



GO  *Durham*

BETTER BUS PROJECT

access. safety. reliability.

PROGRAM UPDATE

DECEMBER 2022



TRANSPORTATION

CITY OF DURHAM

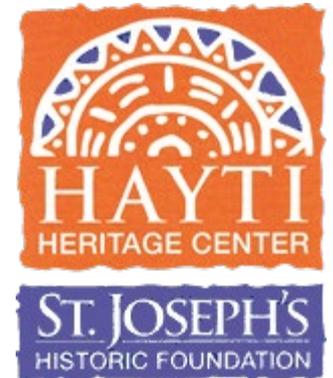
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GoDurham Better Bus Project Partners



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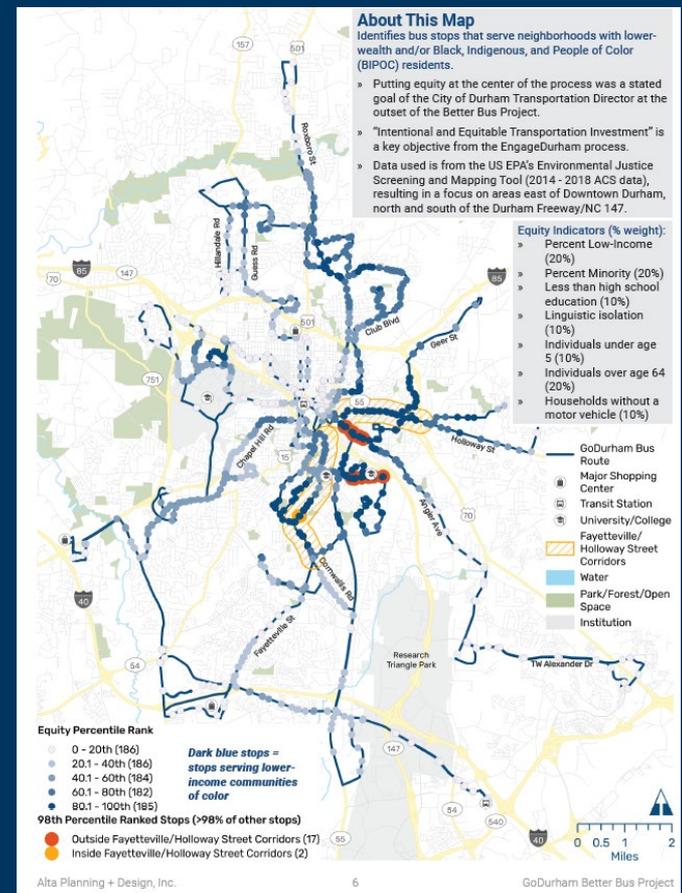
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One Systemwide Project with Six Major Areas of Focus

1. Access to Transit
2. Bus Speed and Reliability
3. Grant Funding Strategy, Applications, and Readiness
4. Durham Station Transit Emphasis Zone
5. Fayetteville Street Transit Emphasis Corridor (TEC)
6. Holloway Street TEC + Village Transit Center





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Transit Improves the Quality of Life

- Unrestricted Movement throughout the City
- Saves Users Money
- Increases Community Mobility
- Improves Community Health
- Increases Access to Services and Employment
- Environmentally Sustainable
- Reduces Traffic Congestion
- Safer than Driving



"We need to provide seating and shelter at all bus stops. This weekend, I saw a[n] older gentleman with a mobility device having to lean against a pole-in-the-ground bus stop on a very hot day because there was no place to sit. All Durham residents deserve a dignified place to wait for the bus, in addition to reliable bus service."





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Every Bus Trip has Three Phases



1. Your Trip to the Bus – Recommend and design sidewalks, crosswalks, curb ramps, and other pedestrian improvements that provide better access to bus stops for all people.



2. Your Bus Stop – Recommend shelters, benches, and other improvements at bus stops that make waiting for the bus more comfortable and convenient.



3. Your Bus Ride – Identify areas where the bus is often delayed and design bus priority projects such as changes to traffic signals, pavement markings, and signage that improve bus speed and reliability.



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"Please consider a seamless design between the bus stop and the multiuse path/sidewalks and avoid obstructing the proposed path/sidewalks with bus shelter and amenities."



