



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

CHAPEL HILL TRANSIT PUBLIC TRANSIT COMMITTEE

NOTICE OF COMMITTEE MEETING AND AGENDA

JANUARY 28, 2020 – 11:00 A.M. to 1:00 P.M.

CHAPEL HILL TRANSIT – FIRST FLOOR CONFERENCE ROOM

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9. Adjourn	

**MEETING SUMMARY OF A REGULAR MEETING OF THE PUBLIC TRANSIT COMMITTEE
CHAPEL HILL TRANSIT TRAINING ROOM**

October 23, 2019 at 11:00 AM

Present: Michael Parker, Chapel Hill Town Council
Nancy Oates, Chapel Hill Town Council
Bethany Chaney, Carrboro Alderman
Anne-Marie Vanaman, Town of Carrboro Management Specialist
Cheryl Stout, UNC Transportation & Parking
Donna Bell, Chapel Hill Town Council
Damon Seils, Carrboro Alderman

Absent:

Staff present: Rick Shreve, Budget Manager, Nick Pittman, Transit Planning Manager, Tim Schwarzauer, Grants Coordinator, Matt Cecil, Transit Development Manager, Henry DePietro, Assistant Transit Director, Kathryn McMillan, Procurement Specialist, Jeffrey Sullivan, Community Outreach Manager, Flo Miller, Deputy Town Manager, Jomar Pastorelle, Chapel Hill Transportation Planner, Zachary Hallock, Carrboro Transportation Planner

Guests: Fred Lampe, Alison Smith, Transportation Specialist Orange County Department on Aging.

1. The Meeting Summary of August 27, 2019 was received and approved.
2. **Employee Recognition** – Nick introduced Jeffrey Sullivan, Community Outreach Manager, to the group. Jeffrey shared a little about his experience in Transit. The Committee welcomed him.
3. **Consent Items**
 - A. September Financial Report – Rick reviewed the information.
4. **Discussion Items**
 - A. North South Corridor Bus Rapid Transit – Matt reviewed the item and covered the Next Steps in the project. We should hear about the grant application in early 2020.
5. **Information Items**
 - A. Electric Bus Procurement Update – Nick reviewed the item. Staff recommends awarding the contract to Gillig. This will be brought before the Town Council on October 30th.

- B. Project Update – Tim reviewed this item and said that staff would also be looking at the bus stops in Carrboro.
- C. Halloween Update – Nick reviewed this item.
- D. Orange County Transit Plan Update – Nice reviewed this item.
- E. Advertising Update – Nick reviewed this item.

6. Departmental Monthly Reports

- A. Operations – Provided for the Partners information. The Partners were asked to review and approve an ERAC application for Membership. The application was approved.
- B. Directors Report – No report. Nick reported that the Short Range Transit Plan should be ready for implementation next year.

7. Future Meeting Items

8. Partner Items

9. Next Meeting – November 19, 2019 at Chapel Hill Transit – Transit Training Room

10. Adjourn

The Partners set a next meeting date for November 19, 2019
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3A. December Financial Report

Prepared by: Rick Shreve

December 2019

- Expenses for the month of December were \$1,872,932. Along with the encumbrances, which are heavily weighted towards the beginning of the fiscal year, approximately 56.93% 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).

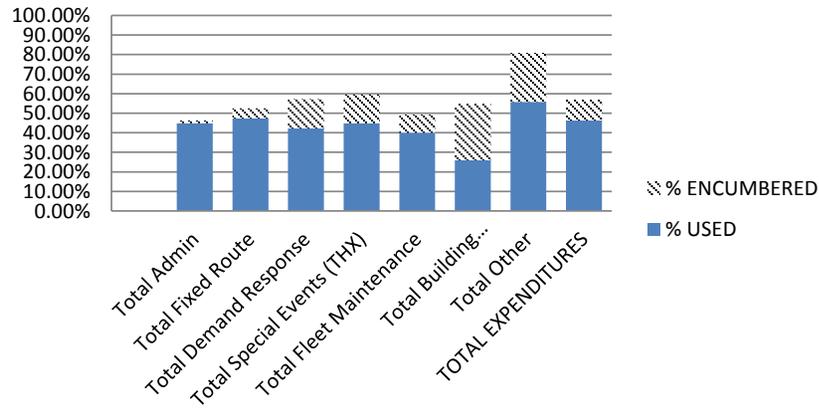
Highlights

- This aggregation of expenses and encumbrances for the first half of the fiscal year 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 Tar Heel 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.

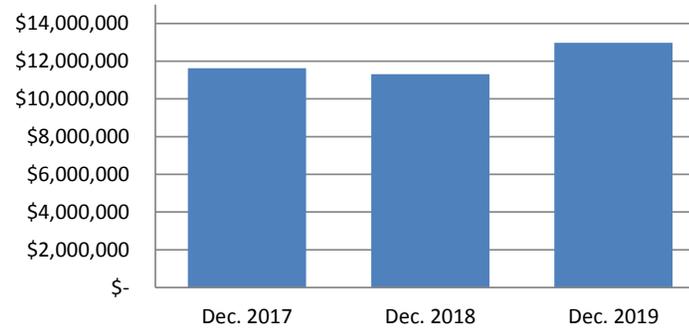
Transit 640 Fund Budget to Actual at end of Dec. 2019

	ORIGINAL BUDGET	REVISED BUDGET	ACTUAL MONTH EXPENSES	ACTUAL YTD EXPENSES	CURRENT ENCUMBRANCES	BALANCE AVAILABLE	% USED OR ENCUMBERED Dec. = 50.00%
Total Admin	1,925,656	1,975,336	143,467	885,243	29,271	1,060,822	46.30%
Total Fixed Route	12,313,207	12,599,461	827,467	5,970,750	644,798	5,983,913	52.51%
Total Demand Response	2,310,518	2,723,021	166,574	1,152,070	404,709	1,166,242	57.17%
Total Special Events (THX)	340,605	395,105	56,568	177,137	58,391	159,578	59.61%
Total Fleet Maintenance	4,788,402	4,797,253	366,235	1,922,707	441,426	2,433,120	49.28%
Total Building Maintenance	920,005	844,927	46,681	218,376	244,559	381,992	54.79%
Total Other	2,194,098	4,740,366	265,940	2,646,997	1,186,280	907,088	80.86%
TOTAL EXPENDITURES	\$ 24,792,491	\$ 28,075,469	\$ 1,872,932	\$ 12,973,281	\$ 3,009,433	\$ 12,092,755	56.93%

CHT Dec. 2019 YTD Expenses as % of Budget



CHT Total YTD Expenses - Previous Years Comparison



4A. Short Range Transit Plan Update

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

Staff Resource: Nick Pittman, Transit Planning Manager

Overview

Staff is continuing to work with the consultant team from Nelson\ Nygaard to refine the Final Report (Preferred Alternative) of the Short Range Transit Plan (<https://www.townofchapelhill.org/Home/ShowDocument?id=44713>).

During this month's meeting, staff will provide additional updated information related to the Short Range Transit Plan's draft budget impacts (generally cost neutral) and the timeline for presentations to the Town of Chapel Hill Council, Carrboro Town Council and other key stakeholders.

Staff will be available to discuss the changes related to the Final Report at the following public events:

- **Monday, Jan. 27, from 4-6 p.m.** at
The UNC Student Union, West Lounge
- **Tuesday, Jan. 28, from 4-6 p.m.** at
Chapel Hill Public Library, in Meeting Room A
- **Thursday, Jan. 30, from 9-11 a.m.** at
UNC Hospitals, Conference Room A (above Starbucks; employees and patients only)
- **Friday, Jan 31, from 9-11 a.m.** at
The Seymour Center

Note: Staff is scheduling an event in Carrboro, details will be posted once finalized.

In addition to public meetings we will use the following efforts to provide information related to the final plan.

- Information cards and signs placed on the buses
- Issue the final plan information through the University's Transportation and Parking Coordinators (which includes UNC Hospital).
- Post notices on NextBus signs and the NextBus Application
- Signage at Park and Rides
- Issue information via the Town of Chapel Hill eNews and Town of Carrboro will be issued through Town wide News email updates.
- Traditional media and social media.

Staff and the consultant team from Nelson/Nygaard will also be presenting to the Chapel Hill Council Committee on Economic Sustainability on February 7th (8:00 a.m., Chapel Hill Public Library, Meeting Room A). Staff will also be presenting to the Carrboro Town Council on February 11th (7:00 p.m., Carrboro Town Hall).

Next Steps for Preferred Alternative

- Prepare final adjustments, if needed.
- Host Public Information sessions related to the final plan.
- Present to Chapel Hill Town Council and Carrboro Town Council

Recommendation

That the Partners Committee receive the presentation and provide staff with feedback.

Attachment

- January 28, 2020 Presentation



Chapel Hill Transit Short Range Transit Plan

January 2020 – Partners
Committee

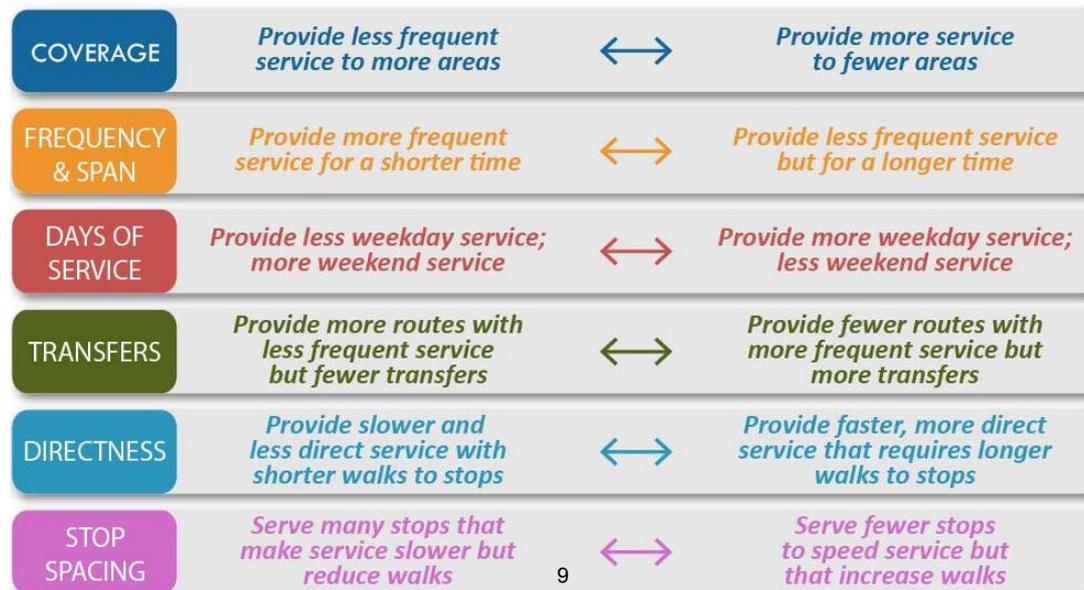
SRTP Team

- Project Manager
 - Consultant Team (Nelson/Nygaard)
- Policy Committee
 - UNC
 - Town of Carrboro
 - Town of Chapel Hill
- Technical Committee
 - UNC
 - Town of Carrboro
 - Town of Chapel Hill



