

DURHAM • CHAPEL HILL • CARRBORO

DCHC

METROPOLITAN PLANNING ORGANIZATION

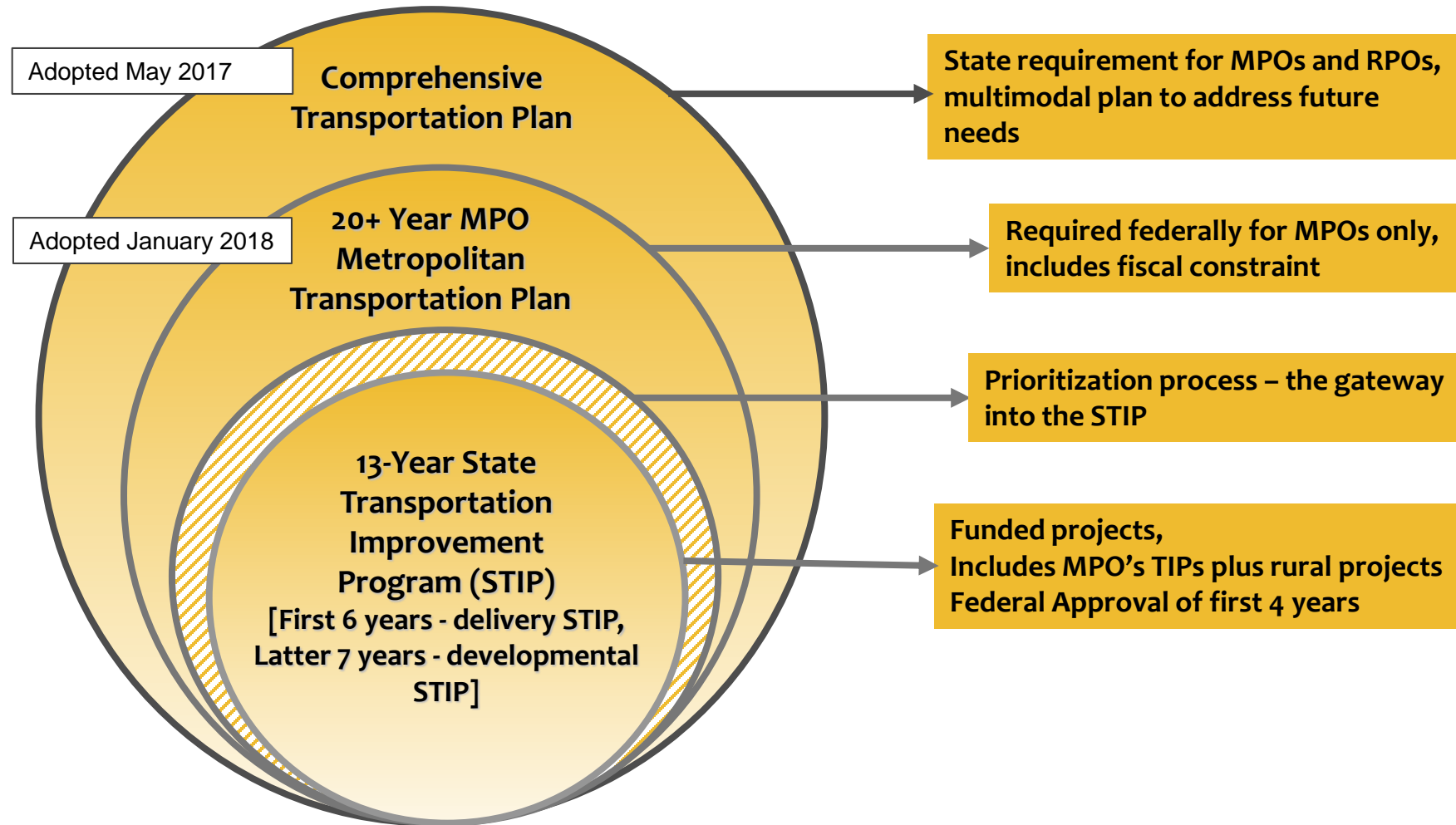
PLANNING TOMORROW'S TRANSPORTATION

Comprehensive Transportation Plan (CTP) Amendment #4

DCHC MPO Board – January 12, 2022

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Relationship – CTP, MTP, and TIP



- Two amendments have been adopted:
 - Amendment #1 – 2018 – Reduced Farrington Road (Southwest Durham Drive to Falconbridge Road Extension) changed to 2-lane divided cross section
 - Amendment #2 – 2020 – Briggs Avenue Extension (south) and rail grade separation deleted from CTP
- Amendment **#3** was a very large amendment brought forward in 2021, but was suspended. It included the following:
 - Complete Streets
 - › Add 53 multiuse paths (MUPs) from 2045 MTP amendment #2 to CTP highways
 - › Add additional sidepaths along major CTP roadways
 - Highways
 - › Orange County – Add requested modernizations, and roadways from the Efland-Buckhorn-Mebane Access Management Plan
 - › Durham County – Update roadways in Durham-Wake county border area

- Amendment **#3** continued...
 - Transit
 - › Bus Rapid Transit – Add high capacity transit corridors from 2045 MTP amendment #2 as “fixed guideway” (current designation for North-South BRT) and adjust based on Durham and Orange County transit plans
 - › Bus Route Definition – ensure definitions for bus routes and complete streets include bus facilities, e.g., bus pullouts
 - Bicycle and MUP
 - › Reflect changes from updated jurisdiction local plans

CTP Amendments – Background

- New approach – break up amendment **#3** into a series of smaller amendments to make each piece more manageable and move forward with time-sensitive changes
- Everything that was in Amendment **#3** will be addressed in a future CTP amendment
- Amendment **#4** includes the following:
 - Incorporate NCDOT Complete Streets Guidelines
 - Remove Durham-Orange Light Rail Transit (D-O LRT) alignment
 - Adjust/Remove roadway projects (six roadway segments directly related to D-O LRT)
 - Designate four Transit Emphasis Corridors (TECs) in Durham

