

# POLICY STEERING COMMITTEE UPDATE

ORANGE COUNTY TRANSIT PLAN UPDATE

JANUARY 14, 2022



# AGENDA

**Welcome & Introductions**

**Project Update (July 2021 - January 2022)**

**Proposed Improvements**

**Conceptual Transit Vision Map**

**Next Steps**

# WELCOME & INTRODUCTIONS

## Policy Steering Committee:

- Sally Greene, Orange County Commissioner (PSC Chair)
- Amy Fowler, Orange County Commissioner
- Barbara Foushee, Carrboro Town Board
- Mark Bell, Town of Hillsborough Commissioner
- Michael Parker, Chapel Hill Town Council
- Patty Philipps, City of Mebane Commissioner

## Consulting team:

- Kate Ange, Renaissance Planning
- Caroline Dwyer, Renaissance Planning
- Scudder Wagg, Jarrett Walker & Associates

## Orange County staff:

- Craig Benedict
- Travis Myren
- Tom Altieri
- Thomas Ten Eyck



# PROJECT UPDATE



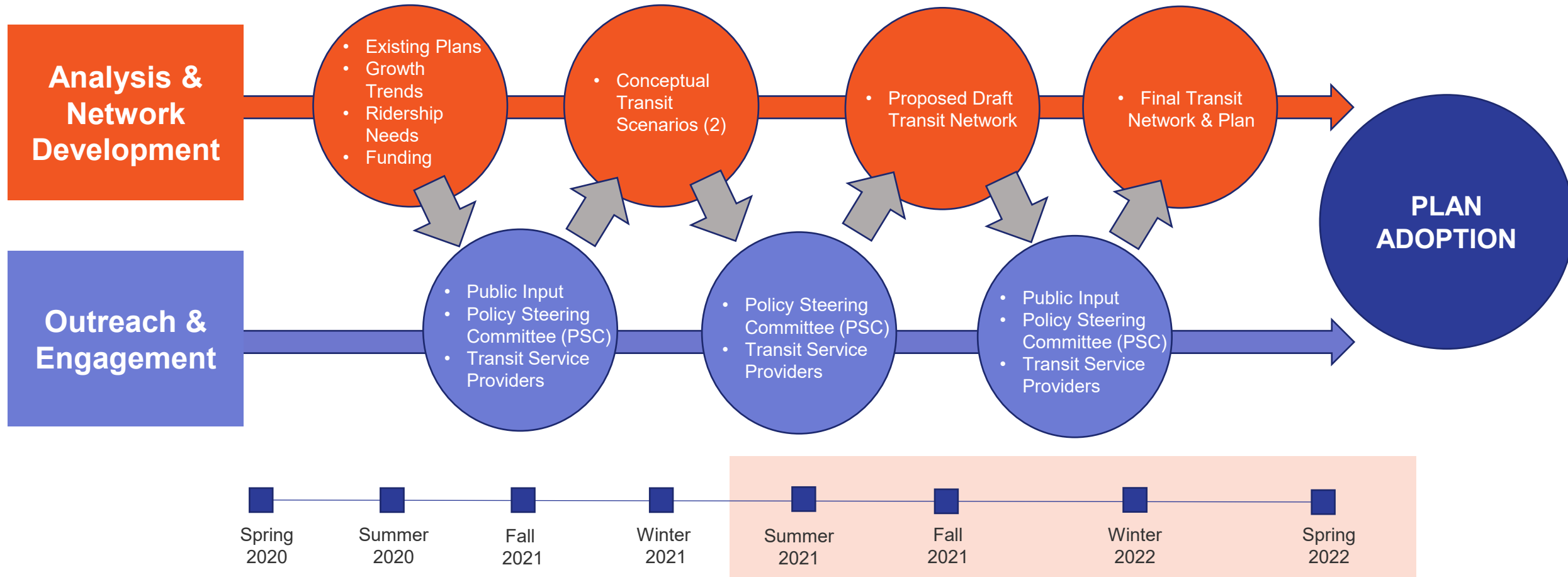
# TODAY'S OBJECTIVE

**PSC consensus on taking the Draft Transit Network Projects and Conceptual Transit Vision Map to the public for review and feedback in February 2022**

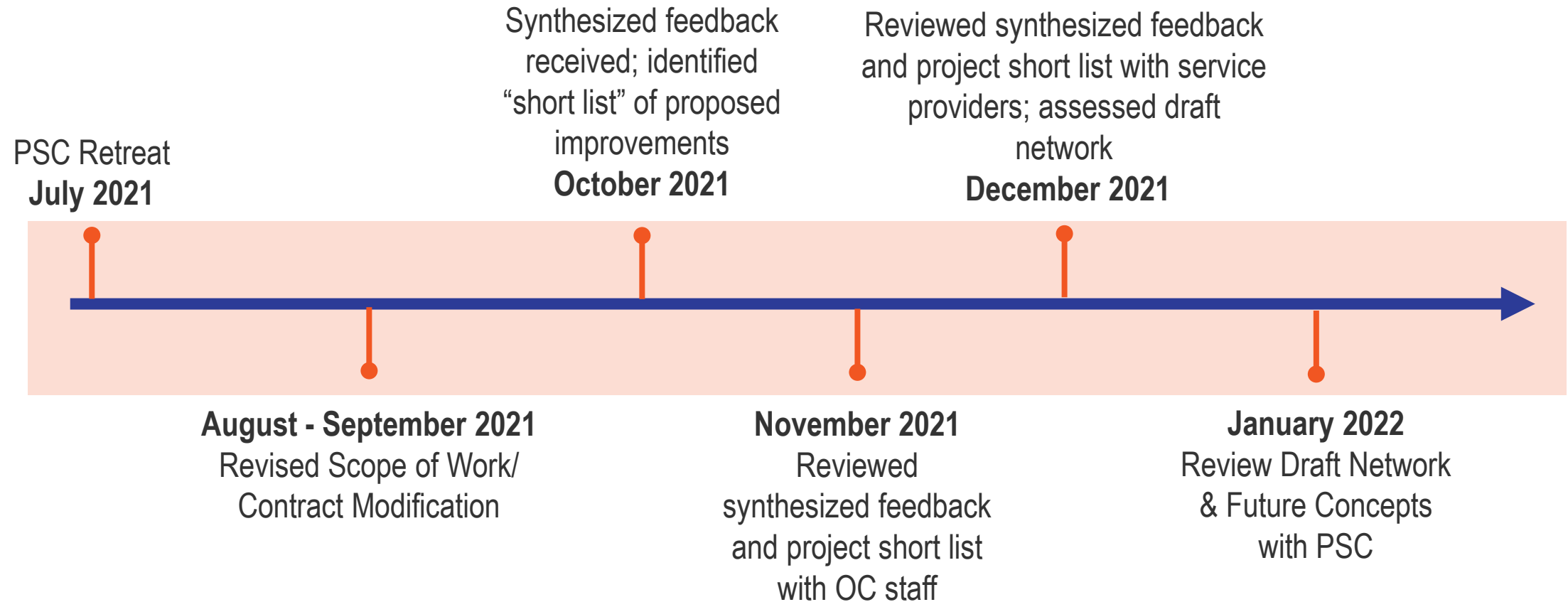
## **Upcoming Meetings**

- PSC Work Session March 2022
- PSC Work Session April 2022

# PROJECT SCHEDULE



# JULY 2021- JANUARY 2022





# PROPOSED PROJECTS

ORANGE COUNTY TRANSIT PLAN UPDATE





# REMINDER: AVAILABLE TRANSIT TAX REVENUE

- Between FY21-25, there is approximately **\$330,000** transit tax revenue available each year
- Between FY26-30, there is approximately **\$4.85 million** transit tax revenue available each year
- Between FY31-35, there is approximately **\$4.8 million** transit tax revenue available each year
- Between FY36-40, there is approximately **\$8.87 million** transit tax revenue available each year

*Accounts for already-programmed expenditures; \$600,000 held in reserves each year*

