Alston Avenue Extension Amendment

Triangle West Transportation Planning Organization

(formerly Durham-Chapel Hill-Carrboro Metropolitan Planning Organization)

Comprehensive Transportation Plan | Adopted May 10, 2017

The Triangle West Transportation Planning Organization (Triangle West TPO), formerly known as the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), hereby amends the 2017 Comprehensive Transportation Plan (CTP) to modify the Alston Avenue Extension (DURH0017-H), a recommended and unbuilt roadway facility within the City of Durham. The facility has not been constructed, funded, or programmed for improvement in the State Transportation Improvement Program. The justification for modification reflects changed conditions since the adoption of the 2017 CTP as well as policies and objectives in the Durham Comprehensive Plan.

This document contains the following:

- Justification for the modification of the facility
- Map of the amended facility (**Map 1**)
- Updated CTP project tables

Outreach and Engagement:

The Triangle West TPO Public Participation Plan requires that amendments to the CTP be released for a minimum of 45 days for public comment. The schedule for the Alston Ave Extension amendment follows:

- October 21, 2026 | Triangle West TPO Board released the proposed CTP amendment for a 45-day public comment period.
- November 17, 2026 | Public Hearing during Triangle West TPO Board meeting.
- December 5, 2026 | The public comment period ended.
- January 12, 2027* | Triangle West Technical Committee recommended to adopt (or not adopt) of the CTP amendment.
- January 26, 2027* | Triangle West Board vote to adopt (or not adopt) the CTP amendment.
- March 2027**| NCDOT Board of Transportation to adopt (or not adopt) the CTP amendment.

*Dates are tentatively scheduled and subject to change pending the scheduling of a special meeting in December.

**Exact date is to be determined but is subject to change pending scheduling of special meeting December.

The following notifications were provided during the outreach and engagement efforts relating to the CTP amendment:

- Public Notice Announcement
- Email Notifications
- Social Media Posting
- Website Posting

Alston Ave Extension (Holloway St to N Roxboro St / Old Oxford Rd) | DURH0017-H

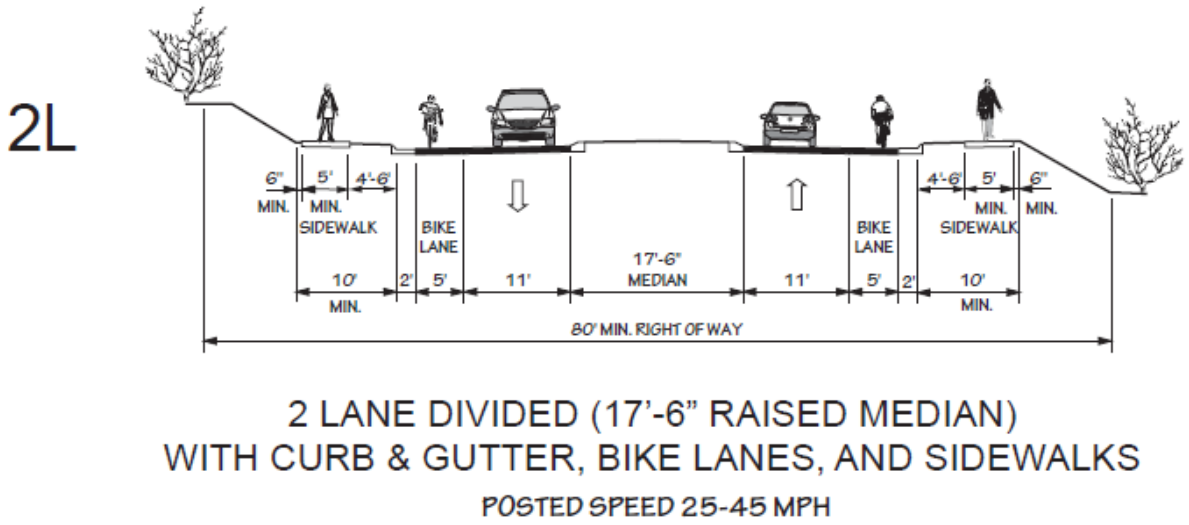
The 2017 CTP includes the Alston Ave Extension as a recommended 3.4-mile facility that would extend Alston Ave from Holloway St to the intersection of N Roxboro St and Old Oxford Rd. The purpose of the new extension roadway would be to divert trips from US 501 Business (N Roxboro St), NC 55 (N Alston Ave/Avondale Dr) and US 501 (N Duke Street), which would relieve some of the existing and future congestion on these parallel routes. The 2L typical cross section is

recommended in the 2017 CTP and consists of a median-divided two-lane boulevard with a minimum 80 foot right of way, as shown in Figure 1 (DCHC MPO, 2017, Appendix D).