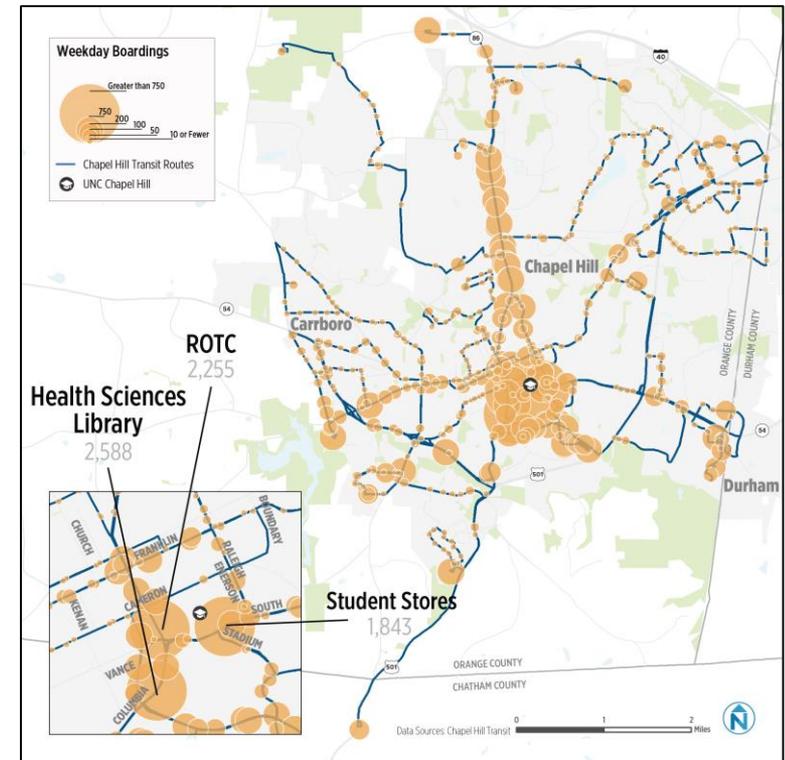
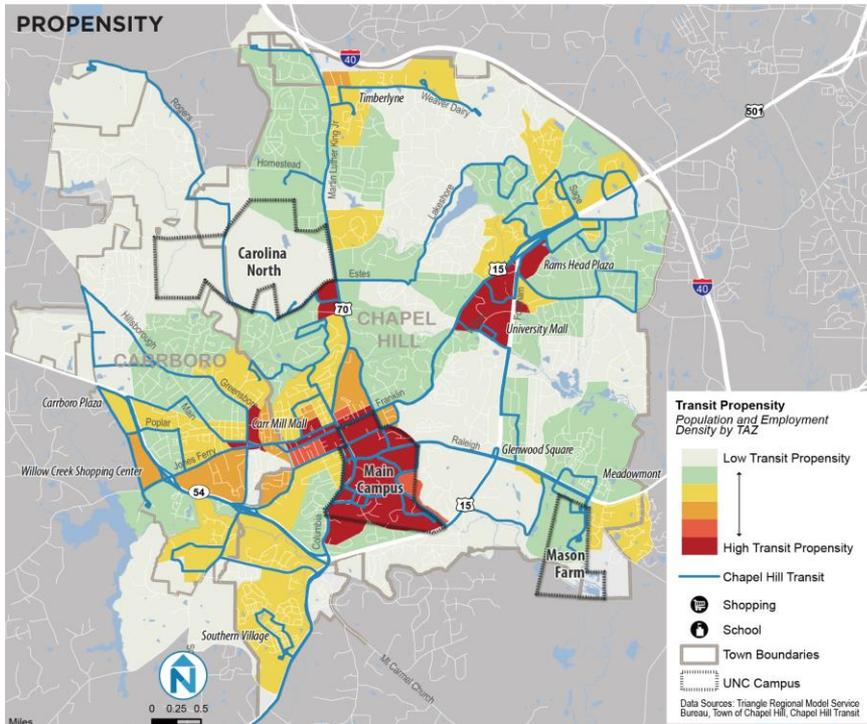
SRTP Project Goals

- Improve transit mode shift
- Increase ridership
- Create high frequency transit corridors
- Emphasize equity—where transit service is most needed
- Improve weekend service
- Enhance the convenience of living without a private vehicle



Inputs into S RTP

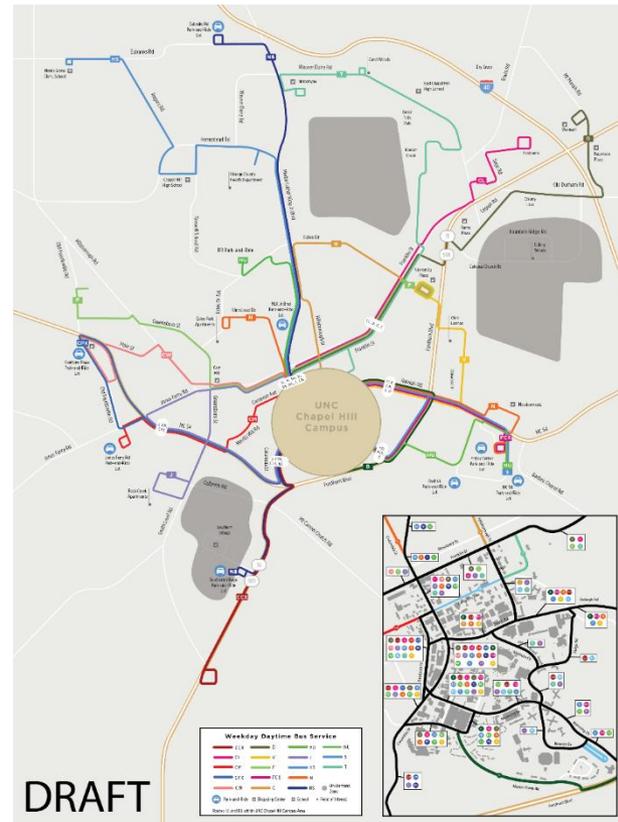
- Ridership Patterns
- Existing and Proposed Land Uses
- Socioeconomic Analysis
- Public and Stakeholder Feedback



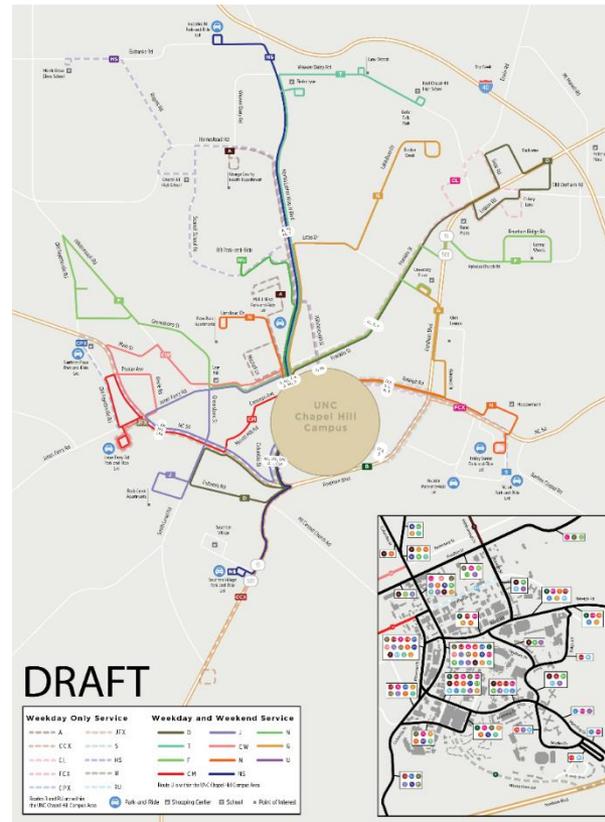
Phase I Outreach Prior to Initial Scenarios

- The most important decision-making factors were improving accessibility to transit and making transit available in more places at more times of day.
- Top requests were for more frequent weekday/Saturday service, evening service, and Sunday service.

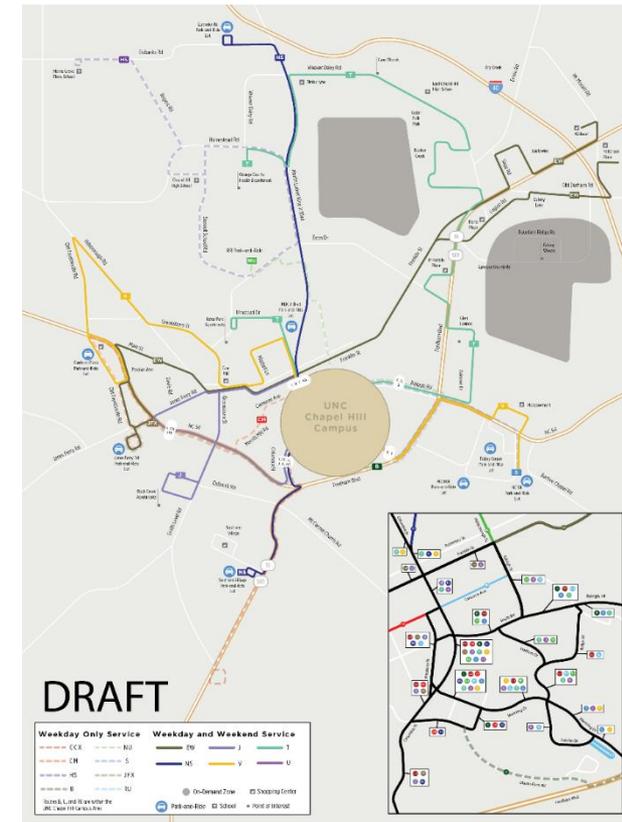
Three Scenarios were Created for Public Comment



**Scenario 1:
Maximize Ridership**



**Scenario 2:
Improve Weekend
Service**



**Scenario 3:
"Start from Scratch"**

Nearly 1,800 Participants in Phase II Outreach

- Policy/Technical Committee meetings
- Public meetings: 75 attendees
 - UNC Hospitals
 - UNC Student Union
 - Chapel Hill
 - Carrboro
- Online Survey: nearly 1,700 responses