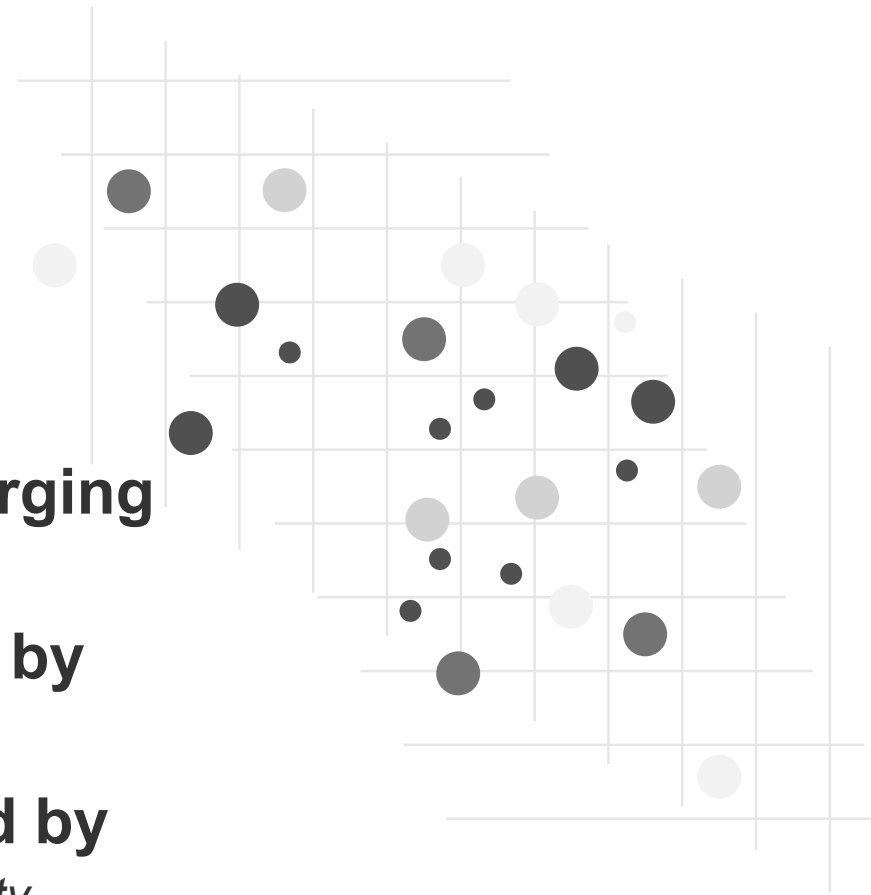
# KEY ASSUMPTIONS

- Revenue projections are best guesses based on a model – some level of uncertainty always exists
- Project reflect near-term investments that can be funded with existing transit tax revenues
- GoTriangle financial model forecasts used to determine available future revenues
- Already-programmed capital and service improvements are carried over







# WHY THESE PROJECTS?

For each potential project, we considered:

1. Is the project identified as an **unfunded or emerging priority** by transit service providers?
2. Does the improvement **meet needs expressed by public**?
3. Does the improvement **reflect values identified by PSC?** *Equity, environmental sustainability, economic prosperity, affordable and attainable quality of life, transportation and access for all*
4. Does the project **support the conceptual transit vision or fill a regional connectivity gap**?

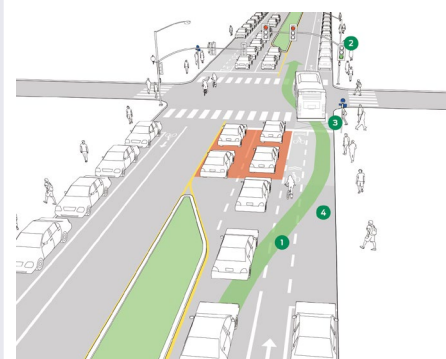


# PROPOSED PROJECTS (Operations)

IDENTIFIER	PROJECT	BRIEF DESCRIPTION
O-1	 CW Route	Run 30-minute service all day
O-2	 HS Route	Add weekend service that runs every 70 minutes
O-3	 NS Route	Improve peak frequency to every 6 minutes; provide Saturday service to 11 PM and Sunday service to 9 PM
O-4	 OCPT MOD	Run service 2 days per week, per zone
O-5	  US 15-501 Projects	<ul style="list-style-type: none"> <li>• GoTriangle route 400/405 consolidation and midday frequency improvements</li> <li>• CHT D route extension to Patterson Place</li> <li>• CHT J route peak and midday frequency improvements</li> </ul>






# PROPOSED PROJECTS (Capital)

IDENTIFIER	PROJECT	BRIEF DESCRIPTION
C-1	Stop and transfer improvements, US 15-501/ Fordham Blvd. and Ephesus Church Rd.	Improved stops and pedestrian crossing improvements supporting transfers between the D, F, and 400 routes
C-2	Speed and reliability improvements, US 15-501/ Fordham Blvd. and Manning Dr.	Queue jump lane and shoulder running bus lane improvements on US 15-501/ Fordham Blvd. and Manning Dr. supporting improvements to the D and 400 routes

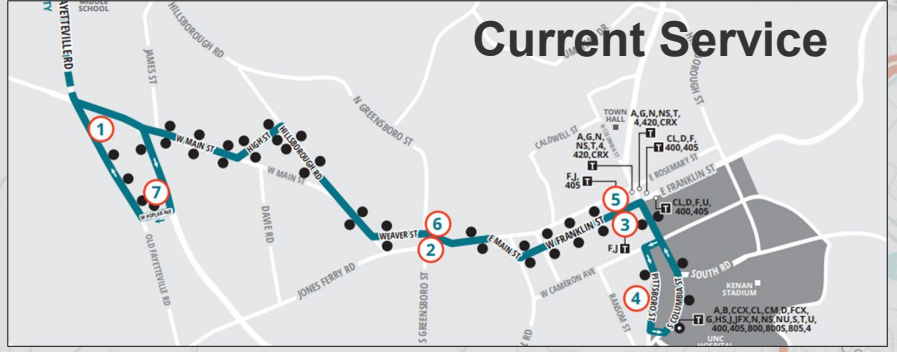


# PROJECT SUMMARY MATRIX

PROJECTS	O-1	O-2	O-3	O-4	O-5	C-1	C-2
Unfunded or emerging priority	●		●		●		
Addresses public need	●	●	●		●	●	●
Promotes future transit			●	◐	●	●	●
Reflects PSC values	●	●	●	◐	●	◐	◐
<i>Equity</i>	●	●	●	●	●	●	●
<i>Environmental sustainability</i>	●	●	●		●	●	●
<i>Economic prosperity</i>	●	●	●		●		●
<i>Affordable/attainable QOL</i>	●	●	●	●	●		●
<i>Transportation and access for all</i>	●	●	●	●	●	●	●

Midday Frequency	
	15 min
	20 min
	25-35 min
	36-60 min
	Peak only

## Current Service



**Project:** O-1

**Name:** CW Route

**Implement:** FY23

**Description:** Increase service frequency to 30 minutes, all day.

Provides service between Carrboro and UNC via W. Main, Weaver St., and W. Franklin St.

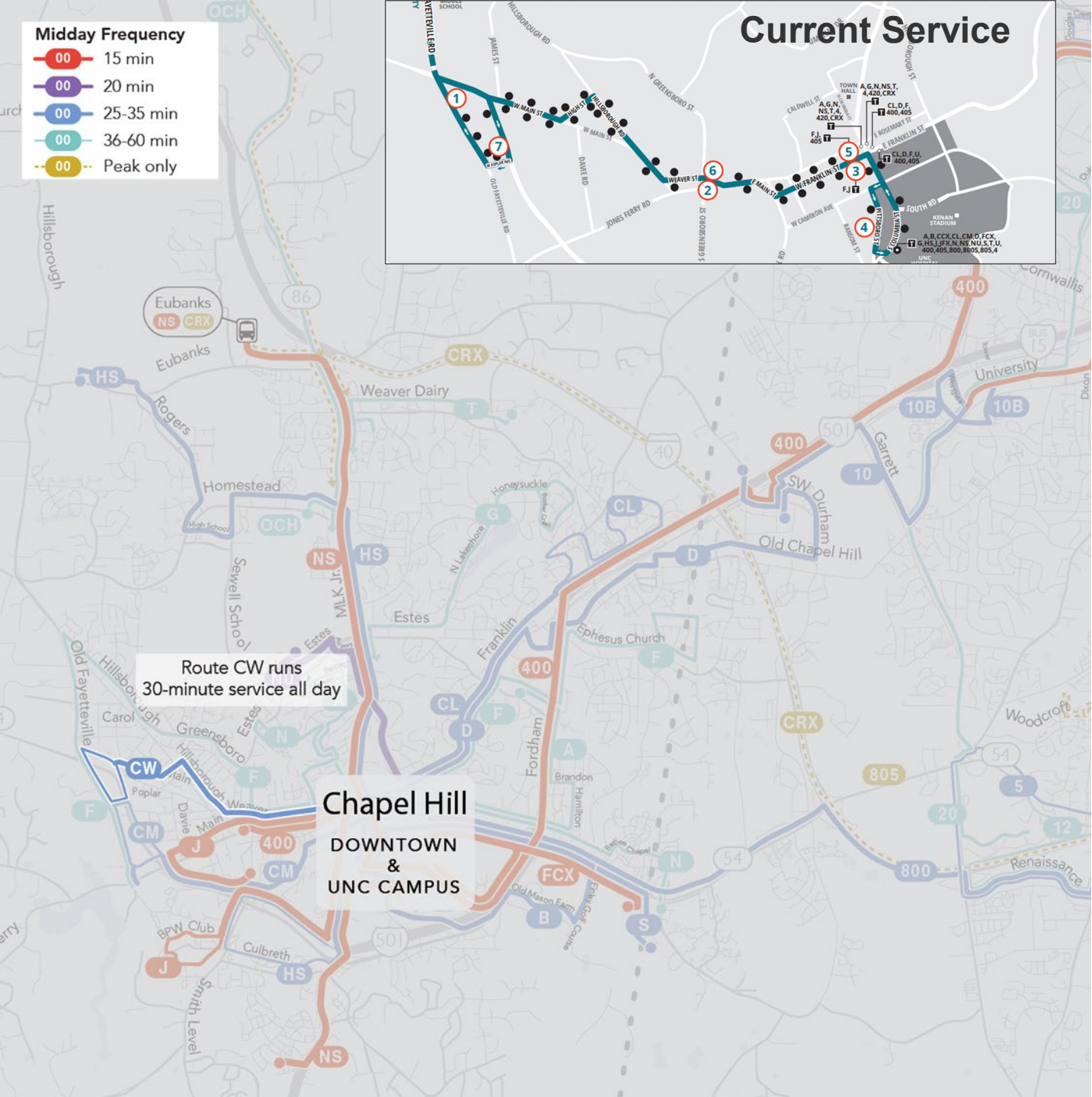
*Equity:* Provides improved transit service near lower-income housing and in/near historically African-American neighborhoods

*Environmental Sustainability:* Improves transit access in areas with existing higher-density development

*Economic Prosperity:* Improves access to jobs and improves regional connections

*Affordable and attainable quality of life:* Improves transit access near multifamily housing

*Transportation and access for all:* Fulfills an unfunded priority project for CHT



Route CW runs 30-minute service all day

**Chapel Hill**  
DOWNTOWN & UNC CAMPUS



**Middy Frequency**

00	15 min
00	20 min
00	25-35 min
00	36-60 min
00	Peak only

**Current Service**



Route HS adds weekend service that runs every 70 minutes.

