

# Regional Transit Center Relocation

**May, 2021**



# Requested Action

Approve a Material Change to the Durham County Transit Plan and include funding for design, land acquisition, and construction:

- ▶ FY22 Funding: \$600,000
- ▶ Total FY22-24 Funding: \$2,850,000
- ▶ 20% of local match
- ▶ 10% of total estimated project cost



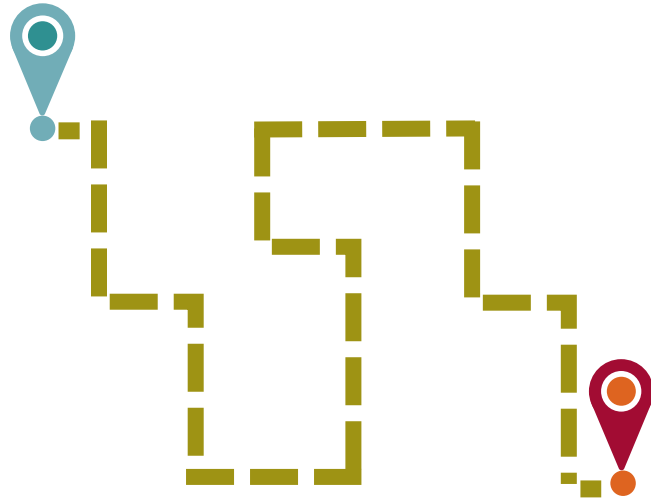
# Regional Transit Center Relocation Study



