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ATTACHMENT 5

MEMORANDUM

TO: All Interested Parties

FROM: Mary Lou Kuschatka, Transportation Director

SUBJECT: Forum On V Route April 23, 2002

DATE: April 17, 2002

TRANSPORTATION BOARD HOLDS FORUM ON THE V ROUTE

On Tuesday evening, April 23, at 7:00 PM, in the Council Chambers at the Chapel Hill Town Hall, there will be a forum on V Route bus service in Southern Village.

This is an opportunity for all concerned individuals to express their opinion on bus service in Southern Village. This forum is being held in response to the Council action on the petitions submitted to the Town Council on November 26, 2001. The Council requested that the Transportation Board, the Transit staff, and the homeowners of Southern Village work together on the bus route and type of transit service offered in the Southern Village community.

BACKGROUND

Petitions

- A petition was submitted by some of the residents of Southern Village, to the Town Council on October 22, 2001, requesting that bus service to the homeowner residential area of Southern Village be stopped. The petition also requested the Town of Chapel Hill to ensure that non-resident commuters not be allowed to park on paved roads within the homeowner's residential area of Southern Village.
- A petition was received from some of the residents of Southern Village requesting that the V Route bus service be maintained.
- A petition in favor of keeping the V Route bus was submitted indicating support for public transportation as an economical and environmentally friendly method of travel in Chapel Hill.

Key Transit Considerations in the Southern Village Development Proposal

The provision of public transit service to Southern Village has been part of overall transportation planning for the site since the adoption of the Southern Small Area Plan in 1992 as a component of the Town's Comprehensive Plan. The Southern Small Area Plan included the following discussion of public transit service on page 20, Projected Impacts:

"...Increased use of public transit, bicycles and pedestrian movement is particularly likely in the village area. About 15,000 new daily auto trips would be generated by new development in this

area. This projection assumes adequate public transit services and a comprehensive system of bicycle and pedestrian facilities within the village area and adjacent residential development.”

The Southern Village Master Plan was approved on July 6, 1993. At that time, in addition to approving the Master Plan for the 312-acre site, the Town Council also approved rezoning applications for the eastern portion of the site and a Special Use Permit for the Northeast Tract. The Council approved the West Tract Special Use Permit in November 1996. The Council has approved Special Use Permits for individual commercial and office projects in the Village Center since 1995.

The circulation plan that was included and approved as part of the Special Use Permit for the Northeast, Southeast, and West tracts contained mass transit preliminary circulation routes. These preliminary routes were designed to provide transit service throughout the Southern Village development.

The Design Guidelines submitted as part of the Southern Village Master Plan application in 1992 include the following:

“Design The Village to encourage people to walk, ride bicycles and use public transit. Incorporate public transit as an alternative to the automobile.”

Annexation

The Town of Chapel Hill annexed the Southern Village area on July 1, 2001. A proposed service plan for this annexation area was approved by the Council and made available to the public prior to the annexation. Under North Carolina General Statute 160A-47, the Town must provide major municipal services to the annexation area on substantially the same basis and in the same manner as such services are provided within the rest of the municipality prior to annexation.

In order to meet the Chapel Hill Service Standard of a bus stop within ¼ mile of 90% of the Chapel Hill households and to provide a similar level of service town-wide, the following level of service was proposed:

- 20-minute service during peak
- 30 minute service during off peak
- Monday – Friday service – 6:30 am – 7:00 pm
- Saturday and Sunday Shared Ride Service

Two buses operating for 12 hours per day are required to deliver this level of service.

DISCUSSION

Current V Route Transit Service Configuration

The V Route begins service in Southern Village at 6:16 am with service every 30 minutes in the peak times and hourly service in the off-peak times with service ending at 9:01 pm. The current

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route runs between Meadowmont and Southern Village by way of the University campus. A 35' traditional transit bus presently serves this route.

The bus enters Southern Village on Arlen Park Drive, turns right on Parkside Circle, right on Edgewater Circle, left on Parkview Crescent, left on Highgrove Drive, left on Brookgreen Drive, left on Aberdeen Street, right on Copperline Drive, right on Kildaire Road, left on Market Street, right to the Park and Ride lot, departs the Park and Ride lot after a brief layover, turns right on Main Street, and left on 15-501.

