

# Project Background

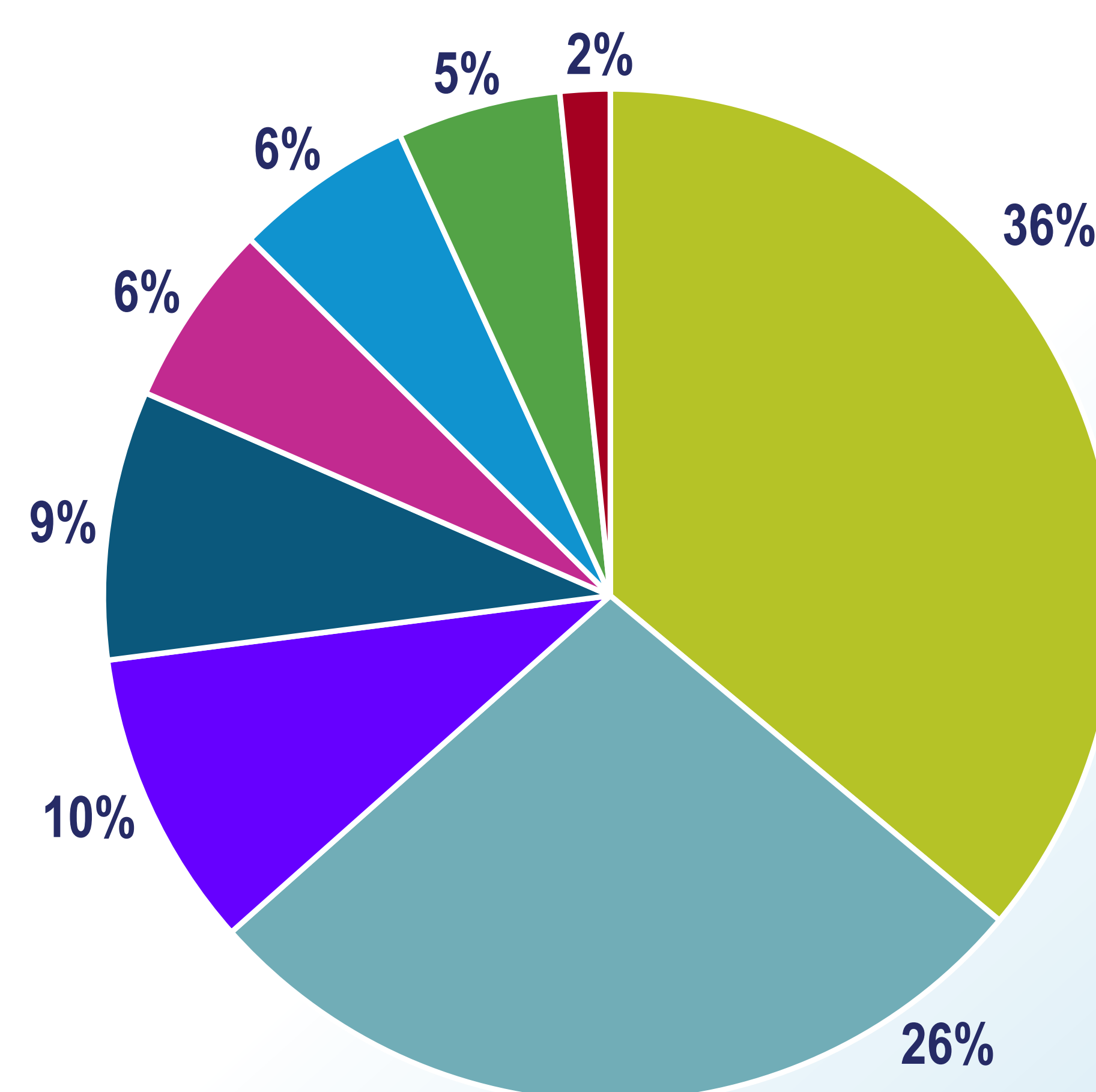
## THE DURHAM TRANSIT PLAN

In 2011, Durham County voters approved a half-cent sales tax to fund public transportation improvements that expand the quality of service within Durham County and that provides greater regional connectivity to the rest of the Triangle. The Durham County Transit Plan, adopted in 2023, identifies how transit sales tax funds will be invested, and feedback from the public and key stakeholders helped establish investment priorities such as:

- Enhanced local bus network
- Increased speed and reliability
- Investments in regional connections

In addition to these investment priorities, detailed project types were also developed. The following graphic breaks down the funding allocation by project type:

## PERCENTAGE OF TOTAL FUNDING



## PROJECT TYPES

(and percentage of total funding)

- Enhance and Extend Bus Service (36%)
- Quick and Reliable Regional Transportation Connections (26%)
- Bus Stop Improvements and Transit Centers (10%)
- More Routes Going More Places (9%)
- Administration and Accountability (6%)
- Faster, More Reliable Bus Service (6%)
- Operations and Maintenance (5%)
- Paratransit Improvements (2%)

## PROJECT TIMELINE

The Vision Plan Study Team will evaluate all potential corridors based on public and stakeholder feedback and present a refined, prioritized list of corridors for additional feedback. The final Durham BRT Vision Plan will be presented for approval and released for public comment.