Alston Ave Extension in CTP Highway Table

ID	Facility	From	To	Jurisdiction	Dist. (mi)	Lanes	ROW	Width	Status	Cross-Section	CTP Class	Problem Statement
DURH0017-H	Alston Ave Extension	Holloway St	Old Oxford Rd / N Roxboro St	DurCity	3.4	2	-	-	Rec	2L	Blvd	None

Figure 1. Typical 2L Cross Section for the Alston Ave Extension from the 2017 CTP Appendix D



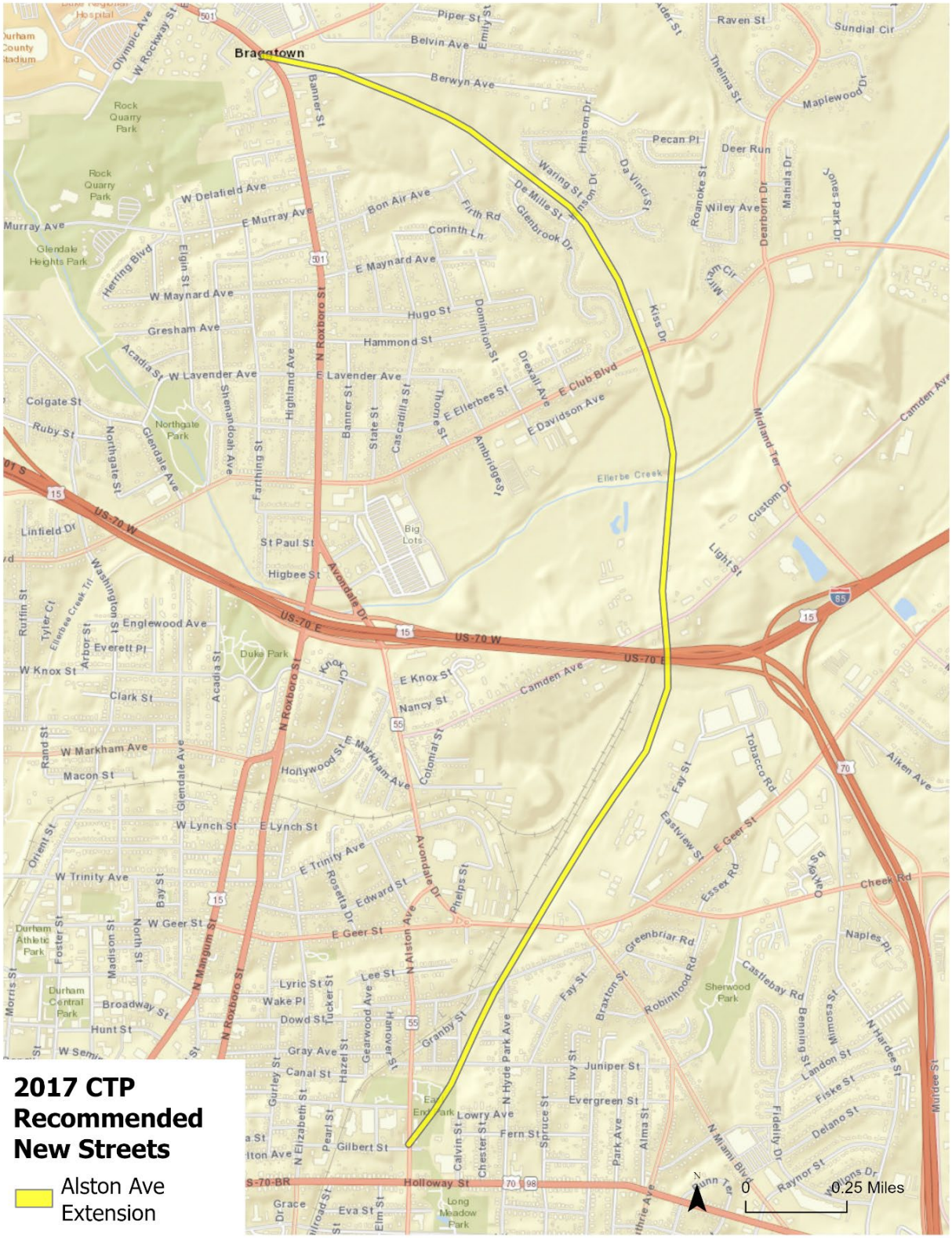
Justification for Amendment to Modify Alston Ave Extension

The 2017 Comprehensive Transportation Plan (CTP) includes the Alston Avenue Extension as a recommended new boulevard to divert trips from N Roxboro Street and N Duke Street. The Alston Avenue Extension would have significant impacts on existing neighborhoods and environmentally sensitive areas that would be inconsistent with the objectives and policies in the City of Durham's 2023 Comprehensive Plan. The modification of the Alston Avenue Extension alignment and cross section in the CTP would avoid these impacts while allowing for an alternative street plan to improve connectivity in the Bragtown neighborhood.

Neighborhood and Environmental Impacts of the Alston Avenue Extension

Historically Black neighborhoods, including Bragtown and Albright, are disproportionately impacted by the proposed Alston Ave Extension (**Map 2**). The recommended boulevard would encourage higher volumes of vehicle traffic than a local roadway through these neighborhoods (**Figure 2**). Public parks in the Albright neighborhood would also be impacted by the project. The segment of the recommended boulevard between these two neighborhoods runs through flood hazard areas and designated wetlands as show in **Map 3**.

