



CHAPEL HILL TRANSIT  
Town of Chapel Hill  
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**CHAPEL HILL TRANSIT PUBLIC TRANSIT COMMITTEE  
NOTICE OF COMMITTEE MEETING AND AGENDA  
OCTOBER 21, 2014 – 11:00 A.M. to 1:00 P.M.  
CHAPEL HILL TRANSIT – FIRST FLOOR CONFERENCE ROOM**

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10. Adjourn	

**MEETING SUMMARY OF A REGULAR MEETING OF THE PUBLIC TRANSIT COMMITTEE  
1<sup>ST</sup> FLOOR TRAINING ROOM, CHAPEL HILL TRANSIT**

**Tuesday, September 25, 2014 at 11:00 AM**

Present: Jim Ward, Chapel Hill Town Council  
Matt Czajkowski, Chapel Hill Town Council  
Damon Seils, Carrboro Alderman  
Bethany Chaney, Carrboro Alderman  
Cheryl Stout, UNC Public Safety  
Than Austin, UNC Transportation Planner  
Julie Eckenrode, Assistant to Carrboro Town Manager

Absent: Ed Harrison, Chapel Hill Town Council, Jeff McCracken, UNC Public Safety

Staff present: Brian Litchfield, Transit Director, Roger Chapin Assistant Transit Director - Operations, Flo Miller, Chapel Hill Deputy Town Manager, Mila Vega, Transportation Planner, David Bonk, Long Range and Transportation Manager

Guests: Damien Graham, Dir. Of Communications and Public Affairs – Triangle Transit, Tim Payne and Christina Barone - Nelson Nygaard

1. The Meeting Summary of August 26, 2014 was received and approved.
2. **Employee Recognition**
3. **Consent Items**
  - A. August Financial Report – No report this month.
4. **Discussion Items**
  - A. Regional Branding Study – Brian introduced Damien Graham. Mr. Graham reviewed the study and presented the new name and design for CHT and the other participating systems. The plan allows for changes in the paint scheme of buses to be made as new buses are purchased which could take 10-15 years to complete. The website, signage, advertising, brochures, uniforms, etc. will also need to reflect the new designs. Concerns were raised over the extended time frame to make the changes – will it cause confusion with riders over time with 2 or 3 different designs per bus system? Will the design become stale before the complete changeover is made? How much will this change cost? Some members thought that the change should be made more quickly, possibly over 3 years to get the best benefits. There may be private funding available to help cover the cost of making the change over 3 years.

There might be other ways of spending money that could make riding a better experience.

The Partners agreed that the new design is acceptable, but felt the time frame and financing needs more discussion. This issue may be placed on the October agenda and if it is the Partners would like information regarding costs and funding prior to that meeting.

- B. FY 13/14 Performance Report – Brian reviewed the report. Ridership has remained stable.

**5. Information Items**

- A. Long Range Financial Sustainability Plan Update – Brian introduced Tim Payne from Nelson/Nygaard. Mr. Payne provided an update on the plan. The 10 year financial model is nearly complete. He asked the Partners to provide their financial priorities to be included in the model. Nelson/Nygaard will return in October for the Partners meeting.
- B. North South Corridor Study Update – Mila reviewed the progress of the study. The Tier 1 Alternatives evaluations are beginning. There will be public meetings held in October. The Partners asked that the Technical and Policy committees make recommendations to the Partners for future steps in the process. This will be integrated into the study.

**6. Departmental Monthly Report**

- A. Operations - Provided for the Partners.
- B. Director – The Partners asked that the bus procurement be moved along as quickly as possible. Brian assured them that things are moving along as quickly as the process allows.

**7. Future Meeting Items**

**8. Partner Items**

**9. Next meeting – October 21, 2014**

**10. Adjourn**

The Partners set a next meeting date for October 21, 2014
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**3A. August and September Financial Report**

Staff Resource: Rick Shreve, Budget Manager

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**August 2014**

- Expenses for the month of August were \$1,480,014. Along with the encumbrances, which are heavily weighted towards the beginning of the fiscal year, approximately 18.11% of our budget has been expended or reserved for designated purchase (e.g. purchase orders created for vehicle maintenance inventory supplies encumber those funds, and show them as unavailable for other uses).
- One significant caveat to note is that these data are subject to some changes, pending the Town of Chapel Hill's audit process for FY13-14. This process allows for identifying invoices that have been charged to the previous year that more accurately fall in the current fiscal year, as well as current year charges that will revert to the previous year.
- We will provide an update on the FY13-14 audited figures once we have final numbers; this will likely be available for the December Partners' meeting.

***Highlights***

- The fiscal year has just gotten underway, and with this August data, it is far too early to ascertain any trend data. This aggregation of expenses and encumbrances is consistent with years past, and is perfectly in line with what we would expect at this point in the year.
- The attached data exhibits the financial information by division within CHT, and should be a useful tool in monitoring our patterns as the year progresses, and is a high-level representation of the data used by our division heads.
  - It is worth noting that the "Special Events" line is mostly comprised of Tarheel Express expenses, and the line labeled "Other" is comprised primarily of special grant-funded expense lines that are not permanent fixtures in the division budgets.

**September 2014**

- Expenses for the month of September were \$1,329,244. Along with the encumbrances, which are heavily weighted towards the beginning of the fiscal year, approximately 23.65% of our budget has been expended or reserved for designated purchase (e.g. purchase orders created for vehicle maintenance inventory supplies encumber those funds, and show them as unavailable for other uses).

- One significant caveat to note is that these data are subject to some changes, pending the Town of Chapel Hill's audit process for FY13-14. This process allows for identifying invoices that have been charged to the previous year that more accurately fall in the current fiscal year, as well as current year charges that will revert to the previous year.
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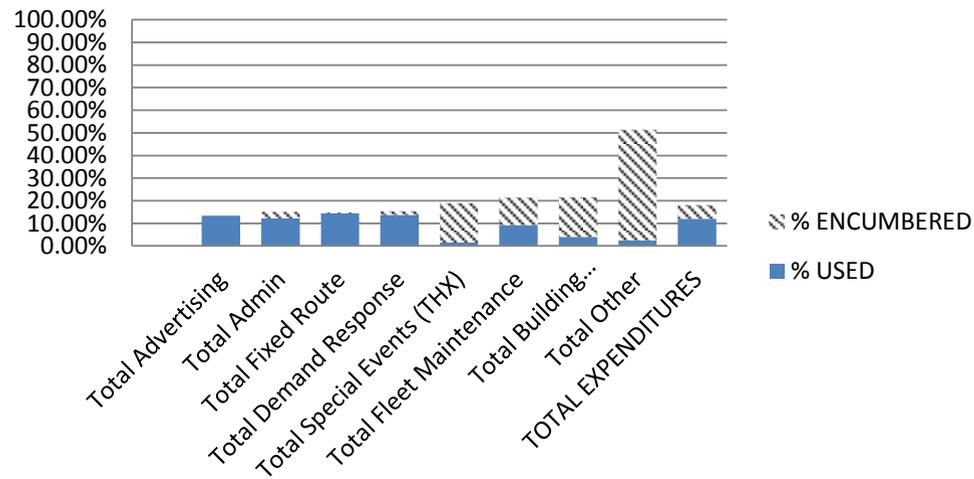
### ***Highlights***

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- The attached data exhibits the financial information by division within CHT, and should be a useful tool in monitoring our patterns as the year progresses, and is a high-level representation of the data used by our division heads.
  - It is worth noting that the "Special Events" line is mostly comprised of Tarheel Express expenses, and the line labeled "Other" is comprised primarily of special grant-funded expense lines that are not permanent fixtures in the division budgets.

**Transit 640 Fund Budget to Actual at end of August 2014**

	ORIGINAL BUDGET	REVISED BUDGET	ACTUAL MONTH EXPENSES	ACTUAL YTD EXPENSES	CURRENT ENCUMBRANCES	BALANCE AVAILABLE	% USED OR ENCUMBERED August = 16.67%
Total Advertising	\$ 91,261	\$ 91,261	\$ 6,159	\$ 12,260	\$ -	\$ 79,001	13.43%
Total Admin	1,367,848	1,367,848	77,515	167,110	39,551	1,161,187	15.11%
Total Fixed Route	11,613,961	11,636,201	990,980	1,672,865	44,960	9,918,377	14.76%
Total Demand Response	1,912,354	1,923,581	152,958	262,687	33,253	1,627,641	15.38%
Total Special Events (THX)	312,302	312,302	4,347	4,359	54,749	253,194	18.93%
Total Fleet Maintenance	4,102,377	4,213,673	197,052	383,333	516,810	3,313,529	21.36%
Total Building Maintenance	671,360	703,425	26,584	28,248	123,602	551,575	21.59%
Total Other	439,350	972,503	24,419	24,419	474,613	473,471	51.31%
<b>TOTAL EXPENDITURES</b>	<b>\$ 20,510,813</b>	<b>\$ 21,220,794</b>	<b>\$ 1,480,014</b>	<b>\$ 2,555,282</b>	<b>\$ 1,287,537</b>	<b>\$ 17,377,975</b>	<b>18.11%</b>

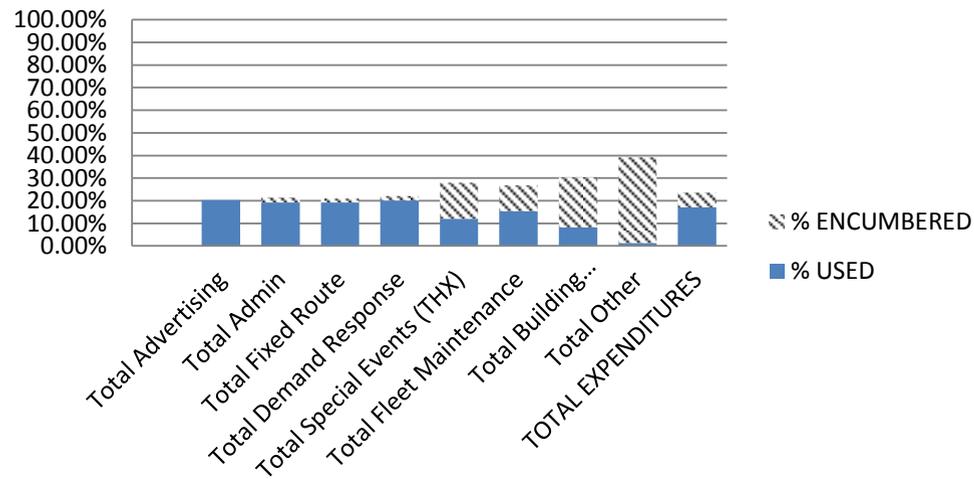
**CHT August 2014 YTD Expenses as % of Budget**



**Transit 640 Fund Budget to Actual at end of Sept. 2014**

	ORIGINAL BUDGET	REVISED BUDGET	ACTUAL MONTH EXPENSES	ACTUAL YTD EXPENSES	CURRENT ENCUMBRANCES	BALANCE AVAILABLE	% USED OR ENCUMBERED Sept. = 25.00%
Total Advertising	\$ 91,261	\$ 91,261	\$ 6,304	\$ 18,494	\$ -	\$ 72,767	20.26%
Total Admin	1,367,848	1,367,848	95,506	262,617	29,205	1,076,026	21.33%
Total Fixed Route	11,613,961	11,519,131	761,992	2,220,832	188,505	9,109,794	20.92%
Total Demand Response	1,912,354	1,923,581	131,701	385,147	38,412	1,500,022	22.02%
Total Special Events (THX)	312,302	312,302	33,221	37,580	49,861	224,861	28.00%
Total Fleet Maintenance	4,102,377	4,209,356	260,992	644,325	482,040	3,082,991	26.76%
Total Building Maintenance	671,360	701,199	28,937	57,186	154,706	489,307	30.22%
Total Other	439,350	1,234,580	10,589	15,996	466,726	751,858	39.10%
<b>TOTAL EXPENDITURES</b>	<b>\$ 20,510,813</b>	<b>\$ 21,359,258</b>	<b>\$ 1,329,244</b>	<b>\$ 3,642,177</b>	<b>\$ 1,409,455</b>	<b>\$ 16,307,627</b>	<b>23.65%</b>

**CHT Sept. 2014 YTD Expenses as % of Budget**



4A. Long Range Financial Sustainability Plan Update

Action: 1. Receive information and provide staff and consultant team with feedback.

Staff Resource: Rick Shreve, Budget Manager  
Brian Litchfield, Director

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- At the October 21, 2014 meeting the consultant team will facilitate a conversation with the Partners around the results of the priorities survey and present some of the scenarios they have developed using the financial model and the initial survey results.

## 4B. FY2015-16 Budget Development

Action: 1. Receive information and provide staff with feedback and direction.

Staff Resource: Rick Shreve, Budget Manager  
Brian Litchfield, Director

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**Overview**

Chapel Hill Transit (CHT) staff have begun preliminary planning for the FY2015-16 budget development. While it is still early in the FY14-15 budget cycle, there are some elements of the budget that we will soon be analyzing and working with the Town's Business Management Department (BMD) towards developing our FY2015-16 budget proposal. As some of these elements will require discussion amongst and direction from the partners, once we reach a point of having clean data and projections, we will share the budget information for iterative revisions. We expect an approximation of the following schedule as we develop next year's budget:

**December**

- CHT staff will convene with BMD in December to hone in on preliminary revenue expectations for next year.

