



GoDurham – FY 2025 to FY 2028

Short Range Transit Plan

December 2023



**N NELSON
NYGAARD**



Short Range Transit Plan
GoDurham

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Overview

GODURHAM OVERVIEW

Durham County is served by two transit agencies: GoDurham and GoTriangle. GoDurham operates local bus service within Durham's city limits, while GoTriangle serves Durham with regional and express fixed-route services to and from major destinations. GoDurham provided over 4.8 million fixed route passenger trips annually in 2022.

The purpose of the GoDurham SRTP is to:

- Guide service investments funded through the Durham Transit Plan (Fiscal Years 2025 – 2028)
- Reflect GoDurham goals and objectives in the short-term and align with Durham Transit Plan objectives.
- Identify projects for programming and funding in operating and capital models.
- Engage members of the public to ensure their feedback and needs are included in Durham Transit Plan-funded investments.

THE DURHAM TRANSIT PLAN

In 2011, Durham County voters approved a half-cent sales tax to fund public transportation improvements in Durham and the Triangle region. The Durham County Transit Plan, adopted in 2013 and subsequently updated in 2017 and 2023, contains a program of transit services and projects to be funded by the dedicated local

revenues for transit in Durham County through 2040. Along with the half-cent sales tax, there are three additional dedicated revenue streams used toward funding the local share of projects and services in the Durham Transit Plan:

- Article 50: Five-Percent Vehicle Rental Tax (portion allocated to Durham County by GoTriangle Board of Trustees)
- Article 51: three-dollar increase to GoTriangle Regional Vehicle Registration Fee
- Article 52: Seven-Dollar County Vehicle Registration Fee

The 2013 Interlocal Agreement (ILA) created a Staff Working Group that included representatives from Durham County, City of Durham, GoTriangle, and DCHC MPO to review the Plan and prepare updates as needed, at least every 4 years. The 2023 Plan Update provides over \$1 billion of local transit dedicated dollars to spend on transit improvements in Durham through 2040, guided by four main goals and objectives:

- Accessibility: Providing opportunities for all users to access transit.
- Connectivity: Providing a well-connected, multimodal transportation network.
- Convenience: Creating reliable transit options and providing dependable information to riders.
- Sustainability: Creating resilient infrastructure to meet the needs of existing and future populations.

The projects and priorities identified in the Durham Transit Plan guide the development of short-term planning efforts in Durham County, including the Short-Range Transit Plans for both GoTriangle and GoDurham.

Existing Conditions

EXISTING SERVICE

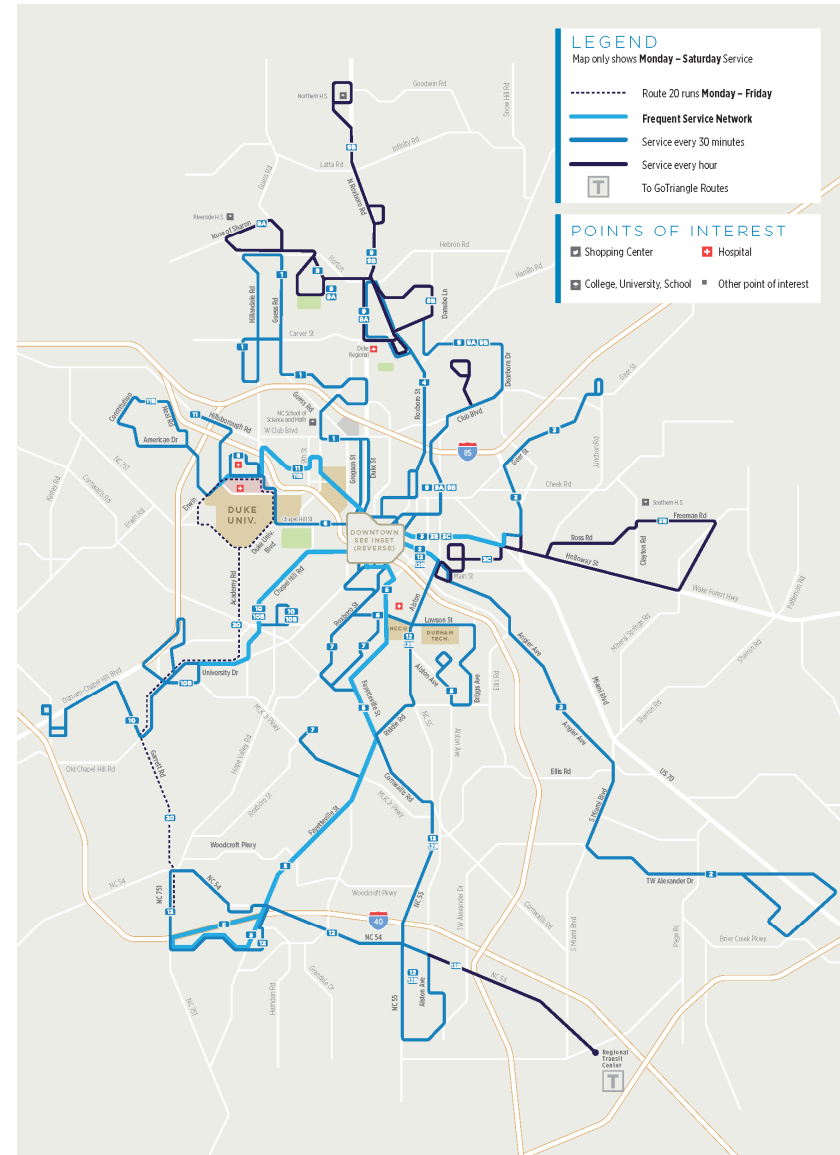
GoDurham service operates seven days a week with most of the routes running every 30 minutes, and a few routes running every 15 minutes. A handful of routes operate hourly.

GoDurham ACCESS also provides curb-to-curb paratransit service within Durham city limits and to anywhere outside the city limits within ¾ mile of any GoDurham fixed-route service. GoDurham ACCESS is available for qualifying residents (those with physical and/or mental impairments that prevent them from using GoDurham fixed-route services). In the City of Durham, GoDurham ACCESS is combined with Durham County ACCESS, which provides dial-a-ride services for certain categories of riders (people aged 60 or older, transportation disadvantaged and rural residents).

The 15-minute service network serves major employment centers and destinations such as Duke University, Downtown Durham, Southpoint, the Village, and other key destinations within Durham. Figure 1 shows the current GoDurham routes operating within Durham County.

GoDurham currently also has two microtransit zones that are operating as pilots. There is one zone each in East and North Durham. Note the microtransit zones are not shown on the map.

Figure 1 GoDurham Existing Service



THE DEMAND FOR TRANSIT

Transit is generally accessible to people within walking distance of a bus stop, so the travel market—and the type and amount of service needed to serve this market—is dependent on the number of people who live, work, or visit within walking distance of a bus stop.

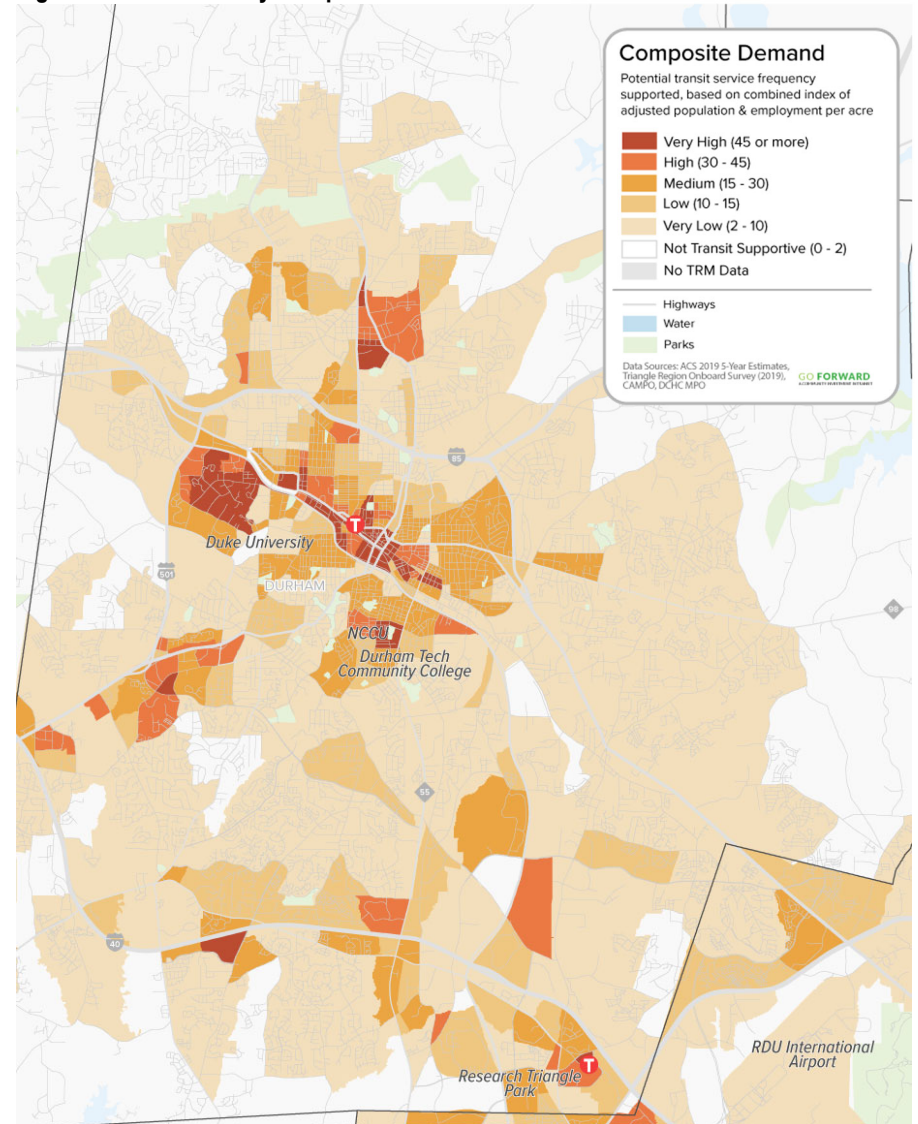
Figure 2 shows the composite, or overall, transit demand of the GoDurham service area. Composite transit demand combines population density, employment density, and transit propensity adjustment factors, which includes assigning higher weights to areas with higher populations of groups that rely on transit the most. Adjustment factors are based on recent surveys and in the case of Durham County include household income, race and ethnicity, age, and vehicle access. Additional details on this methodology and analysis can be found in the Regional Market Analysis for the Wake and Durham Bus Plans.

GoDurham serves areas across the spectrum of density and composite transit demand. While the unincorporated and outlying areas of Durham County have low composite demand or do not support fixed-route transit, there are several neighborhoods and corridors that could support frequent transit service.

In the City of Durham, the corridor between Main Street (US 70) and Durham Freeway (Route 147) near Downtown has transit demand to support 10 or 15-minute frequencies. High transit demand is also present near Durham’s major universities, Duke and NCCU. Outside of downtown and central Durham, there is high demand in the Duke Regional Hospital area in North Durham.

Most areas of high demand are served by at least one bus line, but service could be more frequent to meet existing and potential demand.

Figure 2 Durham County Composite Transit Demand



RIDERSHIP AND PERFORMANCE

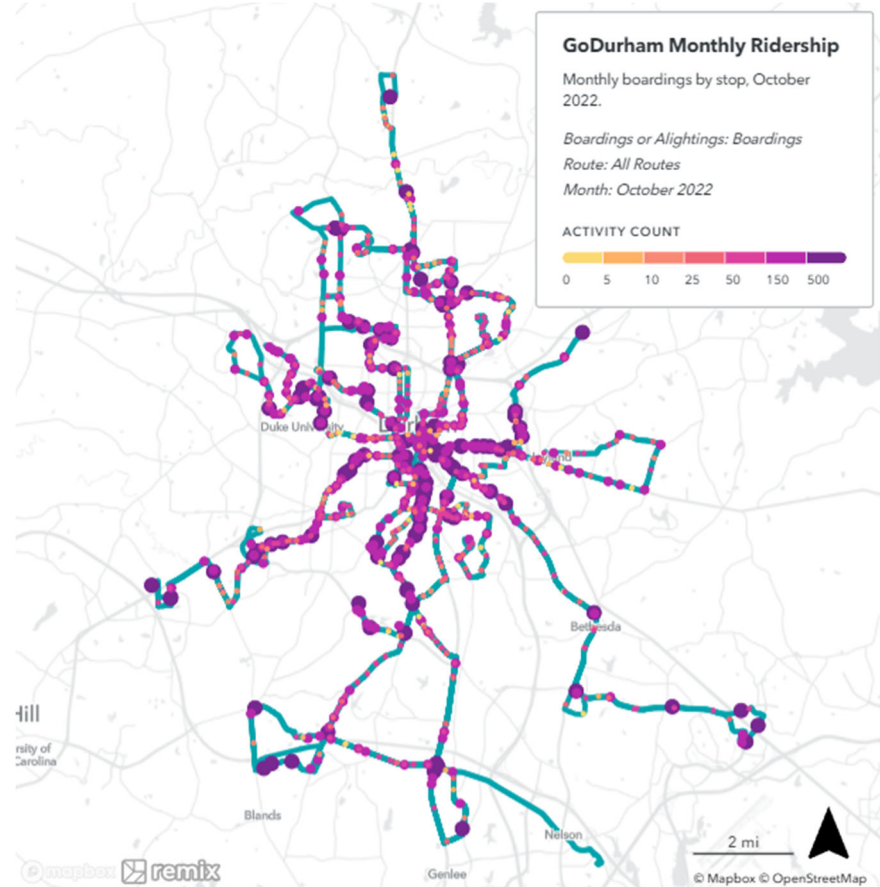
Ridership

GoDurham ridership in October 2022 was strong, as demonstrated in Figure 3. Highest ridership routes - Routes 3, 5, and 10 – offered the highest frequencies with at least 15-minute service along their trunks. The main alignments on these routes each exceeded 1,800 riders per weekday and with their branches included, exceeded 2,000 boardings. Route 2 was the highest ridership among routes with regular 30-minute service levels, with nearly 1,700 weekday boardings. Route 6, with 30-minute headways, was the lowest performing non-branching route with roughly 500 weekday boardings.

On most routes, GoDurham operates the same service level on Saturdays as on weekdays. Operating on Saturdays serves riders who travel outside of the traditional 9:00 a.m. – 5:00 p.m. weekday work schedule; operating consistently six days a week also makes it easier for riders to understand the service. The strength of Saturday ridership has shown that this policy is both effective and warranted. Route 3, one of GoDurham’s highest ridership routes, carried about 13% fewer riders on Saturday as compared with a typical weekday. Route 11 had the smallest difference between weekday and Saturday ridership, with 8% fewer Saturday riders. Routes 1 and 2 had differentials under 10%. Two routes—Routes 6 and 8—had much lower ridership on Saturdays.