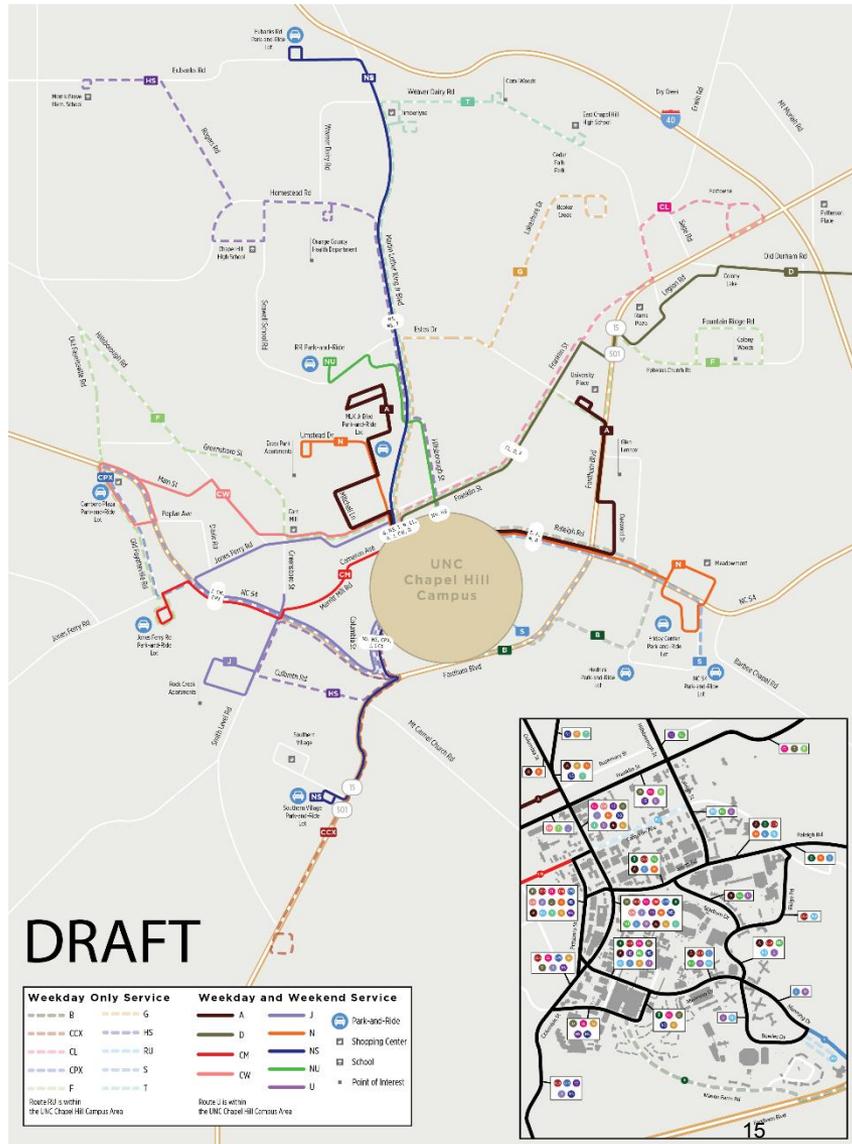


Phase II Outreach Key Takeaways

- Support for better frequency on high ridership routes
- Support for better weekend service, particularly Sundays
- Desire to keep service in neighborhoods

Preferred Alternative Reflects This Feedback!

Preferred Alternative: Coverage Maintained & Weekend Service is Improved

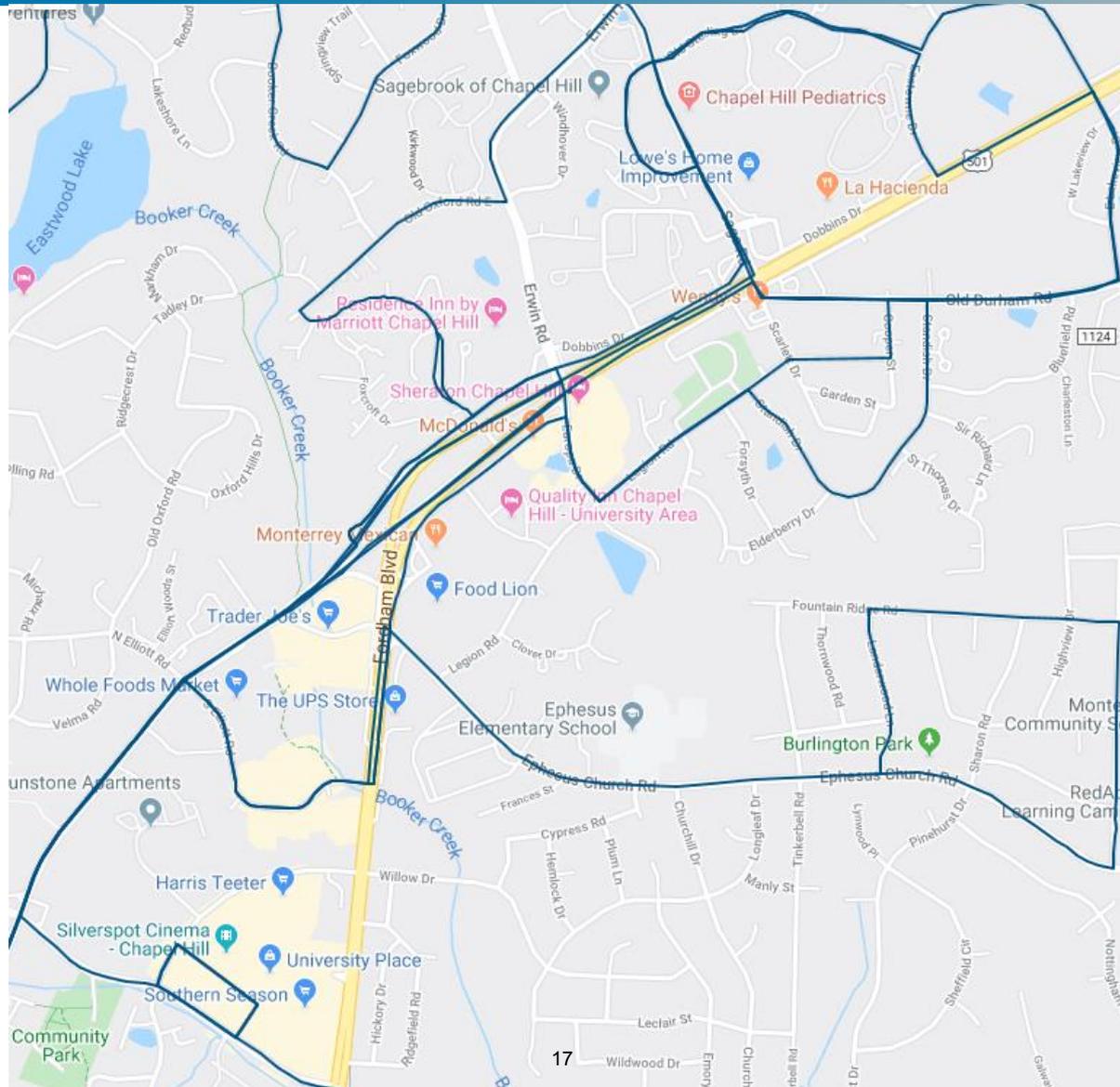


- Simplified service
- Coverage area is mostly unchanged
- High frequency transit core
 - 5 to 15-minute peak frequency on key routes
- Lower frequency coverage network
 - Hourly service on strategic routes
- Savings used to expand weekend service, including Sunday

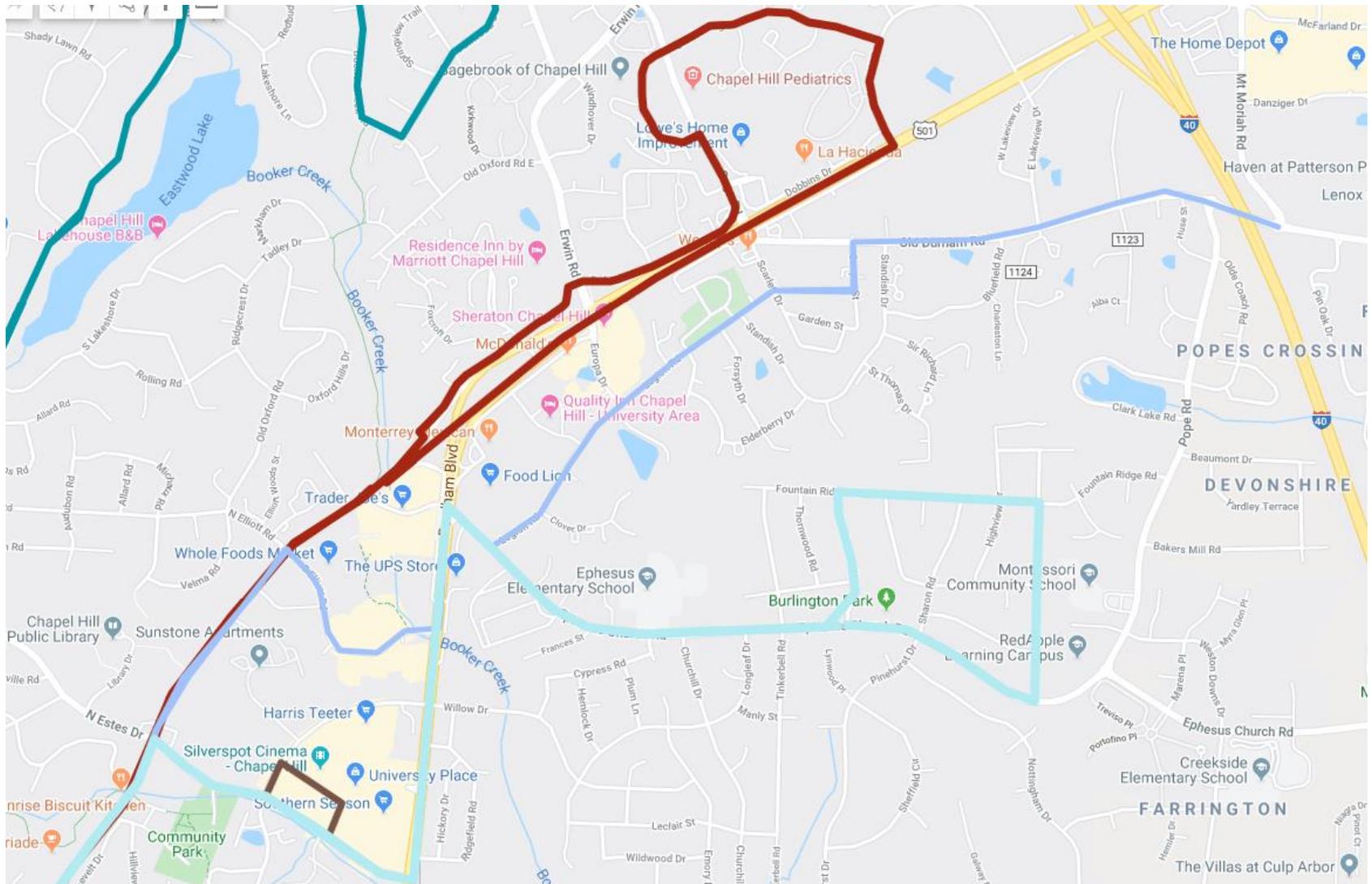
Blue Hill District (15-501 – Fordham Blvd Area)

- Interest in removing one way loops from CL and D to provide bi-directional service
- Improve service to current developments
 - Greenfield Place
 - Hillstone
 - Wegmans
 - Old Days Inn/ Berkshire
 - Eastowne/ Foxcroft/ Dobbins Hill
- Increase frequency between UNC Campus and Elliott Road
- Align for potential future connection to Patterson Place (connection with GoTriangle/ GoDurham)