**Chapel Hill**  
DOWNTOWN & UNC CAMPUS

**Project: O-2**

**Name: HS Route**

**Implement: FY25**

**Description:** Add weekend service that runs every 70 minutes

Currently provides weekday-only service between Morris Grove Elem. and Smith Level Road via Rogers Road, Homestead, and MLK, Jr. Blvd.

*Equity:* Provides improved transit service near lower-income housing and in/near historically African-American neighborhoods

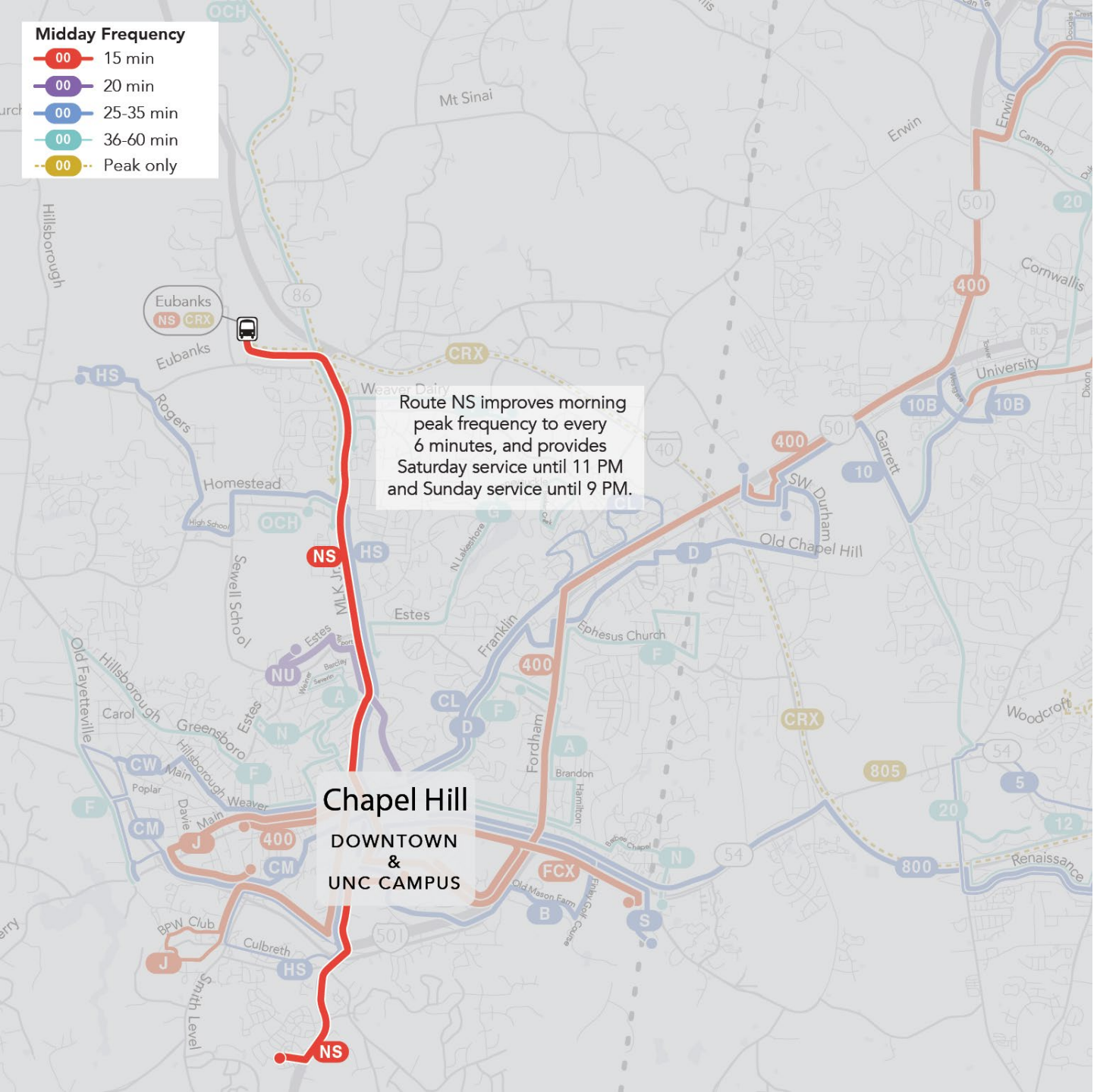
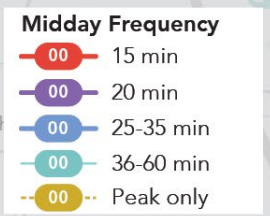
*Environmental Sustainability:* Improves transit access along corridors with existing higher-density development

*Economic Prosperity:* Improves access to jobs

*Affordable and attainable quality of life:* Improves transit service near multifamily housing

*Transportation and access for all:* Fulfills a public need for weekend service in transit dependent neighborhoods





Route NS improves morning peak frequency to every 6 minutes, and provides Saturday service until 11 PM and Sunday service until 9 PM.

**Chapel Hill**  
DOWNTOWN & UNC CAMPUS



**Project:** O-3

**Name:** NS Route

**Implement:** FY27

**Description:** Increase peak frequency to every 6 minutes; provide Sat. service until 11PM and Sun. service until 9 PM

Provides high-frequency service between Eubanks Rd. Park & Ride and Southern Village Park & Ride via NC 86; planned BRT route

*Equity:* Provides improved transit service near lower-income housing, public housing, and in/near historically African-American neighborhoods

*Environmental Sustainability:* Improves transit access along a high-ridership corridor with existing higher-density development

*Economic Prosperity:* Improves access to local and regional job centers

*Affordable and attainable quality of life:* Improves transit service near multifamily housing

*Transportation and access for all:* Fulfills a public need for more frequent transit and longer weekend service hours



**Project:** O-4

**Name:** OCPT Mobility-on-Demand

**Expansion**

**Implement:** FY23

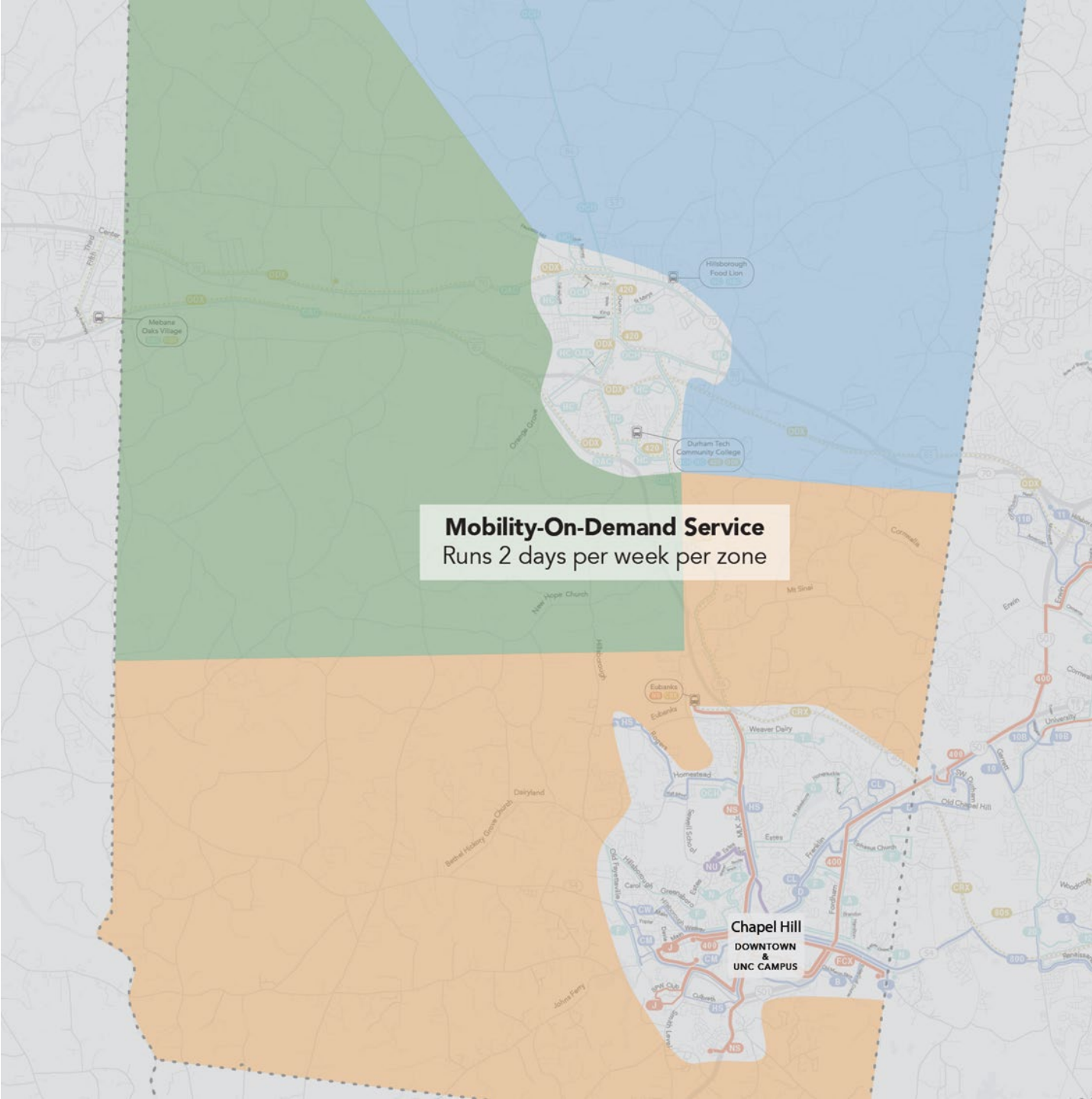
**Description:** Expand service to 2 days per week, per zone