**January - April**

- At this point in the typical budgeting process, major areas of identifiable increases or decreases are assessed (e.g. a large swing in the markets for fuel, a spike in employee medical insurance costs, a change in a major source of revenue), and we are beginning to hone in on the details in our key areas. We currently see only modest changes in key areas of operating expenditures – separate from any capital expenditures towards vehicle replacements.
- We will share anomalous swings or significant expectation adjustments with the Partners in each of these months, while receiving Partner direction on key areas beyond ordinary day-to-day service levels:
  - Pittsboro Express Route
  - Orange County Bus & Rail Funding and Service adjustments
  - Capital Funding

**May - June**

- Chapel Hill Town Manager's Recommended Budget presented to Council.
- Public Hearing on Manager's Recommended Budget.
- Final guidance from Transit Partners' Meeting.
- Budget adoption by Chapel Hill Town Council.

## 5A. Administrative Distribution of \$7 Vehicle Registration Fee for Durham County

Staff Resource: Brian Litchfield, Director

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**Background**

- In 2009 the NC General Assembly passed and the Governor signed a major transit funding bill referred to as the "Intermodal Act," S.L. 2009-527. Among its provisions, this new statute allowed Durham, Wake and Orange Counties to enact a ½-cent sales tax for transit with voter approval, to increase the vehicle registration tax by \$7 on a county-wide basis, and to approve a \$3 increase in Triangle Transit (TTA) regional vehicle registration tax (to be enacted by TTA).
- Durham County voters passed a referendum in support of the ½-cent transit sales tax and a package of new transit investments in November, 2011. Orange County voters did the same in November, 2012.
- Durham County's \$7 vehicle registration tax became effective on September 1, 2013, with receipt of initial revenues beginning in early in 2014.
- The Intermodal Act calls for a distribution of the \$7 vehicle registration tax, on a per capita basis, to any municipality within the county which operates a public transportation system on a per capita basis. The Town of Chapel Hill would receive a yearly distribution as a small portion of the Town lies within Durham County. The estimated distribution for FY 2014 to the Town of Chapel Hill is \$15,974. The City of Raleigh would also receive a small distribution of around \$6,150.
- The City of Raleigh has agreed to waive its right to receive its portion of the Durham County vehicle registration tax.
- The City of Durham previously waived its right to receive its right to receive its portion of the Orange County vehicle registration tax that became effective on October 1, 2013, consistent with the Orange Plan.

**Proposal**

- Durham County, the City of Durham, and TTA have proposed an Interlocal Agreement which calls for the revenues from the \$7 vehicle registration tax to be put into a pool with the other new transit revenues and distributed according to the adopted Durham Plan (see attached letter and draft Interlocal Agreement).
- The Town of Chapel Hill would waive its rights to the per capita distribution allowing all revenues generated in Durham County to be spent on transit services in Durham County.

**Next Steps**

- The Chapel Hill Town Attorney has reviewed the draft Interlocal agreement and has no legal objection to the agreement.

## 5B. North-South Corridor Study Update

Staff Resource: Mila Vega, Service Planner

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**Background**

Three public information meetings have been scheduled for October 21, 22 and 23 to present the work completed by the project team as of today. The public will have an opportunity to provide comments on the Tier 1 Analysis results, preliminary station locations as well as technology options that are moving into the Detailed Definition of Alternatives Analysis.

The following meetings have been scheduled:

- Oct. 21 – 11 a.m. to 2 p.m. at Carolina Student Union
- Oct. 22 – 4 to 7 p.m. at Chapel Hill Town Hall
- Oct. 23 – 11 to 2 p.m. at NC Children’s Hospital

The meetings were advertised through press releases, web posts, ads on buses, posters at Eubanks and Southern Village Park and Ride lots, post cards distributed throughout the area (e.g. Chapel Hill Library, etc.) and emails.

**Next Steps**

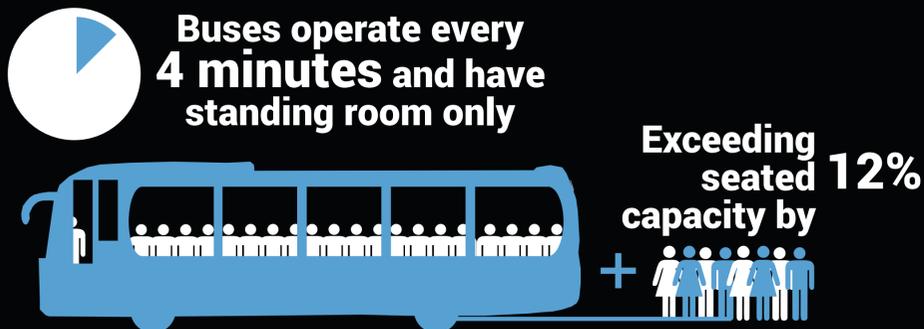
- Hold public meeting and collect comments and feedback.
- A summary of the meetings will be provided to the Partners in November/December.

**Attachment(s)**

- Public Meeting Materials.

# Chapel Hill transit

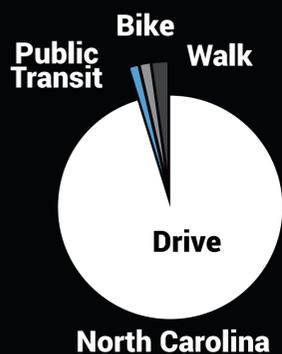
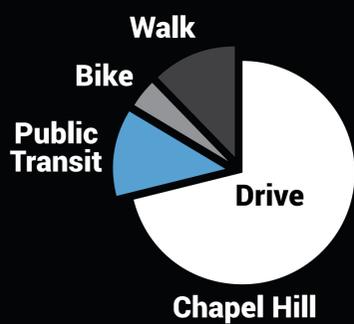
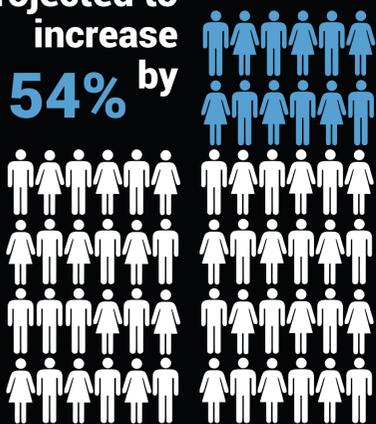
## SUMMARY PURPOSE AND NEED



Chapel Hill Transit ridership has increased by more than 20 percent between 2005 and 2012, and buses often operate at capacity during weekday peak hours on multiple routes.

### Corridor Need 1

The number of people working in the corridor is projected to increase by **54%**



How Chapel Hill and NC residents get to work

Major development opportunities at the northern and southern ends of the corridor will fundamentally reshape mobility patterns and needs within the corridor.

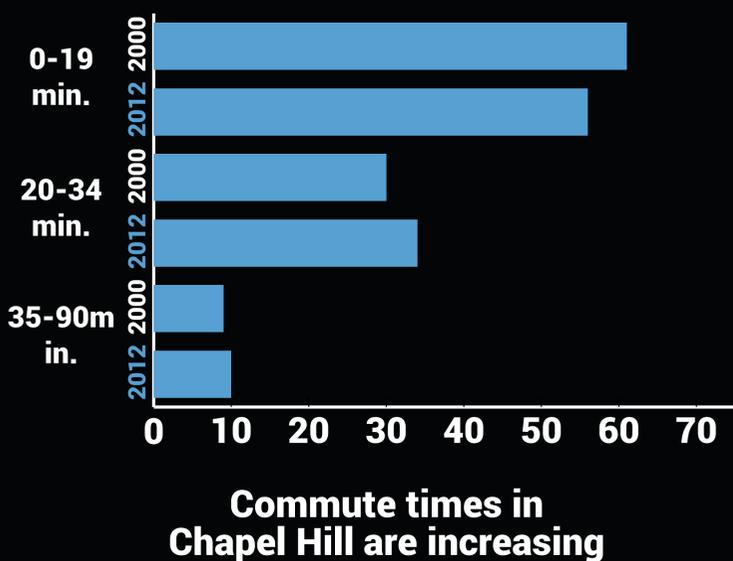
### Corridor Need 2

### Corridor Need 3

Chapel Hill is comparatively young, but its fastest-growing demographic is over age 65.

Multi-modal transportation investments are necessary to accommodate anticipated increases in travel demand resulting from planned development within the corridor.

### Corridor Need 4



### Corridor Need 5

Chapel Hill – and the surrounding region – has demonstrated a commitment to sustainable growth strategies in their adopted plans and policies.



Visit: <http://nscstudy.org/> for more information

# Chapel Hill transit

## SUMMARY PURPOSE AND NEED



### Key activity centers along the corridor

- |                                     |   |   |   |
|-------------------------------------|---|---|---|
| 1 Chapel Hill North Shopping Center | 5 Morehead Planetarium and Science Center | 9 Memorial Hall                               | 13 University of North Carolina Hospitals |
| 2 Timberlyne Shopping Center        | 6 Franklin Street                         | 10 University of North Carolina - Chapel Hill | 14 Southern Village                       |
| 3 Carolina North                    | 7 Ackland Art Museum                      | 11 Carolina Inn                               | 15 Proposed Obey Creek Development        |
| 4 Chapel Hill - Carrboro YMCA       | 8 Play Makers Repertory Company           | 12 Kenan Stadium                              |   |



Visit: <http://nscstudy.org/> for more information



## YOUR COMMENTS ARE ESSENTIAL

### SIGNIFICANCE OF YOUR COMMENTS + IDEAS:



Your comments as a Chapel Hill resident, commuter, employee, or student provide genuine experiences and perspectives on the travel experience in the corridor. Whether your interest is faster service, bike safety, nicer shelters, or relieving traffic congestion, we want to hear from you.



Your comments and ideas will be shared directly with Chapel Hill Transit and the North-South Corridor Study Project Management Team. They will be making final recommendations by 2016.



You can comment at

- Today's Public Meeting
- Online at [NSCStudy.org](http://NSCStudy.org)
- Send CHT an email
- Use Mindmixer

to share your ideas and comments that help shape the alternatives!

**TODAY IS NOT  
YOUR ONLY  
OPPORTUNITY TO  
PROVIDE  
FEEDBACK!**

**CONNECT WITH US!**



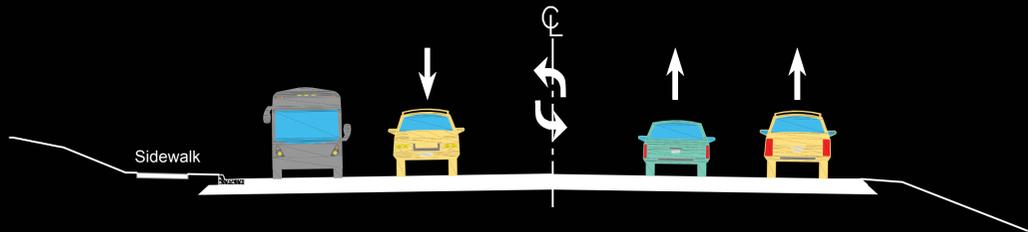
**mindmixer**



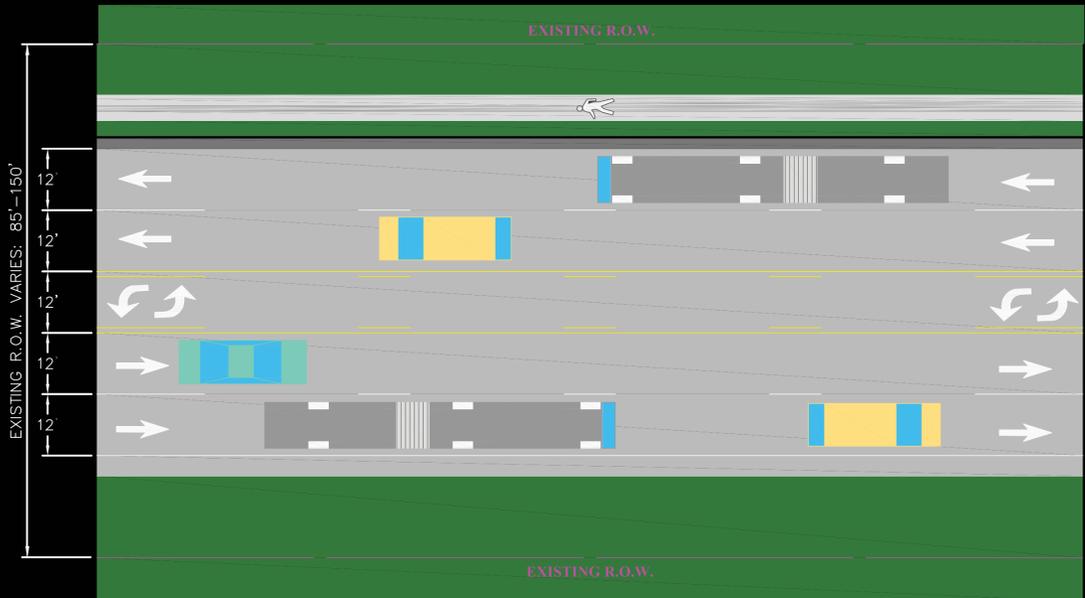
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# Chapel Hill transit