Map 1. 2017 CTP Recommended Alston Avenue Extension



Map 2. Minority Neighborhoods Impacted by the Alston Avenue Extension

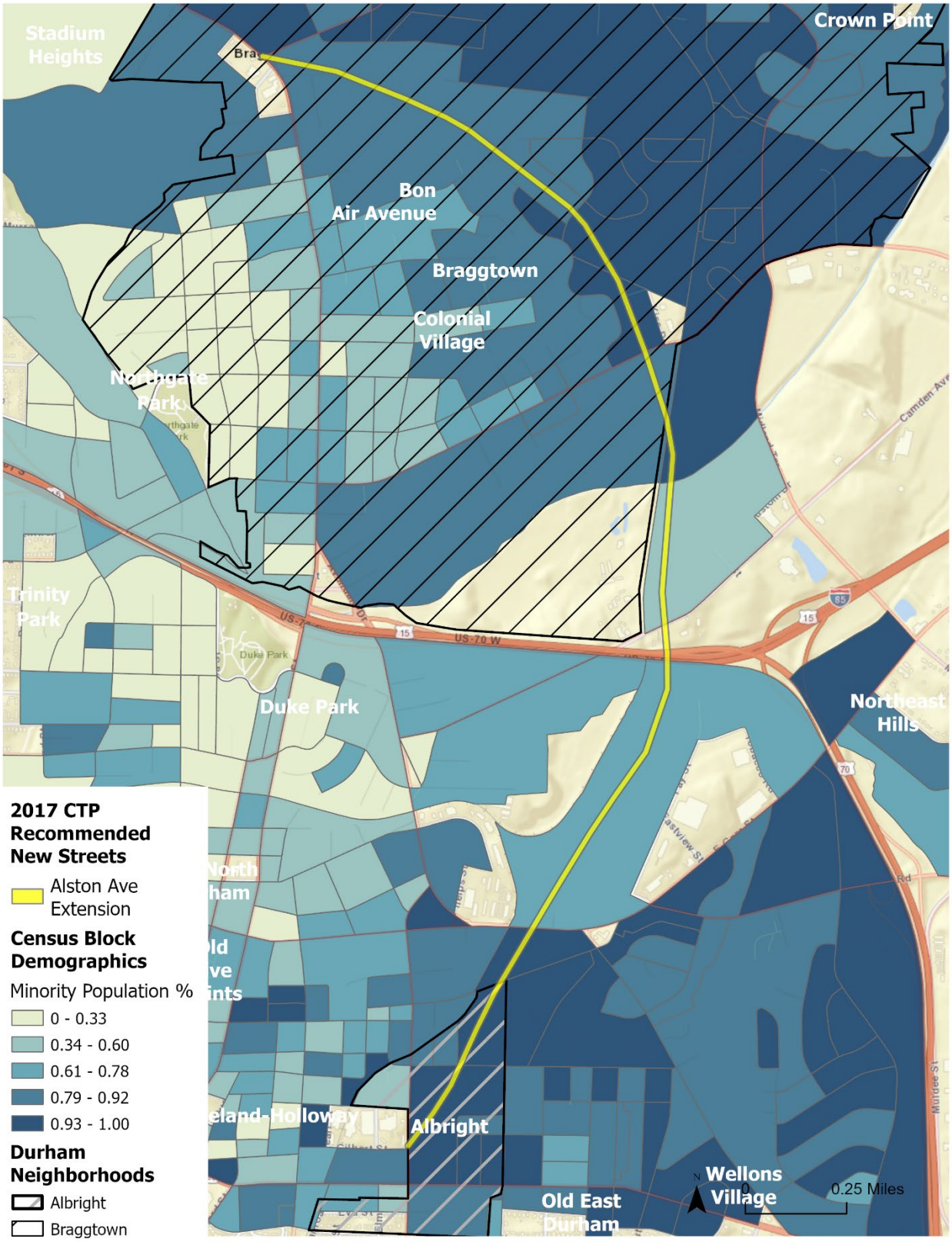
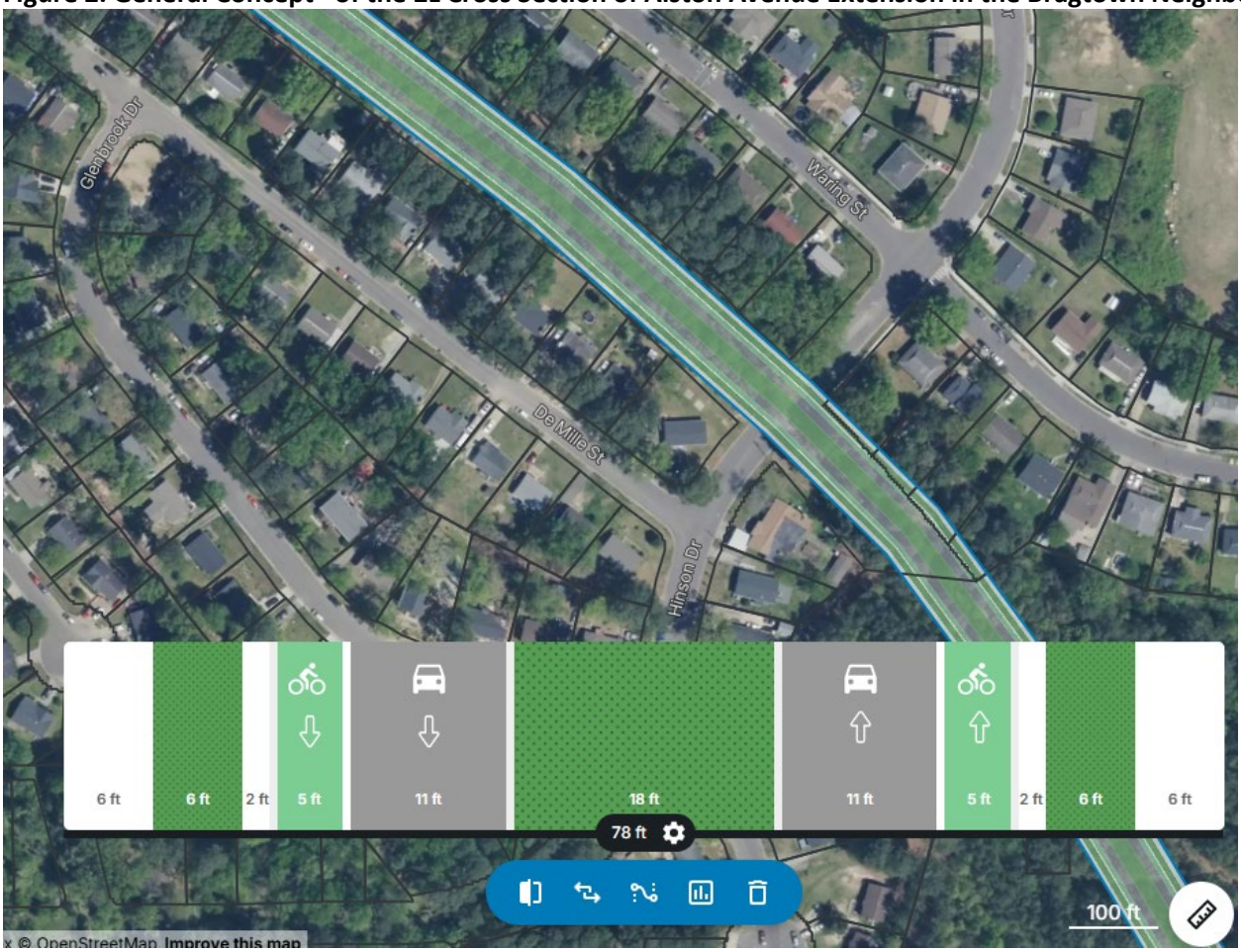
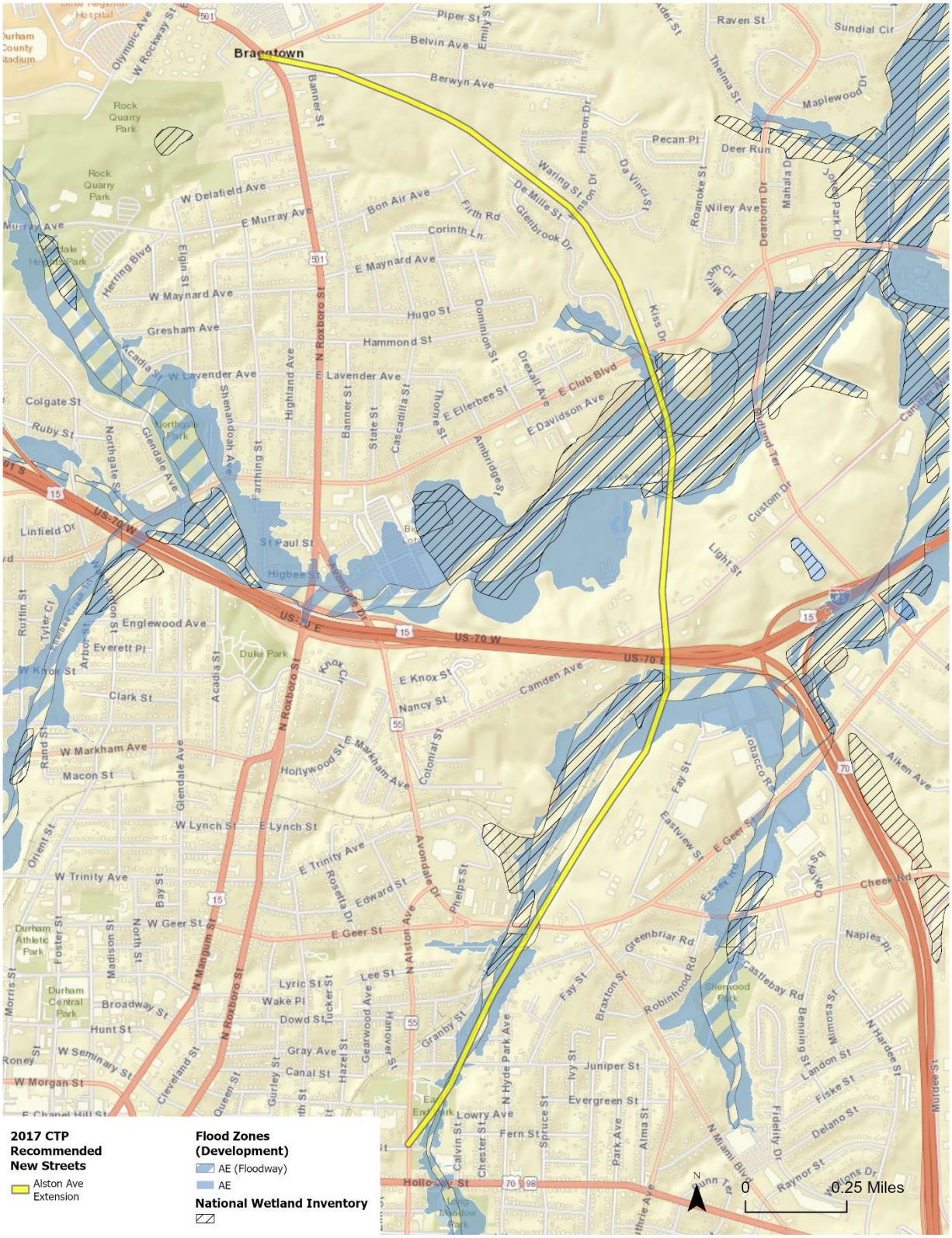