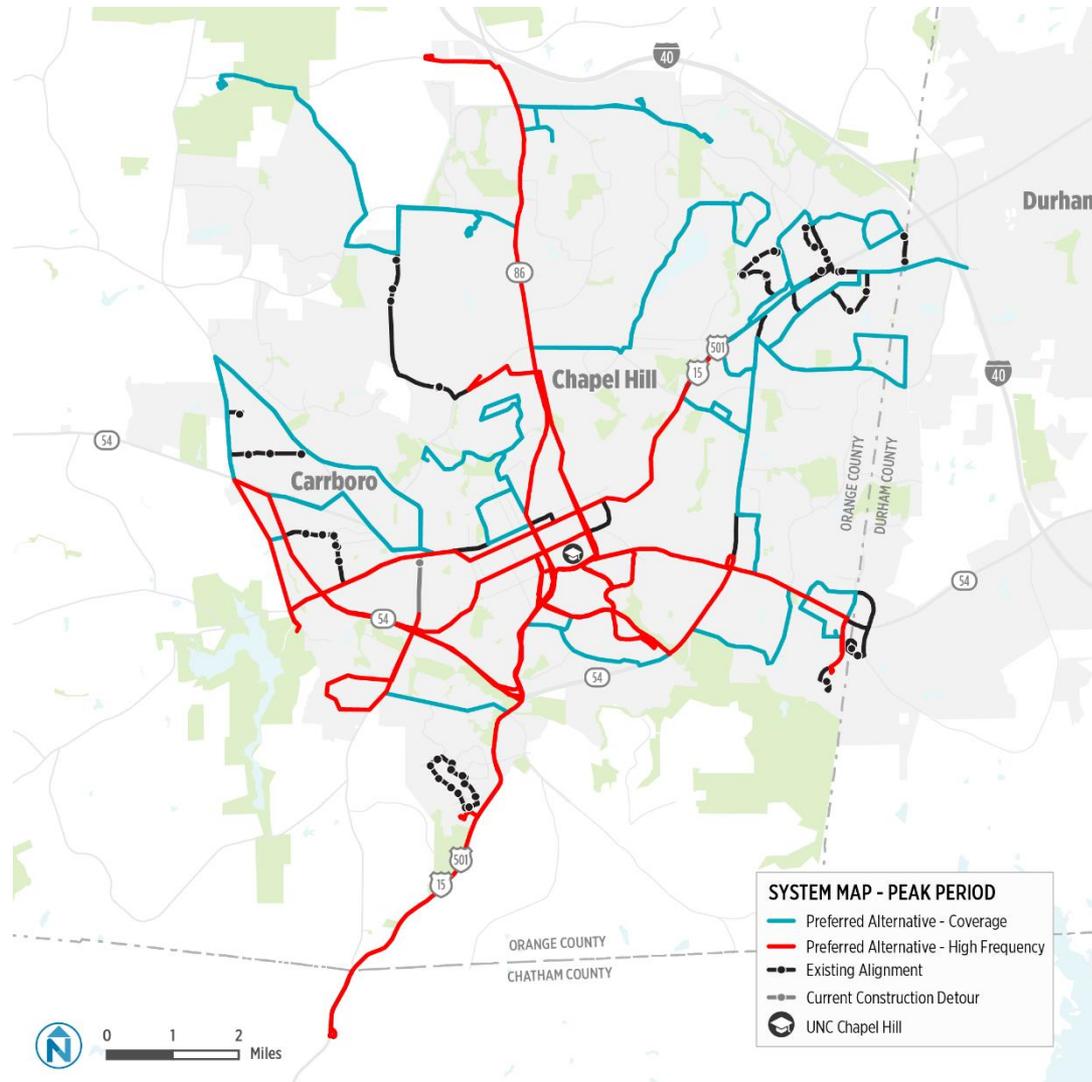
Blue Hill District (15-501 – Fordham Blvd Area)



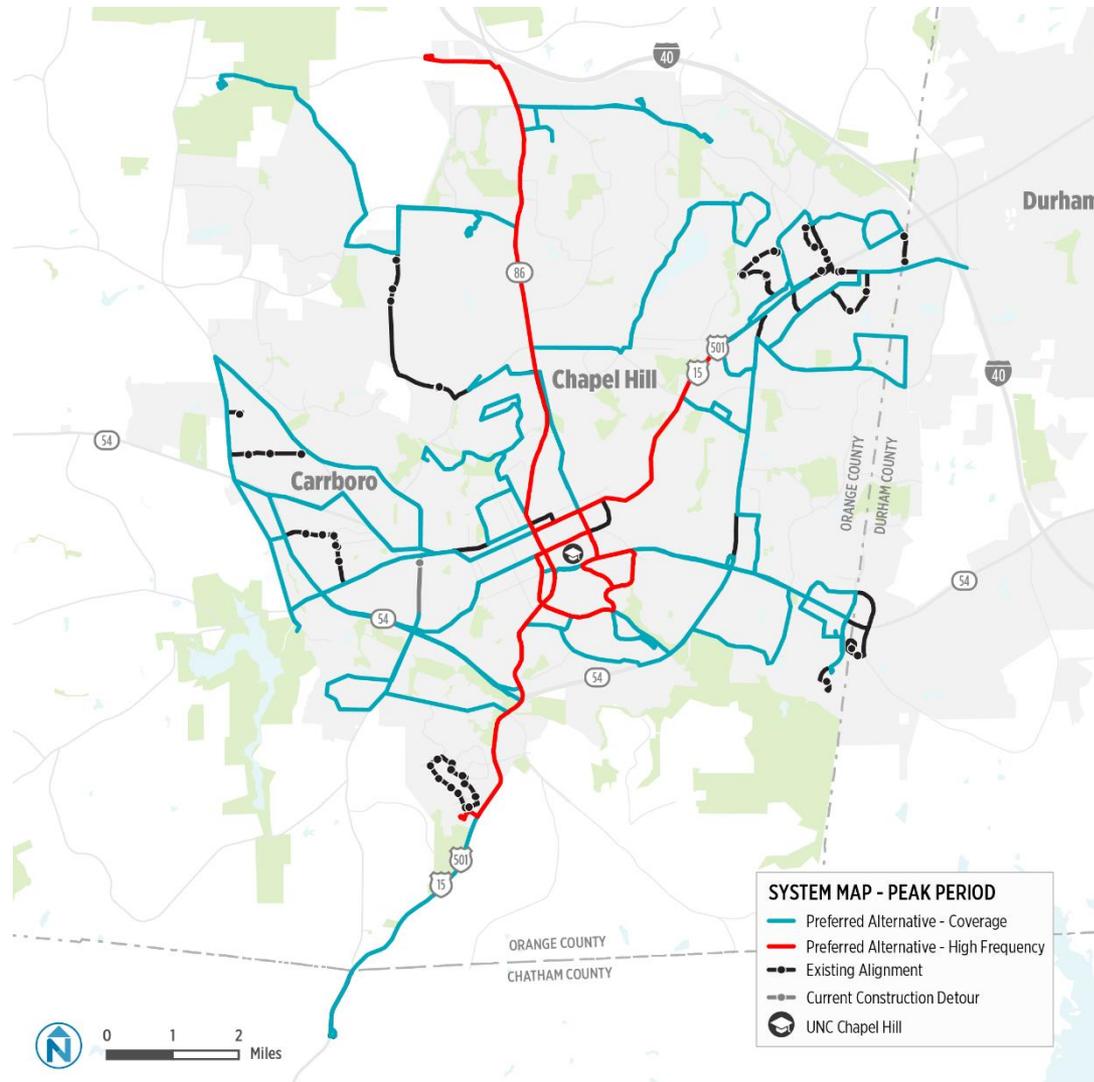
Blue Hill District (15-501 – Fordham Blvd Area)



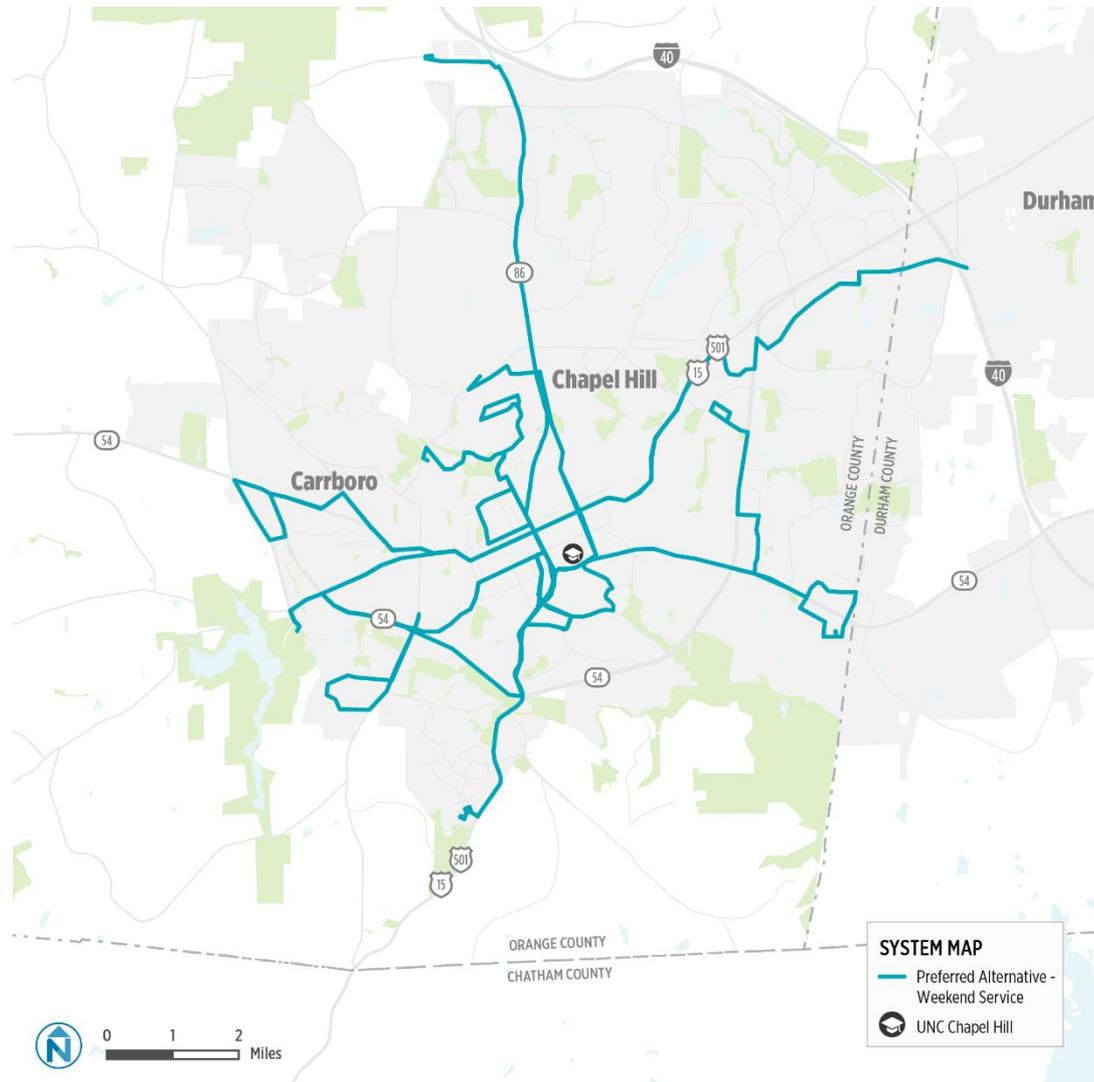
Preferred Alternative: Proposed Peak Frequency