# Study Purpose



**Safety & Functionality**



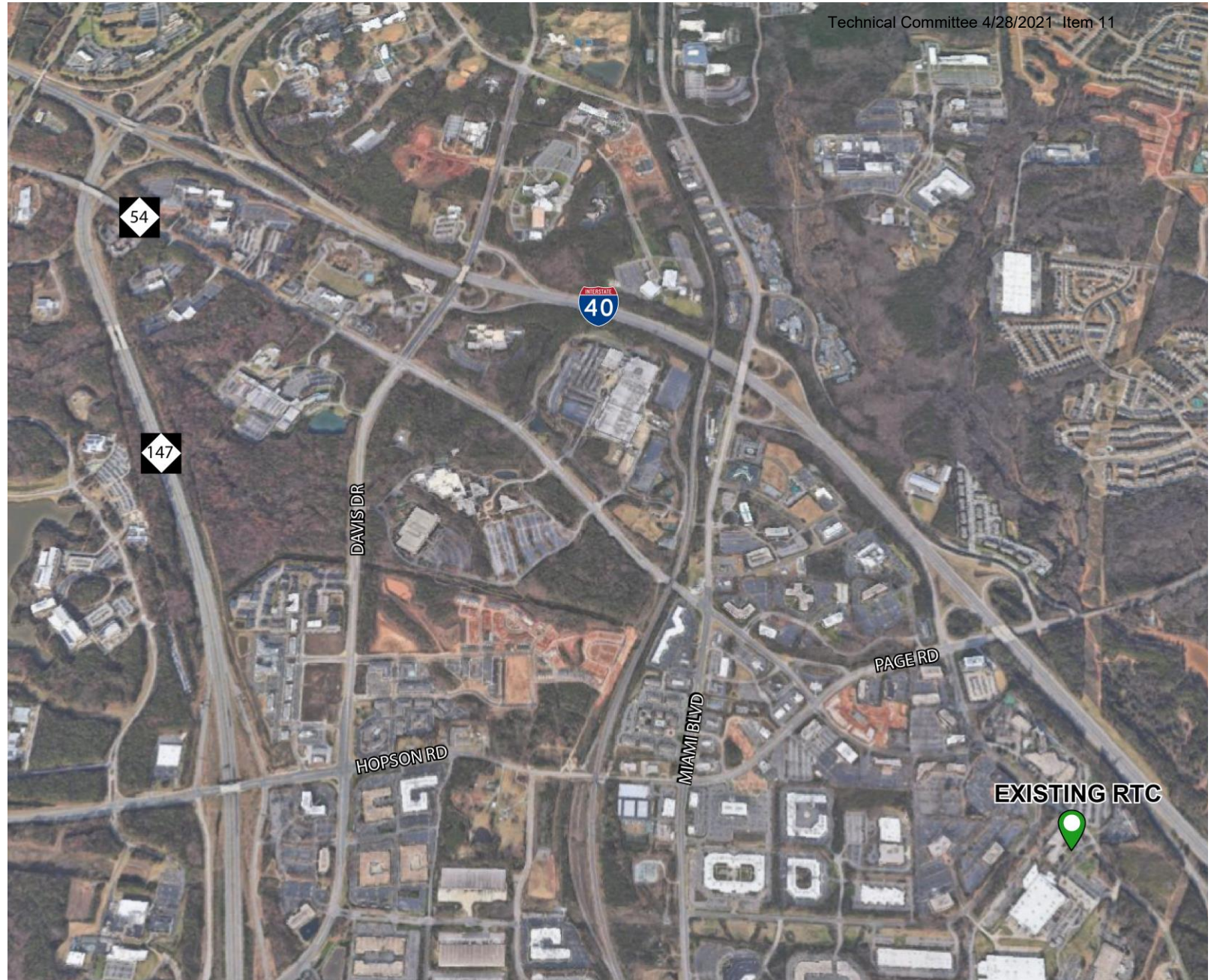
**Access & Connections**



**Speed & Reliability**

**Purpose:** Evaluate opportunities to relocate and improve the Regional Transit Center to enhance functionality, connectivity, and reliability.

# Existing Regional Transit Center



# Existing Conditions



- ▶ Serves 10 routes + Microtransit
- ▶ 1,000 daily boardings
- ▶ 100 daily park & ride users
- ▶ Own headquarters building
- ▶ Lease park & ride and RTC



# Safety and Functionality

- ▶ Platform space limited and constrained
- ▶ Limited separation between users
- ▶ Buses share driveway with other vehicles