CTP Amendment #4 – Complete Streets

- CTP Amendment #4 identifies and references the updated NCDOT Complete Streets policy (adopted by the Board of Transportation in 2019) and the implementation guide
- A future CTP amendment will add each individual multiuse path to the CTP



CTP Amendment #4 – Durham-Orange Light Rail Transit (D-O LRT)

- CTP Amendment #4 removes the Durham-Orange Light Rail Transit (D-O LRT) alignment because the project was suspended in 2019

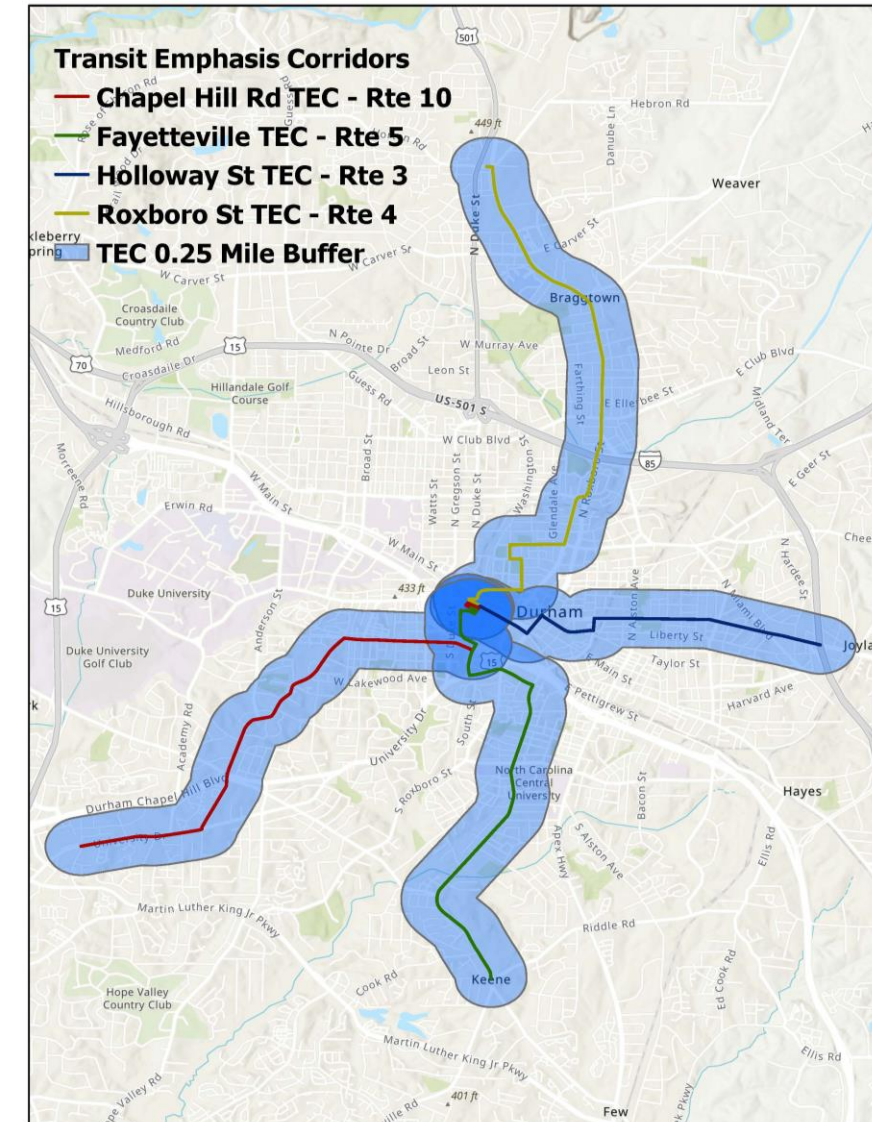
RAIL													
Local ID	Facility/ Route	Section (From - To)	Agency (Operator)	Class	Speed Limit (mph)	Dist. (mi)	Existing System			Proposed System			Other Modes
							Type	ROW (ft)	Trains per day	Type	ROW (ft)	Trains per day	
TE-5205	D-O LRT NEPA Preferred Alternative {Mason Farm Rd, US 15-501- (Fordham 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

CTP Amendment #4 – Highways

- **Amendment #4...**
- Removes six D-O LRT related roadway segments from the CTP that are no longer needed to adapt the roadways to the rail line and stations
- Changes the Hopson Road Extension cross-section (problem statement is in report)
- Removes the Roxboro Street Extension because of environmental concerns and existing structures
- Removes the Ellis-Glover Connector, which is no longer feasible due to a recently constructed development
- Changes the cross-section of 15-501 (Durham Chapel Hill Blvd from Chapel Hill Road to University Drive) due to a constructed road diet

CTP Amendment #4 – Transit Emphasis Corridors (TEC)

- TECs are corridors with high ridership bus routes
- TECs have easily accessible, safe, and convenient bus stops
- Bus priority improvements help buses arrive on time
- Amendment #4 designates four Durham TECs as operational strategies that may include sidewalks, shelters, signalized cross walks, and bus priority signals



CTP Amendment #4 – Schedule

- January 12, 2022 – MPO Board releases Amendment #4 for public input
- February 9, 2022 – MPO Board conducts a public hearing
- February 22, 2022 – 42-day public input period ends
- February 23, 2022 – TC makes recommendation on Amendment #4
- March 9, 2022 – MPO Board can adopt Amendment #4
- April 7, 2022 – NCDOT can adopt Amendment #4