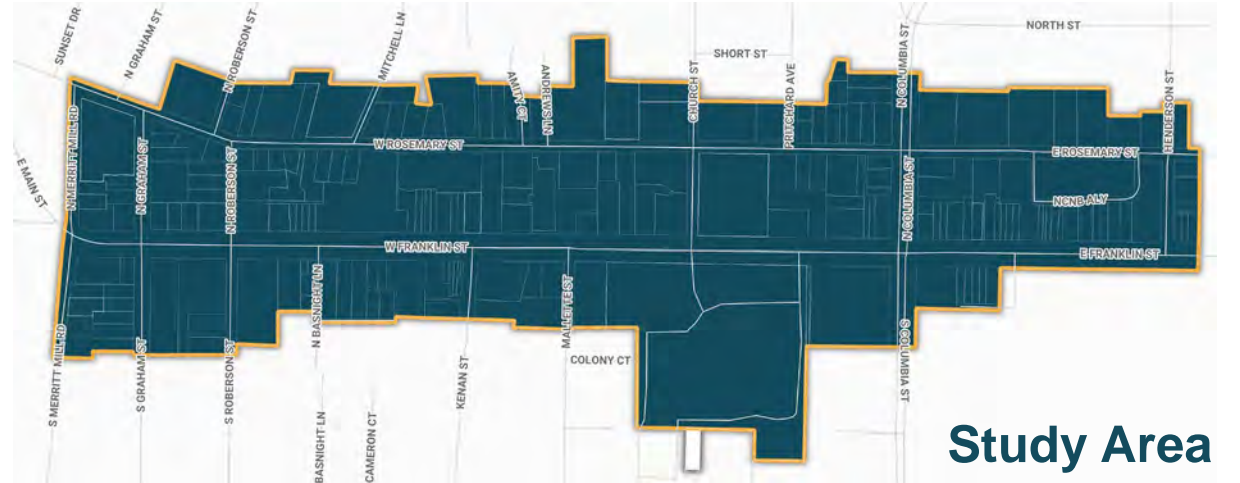
Project Purpose

- Establish vision for streets in downtown that provides:
 - Safety for all
 - Vibrancy and economic vitality
 - Connectivity to/between destinations



Project Purpose

- Establish vision for streets in downtown that provides:
 - Safety for all
 - Vibrancy and economic vitality
 - Connectivity to/between destinations
 - Functionality of streets to access and serve businesses



Guiding Principles

- More pedestrian space and comfort
- Design for the system
- Establish Rosemary and Franklin as *A Streets*
- Reduce conflicts
- Traffic flow...but slow
- Path as Place



STREET USERS

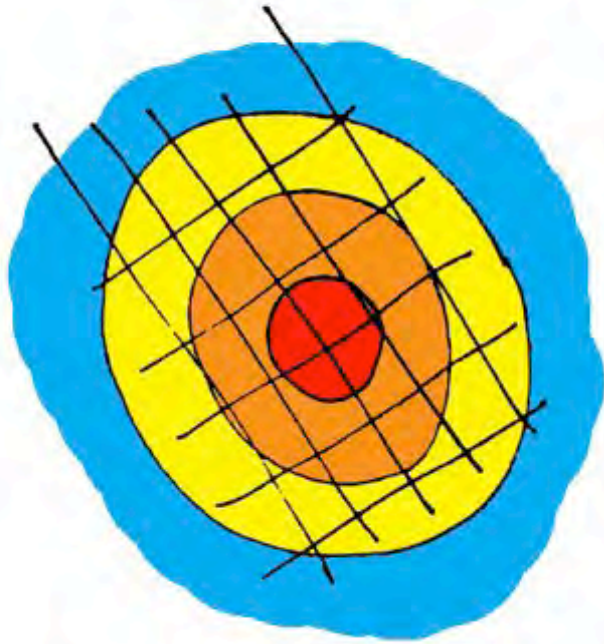


MOBILE

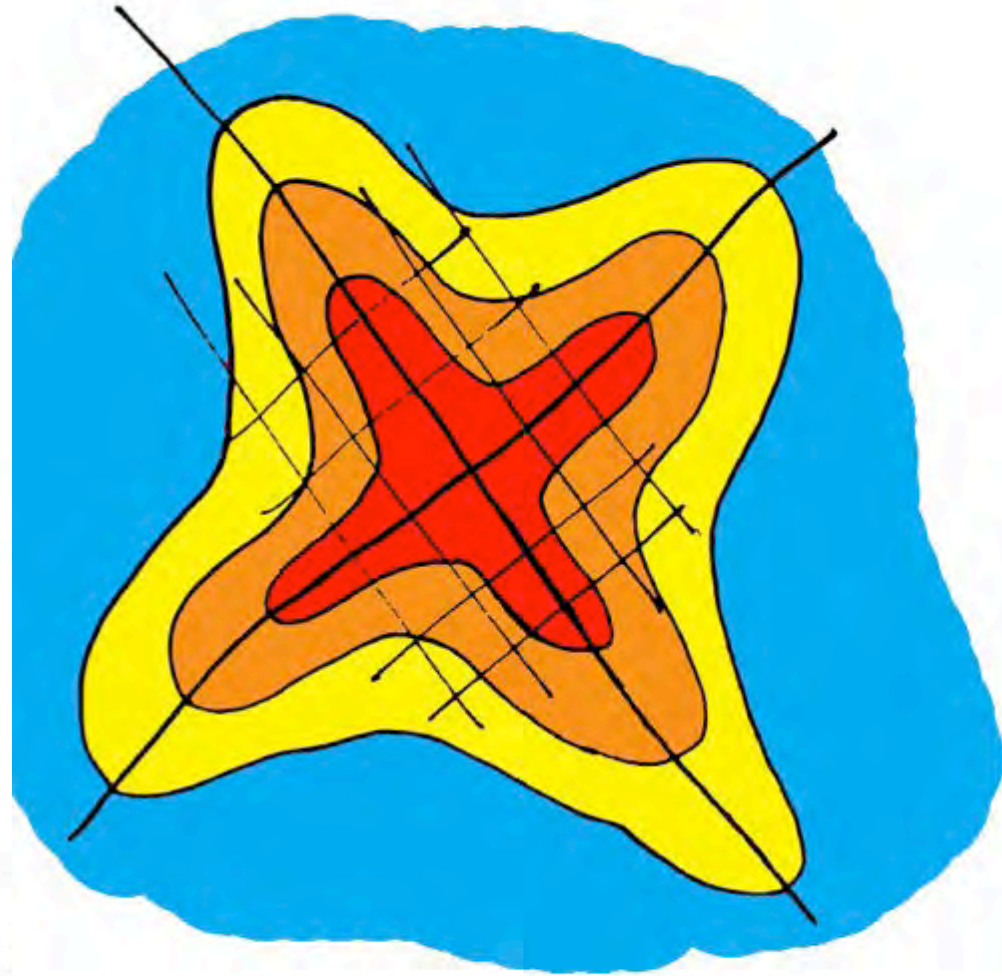
PLACE

VULNERABLE

Lockwood

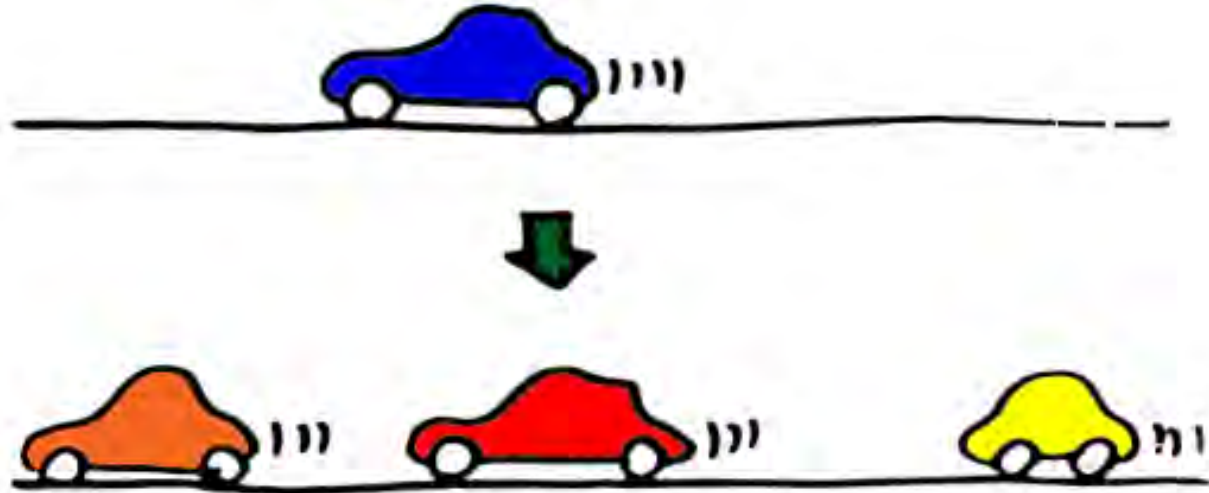


Traditional City
Value = f_n (proximity to center)