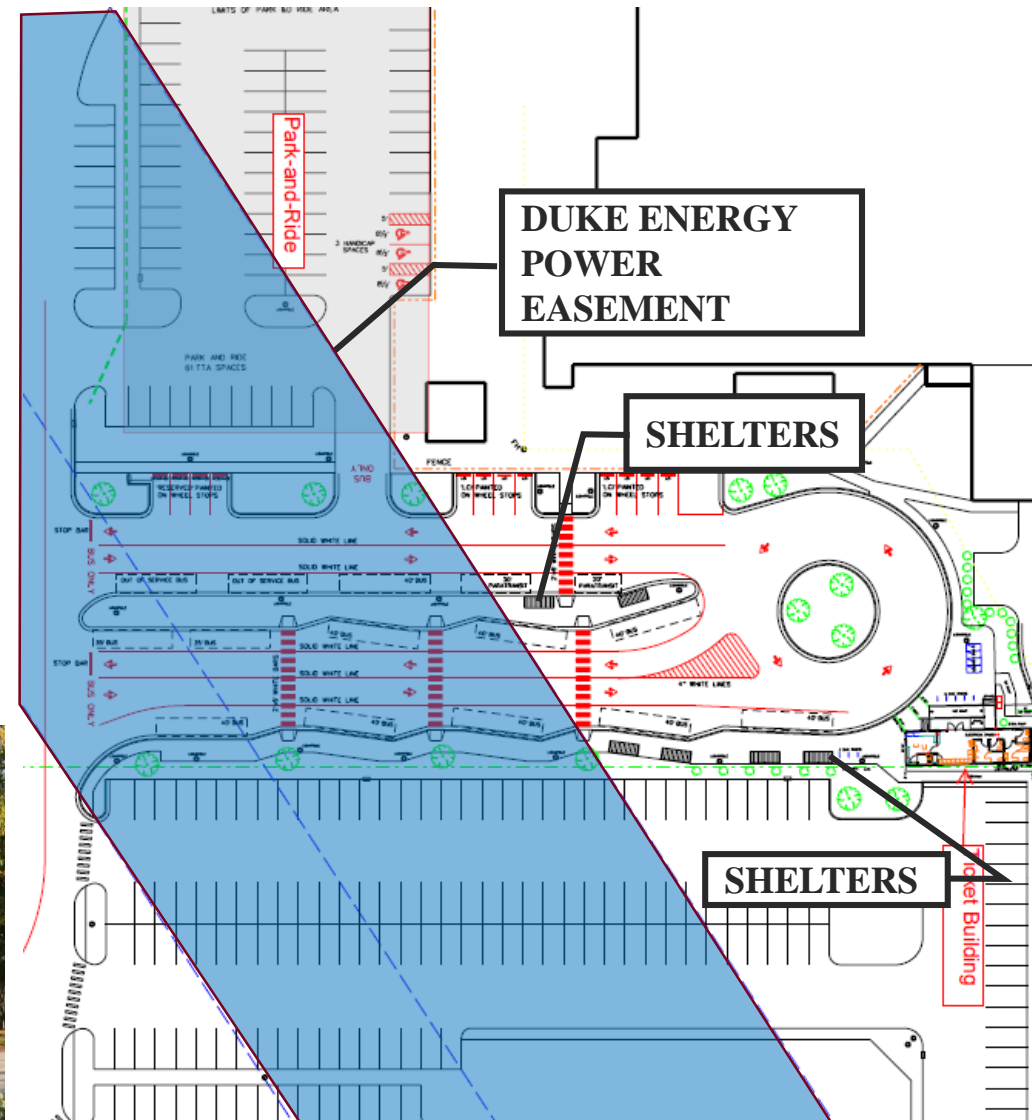


# Passenger Amenities

- ▶ Limited shelter coverage
- ▶ Duke Energy Easement precludes ability to add more shelters on site

