

The North-South Bus Rapid Transit (NSBRT) project was initiated in January 2014 as one of the results of the Chapel Hill 2020 Comprehensive Plan. The study is managed by Chapel Hill Transit and guided by a Policy Committee, Technical Committee, Transit Partners Committee and a substantial public involvement process. During its [January 16, 2019](#) Council Meeting, the Council adopted an updated Locally Preferred Alternative (LPA) for the NSBRT project and asked staff to conduct a traffic analysis to evaluate converting or constructing dedicated bus-only lanes between Eubanks Road and North Street along Martin Luther King Jr. Boulevard.

The LPA is the transitway alternative that the project sponsor (Town of Chapel Hill) and stakeholders prefer and expect to be competitive and achieve support at the federal level. The LPA is a general description of the type of transit that will be used (mode), runningway (curb running, median, dedicated lane, mixed traffic, etc.) and the location (alignment and termini). The LPA definition is general; LPA design specifics and definition of additional elements of the project, including station locations, are decided during subsequent engineering and planning efforts.

Identification of an LPA is a critical step in pursuit of federal funding. The selection of an LPA tells the Federal Transit Administration (FTA) which alternative the local agency (Chapel Hill Transit) expects to be the most competitive in achieving support at the local, regional, and federal levels. It is expected that Chapel Hill Transit will pursue federal funding for the NSBRT project through the FTA Small Starts program.

Recommendation:

- Construction of a dedicated curbside running BRT on US 15-501 (S. Columbia Street) from Market Street to Culbreath Road;
- BRT in mixed traffic on NC 86 (South Columbia Street) from Culbreath Road to Mason Farm Road, along Mason Farm Road, East Drive and Manning Drive to NC 86 (South Columbia Street);
- Conversion of one lane in each direction on NC 86 (South Columbia Street, South Pittsboro Street, Cameron Avenue, and Martin Luther King, Jr. Boulevard) for curbside running BRT from Manning Drive to Longview Street;
- Construction of a southbound dedicated curbside running BRT on NC 86 (Martin Luther King, Jr. Boulevard) between Longview Street and Eubanks Road
- Construction of a northbound dedicated curbside running BRT guideway on NC 86 (Martin Luther King, Jr. Boulevard) between Longview Street and Westminster Drive
- Conversion of a northbound lane of NC 86 (Martin Luther King, Jr. Boulevard) for curbside running BRT between Westminster Drive and Perkins Drive
- BRT in mixed traffic on northbound NC 86 (Martin Luther King, Jr. Boulevard) between Perkins Drive and Eubanks Road.
- BRT in mixed traffic on Eubanks Road between NC 86 (Martin Luther King, Jr. Boulevard) the Eubanks Road Park and Ride Lot at Carraway Village.