TOP THREE IMPROVEMENTS TO MAKE BUS STOP ACCESS MORE CONVENIENT



Add/Repair Sidewalk



Add/Repair Crosswalk



Remove Dangerous Debris/Obstacles

Your Bus Trip: Existing Barriers



Trash blocking access to bus stop

“Often the “last mile” between a bus stop and a person’s home/destination are what prevents them from using public transit. If they can’t make it to/from the stop safely, they won’t use it.”



Stop disconnected from sidewalk or curb ramp network



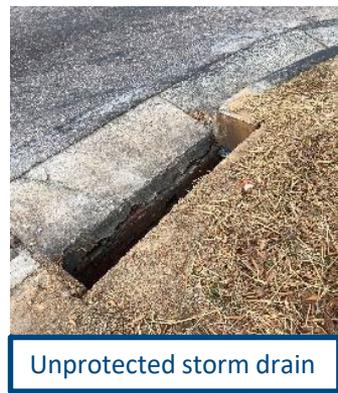
Stop location with improper drainage



No Bus Pad, Bench, or Shelter



Mailbox blocks ADA



Unprotected storm drain

Community Engagement

Multi-Year Continuous Partnership Period

- Community Partner Alliances Developed

Bragtown Community Association

GRAB

BeConnected Durham

Sembrando Raices

Durham Committee on the Affairs of
Black People, Inc

West End - Lyon Park Legacy Project

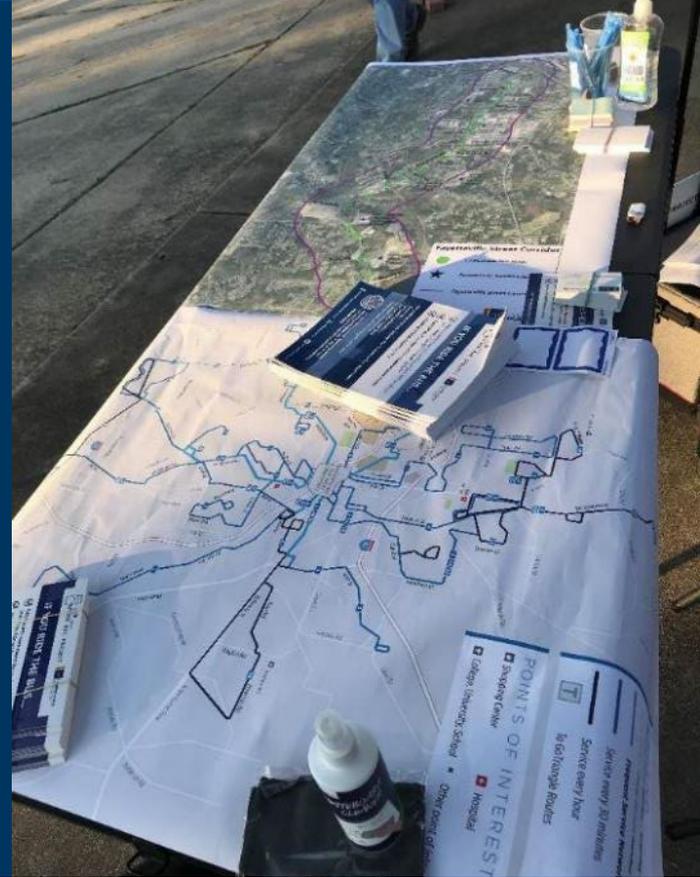
AMIA/Luna Consulting



“Inequitable development and inauthentic engagement has created a lack of trust that serves as a barrier to true engagement with marginalized communities. To overcome that barrier, the city needs to have consistent engagement, beyond one-time projects. The City will always have the need to engage impacted communities. Community Engagement is long term and relational. Relationships will support future community engagement.”



“Many current inequities are sustained by historical legacies and structures and systems that repeat patterns of exclusion. Institutions and structures have continued to create and perpetuate inequities, despite the lack of explicit intention. Without intentional intervention, institutions and structures will continue to perpetuate racial inequities. Government has the ability to implement policy change at multiple levels and across multiple sectors to drive larger systemic change. Routine use of a racial equity tool explicitly integrates racial equity into governmental operations.”
(Government Alliance on Race & Equity, 2018)