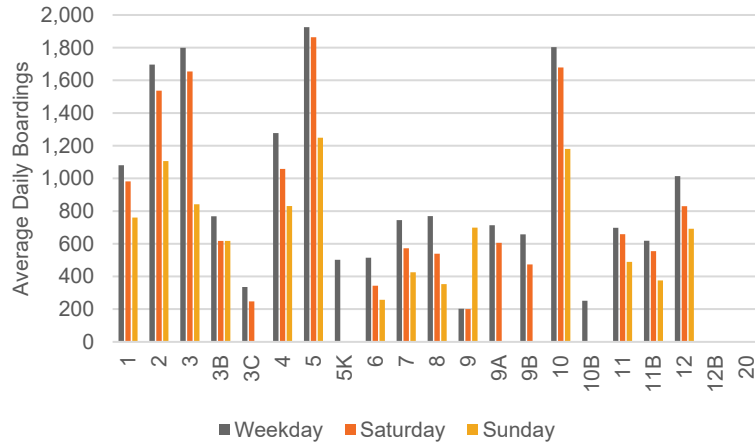
Ridership is lower on Sunday throughout the network as the service span is reduced by several hours and for most routes; frequency is reduced by up to half. For high frequency routes, ridership is 42-50% lower on Sundays as compared with weekdays (including the branches). The main alignments of Routes 5 & 10 averaged a 35%

Figure 3 Total Monthly Boardings by Stop, October 2022



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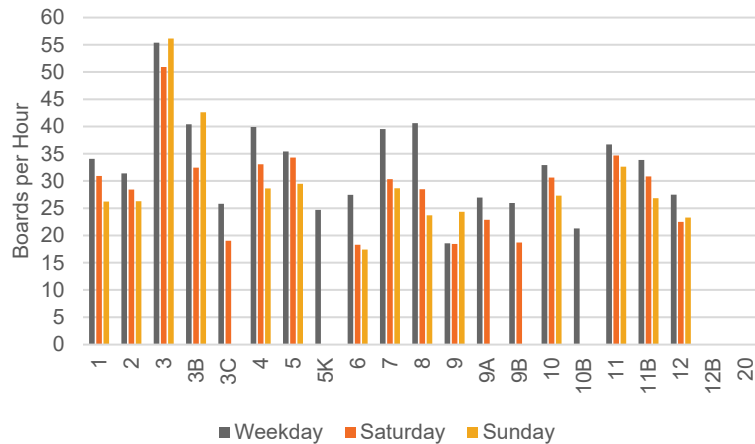
Figure 4 Average Daily Boardings, October 2022



decline in ridership, which was like routes without branches (e.g., Routes 1, 2, 4, 12). However, some routes are more resilient than others, including the 3B, which has identical Saturday ridership and a decline of 20% from weekday figures. Routes 6 and 8 had the steepest decline among non-branching routes with a decline of more than 50% from weekday ridership.

Total October 2022 ridership is mapped for each stop in Figure 4Figure 3 with larger and darker hues of purple representing stops with more boardings throughout the month. Major destinations, such as Duke University/VA Medical Center, Duke Regional Hospital, Durham Tech, and Southpoint are major generators of ridership. The overlapping alignments of high ridership routes, such as Route 3, are clearly visible from the ridership symbology, while the 3B and 3C branches show lower levels of ridership.

Figure 5 Average Daily Boardings per Revenue Hour, October 2022



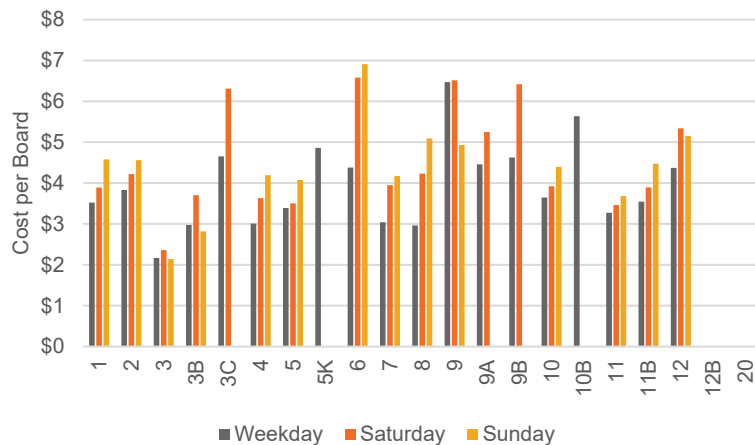
Transit Route Performance Metrics

The team also evaluated GoDurham route performance in terms of passengers per revenue hour and cost per boarding. Passengers per revenue hour, shown in Figure 5, is a metric used to compare ridership with how much service is provided. In October 2022, nearly all GoDurham routes regularly exceeded 30 riders per revenue hour during weekday service, with five routes exceeding 40 riders per revenue hour (3, 3B, 4, 7, 8) and only two route branches failing to exceed 25 riders per hour (10B, 5K). The resiliency in Saturday ridership is also evident in Saturday productivity with eight routes within 10% of weekday service and three routes within 5% of weekday service (5, 9, 11). One key finding is that the decrease in service levels on Sunday is greater than the decrease in ridership productivity. As a result, Sunday ridership productivity remained high and sometimes exceeded weekday or Saturday productivity (3, 3B). Nearly all Sunday routes exceeded 20 riders per revenue hour (excepting Route 6).

*Routes 12B and 20 were temporarily suspended during the October 2022 data period.

The cost per boarding metric, detailed in Figure 6, measures how efficient the service is by comparing ridership with the cost an agency spends to operate an hour of service. Durham benefits from both relatively low operating costs and high ridership, leading to an efficient service overall. Five bus routes had weekday boarding costs under \$3 per rider (3, 3B, 4, 7, 8). Routes 9 and 10B (which operate only at night on weekdays) were the least efficient and had costs exceeding \$5 per rider. For Saturday service, Route 3 had the lowest cost per rider at slightly above \$2 with nearly half of Saturday routes had a cost per rider ranging between \$3 and \$4. Six routes exceeded \$5 per rider. Sunday service had the highest cost per rider with Route 6 at nearly \$7 per rider. One key finding is that Routes 3 and 3B had lower costs per rider on Sunday than Saturday, which suggests that more service is warranted on Sundays. Route 3 and 3B had costs per rider under \$3 across all service days.

Figure 6 Average Daily Cost per Boarding, October 2022



PUBLIC ENGAGEMENT KEY FINDINGS

The Durham SRTP Working Group conducted stakeholder and community engagement activities both to increase awareness about the Durham Transit Plan generally and to collect feedback on proposals to change bus routes.

Engagement activities were conducted in Summer and Fall 2023; the first round focused on service improvement concepts and the second round shared recommended service changes. The team collected this information through surveys, pop-ups, focus groups, tabling at other events and information boards placed at high ridership bus stops.

Bus riders were generally in favor of both the service concepts and recommendations shared as part of the engagement. In both rounds of engagement, transit riders were enthusiastic about increased service frequency, longer hours of operation, new crosstown routes, and more midday service. As part of sharing initial service concepts, the team also heard some concerns about some proposed changes. For example, while many riders liked the proposals to better integrate GoDurham and GoTriangle services, there was some concern about how integration would work if one system charged a fare, and the other did not.

The Working Group adjusted the SRTP based on comments made by riders, by adding service on Ellis Road in Durham and extending Route 11 further west on Hillsborough Street to service the Vocational Rehabilitation Services on Operational Drive and nearby grocery stores. The team also made minor adjustments to alignments and expanded the hours of operation on some routes. Appendix B (separate document) includes two reports that document each of the engagement phases, including methods, findings and lessons learned.

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Sample Community Engagement Photos



Recommended Projects

INTRODUCTION

The SRTP for GoDurham is focused on service and capital improvements that address findings from the regional service assessment, reflect feedback heard by riders, service providers, and municipalities, and takes into consideration ridership recovery since the COVID-19 pandemic.

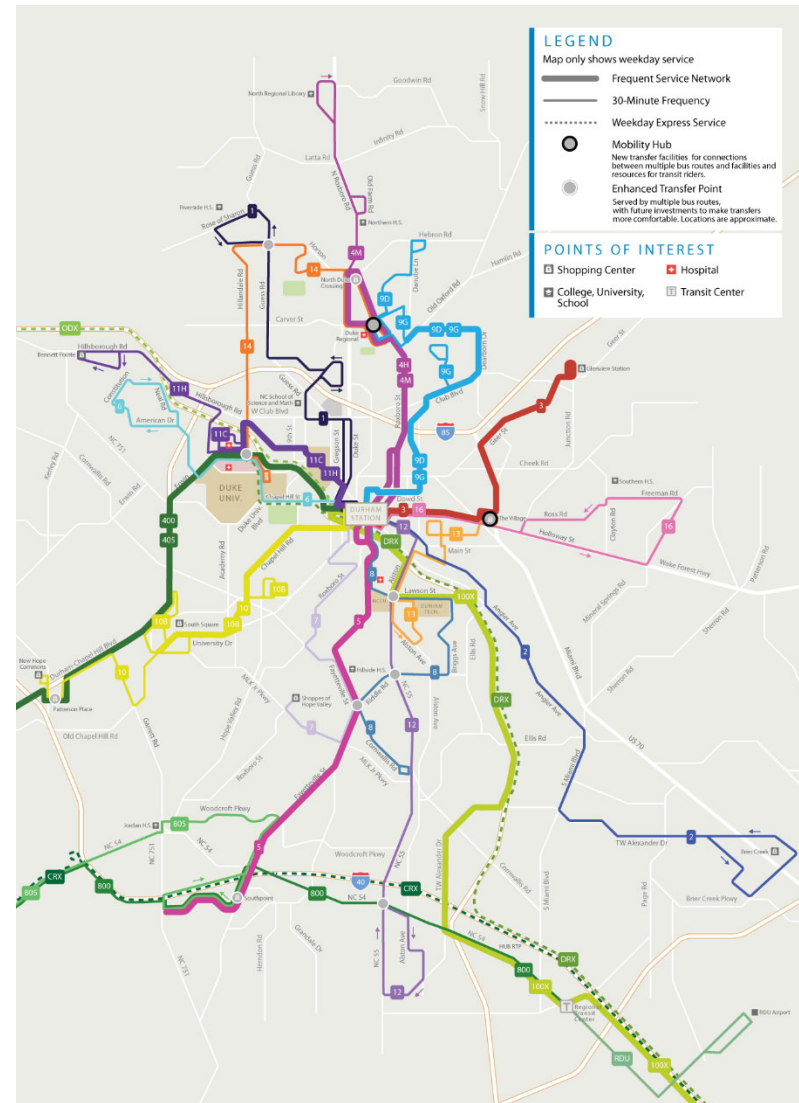
These strategies include:

- Strengthening reliable access to key destinations, in particular hospitals, grocery stores, high schools, and social service offices.
- Increasing the number of core corridors with high-frequency service.
- Expanding evening and weekend service on all routes.
- Improving the rider's experience at stops and ensuring smooth transfers throughout the system.

Figure 7 depicts the proposed transit network in Durham County with all SRTP service improvement proposals for GoDurham and GoTriangle, in addition to approximate locations for key capital projects. Detailed information on GoTriangle routes can be found in the GoTriangle FY25 – FY28 Short Range Transit Plan.

A key part of the Short Range Transit Plan improvements is the completion of Durham's Frequent Service Network, shown as bolded lines in Figure 7. By FY2026, Routes 4 and 9 will provide service every 15 minutes in North Durham, alongside Route 3 in East Durham, Route 5 in South Durham, Route 10 in Southwest Durham, and Route 11 in East Durham.

Figure 7 Durham Service and Capital Recommended Projects



OPERATING PROJECTS

GoDurham projects identified by the Durham Transit Plan for the SRTP time frame (FY25 – FY28) were prioritized for funding based on Durham Transit Plan goals and priorities. Many projects occur in phases, and certain route changes are dependent upon the simultaneous changes to other routes. Full implementation of the operating projects will require additional staffing, which at the time this report was published (December 2023), has been a persistent challenge for transit operators nationally including in the Research Triangle Park.

By the end of the SRTP time frame, all GoDurham routes except the new crosstown Route 13 will operate until 12:30 AM on weekdays and Saturdays and until midnight on Sundays. The following project sheets detail the route changes identified for FY2025 to FY2028 for GoDurham, with routes in numerical order. They are summarized in the following list, ordered based on the planned year of alignment change, with projects with no alignment change at the end. An appendix showing costs, revenue hours, revenue miles, and peak vehicles at a system and route level is included as Appendix A.

- Improve frequencies, more direct service to key destinations such as high schools and hospitals, and expanded hours in North Durham:
 - Realign **Route 1** and extend Sunday span to midnight.
 - Extend **Route 4** north to Milton Road as **Route 4-Milton (4M)**, combine with a short-turn **Route 4-Horton (4H)** to North Duke Crossing for 15-minute frequency between downtown Durham and North Duke Crossing, and expand Sunday service span to midnight.
 - Replace **Routes 9, 9A, and 9B** with new variants **9-Danube (9D)** and **9-Glenbrook (9G)** to provide high frequency service and expand Sunday service span to midnight.
- Implement new crosstown **Route 14** between Duke/VA and Duke Regional via Hillendale Rd
- Increase frequency and span and reduce duplication in East Durham:
 - Improve frequency on **Route 3** to every 15 minutes and expand Sunday service span to midnight.
 - Rename **Route 3B** to **16**, improve frequency to every 30 minutes, and expand Sunday service to midnight.
 - Implement new crosstown **Route 13** between NCCU and The Village and eliminate **Route 3C**.
- More direct route alignments and extended Sunday span and frequency in South Durham:
 - Realign **Route 8** to serve Cornwallis Rd and improve Sunday evening span and frequency.
 - Realign **Route 12** to be more direct and coordinate with GoTriangle services, improve frequencies, eliminate **Route 12B**, and expand Sunday service to midnight.
- Adjusted alignment of **Route 5** for better circulation downtown and at Southpoint and extend Sunday service until midnight.
- Access to new destinations, more frequent evening service, extended Sunday service, and alignments that promote reliability in West Durham:
 - Extend **Route 6** to Constitution Dr to replace current **Route 11B**, improve evening service to 30 minutes, and extend Sunday span to midnight.
 - Replace **Routes 11 and 11B** with new variants **11-Hillsborough (11H)** and **11-Crest (11C)**, with

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increased frequency during the late hours and until midnight on Sunday.

- Adjust alignment of **Route 7** to make it the same in both directions, improve evening service to 30 minutes, and extend Sunday span to midnight.
- Route 2 will operate until midnight on Sunday with no change to its alignment.
- Route 10 will operate until midnight on Sunday with no change to its alignment.

GoDurham Route 20 was suspended at the start of the COVID-19 pandemic and has not been reinstated. The Short Range Transit Plan recommends the discontinuation of the route and its resources reinvested in other routes due to low ridership and the prioritization of other investments from the Durham Transit Plan. Additional outreach to impacted riders should be conducted before finalizing the elimination.

