



*Chatham County
 Durham County
 Orange County
 Town of Carrboro
 Town of Chapel Hill
 City of Durham
 Town of Hillsborough*

Amendment #4

**Durham-Chapel Hill-Carrboro Metropolitan
 Planning Organization
 Comprehensive Transportation Plan
 March 9, 2022**

Comprehensive Transportation Plan (CTP)

Amendment #4 – (March 9, 2022)

Amendment #4

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) hereby amends the Comprehensive Transportation Plan (CTP) to remove the Durham-Orange Light Rail Transit (D-O LRT) alignment, delete and modify roadway projects as detailed in this document, designate four Transit Emphasis Corridors (TECs), and incorporate North Carolina Department of Transportation's (NCDOT) updated Complete Streets Policy.

This document first presents the reasons for the amended projects, followed by updated project tables. Interactive maps are available on the MPO's [CTP web page](#).

Public Involvement

Schedule – The MPO's Public Involvement Policy requires that a major amendment to the CTP be released for a minimum of 42 days for public comment. The Amendment #4 schedule is as follows:

- January 12, 2022 – DCHC MPO Board releases Amendment #4 for public input
- February 9, 2022– DCHC MPO Board conducts public hearing on Amendment #4
- February 22, 2022 – Public involvement period ends
- February 23, 2022 – TC makes recommendation on Amendment #4
- March 9, 2022 – DCHC MPO Board adopts Amendment #4
- April 7, 2022 – NCBOT adopts Amendment #4

Notification – The MPO will post the amendment and schedule to its web site and social media sites (including Twitter and Facebook), publish public affair notices at local jurisdictions and counties, send notices to the MPO contact list, and publish in local newspapers.

Complete Streets

CTP Amendment #4 hereby incorporates the updated North Carolina Department of Transportation (NCDOT) Complete Streets policy (adopted by the Board of Transportation in 2019) and implementation guide. On the basis of the policy, this amended CTP identifies projects to address the access, mobility, and safety needs of motorists, transit users, bicyclists, and pedestrians of all ages and abilities. Unless there is a clear reason for an exception, the Complete Streets Policy requires facilities such as sidewalks, bike lanes, sidepaths, and bus stops to be considered and incorporated as part of a roadway project where it is appropriate.

Incorporating the updated Complete Streets policy is just the first step to achieving bicycle and pedestrian infrastructure on roadway projects. The MPO will continue to identify specific bicycle and pedestrian projects in the CTP that will be added in a future amendment.

More information on the Complete Streets policy and implementation guide is available [here](#).

Removal of the Durham-Orange Light Rail Transit (D-O LRT) Alignment

In 2017 the DCHC MPO Board adopted its first CTP in conjunction with the North Carolina Department of Transportation (NCDOT). One element that was included in the CTP was the Locally Preferred Alternative (LPA) alignment for the D-O LRT. In 2019, the D-O LRT project was discontinued and no further work has been done to advance the project. The City of Durham expressed concerns about the continued enforcement of the alignment for a project which is widely known to no longer be viable, and for which no specific future use of the corridor has been identified in an adopted plan. The Durham City-County Planning Department, on behalf of the City of Durham, has requested that the D-O LRT corridor be removed from the CTP due to concerns about this requirement. Amendment #4 removes the D-O LRT alignment.

Roadway Update

Changes Related to D-O LRT

Due to the suspension of the D-O LRT project, modifications are no longer needed to adapt the roadways to accommodate the D-O LRT rail line, which was to run down the centerline of the roadway, and station safety and access. Therefore, the following D-O LRT related roadway segments no longer need improvement and are being removed from the CTP:

- Erwin Road (from Cameron Boulevard to Lasalle Street)
- Erwin Road (from Fulton Street to Lasalle Street)
- Erwin Road (from Anderson Street to Fulton Street)
- Pettigrew Street (East) (from S Dillard Street to S Alston Avenue)
- Pettigrew Street (West) (from W Chapel Hill Street to S Dillard Street)
- University Drive (from MLK Jr. Parkway to Shannon Road)

US 15-501 BUS (Durham Chapel Hill Boulevard)

In the segment from Chapel Hill Road to University Drive, an already constructed road diet has resulted in the cross-section being changed from 4D to 2L.