## MIXED TRAFFIC POTENTIAL RUNNINGWAY

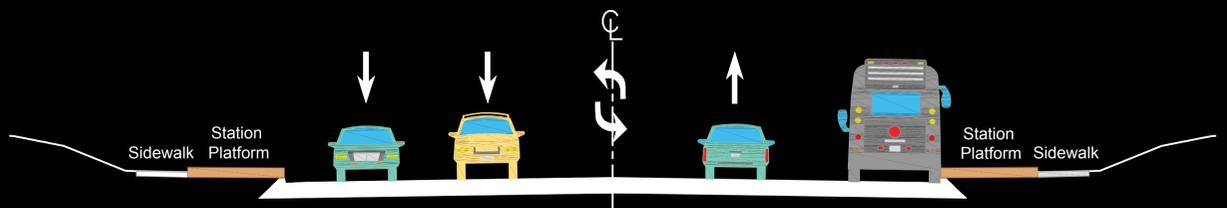


BRT in mixed traffic, Boston

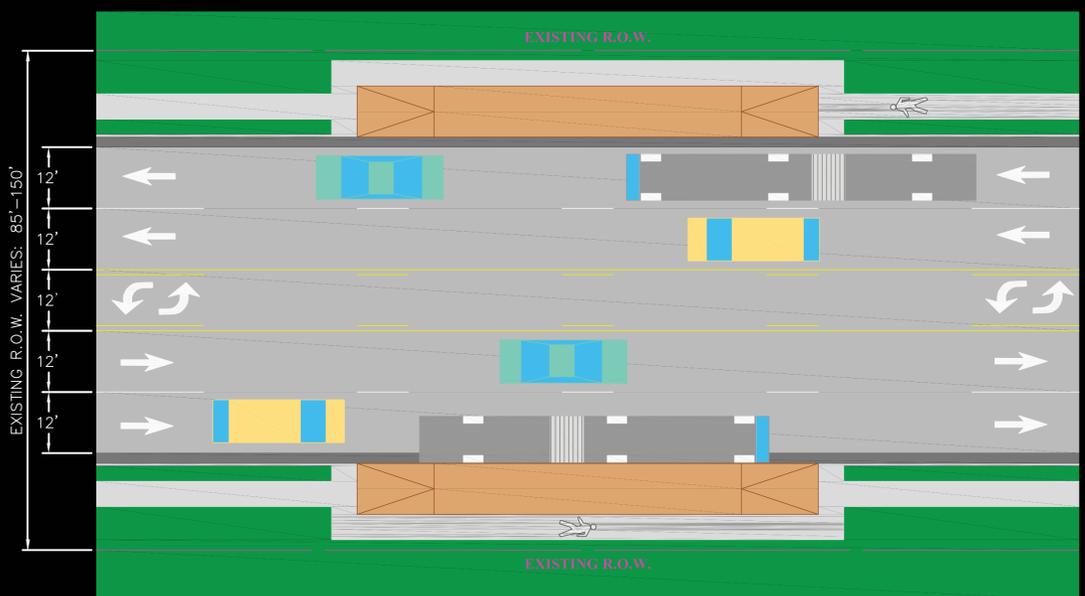


BRT in mixed traffic between stations

Note: Bike facility integration will be evaluated in future project phases



BRT in mixed traffic/bus stop, Cedar



BRT in mixed traffic at side stations

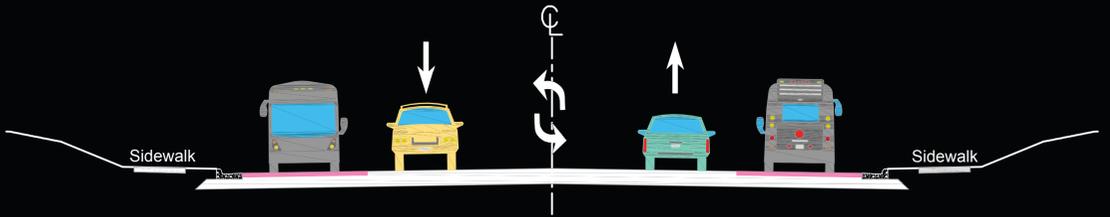
Note: Bike facility integration will be evaluated in future project phases



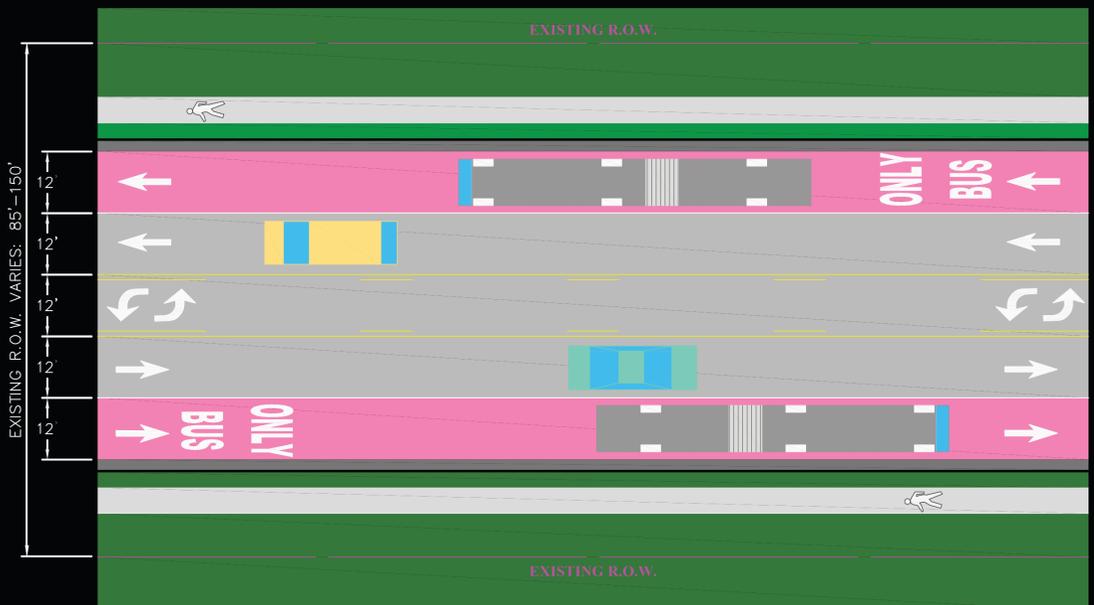
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# Chapel Hill transit

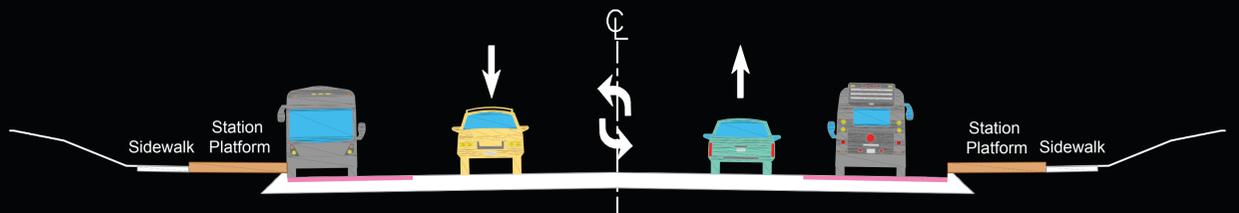
## DEDICATED SIDE LANE POTENTIAL RUNNINGWAY



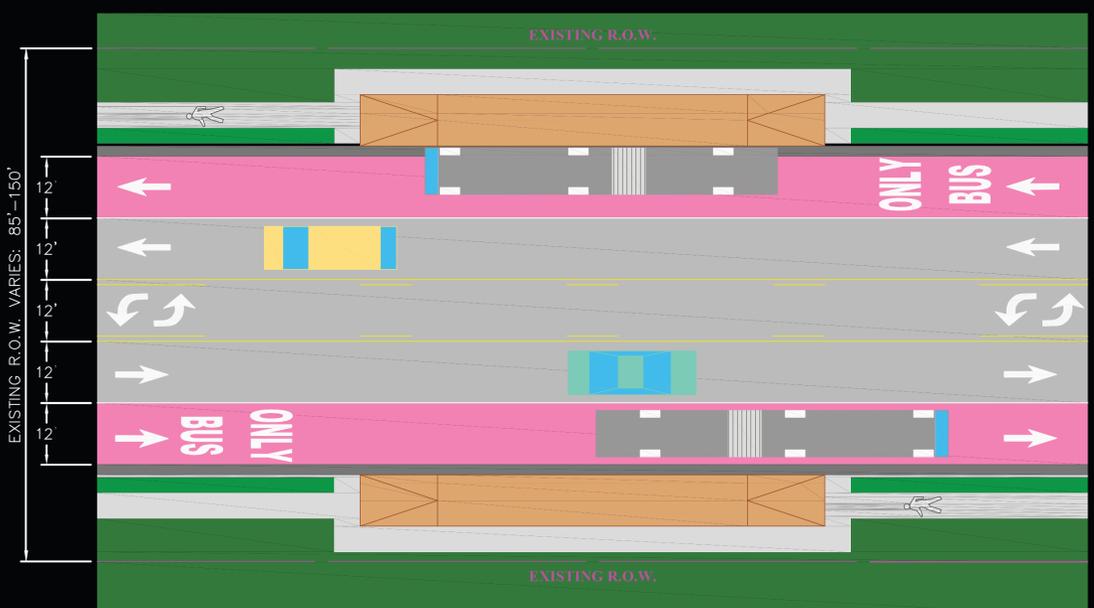
BRT with dedicated side lane, New York City



BRT in dedicated outside lanes between stations  
Note: Bike facility integration will be evaluated in future project phases



Dedicated lane for BRT



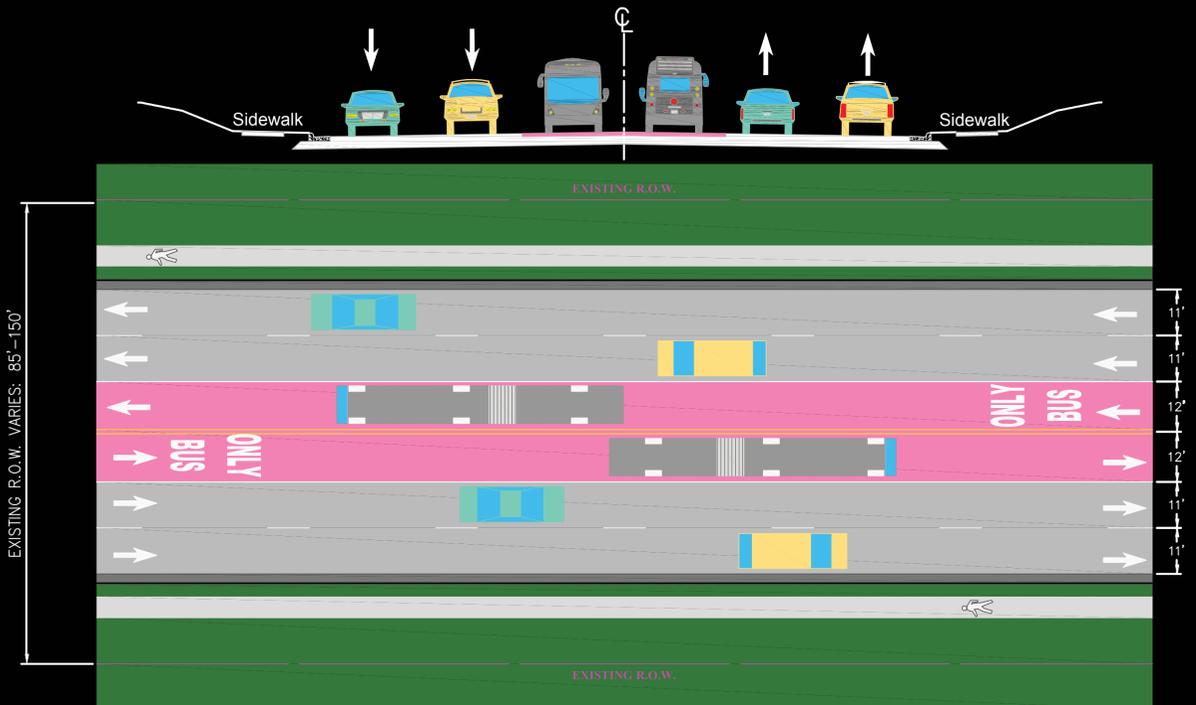
BRT in dedicated outside lanes at stations  
Note: Bike facility integration will be evaluated in future project phases