Provides life-line transit service in difficult to serve locations.

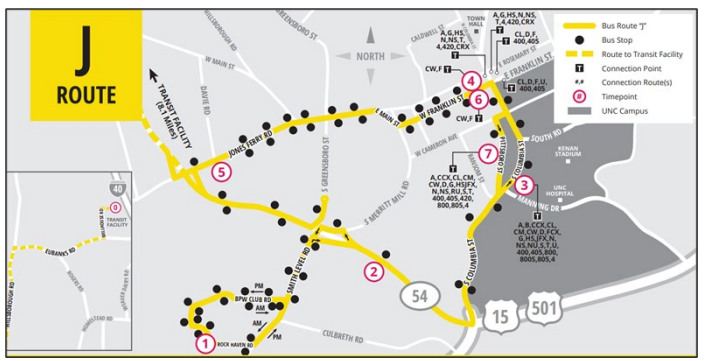
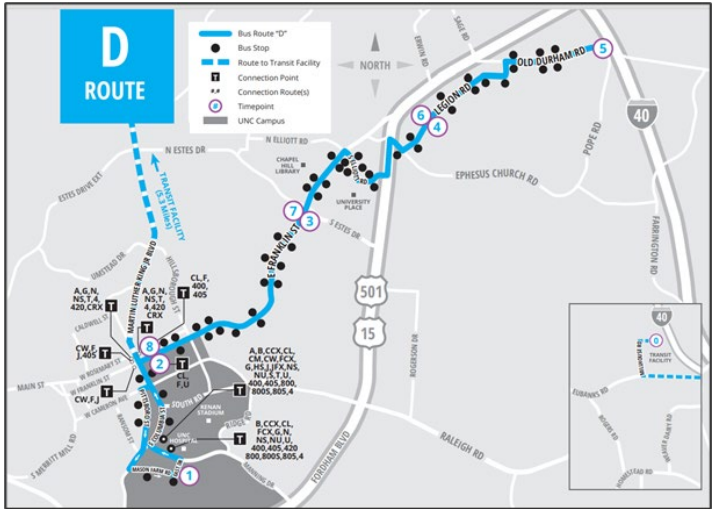
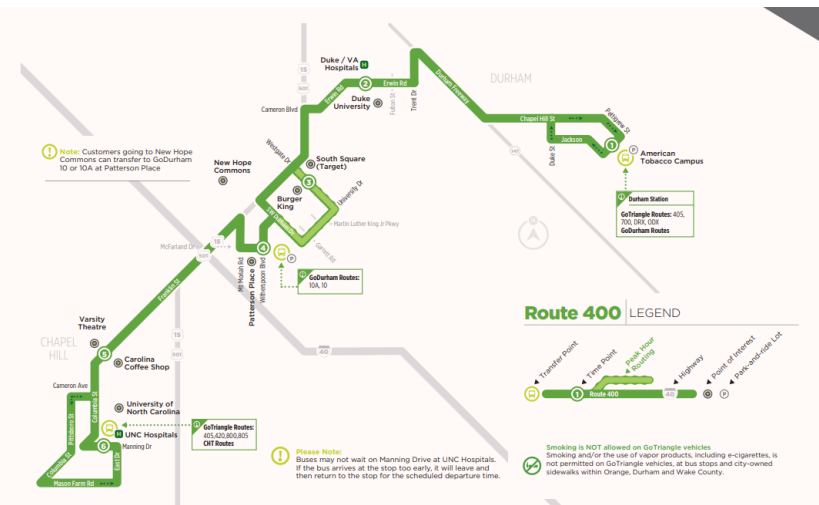
*Equity:* Provides transit service in locations that currently have little or no service, including rural lower-income communities

*Affordable and attainable quality of life:* Provides an affordable life-line transportation option for all.

*Transportation and access for all:* Provides a transit service option reaching all residents of Orange County.



# Current Services



*Resolve challenges with route alignment, eliminate duplication of services, improve transfer opportunities, extend service frequency*

**Project: O-5**

**Name: US 15-501**

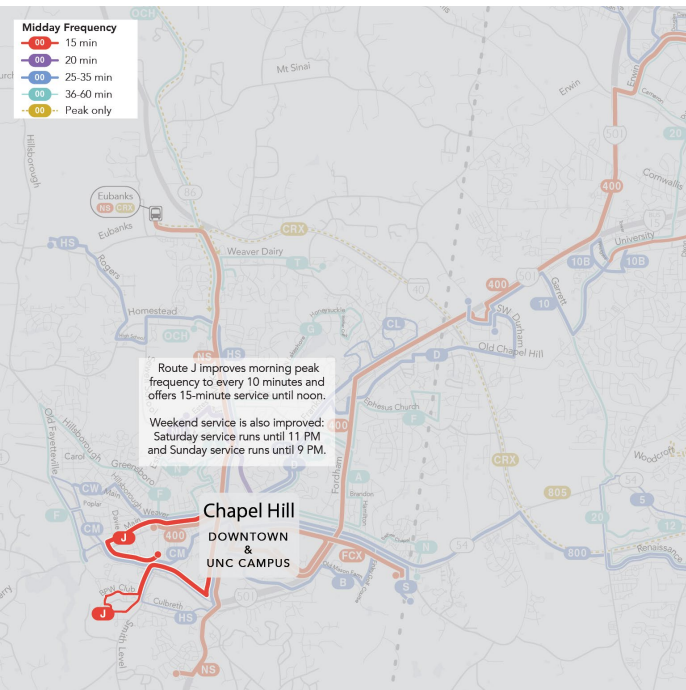
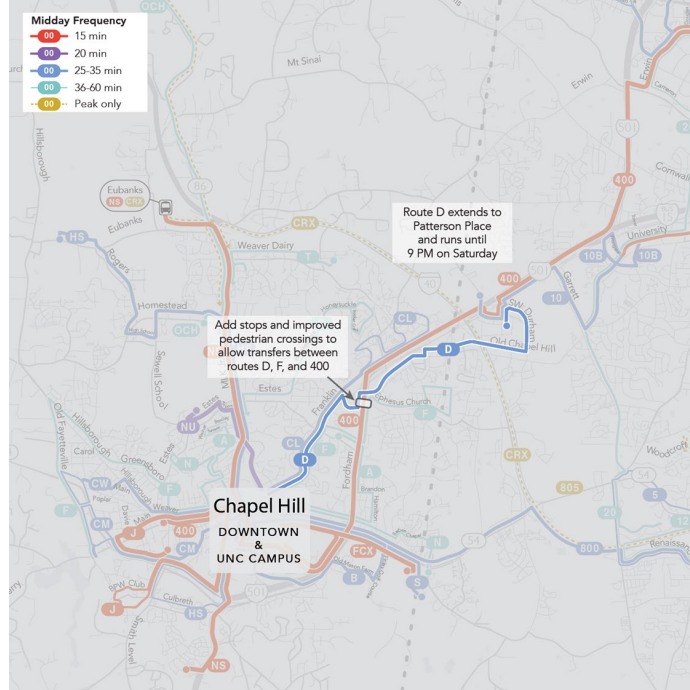
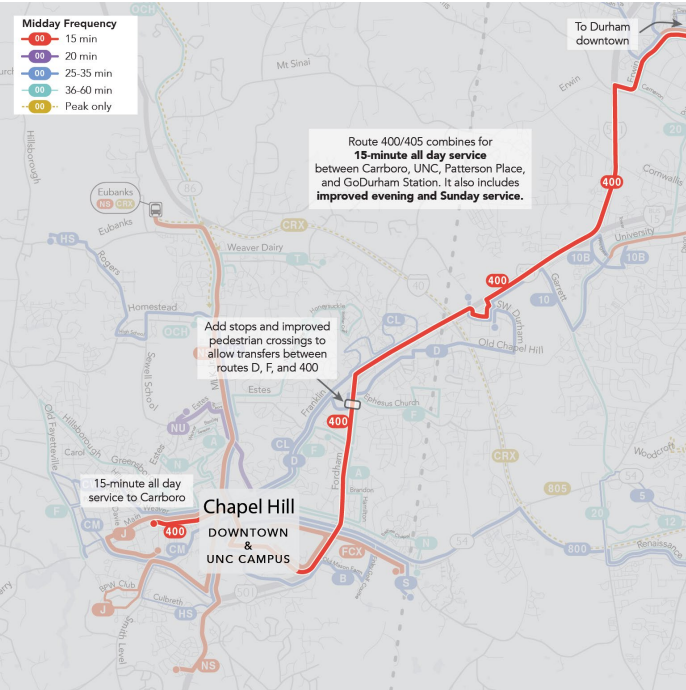
**Improvements**