Ellis-Glover Connector

A recently built development blocks the Ellis-Glover Connector from being constructed. Due to the infeasibility of the roadway, it is being removed from the CTP.

Hopson Road Extension

The Hopson Road Extension proposed cross-section has been changed from 2K (includes median) to 2E (does not include median; has bicycle lanes and sidewalks). The higher roadway capacity of a 2K cross-section is not required to address future traffic volume. Additionally, the multimodal facilities in the 2E cross-section will serve as an important link between residential areas to the west and Research Triangle Park employment destinations to the east. The draft problem statement is included in pages 6-8.

Add Transit Emphasis Corridors (TEC)

A Transit Emphasis Corridor (TEC) is a corridor in which buses frequently travel along major roads to connect bus riders to popular destinations such as work, doctors, school, shopping, community services, as well as to connect to other bus routes. TECs have easily accessible bus stops that are located conveniently to various destinations. Bus stop improvements help riders feel safe and comfortable traveling to the bus stop and waiting for the bus. Additionally, bus priority improvements help buses arrive often and on time. The facilities might include sidewalks, crosswalks, curb ramps, pavement markings, shelters, benches, and systems such as prioritized traffic signals.

The City of Durham has designated four Transit Emphasis Corridors (TEC). The Durham County Transit Plan includes funding for bus and pedestrian infrastructure improvements within designated TECs. The 2014 Access to Transit Plan included recommendations for access to transit improvements on the Fayetteville St TEC, the Holloway St TEC, and the Roxboro St TEC. The Transit Plan is currently funding access to transit projects in the Chapel Hill TEC, the Fayetteville TEC, and the Holloway TEC. The four TECs are listed here:

- **Fayetteville St (GoDurham Route 5, Durham Station to Riddle Rd)**
 - The Fayetteville Street Transit Corridor is served by GoDurham Route 5 and has the second highest ridership in the GoDurham system. Route 5 provides 15-minute service between Durham Station and MLK Jr Pkwy. Route 5 connects local neighborhoods to Downtown and many popular businesses and community resources along Fayetteville Street.
- **Holloway St (GoDurham Route 3, Durham Station to Junction Rd)**
 - The Holloway Street Transit Corridor has the highest ridership in the GoDurham system and now provides 15-minute service. The Holloway Street Transit Corridor connects East Durham with Downtown, The Village, and other destinations along the Holloway commercial corridor.
- **Roxboro St (GoDurham Route 4, Durham Station to Duke St)**

- The Roxboro Street Transit Corridor connects North Durham with Downtown and destinations along the Roxboro commercial corridor. Route 4 will soon provide 15-minute service.
- **Chapel Hill Rd (GoDurham Route 10, Durham Station to Shannon Rd)**
 - The Chapel Hill Rd Transit Corridor connects South Durham with Downtown and destinations along the Chapel Hill Rd and University Dr. Route 10 currently provides 15-minute service between Durham Station Shannon Rd.