**EVALUATE** Fall 2025 → **REFINE** Winter 2025/2026 → **PRIORITIZE** Spring - Fall 2026

Public Meetings

Public Meetings

Ongoing Public Engagement

Stakeholder Outreach

Stakeholder Outreach

Stakeholder Outreach

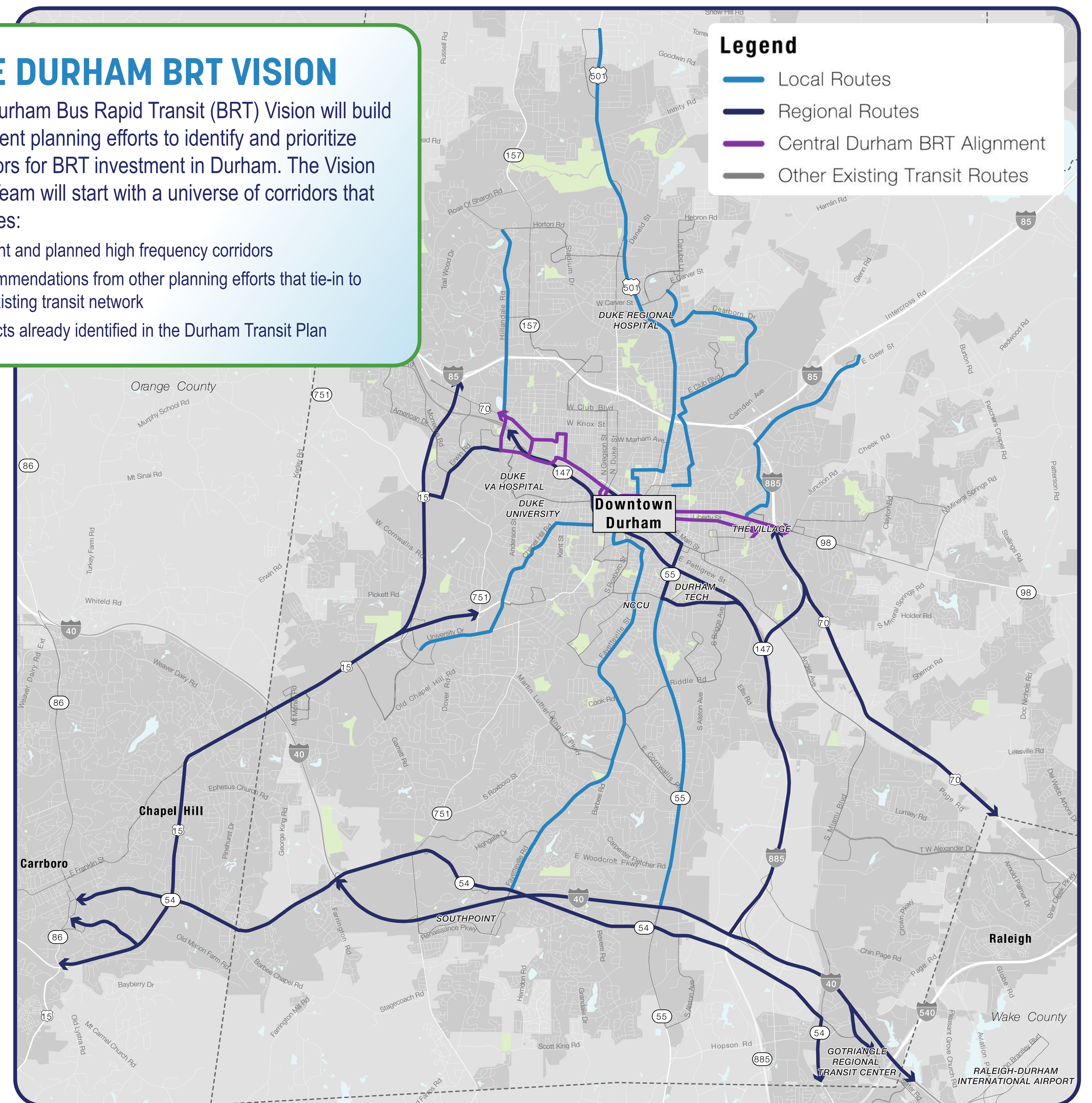


Plan Approval

## THE DURHAM BRT VISION

The Durham Bus Rapid Transit (BRT) Vision will build on recent planning efforts to identify and prioritize corridors for BRT investment in Durham. The Vision Plan Team will start with a universe of corridors that includes:

- Current and planned high frequency corridors
- Recommendations from other planning efforts that tie-in to the existing transit network
- Projects already identified in the Durham Transit Plan



## WHAT'S NEXT?

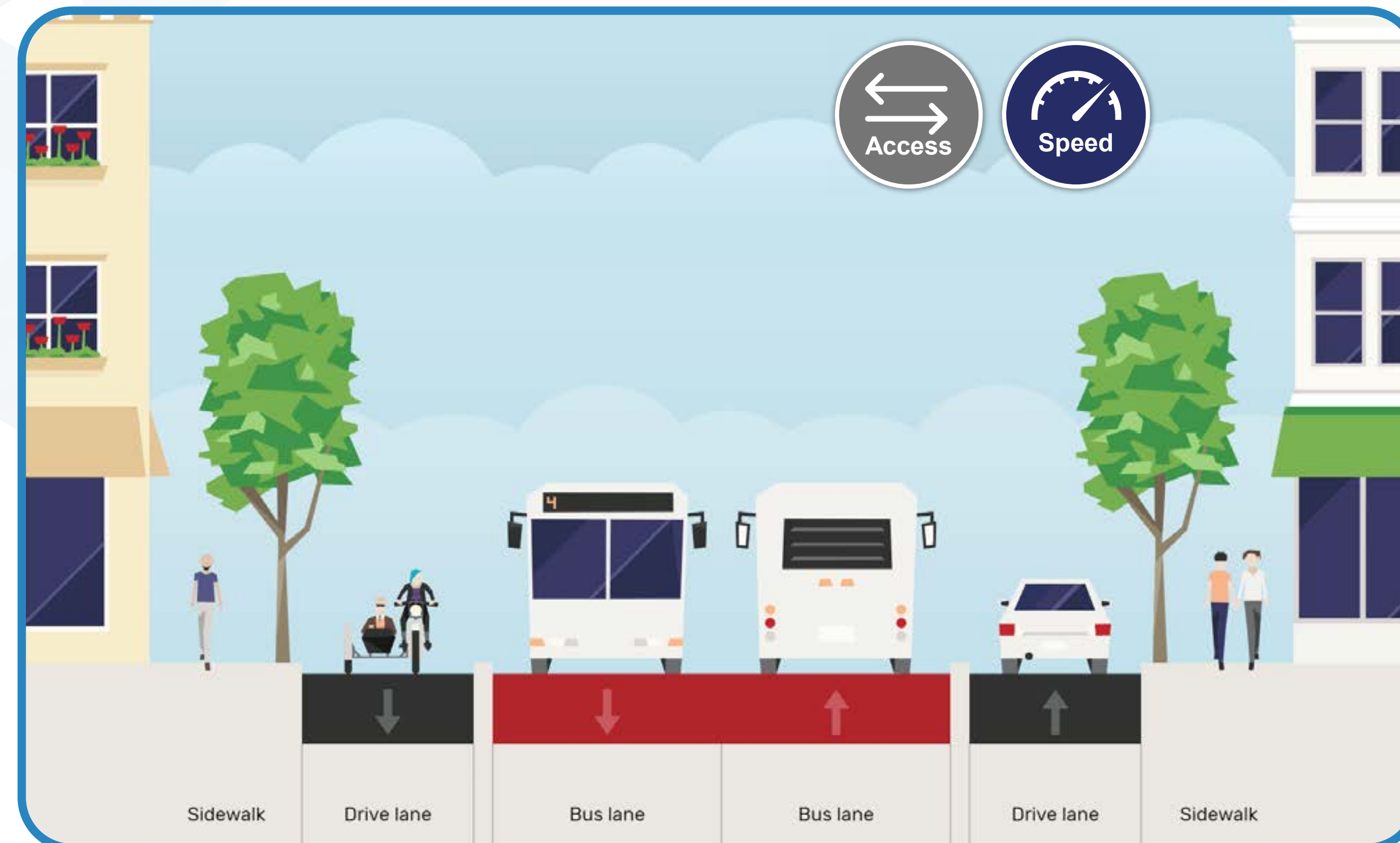
Visit the website and take the survey to learn more!