**Implement: FY26**



**Description:** Bundled service improvements for the US 15-501 corridor for GoTriangle route 400/405 and CHT routes D and J

- The **400 and 405** currently provides inter-county service between Carrboro and Durham Station via UNC and Patterson Place
- The **D** currently provides service between Mason Farm Road on UNC's campus and Pope Road, just west of I-40
- The **J** provides service between Rock Haven Road and UNC via Jones Ferry Road and Smith Level Road



*Projects on US 15-501 are proposed as a package; this builds in operations efficiencies increasing service, access, and regional connections across multiple routes and service providers*

**Project:** O-5 (cont'd)

**Name:** US 15-501

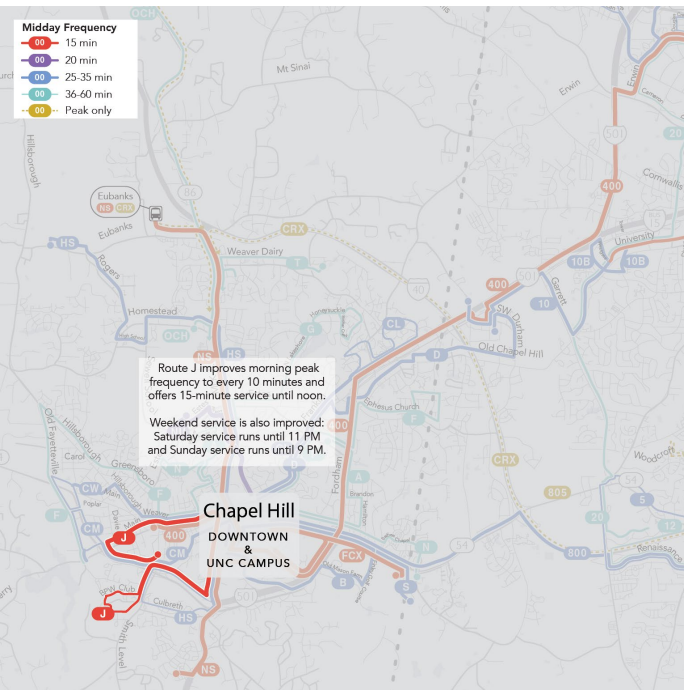
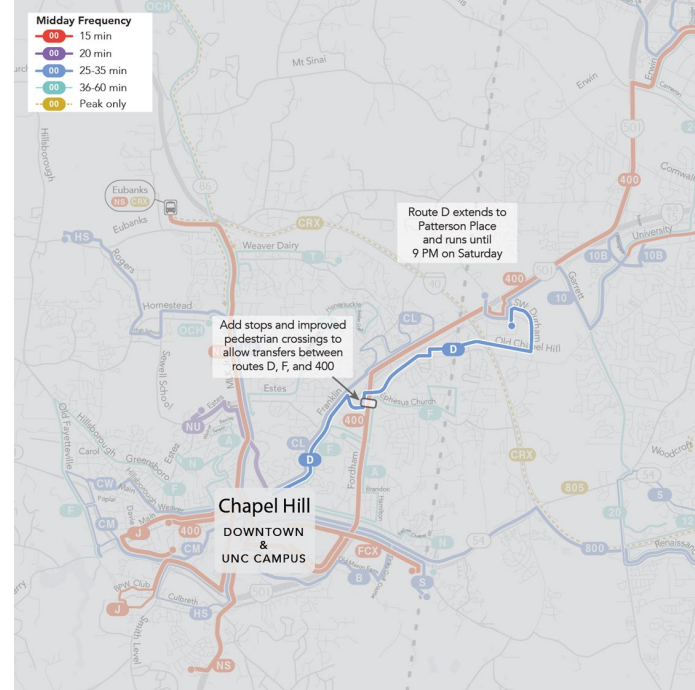
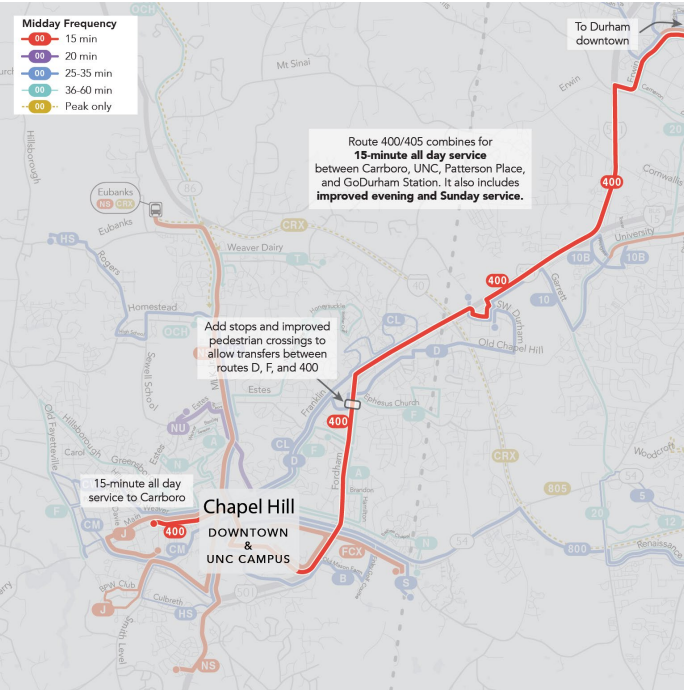
**Improvements**

**Implement:** FY26

**Description:** Bundled service improvements for the US 15-501 corridor for GoTriangle route 400/405 and CHT routes D and J

- The proposed improvements on the **400/405** will provide 15-minute all day service between Carrboro, UNC, Patterson Place, and Durham Station and provide extended evening and Sunday service
- Proposed improvements on the **D** extend service to Patterson Place, enhancing regional connections between the D and the 400/405
- Proposed improvements on the **J** improves morning peak frequency to 10 minutes and provides 15-minute service until noon; service on Sat. and Sun. extended to 11 PM and 9 PM, respectively





*Projects on US 15-501 are proposed as a package; this builds in operations efficiencies increasing service, access, and regional connections across multiple routes and service providers*

**Project:** O-5 (cont'd)

**Name:** US 15-501

Improvements

**Implement:** FY26

**Description:** Bundled service improvements for the US 15-501 corridor for GoTriangle route 400/405 and CHT routes D and J

*Equity:* Provides improved transit service near lower-income housing and public housing in two counties

*Environmental Sustainability:* Improves transit access along a high-ridership corridor with existing higher-density development and regional connections

*Economic Prosperity:* Improves access to local and regional activity centers

*Affordable and attainable quality of life:* Improves transit service near multifamily housing; provides connections to UNC from Durham

*Transportation and access for all:* Fulfills a public need for more frequent transit, longer weekend service hours, and improved commuter service





## **Project: C-1**

**Name:** Stop and transfer improvements, US 15-501/ Fordham Blvd. and Ephesus Church Rd

**Implement:** FY26

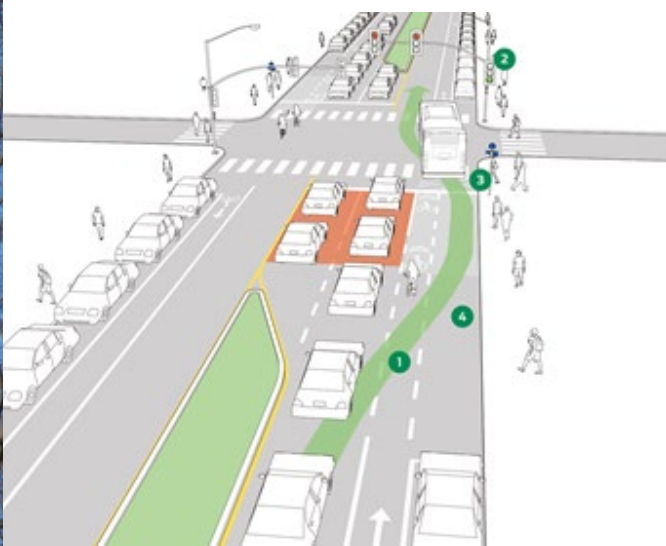
**Description:** Improved bus shelters and pedestrian crossing improvements supporting transfers between the D, F, and 400 routes

*Equity:* Provides improved transit amenities and improves safety near lower-income housing and public housing in two counties