“Through meetings held with staff at Durham Neighborhood Improvement Services Department, key Transportation Department staff members, and the Transportation Engagement Consultant, DCABPI has helped provide vital community input and community engagement that enables the BBP/TPOA Project to better serve local residents in East Durham and beyond. We look forward to continuing the important work being done that assists The City of Durham to create and support initiatives that help area residents and make needed resources available for underserved communities.” - Durham Committee on the Affairs of Black People, Inc. Community Partner

Transit Emphasis Corridors: Delivery of Community Promises



Bus Stop Improvement	Pedestrian Signal	Fencing / Railing
Transit Signal Priority	Intersection Improvements	Discontinued Route Alignment
New Bus Stop	Hi-Vis Crossing	New Route Alignment
Bus Stop Removal	Transverse Crossing	BAT Lane
Curb Ramp Upgrade	Bike Lane	Transit Priority Lane
Refuge Island	Shared Bike / Bus Lane	Curbside Management
Pedestrian Crossing Signage	Pedestrian Crossing Upgrade	Raised Median
New Roundabout	Hi-Vis Crossing With Signal	Shared Cycle Track Stop
Parking Removal	New / Improved Sidewalk	Bus Stop Relocation
Shared Lane Markings	Multi-Use Path	Curb Radii Tightening
Access Management	Restriping	Curb Radii Increase
Street Lighting Improvement		

Existing Conditions Data

Community Engagement

Better Bus Barrier Removal Treatments



Transit Emphasis Corridor Community-Based Designs to Remove Barriers to Transit

Bus Stop Amenity Area Footprints

Pedestrian Crossings

Curb Adjustments and Radius Tightening

Multi Use Paths and Sidewalks

New Curb & Gutter Construction

Placement of Bus Stops with Amenities and Landing Pad

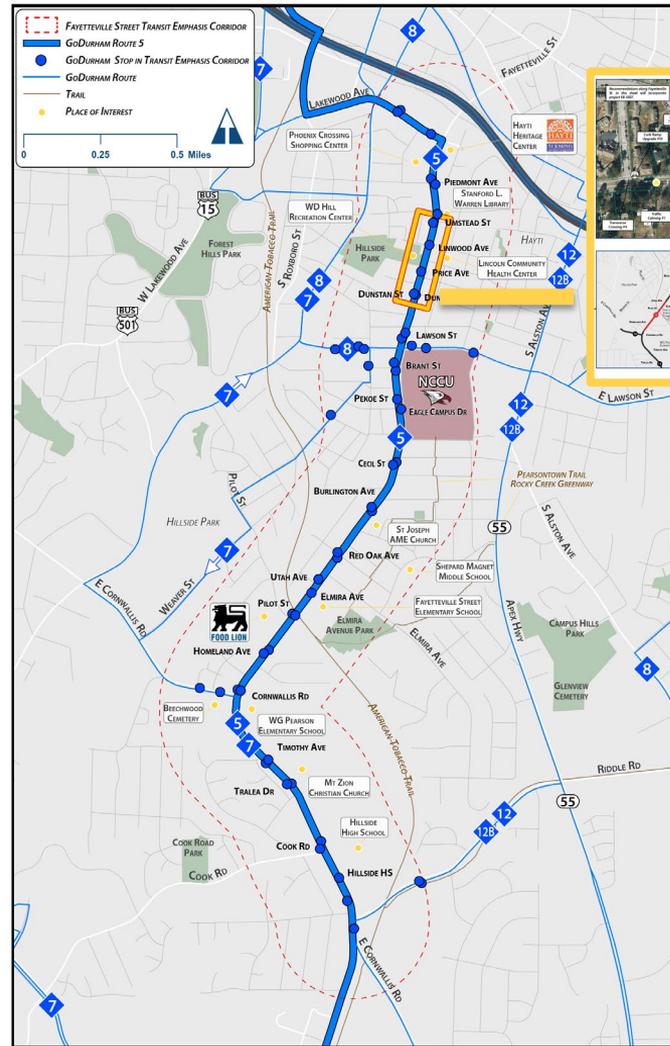
Incorporate Ongoing Corridor Projects

Intersection Geometry Improvements

Pavement Marking Upgrades

Signal Improvements

Bus Speed and Reliability Spot Improvements



“I can’t wait and see these improvements on the ground”

“We need better sidewalks”

Fayetteville St. TEC Comprehensive Barrier Improvements Est. Cost = \$15m



Your Trip to the Bus

- 30+ Curb Radius Tightenings
- 70+ Curb Ramp Upgrades
- 5+ Pedestrian Islands
- 4 Pedestrian Signals
- 90+ New/Improved Pedestrian Crossings
- 5000'+ of new Bike Lanes
- 2200'+ of new/improved sidewalks
- 2800'+ of Multi-use Paths

Your Bus Stop

- 34 Bus Stop Improvements
- Street Trees & Placemaking

Your Bus Ride

- 1700'+ of Traffic Calming
- Transit Signal Priority Allowance

"I think I would enjoy the ride better if my stop had crosswalks."