Service improvements considered all potential transit modes, including microtransit and the impact of service changes on ADA paratransit riders. Microtransit was evaluated but not recommended for expansion as part of the SRTP. The productivity of GoDurham's services suggest that investments in the fixed route network provide the highest value improvements; this finding was confirmed in the community engagement. Findings from the microtransit pilot, especially findings related to sustainable funding and operating models, may suggest that GoDurham consider development of additional microtransit services.

Investments included in the SRTP will also benefit GoDurham riders. GoDurham offers complementary paratransit for eligible riders to all locations within the City of Durham and to any location outside the City that is three-quarters of a mile of any fixed-route bus

route. SRTP investments that increase the span of service will benefit ADA riders.

READING PROJECT SHEETS

GoDurham projects programmed within the SRTP FY2025-2028 timeframe are compiled below as a set of “project sheets”. Project sheets describe both operating and capital projects, using a combination of maps and detailed information designed to explain the recommended changes.

30. For example, FY25 starts on July 1, 2024, and ends on June 30, 2025. Project sheets are designed around individual routes. In some cases, projects include multiple route changes that are scheduled in different years; all years where a route is affected are listed next to the route name.

Project Type

Both new routes and changes to existing routes are proposed in this SRTP. The Project Type indicates what types of changes are part of the project. For changes to existing routes, this includes at least of the following: alignment change, span improvement, and frequency improvement. Alignment changes are adjustments to the path of the bus route. Projects with span improvements may start earlier, end later, or operate on additional days of the week. Frequency improvements increase how often buses run.

Project overview

This section describes the route and specific changes proposed in the project.

Major destinations

List of major activity centers served by the route.

Related service investments

Projects that are part of a package rely on the implementation of other service investments and changes. Other routes in the package are listed in this section. Eliminated routes do not receive their own project sheet but are included in the Related Service Investment section and shown on the project maps.

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1 NORTH GATE – NORTH POINTE – HORTON RD/GUESS RD (FY25 AND FY26)

Project Type: Alignment Change and Span Improvements

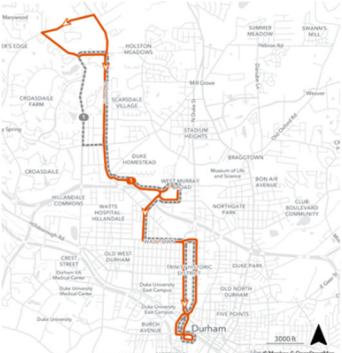
Project overview: In FY25, the alignment will extend northwards to Rose of Shannon Rd and off Hillandale Dr to provide bi-directional service on Guess Rd. In FY26, Sunday service will extend several hours from 9:30 PM to 12:00 AM.

Major destinations: Downtown Durham, Riverside High School, NC School of Science and Math

Related service investments:

- Route 14 Duke/VA – Hillandale Rd – North Duke Crossing

	Existing	Proposed (FY25)	Proposed (FY26)
	1: North Gate – North Pointe	1: North Gate – North Pointe – Horton/Guess	1: North Gate – North Pointe – Horton/Guess
Span of Service			
Weekday	5:30 AM – 12:15 AM	5:30 AM – 12:15 AM	5:30 AM – 12:30 AM
Saturday	5:30 AM – 12:15 AM	5:30 AM – 12:15 AM	5:30 AM – 12:30 AM
Sunday	6:30 AM – 9:30 PM	6:30 AM – 9:30 PM	6:30 AM – 12:00 AM
Frequency			
Weekday			
AM Peak	30	30	30
Midday	30	30	30
PM Peak	30	30	30
Evening	30	30	30
Saturday			
Daytime	30	30	30
Evening	30	30	30
Sunday			
Daytime	30	30	30
Evening	30	30	30



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Operating Project Sheets

ROUTE NUMBER AND NAME (FISCAL YEAR OF IMPLEMENTATION)

The Durham Transit Plan financial plan is expressed in fiscal years (FY). Durham Transit Plan fiscal years run from July 1 through June

Schedule Details

The table on the bottom left of the project sheet describes how service looks before (“Existing”) and after (“Proposed”) the project is implemented. If a project is a new route, there will be no Existing column. Existing service information uses the Fall 2020 period as a baseline for comparison.

Span of Service refers to the time that service starts and ends (when the final scheduled stop is) on weekdays (Monday – Friday), Saturdays, and Sundays.

Frequency tells you how often a bus is scheduled to run (in minutes). Weekdays are divided into four different time periods, and weekends are divided into two:

- Weekday AM Peak: typically, 6 AM to 9 AM
- Weekday Midday: typically, 9 AM to 3 PM
- Weekday PM Peak: typically, 3 PM to 6 PM
- Weekday Evening: typically, 6 PM to 11 PM
- Weekend Daytime: typically, 6 AM to 8 PM
- Weekend Evening: typically, 8 PM to end of service.

Reading the Map

The project sheet also includes a detailed map showing the route or routes included in the project.

Proposed Alignment: A solid colorful line indicates the proposed alignment for the project.

Eliminated Service: A gray dashed line indicates the alignment of an existing route that is being changed. This may be a fully eliminated line or the previous alignment of a route with an alignment change.

Capital Projects Sheets

Like the operating project sheets, the capital project sheets are designed to provide detailed information about individual transit investments. Project sheets are grouped by type of investment (Transit Center, Vehicles, Bus Stops, etc.) and by individual projects. Cover sheets introduce the investment type, describe why it is important and list relevant information about the investment type, such as amenities included. Individual capital project sheets include four main pieces of information:

Location

The location of the planned project.

Project overview

A description of the project and its role/purpose in the Wake Bus Plan implementation.

Estimated Cost

Show estimated project cost. Cost estimate for projects with construction, estiate planning, design, and construction costs.

Services using Facility

Lists bus routes related to the capital investment within the SRTP timeframe (as appropriate).

1 NORTH GATE – NORTH POINTE – HORTON RD/GUESS RD (FY25 AND FY26)

Project Type: Alignment Change and Span Improvements

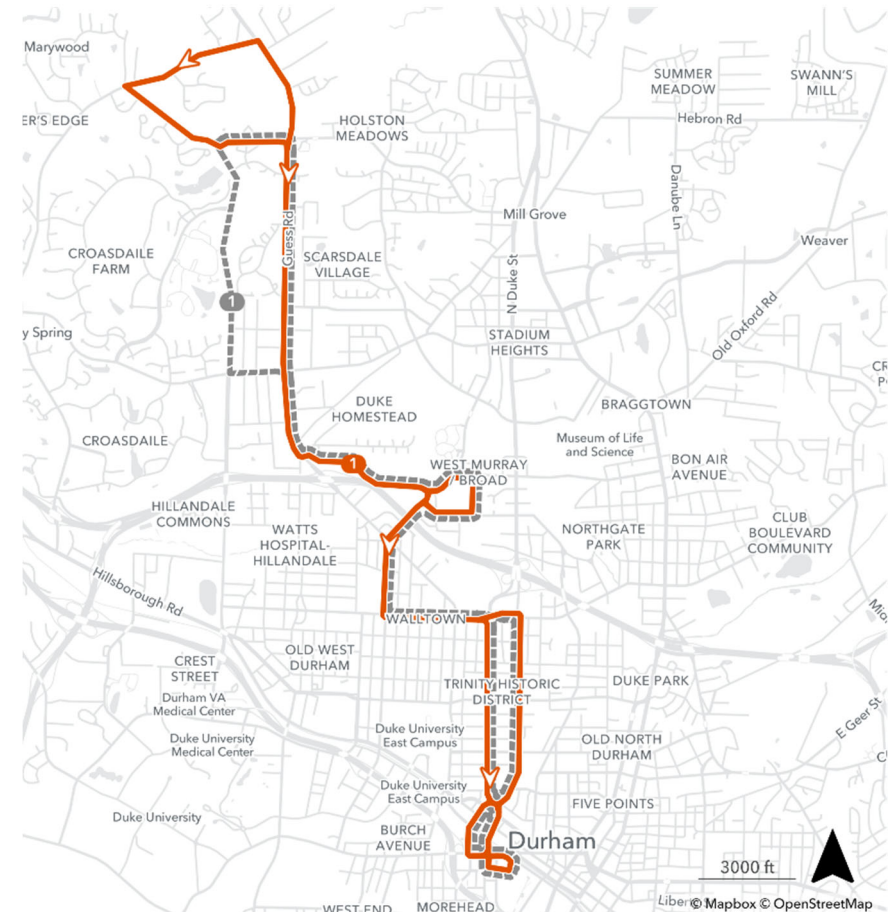
Project overview: In FY25, the alignment will extend northwards to Rose of Shannon Rd and off Hillandale Dr to provide bi-directional service on Guess Rd. In FY26, Sunday service will extend several hours from 9:30 PM to 12:00 AM.

Major destinations: Downtown Durham, Riverside High School, NC School of Science and Math

Related service investments:

- Route 14 Duke/VA – Hillandale Rd – North Duke Crossing

	Existing	Proposed (FY25)	Proposed (FY26)
	1: North Gate – North Pointe	1: North Gate – North Pointe – Horton/Guess	1: North Gate – North Pointe – Horton/Guess
Span of Service			
Weekday	5:30 AM – 12:15 AM	5:30 AM – 12:15 AM	5:30 AM – 12:30 AM
Saturday	5:30 AM – 12:15 AM	5:30 AM – 12:15 AM	5:30 AM – 12:30 AM
Sunday	6:30 AM – 9:30 PM	6:30 AM – 9:30 PM	6:30 AM – 12:00 AM
Frequency			
Weekday			
AM Peak	30	30	30
Midday	30	30	30
PM Peak	30	30	30
Evening	30	30	30
Saturday			
Daytime	30	30	30
Evening	30	30	30
Sunday			
Daytime	30	30	30
Evening	30	30	30



2 E MAIN ST – ANGIER AVE – BRIER CREEK (FY26)

Project Type: Span Improvements

Project overview: No alignment changes are proposed. In FY26, Sunday service will extend several hours from 9:30 PM to 12:00 AM.

Major destinations: Downtown Durham, Brier Creek

Related service investments: None

	Existing	Proposed (FY26)
	2: E. Main St – Angier Ave – Brier Creek	2: E. Main St – Angier Ave – Brier Creek
Span of Service		
Weekday	5:45 AM – 12:30 AM	5:30 AM – 12:30 AM
Saturday	5:45 AM – 12:30 AM	5:30 AM – 12:30 AM
Sunday	6:30 AM – 9:30 PM	6:30 AM – 12:00 AM
Frequency		
Weekday		
AM Peak	30	30
Midday	30	30
PM Peak	30	30
Evening	30	30
Saturday		
Daytime	30	30
Evening	30	30
Sunday		
Daytime	30	30
Evening	30	30



3 HOLLOWAY ST – THE VILLAGE – GLENVIEW STATION (FY25 AND FY26)

Project Type: Alignment Changes, Frequency and Span Improvements

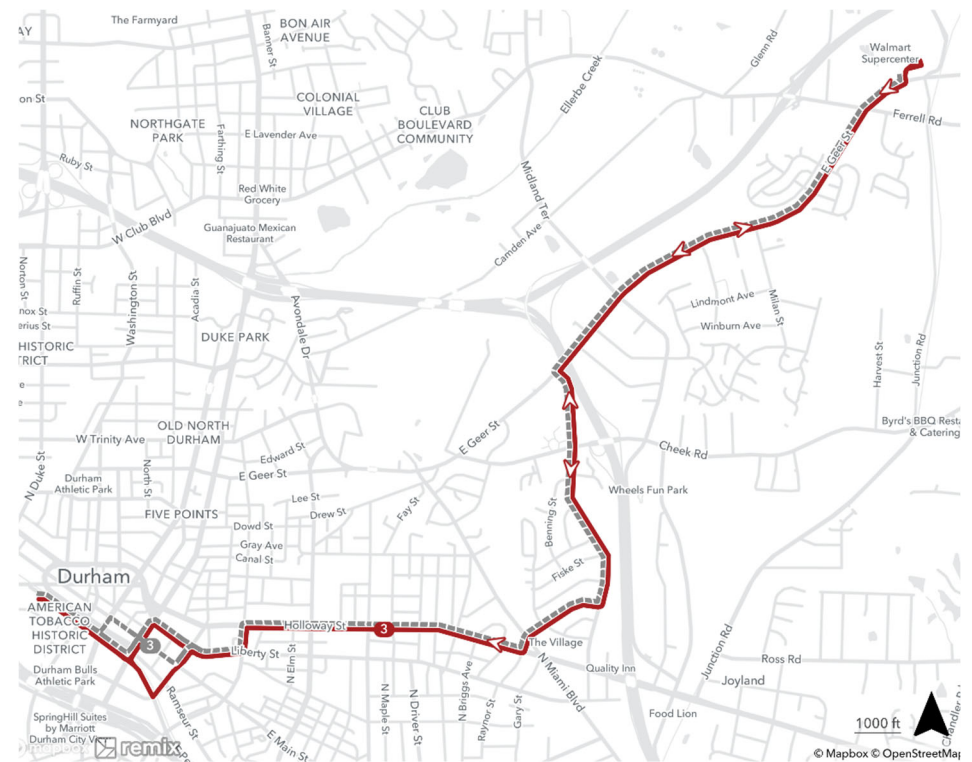
Project overview: In the latter half of FY25, the alignment will change downtown. Frequency will improve to 15 minutes during the day, Monday through Saturday, with 30-minute frequencies on Sunday. Combined with Route 16, service between downtown and the Village will improve to six trips per hour. In FY26, Sunday service will extend several hours from 9:30 PM to 12:00 AM.