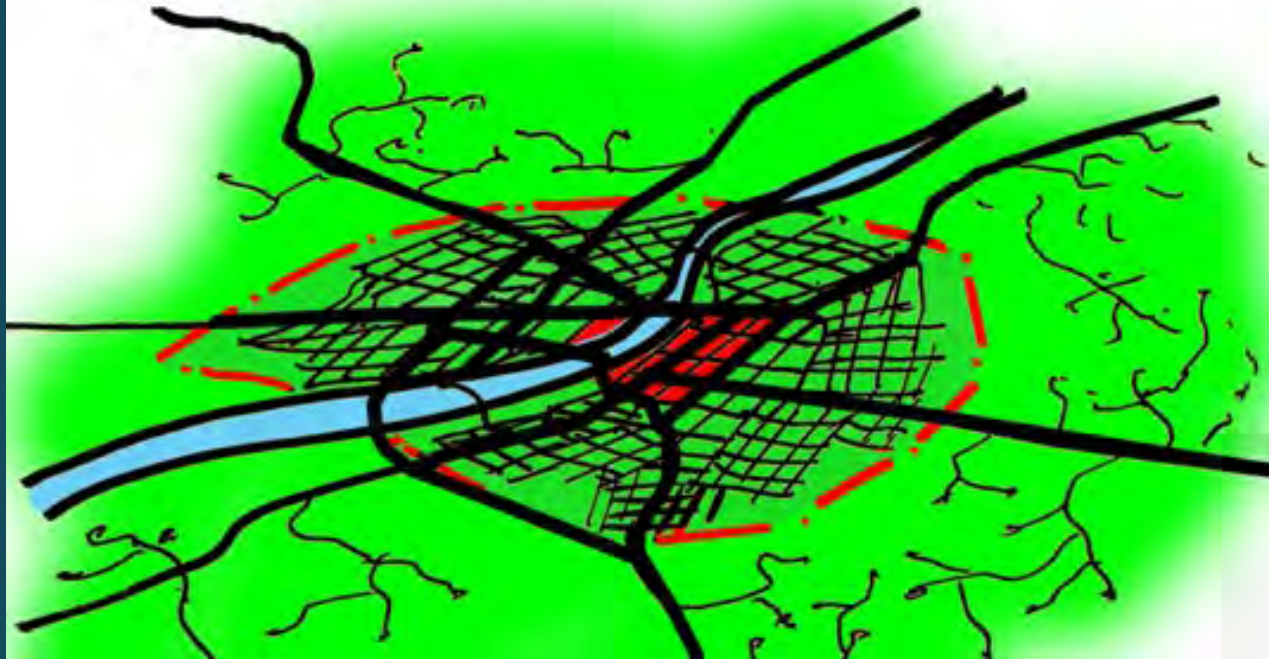


Conventional Theory
Value = f_n (travel time to center)









Slowing Speeds on Rosemary and Franklin streets

1) Enclosure:

outdoor room, street trees, on-street parking, bulb outs, valley gutters, close buildings

2) Engagement:

Interesting things to look at, uncertainty, parked cars, crossings, narrow lanes, texture, short blocks, shop windows, art

3) Deflection:

horizontal and vertical deflection, physical sensation, roundabouts, lateral shifts, raised intersections



Path as Place

What does Path Is Place mean?

PATH



A road, street, parkway, trail, path, highway (any linear feature for moving things)