Chapel Hill, NC Curb Radius and Crosswalks



Chapel Hill Transit/GoTriangle Bus Stop



Source: Charlotte Dept. of Transportation



Glenn View Station Bus Stop Ribbon Cutting



Hillsborough Street, Raleigh Streetscaping



Current

2009



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Fayetteville St. TEC **Minimum** Improvements



Your Trip to the Bus

- 30+ Curb Radius Tightening's
- 70+ Curb Ramp Upgrades
- 5+ Pedestrian Islands
- 4 Pedestrian Signals
- 90+ New/Improved Pedestrian Crossings
- 5000'+ of new Bike Lanes
- 2200'+ of new/improved sidewalks
- 2800'+ of Multi-use Paths

Your Bus Stop

- 34 Bus Stop Improvements (Minimum)
- Pathway to nearest intersection (Minimum)
- Street Trees & Placemaking

Your Bus Ride

- 1700'+ of Traffic Calming
- Transit Signal Priority Allowance

'make the experience feel less like a "2nd class form of transportation" to attract more riders'



Your Bus Stop



What will the project do?

Bus stops within the Transit Emphasis Corridors are recommended to be enhanced with shelters, lighting, seating, electronic signage, sidewalks, and landing areas for passengers. Bus stops will be recognizable with placemaking characteristics to emphasize transit throughout the corridor. Below is a concept drawing for Fayetteville and Holloway Street Corridor bus stops.

Where?

Corridors with the highest ridership.

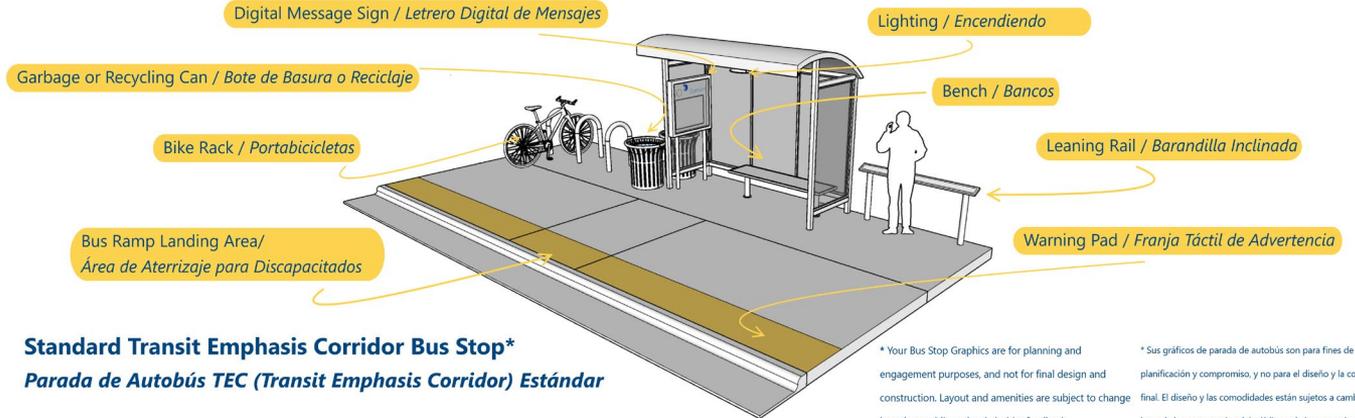
¿Qué hará el proyecto?

Se recomienda que las paradas de autobús dentro de los Corredores de Énfasis de Tránsito (TEC) sean mejoradas con refugios, iluminación, asientos, señalización electrónica, aceras, y áreas de aterrizaje para pasajeros. Las paradas de autobús serán reconocibles mediante funciones de diseño que creen un sentido de identidad para identificar vecindarios y enfatizar el tránsito a lo largo del corredor.

¿Dónde?