Preferred Alternative: Proposed Midday Frequency



Preferred Alternative: Saturday and Sunday Service



Preferred Alternative Meets Project Goals

- ✓ Improve transit mode shift
- ✓ Increase ridership
- ✓ Create high frequency transit corridors
- ✓ Emphasize equity—where transit service is most needed
- ✓ Improve weekend service
- ✓ Enhance the convenience of living without a private vehicle

Unfunded Improvements

Route	Unfunded Service Improvement Summary				Frequency (minutes between buses)			Service Span
		Additional Revenue Hours	Additional Peak Vehicles	Additional Annual Operating Cost	Peak	Midday	Night/Weekend	
CL	Add weekend service.	1,300	0	\$130,000	20	30	60	6:30 AM - 10:00 PM (M-F) 8:00 AM - 9:00 PM (Sat) 8:00 AM - 7:00 PM (Sun)
CW	Improve midday service to 30 minutes.	1,500	0	\$150,000	20/ 30	30	60	7:00 AM - 9:00 PM (M-F) 8:30 AM - 6:30 PM (Sat-Sun)
D	Extend service to Patterson Place and provide Saturday service until 9 PM.	5,300	1	\$540,000	20	30	60	6:30 AM - 10:00 PM (M-F) 8:00 AM - 9:00 PM (Sat) 8:00 AM - 7:00 PM (Sun)
J	Improve morning peak frequency to every 10 minutes and offer 15-minute service until noon. Provide Saturday service until 11 PM and Sunday service until 9 PM.	3,200	2	\$320,000	10/ 15	15/20	40	6:30 AM - 12:00 AM (M-F) 8:00 AM - 11:00 PM (Sat) 8:00 AM - 9:00 PM (Sun)
NS	Improve morning peak frequency to every 6 minutes. Provide Saturday service until 11 PM and Sunday service until 9 PM.	2,300	3	\$230,000	6/10	15	30/40	5:30 AM - 11:30 PM (M-F) 8:00 AM - 11:00 PM (Sat) 8:00 AM - 9:00 PM (Sun)
West NC 54	New weekday peak-only service from White Cross to UNC-Chapel Hill.	1,500	1	\$150,000	70	-	-	6:30 AM - 9:30 AM; 3:30 PM - 6:30 PM (M-F)
Estes Drive	New crosstown service connecting UNC-Chapel Hill, University Place, and Glen Lennox via Estes Drive.	12,900	3	\$1,300,000	30	30	30/45	6:30 AM - 8:30 PM (M-F) 8:00 AM - 7:00 PM (Sat-Sun)



Next Steps



Next Steps

- Prepare final adjustments
- Present to Chapel Hill and Carrboro Town Councils
 - February 7th – Council Committee on Economic Sustainability
 - February 11th – Carrboro Town Council



5A. Legislative Update

Staff Resource: Brian Litchfield, Transit Director

State Update

- We have received formal notice from North Carolina Department of Transportation (NCDOT) that State Maintenance Assistance Program (SMAP) funding for urban transit systems in the State has been restored to FY17 levels and will be allocated during FY20.
- The funding restoration by the Legislature returned around \$8.6M to the SMAP program (~\$945K to Chapel Hill Transit), which was cut two years ago. Without the funding restoration we were looking at a significant reduction in service hours and further delays to capital purchases in the upcoming fiscal year.
- NCDOT has also notified us that they are continuing to experience financial challenges related to cash flow and that they do not yet have a firm date for the distribution of funds.
- The restoration was made possible by the leadership of our local representatives in the House and Senate, local elected officials led by Mayor Hemminger and Mayor Lavelle, Transit Partner Committee members and many advocates locally and around the state, including the North Carolina Public Transportation Association (NCPTA), Metro Mayors and Southern Environmental Law Center – many thanks to everyone that helped support the efforts to restore these funds that are critical to Chapel Hill Transit and urban transit systems around North Carolina.

Federal Update

The recently signed Further Consolidated Appropriations Act, 2020 provides more than \$15.4 billion for public transportation and intercity passenger rail, including \$12.9 billion for public transportation and \$2.5 billion for intercity passenger rail grants. Although these total funding levels are a reduction of 3.6 percent (-\$586 million) below FY 2019 enacted funding levels, the total funding levels are:

- \$390 million more than the FY 2020 FAST Act authorization levels; and
- \$1.2 billion more than the FY 2020 President's Budget request.

In addition, the bill blocks the Rostenkowski Test, which required a \$1.2 billion (12 percent) across-the-board cut to all transit formula funds in FY 2020. The bill also makes transit projects and alternative fuel charging infrastructure eligible for \$781 million of additional Federal-aid Highway Surface Transportation Block Grant funding provided in the bill.

The bill provides \$1.98 billion for Capital Investment Grants (CIG) and requires the Federal Transit Administration (FTA) to allocate 85 percent of these funds by December 31, 2021. Of the \$1.98

billion, the bill provides \$1.5 billion for New Starts, \$300 million for Core Capacity projects, \$100 million for Small Starts, and \$100 million for the Expedited Project Delivery for CIG Pilot Program.

Although the CIG funding level is a significant reduction from the FY 2019 funding level, the bill includes important policy provisions to ensure that FTA administers the CIG program in accordance with the procedural and substantive requirements of current law (49 U.S.C. 5309). Importantly, the bill prohibits FTA from:

- impeding or hindering a project from advancing or approving projects seeking a CIG federal share of more than 40 percent; and
- implementing or furthering new policies detailed in FTA's June 29, 2018 "Dear Colleague" letter to CIG project sponsors. The Administration's Dear Colleague letter established geographic diversity as a factor in FTA funding allocation decisions; considered DOT loans "in the context of" all federal funding sources requested by the project sponsor, and not separate from the federal funding sources; and included other Administration policy objectives. APTA has repeatedly communicated its serious concerns with the CIG policies outlined in the June 29 Dear Colleague letter to both Congress and the Administration.

5B. North South Corridor Bus Rapid Transit (NSBRT)

Staff Resource: Matt Cecil, Transit Development Manager
Brian Litchfield, Transit Director

Traffic Analysis

- Draft final plan of NCDOT traffic analysis in northern portion of NSBRT corridor is currently under review.
- Traffic analysis to include mode shift is currently under way.

Next Steps

- Finalize current and future year traffic analysis report and share report with Town of Chapel Hill and NCDOT.
- Request official recommendation on running way from NCDOT.
- Present Chapel Hill Town Council with additional analysis results and requests.
- Final LPA selection is necessary to complete any continued work on 30% design and Environmental Review.

5C. Orange County Transit Plan Update

Prepared by: Brian Litchfield, Transit Director

Background

The Orange County Transit Plan (https://gotriangle.org/sites/default/files/publications/orange-county-transit-plan_170424_app.pdf) was updated in 2017. However, due to the discontinuation of the Durham-Orange Light Rail Transit project, an update to the plan is needed. The plan directs the spending of four dedicated revenue streams:

- Article 43: Half-Cent Sales and Use Tax
- Article 50: Five-Percent Vehicle Rental Tax for Regional Transit Authority
- Article 51: Three-Dollar increase to GoTriangle Regional Vehicle Registration Fee
- Article 52: Seven-Dollar County Vehicle Registration Fee

The revenue sources in the plan were expected to generate around \$9.2M in FY19 and \$9.6M in FY20.

In November 2019 the Board of Orange County Commissioners approved a planning framework to update the Transit Plan and a Request for Qualifications (RFQ) was issued in December 2019 to select a firm(s) to conduct the update. The updated Plan will include transit investments through 2040. The Plan update will be led by a Policy Committee with representatives from the County and each municipality:

- Barbara Foushee, Town of Carrboro Council Member
- Pam Hemminger, Town of Chapel Hill Mayor
- Mark Bell, Town of Hillsborough Council Member
- Patty Philipps, City of Mebane Council Member
- Mark Marcoplos, Orange County Commissioner
- Sally Greene, Orange County Commissioner

The current timeline for the Plan update anticipates a notice to proceed being issued to the selected firm(s) by the end of February.

5D. NC 54 Pedestrian and Bicycle Corridor Safety Study Update

Prepared by: Brian Litchfield, Transit Director

Background

The Towns of Chapel Hill and Carrboro requested that the North Carolina Department of Transportation (NCDOT) conduct a safety study in the NC 54 corridor from Manning Drive in Chapel Hill to Old Fayetteville Road in Carrboro (Attachment I) due to numerous complaints and concerns about pedestrian safety along the corridor. The study was initiated in the Fall of 2018 and completed in December 2019. The study was funded by NCDOT and conducted by VHB in coordination with the Town of Carrboro, Town of Chapel Hill, Chapel Hill Transit, University of North Carolina at Chapel Hill, NCDOT Division 7 and the NCDOT Integrated Mobility Division. The primary focus areas for the study included:

- Assess existing multimodal travel conditions and development within the corridor;
- Identify priority locations for considering short and medium-term traffic and safety impacts;
- Develop bicycle, pedestrian, and transit safety improvements within the corridor, from immediate to up to (ten) 10-year implementation timeframes;
- Conduct public outreach initiatives through the planning process.

The final version of the study, along with information related to the community open houses conducted for the study are available at <http://nc54bikeped.com/documents.asp>.

Recommended Improvements and Future Study

The study provided recommendations for nine (9) locations in the corridor (please see pages 13-19 of study and attached presentation), several of which involve transit stops and/or provide access to/from transit stops, including Kingswood/Laurel Ridge, Abbey Lane and Westbrook Drive. The study also identified areas and potential improvements for further study/analysis: Oteys Road, NC 86 and 15/501 Interchange, Smith Level Road Bicycle Connectivity, West Main Street Shared-Use Path Crossing and Old Fayetteville Road Shared-Use Path Crossing.

Implementation

While funding was not identified for the recommended improvements in the study, NCDOT will evaluate each of the site-specific improvements for eligibility through the Highway Safety Improvement Program (HSIP) and other implementation opportunities such as Division 7 operations and maintenance programs. NCDOT will also consider ways to implement some of the smaller projects

with SPOT Safety or other readily available funds. The NCDOT SPOT/TIP process may also be considered for improvements that do not meet criteria for safety programs.

The study has been approved by the Town of Chapel Hill's Transportation and Connectivity Advisory Board and staff will identify opportunities to incorporate the study's recommendations into the Mobility and Connectivity Plan and/or other plans as appropriate, including Town of Chapel Hill Council consideration and adoption

Attachments

- Attachment I: Letter requesting safety study.
- Attachment II: Presentation to Town of Chapel Hill's Transportation and Connectivity Advisory Board



TOWN OF CHAPEL HILL

405 Martin Luther King Jr. Blvd.
Chapel Hill, NC 27514-5705

phone (919) 968-2743 fax (919) 969-2063
www.townofchapelhill.org

January 30, 2018

Mr. Mike Mills
Division Engineer
NCDOT
PO Box 14996
Greensboro, NC 27415-4996

RE: Safety Concerns on North Carolina Highway 54 between South Columbia Street and Smith Level Road/Greensboro Street

Dear Mr. Mills,

We appreciated meeting with North Carolina Department of Transportation (NCDOT) staff earlier this month to discuss the Town's safety concerns on North Carolina Highway 54 between South Columbia Street and Smith Level Road/South Greensboro Street. We are writing to confirm our request that the NCDOT conduct a corridor study in this area and identify multimodal improvements that would make this section of the corridor as safe as possible for all users (pedestrians, automobiles, bicyclists and transit customers). We also recommend extending the scope of the study through at least Old Fayetteville Road in Carrboro.