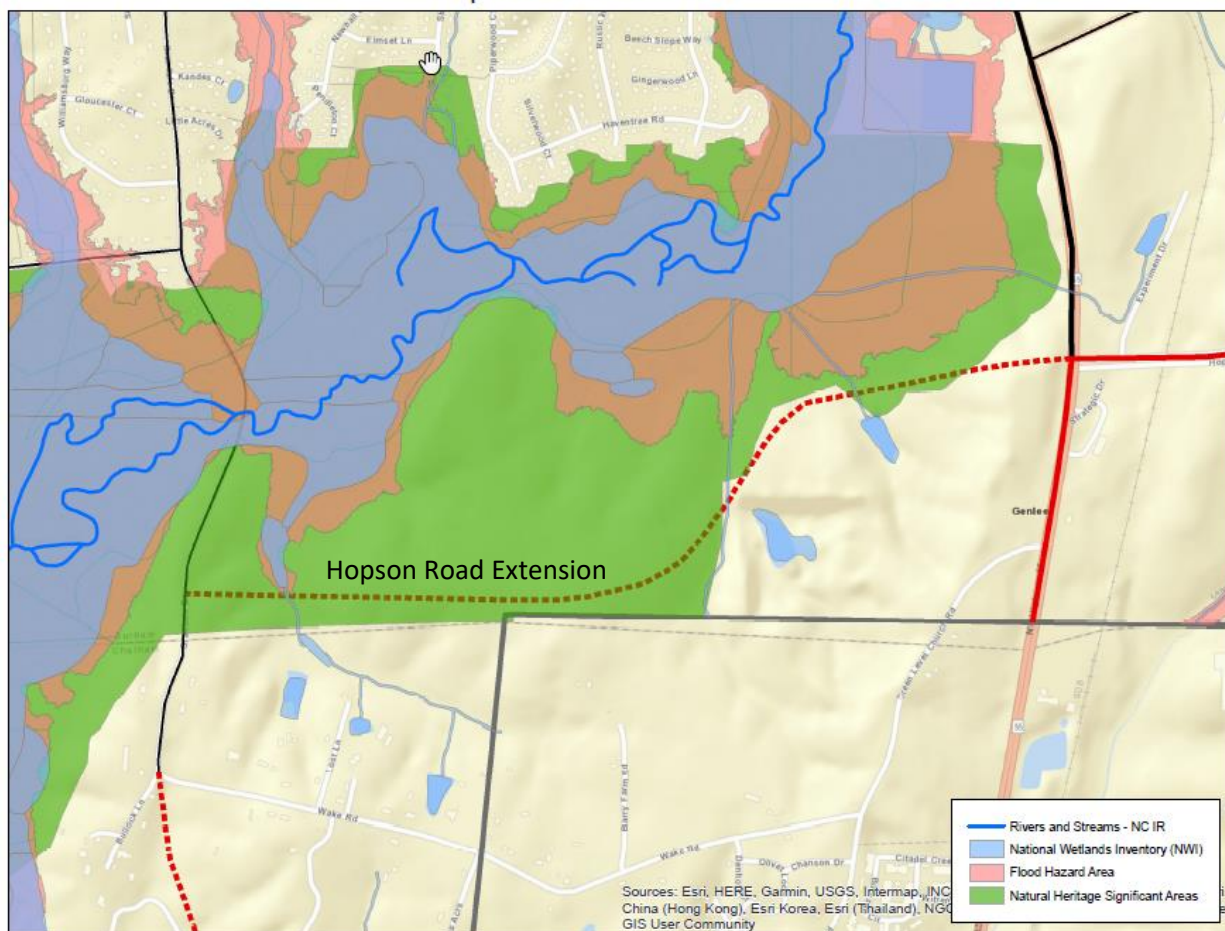
Hopson Road Extension (Grandale Drive (SR 1100) to NC 55) Problem Statement

Hopson Road (SR 1978) is proposed to be extended from NC 55 to Grandale Drive (SR 1100) to improve mobility and connectivity in southern Durham County. The extension will provide an important east-west connection to NC 55 and the Research Triangle Park (RTP).

The extension would provide a quicker connection to NC 55 from the west, versus using existing Sedwick Drive (SR 1102) and Wake Road (SR 1730/SR 1631). It would also provide access from residential areas west of NC 55 to commercial, office, research, and industrial land uses east of NC 55.

To minimize impacts to the natural environment, the proposed connection to Grandale Drive (SR 1100) is south of Northeast Creek. Environmental features and the Hopson Road Extension alignment are shown in the image below.