AS



Through its design and composition is

PLACE



A defined, memorable location within the built or natural environment

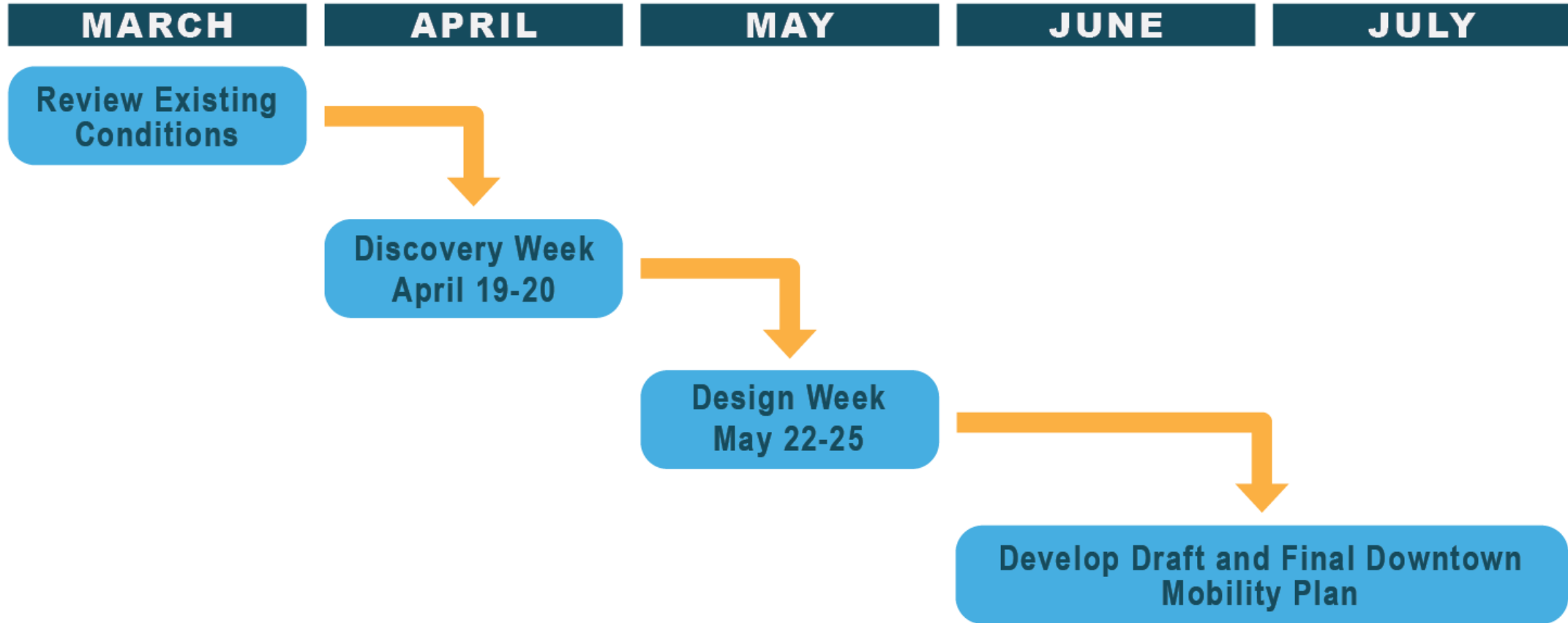


Process

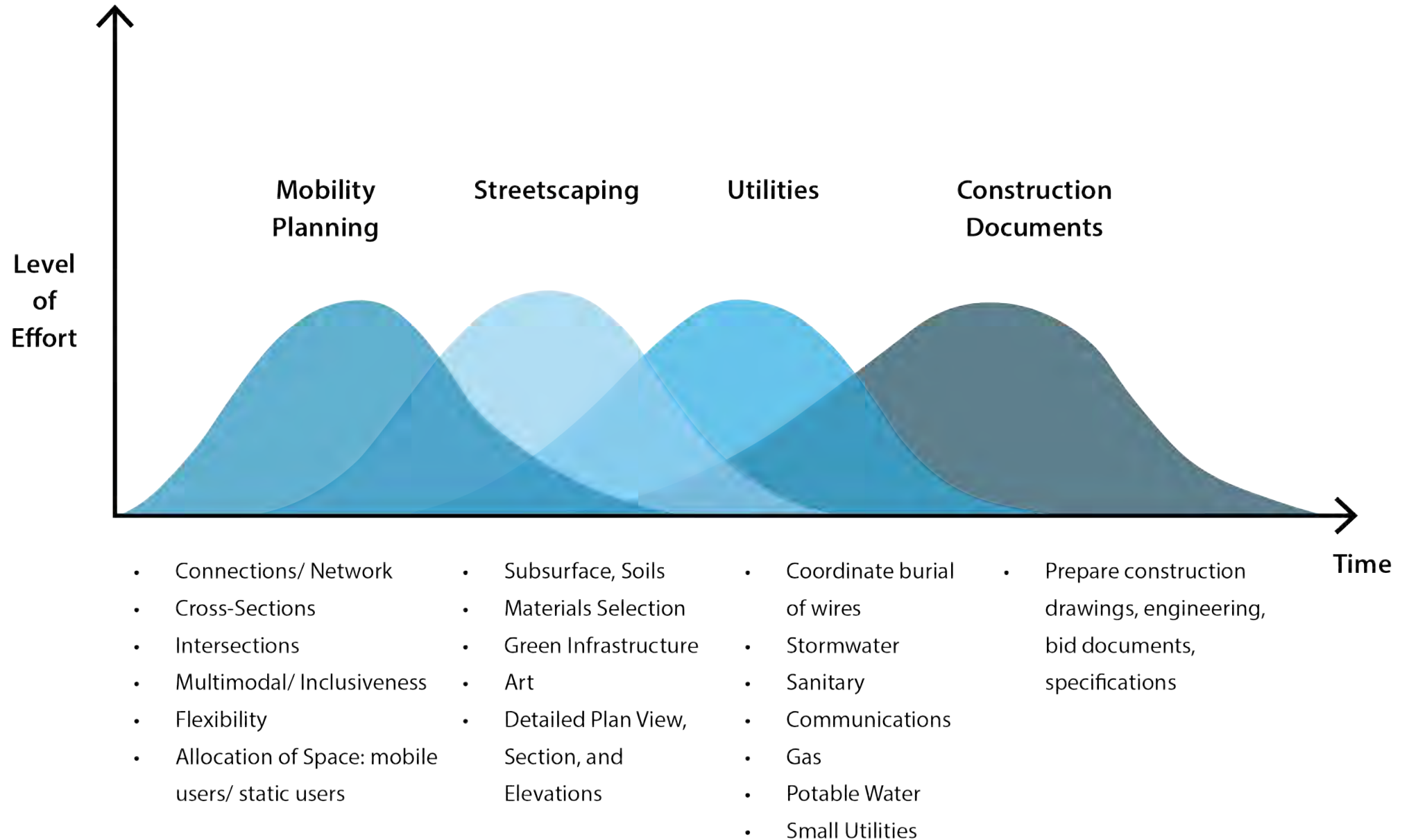
03



Timeline



Implementing Change to the Streetscape: Process

