

Results

Park-and-Ride demand at the Eubanks Road facility is anticipated to increase over time as the Town of Chapel Hill grows in general, as expanded regional transit service is implemented, and as the Carolina North development takes shape.

The results of the study demonstrate the need for the expansion of the Eubanks Road Park-and-Ride facility up to 2400 spaces. The existing site is the preferred location for the expansion. Based on the quantity of parking spaces needed, structured parking will provide for the best facility which could provide for quality multi-modal activity. The broad concept for phasing the Park-and-Ride expansion is to construct 1,200 parking spaces and then build in a second phase fifteen years later 1,200 more spaces, or when demand dictates.

Table 9-1: Park-and-Ride Facility Demand

Parking Space Demand	2011	Annual Growth	2015	2020	2035
Existing P&R Lot	350	1.5%	371	375	505
TTA Expanded Service			135	135	180
Carolina North ^{1,2}			160	460	1,515
Total Demand			666	970	2,200
Supply	400		740	1200	2,400

¹ Contingent upon development implementation

² Assumes 260,000 SF of Research space

If reconfigured, the existing property could accommodate 497 parking spaces, plus 30 additional spaces if a site design exception is granted. Reconfiguration of the existing lot allows for immediate construction and meets the short-term demands, the 2015 demands less Carolina North. Expansion on a surface lot to meet the demand of 1,200 spaces, the parking lot footprint would replace the

existing lot while extending into adjacent properties with one sized approximately to 615' x 615', and then 615' x 955' for 2,400 spaces. A surface lot expansion has the following advantages:

- Lower capital and operations and maintenance costs
- Construction which is easier and has a shorter-duration

The results of this study suggest expanding in two phases by providing capacity of 1200 parking spaces, with a 240' x 480' footprint garage, including a new intermodal center in the near-term; followed by a second garage of 1,200 spaces in the long-term. The advantages of building a garage facility versus a surface lot are:

- Reduces property acquisition requirements
- Reduces site coverage and impervious surface, reducing storm water runoff and improving storm water quality
- Reduces walk distances from parking to transit
- Preserves forested areas and limits disturbance to habitat
- Provides shelter from the elements (excessive heat, sun, rain, snow, etc) for transit passengers

The recommended alternative is arranged for easy parking access and fluid bus service. Access on Eubanks is envisioned to be through two driveways with one under traffic signal control. The results indicate that the existing site shows the most potential for supporting the expansion of the Park-and-Ride facility, either with or without use of adjacent land. Additional development at this site has also been discussed in some detail. If the Park-and-Ride expansion is accompanied by large-scale development, the existing access will require extensive off-site roadway construction in order to provide adequate capacity to the site.

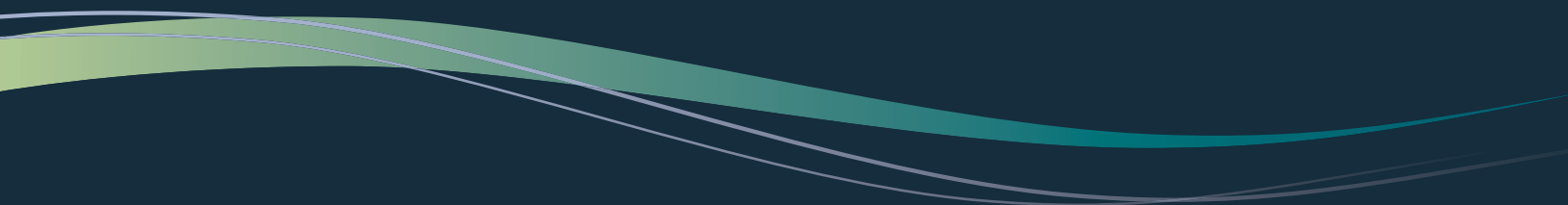
Construction of the Park-and-Ride in conjunction with adjacent transit-supportive development would provide synergy for the area. Although the Park-and-Ride's success would not be dependent upon the adjacent land development, there are some retail and service amenities which could be provided outside the facility instead of incorporated into it.

In addition to requiring additional parking, this growth will require improvements to CHT service in the corridor. To meet this demand, the existing 10-minute headways, which provide 240 seats per hour, will need to increase to 5-minute headways to provide 480-960 seats per hour.

The next steps in advancing the Eubanks Park-and-Ride facility have two paths which could be followed. Once the location is decided upon, one of the two paths could be followed:

1. Expand on the Existing Site and Adjacent Property
 - a. Decide on expanding/reworking the existing lot or investing in structured parking;
 - b. Prepare boundary surveys and topographic surveys for land acquisition, and prepare the preliminary site plan for an FTA proposal;
 - c. Proceed with parking facility design;
 - d. Prepare the site plan including NEPA permitting.

2. Expand as a part of the Adjacent Land Development
 - a. Work with FTA to determine an appropriate process to dispose of the current site including appraisal. The disposition process must comply with the FTA regulation outlined in *Circular 5010.D and Uniform Act. Land Disposal/ Acquisition*. The disposition must also comply with State regulations;
 - b. Prepare boundary surveys and appraisals for both sites, topographic survey of the proposed site, and prepare the preliminary site plan for the FTA proposal;
 - c. Prepare the Land Exchange proposal for review and approval from the Federal Transit Administration (FTA);
 - d. Proceed with garage design;
 - e. Prepare the site plan including NEPA permitting.



Vanasse Hangen Brustlin, Inc.

www.vhb.com