Figure 2. General Concept* of the 2L Cross Section of Alston Avenue Extension in the Bragtown Neighborhood



There would likely be an intersection here connecting the proposed extension with Hinson Dr, which is not shown in this figure. The cross section shown in this figure is similar to 2L.

Map 3. Environmentally Sensitive Areas Impacted by Alston Avenue Extension.


Bragetown
Piper St
Belvin Ave
Berwyn Ave
Raven St
Sundial Cir
Maplewood Dr
Pecan Pl
Deer Run
Rock Quarry Park
W Delafield Ave
E Murray Ave
Bon Air Ave
Firth Rd
Corinth Ln
De Mille St
Glenbrook Dr
Waring St
Wiley Ave
Roanoke St
Dearborn Dr
Mahala Dr
W Maynard Ave
E Maynard Ave
Hugo St
Hammond St
Gresham Ave
Dominion St
Kiss Dr
W Lavender Ave
E Lavender Ave
Colgate St
Ruby St
E Ellerbee St
E Davidson Ave
E Club Blvd
Drexell Ave
Ambridge St
Custom Dr
Linfield Dr
St Paul St
Higbee St
US-70 W
US-70 E
Light St
Englewood Ave
Everett Pl
Duke Park
W Knox St
E Knox St
Camden Ave
Nancy St
Clark St
W Markham Ave
E Markham Ave
Hollywood St
Macon St
Colonial St
Fay St
Aiken Ave
W Lynch St
E Lynch St
E Trinity Ave
W Trinity Ave
Edward St
Rosetta Dr
Avondale Dr
Phelps St
W Geer St
E Geer St
Eastview St
Cheek Rd
Naples Pl
Greenbriar Rd
Castlebay Rd
Sherwood Park
Durham Athletic Park
Durham Central Park
Broadway St
Hunt St
Wake Pl
Dowd St
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Gearwood Ave
Hanover St
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Evergreen St
Lowry Ave
Fern St
Spruce St
Park Ave
Alma St
Chester St
Calvin St
N Miami Blvd
Fidelity Dr
Raynor St
Mumford St
Dunn Ter
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N Mangum St
Banner St
Highland Ave
State St
Cascadilla St
Thorne St
Shenandoah Ave
Earthing St
Glendale Ave
Northgate Park
Northgate St
Ruffin St
Tyler Ct
Arbor St
Acadia St
Knox Cir
Rand St
Orient St
Bay St
Foster St
Madison St
North St
Morris St
Roney St
Herring Blvd
Elgin St
Acadia St
Murray Ave
Hale Park
Rock Quarry Park
Olympic Ave
W Rockway St
Durham County Stadium
Banner St
Hinson Dr
Da Vinci St
Roanoke St
Dearborn Dr
Mahala Dr
Wiley Ave
Kiss Dr
Midland Ter
Custom Dr
Light St
Aiken Ave
Tobacco Rd
Fay St
Eastview St
E Geer St
Cheek Rd
Naples Pl
Greenbriar Rd
Castlebay Rd
Sherwood Park
Robinhood Rd
Braxton St
Benning St
Mimosa St
N Harden St
Landon St
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Ambridge St
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Drexell Ave
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E Davidson Ave
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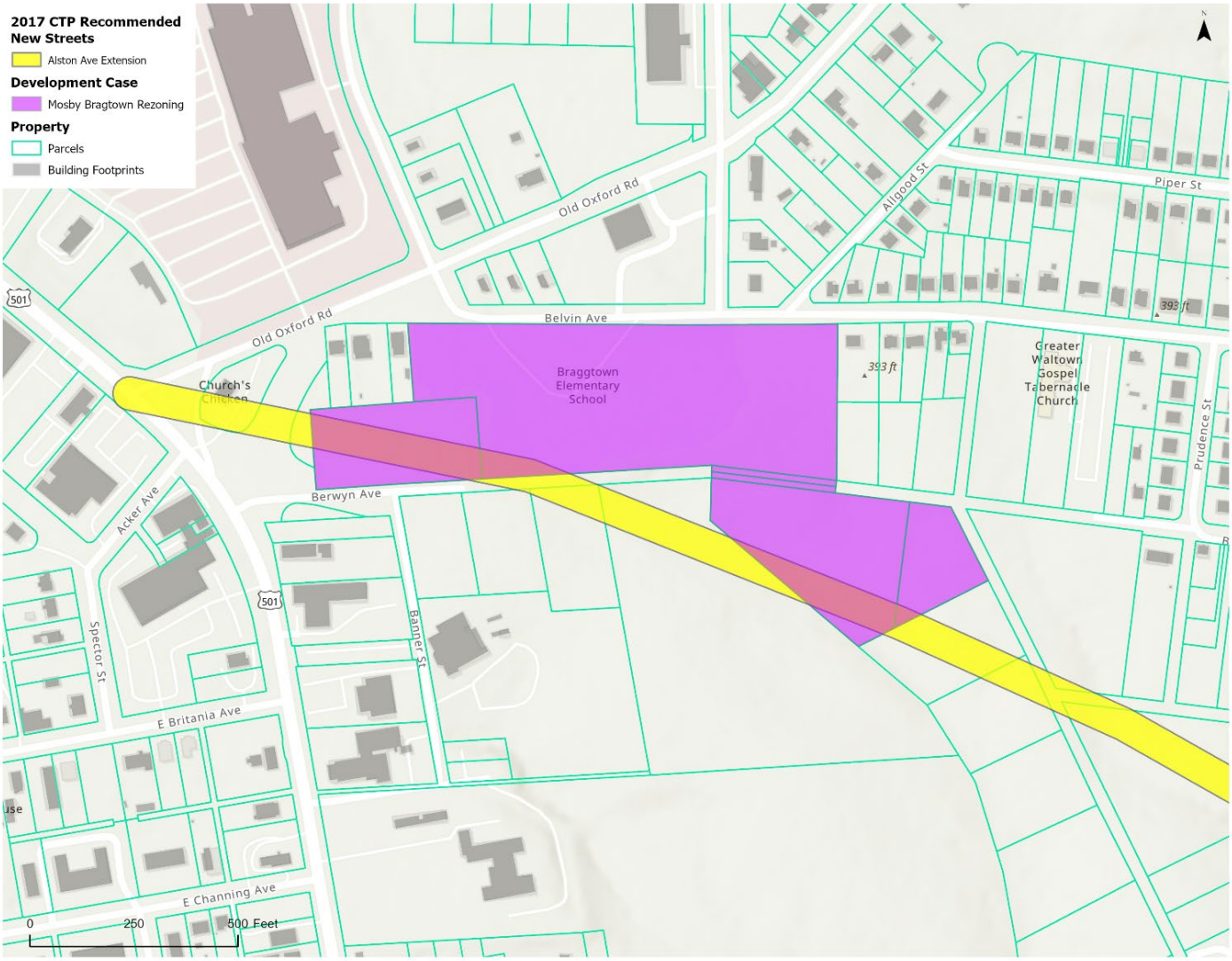
Ruffin St
Tyler Ct
Arbor St
Acadia St
Knox Cir
Rand St
Orient St
Bay St
Foster St
Madison St
North St
Morris St
Roney