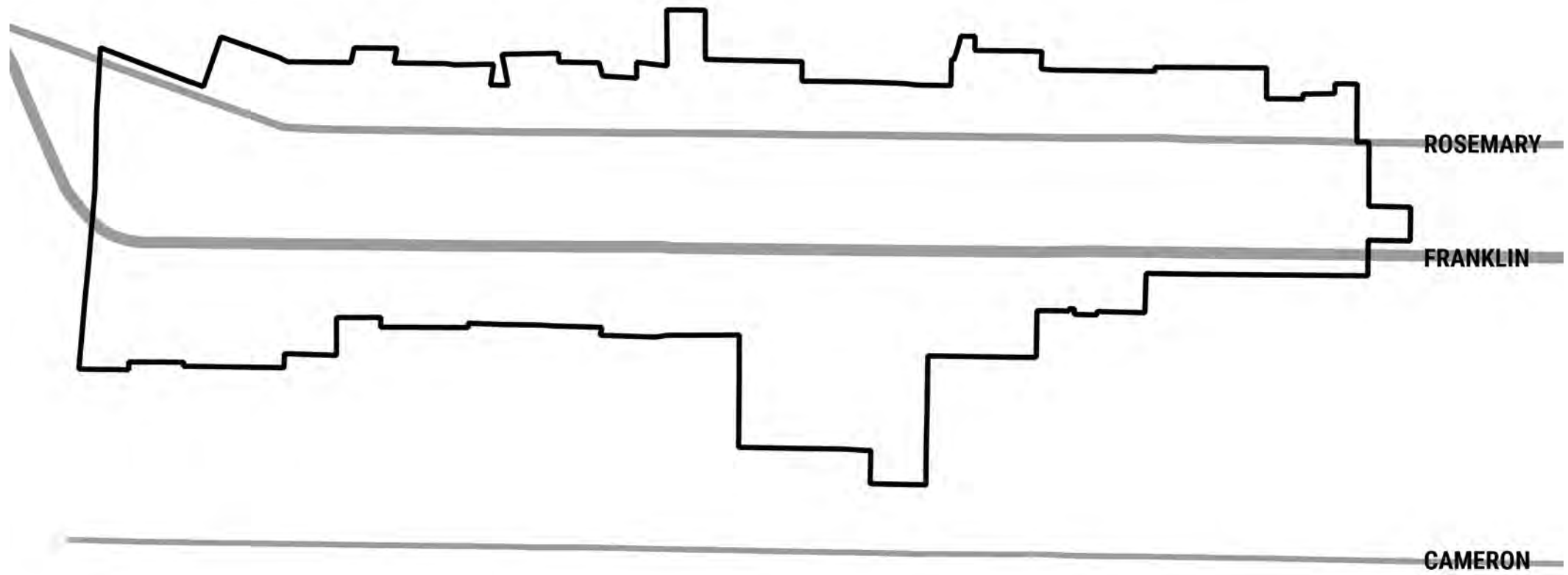


Reveal

Progress from Design Week

04







MERRITT MILL

GRAHAM

ROBERSON

MTICHELL

CHURCH

PRITCHARD

HENDERSON

ROSEMARY

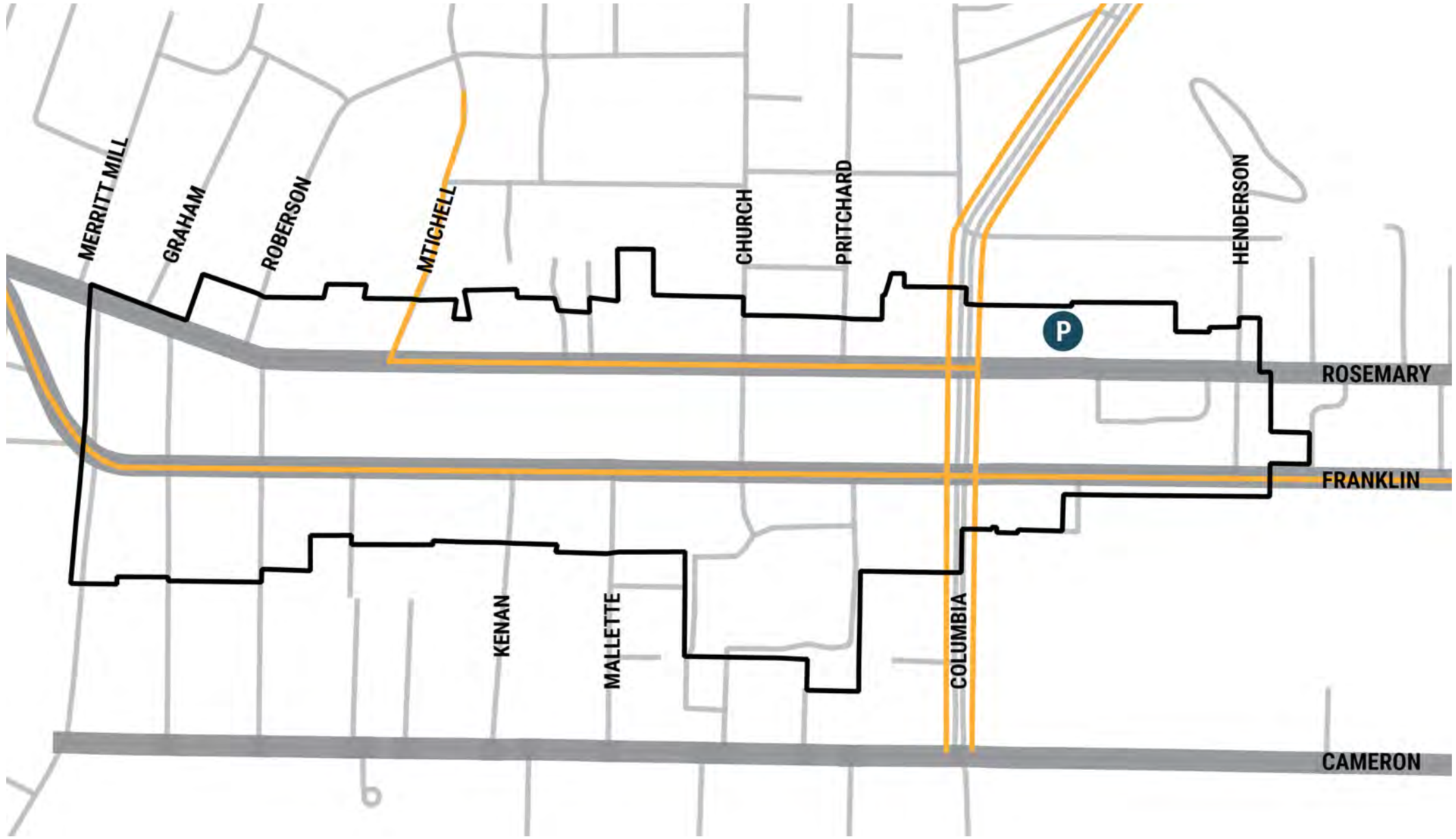
FRANKLIN

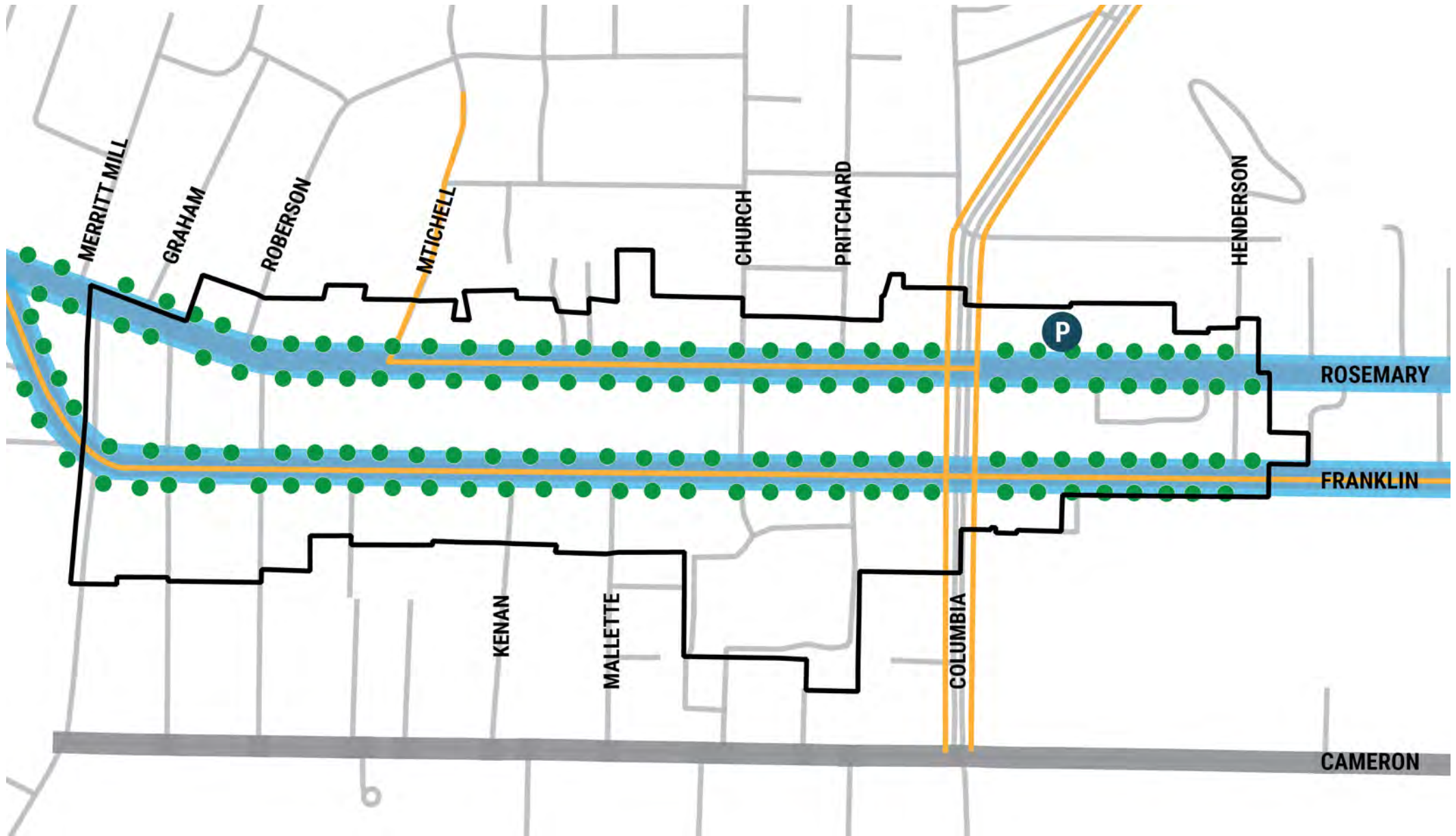
KENAN

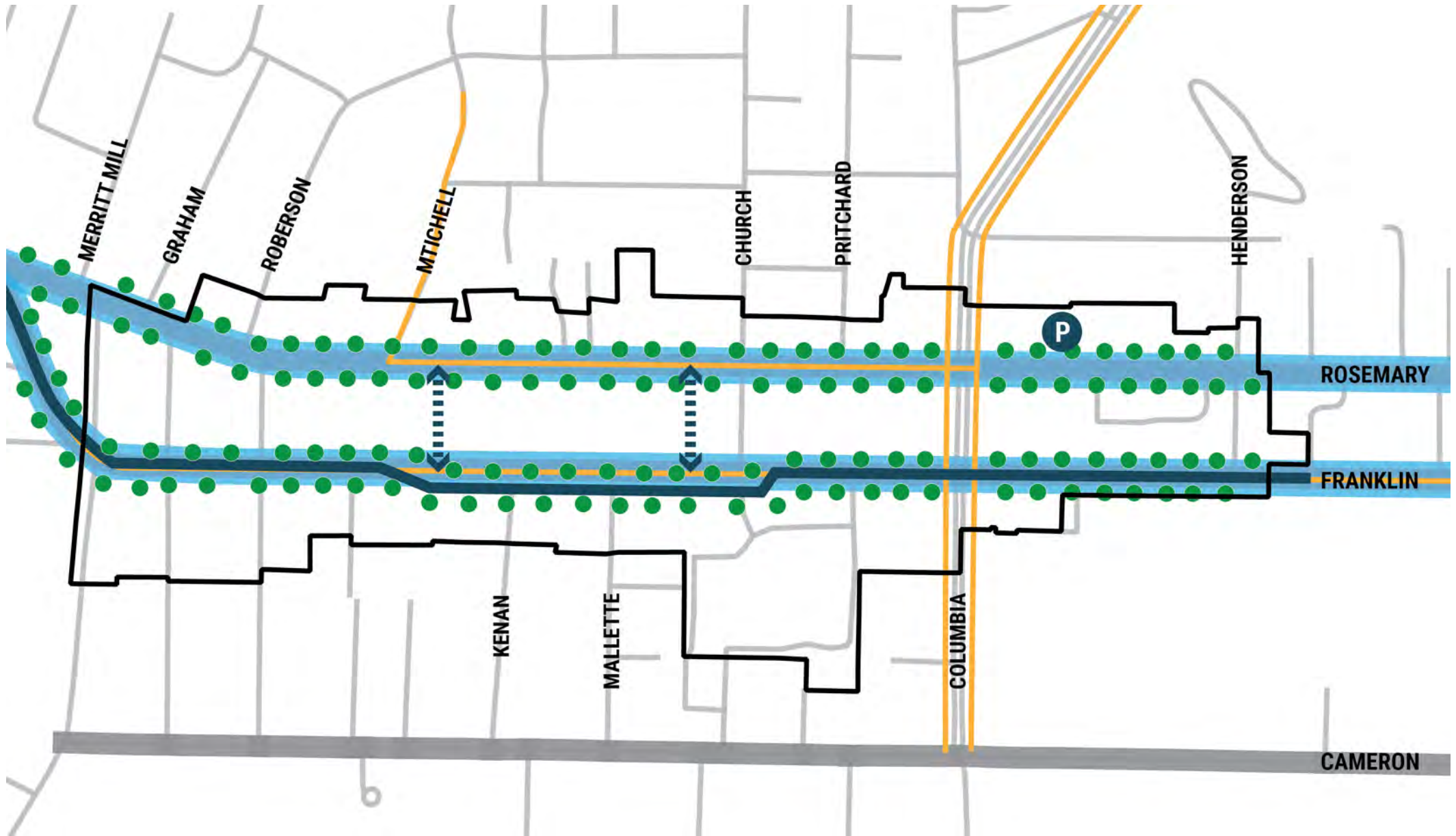