*Environmental Sustainability:* Improved transit amenities and improved safety support transit ridership goals

*Transportation and access for all:* Provides improved transit amenities and improves safety near in an existing transit corridor





## Project: C-2

**Name:** Speed and reliability improvements, US 15-501/ Fordham Blvd. and Manning Dr.

**Implement:** FY28-29

**Description:** Queue jump lane and shoulder running bus lane improvements on US 15-501/ Fordham Blvd. and Manning Dr. supporting improvements to the D and 400 routes

*Equity:* Provides faster, more reliable transit service near lower-income housing and public housing in two counties

*Environmental Sustainability:* Helps mitigate transit vehicle congestion in existing transit corridors

*Economic Prosperity:* Provides faster, more reliable transit service to local and regional activity centers

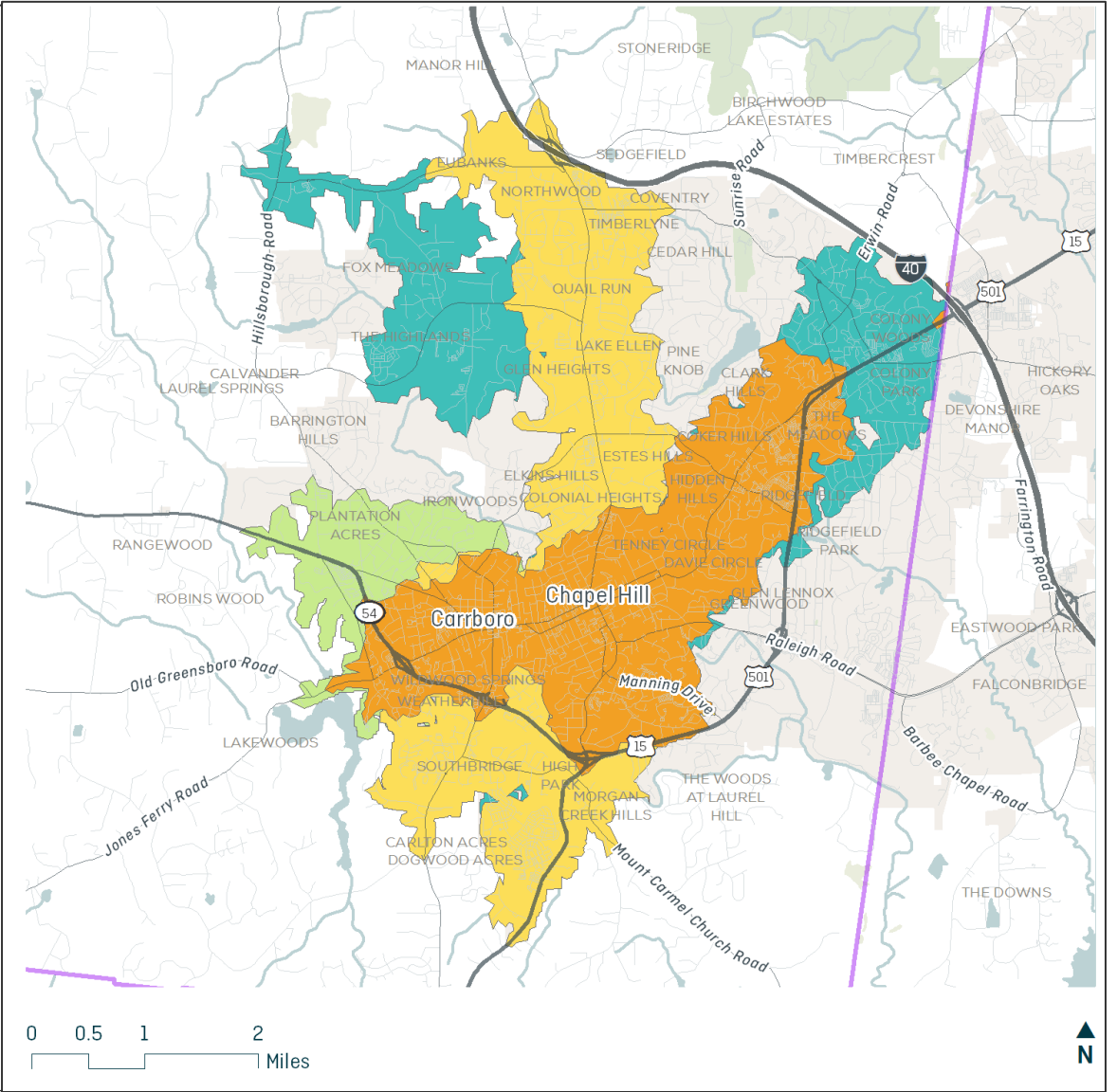
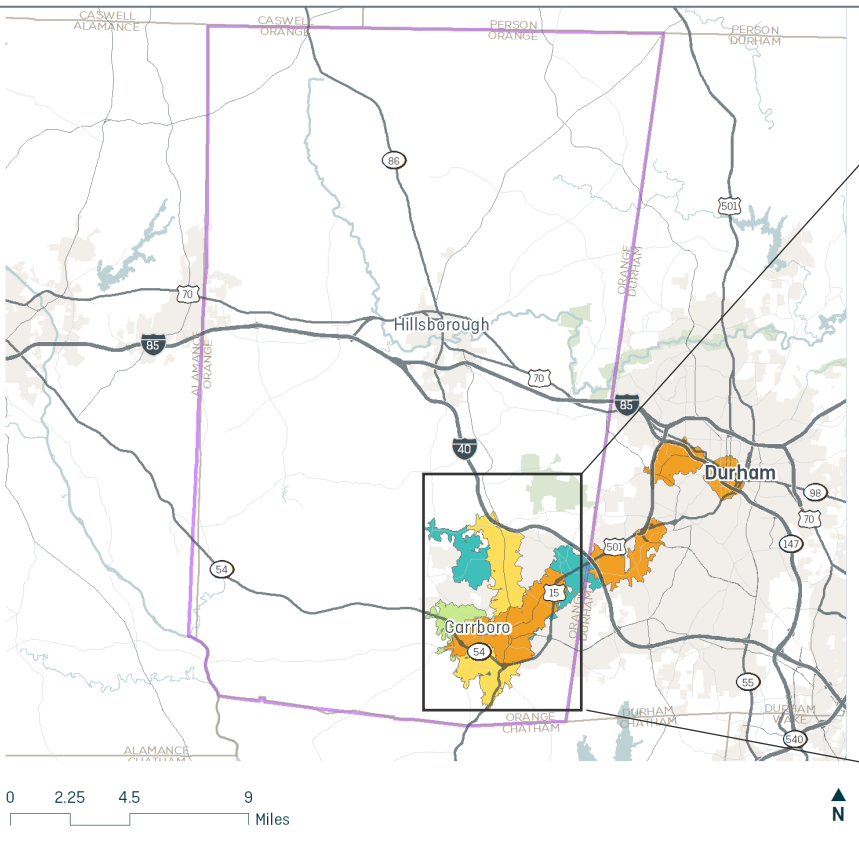
*Affordable and attainable quality of life:* Provides faster, more reliable transit service near multifamily housing

*Transportation and access for all:* Fulfills a public need for faster, more reliable transit service

# ASSESSING NETWORK SUCCESS

## 15-Minute Walk by Route Improvement Type

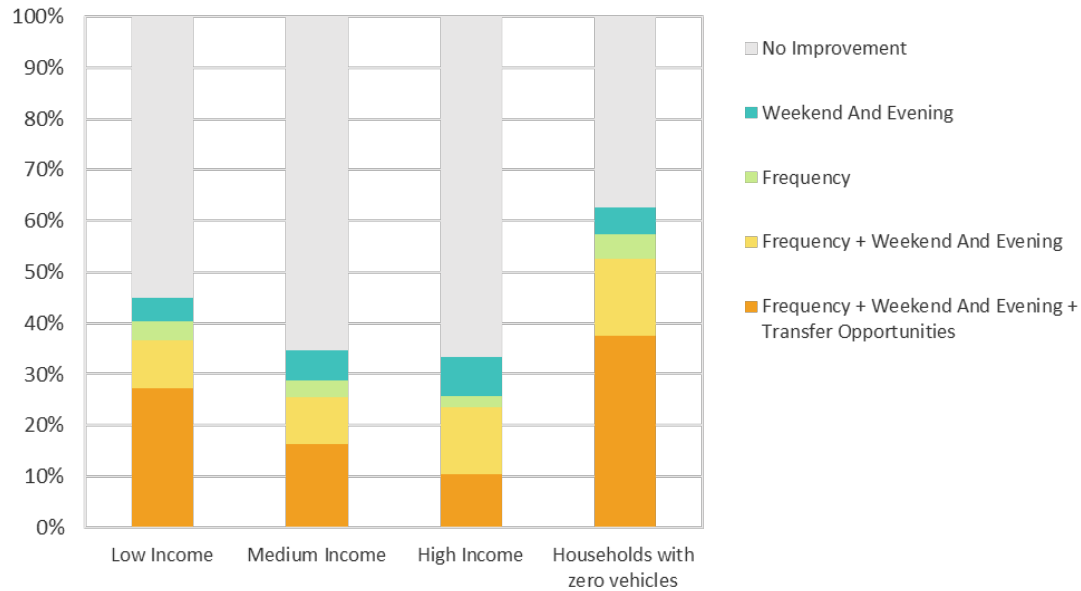
- Frequency + Weekend & Evening + Transfer Opportunities
- Frequency + Weekend & Evening
- Frequency
- Weekend & Evening