DCHC MPO Comprehensive Transportation Plan
Hopson Road Extension



During the public comment period for the 2017 DCHC MPO CTP, the North Carolina Wildlife Resources Commission (NCWRC) commented on the impacts of new road projects on the fragmentation of wildlife habitats. The Hopson Road Extension new location road project between Grandale Drive (SR 1100) and NC 55 will likely impact Natural Heritage Natural Areas and the NCWRC recommends avoiding building roads through these important natural areas and large areas of connected blocks of habitat. When a new road cannot be avoided, the NCWRC requires NCDOT to consider building wildlife crossing structures where land is permanently conserved on either side of the new road to reduce habitat fragmentation.



Additionally, the NCWRC commented on the impacts of new road projects on the degradation of aquatic wildlife in streams and wetlands. The NCWRC encourages the use of Low Impact Development (LID) techniques and other important measures to minimize negative impacts from roads and development along the proposed Hopson Road Extension. The NCWRC also provided their standard recommendations for bridges, if this project has the opportunity to build bridges or improve existing bridges.

The 2017 CTP recommended Hopson Road Extension to be a two-lane median divided facility (cross-section 2K) to continue the mobility of the median divided Hopson Road (SR 1978) facility east of NC 55 in the RTP. However, the projected 2045 daily volume of about 3,200 to 6,000 vpd (depending on development access locations, current TRM 2045 model projections and AADT) and the future land use, low density residential and industrial, along Hopson Road Extension do not require the additional capacity and mobility a median provides. The 2021 CTP Amendment #4 thus recommends a two-lane undivided facility, 2E cross-section, for the Hopson Road Extension.

With the recommended 2E cross-section, bicycle lanes and sidewalk are proposed along Hopson Road Extension with anticipation of this area being annexed. These bicycle and pedestrian facility recommendations have not changed from the 2017 CTP recommendation.

Recommended bicycle lanes would connect the many residential neighborhoods, including Lake Park, Lyon's Farm, Grandale and Kingsley Estates, along Grandale Drive and Scott King Rd of over 1000 households to future anticipated office and commercial development along the proposed Hopson Road Extension, to existing office and research development in southern RTP, such as JMC, Credit Suisse, Lenovo, the National Institute of Environmental Health Sciences (NIEHS), the Environmental Protection Agency (EPA), and also to the future Apple campus in southern RTP in Wake County.

The recommended sidewalk would connect future residential to future anticipated office and commercial development along the proposed Hopson Road Extension. Sidewalk along the extension would also connect future residential to the existing Global Montessori Academy on the east side of NC 55.

CTP Amendment #4 Project Tables

| RAIL | | | | | | | | | | | | | |
|----------|---|--|-------------------|-------|-------------------|------------|-----------------|----------|----------------|--|-----------------|--------------------|-------------|
| Local ID | Facility/ Route | Section (From - To) | Agency (Operator) | Class | Speed Limit (mph) | Dist. (mi) | Existing System | | | Proposed System | | | Other Modes |
| | | | | | | | Type | ROW (ft) | Trains per day | Type | ROW (ft) | Trains per day | |
| TE-5205 | D-O LRT NEPA Preferred Alternative [Mason Farm Rd, US 15-501 (Fordham Blvd), NC 54, I-40, University Dr, Erwin Rd, E Pettigrew St, NC 55 (S Alston Ave)] | UNC Hospital on Mason Farm Rd, Chapel Hill, Orange Co to NCCU Durham Tech on Alston Ave, Durham | GoTriangle | -- | avg 20-35 | 17.9 | -- | -- | -- | Fixed Guideway (Light Rail Transit) | approx 28-62 | High- Frequency | M |

