

NORTH-SOUTH BUS RAPID TRANSIT (NSBRT)

Get on Board!



BRT-ONLY LANES

Exclusive travel lanes make buses faster, more efficient, and more reliable.



TRAFFIC SIGNAL PRIORITY SYSTEMS

Signal priority systems keep buses on time, enhancing service reliability in all traffic conditions.



HIGH CAPACITY SPECIALIZED VEHICLES

Vehicles feature WIFI access, mobile device charging, on-board bicycle storage, and digital information.



ENHANCED TRANSIT STATIONS

Enhanced Transit Stations featuring covered seating, easy access, upgraded amenities with real-time bus tracking make waiting on the bus more enjoyable.



EVERYWHERE TO EVERYWHERE GREENWAYS

NSBRT's off-road multiuse path, enhanced crossings, and improved sidewalk connections provide seamless connections to the Town's growing greenway network.



COMPLETE COMMUNITY

The NSBRT and transit-supportive development along the corridor promote denser, more sustainable land use patterns in locations most suitable for growth.

Mixed Traffic
with TSP

Dedicated Curb Lane
- Construct

Dedicated Curb Lane
- Convert

Eubanks P+R

Perkins Dr

Weaver Dairy

New Stateside

Homestead

Northfield

Homestead

Piney Mountain

Estes

Estes

Hillsborough

Longview

Franklin

Cameron

North

Pittsboro /
Credit Union

Carrington Hall

Manning / East

Manning

NC 54

Culbreth

NC 54

Southern Village P+R



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 (NSBRT) project will upgrade the current transit infrastructure in the corridor to further meet community and customer needs by adding curb-running dedicated lanes, high-capacity buses, near-level boarding at stations, weekend service and bike/pedestrian improvements. The project is critical to our partners' sustainability goals and supports affordable housing and other future development within the corridor. NSBRT project will increase transit capacity in the corridor, connect with the regional transit network and provide the opportunity to expand BRT to other corridors.

Funding

ESTIMATED COST TO BUILD:

\$180M - Cost is dependent upon the final design of the corridor and timing of construction.

FUNDING:

The project is seeking Federal Transit Administration Small Starts Funds, which will provide 80% of the funding for the project. \$29.1M has been provided by the Orange County Transit Plan.

ESTIMATED ANNUAL OPERATING COST:

\$4.9M (\$1.4M in new costs)

Follow Our Path

Project Timeline



2023 2024 2025 2026 2027 2028 2029

2023
Final Design
Commencement

2024
60% Design
Small Starts Project Rating

2026
90% Design

2026
Final Plans and Bid Documents

2027
Construction Commencement

2029
Revenue Service