Proposed Mosby Bragtown Development

A new development proposed in the Bragtown neighborhood makes this amendment to the Comprehensive Transportation Plan especially urgent. An application has been submitted to the City of Durham to rezone multiple vacant parcels in Bragtown to Planned Development Residential in order to construct up to 299 apartment units (**Map 4**). If the development were to move forward without this Amendment in place, the applicant would be required by the City of Durham to reserve a minimum 80-foot-wide right-of-way for the Alston Avenue Extension (**Figure 2**). However, with this Amendment, a smaller rights-of-way along with a shift in alignment (discussed in more detail later in this Amendment) is mitigates impact on proposed and existing development.

Map 4. Mosby Bragtown Right-of-Way Reservation for Alston Avenue Extension



Modified Alignment of Alston Avenue Extension

The Amendment modifies the alignment of the Alston Ave Extension to follow existing streets from the southern extent at Holloway St to E Club Blvd **(Map 5**). The existing street segments are: Alston Ave from Holloway St to Geer St,

- Geer St from N Alston Ave to Midland Ter,
- Midland Ter from Geer St to E Club Blvd, and
- E Club Blvd from Midland Ter to the planned Alston Ave Extension.

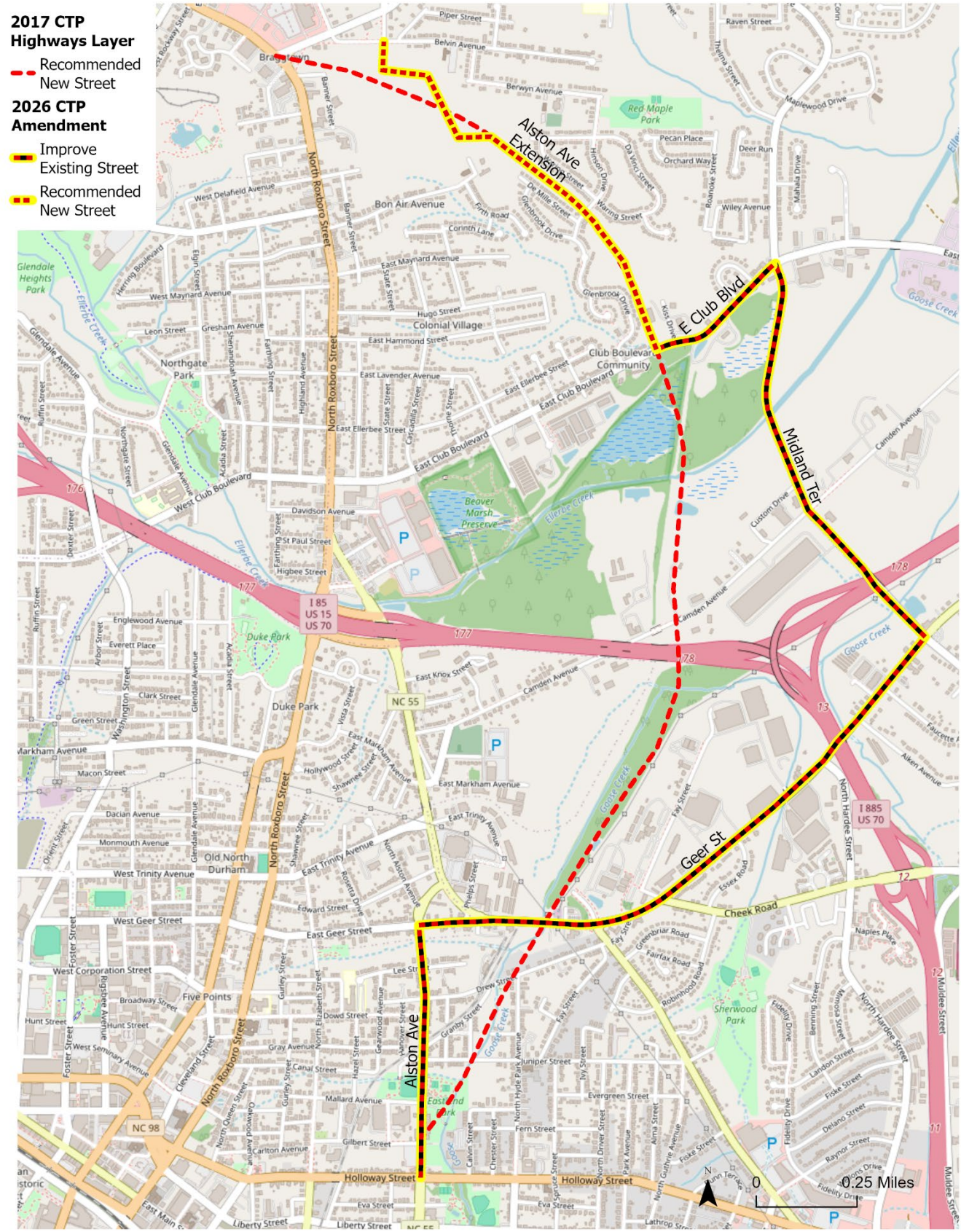
These existing street segments are adequate per the adopted 2017 Comprehensive Transportation Plan. However, potential improvements could include widening to three lanes or adding a turn lane where needed and adding or improving pedestrian and/or bicycle accommodations. The Alston Ave Extension will continue north through Bragtown following existing paper streets and lot lines where possible to complement the build out of a local street network to be identified in a future street plan drafted by the City of Durham (**Map 6**).