**SCAN ME!**

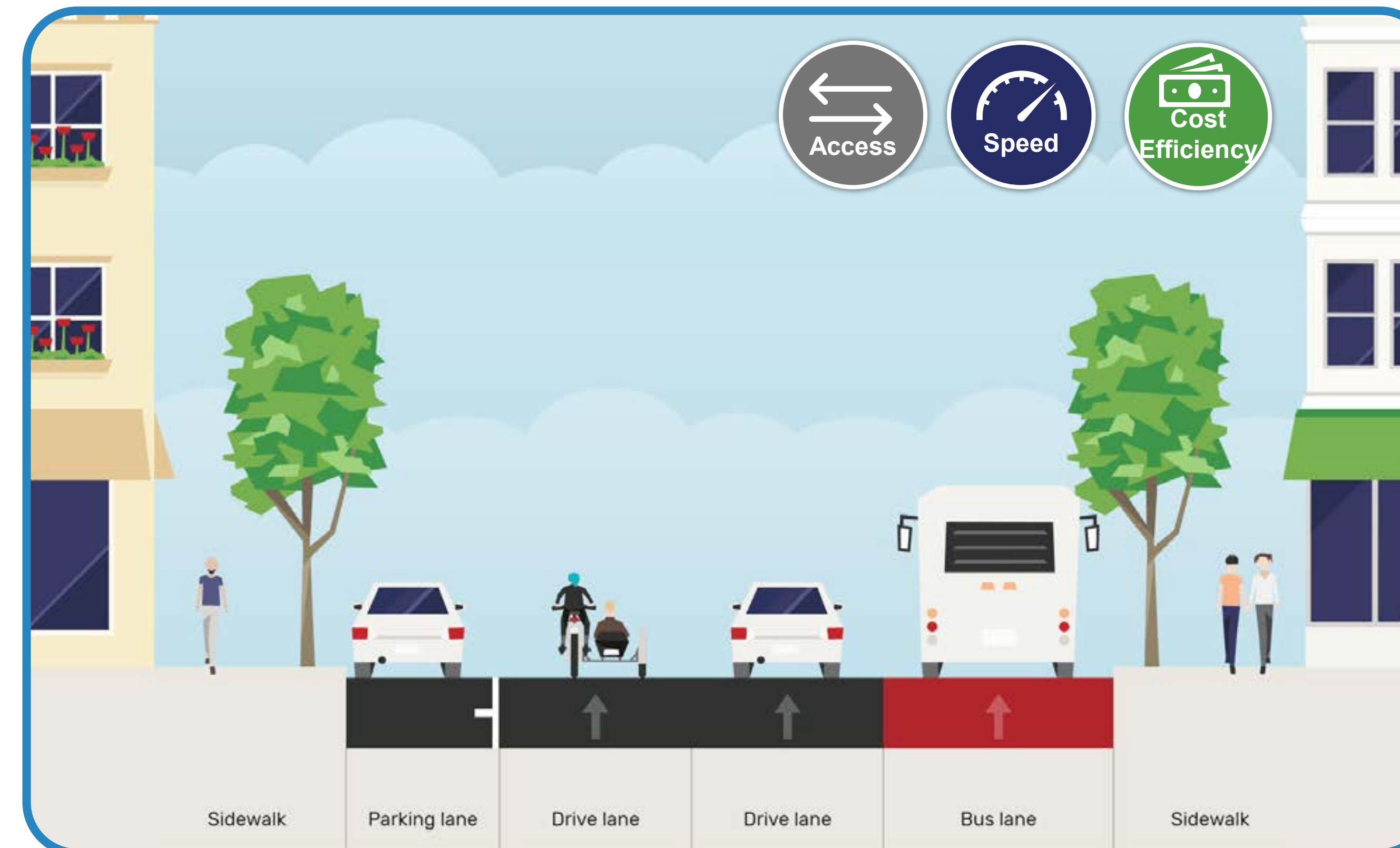
## TYPES OF BRT

### CENTER-RUNNING DEDICATED GUIDEWAY



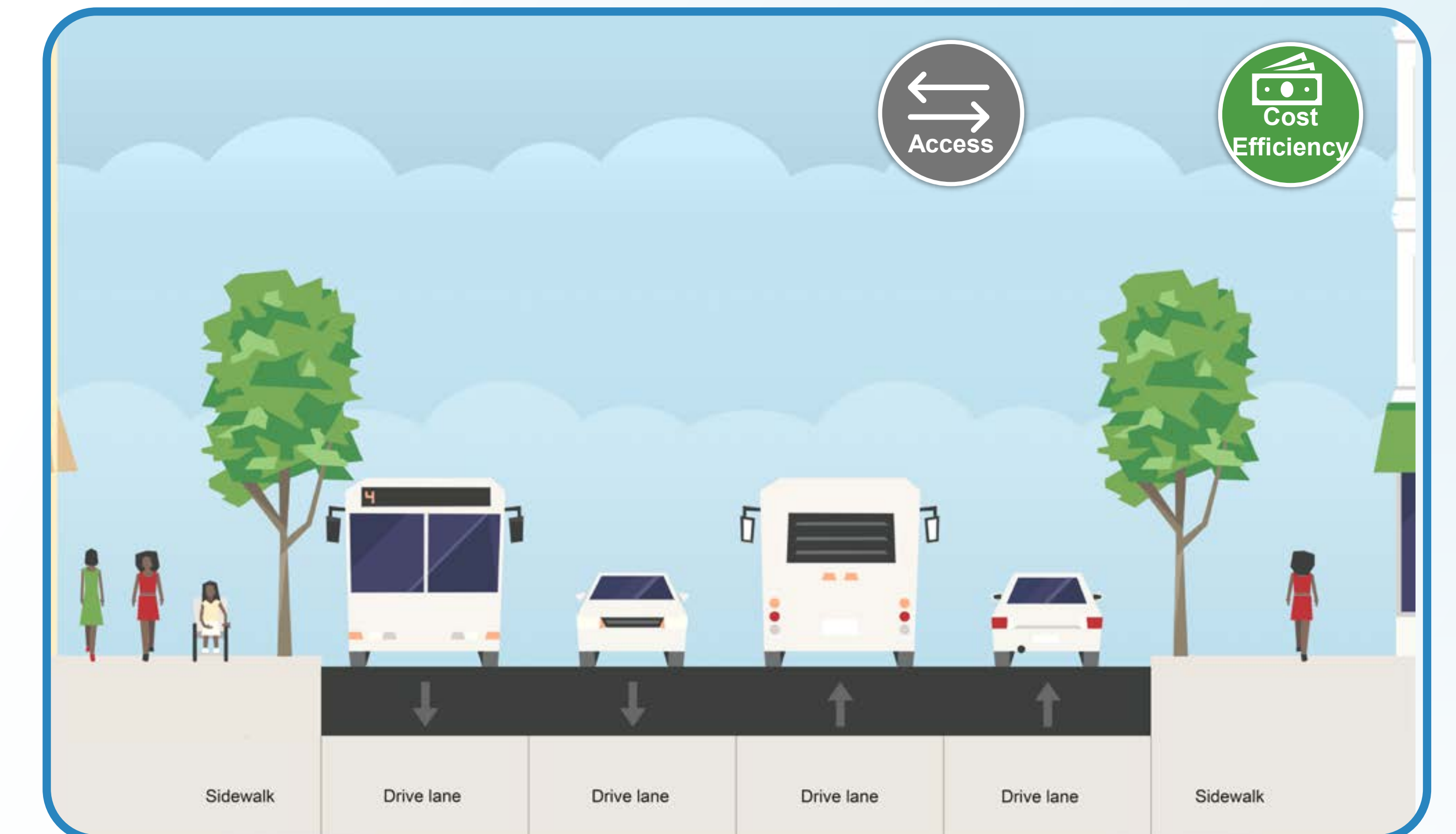
Bus-only lanes, possibly physically separated along the road median with median stops