Major destinations: Downtown Durham, Glenview Station

Related service investments:

- Route 16 Holloway St – The Village – Southern High School
- Elimination of Route 3C

	Existing	Proposed (FY25)	Proposed (FY26)
	3: Holloway St – The Village – Glenview Station	3: Holloway St – The Village – Glenview Station	3: Holloway St – The Village – Glenview Station
Span of Service			
Weekday	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM
Saturday	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM
Sunday	6:30 AM – 9:30 PM	6:30 AM – 9:30 PM	6:30 AM – 12:00 AM
Frequency			
Weekday			
AM Peak	30	15	15
Midday	30	15	15
PM Peak	30	15	15
Evening	60	30	30
Saturday			
Daytime	30	15	15
Evening	60	30	30
Sunday			
Daytime	60	30	30
Evening	60	30	30



4M (MILTON) N ROXBORO – DUKE REGIONAL – N DUKE CROSSING – MILTON (FY25 & FY26)

Project Type: Alignment Change and Span Improvements

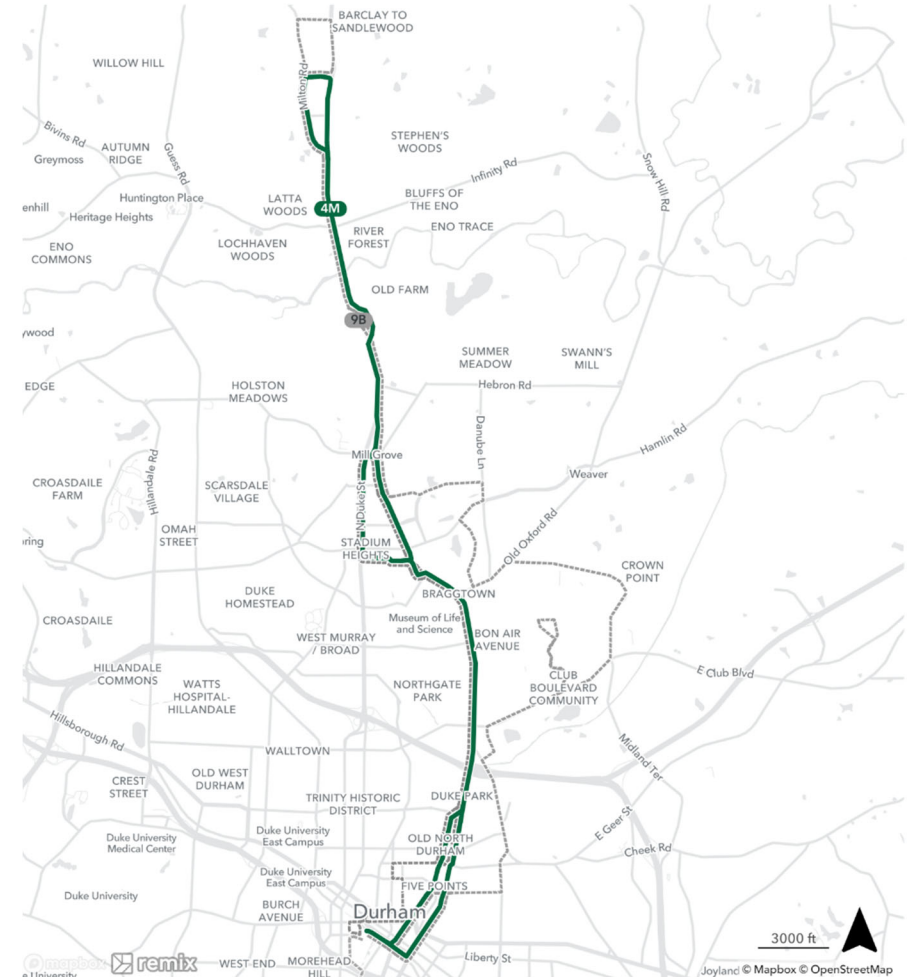
Project overview: In FY25, the alignment will change downtown and truncate at Milton Rd. In FY26, Sunday service will extend several hours from 9:30 PM to 12:00 AM. Combined with the supplemental Route 4H, downtown to North Duke Crossing will have 15-minute service.

Major destinations: Downtown Durham, Duke Regional Hospital, North Duke Crossing, Northern High School, North Regional Library

Related service investments:

- Route 4H N Roxboro Rd – Duke Regional – N Duke Crossing

	Existing	Proposed (FY25)	Proposed (FY26)
	4: N Roxboro Rd – Duke Regional – N Duke Crossing	4M: N Roxboro Rd – Duke Regional – N Duke Crossing – Milton	4M: N Roxboro Rd – Duke Regional – N Duke Crossing – Milton
Span of Service			
Weekday	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM
Saturday	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM
Sunday	6:30 AM – 9:30 PM	6:30 AM – 9:30 PM	6:30 AM – 12:00 AM
Frequency			
Weekday			
AM Peak	30	30	30
Midday	30	30	30
PM Peak	30	30	30
Evening	30	30	30
Saturday			
Daytime	30	30	30
Evening	30	30	30
Sunday			
Daytime	30	30	30
Evening	30	30	30



4H (HORTON) N ROXBORO RD – DUKE REGIONAL – N DUKE CROSSING (FY26)

Project Type: Alignment Change and Frequency Improvement

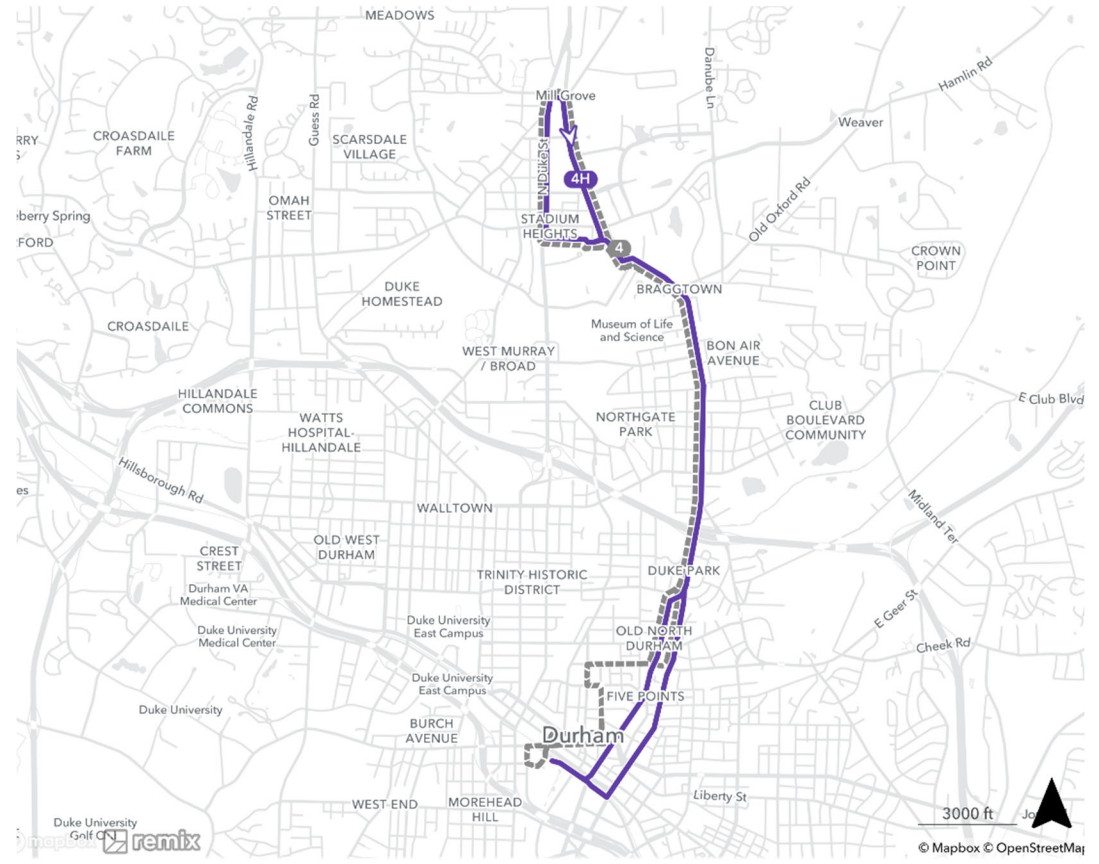
Project overview: In FY26, Route 4 will have two variations. This short variation provides supplemental service for the longer 4M. It will operate to Horton Rd every 30 minutes, Monday-Saturday. Combined with Route 4M, downtown to North Duke Crossing will have 15-minute service.

Major destinations: Downtown Durham, Duke Regional Hospital, North Duke Crossing

Related service investments:

- Route 4M N Roxboro Rd – Duke Regional – N Duke Crossing - Milton

	Existing	Proposed (FY26)
	4: N Roxboro Rd – Duke Regional – N Duke Crossing	4H: N Roxboro Rd – Duke Regional – N Duke Crossing
Span of Service		
Weekday	5:30 AM – 12:30 AM	5:30 AM – 7:00 PM
Saturday	5:30 AM – 12:30 AM	5:30 AM – 7:00 PM
Sunday	6:30 AM – 9:30 PM	-
Frequency		
Weekday		
AM Peak	30	30
Midday	30	30
PM Peak	30	30
Evening	30	-
Saturday		
Daytime	30	30
Evening	30	-
Sunday		
Daytime	30	-
Evening	30	-



5 FAYETTEVILLE ST – NCCU – SOUTHPOINT (FY26)

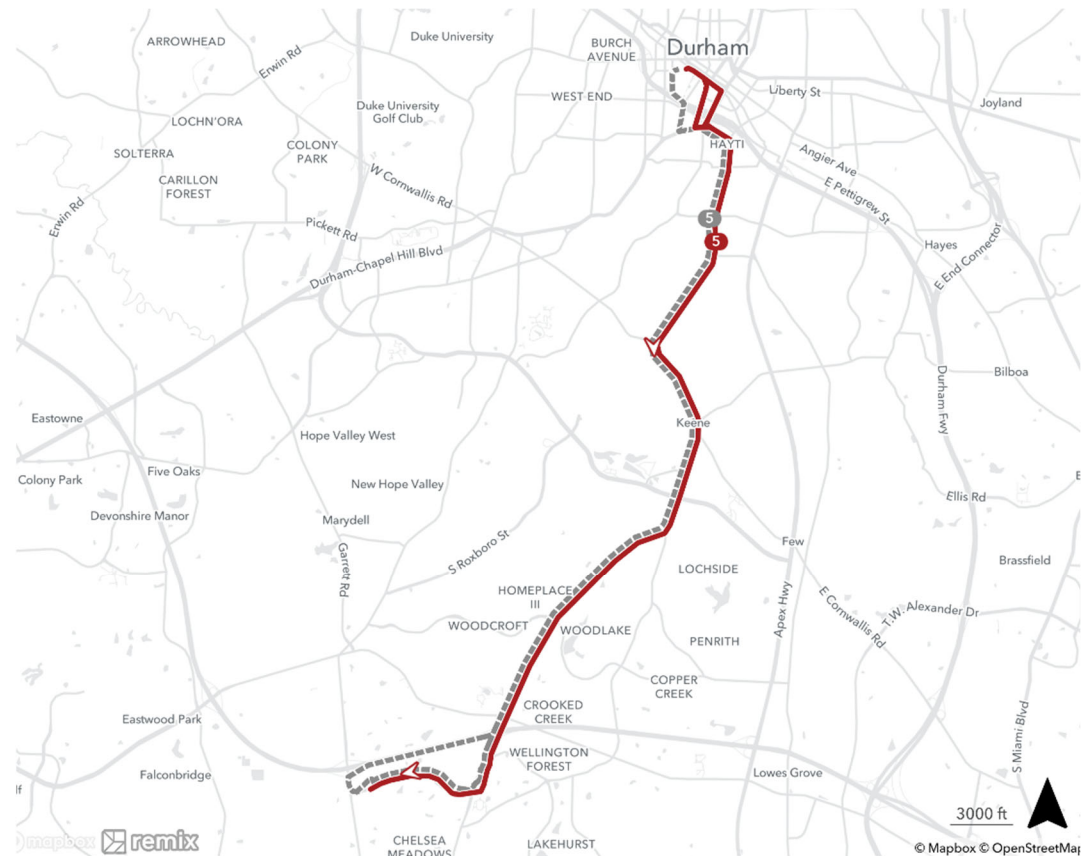
Project Type: Alignment Changes and Span Improvements

Project overview: Taking advantage of infrastructure changes on Renaissance Parkway, in FY26 Route 5 will change to run bi-directionally on Renaissance Parkway and Fayetteville Rd at Southpoint. The downtown alignment will also slightly adjust. Sunday service will extend several hours from 9:30 PM to 12:00 AM.

Major destinations: Downtown Durham, Hillside High School, Southpoint

Related service investments: None

	Existing	Proposed (FY26)
	5: Fayetteville St – NCCU – Southpoint	5: Fayetteville St – NCCU – Southpoint
Span of Service		
Weekday	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM
Saturday	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM
Sunday	6:30 AM – 9:30 PM	6:30 AM – 12:00 AM
Frequency		
Weekday		
AM Peak	15	15
Midday	15	15
PM Peak	15	15
Evening	30	30
Saturday		
Daytime	15	15
Evening	30	30
Sunday		
Daytime	30	30
Evening	30	30



6 CHAPEL HILL ST – DUKE / VA – CONSTITUTION (FY25 AND FY26)

Project Type: Alignment Changes, Frequency, and Span Improvements

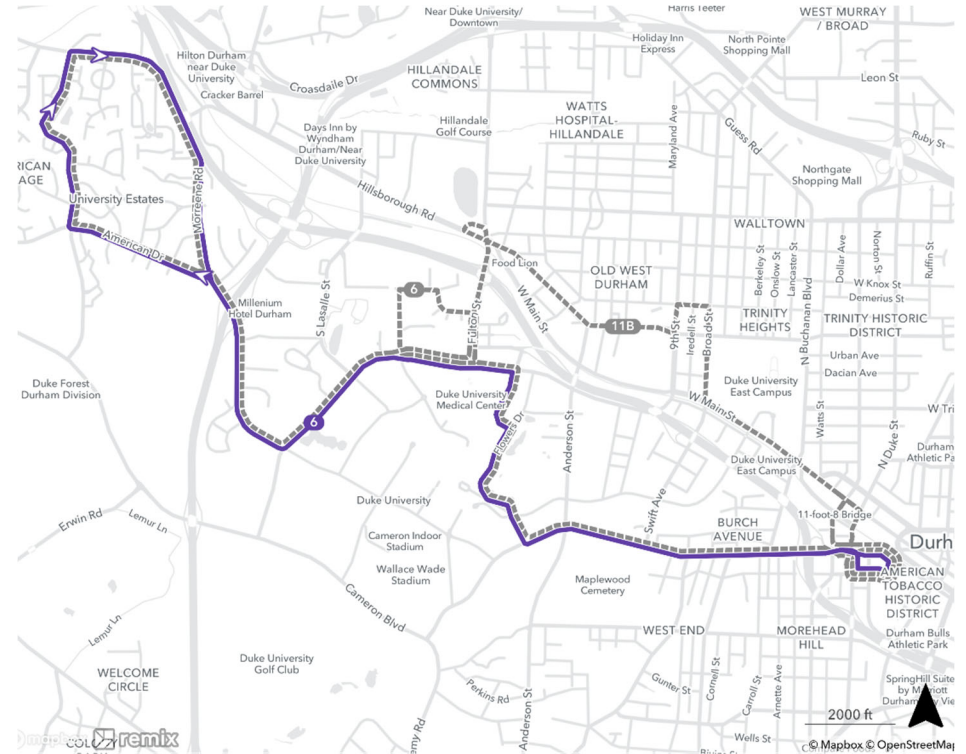
Project overview: In FY25, Sunday and evening frequencies will improve to 30 minutes. In FY26, the alignment will extend northwest from VA Medical Center to American Village via Constitution Dr, replacing the current 11B alignment. The one-way alignment via Crest St will be removed. Additionally, Sunday service will extend several hours to midnight.

