



DURHAM-WAKE 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 looks at 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 Northeast 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.

Triangle Regional Transit Program
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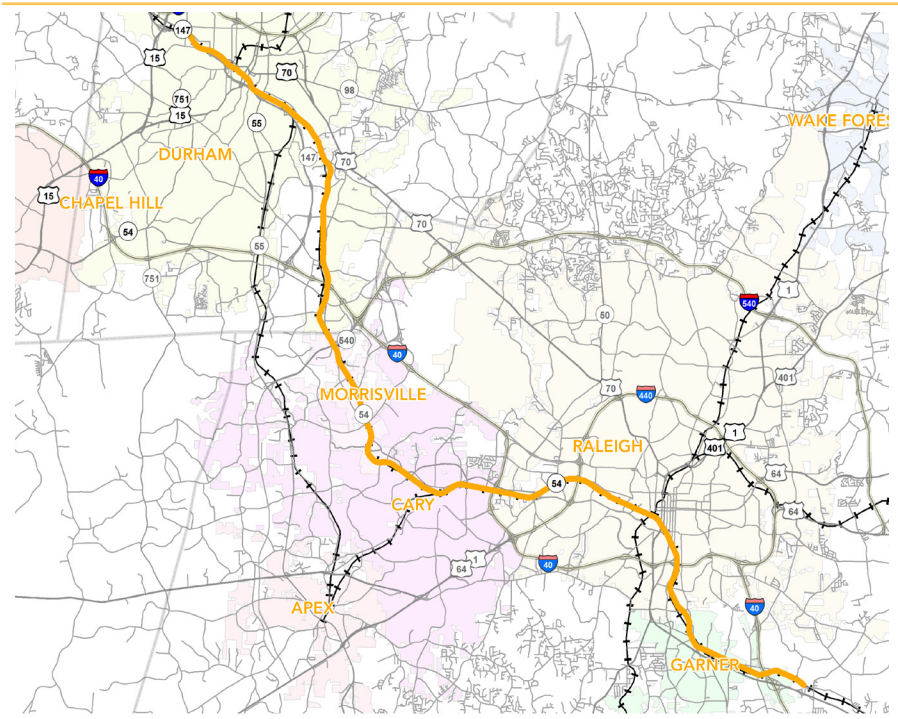


The AA will result in a locally preferred alternative (LPA) that defines the preferred transit alignment (route), recommended vehicle technology, potential station locations, and connecting bus service. The process will result in one LPA for each corridor under study (Wake, Durham-Orange, and Durham-Wake).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

DURHAM-WAKE CORRIDOR QUICK FACTS

- LENGTH: 37 miles
- ENDPOINTS: Hillandale Road in west Durham and Garner
- EXISTING BUS TRANSIT PROVIDERS: Capital Area Transit (CAT), Durham Area Transit Authority (DATA), Duke University Transit, Triangle Transit, NC State Wolfline

DURHAM-WAKE CORRIDOR



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

ALTERNATIVES ANALYSIS PROCESS

The AA includes Idea Development, Conceptual Screening, Detailed Evaluation, and Final Evaluation, which are shown and described below.



PURPOSE AND NEED

What is the Purpose of the project and why does the Durham-Wake Corridor Need a major transit investment?

The Durham-Wake Corridor focuses on addressing travel needs of commuters within many of the Region's largest employment centers. A high-capacity transit investment in the Durham-Wake Corridor would provide a long distance, peak service, low cost regional commuter transit service. An investment would address the following needs:

- (1) Need to Enhance Mobility** By 2035, most jobs in the Triangle Region will be located within the Durham-Wake Corridor. Nearly 1.1 million daily work trips will be made on Durham-Wake Corridor roadways. These trips will increase congestion during the highest AM and PM travel periods. Alternatives to the auto are needed to get people to and from work efficiently.
- (2) Need to Expand Quality of Transit Options** Current bus service offers few advantages over driving and there is limited service to employment centers outside of the downtowns of Durham, Cary, and Raleigh. To increase transit choices, the convenience and attractiveness of transit needs to be improved.
- (3) Need to Support Economic Growth** Critical to maintaining the strong economic position of the Durham-Wake Corridor is transit that serves the commuter travel market and supports local economic development efforts.

TRANSIT TECHNOLOGIES



Bus Rapid Transit (BRT)



Commuter Rail Transit (CRT)



Light Rail Transit (LRT)

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-Wake Corridor included 3 alignment alternatives and 3 transit technology alternatives: Bus Rapid Transit (BRT), Commuter Rail Transit (CRT), and Light Rail Transit (LRT).

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 3 alignment alternatives were narrowed to 1 and the 3 technology alternatives were narrowed to 1 (CRT). Conceptual station locations were also identified through extensive stakeholder collaboration.

Detailed Evaluation looks at the remaining alternative 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-Wake 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-Wake 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.