Modified Cross Section and Right-of-Way Width of Alston Avenue Extension

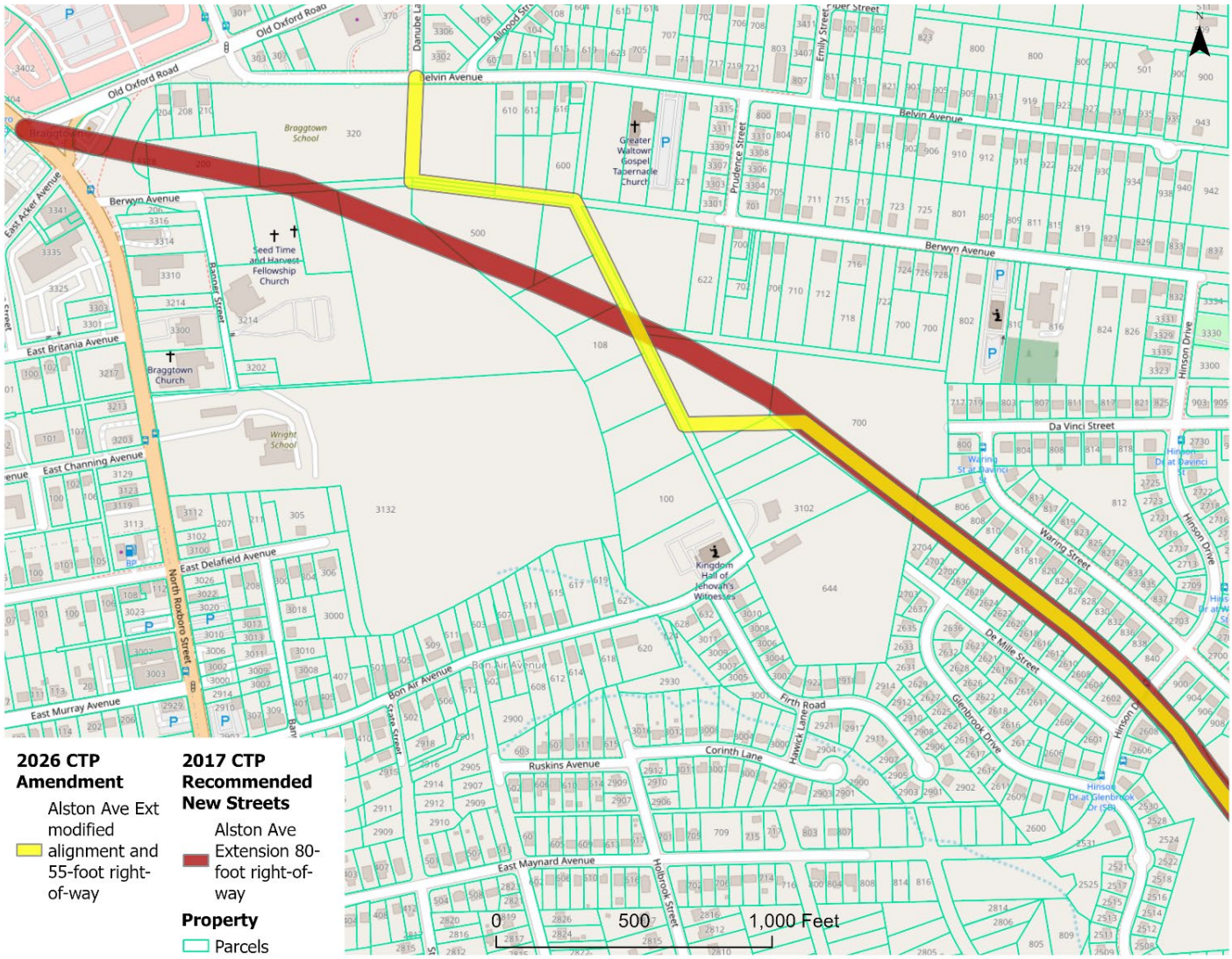
The width of the right-of-way and the recommended cross section for the Alston Ave Extension will be reduced to limit the impact of vehicle traffic on existing neighborhoods. The right-of-way width required of developers by the City of Durham to be reserved for the Alston Ave Extension will be reduced from 80 feet to approximately 55 feet (**Map 6**); wider right-of-way may be necessary at intersections with turn lanes.