This route provides service to the northeast section of homes, the pool and clubhouse, the commercial area of the development, a section of Southern Village Apartments, the Park and Ride lot, and departs Southern Village at the Main St. intersection with 15/501.

SMALL BUS OPTIONS

The Transportation Board and the Transit staff have reviewed the comments and suggestions made at the November 26 Council meeting. There have been several requests to review the feasibility of a small "feeder" type bus that would provide service within the community and would connect to the bus serving the Park and Ride lot (North South route) for those residents who wish to continue on to Campus, Chapel Hill, Carrboro, or to connect to the TTA service. On March 23, the staff and the Transportation Board rode the bus to Southern Village to review the current route in the full size bus and to explore some optional routes for using a smaller bus in the Southern Village community. The smaller bus would service the community and act as a "feeder" bus to the North South bus at the Park and Ride lot.

Option 1

This route would start at the Park and Ride lot coordinating with the N/S bus. After leaving the Park and Ride lot the bus would loop the inner circle of the village center, turn left on Kildaire Road, left on Copperline Drive, right on Greenview Dr, left on Parkside Circle, right on Arlen Park Drive, left on Newell Street, left on Edgewater Circle, right on Parkview Crescent, right on Highgrove Drive, left on Glade Street, left on Parkview Crescent, right on Nolen Lane, left on Highgrove Drive, right on Brookgreen Drive, right on Copperline Drive, left on Kildaire Road, left on Market Street, around the inner circle and back to the Park and Ride lot.

Option 2

This route would start at the Park and Ride lot coordinating with the N/S bus. After leaving the Park and Ride lot the bus would loop the inner circle of the village center, turn left on Kildaire Road, left on Copperline Drive, right on Greenview Dr, right on Parkside Circle which runs into Edgewater Circle, right on Parkview Crescent, left on Nolen Lane, left on Highgrove Drive, right on Brookgreen Drive, right on Copperline Drive, left on Kildaire Road, left on Market Street, around the inner circle and back to the Park and Ride lot.

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Option 3

This route would start at the Park and Ride lot coordinating with the N/S bus. After leaving the Park and Ride lot the bus would loop the inner circle of the village center, turn left on Kildaire Road, left on Copperline Drive, right on Greenview Dr, left on Parkside Circle, right on Arlen Park Drive, left on Newell Street, left on Edgewater Circle, right on Parkview Crescent, left on Nolen Lane, left on Highgrove Drive, right on Brookgreen Drive, right on Copperline Drive, left on Kildaire Road, left on Market Street, around the inner circle and back to the Park and Ride lot.

Option 4

This option would maintain the existing V Route in Southern Village using a 35' bus. As is illustrated in the current V Route map, the current route uses several of the mass transit preliminary circulation routes that were approved with the Special Use Permits for Southern Village.

