

NORTH-SOUTH BUS RAPID TRANSIT



Get on Board!



BRT ONLY LANES
separate buses from other vehicle traffic, resulting in faster, more efficient transportation.



TRAFFIC SIGNAL PRIORITY SYSTEMS
hold green lights for approaching BRT vehicles.



HIGH CAPACITY SPECIALIZED VEHICLES
feature internet access and comfortable seating.



ENHANCED TRANSIT STATIONS
feature covered seating, improved pedestrian crossings, cyclist access and real-time schedule information.



MULTI-USE PATHS
along much of the corridor provide space for cyclists, pedestrians and other forms of transportation.

- Mixed Traffic with TSP
- Dedicated Curb Lane - Construct
- Dedicated Curb Lane - Convert
- ■ Dedicated Curb Lane - Convert or Construct, TBD





Why BRT?

Chapel Hill Transit has invested heavily in the North-South Corridor, providing 10 minute peak service along Martin Luther King Jr. Blvd from Eubanks Park and Ride lot to Southern Village. The North South Bus Rapid Transit (N-S BRT) project will upgrade the current transit infrastructure in the corridor to further meet community and customer needs by adding curb-running dedicated lanes, level boarding at stations, weekend service and bike/pedestrian improvements. The N-S BRT project will increase transit capacity in the corridor, offering a scalable solution to meet planned demand and supporting a sustainable multimodal transportation future. N-S BRT will connect with the regional transit network, and provides the opportunity to expand BRT to other corridors.

Follow Our Path

Summer 2019 (July/August)

Transit-supportive station area development charrettes are held

Input is incorporated into design

Finalize draft 30% designs and share with the environmental team

Environmental team begins analysis

Non-federal funding sources are identified

Fall 2019 (September/October)

Application for Federal Transit Administration Small Starts funding is prepared and submitted

Funding

ESTIMATED COST:
\$140M

Cost is dependent upon the final design of the corridor.

FUNDING:

The project qualifies for Federal Transportation Administration Smart Start Funds, which will provide 80 percent or \$112M for the project. The non-federal share will provide 20 percent or \$28M.

ANNUAL OPERATING COSTS:
\$3.4M