### CURBSIDE DEDICATED GUIDEWAY



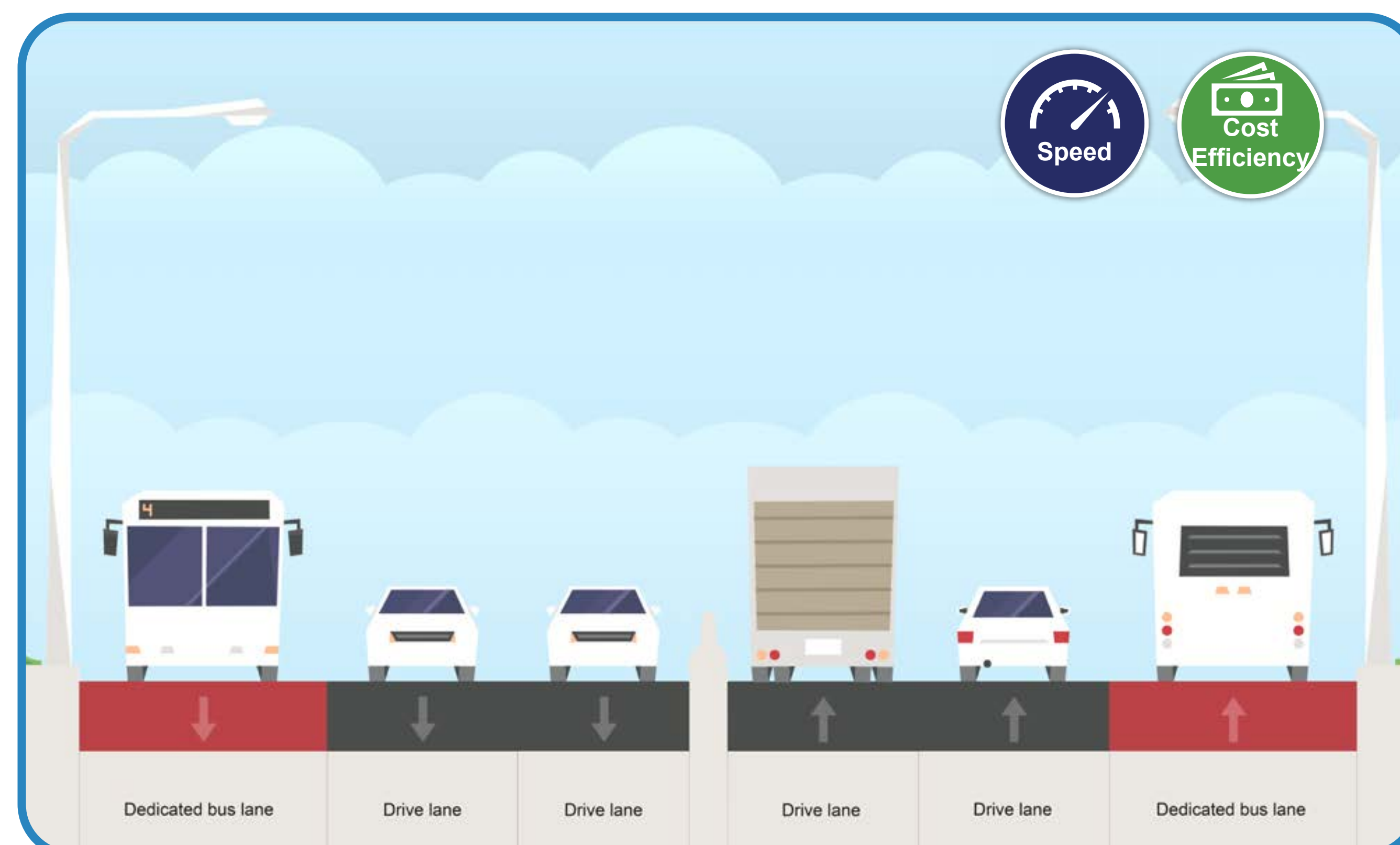
Bus-only lanes, possibly physically separated along the sidewalk curb

### MIXED - FLOW



Lanes that are