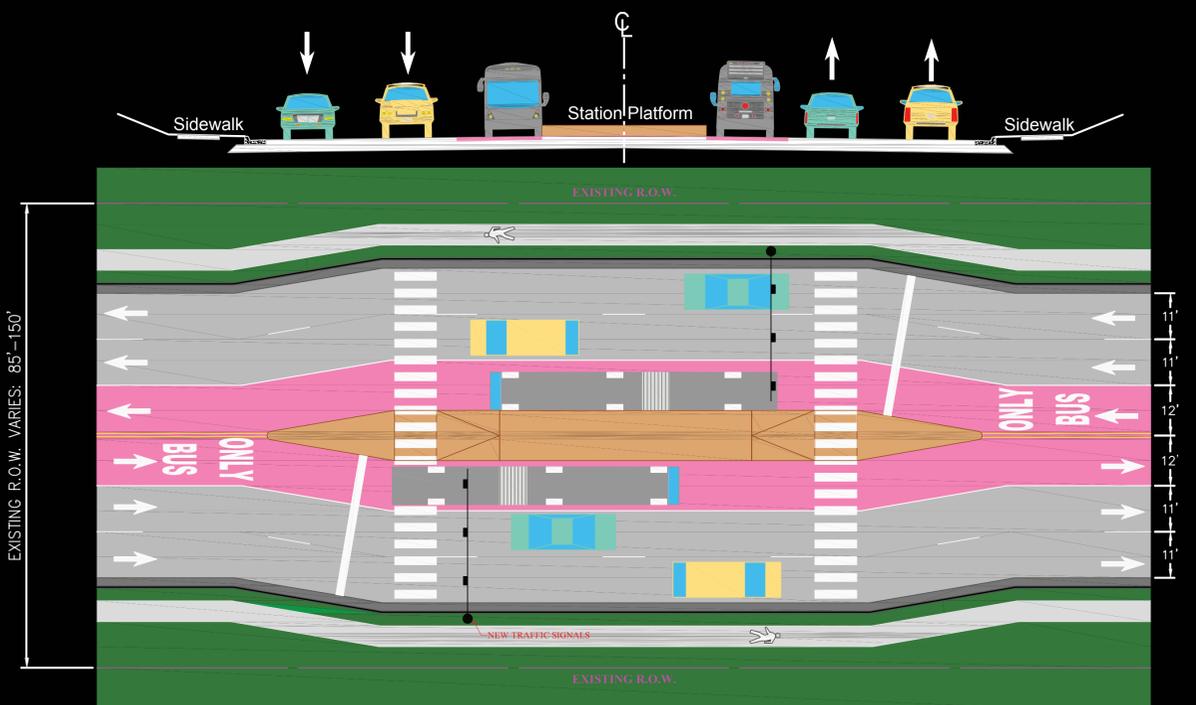
Visit: <http://nscstudy.org/> for more information

# Chapel Hill transit

## DEDICATED CENTER LANE POTENTIAL RUNNINGWAY



BRT in dedicated median lanes between stations  
Note: Bike facility integration will be evaluated in future project phases



BRT in dedicated median lanes at median station  
Note: Bike facility integration will be evaluated in future project phases



Visit: <http://nscstudy.org/> for more information

## AMENITIES + FEATURES ELEMENTS OF BRT

**Bus Rapid Transit (BRT) is a flexible transit solution that can incorporate a number of elements intended to enhance the speed, comfort, and usability of transit service. Planning for BRT often involves determining the level of investment in each element that is beneficial and appropriate for the corridor in question.**

### Runningway

Paths where the vehicle travels; can be an exclusive, dedicated right-of-way or include elements to give buses priority in traffic.

### Stations

Enhanced stations to provide greater customer comfort, serve as a recognizable marker for transit service; can include raised platforms for level boarding.

### Vehicles

Bus vehicles with higher ridership capacities and level-boarding capabilities; may also incorporate separate branding identity from standard bus service.

### Service and Route Structure

More frequent or longer service schedule.

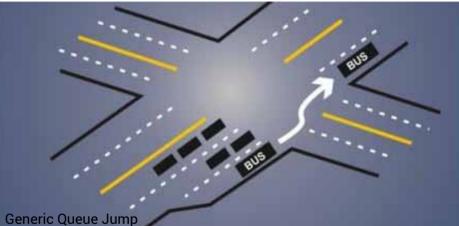
### Branding and Identity

Unique name, color scheme, logo or other visual identifiers to differentiate BRT service from existing bus service.

### ITS & Technology

Elements to increase travel speeds or improve customer information in real-time.

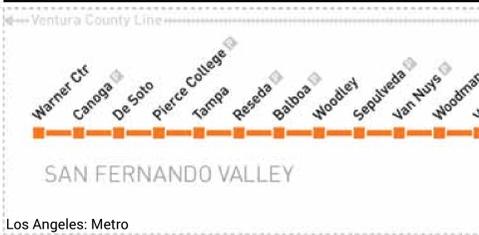
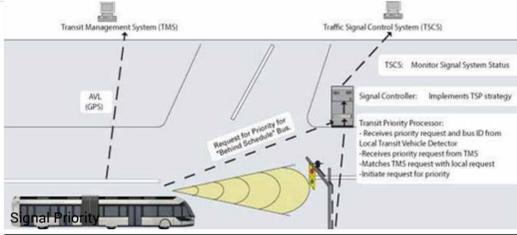
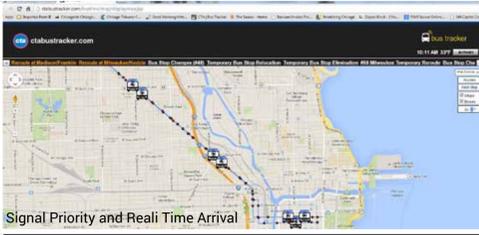


	Light Bus Rapid Transit (BRT)	Moderate Bus Rapid Transit (BRT)	Comprehensive Bus Rapid Transit (BRT)
Runningway	 <p>Boston: Silver Line</p> <ul style="list-style-type: none"> <li>+ Operates in mixed traffic for part or a majority of the alignment</li> <li>+ Buses are in the same congestion as general traffic</li> <li>+ Does not require right-of-way acquisition</li> </ul>	 <p>Generic Queue Jump</p> <ul style="list-style-type: none"> <li>+ Operates in mixed traffic for part or a majority of the alignment</li> <li>+ May operate in a High Occupancy Vehicle lane, which reduces travel times and increases reliability by removing the bus from general traffic</li> <li>+ May utilize queue jumps, which enable buses to get a head start at traffic lights through an early green light and bus only lane at the intersection</li> </ul>	 <p>Chicago, Illinois</p> <ul style="list-style-type: none"> <li>+ Buses operate in an exclusive lane that is physically separated from all other traffic</li> <li>+ Travel times are reduced and service reliability is improved</li> <li>+ Routes and stations may be more visible and attractive to casual riders</li> </ul>
Stations	 <p>New York City: Select Bus Service</p> <ul style="list-style-type: none"> <li>+ Stations are typically canopies, with minimal protection from weather elements</li> <li>+ Passenger amenities may include benches, trash cans, system maps, and route information</li> </ul>	 <p>Portland, Oregon: MAX</p> <ul style="list-style-type: none"> <li>+ Stations are typically three-sided enclosures with some protection from weather elements</li> <li>+ Signage and lighting are more substantial than at conventional bus stops</li> <li>+ Passenger amenities may include benches, trash cans, system maps, and route information</li> </ul>	 <p>Cleveland, Ohio: HealthLine</p> <ul style="list-style-type: none"> <li>+ Stations are full enclosures that provide substantial protection from weather elements</li> <li>+ Signage, lighting, landscaping, and paving are more substantial than at conventional bus stops</li> <li>+ Passenger amenities may include benches, trash cans, system maps, and route information</li> </ul>
Vehicles	 <p>Chapel Hill Transit</p> <ul style="list-style-type: none"> <li>+ Vehicles are typically 40-foot conventional buses that are low floor and generate reduced emissions</li> <li>+ Vehicles typically accommodate 60 passengers</li> <li>+ Vehicles may be branded</li> </ul>	 <p>Chicago: Jeffrey Jump</p> <ul style="list-style-type: none"> <li>+ Vehicles are typically 60-foot articulated buses with multiple doors</li> <li>+ Vehicles typically accommodate 90 passengers</li> <li>+ Vehicles are low floor and generate reduced emissions</li> <li>+ Vehicles are typically branded</li> </ul>	 <p>Las Vegas: MAX</p> <ul style="list-style-type: none"> <li>+ Vehicles are typically 60-foot articulated buses with multiple doors</li> <li>+ Vehicles typically accommodate 90 passengers</li> <li>+ Vehicles are low floor and generate reduced emissions</li> <li>+ Vehicles are branded</li> <li>+ Vehicles provide visual next stop information and automated stop announcements</li> </ul>



# Chapel Hill transit

## AMENITIES + FEATURES ELEMENTS OF BRT

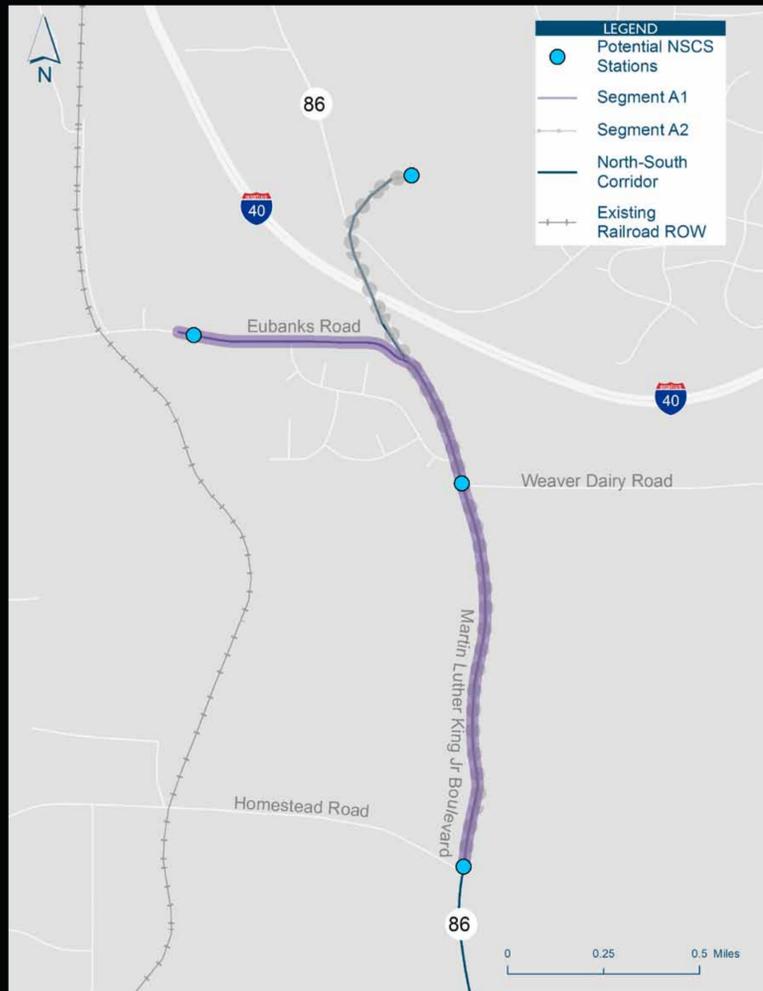
	Light Bus Rapid Transit (BRT)	Moderate Bus Rapid Transit (BRT)	Comprehensive Bus Rapid Transit (BRT)
Service + Route Structure	 <p>Los Angeles: Rapid</p> <ul style="list-style-type: none"> <li>+ Fewer stops than conventional bus</li> <li>+ Greater frequency than conventional bus service, particularly in the peak hours</li> </ul>	 <p>Eugene, OR: EmX</p> <ul style="list-style-type: none"> <li>+ Fewer stops than conventional bus</li> <li>+ All-day greater frequency than conventional bus</li> </ul>	 <p>Los Angeles: Metro</p> <ul style="list-style-type: none"> <li>+ Significantly fewer stops than conventional bus</li> <li>+ Greatest frequency of bus service</li> </ul>
Branding + Identity	 <ul style="list-style-type: none"> <li>+ BRT service is branded the same as existing bus service</li> </ul>	 <p>Chicago: Jeffrey Jump</p> <ul style="list-style-type: none"> <li>+ Routes are branded or numbered differently to differentiate them from conventional bus routes</li> <li>+ A distinct name, logo, color scheme, bus wrap, and set of visual identifiers are used</li> </ul>	 <p>Los Angeles: Orange Line</p> <ul style="list-style-type: none"> <li>+ Routes are color-coded or named as part of the existing rail transit network (i.e. Durham-Orange LRT)</li> <li>+ Routes are color-coded or named to differentiate them from conventional bus routes</li> <li>+ A distinct name, logo, color scheme, bus wrap, and set of visual identifiers are used</li> </ul>
ITS + Technology	 <p>Signal Priority</p> <ul style="list-style-type: none"> <li>+ ITS tools - using GPS and vehicle transponders - are utilized to extend green lights or shorten red light cycles as buses approach intersections</li> </ul>	 <p>Signal Priority and Real Time Arrival</p> <ul style="list-style-type: none"> <li>+ ITS tools - using GPS and vehicle transponders - are utilized to extend green lights or shorten red light cycles as buses approach intersections</li> <li>+ Next Bus information is available on electronic signs at all BRT stations</li> </ul>	 <p>Signal Priority and Real Time Arrival</p> <ul style="list-style-type: none"> <li>+ ITS tools - using GPS and vehicle transponders - are utilized to extend green lights or shorten red light cycles as buses approach intersections</li> <li>+ Next Bus information is available on electronic signs at all BRT stations</li> <li>+ Using GIS, web and mobile apps enable riders to see real time next bus information from their desktops or smartphones</li> </ul>