MALLETTE

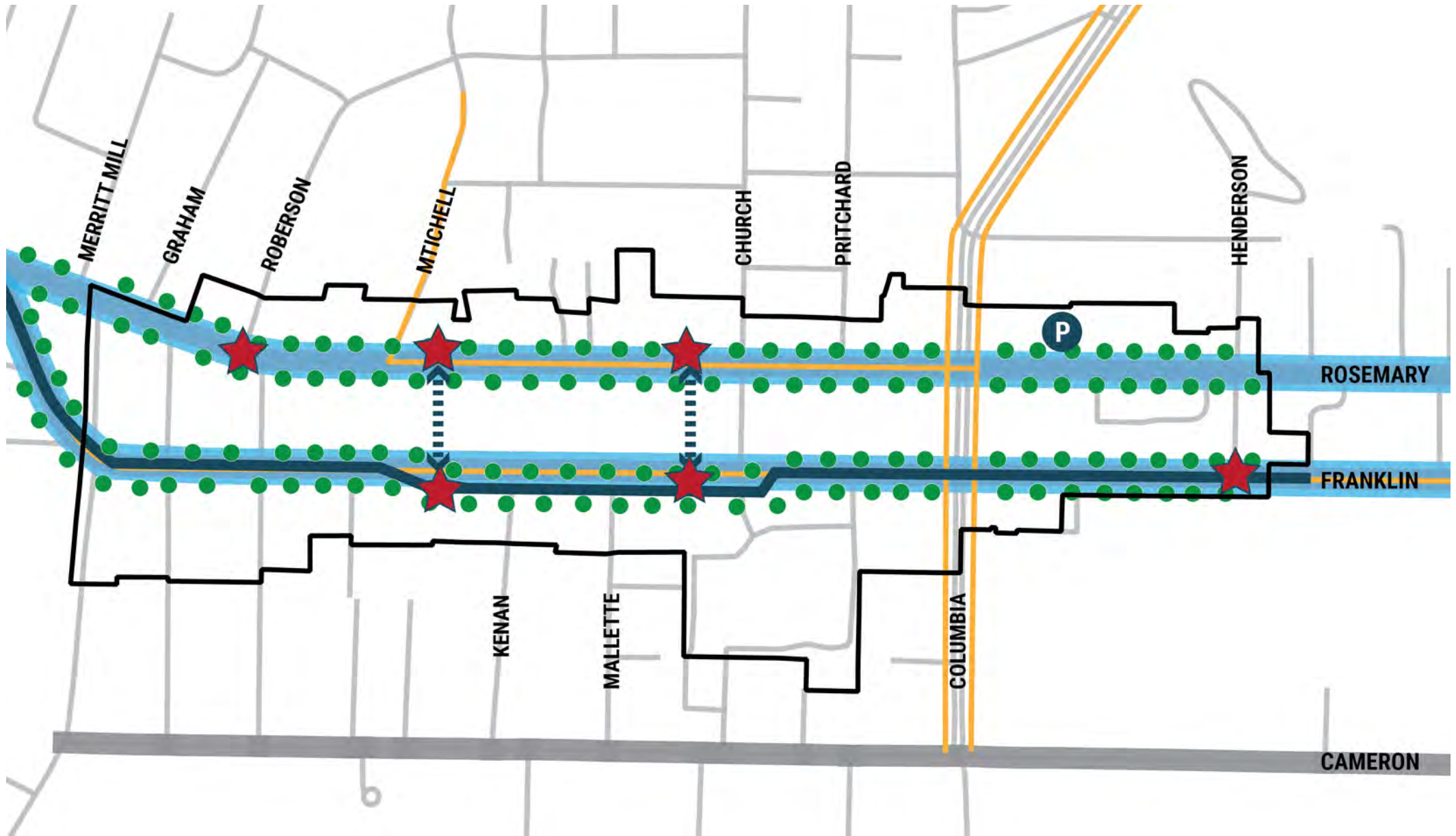
COLUMBIA

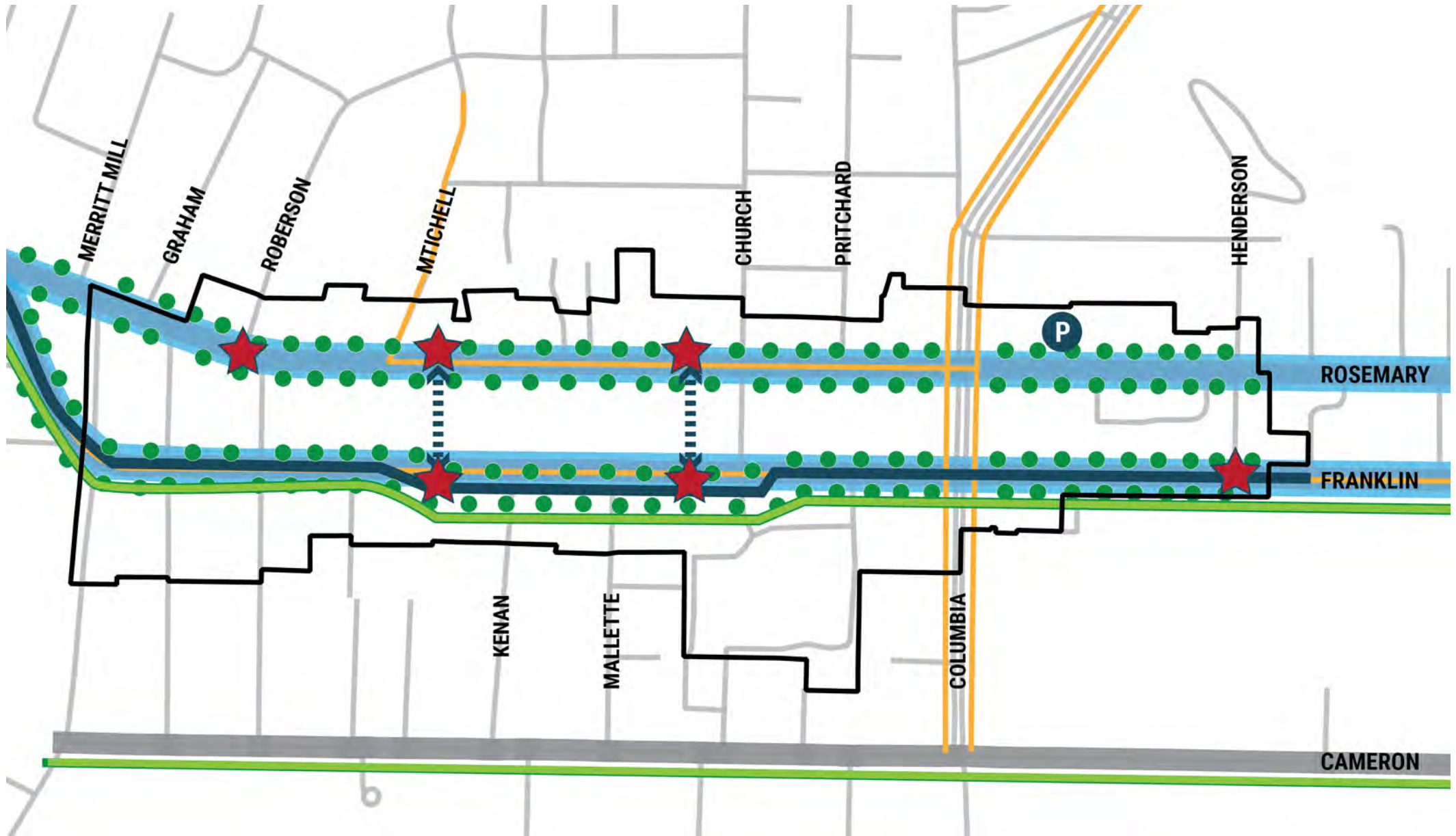
CAMERON







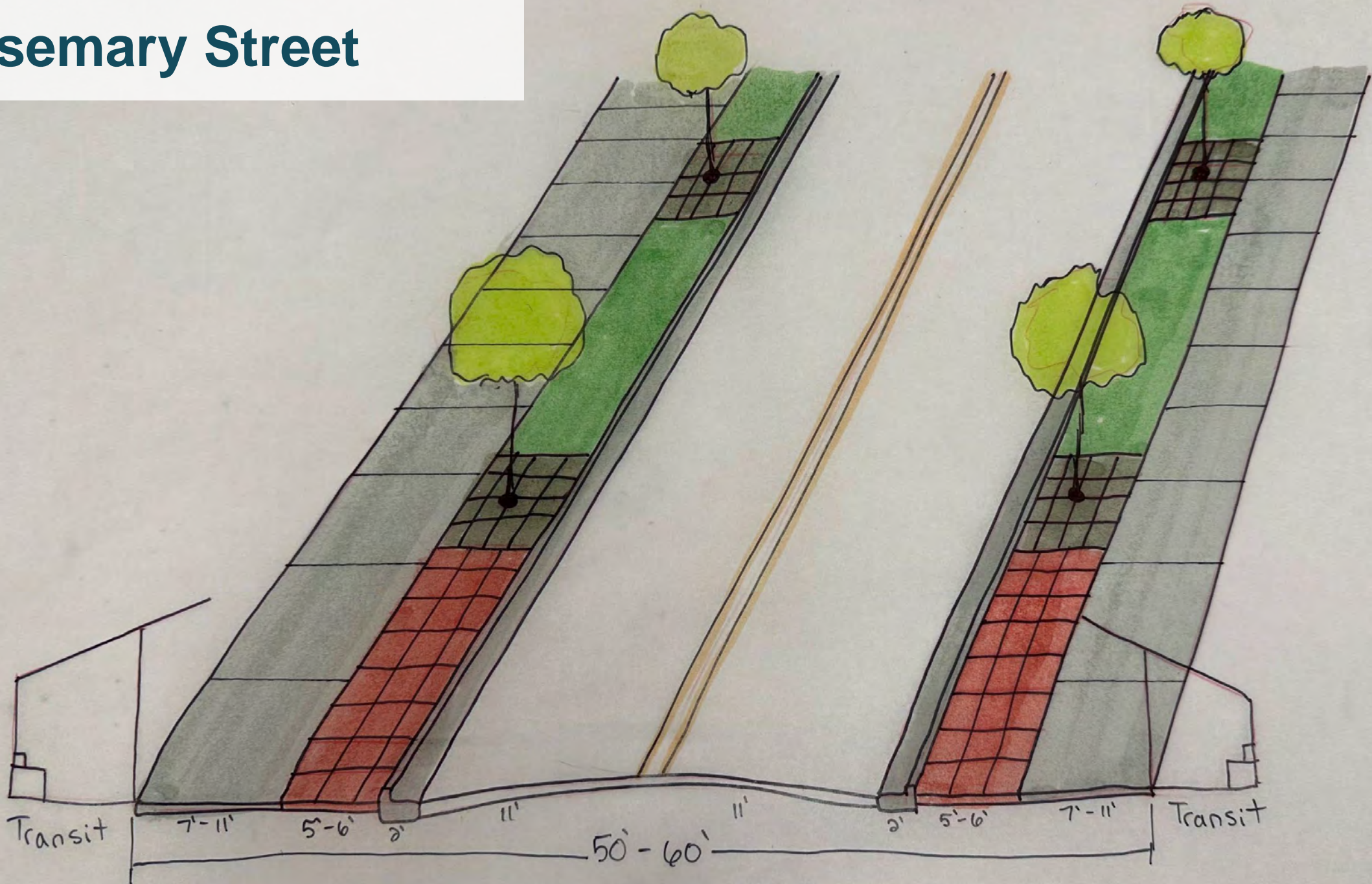




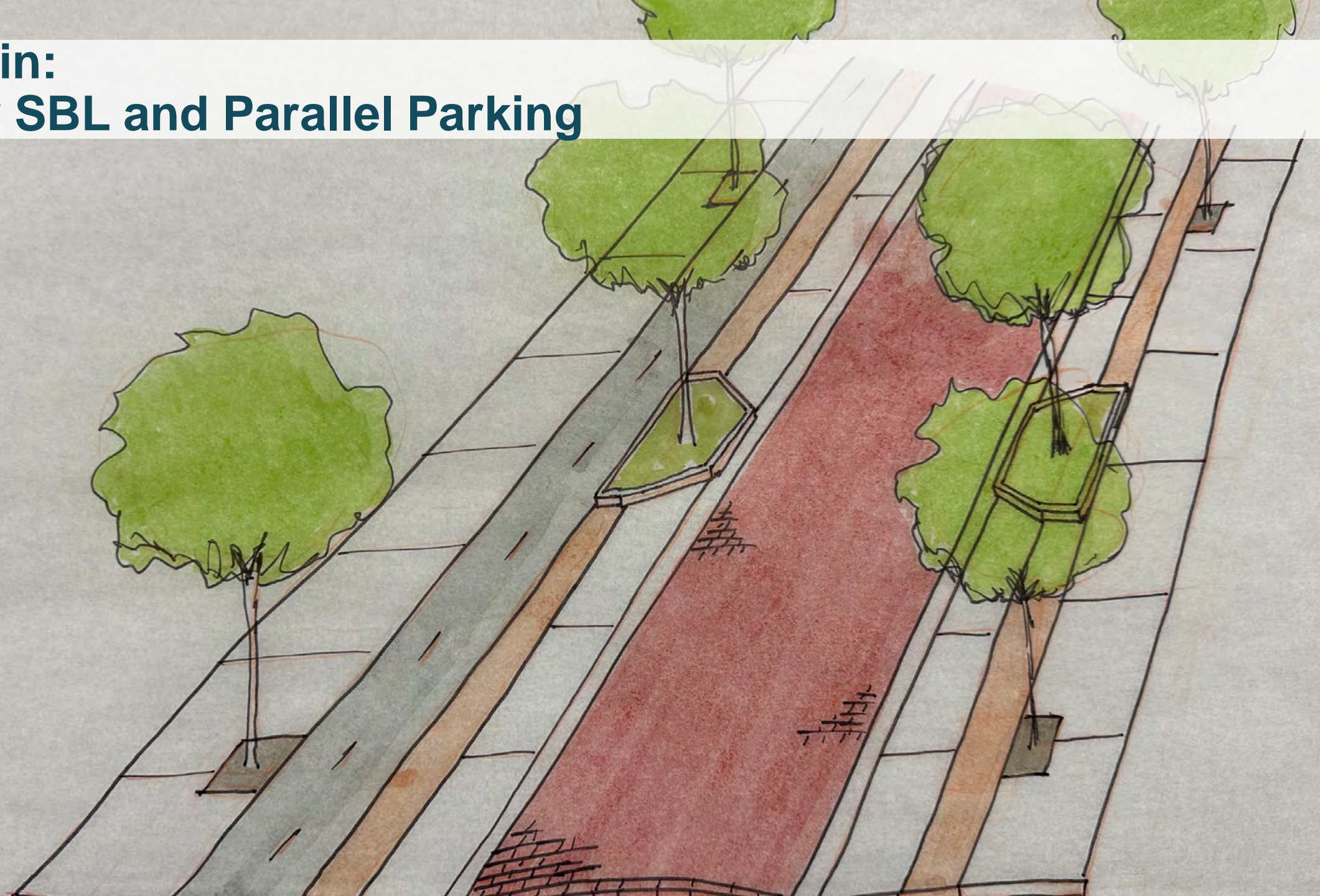
A Closer Look at Rosemary + Franklin

- ***Rosemary St. is a Front Door to the Downtown District***
 - Wider pedestrian space
 - Comfortable: Lighting and street trees
 - Uses: Residential, Office/Institutional Employment, Civic
- ***Franklin St. is the center of exchange***
 - Wider pedestrian space
 - Comfortable: Lighting and street trees
 - Uses: Restaurant, Civic, Retail, University