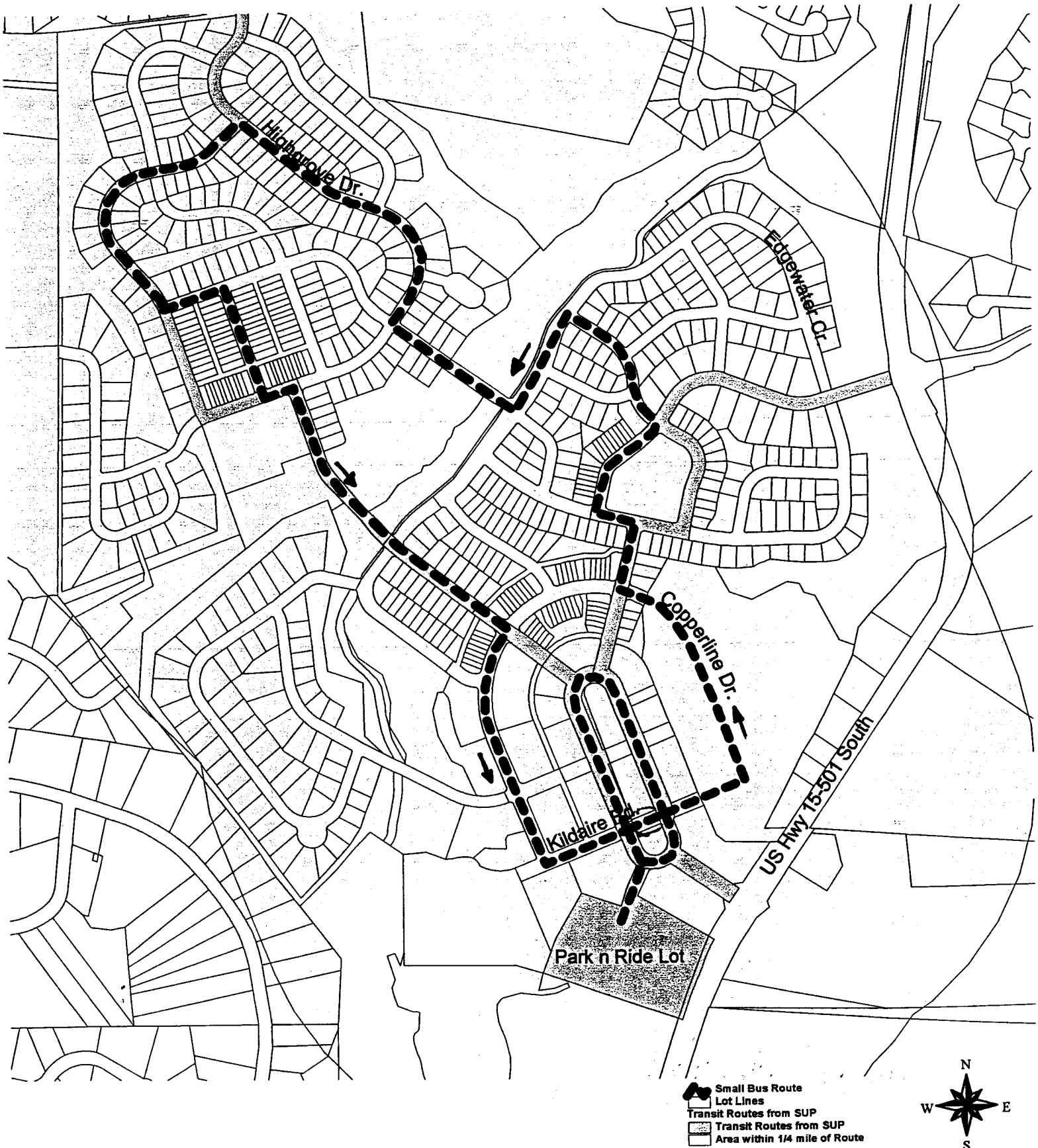
CONCLUSION

The Town of Chapel Hill encourages transit-oriented development in the review of Special Use Permits for new development. Southern Village is an example of a transit-oriented development with moderate and high density housing, along with retail stores, a school, a day care center, jobs, services, and entertainment. The location, design, configuration, and mix of uses in a transit-oriented development provide an alternative to current suburban development trends by emphasizing a pedestrian-oriented environment and reinforcing the use of public transportation. We believe this type of planned development benefits from the transit system and contribute to reducing car trips, traffic congestion, and air pollution.

