



*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 segments 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 segments, followed by updated 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 released Amendment #4 for public input
- February 9, 2022– DCHC MPO Board conducted a 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 posted the amendment and schedule to its web site and social media sites (including Twitter and Facebook), published public affair notices at local jurisdictions and counties, sent notices to the MPO contact list, and published 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 options 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 roadways. The MPO will continue to identify specific bicycle and pedestrian changes 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 most notably because the Duke University and Medical Center (DUMC) refused to sign necessary agreements with GoTriangle, the project sponsor. Several changes to state law reduced the state contribution to the project from 25 percent to less than 8 percent, and required non-federal funding commitments within a difficult time frame. In addition, estimated project costs continued to climb and a necessary agreement with the North Carolina Railroad was not forthcoming. 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 and the associated rail stops.

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:

- 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, a road diet has been constructed and is complete. The road diet was constructed as a three lane roadway with bicycle lanes.

Amendment #4 reflects existing conditions.

Ellis-Glover Connector

The alignment of the Ellis-Glover Connector has been compromised with development, and it is recommended to be 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 on 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. CTP Amendment #4 recommends bus route operational improvements and pedestrian facilities such as sidewalks, crosswalks, curb ramps, pavement markings, shelters, benches, and systems such as prioritized traffic signals in TECs as appropriate.

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.

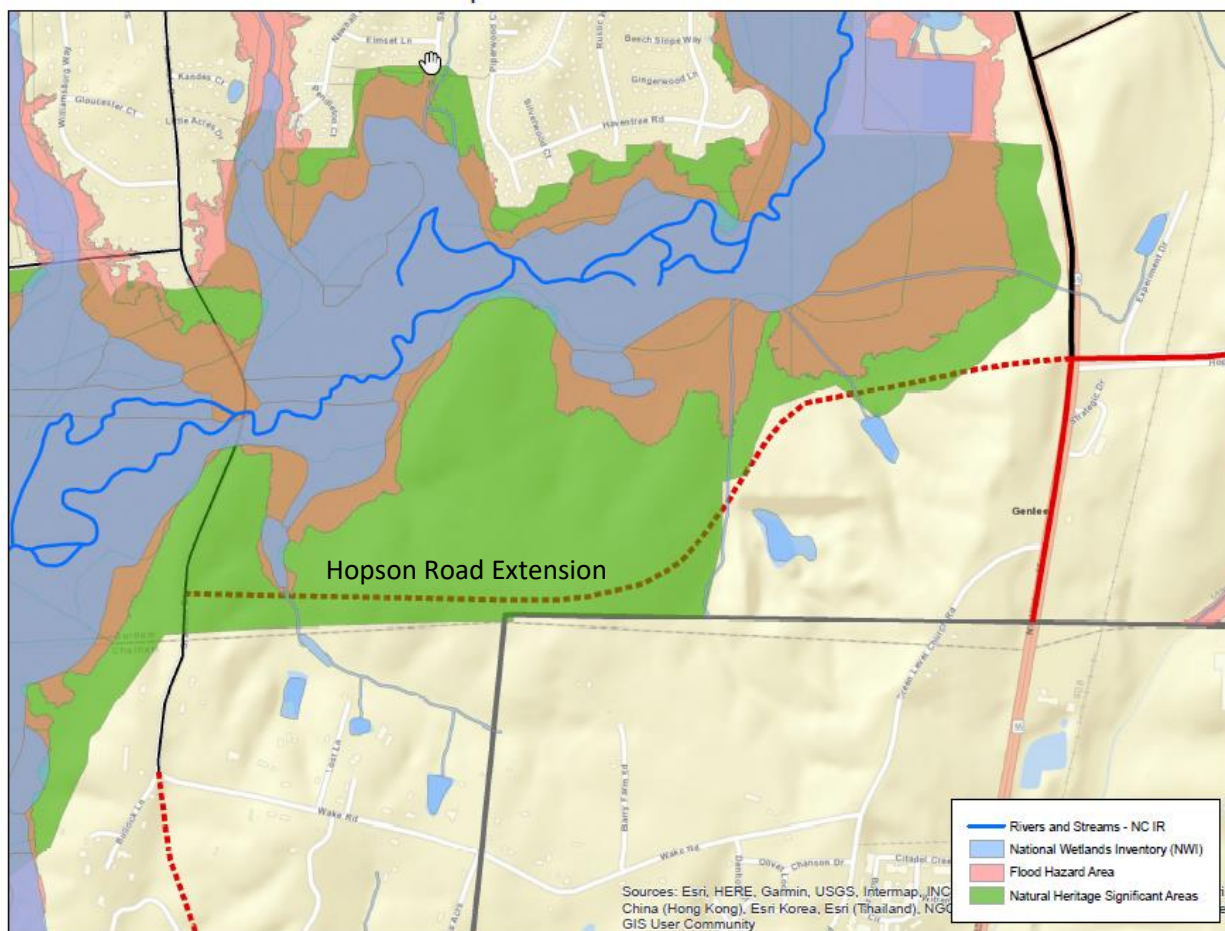
Hopson Road Extension (Grandale Drive (SR 1100) to NC 55)

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 2	100	36-56	26,000	12,000	16,000	0.62	NH Ex	4D ADQ	Blvd Maj	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 Min	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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