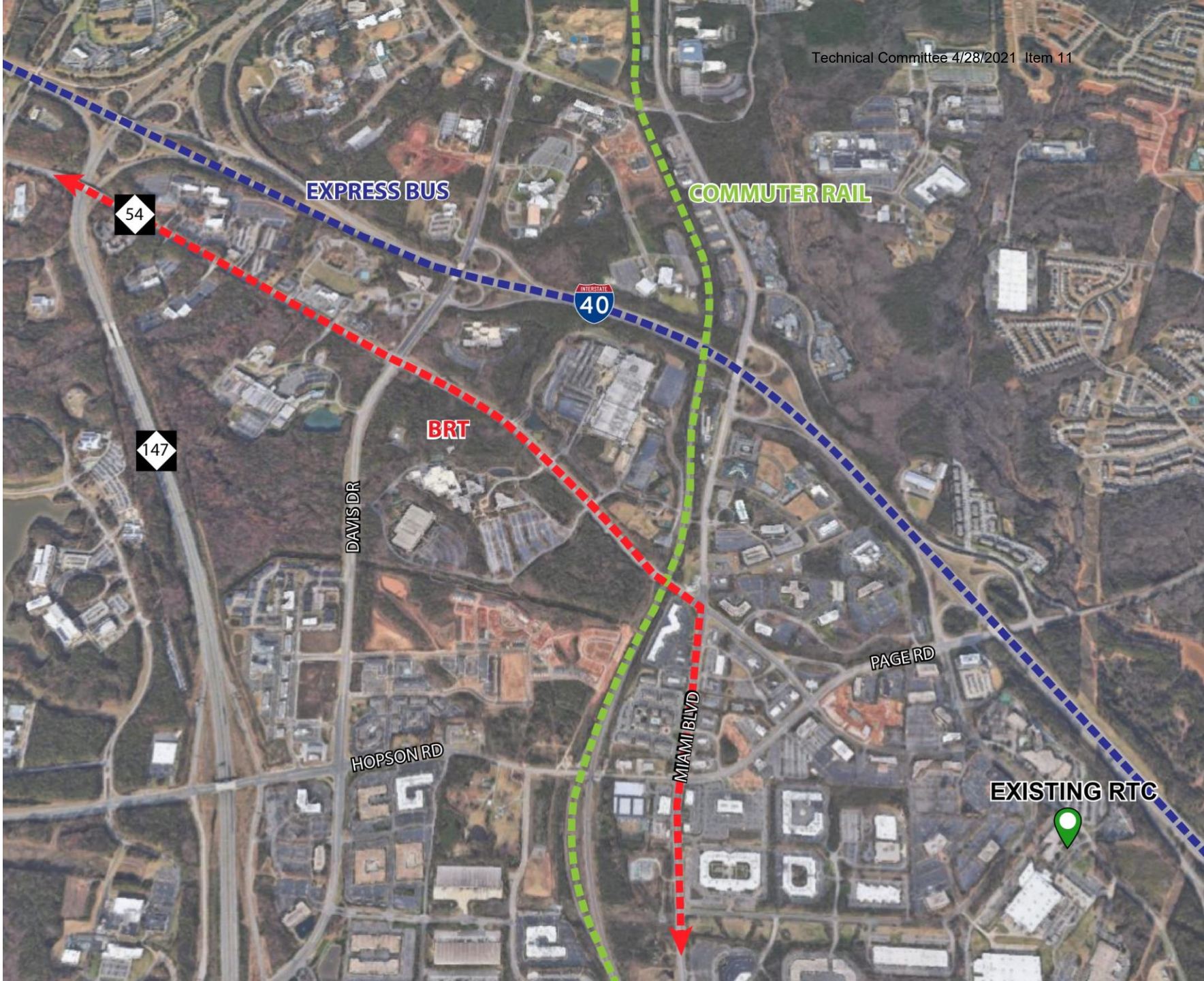
What would improve the experience outside on the bus platforms? (Choose all that apply)