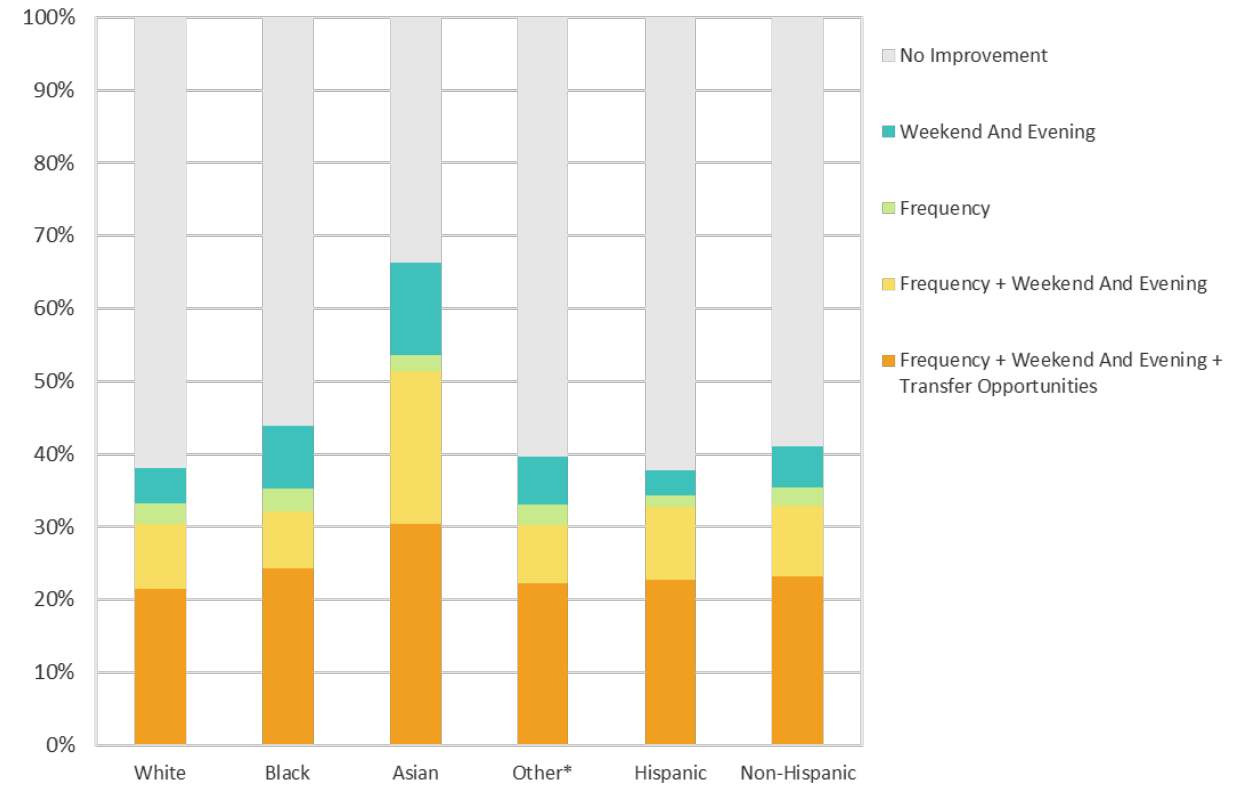


# EQUITY

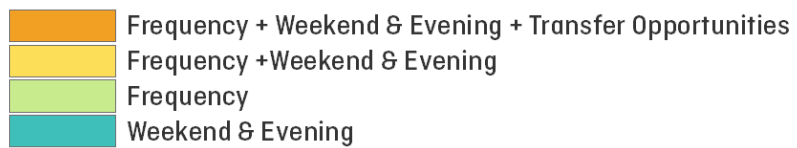
Access to Transit by Improvement Type and Household Income



Access to Transit by Improvement Type and Race and Ethnicity

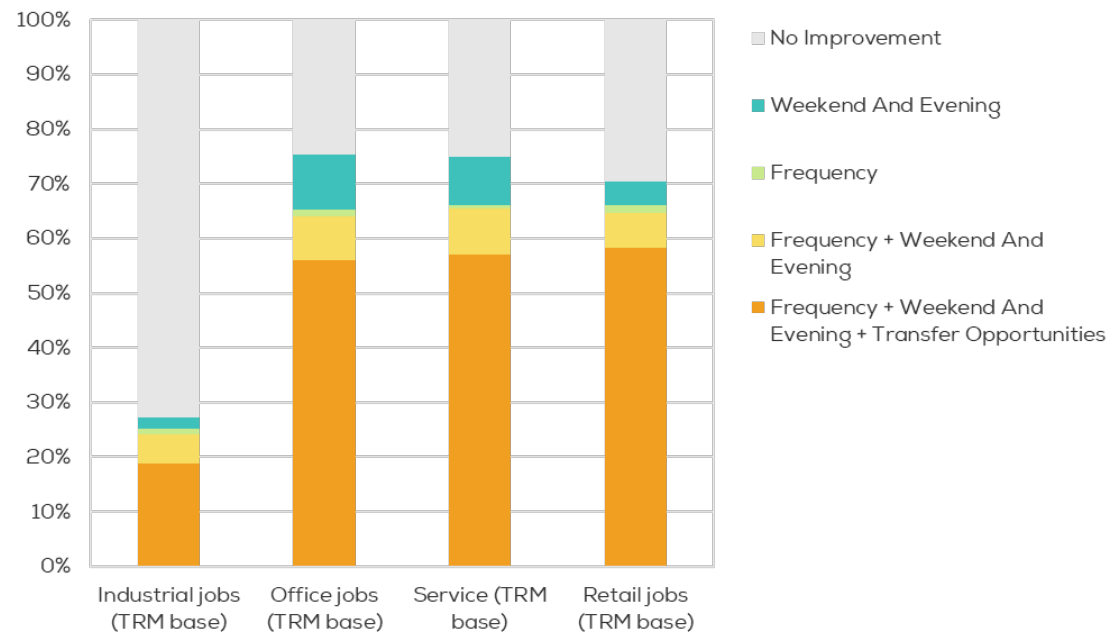


## 15-Minute Walk by Route Improvement Type

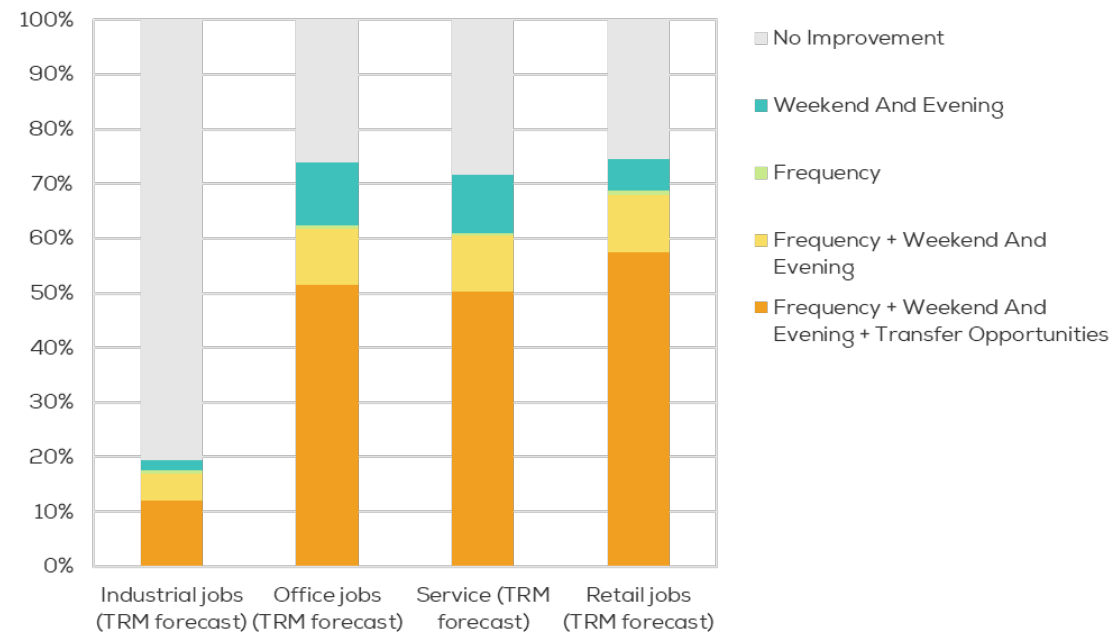


# ECONOMIC PROSPERITY

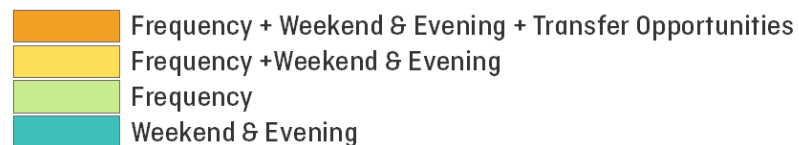
Access to Transit by Job Type (TRM Base)



Access to Transit by Job Type (TRM Forecast)