Visit: <http://nscstudy.org/> for more information

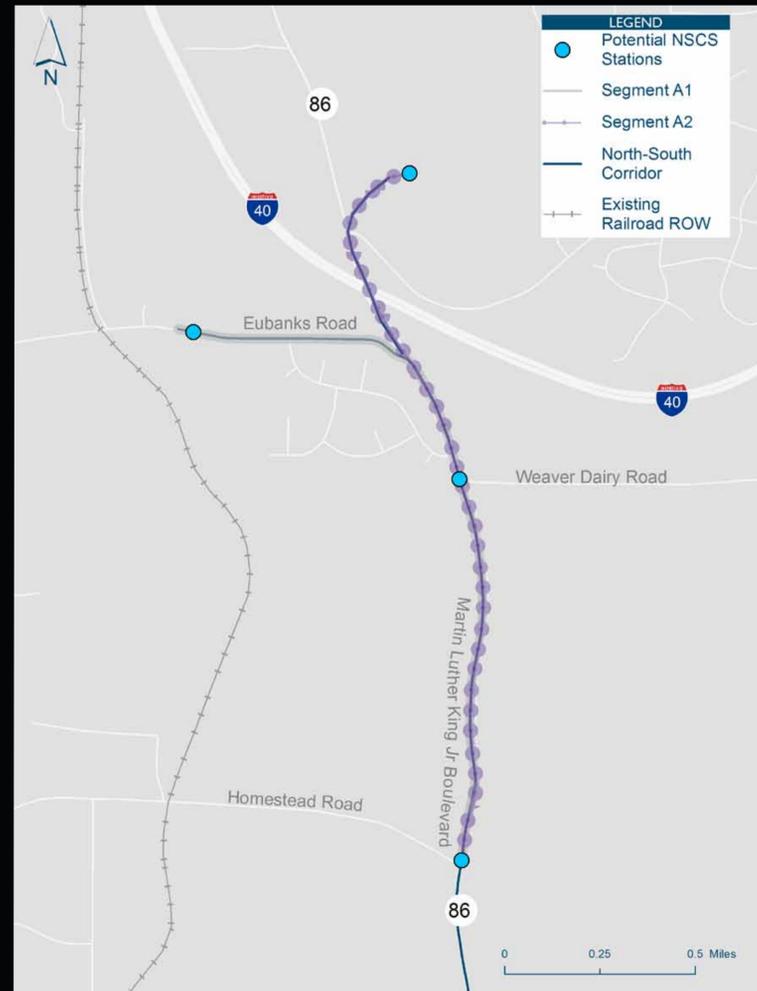
## ALIGNMENTS CARRIED FORWARD

### Segment A1



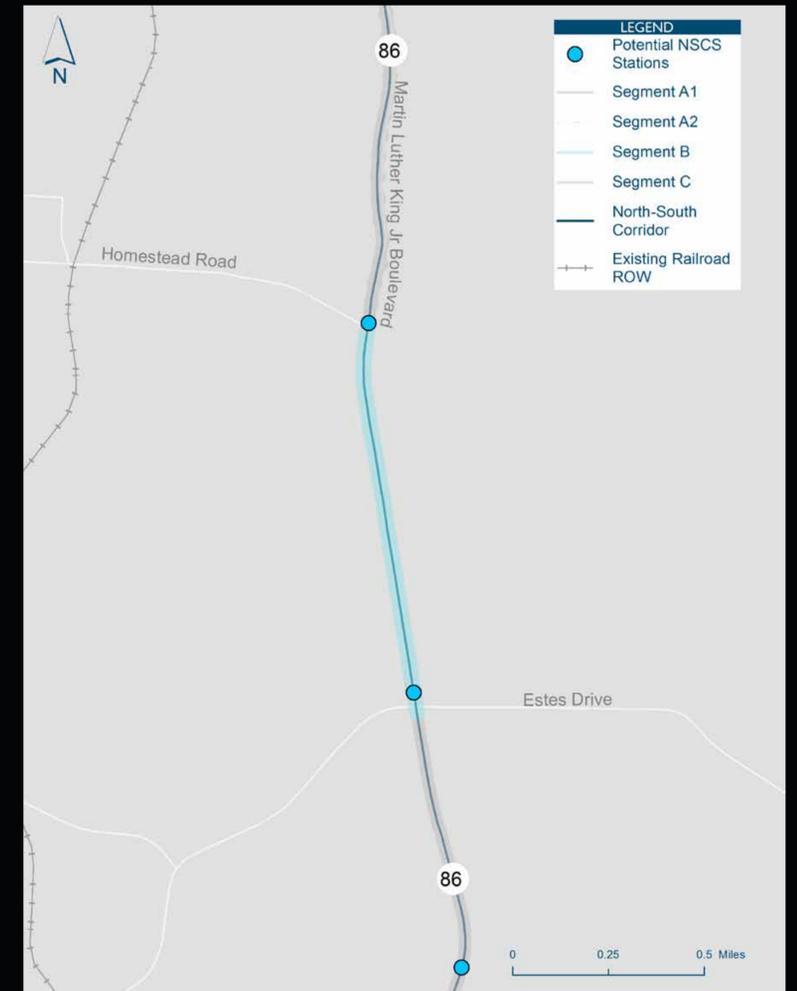
Eubanks Road P&R to Homestead Road

### Segment A2



Northern Terminus to Homestead Road

### Segment B



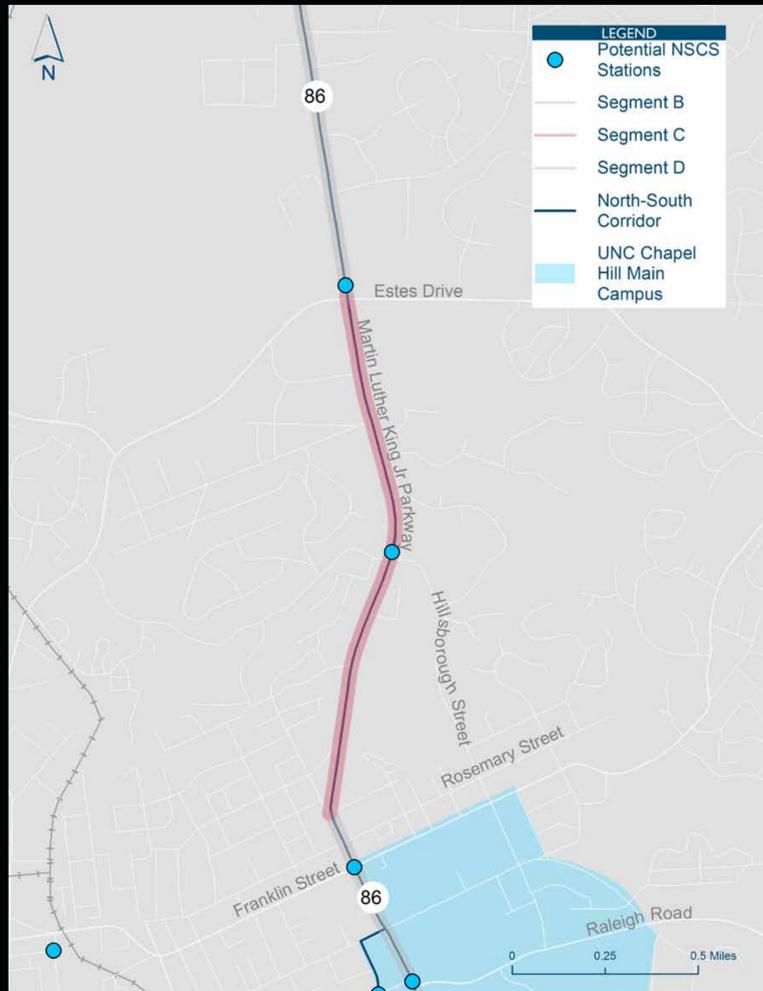
Homestead Road to Estes Drive



Visit: <http://nscstudy.org/> for more information

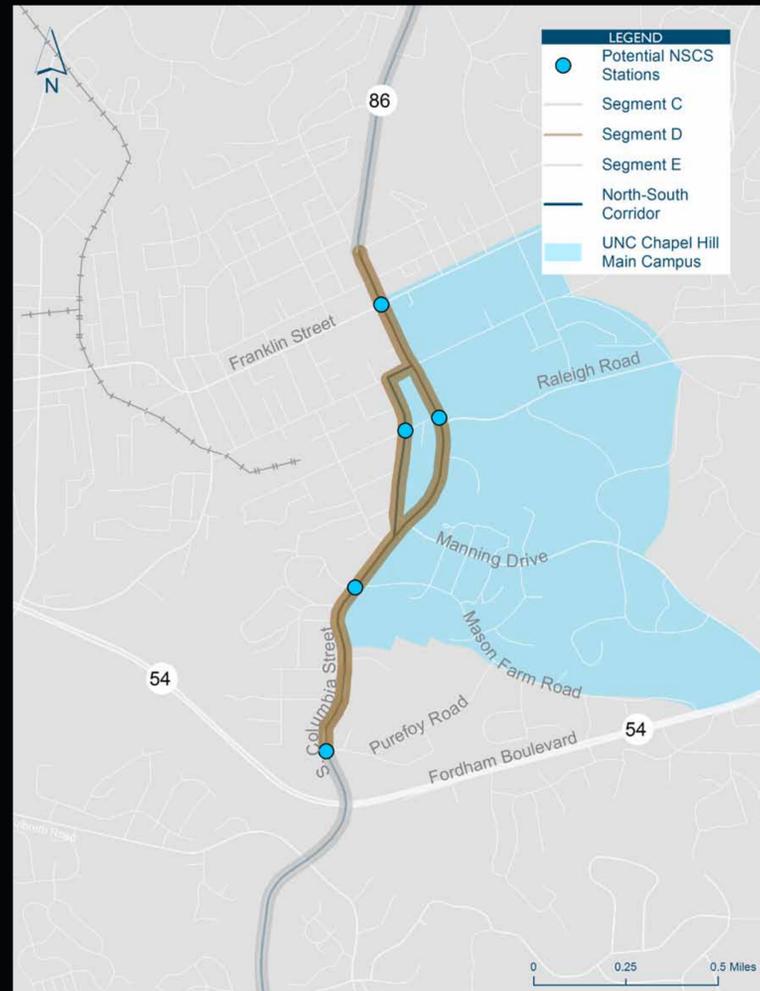
## ALIGNMENTS CARRIED FORWARD

### Segment C



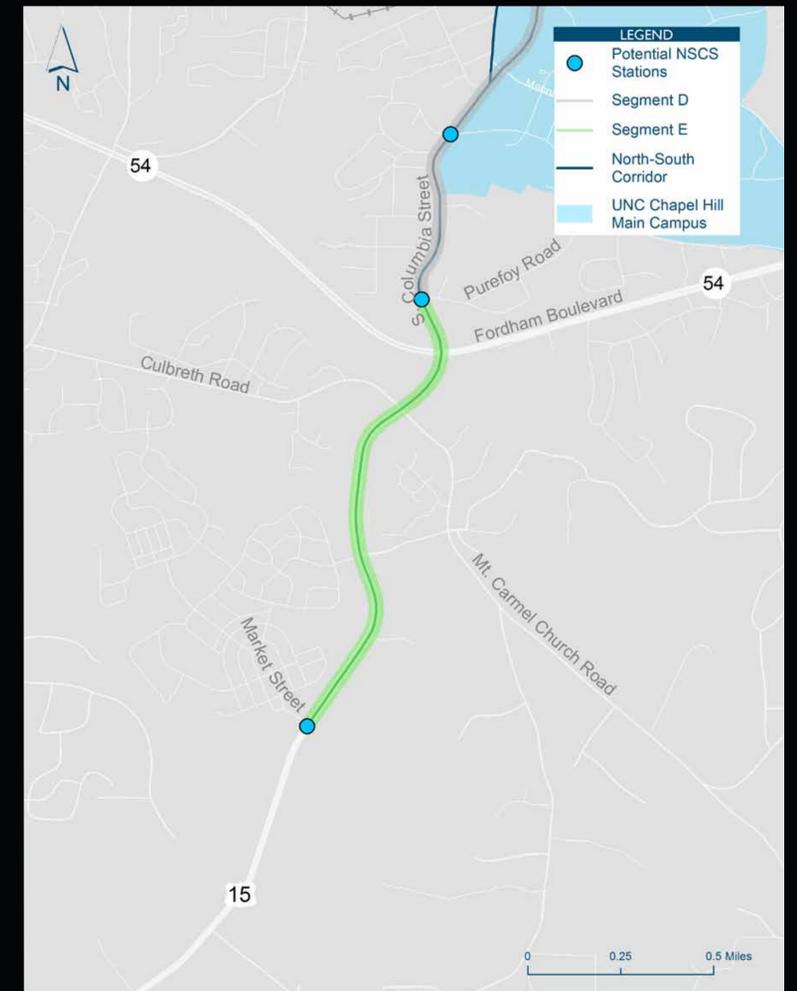
Estes Drive to North Street

### Segment D



North Street to Purefoy Road

### Segment E



Purefoy Road to Southern Village



Visit: <http://nscstudy.org/> for more information

# Chapel Hill transit

## TIER 1 MODES

Pass



No Build

Pass



BRT Low

Pass



BRT High

Defer



Streetcar

Defer



Light Rail

Defer



Commuter Rail

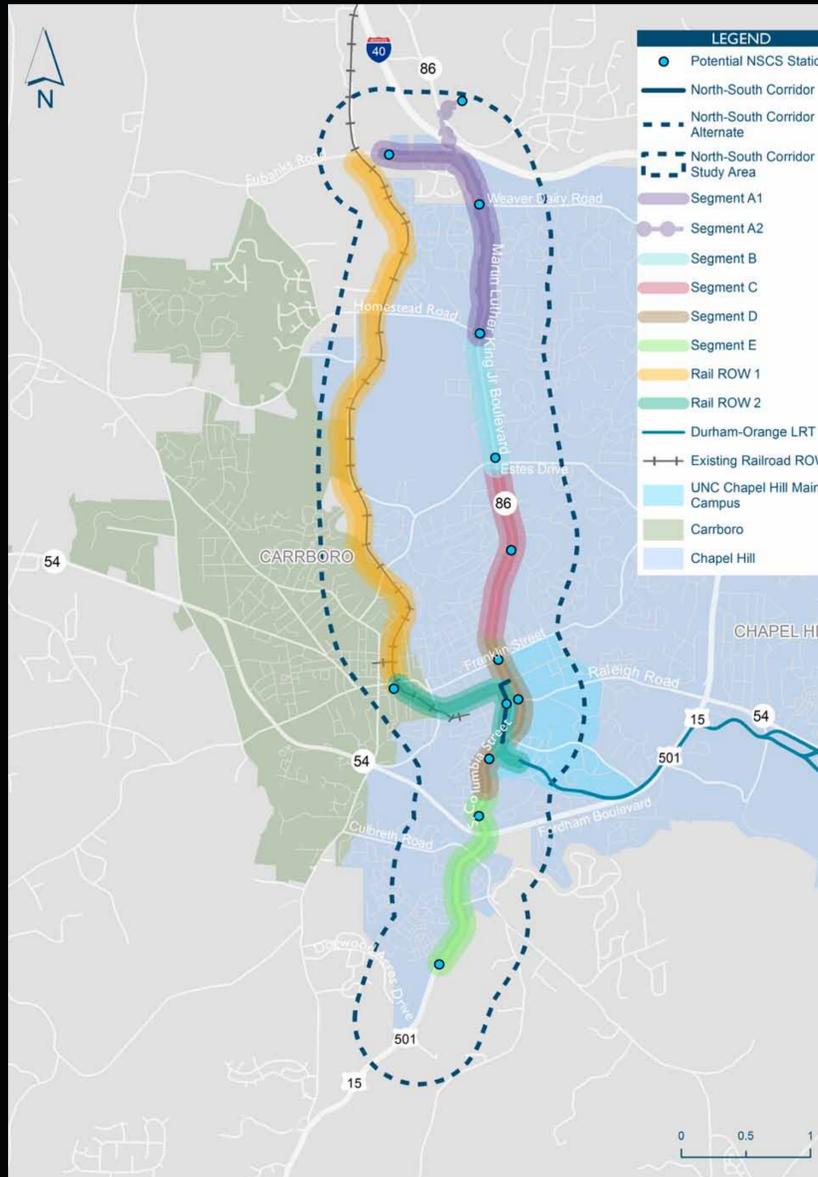


Visit: <http://nscstudy.org/> for more information

# Chapel Hill transit

## TIER 1

# ALIGNMENTS, CRITERIA, RESULTS



Criteria	Segment A1	Segment A2	Segment B	Segment C	Segment D	Segment E	ROW 1	ROW 2
Land Use	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Defer
Multi-Modal + Regional Connectivity	Pass	Pass	Pass	Pass	Pass	Pass	Defer	Pass
Environmental impacts	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Defer
Community support	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
Final Evaluation	Pass	Pass	Pass	Pass	Pass	Pass	Defer	Defer