 61% More shelters





# Access & Connections



# Speed & Reliability

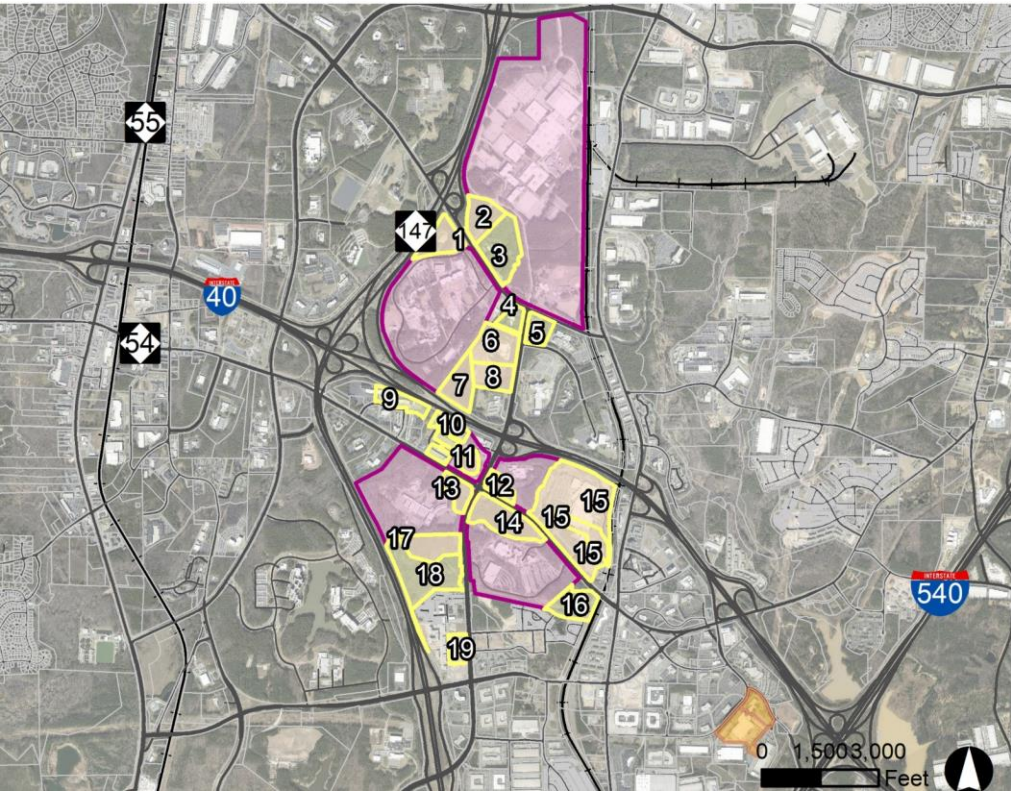


56% Arrive late and/or miss transfer due to delays

- ▶ Shared, unsignalized entrance to the site causes delays for buses
- ▶ Boarding platform location creates access conflicts between cars and buses



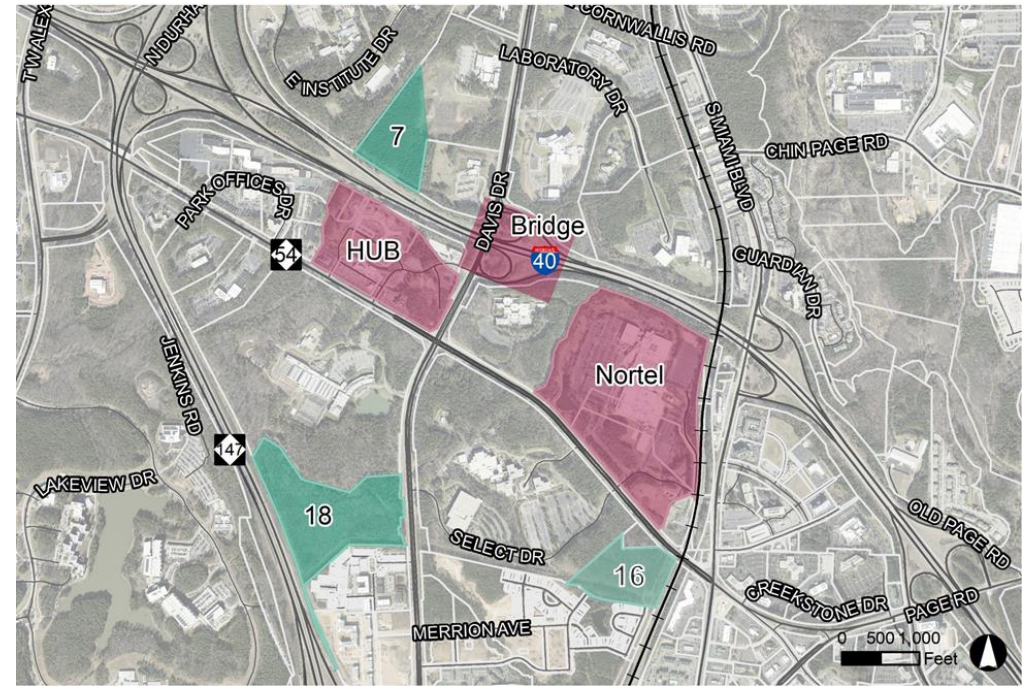
- Regional Transit Center
- Identified Parcel
- Parcels to be Subdivided
- Parcel
- Rail