## 15-Minute Walk by Route Improvement Type



# ISSUES

- No increase in share of population living in transit served areas between now and 2045 despite projected commercial growth in same areas
- Nearly 75% of the County's office, retail, and service jobs are in a transit service improvement area but only about 25% of industrial jobs are
- Over 65% of the County's affordable housing units are located within proposed transit service improvement areas but housing, especially affordable housing, gaps are growing
- Service to minority and low-income residents is improved but inequities remain and are exacerbated as more residents move far beyond the urban core in search of affordable housing
- Increased transit mode share supports sustainability goals, but transit service alone will not significantly move the needle

# OPPORTUNITIES

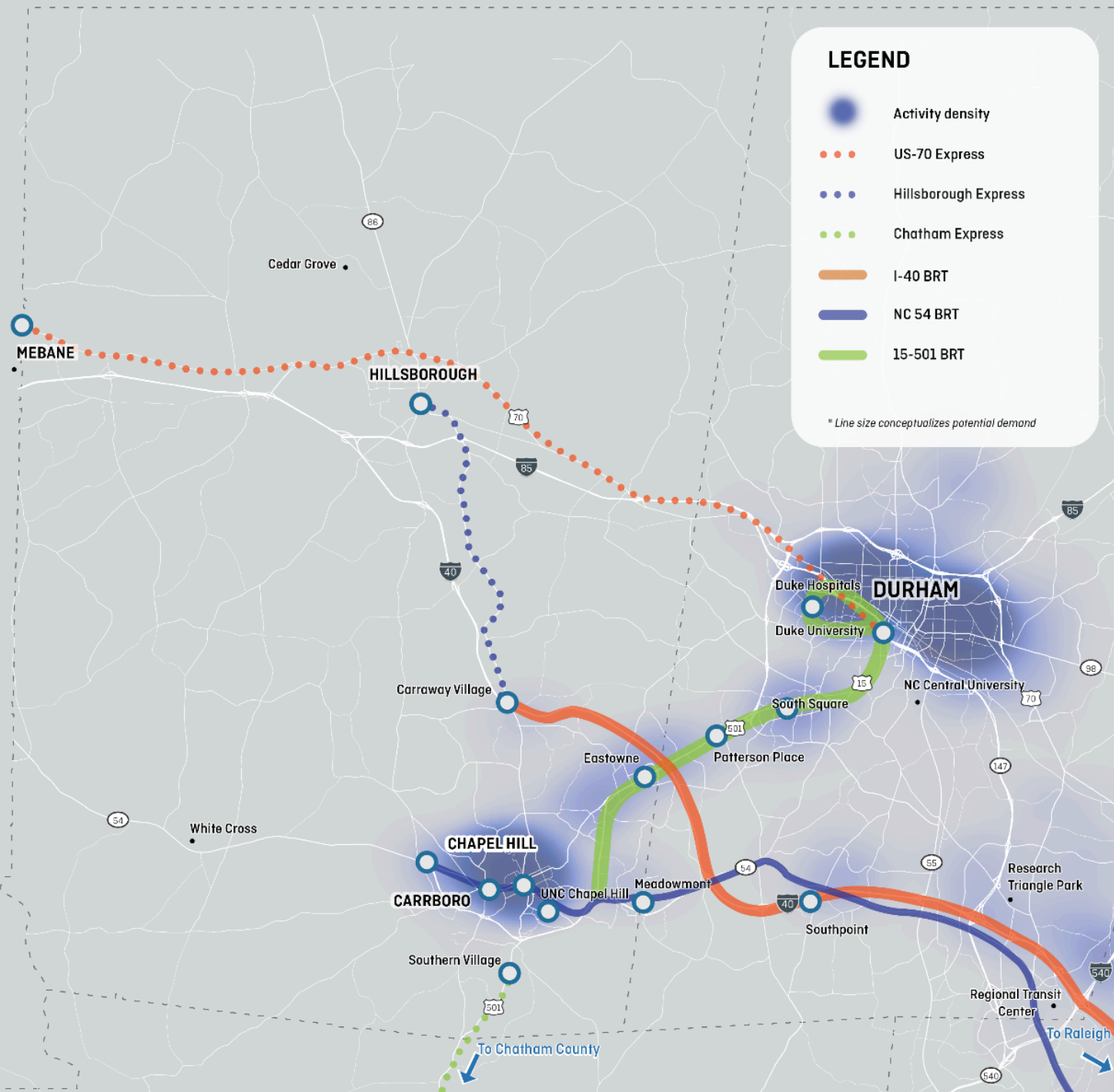
- Adopt a countywide growth management/land use vision and implementation strategy focusing new development in current or future transit corridors
- Prioritize and incentivize residential development in current and future transit corridors
- Ensure jobs AND housing are transit-accessible
- Identify innovative commuter solutions for the County's industrial employees or promote co-locating housing and industrial sector employment
- Enact policies that make it easier (and therefore cheaper) to develop housing in transit-served locations and/or require affordable housing to be located in locations with minimum levels of transit access
- Adopt anti-displacement policies in transit-served locations to ensure residents do not have to move in seek of affordable housing



# CONCEPTUAL TRANSIT VISION MAP



# CONCEPTUAL TRANSIT VISION MAP



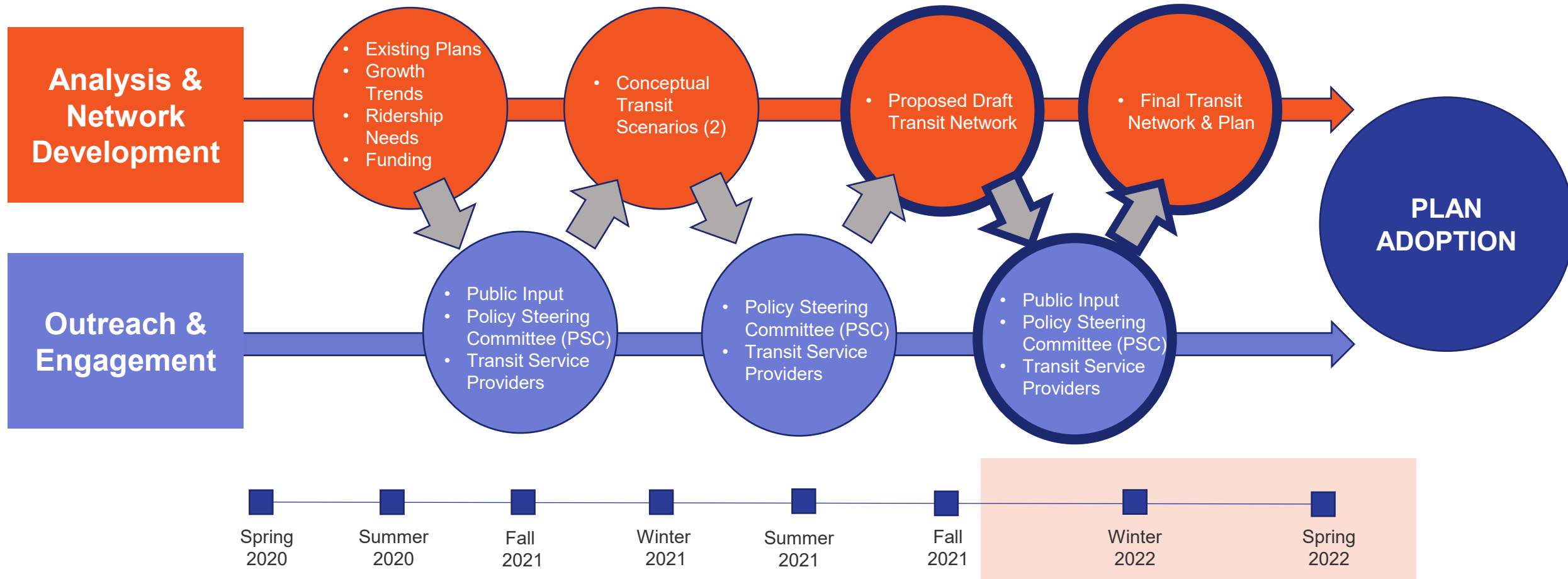
- Represents aspirational, currently unfunded, longer-term transit investments
- Transit plan document will explicitly connect proposed investments/projects to future transit corridors



# NEXT STEPS



# PROJECT SCHEDULE





# REMAINING PROJECT SCHEDULE

<b>TASK</b>	<b>DATE</b>
Task 6A: Engagement Wave 2 Materials and Preparation	Jan. 2022
Task 6B: Virtual and In-Person Wave 2 Engagement Strategies	Feb. 2022
Task 6C: Draft summary engagement themes	End of Feb. 2022
Task 6D: Final summary engagement themes	Early Mar. 2022
Task 1I: PSC Work Session 2	Early Mar. 2022
Task 7A: Implementation Plan and Schedule Methodology Memo	Mid Feb. 2022
Task 7B: Draft Implementation Plan and Schedule	End of Feb. 2022
Task 7C: Final Implementation Plan and Schedule	End of Mar. 2022
Task 8A: Annotated outline and design template	End of Dec. 2021
Task 8B: Draft final report	End of Mar. 2022
Task 1I: PSC Work Session 3	Early Apr. 2022
Task 3C: Final final report	End of Apr. 2022