used by both buses and regular traffic

### HIGHWAY DEDICATED GUIDEWAY



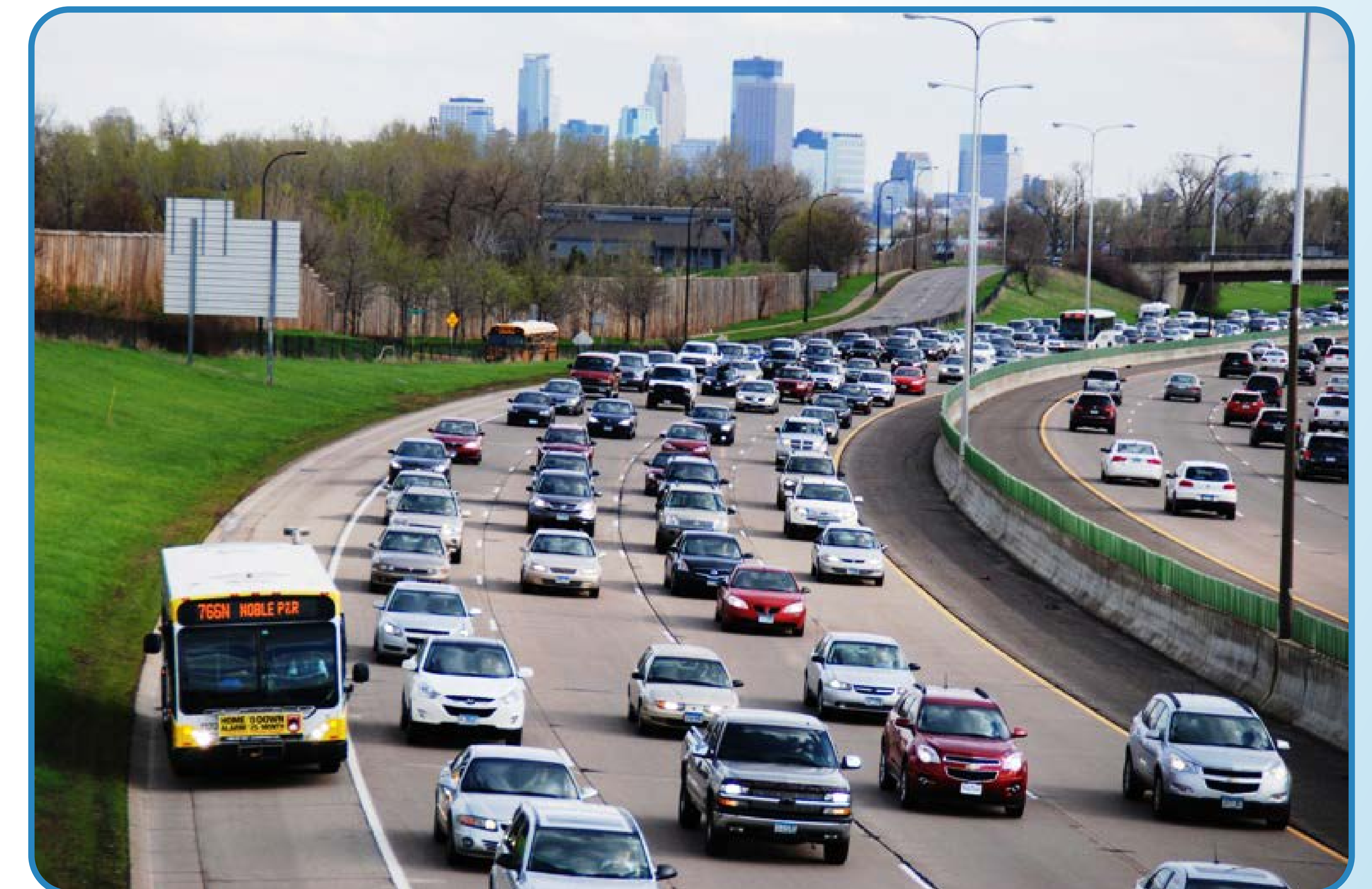
Bus-only lanes, possibly physically separated along highway lanes