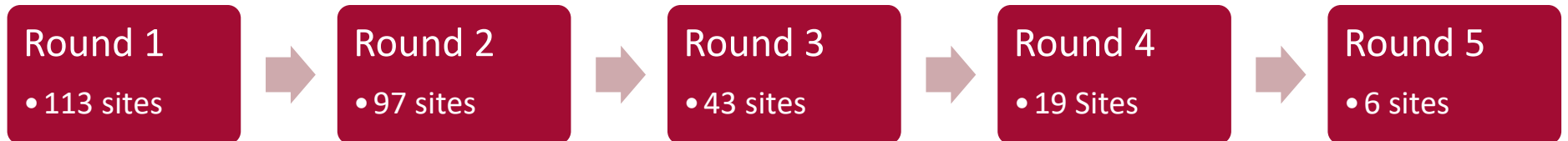
# Site Search and Evaluation

**Regional Transit Center Relocation Study**  
Context Map

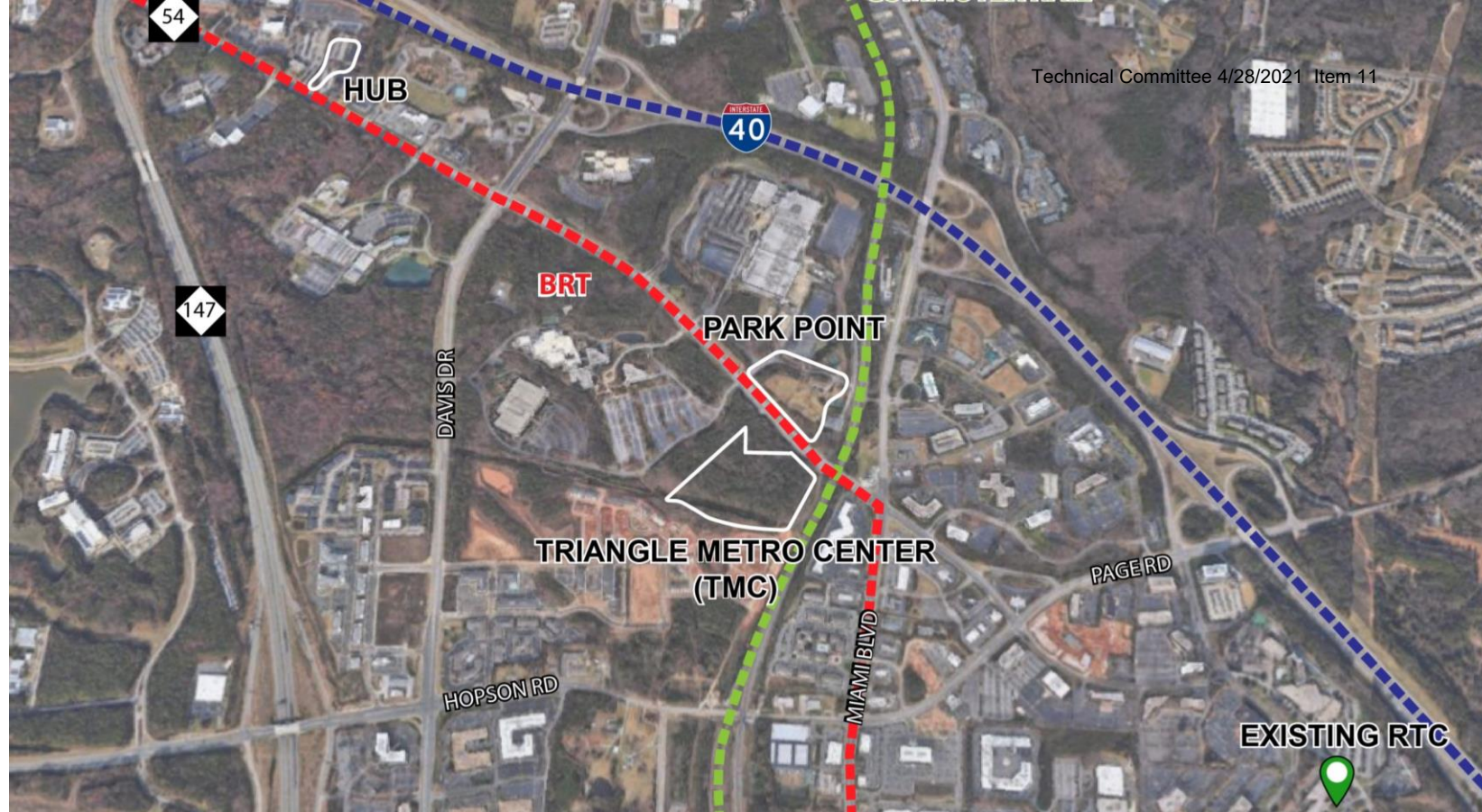
- Potential Site
- Opportunity Site
- Rail
- Parcel