As you know, this is a highly traveled corridor, well served by public transit, and a primary route to/from the University of North Carolina at Chapel Hill and UNC Hospitals. It also serves several multifamily housing communities that are home to a diverse group of residents, that rely on multimodal travel options (including public transportation, bicycle and walking) and whose only access point is along the Highway. Additionally, this section of the corridor provides access to the Morgan Creek Trail (a heavily used multi-use trail that provides connections to other trails in the area as well as Southern Community Park and Merritt's Pasture).

We have significant safety and accessibility concerns related to pedestrians, bicyclists and public transit customers in this section of the corridor. While we have been able to address similar public transit access concerns in other areas of the corridor by adjusting public transportation routes, we are not able to do so in this area without negatively impacting other areas of the communities we serve due to the lack of feasible routing options, public right of way and topography. We have also identified significant concerns with traffic moving at higher speeds in this area, including exceeding the posted speed limit of 45 miles per hour.

We look forward to working with you to enhance multimodal mobility, safety and accessibility in this section of the corridor. Please let us know if there is anything we can do help move a corridor study forward as soon as possible.

Sincerely,

Chris Blue
Chief of Police
Executive Director for Community Safety

Brian Litchfield
Transit Director

CC: Kevin Lacey, State Traffic Engineer
Roger Stancil, Chapel Hill Town Manager
David Andrews, Carrboro Town Manager
Bergen Watterson, Transportation Planning Manager – Town of Chapel Hill
Lance Norris, Public Works Director – Town of Chapel Hill
Than Austin, Associate Director – Transportation and Parking for the University of North Carolina at Chapel Hill

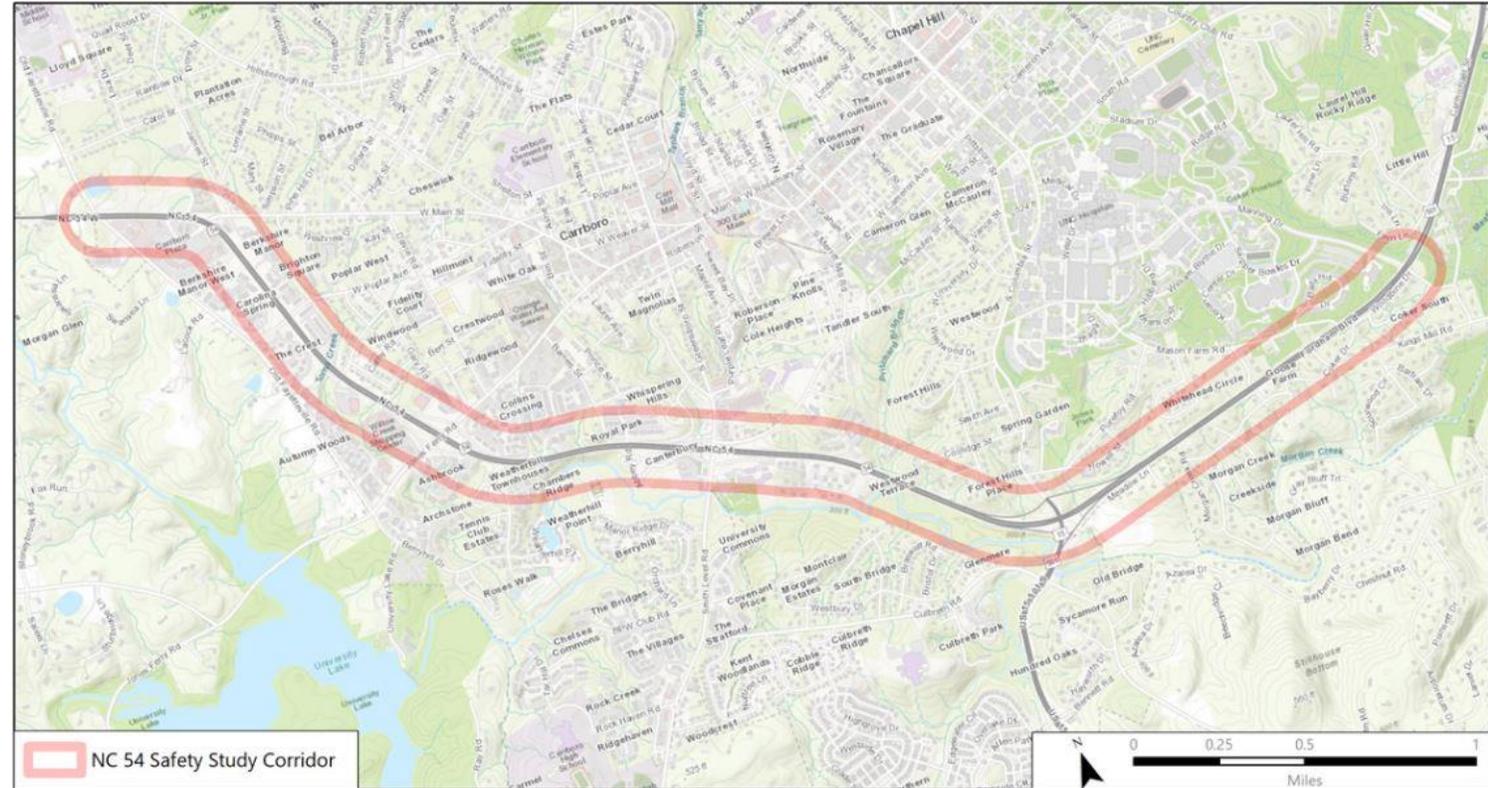


NC 54 Bicycle and Pedestrian Safety Study

November 26, 2019

Study Background

- Study Overview
 - Year-long analysis of motorized & non-motorized usage along NC 54
- Study Objective
 - Develop framework & vision
 - Use systems-based approach Identify short and medium-term



