



DURHAM-ORANGE CORRIDOR

Triangle Regional Transit Program • Alternatives Analysis Overview

INTRODUCTION

The **Triangle Regional Transit Program (TRTP)** is conducting an Alternatives Analysis (AA) to analyze potential high capacity transit improvements throughout Wake, Durham, and Orange Counties. The AA considers a variety of potential transit alternatives for addressing transportation problems and needs. The process provides the public and local decisionmakers with the information necessary to select the most appropriate initial transit investments.


The TRTP AA focuses on three corridors: Wake, Durham-Orange, and Durham-Wake:

- The **Wake Corridor** connects Cary, downtown Raleigh, and North-east Raleigh.
- The **Durham-Orange Corridor** connects downtown Durham and Chapel Hill.
- The **Durham-Wake Corridor** connects downtown Durham, Research Triangle Park, Morrisville, Cary, downtown Raleigh, and Garner.

The Triangle Regional Transit Program (TRTP) is a collaborative effort to develop an efficient and sustainable regional transportation system that will provide improved connectivity and mobility choices while promoting economic prosperity, job growth, and an enhanced quality of life.

TRTP builds upon previous planning efforts to identify transit system needs and opportunities and develop an action plan for a significantly expanded regional bus network and regional rail transit system.

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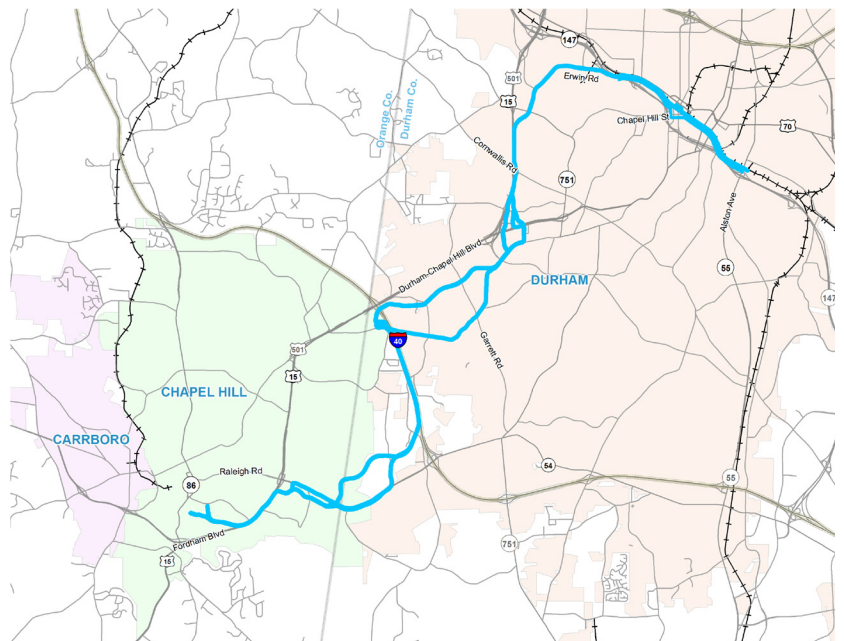
The AA will result in a locally preferred alternative (LPA) that defines the preferred transit alignment (route), recommended vehicle technology, potential station locations, and connecting bus service. The process will result in one LPA for each corridor under study (Wake, Durham-Orange, and Durham-Wake). This fact sheet focuses on the **Durham-Orange Corridor**.

DURHAM-ORANGE CORRIDOR QUICK FACTS

- LENGTH: 17 miles
- ENDPOINTS: UNC Hospitals in Chapel Hill & Alston Avenue in east Durham
- EXISTING BUS TRANSIT PROVIDERS: Chapel Hill Transit (CHT), Durham Area Transit Authority (DATA), Duke University Transit, Triangle Transit

Wake Corridor and Durham-Wake Corridor Alternatives Analysis Overviews are available at the public workshops or via the project website at ourtransitfuture.com.

DURHAM-ORANGE CORRIDOR



ALTERNATIVES ANALYSIS PROCESS



PURPOSE AND NEED

What is the Purpose of the project & why does the Durham-Orange Corridor Need a transit investment?

The purpose of a proposed high-capacity transit investment in the Durham-Orange Corridor is to provide a transit solution that addresses the following needs:

- (1) Need to Enhance Mobility** By 2035, nearly 685,000 daily trips will be made on Durham-Orange Corridor roadways. These trips will increase congestion during the highest AM and PM travel periods. Alternatives to the auto are needed to get people where they need to go efficiently.
- (2) Need to Expand Transit Options between Chapel Hill and Durham** Most bus service in the Durham-Orange Corridor is concentrated in downtown Durham and downtown Chapel Hill. Service open to the public between the two urban areas is limited to 2 Triangle Transit routes and the Robertson Express Bus. More attractive and convenient options are needed.
- (3) Need to Support Regular Transit Riders** University students and employees as well as transit-dependent populations are a significant percentage of the population in Durham-Orange. Transit is needed to support the mobility of these groups.
- (4) Need to Focus Growth** Durham City/County, Chapel Hill, and Orange County have plans that call for more focused growth and mixed-use development. Fixed-guideway transit is critical to supporting these plans and local economic development objectives.

TRANSIT TECHNOLOGIES



Bus Rapid Transit (BRT)



Commuter Rail Transit (CRT)



Light Rail Transit (LRT)



Streetcar

Idea Development identifies transportation challenges that provide the background for developing the **Purpose and Need** and goals and objectives for the project. Idea Development also lists the broad range of alignment and transit technology alternatives that could be combined for a fixed-guideway transit investment. The Durham-Orange Corridor included 14 alignment alternatives and 4 transit technology alternatives: Bus Rapid Transit (BRT), Commuter Rail Transit (CRT), Light Rail Transit (LRT), and Streetcar.

Conceptual Screening evaluates the alignment and transit technology alternatives identified during the first phase. The screening answers two questions. First, are there any "fatal flaws" that could prevent an alternative from being implemented? Second, does the alternative meet the Purpose and Need for the project? As a result of the Conceptual Screening, the original 14 alignment alternatives were narrowed to 9 and the 4 technology alternatives were narrowed to 2 (BRT & LRT). Conceptual station locations were also identified through extensive stakeholder collaboration.

Detailed Evaluation looks at the remaining alternatives in a much greater level of detail. The evaluation considers a number of key factors including ridership potential, land use and economic development impacts, traffic issues, environmental factors, engineering, and public input. **This is the current phase of the Durham-Orange Corridor AA and the TRTP is seeking your input at the**

Round 3 public workshops. The Detailed Evaluation will result in a recommended locally preferred alternative (LPA).

Final Evaluation develops the design of the recommended alignment, technology, and station advanced from the Detailed Evaluation and results in a refined LPA that could be presented for federal funding.

NEXT STEPS

Feedback from the meeting will be incorporated into the Detailed Evaluation and given to the Capital Area Metropolitan Planning Organization (CAMPO) and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO) to make the final selection of a recommended LPA for the Durham-Orange Corridor.

The public will receive updates on the LPA selection process through the project website and through MPO public involvement efforts in late Spring 2011. Visit ourtransitfuture.com for updates.

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