Major destinations: Downtown Durham, Duke University, VA Medical Center

Related service investments:

- Elimination of Route 11B variant
- Route 11C W Main St – Duke/VA – Crest

	Existing	Proposed (FY25)	Proposed (FY26)
	6: Chapel Hill St – Duke/VA – Crest St	6: Chapel Hill St – Duke/VA – Crest St	6: Chapel Hill St – Duke/VA – Constitution
Span of Service			
Weekday	5:45 AM – 12:15 AM	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM
Saturday	5:45 AM – 12:15 AM	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM
Sunday	6:30 AM – 9:15 PM	6:30 AM – 9:15 PM	6:30 AM – 12:00 AM
Frequency			
Weekday			
AM Peak	30	30	30
Midday	30	30	30
PM Peak	30	30	30
Evening	60	30	30
Saturday			
Daytime	30	30	30
Evening	60	30	30
Sunday			
Daytime	60	30	30
Evening	60	30	30



7 FOREST HILLS – S ROXBORO ST - MLK PKWY (FY25, FY26, AND FY27)

Project Type: Alignment Changes, Frequency, and Span Improvements

Project overview: In FY25, daily evening service and Sunday daytime service will improve to 30 minutes every day, resulting in all-day 30-minute service throughout the week. In FY26, the Sunday service span will extend several hours from 9:30 PM to 12:00 AM. In FY27, the alignment on Weaver St will be removed, providing bi-directional service on South Roxboro St.

Major destinations: Downtown Durham, Hillside High School, Shoppes of Hope Valley

Related service investments: None

	Existing	Proposed (FY25)	Proposed (FY26)
	7: Forest Hills – Weaver St/S Roxboro St – MLK	7: Forest Hills – S Roxboro St. – MLK	7: Forest Hills – S Roxboro St. – MLK
Span of Service			
Weekday	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM
Saturday	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM
Sunday	6:30 AM – 9:30 PM	6:30 AM – 9:30 PM	6:30 AM – 12:00 AM
Frequency			
Weekday			
AM Peak	30	30	30
Midday	30	30	30
PM Peak	30	30	30
Evening	60	30	30
Saturday			
Daytime	30	30	30
Evening	60	30	30
Sunday			
Daytime	60	30	30
Evening	60	30	30



8 LAWSON ST – DURHAM TECH – E CORNWALLIS RD (FY25 AND FY26)

Project Type: Alignment Changes and Frequency, and Span Improvements

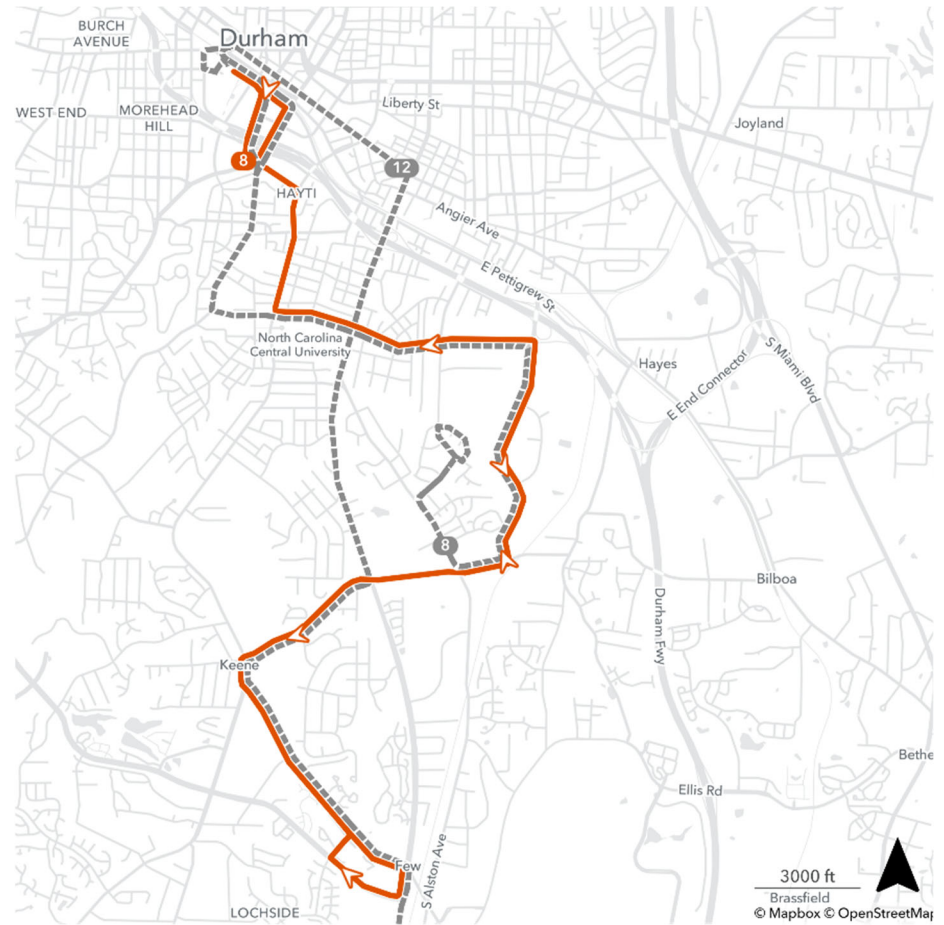
Project overview: In the first half of FY25, daily evening service and Sunday daytime service will improve to 30 minutes every day, resulting in all-day 30-minute service throughout the week. In the latter half of FY25, the route will realign from S. Roxboro St to Fayetteville Rd via Lakewood Ave. Service will extend to Apex Hwy via Riddle Rd and Cornwallis Rd with service to Alston Ave removed. In FY26, Sunday service will extend several hours from 9:30 PM to 12:00 AM.

Major destinations: Downtown Durham, NCCU, Durham Tech

Related service investments:

- Route 12 E Main St – NCCU – NC54
- Route 13 NCCU – The Village

	Existing	Proposed (FY25)	Proposed (FY26)
	8: Lawson St – NCCU – Durham Tech	8: Lawson St – Durham Tech – E Cornwallis Rd	8: Lawson St – Durham Tech – E Cornwallis Rd
Span of Service			
Weekday	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM
Saturday	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM
Sunday	6:30 AM – 9:30 PM	6:30 AM – 9:30 PM	6:30 AM – 12:00 AM
Frequency			
Weekday			
AM Peak	30	30	30
Midday	30	30	30
PM Peak	30	30	30
Evening	60	30	30
Saturday			
Daytime	30	30	30
Evening	60	30	30
Sunday			
Daytime	60	30	30
Evening	60	30	30



9D (DANUBE) HEBRON – DUKE REGIONAL – DEARBORN DR (FY25 AND FY26)

Project Type: Alignment Changes, Frequency and Span Improvements

Project overview: In FY25, the alignment will change downtown and in the north. Route 9D will extend to Hebron Rd via Ben Franklin Blvd and Danube Ln. In FY26, daytime frequencies will improve to 30 minutes, Monday through Saturday. Sunday service will extend to midnight. Combined with Route 9G, there will be 15-minute frequency along Dearborn Drive between Duke Regional and Downtown Durham.

Major destinations: Downtown Durham, Duke Regional Hospital

Related service investments:

- Route 9G Dearborn Dr – Glenbrook Dr – Duke Regional

	Existing	Existing	Proposed (FY25)	Proposed (FY26)
	9B: Dearborn Dr – Riverview – Northern HS	9: Dearborn Dr – Duke Regional – Riverview	9D: Hebron Rd – Dearborn Dr – Duke Regional	9D: Hebron Rd – Dearborn Dr – Duke Regional
Span of Service				
Weekday	5:45 AM – 7:15 PM	7:00 PM – 12:30 AM	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM
Saturday	5:45 AM – 7:15 PM	7:00 PM – 12:30 AM	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM
Sunday	-	6:30 AM – 9:30 PM	6:30 AM – 9:30 PM	6:30 AM – 12:00 AM
Frequency				
Weekday				
AM Peak	60	-	60	30
Midday	60	-	60	30
PM Peak	60	-	60	30
Evening	-	60	60	60
Saturday				
Daytime	60	-	60	30
Evening	-	60	60	60
Sunday				
Daytime	-	60	60	60
Evening	-	60	60 </td <td>60</td>	60



9G (GLENBROOK) DEARBORN DR – GLENBROOK DR – DUKE REGIONAL (FY25 AND FY26)

Project Type: Alignment Changes, Frequency and Span Improvements

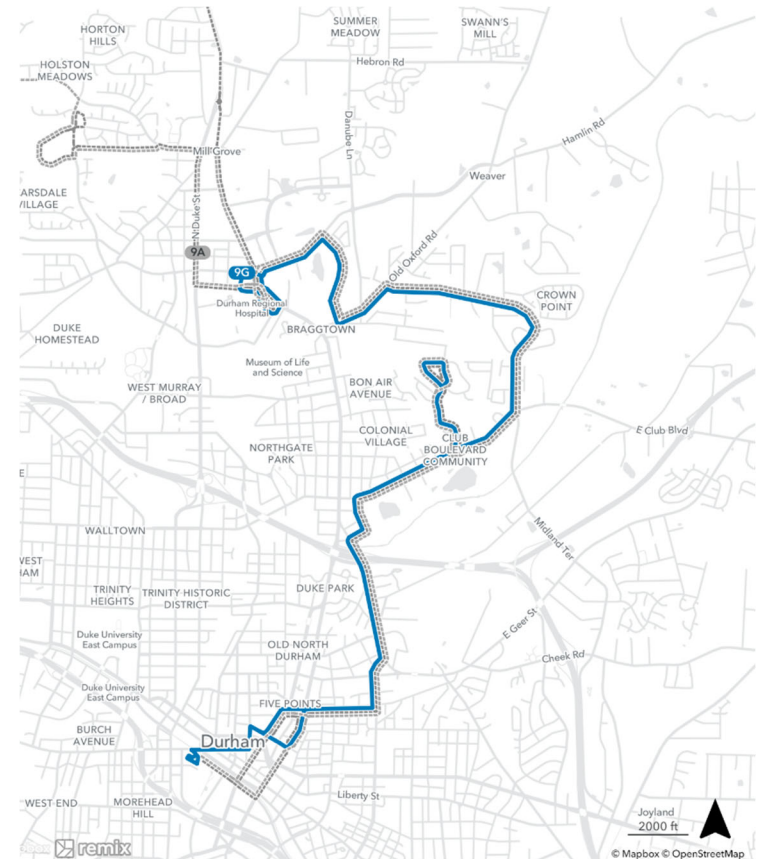
Project overview: In FY25, the alignment will change downtown and truncate in the north at Duke Regional Hospital. In FY26, daytime frequencies will improve to 30 minutes, Monday through Saturday. Sunday service will extend several hours from 9:30 PM to 12:00 AM. Combined with Route 9D, there will be 15-minute frequency along Dearborn Drive between Duke Regional and Downtown Durham.

Major destinations: Downtown Durham, Duke Regional Hospital

Related service investments:

- Route 9D Hebron – Duke Regional – Dearborn Dr

	Existing	Existing	Proposed (FY25)	Proposed (FY26)
	9A: Dearborn Dr – Duke Regional – Riverside HS	9: Dearborn Dr – Duke Regional – Riverview	9G: Dearborn Dr – Glenbrook – Duke Regional	9G: Dearborn Dr – Glenbrook – Duke Regional
Span of Service				
Weekday	5:15 AM – 7:00 PM	7:00 PM – 12:30 AM	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM
Saturday	5:15 AM – 7:00 PM	7:00 PM – 12:30 AM	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM
Sunday	-	6:30 AM – 9:30 PM	6:30 AM – 9:30 PM	6:30 AM – 12:00 AM
Frequency				
Weekday				
AM Peak	60	-	60	30
Midday	60	-	60	30
PM Peak	60	-	60	30
Evening	-	60	60	60
Saturday				
Daytime	60	-	60	30
Evening	-	60	60	60
Sunday				
Daytime	-	60	60	60
Evening	-	60	60	60



10 CHAPEL HILL RD – SOUTH SQUARE – NEW HOPE COMMONS (FY26)

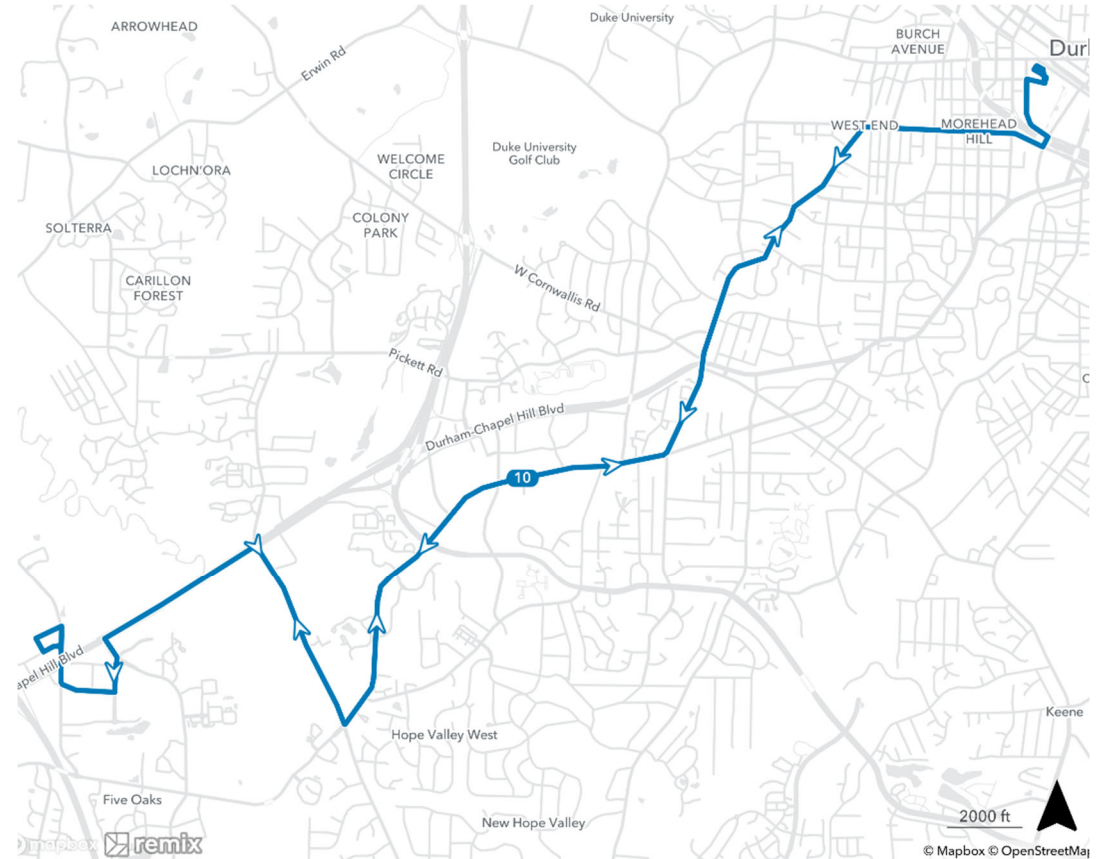
Project Type: Span Improvements

Project overview: In FY26, Sunday service will be extended several hours from 9:30 PM to 12:00 AM.