Corredores de tránsito de alto uso

“Should not use ridership stop model to determine amenity level”



Standard Transit Emphasis Corridor Bus Stop*

Parada de Autobús TEC (Transit Emphasis Corridor) Estándar

* Your Bus Stop Graphics are for planning and engagement purposes, and not for final design and construction. Layout and amenities are subject to change based on public and stakeholder feedback

* Sus gráficos de parada de autobús son para fines de planificación y compromiso, y no para el diseño y la construcción final. El diseño y las comodidades están sujetos a cambio en base de los comentarios del público y de las partes interesadas.

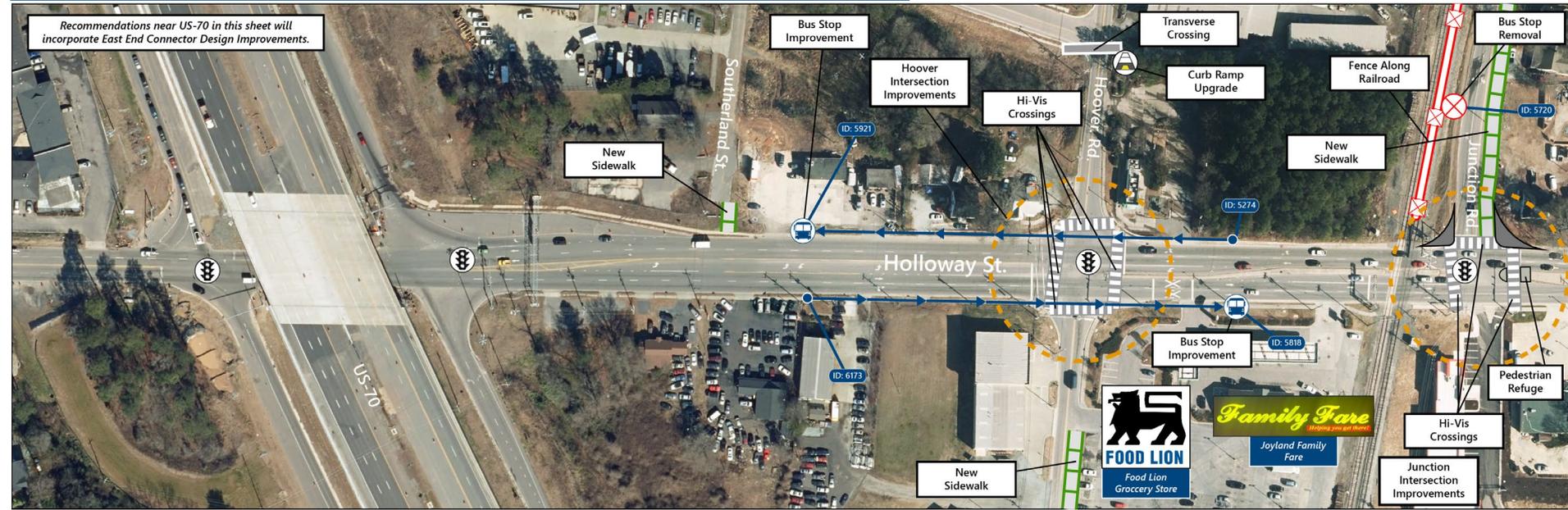
A Minimum Bus Stop Improvement



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“Why don't we ever see nice things in our neighborhoods?”

Holloway St. TEC Comprehensive Barrier Improvements Est. Cost = \$14m



Your Trip to the Bus

- 35+ Curb Radius Tightenings
- 13+ Pedestrian Islands
- 2 Pedestrian Signals
- 70+ New/Improved Pedestrian Crossings
- 5000'+ of new Bike Lanes
- 5100'+ of new/improved sidewalks
- Street Trees + Placemaking
- 70+ Curb Ramp Upgrades

Your Bus Stop

- 31 Bus Stop Improvements
- 5 Relocated or New Bus Stops

Your Bus Ride

- Transit Signal Priority Allowance
- Route 3 Family Rerouting

“Junction Road needs sidewalk”

Holloway St. TEC Minimum Improvements



Your Trip to the Bus

- 35+ Curb Radius Tightenings
- 13+ Pedestrian Islands
- 2 Pedestrian Signals
- 70+ New/Improved Pedestrian Crossings
- 5000'+ of new Bike Lanes
- 5100'+ of new/improved sidewalks
- Street Trees + Placemaking
- 70+ Curb Ramp Upgrades

