

Figure 7.2.1. Major Highway Projects by MPO and Time Period

Durham Chapel Hill-Carrboro MPO		
2011-20	2021-30	2031-40
Triangle Expressway extension of the Durham Freeway (I-40 to NC 540)	Managed lanes added to I-40 from Wade Avenue (Wake County) to NC 147 (Durham Freeway)	Managed lanes added to I-40 from NC 147 (Durham Freeway) to US 15-501 (Durham County)
East End Connector completed linking US 70 to NC 147 (Durham Freeway)	I-85 widening (I-40 to Lawrence Rd)	I-85 widening (Lawrence Rd to Durham County)
I-40 widening (US 15-501 to I-85)	I-85 widening (US 70 to Red Mill Road)	US 15-501 freeway conversion (I-40 to US 15-501 bypass)
	US 70 freeway conversion (Lynn Road to Wake County line)	Northern Durham Parkway (Aviation Pkwy to US 501)
Capital Area MPO		
2011-20	2021-30	2031-40
I-40 widened from Wade Ave. to Lake Wheeler Road	I-40 widened from I-440 to NC 42 in Johnston County	NC 50 widened from I-540 to Dove Road
I-40 widening through Cary	US 1 upgrade to freeway from I-540 to NC 98	Managed lanes added to I-540 (Northern Wake Expressway) from I-40 to US 64 bypass
US 401 widened from I-540 to Louisburg with a Rolesville bypass	NC 540 completed as a toll road from Holly Springs to US 64 bypass	US 401 widened from Garner to Fuquay-Varina
NC 540 completed as a toll road from Apex to Holly Springs	I-440 widened from Wade Avenue to Crossroads	Managed lanes added to I-40 from MPO boundary in Johnston County to Cornwallis Road
Brier Creek & TW Alexander Drive Interchanges on US 70	NC 54 widened through Cary and Morrisville	US 1 widening south from US 64 to NC 540
NC 42 widening from US 70 to Rocky Branch Road	I-40 Managed lanes added from Durham County line to Cornwallis Rd.	

7.3 Transit Services

Building on the prior work of a blue-ribbon Special Transit Advisory Committee (STAC) that completed its work in 2008, a complete transit system for the region focuses on three critical elements, Bus, Rail, and Circulators:

- **BUS:** A significant expansion of bus service throughout the Triangle, adding new routes to communities presently without service, and improvements to headways at existing transit agencies
- **RAIL:** Rail transit connecting the region's principal activity centers in Chapel Hill, Durham, Research Triangle Park, Cary and Raleigh
- **CIRCULATORS:** High-frequency, short-distance services linking nearby neighborhoods to major activity centers and the region's high capacity bus and rail corridors

While the STAC established the framework for the region’s transit vision, the recommendations on how to achieve this vision are being developed through the Triangle Regional Transit Programs composed of three county-level transit investment plans and three analyses of alternative investments in the region’s most promising transit corridors. These ~~six~~ inter-related efforts – and their current status – are:

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1. Durham County Transit Plan (adopted)
2. Orange County Transit Plan (adopted)
3. Wake County Transit Plan (under consideration)
4. Wake-Durham Commuter Rail Service (recommended by Alternatives Analysis)
5. Durham-Orange Light Rail Service (adopted)
6. Wake County Light Rail Service (recommended by Alternatives Analysis)

7. Locally Preferred Alternative -- BRT (adopted by Chapel Hill Town Council)

For details on the current status of each of these ~~six~~ efforts, visit: www.ourtransitfuture.com and www.NSCStudy.org

These intensive planning efforts have led to Durham and Orange County voters approving ½ cent sales taxes for expanded transit service; and the submittal by Triangle Transit of a “New Starts” application to the Federal Transit Administration (FTA) for federal funding for a light rail line linking Chapel Hill and Durham.

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Based on the three county-level transit investment plans and the ~~three~~ transit corridor alternatives analyses, new light rail transit, commuter rail transit, and bus rapid transit investments are included in the 2040 Capital Area MPO and Durham-Chapel Hill-Carrboro MPO Metropolitan Transportation Plans. Details on rail and BRT technology and services are contained in Appendix 2.

Light rail transit provides the opportunity for frequent, all-day passenger rail service to serve transit oriented development along growth corridors. With electric propulsion, light rail can save energy costs and operate without dependence on foreign oil.

Commuter rail service operates in existing mainline rail corridors, serves stations that are further apart than light rail transit, and emphasizes service during peak commuter hours, with the possibly of occasional mid-day and evening service.

Bus Rapid Transit can offer service characteristics similar to light rail, depending on the design of the system.

Proposed rail and bus rapid transit investments are summarized in Figure 7.3.1. Figure 1.2 in the Executive Summary displays a map of all the rail and bus transit services. The county-level transit plans and Alternatives Analysis documents for the Durham-Orange County Corridor, Wake County Corridor, and Durham-Wake County Corridor, which are available through the MPOs and Triangle Transit, provide additional detail on the investments anticipated by 2040. **and Chapel Hill North-South Transit Corridor Study**

Figure 7.3.1 – Rail and BRT Projects by MTP Period (technical information in Appendix 2)

Rail or BRT Segment	Type of Service	MTP Period
West Durham - Garner	Commuter Rail	by 2030
UNC Hospital - Durham Alston Avenue	Light Rail	by 2030
Durham Alston Avenue - Briggs Avenue	Light Rail	by 2040
N. Raleigh (Millbrook) - Cary CBD via Raleigh CBD & NCSU	Light Rail	by 2030
Chapel Hill MLK Corridor	Chapel Hill Eubanks Road to Southern Village via UNC Hospitals	Bus Rapid Transit
		by 2030