## Search Process



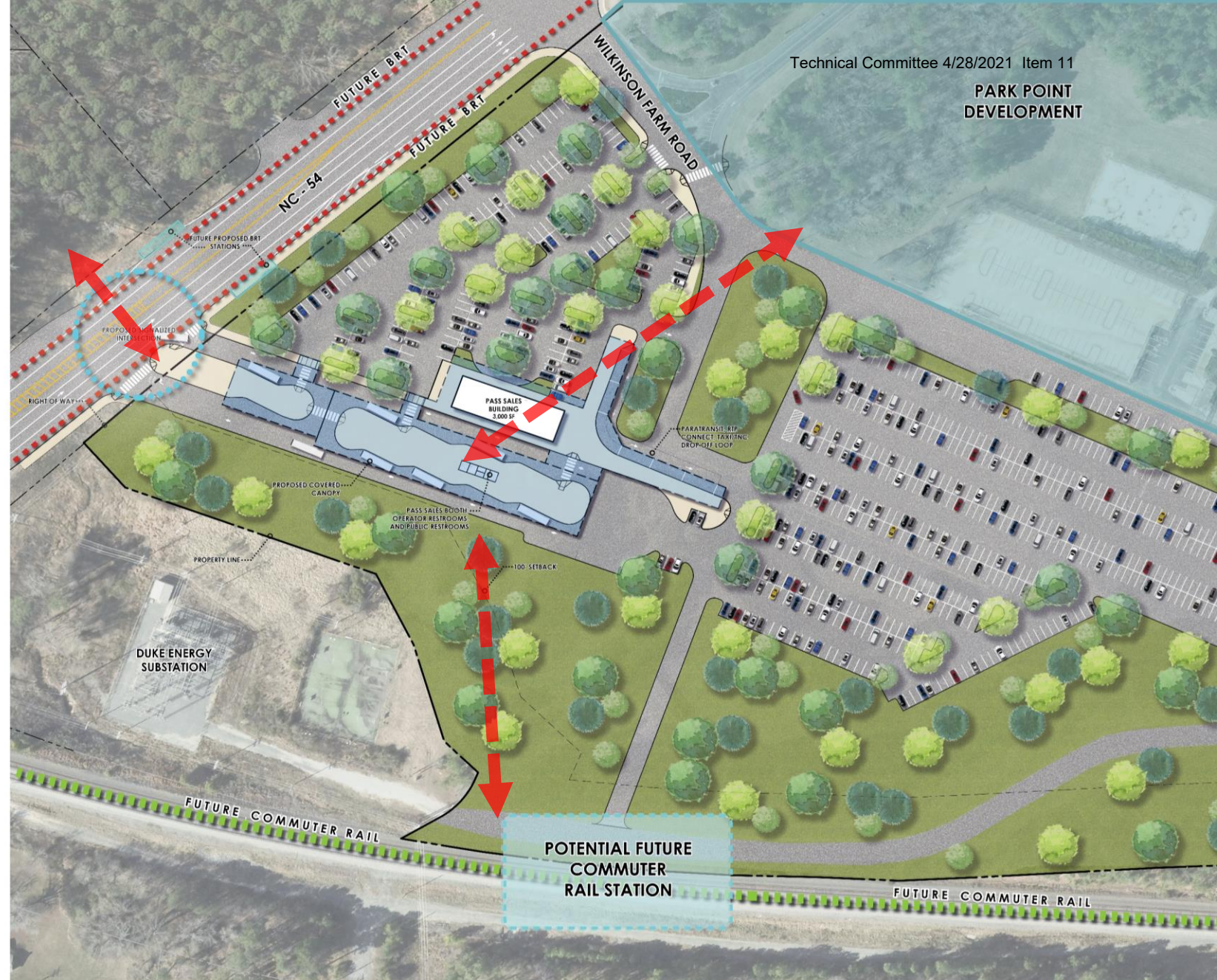
# Location Evaluation



	Goal	HUB	Park Point	TMC	Existing
<b>Mobility (30%)</b>	Improve Bus Speed and Reliability	3.80	3.80	3.00	2.60
<b>Community (20%)</b>	Improved access to goods, services, and potential development	4.50	4.50	3.00	1.25
<b>Viability (20%)</b>	Ease of acquisition and constructability	3.40	3.40	3.80	2.40
<b>Walk Access (10%)</b>	Access to existing employment	2.00	3.00	4.00	1.00
<b>Multimodal (20%)</b>	Provide connections to BRT, CRT, and Triangle Bikeway	3.60	5.00	5.00	1.35
	<b>Total</b>	<b>3.64</b>	<b>4.02</b>	<b>3.66</b>	<b>1.88</b>

# Conceptual Program

- ▶ Improved access to highway network
- ▶ Bus-only driveway and traffic signal at NC 54
- ▶ Access to planned Bus Rapid Transit, Commuter Rail, Triangle Bikeway
- ▶ First / mile last mile connectivity to Hub RTP