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| Highway | | | | | | | | | | | | | | | |
|---|---------------------|-------------------|----------------|----------------|----------------------|--------------|--------------|-------------------------|--------------|----------------------|----------|-------------------------|---------------------------|----------------------------|-------------------|
| Facility | Segment | | Jurisdiction | Dist. (mi) | 2015 Existing System | | | | | 2040 Proposed System | | | | CTP Class | Problem Statement |
| | From | To | | | Lanes | ROW | Width | Existing Capacity (vpd) | 2011 Volume | 2040 Volume E+C | 2040 V/C | Status | Cross-Section | | |
| US 15-501 BUS (Durham Chapel Hill Blvd) | Chapel Hill Rd | University Dr | DurCity | 0.8 | 4 | 100 | 36-56 | 26,000 | 12,000 | 16,000 | 0.62 | NH EX | 4D 2L | Blvd | None |
| Ellis-Glover Connector | Ellis Rd | Glover | Dur | 1.3 | 0 | - | - | - | - | - | 0.00 | Rec | 2E | Min | None |
| Erwin Rd | Cameron Blvd | Lasalle St | DurCity | 0.8 | 4 | 90 | 55 | 26,000 | 18,000 | 21,500 | 0.83 | NH EX | 4D ADQ | Blvd Maj | None |
| Erwin Rd | Fulton St | Lasalle St | DurCity | 0.5 | 5 | 100 | 55-60 | 28,100 | 24,000 | 27,800 | 0.99 | NH EX | 4D ADQ | Blvd Maj | None |
| Erwin Rd. | Anderson St | Fulton St | DurCity | 0.4 | 4 | 100 | 60-75 | 26,000 | 14,000 | 16,700 | 0.64 | NH EX | 4D ADQ | Blvd Maj | None |
| Hopson Rd Extension | NC 55 | Grandale Dr | Dur | 1.4 | 0 | - | - | - | - | - | 0.00 | Rec | 2K 2E | Blvd | Yes |
| Pettigrew St (East) | S Dillard St | S Alston Ave | DurCity | 0.7 | 2 | 40-55 | - | - | - | - | 0.00 | NH EX | (2) ADQ | Min | None |
| Pettigrew St (West) | W Chapel Hill St | S Dillard St | DurCity | 0.7 | 2 | 47-55 | 27-40 | - | - | - | 0.00 | NH EX | (2) ADQ | Min | None |
| University Dr | MLK Jr Pkwy | Shannon Rd | DurCity | 0.5 | 4 | - | - | 26,000 | 17,000 | 23,800 | 0.92 | NH EX | 4D ADQ | Blvd Maj | None |

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| PUBLIC TRANSPORTATION (Operational Strategies) | | | | | | | | | | | |
|--|---|--|-----------------|------------|--------------------|-----------|------------------------|-------------------------|-------------------------------|----------------|-------------|
| Local ID | Facility/ Route | Section (From - To) | Agency | Dist. (mi) | Existing System | | AM Peak Headway (min.) | Off Peak Headway (min.) | Proposed System | | Other Modes |
| | | | | | Type | Headway | | | Type | Headway | |
| -- | Fayetteville Street -- Transit Emphasis Corridor | Fayetteville Street Corridor (Route 5) | GoDurham | -- | Fixed route | 15 | 15 | 30 | Operational Strategies | Regular | -- |
| -- | Holloway Street -- Transit Emphasis Corridor | Holloway Street Corridor and Village Transit Center (Route 3) | GoDurham | -- | Fixed route | 15 | 15 | 30 | Operational Strategies | Regular | -- |
| -- | Roxboro Street -- Transit Emphasis Corridor | Roxboro Street Corridor (Route 4) | GoDurham | -- | Fixed route | 15 | 15 | 30 | Operational Strategies | Regular | -- |
| -- | Chapel Hill Street -- Transit Emphasis Corridor | Chapel Hill Street Corridor (Route 6) | GoDurham | -- | Fixed route | 15 | 15 | 30 | Operational Strategies | Regular | -- |

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