Visit: <http://nscstudy.org/> for more information

## TIER 1 MODES, CRITERIA, RESULTS



Criteria	No Build	BRT Low	BRT High	Streetcar	Light Rail	Commuter Rail
Ridership Capacity	Pass	Pass	Pass	Pass	Pass	Pass
Consistency with Local Plans and Policies	Pass	Pass	Pass	Pass	Pass	Defer
Economic Development	Pass	Pass	Pass	Pass	Pass	Pass
Environmental Impacts	Pass	Pass	Pass	Defer	Defer	Pass
Capital Costs	Pass	Pass	Pass	Defer	Defer	Defer
Community Support	Pass	Pass	Pass	Pass	Pass	Defer
Final Evaluation	Pass	Pass	Pass	Defer	Defer	Defer



Visit: <http://nscstudy.org/> for more information

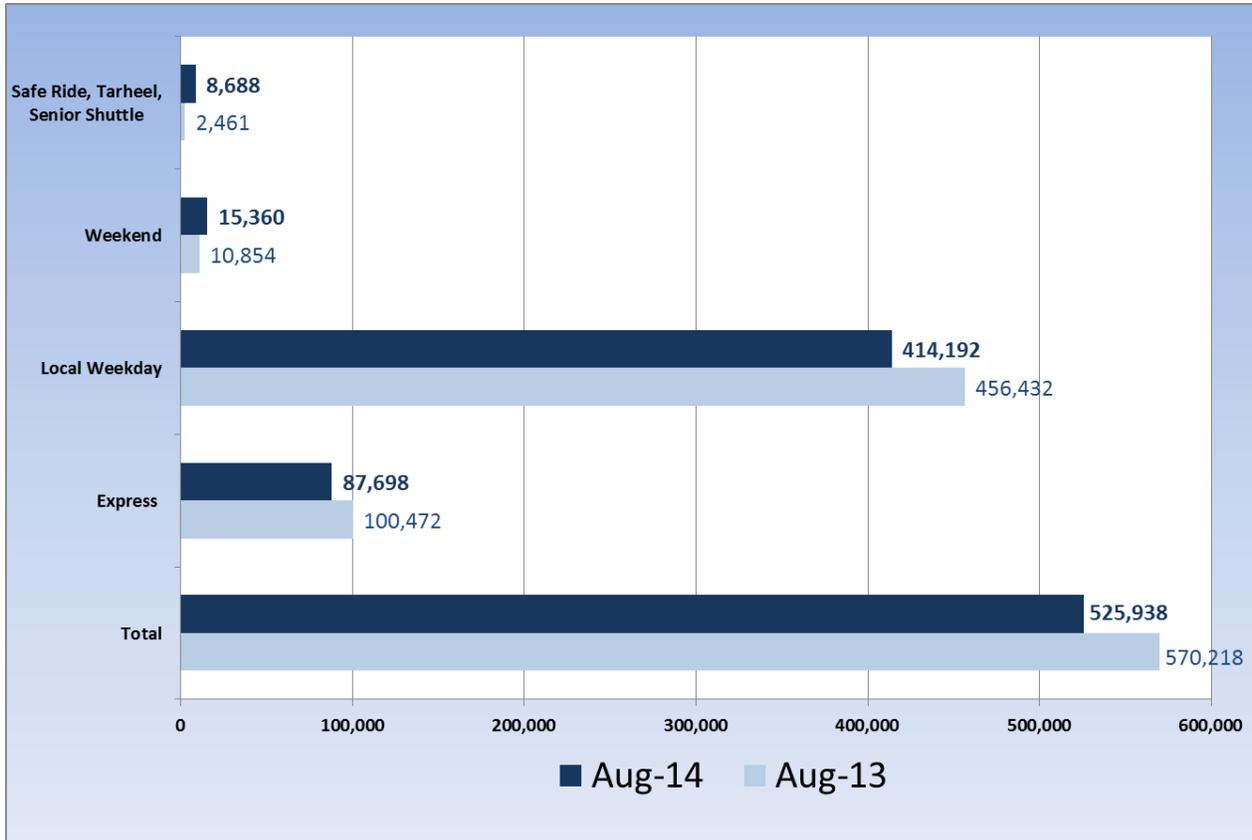
5A. August and September Performance Report

Staff Resource: Mila Vega

**August 2014 Ridership and Service Days**

	Aug-13	Aug-14
Weekday Service Days	22	<b>21</b>
Safe Ride Service Days	6	<b>6</b>
Saturday Service Days	5	<b>4</b>
Sunday Service Days	1	<b>4</b>
Tarheel Express Service Days	0	<b>1</b>

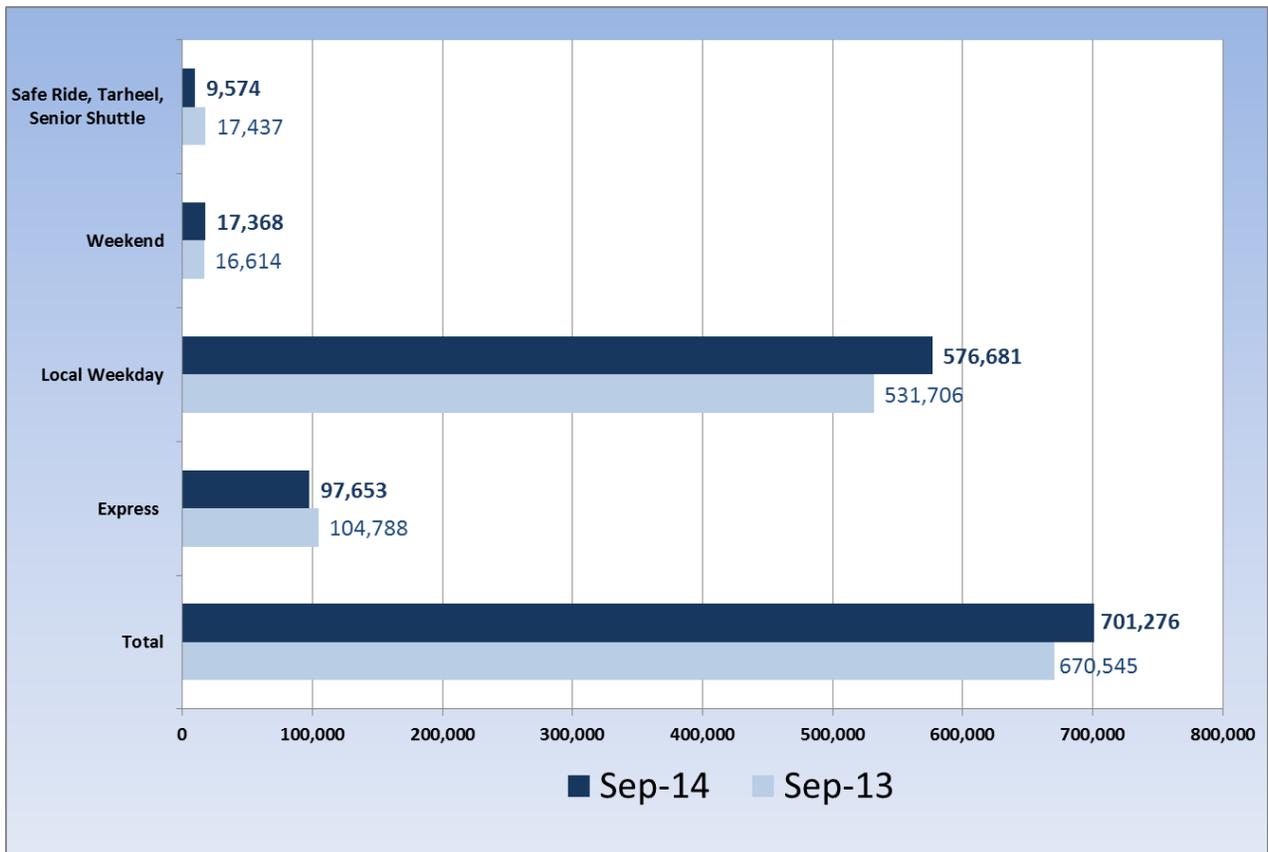
	Aug-13	Aug-14
Total	570,218	<b>525,938</b>
Express	100,472	<b>87,698</b>
Local Weekday	456,432	<b>414,192</b>
Weekend	10,854	<b>15,360</b>
Safe Ride, Tarheel, Senior Shuttle	2,461	<b>8,688</b>



**September 2014 Ridership and Service Days**

	Sep-13	Sep-14
Weekday Service Days	20	21
Safe Ride Service Days	13	12
Saturday Service Days	4	4
Sunday Service Days	5	4
Tarheel Express Service Days	2	1

	Sep-13	Sep-14
Total	670,545	701,276
Express	104,788	97,653
Local Weekday	531,706	576,681
Weekend	16,614	17,368
Safe Ride, Tarheel, Senior Shuttle	17,437	9,574