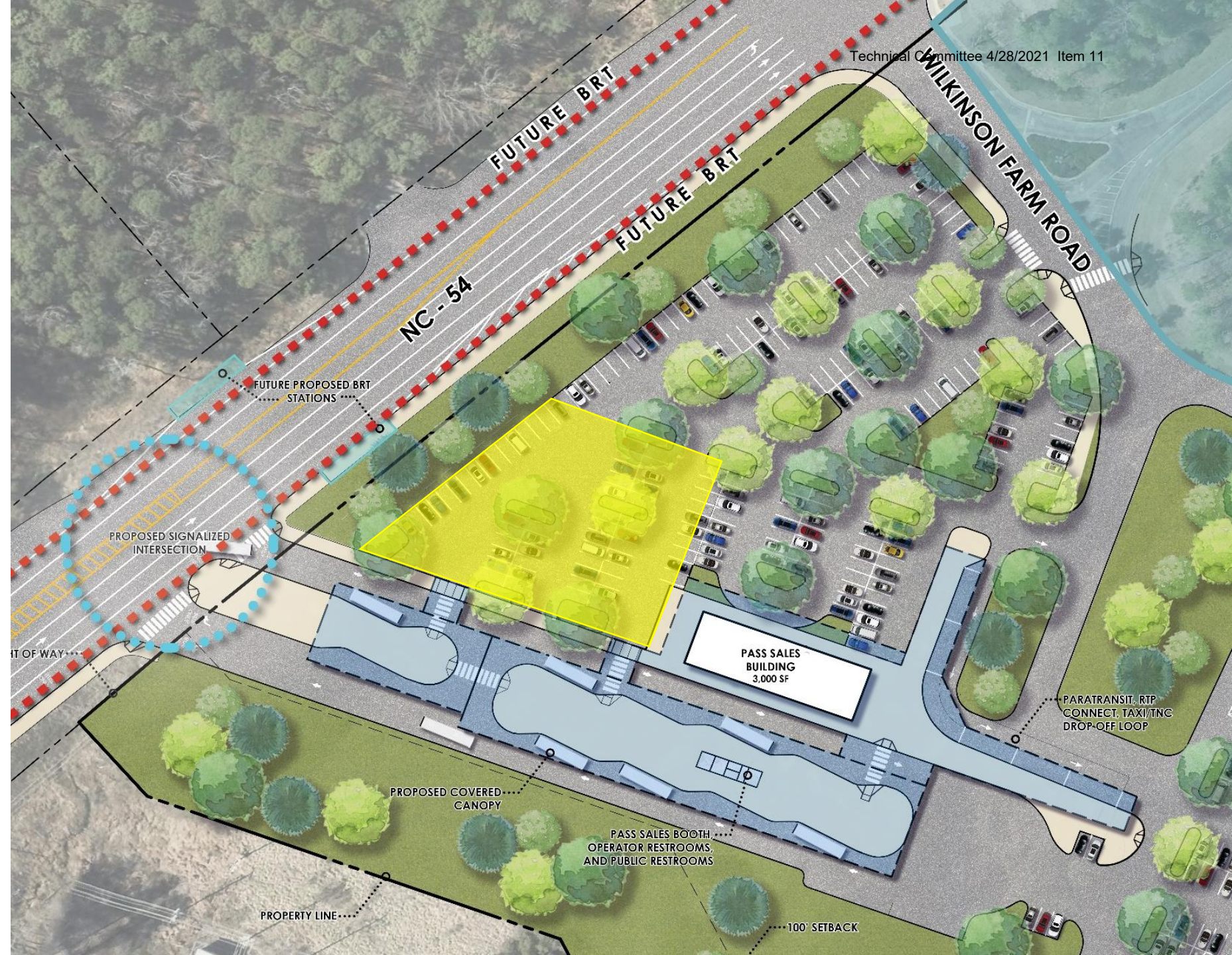


Technical Committee 4/28/2021 Item 11

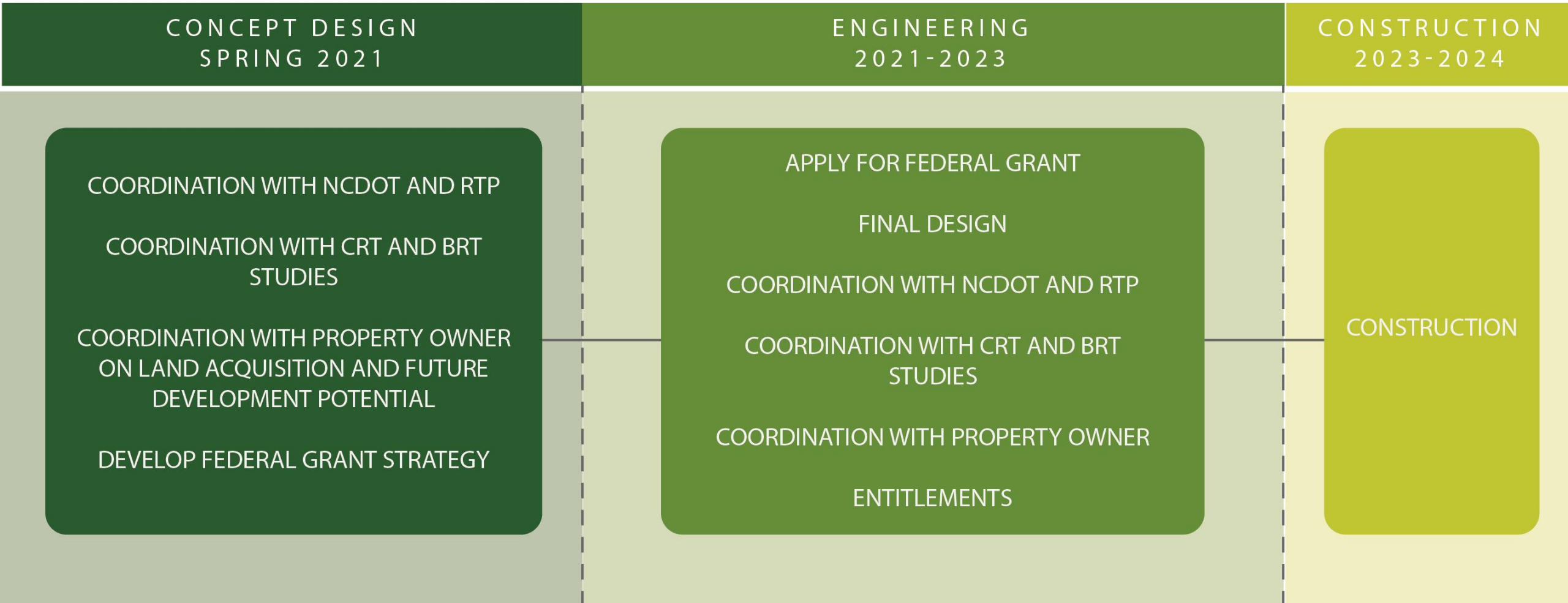
PARK POINT  
DEVELOPMENT

# Conceptual Program

- ▶ 10 Bus Boarding Bays
- ▶ 2 Out-of-Service Bays
- ▶ Drop-Off Loop
- ▶ Pass sales booth & comfort station on boarding platform
- ▶ 5,000 SF Waiting room / meeting space / office
- ▶ Footprint for future development



# Next Steps



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# **Thank you!**