Your Bus Stop

- 31 Bus Stop Improvements (Minimum)
- 5 Relocated or New Bus Stops

Your Bus Ride

- Transit Signal Priority Allowance
- Route 3 Family Rerouting

Transit Emphasis Corridors (TEC)	2022 Comprehensive Estimate	Requested Contribution from City of Durham	Remaining Funding Needed
Cost Estimate	\$24m	\$3m	\$21m
Justification	<p>Community Engagement</p> <ul style="list-style-type: none"> Increased Bus Stop Amenities for all TEC Bus Stops Increased Access to Transit Recommendations <p>Technical Review Team Buy-in</p> <ul style="list-style-type: none"> Increased Bus Speed and Reliability Recommendations (Durham County Direction) <p>Costs from Detailed Engineer's Estimate</p>	<p>Proposed City Contribution to Comprehensive Improvements</p> <p>Demonstrates shared responsibility for pedestrian infrastructure</p> <p>City also pursuing federal grants to increase this contribution, e.g. RAISE 2023 for Holloway Corridor</p>	<p>Community Engagement</p> <ul style="list-style-type: none"> Most Responsive to Community Requests Comprehensive Scope of Barrier Removals to Transit Addresses Necessities for Access to Transit <p>Invests in highest-ridership transit corridors in Durham</p> <p>Each Corridor Represents 1% of Transit Tax District Revenues from FY2023-2040</p> <p>Enables visible, high-impact improvements to be delivered in next 2-3 years</p>

APPENDIX

Better Bus Project Survey Results



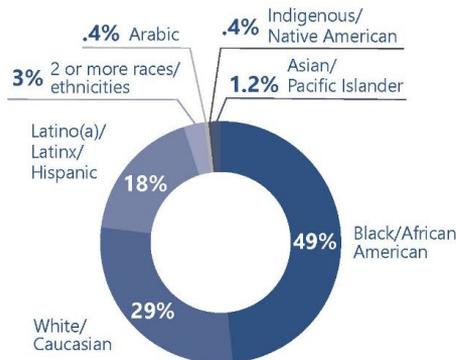
Visit the website
<http://bit.ly/godurhambetterbus>

“Avoid bias and make a true deliberate comparison of Public transportation based on equitable services rendered throughout the most affluent areas compared to that of the underserved underprivileged areas Of Durham. Improve safety to bus stop access!”



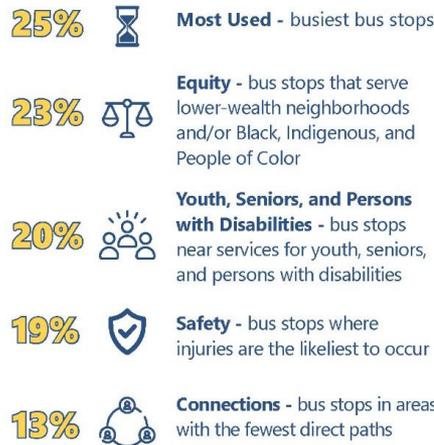
358 people participated in this survey

RACIAL IDENTITY/ETHNICITY



Survey respondent demographics reflect the demographics of the study area communities

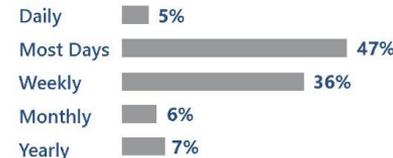
MOST IMPORTANT FACTORS WHEN CONSIDERING IMPROVEMENT LOCATION



TOP THREE IMPROVEMENTS TO MAKE BUS STOP ACCESS MORE CONVENIENT

- Add/Repair Sidewalk**
- Add/Repair Crosswalk**
- Remove Dangerous Debris, Obstacles and Trash**

HOW OFTEN DO YOU RIDE THE BUS?



WHAT WE HEARD

“Often the ‘last mile’ between a bus stop and a person’s home/destination are what prevents them from using public transit. If they can’t make it to/from the stop safely, they won’t use it.”

“Put more bus covers and benches in black communities so people are not standing out in the sun and rain.”

“All bus stops should be accessible, have trash cans, proper lighting and a shelter when possible.”

View all survey results on the project website

History GoDurham Better Bus Project Timeline