Major destinations: Downtown Durham, Glenview Station

Related service investments: None

	Existing	Proposed (FY26)
	10: Chapel Hill Rd – South Square – New Hope Commons	10: Chapel Hill Rd – South Square – New Hope Commons
Weekday	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM
Saturday	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM
Sunday	6:30 AM – 9:30 PM	6:30 AM – 12:00 AM
Weekday		
AM Peak	30	30
Midday	30	30
PM Peak	30	30
Evening	60	60
Saturday		
Daytime	30	30
Evening	60	60
Sunday		
Daytime	60	60
Evening	60	60



11H (HILLSBOROUGH) W MAIN ST – DUKE / VA – HILLSBOROUGH RD (FY26)

Project Type: Alignment Changes, Frequency, and Span Improvements

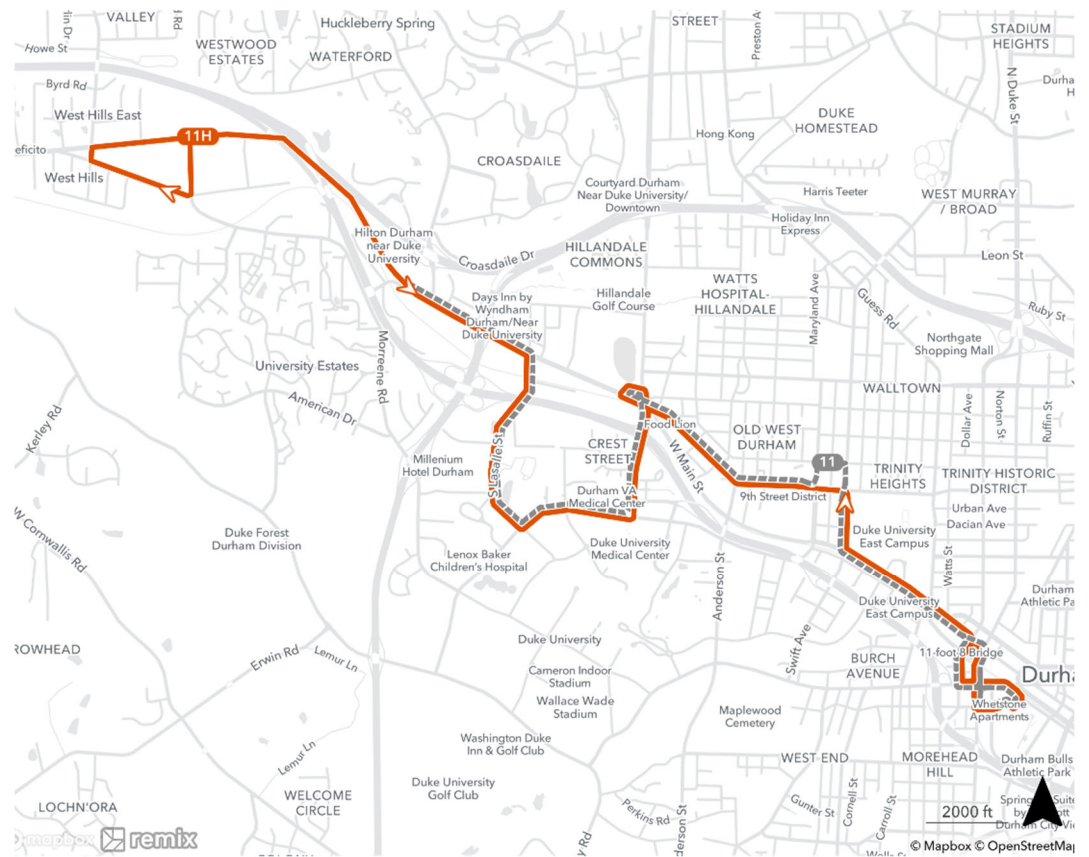
Project overview: In FY26, the alignment will extend to Sparger Rd. Sunday and evening frequencies will improve to 30 minutes. Sunday service will extend several hours from 9:30 PM to 12:00 AM. Combined with the supplemental Route 11C, there will be 15-minute service between downtown and VA Medical Center, Monday through Saturday.

Major destinations: Downtown Durham, Duke University, VA Medical Center

Related service investments:

- Route 11C W Main St – Duke/VA – Crest

	Existing	Proposed (FY26)
	11: W Main St – Duke/VA – Hillsborough Rd	11H: W Main St – Duke/VA – Hillsborough Rd
Span of Service		
Weekday	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM
Saturday	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM
Sunday	6:30 AM – 9:30 PM	6:30 AM – 12:00 AM
Frequency		
Weekday		
AM Peak	30	30
Midday	30	30
PM Peak	30	30
Evening	60	30
Saturday		
Daytime	30	30
Evening	60	30
Sunday		
Daytime	60	30
Evening	60	30



12 E MAIN ST – NCCU – NC54 (FY25 AND FY26)

Project Type: Alignment Changes, Frequency, and Span Improvements

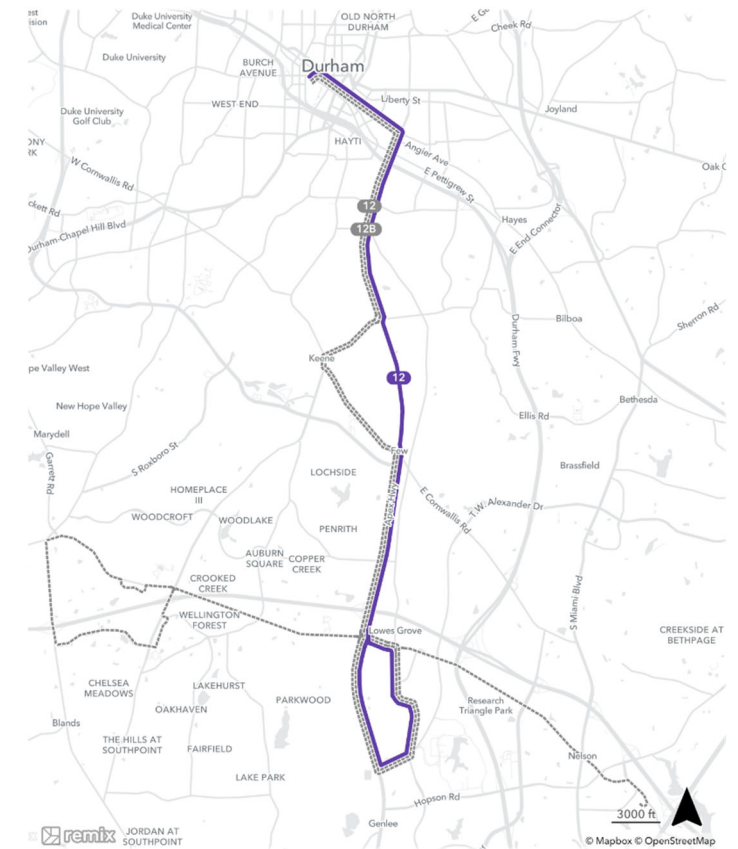
Project overview: In the latter half of FY25, service to Southpoint will be removed and the alignment truncated to T.W. Alexander Dr, south of NC-54. Frequencies will improve to every 30 minutes. In FY26, Sunday service will extend several hours from 9:30 PM to 12:00 AM.

Major destinations: Downtown Durham, Park West Crossing

Related service investments:

- Elimination of Route 12B
- GoTriangle Route 800

	Existing	Existing	Proposed (FY25)	Proposed (FY26)
	12: E Main St – NCCU – Southpoint	12B: E Main St – NCCU – Durham Station	12: E Main St – NCCU – NC54	12: E Main St – NCCU – NC54
Span of Service				
Weekday	5:15 AM – 12:30 AM	5:45 AM – 7:00 PM	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM
Saturday	5:15 AM – 12:30 AM	5:45 AM – 7:00 PM	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM
Sunday	6:00 AM – 9:30 PM	-	6:30 AM – 9:30 PM	6:30 AM – 12:00 AM
Frequency				
Weekday				
AM Peak	60	60	30	30
Midday	60	60	30	30
PM Peak	60	60	30	30
Evening	60	-	30	30
Saturday				
Daytime	60	60	30	30
Evening	60	-	30	30
Sunday				
Daytime	60	-	30	30
Evening	60	-	30	30



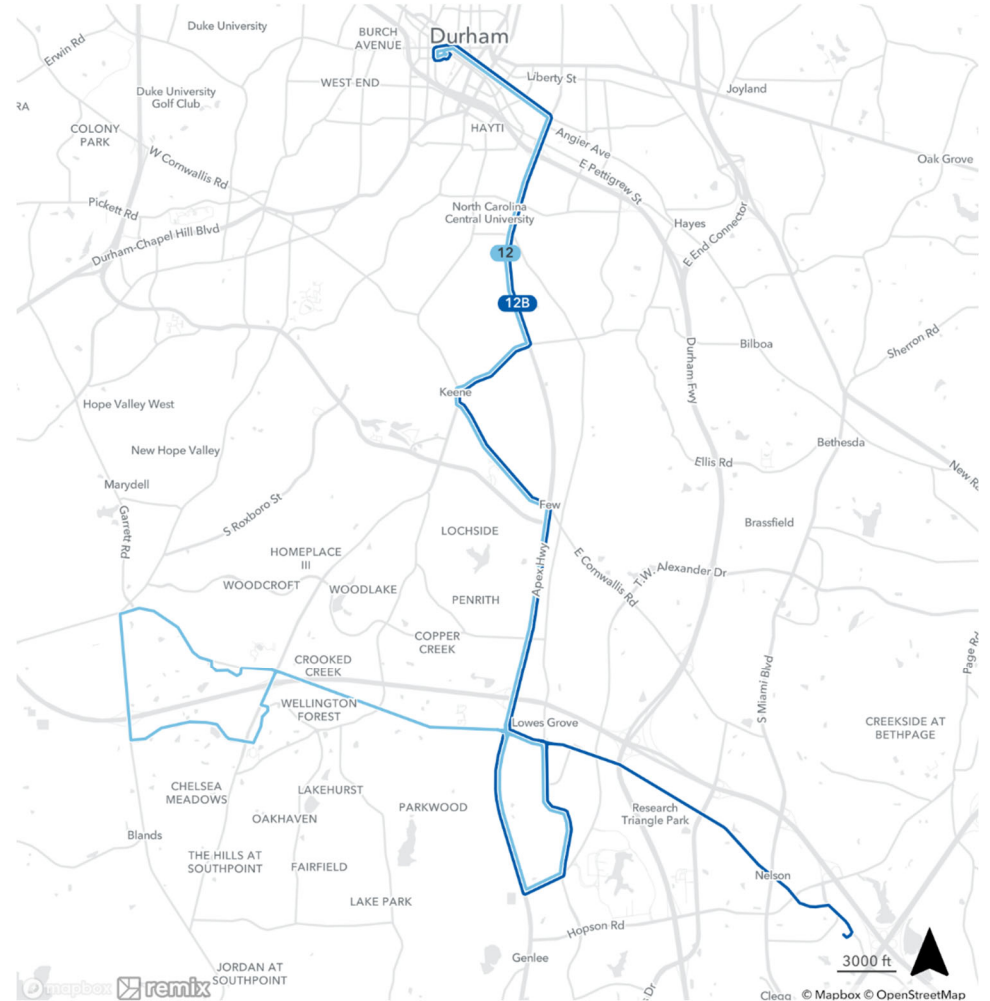
12B E MAIN ST – NCCU – DURHAM STATION (FY25)

Project Type: Span Improvements

Project overview: In the first half of FY25, the service span of route 12B will be expanded until 12:30 AM on weekdays and Saturdays and will operate every 60 minutes on Sundays from 6:30 AM to 9:30 PM. Combined with route 12, this will provide half hour service on the trunk of 12 and 12B later at night and on Sundays. In the latter half of FY25, route 12B will be eliminated with the new alignment of GoTriangle Route 800 and increased span and frequency on GoDurham Route 12.

Major destinations: Downtown Durham, Regional Transit Center

	Existing	Proposed (FY25)
	12B: E Main St – NCCU – Durham Station	12B: E Main St – NCCU – Durham Station
Weekday	5:45 AM – 7:00 PM	5:30 AM – 12:30 AM
Saturday	5:45 AM – 7:00 PM	5:30 AM – 12:30 AM
Sunday	-	6:30 AM – 9:30 PM
Weekday		
AM Peak	60	60
Midday	60	60
PM Peak	60	60
Evening	-	60
Saturday		
Daytime	60	60
Evening	-	60
Sunday		
Daytime	-	60
Evening	-	60



13 NCCU – THE VILLAGE (FY25)

Project Type: New Route

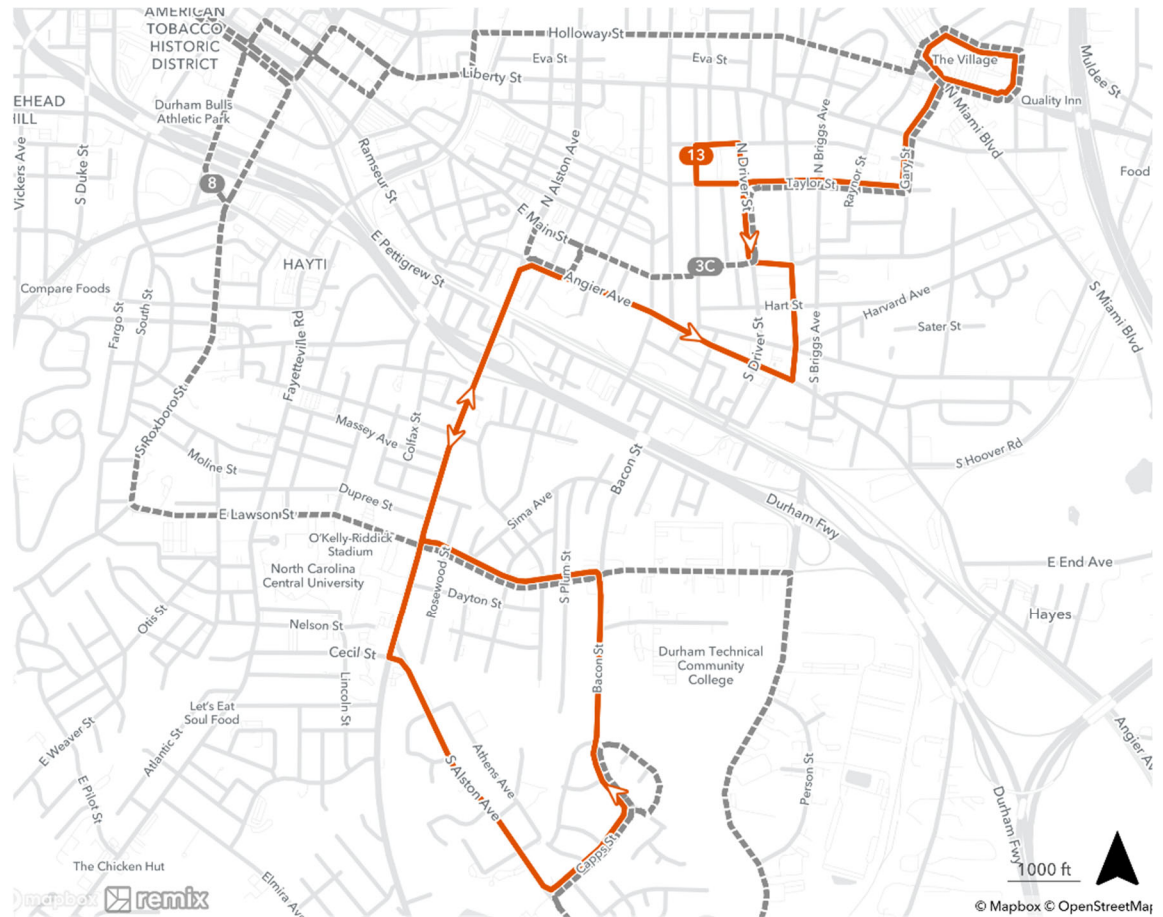
Project overview: In the latter half of FY25, a new Route 13 will connect NCCU and Durham Tech to The Village. It will follow the current 3C route south of The Village and serve Capps St (previously served by Route 8). Route 13 will run every 30 minutes until 7pm every day.