### HIGHWAY BRT EXAMPLE: BUS ON SHOULDER

**Opportunity:** Utilizing dedicated shoulders on highways for buses

**Benefits:** Increase reliability and improve travel times on congested highway segments

**Tradeoffs:** Shoulder width may not accommodate a transit bus, may require expansion





# Project Goals

## WE WANT YOUR FEEDBACK!

In order to narrow down the list of corridors, certain criteria will be used. These criteria fall under larger goals; Access, Connectivity, Convenience and Deliverability. Tell us which goal is most important to you! Vote for your favorite goal by placing a sticker in the associated space.

| Vote Here!                         | Criteria                                           | Metric                                                                                   | Explanation                                                                                               |
|------------------------------------|----------------------------------------------------|------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|
| ACCESS                             |                                                    |                                                                                          |                                                                                                           |
|                                    | Trip Diversity                                     | Diversity of trip types accessible within a half-mile of corridor                        | How many types of trips are accessible within the corridor? (e.g., grocery stores, healthcare facilities) |
|                                    | Intersection Density                               | Number of intersections within a half-mile of the corridor                               | How many access points does the corridor have to the community?                                           |
| CONNECTIVITY                       |                                                    |                                                                                          |                                                                                                           |
|                                    | Existing Transit Supportive Land Use               | Acreage of existing transit supportive land uses within a half-mile of the corridor      | How much land near the corridor is dense development that supports transit?                               |
|                                    | Planned Transit Supportive Land Use                | Acreage of planned transit supportive land use within a half-mile of the corridor        | How much land near the corridor is planned to be dense development that supports transit?                 |
|                                    | Jobs                                               | Number of jobs within a half-mile of the corridor                                        | How many jobs are within walking distance of the corridor?                                                |
|                                    | Housing                                            | Number of housing units within a half-mile of the corridor                               | How many homes are within walking distance of the corridor?                                               |
|                                    | Affordable Housing                                 | Number of affordable housing units within a half-mile of the corridor                    | How many affordable homes are within walking distance of the corridor?                                    |
| CONVENIENCE                        |                                                    |                                                                                          |                                                                                                           |
|                                    | Travel Time                                        | Estimated transit travel time compared to automobile travel time                         | How long will the BRT take, compared to cars?                                                             |
|                                    | Corridor Vehicle Miles Traveled (VMT) Minimization | Reductions in personal vehicle miles traveled along the corridor                         | How many cars and how much traffic will be removed due to the BRT?                                        |
|                                    | Estimated Future Ridership                         | Projected future ridership on the corridor                                               | How many transit riders can we expect on the BRT?                                                         |
| DELIVERABILITY                     |                                                    |                                                                                          |                                                                                                           |
|                                    | Right-of-Way Purchase Requirement                  | Total amount of estimate private property required for ROW expansion                     | How much property will the BRT require to be built?                                                       |
|                                    | Estimated Capital Costs                            | Estimated capital cost of corridor per rider                                             | How much will the BRT cost to build?                                                                      |
|                                    | Estimated Operations and Maintenance Cost          | Estimated operations and maintenance cost per rider                                      | How much will the BRT cost to operate?                                                                    |
|                                    | Potential Partnerships                             | Potential for partnership with other jurisdictions, community stakeholders or the public | What kinds of partnerships can we create to support the BRT?                                              |
| DID WE MISS ANYTHING? LET US KNOW! |                                                    |                                                                                          |                                                                                                           |
|                                    |                                                    |                                                                                          |                                                                                                           |