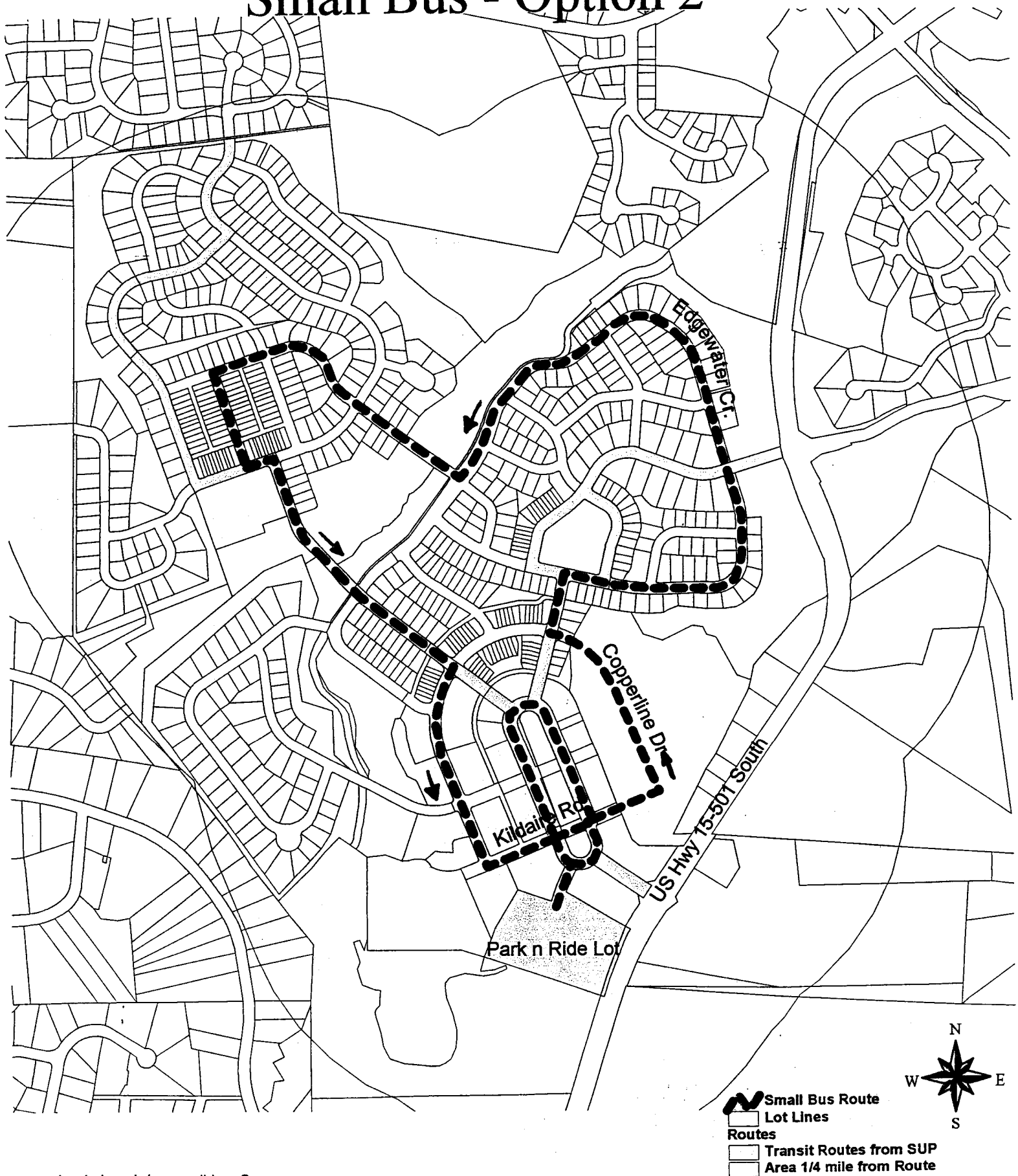
Maintaining the existing V Route would provide transit service to most of the residents of Southern Village within ¼ mile of their residence. The 35' bus has the capacity to seat 37 passengers and room for 15 standees. Use of the larger vehicle will ensure that there would be seats available if the demand for service increases.

The small bus options would provide transit service to more residents of Southern Village than the existing route. The use of the "feeder" bus would provide more frequent service as it would make a direct connection with the North South bus on each trip. Currently, the service to the Park and Ride lot on the North South route is every 15 minutes during peak periods and 30 minutes during off peak periods. The small bus has the capacity to seat 15 passengers and room for 7 standees.