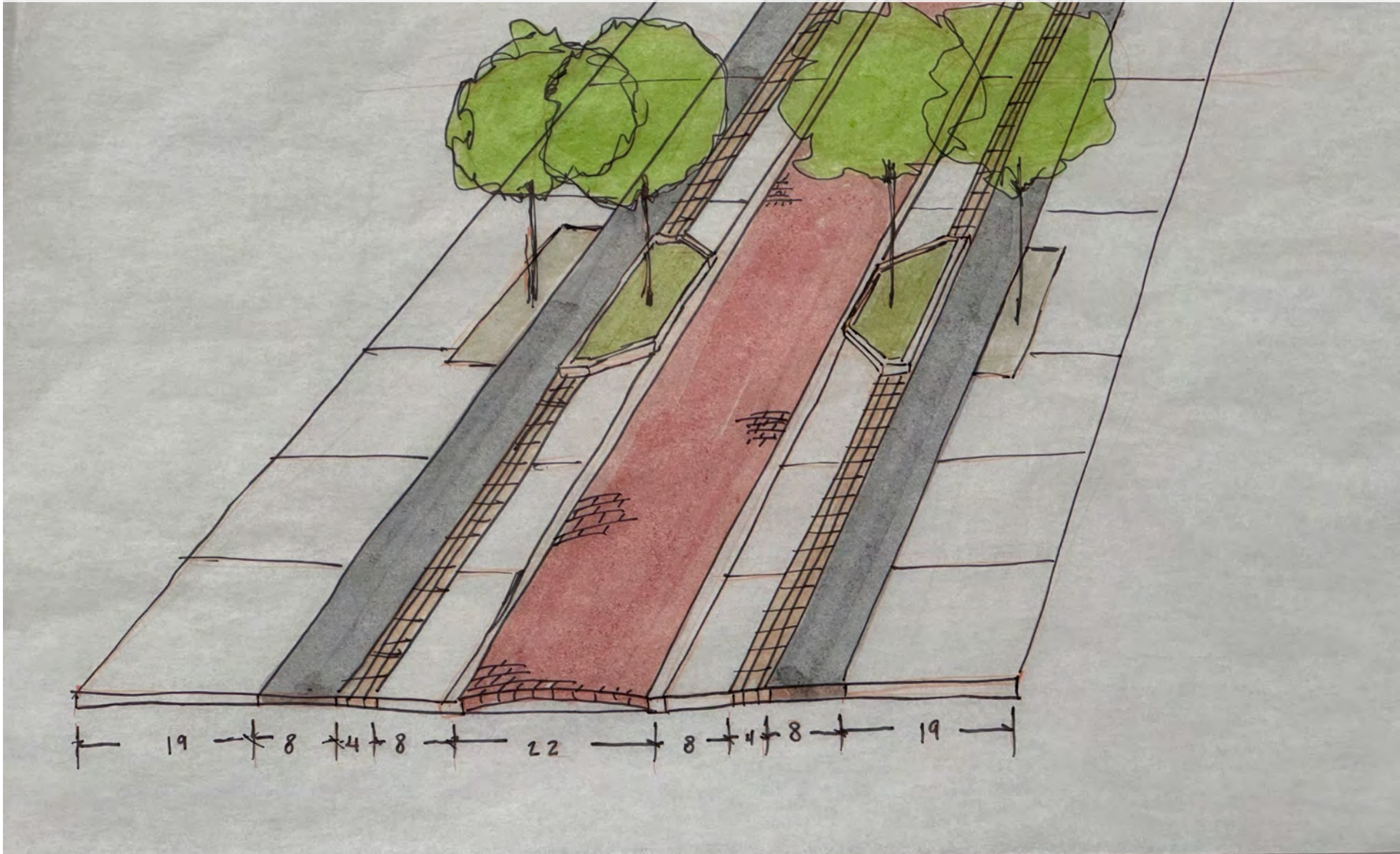
Rosemary Street



E. Franklin: Two-Way SBL and Parallel Parking

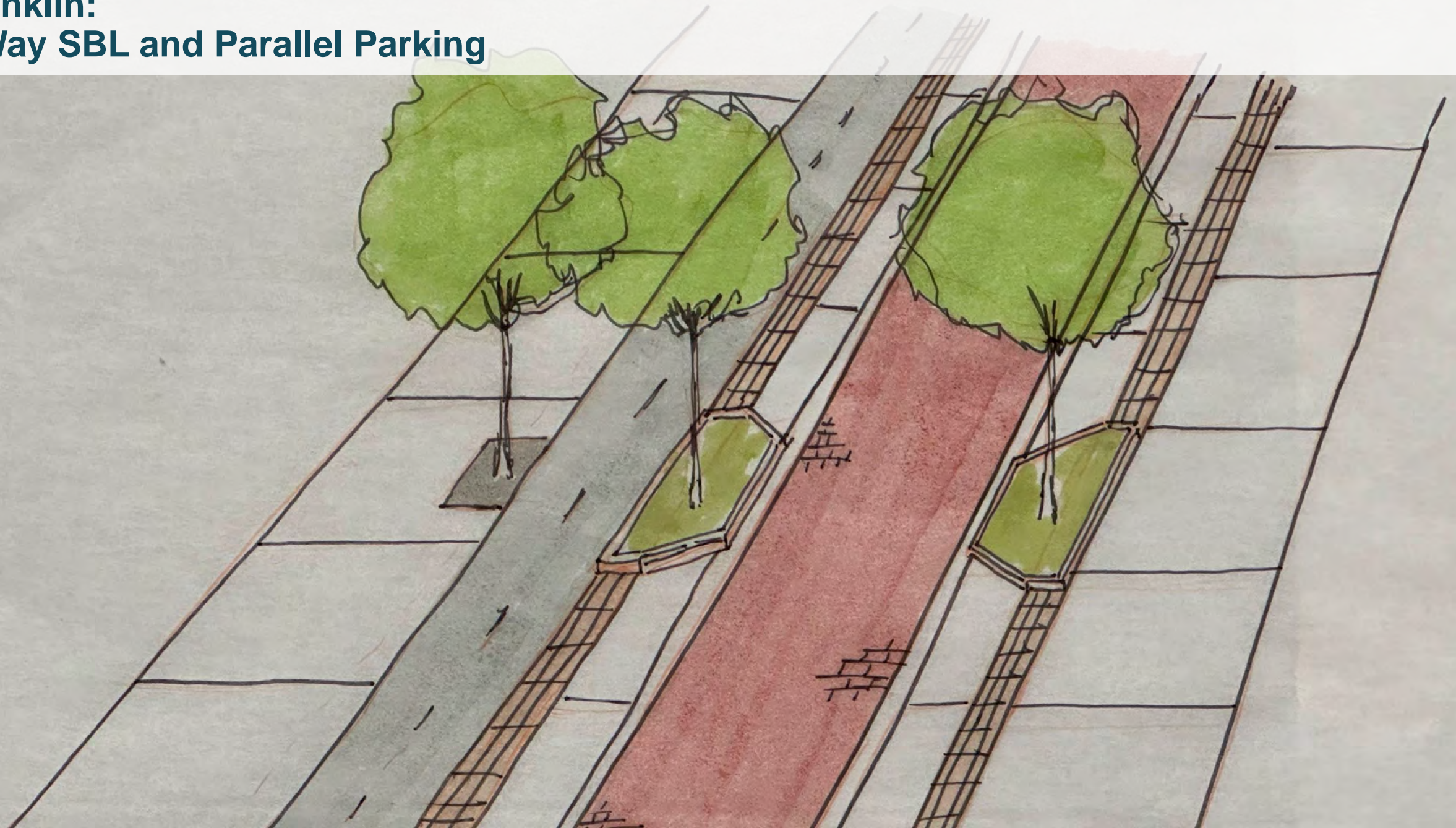


W. Franklin: SBL and Parallel Parking



P

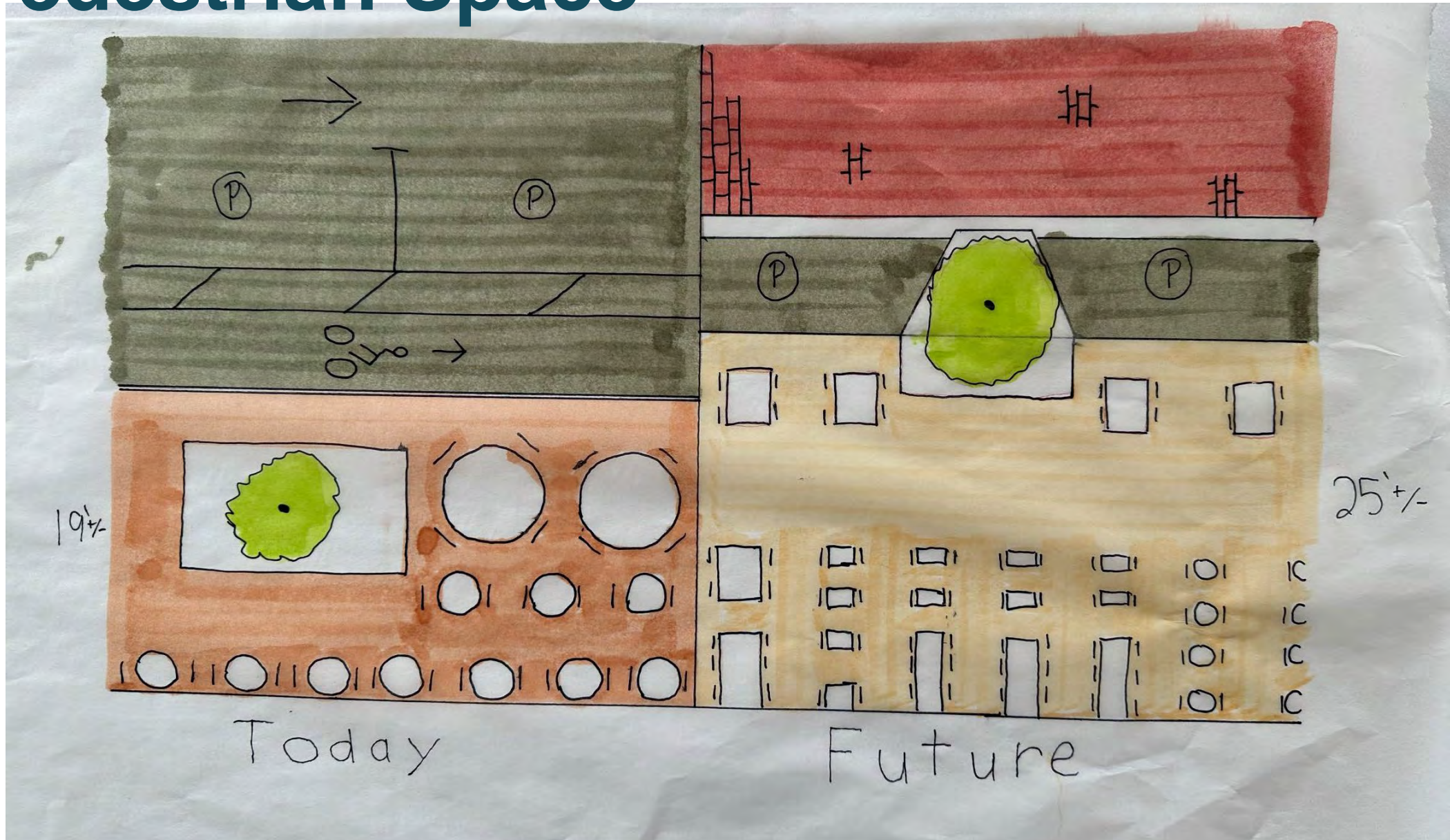
**W. Franklin:
Two-Way SBL and Parallel Parking**



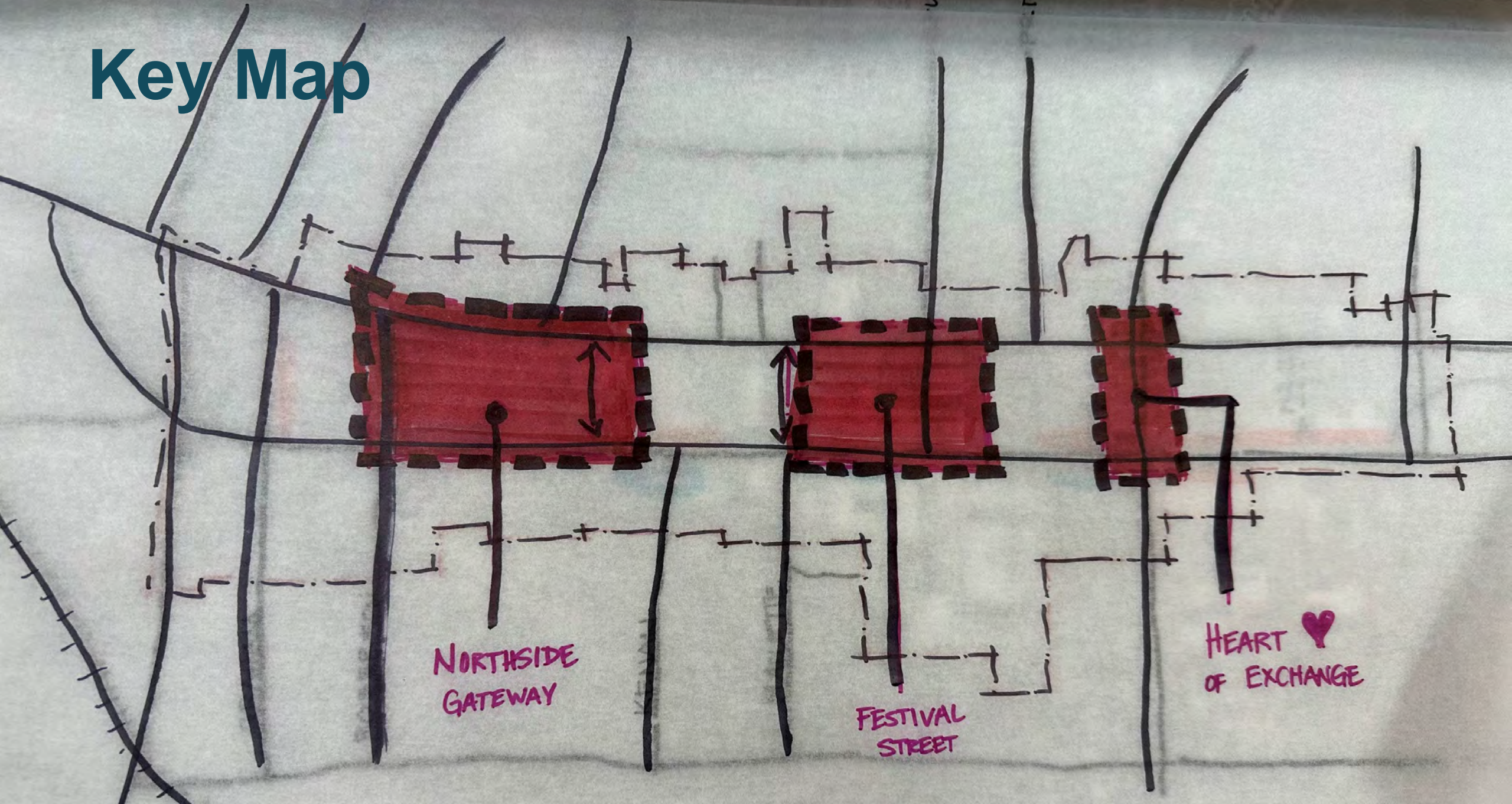
**W. Franklin:
Two-Way SBL and Reverse Angle Parking**