Study Process



Data Collection
Winter 2019



Analysis
Spring 2019



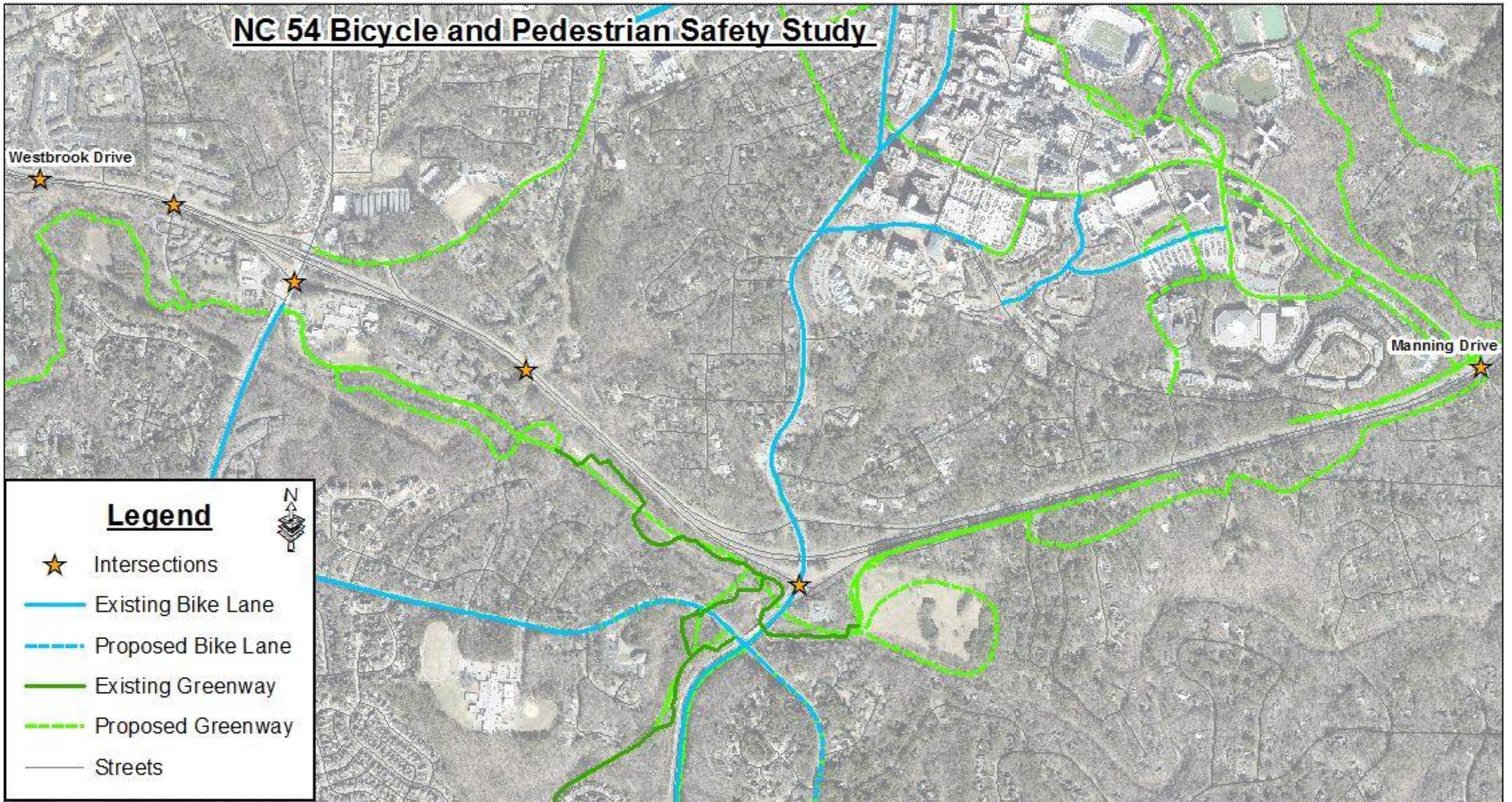
Develop & Test Concepts
Summer 2019



Finalize Recommendations
Fall 2019



NC 54 Bicycle and Pedestrian Safety Study



Manning Drive Recommendations



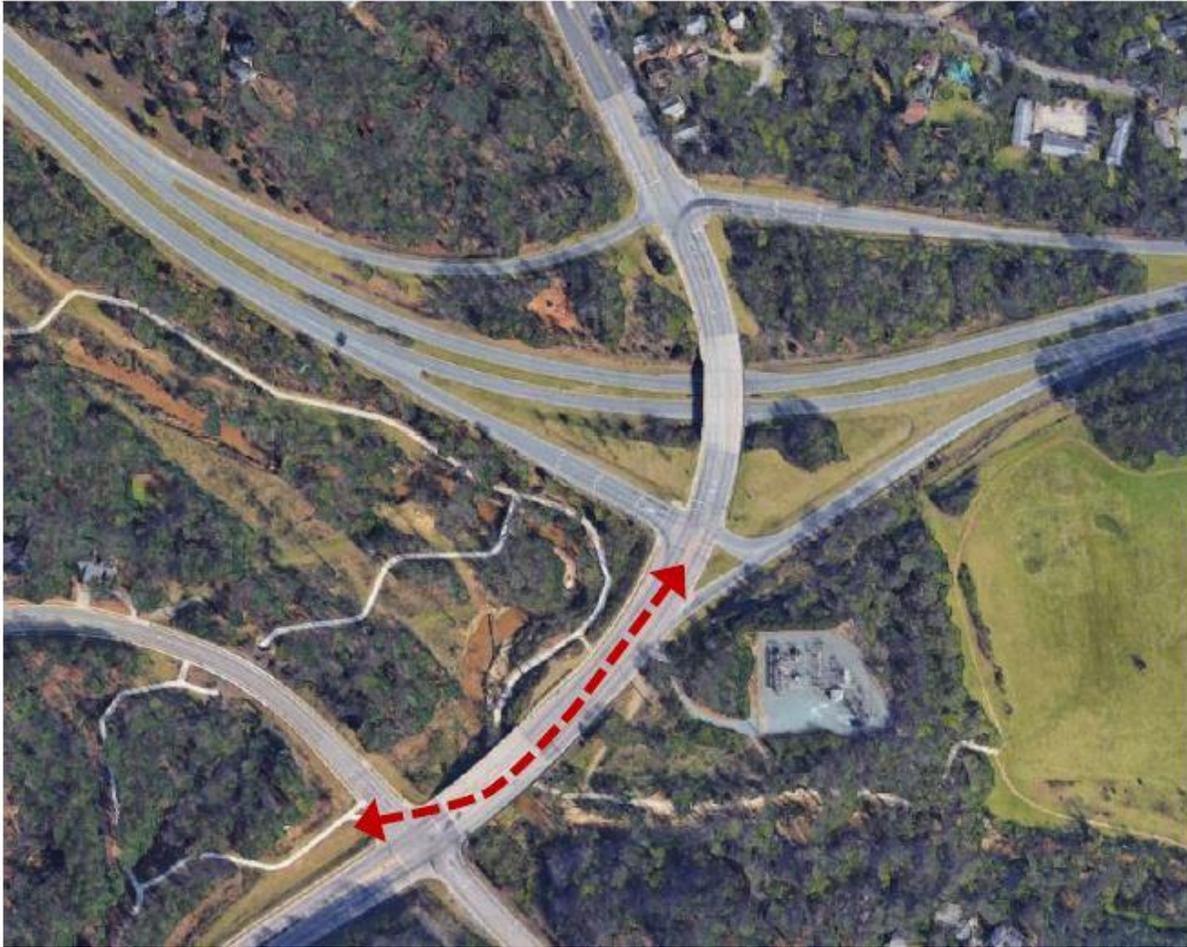
Recommendations

- Pedestrian Signal Heads are recommended on the south leg of the intersection

Impacts

- Traffic – No change
- Pedestrian – Additional crossing options

15/501/S Columbia Bicycle Connection: For Separate Study



- Bicycle challenges at US 15/501 interchange and accessing greenway
- Potential for lane reduction or reconfiguration for two-way Separated Bike Lane
- Consider bicycle access to/from Morgan Creek Trail greenway without traveling to Culbreth Rd

Kingswood/Laurel Ridge Recommendations



Not to Scale. Conceptual Illustration for Planning Purposes Only.

Recommendations

- Modify the intersection from full access to signalized left-in, right-out intersection.
- Add crosswalks at realigned crossing
- Relocate bus stops

Impacts

- Traffic – New intersection delay, and vehicles must use ramps to take left outs. Reduces angle crashes
- Pedestrian – Formal crossing with traffic controls

Smith Level Road Recommendations



Not to Scale. Conceptual Illustration for Planning Purposes Only.

Recommendations

- High visibility crosswalk markings and pedestrian signal phases across all legs of NC 54 eastbound ramps
- Pedestrian Signal Heads on the four corners of the Smith Level Road and NC 54 eastbound ramps
- Town of Carrboro to evaluate options for extending bike lanes northward

Impacts

- Traffic – Increased northbound delay
- Pedestrian – Additional crossing options

Abbey Lane Recommendations



Not to Scale. Conceptual Illustration for Planning Purposes Only.

Recommendations

- Modify the intersection from unsignalized left-in, right-out intersection to signalized condition
- Add crosswalks at realigned crossing
- Extend sidewalks and relocate bus stops

Impacts

- Traffic – Delay when signal is activated, may cause vehicles to back up to Greensboro St.
- Pedestrian – Formal crossing with traffic control

Westbrook Drive Recommendations



Not to Scale. Conceptual Illustration for Planning Purposes Only.

Recommendations

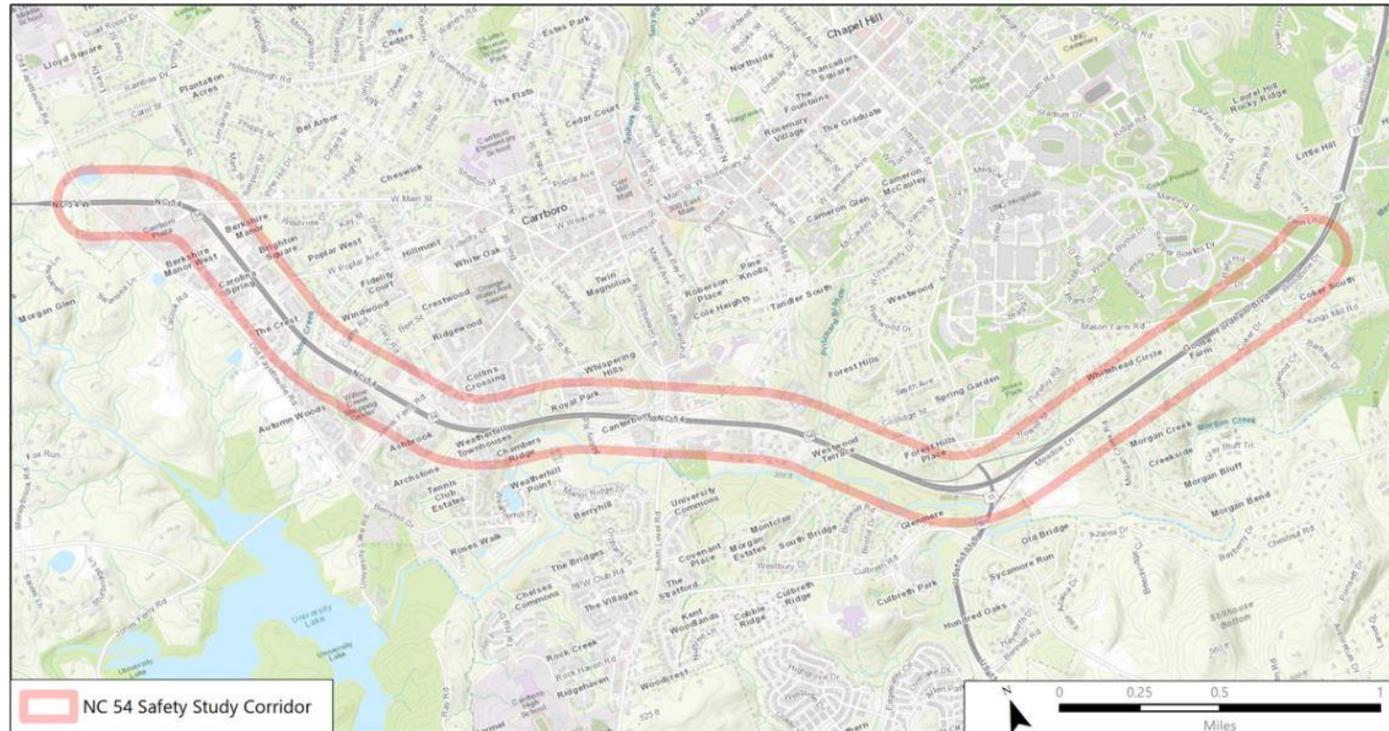
- Modify the intersection from unsignalized left-in, right-out intersection to signalized condition
- Add crosswalks at realigned crossing
- Extend sidewalks and relocate bus stops

Impacts

- Traffic – Delay when signal is activated, and vehicles may backing up toward Jones Ferry Road.
- Pedestrian – Formal crossing with traffic control

Next Steps

- Comment Period
- Project Study Timeline
- Funding Opportunities



5E. Project Updates

Staff Resource: Tim Schwarzauer, Grants Compliance Manager

Bus Stop Improvements: Construction has begun on the following bus stops:

- South Columbia Street at Mason Farm Road – Concrete curb repairs, new shelter, including solar powered LED lighting
- South Columbia Street at Westwood Drive – Concrete curb repairs
- South Columbia Street at Abernathy Hall – Concrete curb repairs, sidewalk extension, new shelter, including solar powered LED lighting
- South Columbia Street at Purefoy Road – Concrete curb repairs, new shelter, including solar powered LED lighting
- Martin Luther King Jr. Blvd at Adelaide Apartments – Concrete curb repairs, retaining wall, sidewalk extension and pad, new shelter, including solar powered LED lighting
- Willow Drive at Estes Drive – Concrete curb repairs, retaining wall, sidewalk extension and pad, new bench
- Franklin Hotel – New shelter, including solar powered LED lighting installed (picture below)



