

Public Transportation

Transit Service and Infrastructure

The 2050 MTP uses the services as approved in the currently adopted county transit plans as a starting point. These plans include major projects but do not specify programmed bus facilities and service beyond several years. However, both the Durham County Transit Plan and Orange County Transit Plan are being updated as the 2050 MTP process identifies the draft plan, i.e., Preferred Option. As a result, staff who are involved in the transit plan updating process have helped identify the major transit investments for the 2050 MTP.

The table below shows those investments and the decade in which the services and assets will begin to operate or be available. Note that the transit plans have a 2040 horizon year and the MTP has a 2050 horizon year. Thus, some of the transit projects in the 2050 MTP will not be in the upcoming, updated county transit plans.

Transit Element	Year/Extent
Commuter Rail Transit (CRT) –Triangle Commuter Rail	2040 – W. Durham to Clayton 2050 – Hillsborough to Selma
Bus Rapid Transit (BRT) - Chapel Hill North-South	2030 – Eubanks to Southern Village
Bus Rapid Transit (BRT) - Downtown Durham	2040 – Duke to NCCU
Bus Rapid Transit (BRT) - Durham/Chapel Hill	2040 – UNC to Duke (via US 15-501)
Bus Rapid Transit (BRT) - Durham/RTP	2040 – NCCU to RTP
Bus Rapid Transit (BRT) - Chapel Hill/RTP	2050 – (via NC 54)
Bus Service – frequency, coverage and connection improvements, especially major corridors	2030 – all transit systems
Bus - amenity and access improvements	2030 – all transit systems
Express Bus - Durham/Butner (via I-85)	2040 – White Cross/UNC 2040 – Chapel Hill/Hillsborough 2040 – Chapel Hill/Pittsboro 2050 – Durham/Butner
BOSS – bus on shoulder improvements to highways	2030 – (see more details in section below)

There are a few additional points about the transit investment in the above table:

- Increased costs -- The county transit plans and the 2050 MTP also support the increased cost of existing service – e.g., the increased cost of providing service that the transit systems provided before the transit plans were implemented, i.e., before fiscal year 2014.
- Bus Service – Improvements to service include increased bus frequency, greater route coverage, express service, crosstown routes (i.e., more direct routing), increased evening and weekend hours, use of microtransit in appropriate areas, paratransit service expansion,
- Amenity and Access -- Improvements to transit access and the customer experience include new park-and-ride lots, stop benches and shelters, crosswalks and pedestrian signals, mobile ticket systems, automated vehicle location (to display bus location), and transit transfer centers on major transit corridors.
- Commuter Rail Transit Frequency – The CRT will have 16 and 12 trains during peak and off-peak services hours, respectively, between West Durham and Raleigh. This frequency equates to a train every 15 and 30 minutes during peak and off-peak. There will be 8 (every 30 minutes) and 2 (every 3 hours) trains between West Durham and Hillsborough.

Bus on Shoulder System (BOSS)

A bus on shoulder system (BOSS) allows transit buses to use the shoulder when the traffic has slowed to a certain speed along a congested roadway. This system allows buses to continue moving in congested roadways and thus provides some advantage to transit vehicles and passengers. The Triangle area has already implemented BOSS along I-40 in Durham and Wake counties, and an evaluation of the system has concluded that there have been substantial benefits for transit travel. A recent study, Bus on Shoulder System (BOSS) Expansion Study concluded that several additional corridors can provide substantial travel benefits from BOSS and therefore the DCHC MPO recommends that the roadway segments listed in the table below be included in the 2050 MTP for BOSS implementation. The table indicates the roadway segment and whether BOSS could be part of an anticipated roadway improvement or will need to be implemented as a stand-alone project. The BOSS costs are included in the Preferred Option financial plan.

BOSS Project	Roadway Project
I-40 – I-85/US 15-501	part of widening
I-40 – US 15-501/NC 54	no roadway improvements
I-40 – NC 54/Wake Co.	no roadway improvements
NC 147 – I-85/W Chapel Hill St	no roadway improvements
NC 147 – W Chapel Hill St/I-885	interim to modernization
NC 147 – I-885/I-40	no roadway improvements
I-85 – NC 147/I-40 (Orange County)	interim to widening
I-85 – US 70/NC 147	no roadway improvements

BOSS Project	Roadway Project
NC 54 – Old Fayetteville Rd/NC 86	no roadway improvements
US 15-501 – NC 86/NC 54	part of modernization
US 15-501 – NC 54/E Franklin St	part of modernization
US 15-501 – E Franklin St/I-40	part of modernization
US 15-501 – I-40/US 15-501 Bypass	no roadway improvements
US 15-501 –US 15-501/I-85	no roadway improvements
NC 54 – US 15-501/Barbee Chapel	part of modernization
NC 54 – Barbee Chapel/I-40	interim to widening
NC 54 – Davis Dr/Miami Blvd	no roadway improvements
NC 54 – Slater Rd/Wake Co	no roadway improvements
US 70 I-885/Wake County	interim to widening

Transit Maps

The following page is a map of the commuter rail transit (CRT), bus rapid transit (BRT) and express bus services proposed for the 2050 MTP. Fixed-route bus services are identified in the MTP for the year 2050 for purposes of transportation modeling but the MTP does not list those individual bus transit projects. That service can change routing, bus frequency and service hours relatively frequently for the purposes of a 30-year long-range plan.

It should be noted that the CRT, BRT and express bus routes are to show the intent to serve major transit markets. They are for illustrative purposes only and are not intended to show detailed routing for transit services that are years, if not decades, from implementation. Routing details will be set in later, more focused studies.

An interactive, online transit map is also available at the top of this Preferred Option [Web page](#).

2050 MTP Transit Projects Preferred Option