Major destinations: Downtown Durham, NCCU, Durham Tech, The Village

Related service investments:

- Elimination of Route 3C
- Route 8 Lawson St – Durham Tech – E Cornwallis Rd

	Proposed (FY25)
	13: NCCU – The Village
Span of Service	
Weekday	5:30 AM – 7:30 PM
Saturday	5:30 AM – 7:30 PM
Sunday	6:30 AM – 7:00 PM
Frequency	
Weekday	
AM Peak	30
Midday	30
PM Peak	30
Evening	-
Saturday	
Daytime	30
Evening	-
Sunday	
Daytime	30
Evening	-



14 DUKE/VA – HILLANDALE RD – NORTH DUKE CROSSING (FY25 AND FY26)

Project Type: New Route

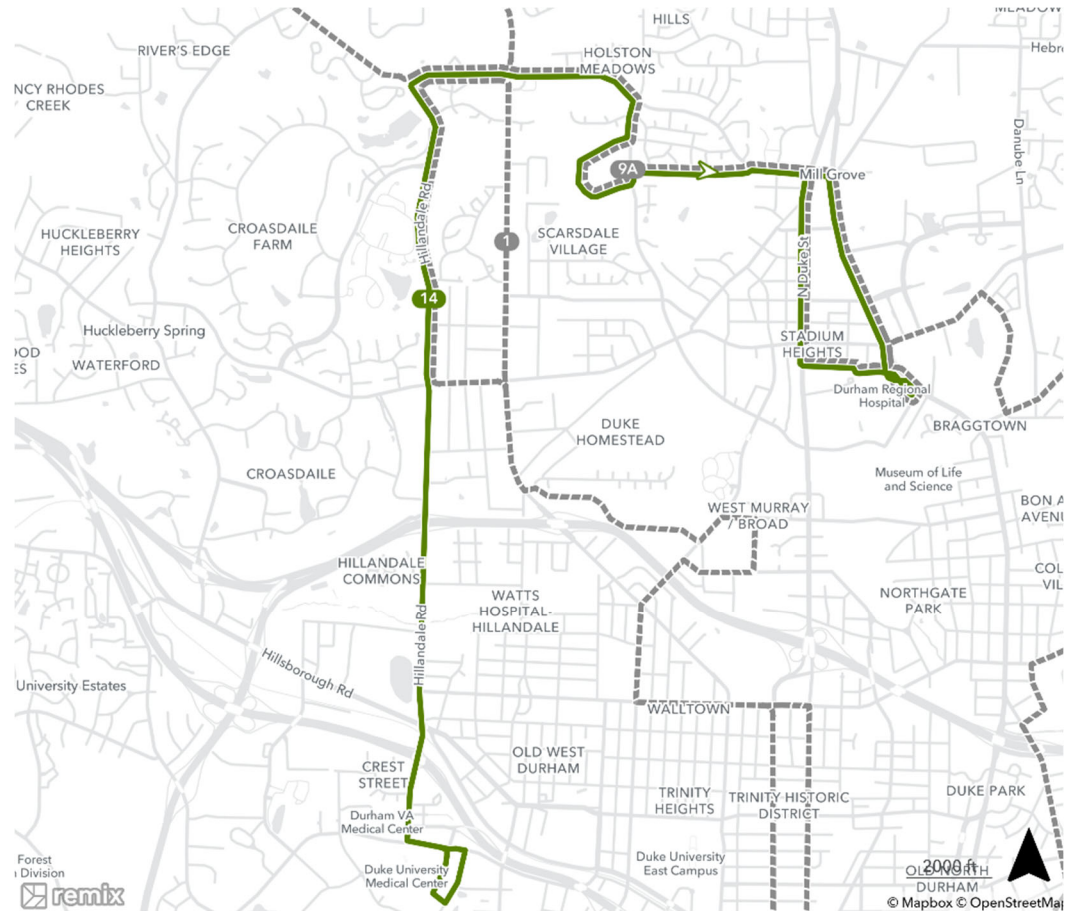
Project overview: In FY25, a new Route 14 will connect Duke Clinics, Duke, and VA Medical Centers, Hillandale Rd, North Duke Crossing, and Duke Regional Hospital. It will replace parts of Routes 1, 6, 9, and 9A and create connections between destinations in West and North Durham. In FY26, Sunday service will extend several hours from 9:30 PM to 12:00 AM.

Major destinations: Duke University, VA Medical Center, North Duke Crossing, Duke Regional Hospital

Related service investments:

- Route 1 North Gate – North Pointe – Horton Rd/Guess Rd
- Elimination of 9A variant

	Proposed (FY25)	Proposed (FY26)
	14: Duke/VA – Hillandale Rd – N Duke Crossing	14: Duke/VA – Hillandale Rd – N Duke Crossing
Span of Service		
Weekday	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM
Saturday	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM
Sunday	6:30 AM – 9:00 PM	6:30 AM – 12:00 AM
Frequency		
Weekday		
AM Peak	30	30
Midday	30	30
PM Peak	30	30
Evening	60	60
Saturday		
Daytime	30	30
Evening	60	60
Sunday		
Daytime	30	30
Evening	60	60



16 HOLLOWAY ST – THE VILLAGE – SOUTHERN HS (FY25 AND FY26)

Project Type: Alignment Changes, Frequency and Span Improvements

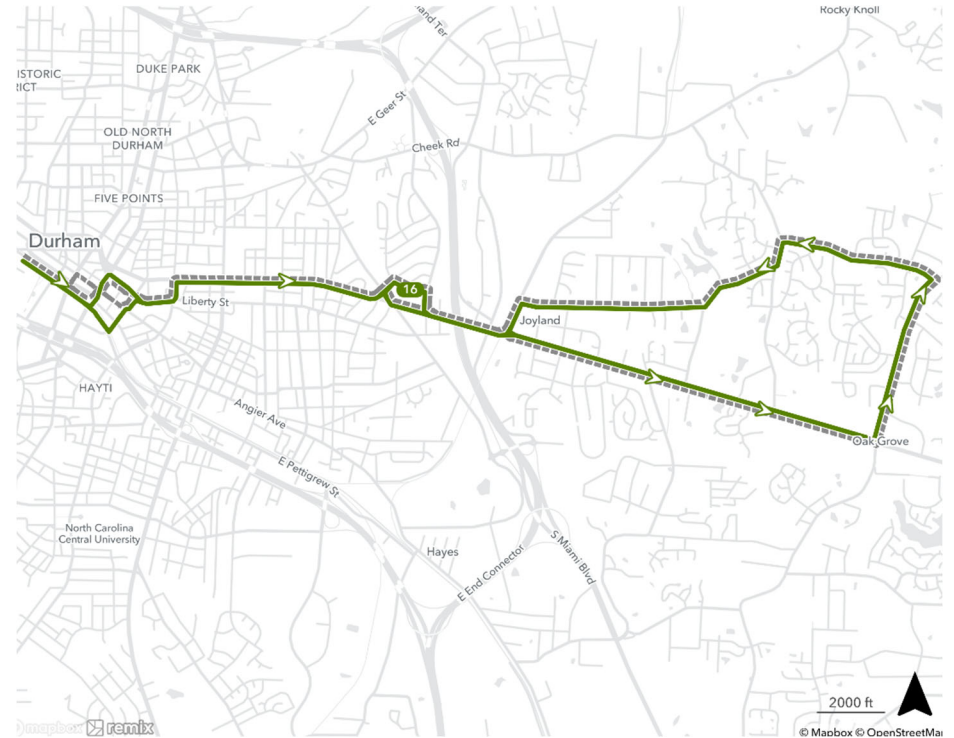
Project overview: In the latter half of FY25, Route 3B will be renamed to Route 16 with slight alignment changes downtown. Frequencies will improve to 30 minutes all day every day. Combined with Route 3, service between downtown and the Village will improve to six trips per hour. In FY26, Sunday service will extend several hours to 12:00 AM.

Major destinations: Downtown Durham, The Village, Southern High School

Related service investments:

- Route 3 Holloway St – The Village – Glenview Station
- Elimination of Route 3C

	Existing	Proposed (FY25)	Proposed (FY26)
	3B: Holloway St – The Village – Southern HS	16: Holloway St – The Village – Southern HS	16: Holloway St – The Village – Southern HS
Span of Service			
Weekday	5:15 AM – 12:15 AM	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM
Saturday	5:15 AM – 12:15 AM	5:30 AM – 12:30 AM	5:30 AM – 12:30 AM
Sunday	6:45 AM – 9:15 PM	6:45 AM – 9:15 PM	6:30 AM – 12:00 AM
Frequency			
Weekday			
AM Peak	60	30	30
Midday	60	30	30
PM Peak	60	30	30
Evening	60	30	30
Saturday			
Daytime	60	30	30
Evening	60	30	30
Sunday			
Daytime	60	30	30
Evening	60	30	30



FUTURE OPERATING PROJECTS

The Short Range Transit Plan process identified additional service improvements that were not prioritized for funding within the SRTP timeframe. Projects that are funded in the Durham Transit Plan are indicated with their programmed year in parentheses. All other projects do not have identified funding.

Service Change	Net Annual Operating Cost (FY24\$)	Net Peak Vehicles
Route 1 – Increase frequency to 15 minutes all day	\$1,922,098	3.5
Route 2X – New short turn for Route 2 to increase trunk frequency to 15 minutes	\$574,345	1
Route 6 – Increase frequency to 15 minutes all day	\$1,445,036	2.5
Route 7 – Extend route to provide additional coverage in South Durham	\$1,970,991	2
Route 15 – Eliminate route 10B and replace with new crosstown route	\$425,974	0
Route 10 – Increase frequency to 15 minutes all day	\$1,713,233	3
Route 12 – Increase frequency to 15 minutes all day	\$1,723,034	3
Route 13 – Expanded evening and Sunday frequency and span	\$523,832	0
Route 13 – Extension to Glenview Station on top of expanded service	\$1,965,955	2
Route 14 – Sunday and evening frequency improvement	\$183,089	0
Route 18 – New southwest crosstown route between Patterson Place and RTC	\$2,884,244	4
Route 32L – New northeast crosstown route between Glenview Station and Hebron (FY31)	\$1,442,122	2

CAPITAL PROJECTS

GoDurham SRTP-funded projects include a series of capital investments to support the expanded bus network:

- **Bus Stops** – The SRTP will require an investment in bus stops. Individual bus stop investments are not specifically called out in the SRTP; however, the bus stop investment is consistent with the bus stop improvement plan included in the Durham Transit Plan.
- **Mobility Hubs** – As GoDurham expands the bus network, there will be a need for transit hubs outside of Durham Station. The SRTP recommends two new transfer facilities, which are designed to be smaller than Durham Station and envisioned as “mobility hubs” for connections between multiple bus routes and facilities and resources for transit riders, such as large shelters, benches, lighting, bike racks, and other facilities.
- **Enhanced Transfer Points** – The SRTP will develop a network of 11 enhanced transfer points (ETPs) scheduled for Durham’s high ridership bus stops and locations served by two or more frequent bus routes. The ETPs are designed to make riders more comfortable with shelters, benches, solar lighting, signage, and other amenities.
- **New Transit Vehicles** – Also in line with GoDurham’s plans to increase bus service, the SRTP includes funding to purchase additional vehicles. New vehicle purchases are scheduled in line with service expansion and as the schedule permits, funded 24 months before new service is planned. This schedule allows time for the order and manufacturing of GoDurham buses.
- **Maintenance Facility** – GoDurham is planning to build a new bus maintenance facility on Fay Street in Durham. This facility will accommodate a larger fleet of vehicles, including charging equipment required for an increasingly electric-powered fleet. The location is also efficient for service operations.

More information on each of these capital investments is provided in the following project sheets.



MOBILITY HUB – NORTH DURHAM (FY25)

Facility Type: Mobility Hub

Location: Duke Regional Hospital service road accessed via Crutchfield St and Olympic Ave.

Project Description: Service increases planned for North Durham mean that a northern hub is needed for both riders and GoDurham operations. The Duke Regional Hospital has been identified as a mobility hub because it is a central location in North Durham, and the location already serves large numbers of riders. While the exact location of the mobility hub will be determined through additional analysis, the SRTP expects the mobility hub will be at or near an existing stop on a service road parallel to N Roxboro St. The site will be developed to accommodate roughly 16 buses per hour with four vehicles serving the site at any point in time. It will be served by Routes 4H, 4M, 9D, and 14. The project is expected to take multiple years to complete, with initial work beginning FY25 associated with planning and design. Later years include funding for potential real estate and land acquisition as well as site construction. The SRTP includes \$1.5 million in funding for the North Durham Mobility Hub.



Representative image: project elements and design will vary by location.

MOBILITY HUB - THE VILLAGE (FY25)

Facility Type: Mobility Hub

Location: The Village Shopping Center at N Miami Blvd & Holloway St.

Project Description: Service increases are creating a need for a secondary hub to support GoDurham riders and operations. The SRTP identified The Village as a location for a mobility hub because it will be served by Route 3 (service every 15 minutes) and a new crosstown Route 16. While the exact location of the mobility hub will be determined through additional analysis, the SRTP is planning on a location near or at N Miami Boulevard and Holloway Street. The site will be developed to accommodate roughly 8 buses per hour and will be served by Routes 3 and 16. The project is expected to take multiple years to complete, with initial work beginning FY25 associated with planning and design. Later years include funding for potential real estate and land acquisition as well as site construction. The mobility hub at The Village location is funded with \$1.5 million.