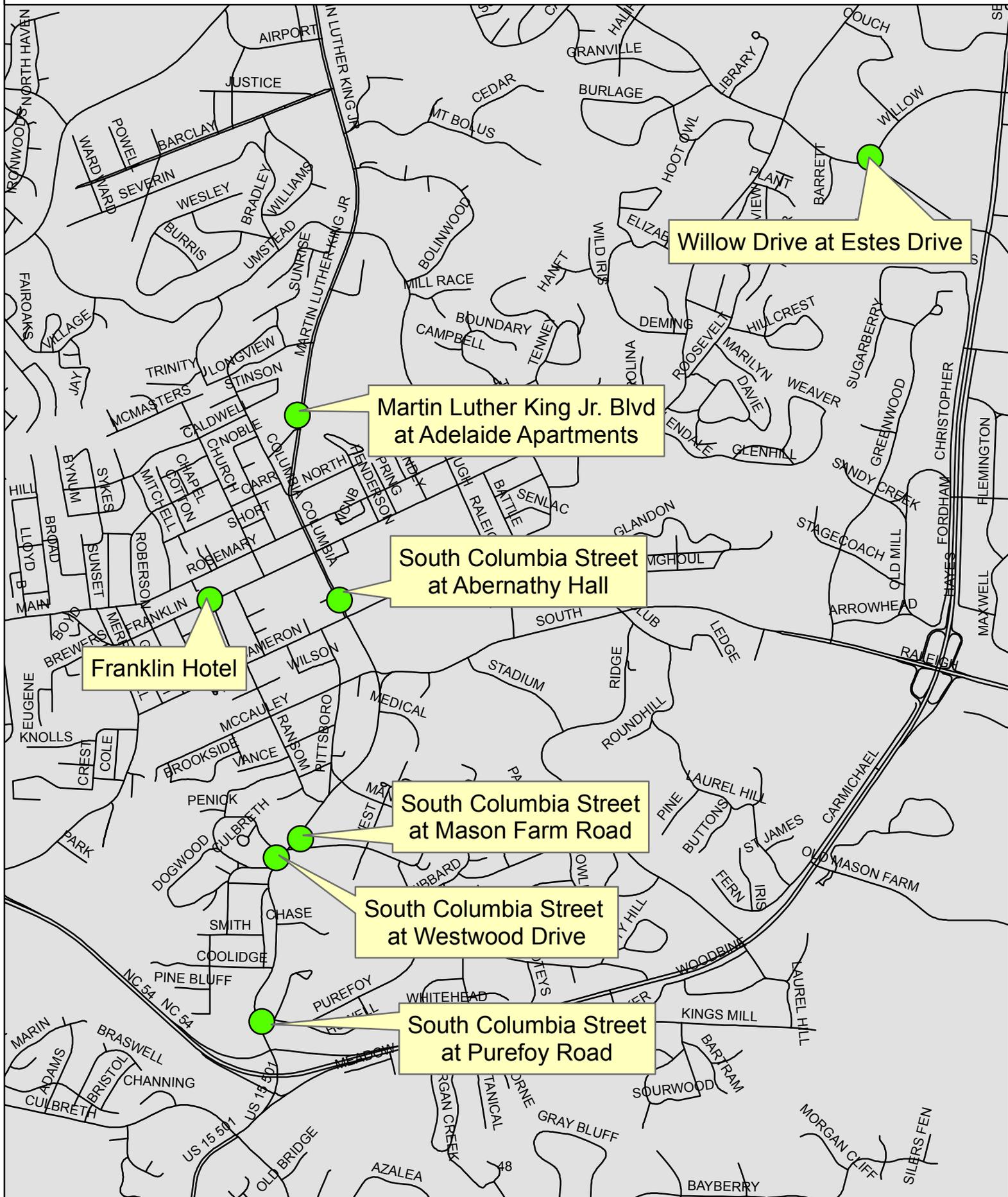
Employee Parking Lot Project: Transit staff are working with our engineering firm to provide a “heritage tree survey” and an access easement agreement as requested by Town planning. Once

completed, we expect the final plans for the parking lot expansion will be approved and we will secure a construction firm to complete the work.

Solar Power RFQ: Transit staff have incorporated comments from Transit Partners into the RFQ. We will be releasing the RFQ once we have a settled and approved design for the employee parking lot expansion so that we can include those plans in the solar review.

Electric Bus Purchase: Following Council approval a purchase order was issued to Gillig for three (3) electric buses. The current estimated delivery schedule is between December 2020 and March 2021. Town staff is working with Piedmont EMC to install a new transformer near the Transit facility to serve the charging stations. A schedule for the construction and installation is being developed.

Bus Stop Improvements



6A. Operations

Staff Resource: Peter Aube, Maintenance Manager
Joe McMiller, Assistant Fixed Route Operations Manager
Mark Lowry, Occupational Health and Safety Officer
Mark Rodgers, Interim Assistant Operations Manager Demand Response
Katy Fontaine, Training Coordinator

Catch us at our Best – December:

On December 9, 2019, Operator Bryant Saunders- want to give a compliment to a CW bus driver that picks me and my daughter up most mornings at about 7:30 at Simpson and W Main to head toward Pittsboro St. I don't know his name, but he seems to be pretty popular with passengers. He always has a smile and a good morning, and I'm always happy to see him. One day, I was heading out mid-afternoon and the GPS was messed up. I started to walk, and then I saw the bus coming behind me. I guess I look exasperated, and he pulled over and picked me up and even apologized (imagine that!) for the GPS being messed up. He made my day a lot easier and better by picking me up and not making me walk all the way to UNC.

On December 13, 2019 – Operator Stan Norwood- I'm not sure of his name but he is the best driver! Always kind and polite to everyone. I definitely enjoy my morning commute when he is driving the CCX bus. Great hire!

Fixed Route Division – December 2019

- Perfect Attendance – December 2019 – 46 or 38% of the Fixed Route Operators had perfect attendance for the month
- December Operations/Safety Meetings – Chapel Hill Transit recognized its Operator of The Year, “ John Mueller”, and Distinguished Driver’s, Hallie Bispo, Michael Chandler, Barry Raines, and Jermaine Ray.
- December 4th – Annual Toys 4 Tots w/ Marines, UNC Athletics, and Orange County Social Services
- December 7th – Chapel Hill Transit held a 5K Walk/Run to honor Gregory “ Greg” Alston who recently passed away
- December 13th – Operator Thomas Baldwin drove for Chapel Hill Town Council’s annual Council Tour
- December 14th – Operators Kecia Hargraves and Tammy Price drove for the annual Chapel Hill-Carrboro Holiday Parade.

Demand Response – Mark Rodgers

Nov 2019 Monthly Reports
• Total Trips – 6667 trips
• On-Time Performance (OTP) – 83%
• Cancellations – 27.16%
Missed Trips – 0
• Perfect Attendance – 70%

Dec 2019 Monthly Reports
• Total Trips – 6668 trips
• On-Time Performance (OTP) – 85%
• Cancellations – 25.72%
• Missed Trips - 0
• Perfect Attendance – 65%

1. EZRAC Initiatives Nov Meeting held on 11.13.19

Travis announced his new position as Interim Operations Mgr. Mark Rodgers is now Lead Supervisor for Demand Response.

- a. Bob Warren: A discussion about ALC Solutions.
- b. Report on ridership: OTP 83% for the month of Nov 2019 with a total of 5833 trips.
- c. No Show Statistics: 259 (3.91%) no shows were recorded for the month of Nov.

2. EZRAC Initiatives Dec Meeting held on 12-11-19

- a. Travis Parker: Stated there is an effort to increase the number of vehicles and operators.
- b. Safety meetings will be changed to Operations meetings
- c. No Show Statistics: 237 (4.3%) no shows were recorded for the month of Dec.

Katy Fontaine – Training Coordinator

1. Training Classes

a. Fixed Route:

- i. December 2nd: Three trainees in behind the wheel training
- ii. December 16th: Three trainees in behind the wheel training
- iii. January 6th: Four trainees in skills training
- iv. January 21st: Three trainees in skills training

b. Future:

- i. Next Training Class: February 3rd

2. Projects

- a. Update policies and procedures
- b. Smith System Defensive Driving Retraining
- c. Hiring and Recruitment
- d. Operator Trainer Training

Safety Officer – Mark Lowry

- Accidents for November and December

<u>DIVISION</u>		Nov-19	Nov-18	Dec-19	Dec-18	Year to Date
<u>FIXED ROUTE</u>						
Preventable		7	1	2	2	36
Non Preventable		2	6	1	1	26
<u>DEMAND RESPONSE</u>						
Preventable		0	0	0	0	4
Non Preventable		0	1	0	0	4
<u>MAINTENANCE</u>						
Preventable		0	0	0	0	4
Non Preventable		0	0	0	0	0

Maintenance Manager – Peter Aube

December Maintenance Report

- Demand response ran 35,154 miles in November.
- Non-revenue vehicles ran 22,231 miles in November.
- Fixed route ran 185,319 miles in November.
- Maintenance performed 51 Preventive Maintenance Inspections in November (100% on-time).
- Fifteen (15) Maintenance Employees completed the month of November with Perfect attendance.
- Maintenance performed (12) road calls in November, (16,852) miles between road calls for fixed route.
- Maintenance performed (0) road calls in November, (141,837) miles between road calls for demand response.
- Maintenance Technicians completed EMP cooling system diagnosis and repair training
- Maintenance Technicians completed Amerex Fire suppression system, diagnosis and repair training.

January Maintenance Report

- Demand response ran 36,218 miles in December
- Non-revenue vehicles ran 19,645 miles in December.
- Fixed route ran 171,979 miles in December.
- Maintenance performed 51 Preventive Maintenance Inspections in December (100% on-time).
- Nine Maintenance Employees completed the month of December with Perfect attendance.
- Maintenance performed (10) road calls in December, (17,198) miles between road calls for fixed route.
- Maintenance performed (0) road calls in December, (178,055) miles between road calls for demand response.
- Completed disposition of two Nova buses.

Staff Resource: Brian Litchfield, Transit Director

Triennial Review

- The Triennial Review is one of FTA's management tools for examining grantee performance and adherence to current FTA requirements and policies. Mandated by Congress in 1982, the Triennial Review occurs once every three years. It examines how recipients of Urbanized Area Formula Program funds meet statutory and administrative requirements. Chapel Hill Transit/Town of Chapel Hill will undergo a Triennial Review in 2020. The reviewers from the FTA are scheduled to be on site Tuesday-Wednesday, May 5-6.

Art + Transit Update

- The Community Arts & Culture Team and Transit have continued the Art + Transit collaboration by installing art at three bus shelters near Franklin Street commemorating the local Civil Rights Movement.
- The three bus shelters along Franklin St - Columbia St (Lot 2), Moe's Southwest and Franklin Hotel - are situated near many of the spots where the Civil Rights Movement unfolded in Chapel Hill. These stops feature photos of members of the Chapel Hill Nine, along with a quote and a series of newspaper clippings from the time period. These were designed by Community Arts & Culture staff.

Transportation Leadership Development Program

- Congratulations to Mr. Mark Lowry for successfully completing the Transportation Leadership Development Program (TLDP) that is sponsored by the Institute for Transportation Research and Education at North Carolina State University (ITRE) and the North Carolina Department of Transportation Public Transportation Division. This is an intensive 12-week program that provides executives and managers the opportunity to examine their leadership and communication style and connect with transportation professionals around North Carolina. This is an intensive 12-week program that is part of our leadership development training for members of the Transit Leadership Team and provides executives and managers the opportunity to examine their leadership and communication style and connect with transportation professionals around North Carolina.
- Mark Lowry has been employed with the Town of Chapel Hill/Chapel Hill Transit since August of 2015. Mark served and retired after 24 years of military service in the United States Army. Mark has served as the Safety Officer for Chapel Hill Transit and is the Drug and Alcohol Program Manager for Transit. Mark has received the

Advanced Safety Certificate (ASC), Manager of Environmental Safety and Health (MESH) and Advanced Manager of Environmental Safety and Health (Advanced MESH). Mark is originally from Savage, Montana and enjoys the Tar Heels and the Carolina Panthers.

- Please join me in congratulating Mark on his success and thanking him for positively representing Chapel Hill Transit/Town of Chapel Hill at TLDP!



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

**CHAPEL HILL TRANSIT PUBLIC TRANSIT COMMITTEE
 FUTURE MEETING ITEMS
 JANUARY 28, 2020**

February 25, 2020	
Action Items	Informational Items
Orange County Transit Plan North South BRT	FY21 Budget Update
March 24, 2020	
Action Items	Informational Items
	FY21 Budget Update
April 28, 2020	
Actions Items	Informational Items
	FY21 Budget Update

<u>Key Meetings/Dates</u>
MPO Board Meeting – February 12, 2020 9-11AM Committee Room, Durham City Hall
MPO Technical Committee Meeting- February 26, 2020, 9-11AM Committee Room, Durham City Hall
APTA 2020 Legislative Conference – March 15-17, 2020, Washington DC
APTA Transit CEO’s Seminar, April 25-27, 2020, Albuquerque, NM