	Aug-13	Aug-14	Sep-13	Sep-14	FY13-14	FY14-15
Weekday Service Days	22	21	20	21	64	64
Safe Ride Service Days	6	6	13	12	19	18
Saturday Service Days	5	4	4	4	13	13
Sunday Service Days	1	4	5	4	6	7
Tarheel Express Service Days	0	1	2	1	2	2
FCX	45,998	40,176	48,160	47,502	134,880	122,284
HU	13,486	10,960	11,452	8,988	35,652	27,978
JFX	12,163	10,595	13,080	12,411	36,441	32,884
CPX	11,918	10,668	13,719	13,062	35,119	33,278
CCX	9,918	10,028	11,240	10,584	29,496	29,544
DX	2,801	2,373	3,000	2,037	8,067	6,302
PX	4,188	2,898	4,137	3,069	12,555	8,847
Total Express	100,472	87,698	104,788	97,653	292,210	261,117
A	22,515	21,353	30,645	34,881	69,528	73,174
CL	4,168	3,834	4,800	3,213	11,894	9,885
CM	12,822	11,687	14,180	15,645	38,134	37,144
CW	19,670	16,594	19,260	20,769	57,498	50,695
D	53,802	37,664	37,577	43,386	148,007	114,028
F	19,999	19,855	21,720	21,357	58,725	59,582
G	18,429	18,053	22,135	20,937	53,808	53,708
HS	2,543	2,264	4,020	3,717	8,521	7,763
J	77,840	71,825	86,756	92,085	231,190	223,024
N	12,140	11,543	14,980	15,393	37,174	37,188
NS	73,228	64,620	79,265	87,150	220,033	209,828
NU	21,979	21,626	31,240	36,687	64,241	68,191
RU	23,399	22,719	38,797	46,431	70,798	79,138
S	32,576	30,090	39,420	38,136	99,210	92,778
T	19,289	19,350	25,600	22,995	60,157	58,889
U	29,508	30,048	47,751	60,585	93,561	108,541
V	12,526	11,067	13,560	13,314	37,724	33,093
Total Local	456,432	414,192	531,706	576,681	1,360,202	1,316,649
SAFE G	435	378	956	312	1,391	690
SAFE J	582	396	1,385	792	1,967	1,188
SAFE T	1,443	1,260	2,522	1,536	3,965	2,796
Total Safe Ride	2,461	2,034	4,862	2,640	7,323	4,674
CM	393	580	692	532	1,273	1,568
CW	1,166	1,373	1,104	1,424	2,982	3,865
D	1,706	1,875	1,444	1,524	4,258	4,579
NU (sat)	924	1,386	1,616	2,508	2,540	3,894
T	1,601	1,611	1,764	1,548	4,681	4,127
U (sat)	1,637	2,457	3,112	3,268	4,749	5,725
FG	903	654	804	1,016	2,247	2,322
JN	1,084	1,104	1,008	900	2,836	2,792
NU (sun)	667	2,001	2,110	2,064	2,777	4,065
U (sun)	773	2,319	2,960	2,584	3,733	4,903
Weekend Fixed Route Total	10,854	15,360	16,614	17,368	32,076	37,840
Senior Shuttle	0	702	0	769	0	2,113
Tar Heel Express/Special Service	0	5,952	12,611	6,165	12,611	12,117
<b>All Service Categories Ridership</b>	<b>570,218</b>	<b>525,938</b>	<b>670,581</b>	<b>701,276</b>	<b>1,704,421</b>	<b>1,634,510</b>
<b>Change from previous year (%)</b>		<b>-7.77%</b>		<b>4.58%</b>		<b>-4.10%</b>

## 6A. Operations

Staff Resource: Tyffany Neal, Demand Response Operations Manager  
Nick Pittman, Fixed Route Operations Manager

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**Halloween 2014**

- CHT will adjust some routes and schedules the evening of Friday, October 31, 2014, to accommodate the Halloween celebration on Franklin Street. The following schedule modifications will be in effect:
  - D Route will end at 8:43 p.m. at the Sagebrook Apartments
  - J Route will end at 8:56 p.m. at the Rock Creek Apartments
  - NS Route will end at 8:38 p.m. at Eubanks Park and Ride
  - NU Route will end at 8:29 p.m. at RR Lot
  - EZ Rider service will end at 8:30 p.m.
- All other routes will operate on regular routes and published schedules, although minor delays may occur due to increased traffic.
- Safe Ride buses will operate from 11 p.m. to 2:30 a.m., along detoured routes (attached). Safe Ride is a service funded by the UNC-Chapel Hill Student Government for the safety of students. Safe Ride buses will not serve the Downtown/Franklin Street area, but will serve the following stops near downtown:
  - Safe T - pick up and drop off from Chapel Hill Town Hall
  - Safe J - pick up and drop off from Passport Motors (Franklin Street at Graham Street)
  - Safe G - pick up and drop off from Columbia Street at Sitterson Hall across from Carolina Inn
- CHT will work closely with Town staff and our Partners to distribute this information to the public. We will issue a press release and will share this information via our website and social media sites. We are also working with representatives from Student Government to promote the Safe Ride routes.

**Demand Response – Tyffany Neal**

- Demand Response's On-Time Performance (OTP) for the month of September 2014 – 90.61%.
- Demand Response's Cancellations for the month of September 2014 – 22.52%.
- Demand Response had five (5) Missed Trips in September 2014 - 0.05%.
- Demand Response recently promoted an EZ Rider Operator, Tiffanie Tapp, to Administrative Assistant – Demand Response. Tiffanie will be responsible for coordinating the certifications process for existing and potential customers.

### **Fixed Route – Nick Pittman**

- Fixed Route welcomes Cheonna Boyd to Chapel Hill Transit. Cheonna joins us as a Transit Supervisor. Prior to arriving at CHT, Cheonna was a Rail Operator with the City of Charlotte (CATS) and also a Dispatcher/Supervisor for Washington Metropolitan Area Transit Authority (WMATA).
- Fixed Route has recently graduated six (6) trainees from our new hire training class. We are also reviewing applications for our next new hire training class, expected to begin in December 2014.
- On September 24, Fixed Route held their monthly Safety/Operations Meetings. During this meeting staff was given a presentation from Club Nova about the importance and utilization of transit by their community members.
- Fixed Route's On-Time Performance (OTP) for the month of September 2014 – 84%.

## Welcome to Chapel Hill Transit

Chapel Hill Transit (CHT) provides safe, convenient and reliable public transportation services to the residents and visitors of Chapel Hill, Carrboro and the University of North Carolina (UNC). CHT operates weekdays from about 5:30 a.m. - 11:30 p.m., with limited service on Saturdays and Sundays. CHT is a **FARE-FREE** system. For route and schedule information or for assistance in planning your trip, simply call and talk with a CHT representative at:

**919-969-4900**

Monday - Friday 8:30 a.m. to 5:00 p.m.

Tell us where you want to go and we will map your trip for you right over the phone, including routes, times, and stop locations. Schedules, route maps, real-time bus information and a trip planner are also available on our website at [www.chtransit.org](http://www.chtransit.org).

## Riding Tips

- \* Arrive at the bus stop three to five minutes before the scheduled pick up times.
- \* Wait for the bus at authorized bus stops only.
- \* It helps to signal the driver when waiting at a bus stop.
- \* Signal the driver a half block before you want to get off.
- \* Verify the route name on the front of the bus or with the driver.
- \* When possible, please exit through the rear door.
- \* Wait until the bus leaves before crossing the street.
- \* Upon request, drivers will announce stops and major transfer points.
- \* CHT accommodates passengers with service animals.
- \* All CHT buses are wheelchair accessible and equipped with bike racks.

## Safe Ride Schedule

Safe Rides will operate on the following days during 2014:

August: 21, 22, 23, 28, 29, 30

September: 4, 5, 6, 11, 12, 13, 18, 19, 20, 25, 26, 27

October: 2, 3, 4, 9, 10, 11, 23, 24, 25, 30, 31

November: 1, 6, 7, 8, 13, 14, 15, 20, 21, 22

December: 4, 5, 6, 11, 12, 13

Winter Break - December 13, 2014 to January 3, 2015

Spring Break - March 13, 2015 to March 20, 2015

Summer Break - May 7, 2015 to August 15, 2015

## Real-Time Bus Information

You can access real-time (next predicted arrival time) bus arrival information, for any stop in the CHT system online at [www.chtransit.org](http://www.chtransit.org) and with a web-enabled PDA or cell phone. Many high-traffic stops also have signs which display this information. Stops with these signs are marked on each route with this symbol: 

## Park and Rides

CHT operates express and local routes from a series of Park-and-Ride lots in Chapel Hill and Carrboro. Some lots are opened to the general public while others are operated by UNC for students and employees requiring permits. For more information on this program please visit [www.chtransit.org](http://www.chtransit.org).

## Trip Planner

Plan your trip before you go by visiting the trip planner at [www.gotriangle.org](http://www.gotriangle.org). Just type in your starting location, your destination and the time of day that you plan to travel. The trip planner will give you all the information you need to ride CHT and other public transit services available in the Triangle region.

## How to Contact us

One call to **919-969-4900** or visiting [www.chtransit.org](http://www.chtransit.org) links you to all the information you need to use the CHT system, including:

**Customer Service** (route, schedule and general information)

**EZ Rider**

**Administrative Offices**

**La Linea De Informacion En Espanol** (por favor dejar in mensaje)

CHT information is also accessible through the North Carolina Relay Service (for the hearing impaired only) by dialing 711.

EZ Rider Reservations **919-969-5544**

## Inclement Weather

CHT's policy is to provide service regardless of the weather conditions. However, during some weather emergencies, scheduled times and routing may be affected. Announcements about service will be made on WCHL radio (1360 AM) and WUNC radio (91.5 FM). Please do not call the radio stations. For schedule changes during inclement weather, please visit [www.chtransit.org](http://www.chtransit.org) or call **919-969-4900**

Service information may be obtained at the **bus information number, 919-969-4900**.

## Lost and Found

CHT maintains a lost-and-found service for the convenience of its customers. If you lose an item on the bus, please call us **919-969-4900** or visit the CHT Administration Office, 6900 Millhouse Road, Chapel Hill, NC, Monday through Friday 8:30am to 5:00pm. Items which have been found will be stored and held for a period of thirty (30) days, from the date of receipt. After this thirty-day time period, if an item has not been claimed, it shall be deemed abandoned and will be donated to a charitable organization if determined to have any value, or discarded if deemed to have no discernable value. CHT and its partners are not responsible for items left on buses, in shelters or any CHT property.

# Safe Ride J, T & G

# Chapel Hill transit

## Halloween ONLY October 31, 2014

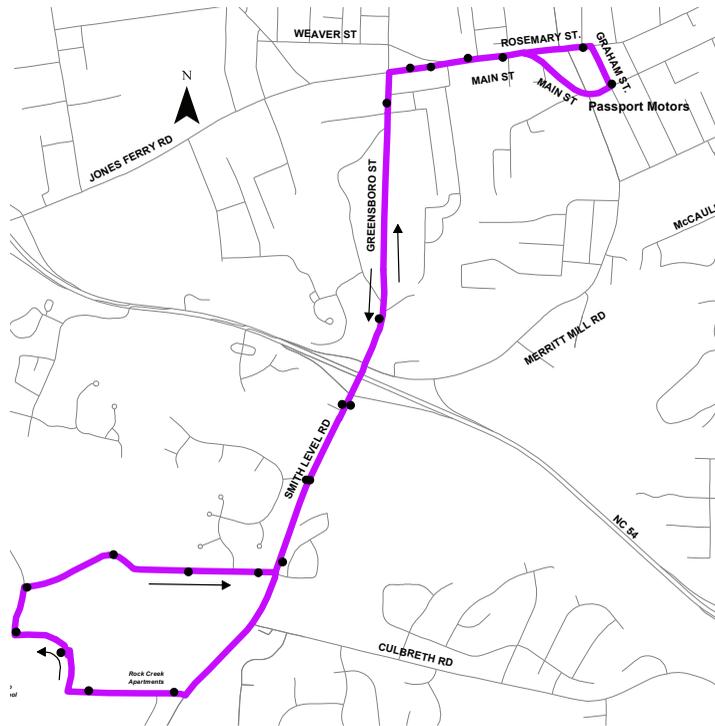
919-969-4900

[www.chtransit.org](http://www.chtransit.org)



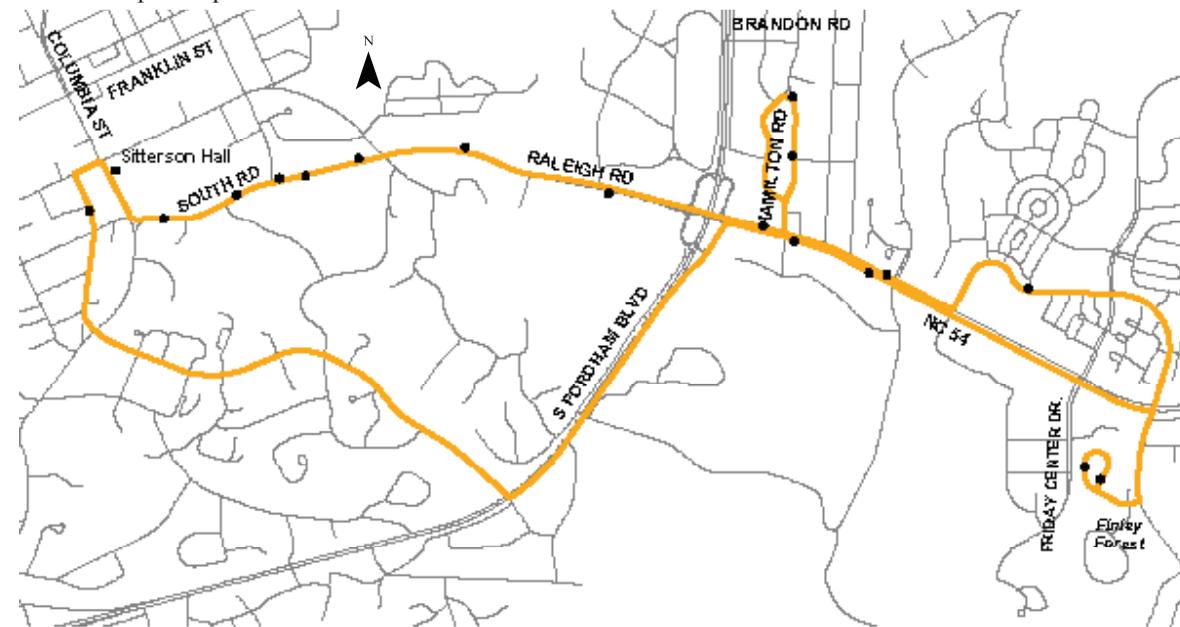
## Safe Ride J Route

Westbound			Eastbound
Passport Motors	Rock Haven Rd at Rock Creek West	Highland Hills at Tar Hill Dr	Passport Motors
①	②	③	①
11:15	11:24	11:25	11:34
11:45	11:54	11:55	12:04
12:15	12:24	12:25	12:34
12:45	12:54	12:55	1:04
1:15	1:24	1:25	1:34
1:45	1:54	1:55	2:04
2:15	2:24	2:25	2:34 TO GARAGE