Representative image: project elements and design will vary by location.

ENHANCED TRANSFER POINTS (FY24 – FY28)

Facility Type: Enhanced Transfer Points (ETPs)

Location: Various locations

Project Description: The SRTP includes development of 11 enhanced transfer points. The ETPs are planned at GoDurham’s high ridership stops and at bus stops served by two or more frequent bus routes. These larger bus stops are designed to improve rider comfort and safety with more facilities and amenities. The ETPs will be developed by either GoDurham or GoTriangle, depending on the location. Programmed costs assume that planning and design is started in year one with any land or right-of-way purchases and construction of the site scheduled for year two.

ETPs are planned for the several locations, with five ETPs scheduled for development during the SRTP planning period (see the system map on page 8).

- Guess / Horton (serves Routes 1 and 14)
- Duke / Veteran’s Administration (serves Routes 6 and 11)
- NC 55 / Lawson (serves Routes 8 and 12)
- NC 54 and NC 55 (serves Routes 12 and 800)
- North Duke (Horton/Roxboro) (serves Routes 4 and 14)
- NC 55 and Riddle (serves Routes 8 and 12)
- Fayetteville and Riddle (serves Routes 5, 7 and 8)
- Southpoint (serves Routes 5, 800 and 805)
- Patterson Place (funded) (serves Routes 10,400 and 405)
- Plus, two locations to be determined.



Representative image: project elements and design will vary by location.

Estimated Cost by Year	FY25	FY26	FY27	FY28
Programmed ETP's	-	1	2	2
Planning & Design	\$141,404	\$294,120	\$305,885	\$477,181
Real Estate & Construction	-	\$565,616	\$1,176,481	\$1,223,541
Total	\$141,404	\$859,736	\$1,482,366	\$1,700,721

BUS MAINTENANCE FACILITY (FY25)

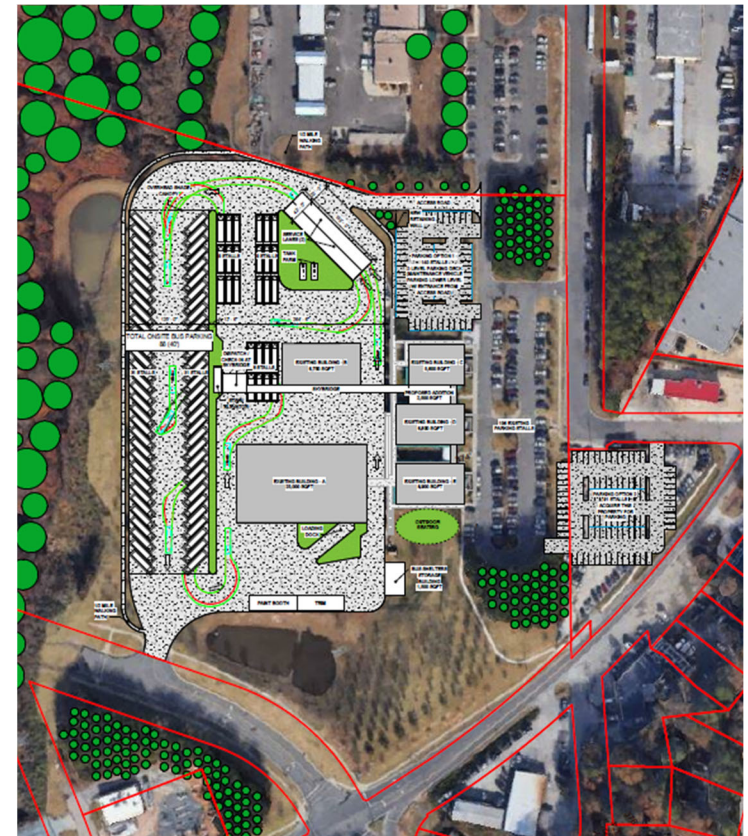
Facility Type: Maintenance Facility

Location: 1905 Fay Street, Durham, NC 27701

Project Description: A new maintenance facility is planned to replace the existing GoDurham Operations, Maintenance, and Administration Facility. The site is bordered by N Miami Blvd, E Geer St, and Fay St. Transit plans will share the cost of the \$50 million facility, splitting 55-30-15 percent among the Wake-Durham-Orange transit plans based on the approximate ratio of revenue hours of transit plan funded service funded by the plans. GoTriangle will submit applications for discretionary federal grant funding to offset the costs to the transit plans.

The project will expand GoDurham’s capacity to service, maintain, and dispatch the increased service funded by the transit plans. By FY28, GoDurham increase revenue hours by 49%, which means more buses will be on the road for longer periods of the day and more days per week. The more intense deployment of vehicles will reduce the time available to service and maintain vehicles. This expansion will provide increased capacity to maintain and service GoDurham’s buses in shorter windows. The expansion will also accommodate the larger workforce of operators necessary to support a service increase of nearly 50%.

Estimated Cost by Year	FY25	FY26	FY27	FY28	FY29-FY30
Capital Investments	\$5,000,000	\$7,500,000	\$7,500,000	\$10,000,000	\$20,000,000



FIXED-ROUTE VEHICLE PURCHASES

Capital Investment Type: Transit Buses

Location: N/A

Project Description: As the SRTP programs additional bus service, it needs to purchase additional transit vehicles. The SRTP is programming the purchase of 16 additional vehicles, including 13 vehicles required for service expansions plus an additional three spare vehicles. As timing permits, vehicle purchases are funded 24 months in advance of when they will be needed for service to allow for production schedules. With this schedule in mind, the SRTP schedules the purchase of 6 vehicles in FY24 and 6 in FY25.

The cost per bus is estimated based on the clean diesel bus purchase price in 2023 (\$650,000). Costs are estimated to increase 4% per year.

Estimated Cost by Year	FY24	FY25	FY26	FY27	FY28
Cost per Bus	\$650,000	\$676,000	\$703,040	\$731,162	\$760,408
Bus Purchases	6	6	0	0	0
Total Cost	\$3,900,000	\$4,056,000	\$0	\$0	\$0



Appendix A: Operating Statistics Tables

SYSTEM SUMMARY

Peak Buses	FY2023 Authorized	FY2025 (1st half)	FY2025 (2nd half)	FY2026	FY2027	FY2028
Weekday	43	43.5	47	53	53	53
Sat	40	43.5	47	53	53	53
Sun	23	35	39	40	40	40
Revenue Vehicle Miles	FY2023 Authorized	FY2025 (1st half)	FY2025 (2nd half)	FY2026	FY2027	FY2028
Daily Weekday	8,453	9,385	9,998	11,208	11,198	11,198
Daily Sat	8,224	9,362	9,979	11,208	11,198	11,198
Daily Sun	4,633	6,453	6,826	8,439	8,430	8,430
Annual Total	2,847,113		3,352,729	3,921,828	3,918,413	3,918,413
Revenue Vehicle Hours	FY2023 Authorized	FY2025 (1st half)	FY2025 (2nd half)	FY2026	FY2027	FY2028
Daily Weekday	648	748	808	923	923	923
Daily Sat	633	745	804	923	923	923
Daily Sun	329	513	565	690	690	690
Annual Total	216,772		269,372	322,608	322,608	322,608
Estimated Operators Needed	150	178	193	222	222	222
Operating Cost	FY2023 Authorized	FY2025 (1st half)	FY2025 (2nd half)	FY2026	FY2027	FY2028
Daily Weekday	\$90,923	\$110,339	\$119,170	\$139,515	\$143,003	\$146,578
Daily Sat	\$88,828	\$109,834	\$118,666	\$139,515	\$143,003	\$146,578
Daily Sun	\$46,156	\$75,634	\$83,370	\$104,326	\$106,935	\$109,608
Annual Total	\$30,435,319		\$39,735,063	\$48,777,620	\$49,997,061	\$51,246,987

Short Range Transit Plan
GoDurham

ANNUAL REVENUE VEHICLE HOURS AND OPERATING COST BY ROUTE BY YEAR

Route	Annual Revenue Vehicle Hours					Annual Operating Cost				
	FY2023 Auth.	FY2025	FY2026	FY2027	FY2028	FY2023 Auth.	FY2025	FY2026	FY2027	FY2028
1	14,854.00	17,906.25	18,419.25	18,419.25	18,419.25	\$2,085,533	\$2,641,351	\$2,784,949	\$2,854,573	\$2,925,937
2	19,213.61	19,213.61	20,491.50	20,491.50	20,491.50	\$2,697,632	\$2,834,200	\$3,098,269	\$3,175,725	\$3,255,119
3	10,826.36	16,092.18	21,643.00	21,643.00	21,643.00	\$1,520,044	\$2,373,757	\$3,272,373	\$3,354,182	\$3,438,037
3B	6,627.66	3,313.83	-	-	-	\$930,538	\$488,823	\$0	\$0	\$0
3C	3,991.00	1,995.50	-	-	-	\$560,345	\$294,356	\$0	\$0	\$0
4	13,012.00	-	-	-	-	\$1,826,913	\$0	\$0	\$0	\$0
4H	-	-	8,289.00	8,289.00	8,289.00	\$0	\$0	\$1,253,278	\$1,284,610	\$1,316,725
4M	-	19,978.50	20,491.50	20,491.50	20,491.50	\$0	\$2,947,029	\$3,098,269	\$3,175,725	\$3,255,119
5	26,357.50	26,357.50	28,473.50	28,473.50	28,473.50	\$3,700,649	\$3,887,995	\$4,305,129	\$4,412,757	\$4,523,076
6	8,606.75	10,459.50	17,421.75	17,421.75	17,421.75	\$1,208,406	\$1,542,881	\$2,634,129	\$2,699,983	\$2,767,482
7	10,679.00	13,376.00	13,661.00	13,661.00	13,661.00	\$1,499,354	\$1,973,094	\$2,065,512	\$2,117,150	\$2,170,079
8	10,679.00	15,683.88	18,419.25	18,419.25	18,419.25	\$1,499,354	\$2,313,528	\$2,784,949	\$2,854,573	\$2,925,937
9	3,969.00	-	-	-	-	\$557,256	\$0	\$0	\$0	\$0
9A	8,135.50	-	-	-	-	\$1,142,242	\$0	\$0	\$0	\$0
9B	7,828.50	-	-	-	-	\$1,099,138	\$0	\$0	\$0	\$0
9D	-	13,262.00	19,877.75	19,877.75	19,877.75	\$0	\$1,956,278	\$3,005,471	\$3,080,608	\$3,157,623
9G	-	13,262.00	19,877.75	19,877.75	19,877.75	\$0	\$1,956,278	\$3,005,471	\$3,080,608	\$3,157,623
10	19,234.87	19,234.87	19,794.61	19,794.61	19,794.61	\$2,700,617	\$2,837,336	\$2,992,900	\$3,067,723	\$3,144,416
10B	7,061.00	7,061.00	7,061.00	7,061.00	7,061.00	\$991,380	\$1,041,568	\$1,067,607	\$1,094,297	\$1,121,655
11	11,227.25	11,227.25	-	-	-	\$1,576,330	\$1,656,132	\$0	\$0	\$0
11B	10,715.60	10,715.60	-	-	-	\$1,504,493	\$1,580,658	\$0	\$0	\$0
11C	-	-	8,289.00	8,289.00	8,289.00	\$0	\$0	\$1,253,278	\$1,284,610	\$1,316,725
11H	-	-	20,491.50	20,491.50	20,491.50	\$0	\$0	\$3,098,269	\$3,175,725	\$3,255,119
12	13,045.06	16,511.78	20,491.50	20,491.50	20,491.50	\$1,831,554	\$2,435,653	\$3,098,269	\$3,175,725	\$3,255,119
12B	7,776.31	6,688.00	-	-	-	\$1,091,811	\$986,547	\$0	\$0	\$0
13	-	5,010.50	10,021.00	10,021.00	10,021.00	\$0	\$739,099	\$1,515,153	\$1,553,031	\$1,591,857
14	-	15,391.25	15,733.25	15,733.25	15,733.25	\$0	\$2,270,363	\$2,378,832	\$2,438,303	\$2,499,260
16	-	6,631.00	13,661.00	13,661.00	13,661.00	\$0	\$978,139	\$2,065,512	\$2,117,150	\$2,170,079
20	2,677.50	-	-	-	-	\$375,927	\$0	\$0	\$0	\$0
NHS	255.00	-	-	-	-	\$35,803	\$0	\$0	\$0	\$0

Short Range Transit Plan
GoDurham

PEAK VEHICLES BY ROUTE BY YEAR

Route	Weekday						Saturday						Sunday					
	FY23	FY25 P1	FY25 P2	FY26	FY27	FY28	FY23	FY25 P1	FY25 P2	FY26	FY27	FY28	FY23	FY25 P1	FY25 P2	FY26	FY27	FY28
1	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2	3	3	3	3	3
2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
3	2	2	4	4	4	4	2	2	4	4	4	4	1	1	2	2	2	2
3B	1	1	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0
3C	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0
4H	0	0	0	2	2	2	0	0	0	2	2	2	0	0	0	0	0	0
4M	0	3	3	3	3	3	0	3	3	3	3	3	0	3	3	3	3	3
5	5	5	5	5	5	5	5	5	5	5	5	5	3	3	3	3	3	3
6	1.5	1.5	1.5	2.5	2.5	2.5	1.5	1.5	1.5	2.5	2.5	2.5	1	2	2	2	2	2
7	2	2	2	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2
8	2	2	2.5	2.5	2.5	2.5	2	2	2.5	2.5	2.5	2.5	1	2	3	3	3	3
9	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
9A	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
9B	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
9D	0	2	2	3.5	3.5	3.5	0	2	2	3.5	3.5	3.5	0	2	2	2	2	2
9G	0	2	2	3.5	3.5	3.5	0	2	2	3.5	3.5	3.5	0	2	2	2	2	2
10	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
10B	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0
11	2.5	2.5	2.5	0	0	0	2.5	2.5	2.5	0	0	0	1	1	1	0	0	0
11B	2.5	2.5	2.5	0	0	0	2.5	2.5	2.5	0	0	0	1	1	1	0	0	0
11C	0	0	0	2	2	2	0	0	0	2	2	2	0	0	0	0	0	0
11H	0	0	0	3	3	3	0	0	0	3	3	3	0	0	0	3	3	3
12	2	2	3	3	3	3	2	2	3	3	3	3	2	2	3	3	3	3
12B	2	2	0	0	0	0	2	2	0	0	0	0	0	2	0	0	0	0
13	0	0	2	2	2	2	0	0	2	2	2	2	0	0	2	2	2	2
14	0	2.5	2.5	2.5	2.5	2.5	0	2.5	2.5	2.5	2.5	2.5	0	2	2	2	2	2
16	0	0	2	2	2	2	0	0	2	2	2	2	0	0	2	2	2	2
0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NHS	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0