The Study Team is analyzing where in Durham BRT is needed. Once priority corridors are identified, we'll narrow the list of corridors using a goals based evaluation process. The analysis below will help us answer the question:

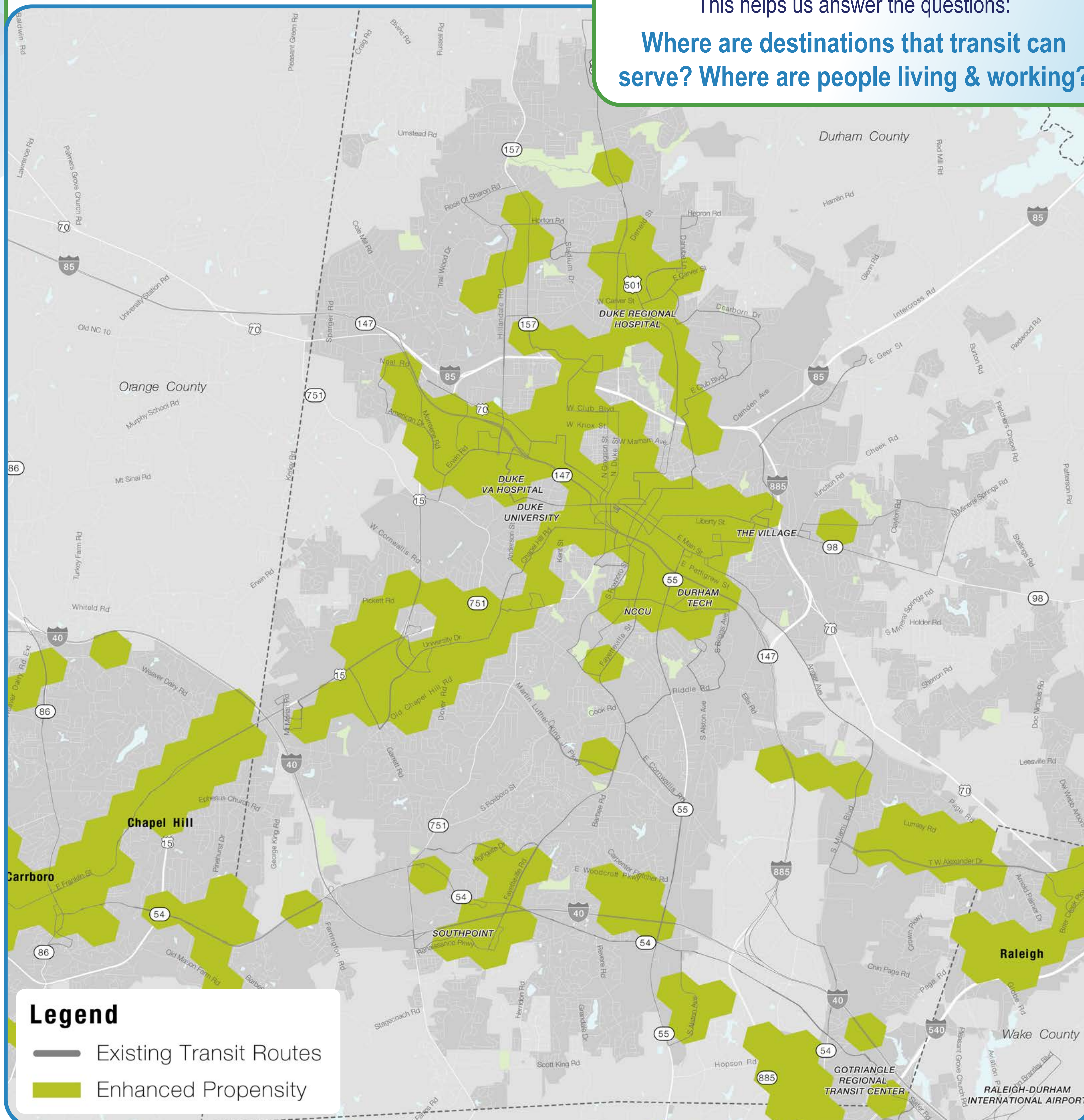
**Where are people most likely to need and/or use transit?**

## ENHANCED TRANSIT PROPENSITY

First, we identify where the most people, jobs, and activity centers are located across Durham County.

This helps us answer the questions:

**Where are destinations that transit can serve? Where are people living & working?**



## HIGH DEMAND CORRIDORS

Then we examine where are most residents and commuters traveling to and from today -- regardless of mode. This helps us answer the questions:

**How do people currently move through the region? Which corridors are the most-traveled?**