Pedestrian Space



Key Map



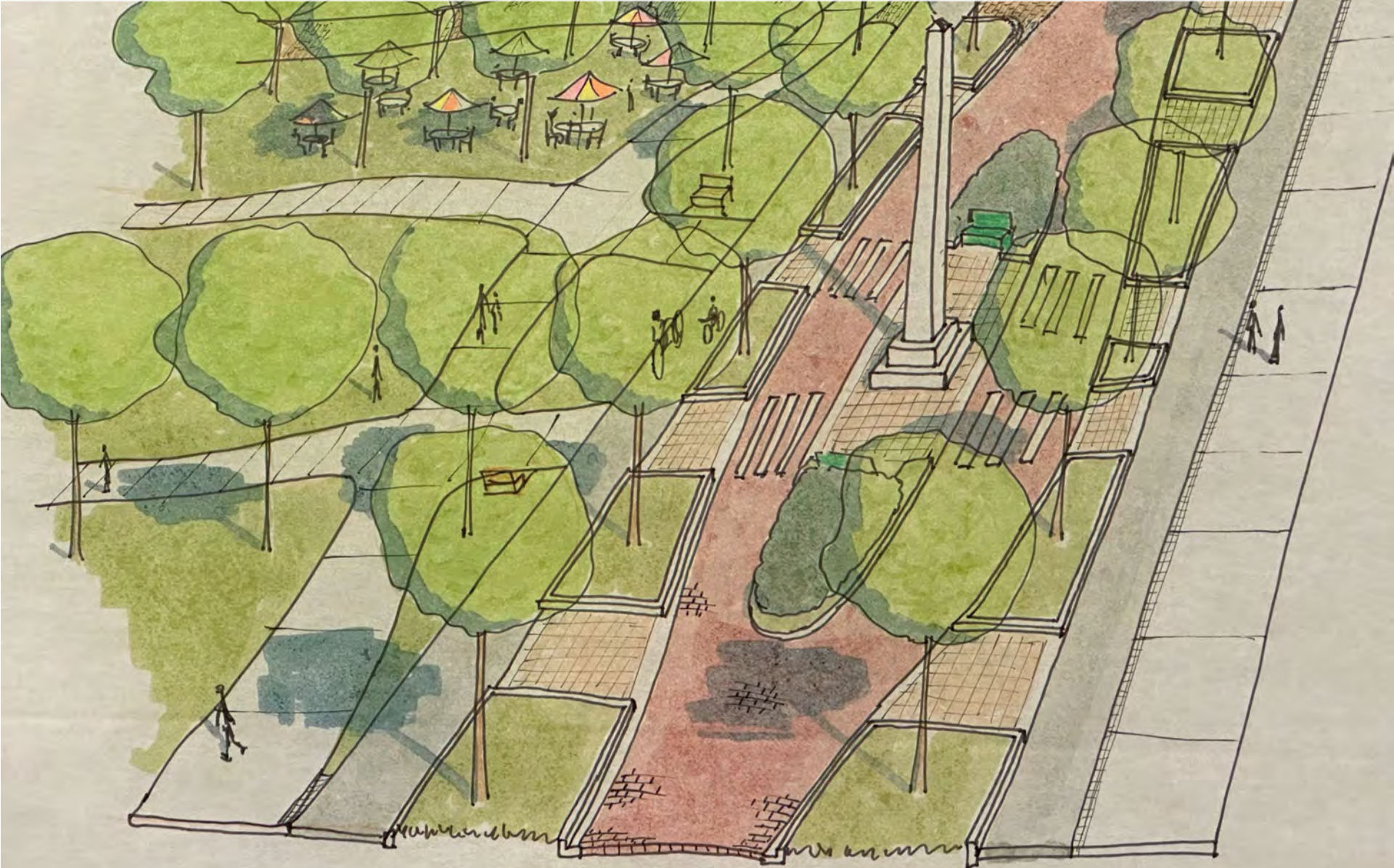


Northside Gateway: Rosemary at Roberson

Franklin St. Connection to Northside Gateway

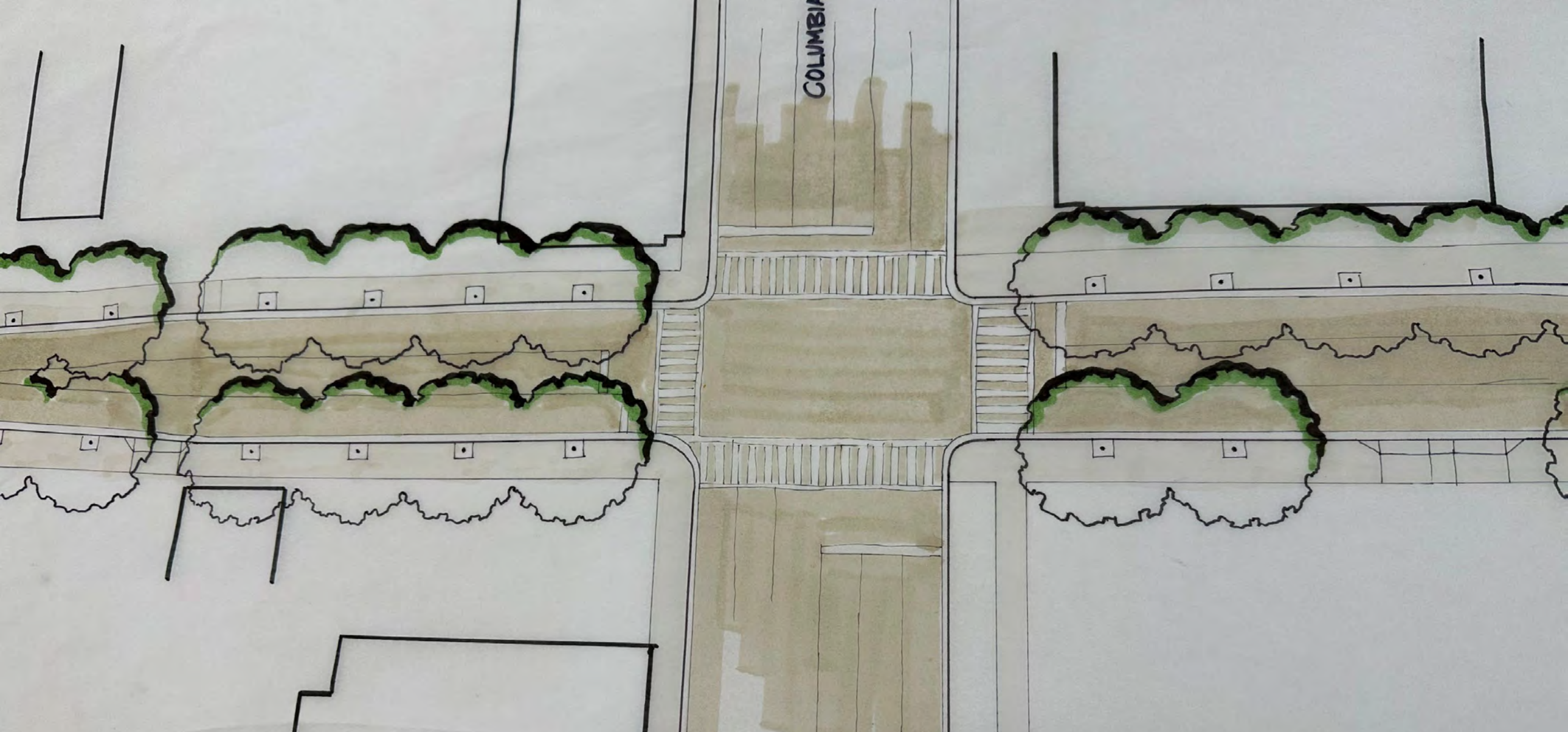


Franklin Street from Northside Gateway

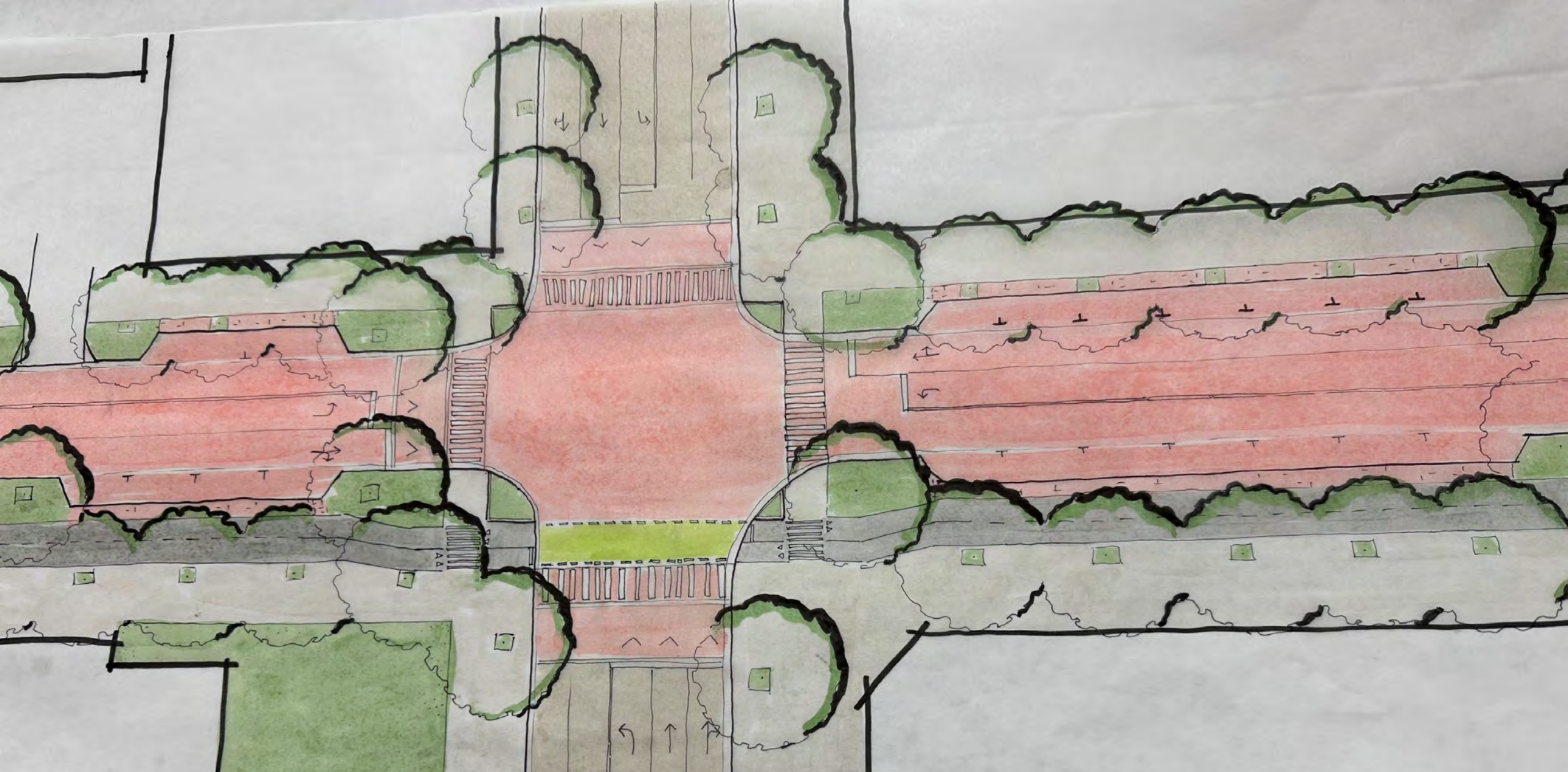


Church Street is the Festival Connector





**The Center of Exchange:
Rosemary Street at Columbia Avenue**



**The Center of Exchange:
Franklin Street at Columbia Avenue**

Explore Concepts and Discussion

05



Design and Feedback Stations

- Take a look at each concept
 - Ask questions
 - Provide feedback

Next Steps

06



We are still listening...

- Refinement and analysis
- Town Council update
- Deliver Mobility Vision
- Set the foundation for streetscape effort