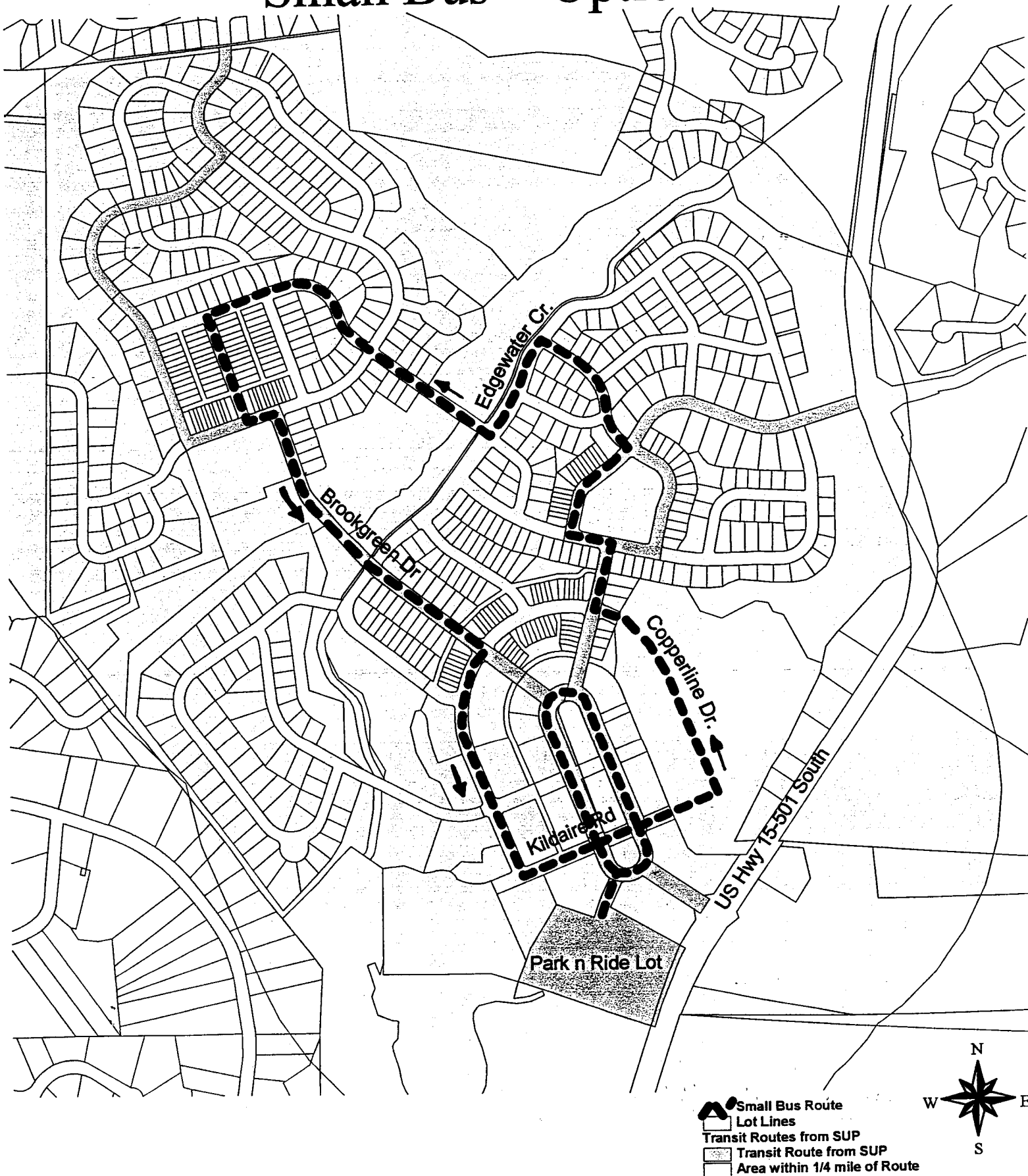
Southern Village [5-5] Small Bus - Option 1



Southern Village [5-6] Small Bus - Option 2








Southern Village [5-7] Small Bus - Option 3



Southern Village - Bus Route

Current V Route [5-8]



-  Bus Route V
-  Lot Lines
-  Transit Routes from SUP
-  Area 1/4 mile of route
-  Transit Routes from SUP