## Safe Ride G Route

Eastbound		Westbound		
Finley Forest Dr	Harris Teeter at Meadowmont	Glen Lennox	Columbia St. at Sitterson Hall	Finley Forest Dr
①	②	③	④	①
11:20	11:25	11:29	11:40	12:03
12:05	12:10	12:14	12:25	12:48
12:50	12:55	12:59	1:10	1:33
1:35	1:40	1:44	1:55	2:18
2:20	2:25	*2:29 TO GARAGE		

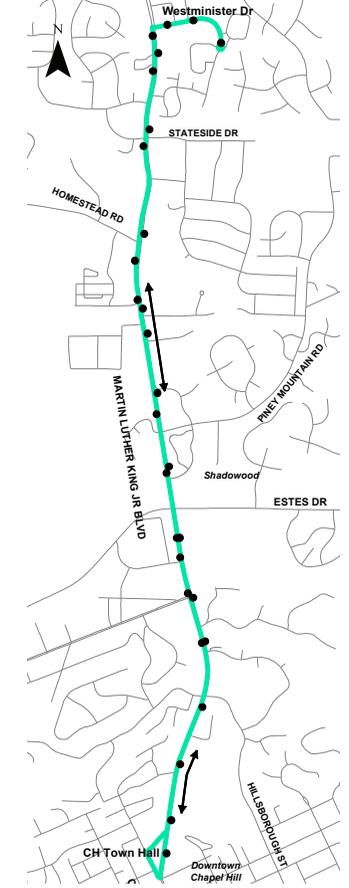


\*Trip returns to garage via Hwy.15-501 to Estes Dr. Bus will make stops on Estes Dr. between Hwy 15-501 & MLK Jr. Blvd. upon request.

## Safe Ride T Route

Northbound			Southbound		
Chapel Hill Town Hall	MLK Jr Blvd at Shadowood	Westminster Circle	MLK Jr Blvd at Chapel View	Hillsborough St at MLK Jr Blvd	Chapel Hill Town Hall
①	②	③	④	⑤	①
11:05	11:12	11:19	11:26	11:32	11:34
11:35	11:42	11:49	11:56	12:02	12:04
12:05	12:12	12:19	12:26	12:32	12:34
12:35	12:42	12:49	12:56	1:02	1:04
1:05	1:12	1:19	1:26	1:32	1:34
1:35	1:42	1:49	1:56	2:02	2:04
2:05	2:12	2:19	TO GARAGE		

- Safe J Route
- Safe G Route
- Safe T Route



6B. Director

Staff Resource: Brian Litchfield

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### **Regional Branding Update**

- Triangle Transit staff will attend the November 18, 2014 Partners meeting to provide an update on the project and respond to the questions provided by the Partners at the September 25, 2014 meeting.

### **Ladders of Opportunity Grant**

- Chapel Hill Transit and several transit systems around the state joined the North Carolina Department of Transportation – Public Transportation Division (PTD) in submitting a statewide grant request for replacement buses under the Ladders of Opportunity grant program offered by the Federal Transit Administration. The grants were announced in late September and unfortunately the statewide application was not awarded (no awards were made to transit systems in the state).
- Staff is greatly appreciative of PTD staff taking the lead on submitting the grant application on behalf of the participating transit systems.
- Staff will continue to identify and pursue grand funding options for buses.

### **Triennial Review Update**

- The review team has indicated that we should receive our final report in November. Staff will provide a detailed update following receipt of the report.

### **Regional Bus Procurement**

- Progress on the regional bus procurement has been limited over the last two months as both Chapel Hill Transit and Durham staff have been heavily engaged in their respective Triennial Reviews.
- Chapel Hill Transit staff will review next steps and project milestones over the next 30 days and determine our next steps.

### **Edge Development Proposal**

- A recent development proposal on Eubanks Road near the Eubanks Park and Ride includes some potential improvements to Eubanks Road that could require modifications to the park and ride. Staff is working with the Town, NCDOT, FTA and developer. An update will be provided at the November 18, 2014 Partner Meeting.



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](http://www.townofchapelhill.org/transit)

**CHAPEL HILL TRANSIT PUBLIC TRANSIT COMMITTEE  
 FUTURE MEETING ITEMS**

**October 21, 2014**

<b>November 18, 2014 11:00 a.m.</b>	
Action Items	Informational Items
	AA Study Update
	Financial Sustainability Study Update
	Triennial Review Update
<b>December, 2014 No Meeting</b>	
<b>January 27, 2015 11:00 a.m.</b>	
Actions Items	Informational Items
	FY2015-16 Budget
	Financial Sustainability Study Update
	AA Study Update
	Safety Update

<u><b>Key Meetings/Dates</b></u>
TCC Meeting – October 22, 2014 9-11AM, Committee Room, Durham City Hall
TAC Meeting – November 12, 2014 9-11AM, Committee Room, Durham City Hall
TCC Meeting – November 19, 2014 9-11AM, Committee Room, Durham City Hall

[CityFixer](#)

# Why the People in Charge of Transit Systems Should Be Required to Actually Ride Transit

It may sound obvious, but it's a big problem in cities across the country.

- [Eric Jaffe](#)
- [@e\\_jaffe](#)
- Sep 10, 2014
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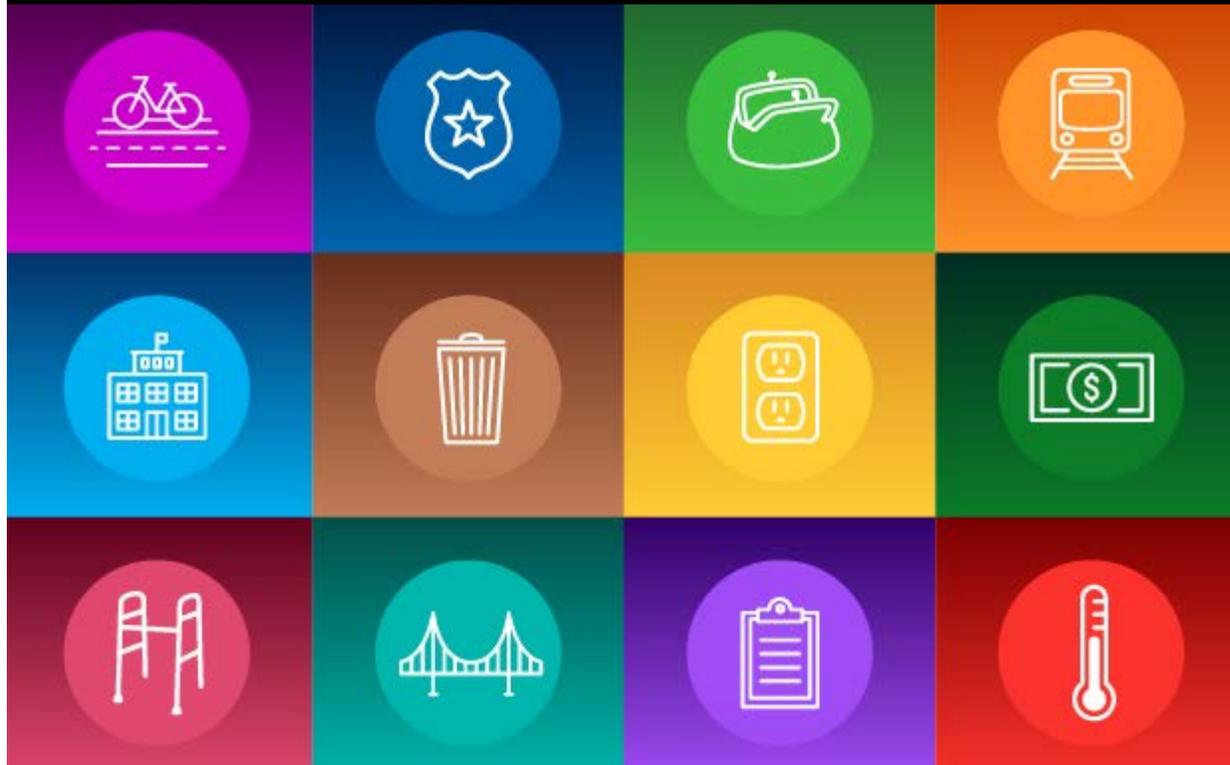
[Sean Davis / Flickr](#)

Christof Spieler moved to downtown Houston about nine years ago and began a reverse commute to a suburban office park. He took the [No. 9 Gulfton](#) Metro bus because he liked to get things done during the ride and hated sitting in traffic, but the service left much to be desired. The bus didn't run very often (every 20 minutes or more, even at rush-hour); transfers were hard to coordinate; and the pedestrian infrastructure near the stops was

terrifying (to reach the office, he braved five lanes of car traffic without a signal or a crosswalk).

"It really gave me a good feel of what the system's like," he says.

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Fast-forward to today and Spieler now sits on [Metro's board of directors](#). An engineer at Morris who also [lectures at Rice](#), Spieler played an instrumental role in developing Metro's Reimagining plan—a [dazzling redesign of the entire bus system](#) that stresses all-day frequency and smart connections. But he couldn't have done it without his experience on Metro as a guide, which makes him Exhibit A for why the people planning America's transit systems, from board members to senior management to project designers, should be riders themselves.

"There are way too many people working on transit who don't actually ride transit," he says. "If you're going to be making decisions about transit, you really need to know what it's actually like. Not what it's like in theory, but what it's actually like. "

The [problem is familiar](#) to transit leadership across the country. In August, a *San Francisco Examiner* op-ed challenged the people who run Muni to ["actually ride Muni."](#) Last year, an [analysis of Chicago's CTA](#) found that the board chair rode the system only 18 times in 2012, and a [Washington Post survey](#) found many D.C. Metro board members either couldn't or wouldn't "name the exact bus lines or rail stops they used regularly." In 2008, the vice chair of New York's MTA board [famously asked](#): "Why should I ride and inconvenience myself when I can ride in a car?"

Such a practice would be unimaginable in private industries—think of an Apple employee using a PC—and

Spieler thinks the same should go for public transportation. The importance of service frequency, or rather the immense frustration of *infrequency*, is hard to grasp for someone whose car is always ready and waiting. The mindset that agencies should only care about customers when they're on a transit vehicle, but not during their walk to the station, is also an artifact of inexperience, he says.

Take, for instance, a pedestrian oversight that occurred during the roll-out of Houston's [light rail system](#). When the Northline stop was under construction, recalls Spieler, the walkway from the light rail station to the adjacent bus transit center was so indirect that riders had worn a more direct path in the dirt. It was an easy fix, but the type of issue any veteran rider would have spotted in a second—as Spieler originally did while cycling by to watch the progress.

"The reason nobody had caught it was that whole thing was essentially designed by people who were used to seeing the world through the windshield of a car," he says. "If that's your point of view of the world, you do not notice that."

Today Spieler commutes on the light rail ("It's absolutely reliable," he raves, "and it's freedom"), but even his old No. 9 bus would get a modest upgrade in Metro's [Reimagining plan](#). The proposed system expands the network of "frequent" buses that arrive every 15 minutes or better, and it reaches job centers across the city instead of only the downtown core—all for no new operating costs. Spieler says transit experience was "absolutely key" in creating the new vision, pointing out that many long-time riders (in particular, planning director [Kurt Luhrsen](#)) helped guide the concept.



Houston Metro / TEI

& Asakura Robinson Co.

Metro cemented this new leadership culture by [establishing a policy](#) that required senior management to ride the system at least 40 times a month. Spieler believes all city agencies and transit boards and even design firms should self-impose similar mandates. That's not just to improve the system; it's also a credibility thing, both among lower-level staff and the public. Spieler recalls a time when he introduced himself to a bus rider and got the following response: "A board member on a bus? I thought you only did this for photo opps."

"I see a lot of our system," he says. "I see the good parts of the system. I see the bad parts of the system. And it makes it real."

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## About the Author



- Eric Jaffe is a contributing writer to *CityLab* and the author of [A Curious Madness](#) (2014) and [The King's Best Highway](#) (2010). He lives in New York.
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