The City of Durham prefers a narrower 2-lane curb and gutter cross section with a maximum design speed of 25 mph. This preferred cross section will have maximum lane widths of 11 feet in order to accommodate bus service, landscaping strips wide enough to accommodate shade trees, sidewalks, frequent crosswalks, and a sidepath. However, further study and coordination with the surrounding neighborhoods are still needed to develop a ROW, cross-section and alignment to also meet the community needs and local context.

Map 5. Proposed Modification to the Alston Ave Extension Alignment



Map 6. Revised Alignment and Right-of-Way Width of Alston Avenue Extension in Bragtown



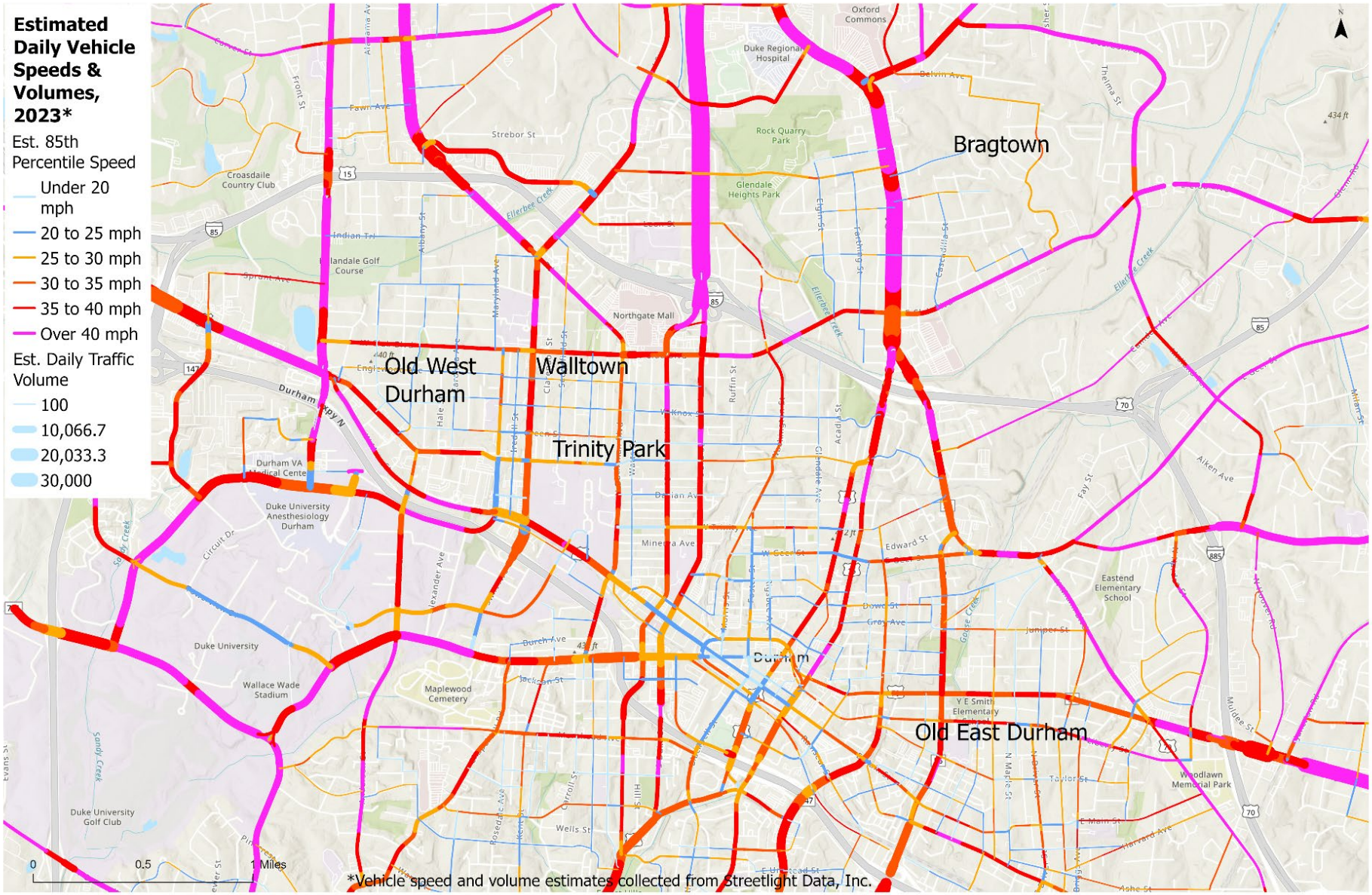
Local Street Connectivity

Connectivity within the Bragtown neighborhood can be provided through a network of smaller local streets and blocks constructed with new development according to street connectivity requirements in the City of Durham Unified Development Ordinance (Sec. 13.4 and 13.6) and Comprehensive Plan guidance. A porous network of smaller, slower streets with short block lengths will support safe and convenient connectivity for all modes and support new infill development near transit. This development driven network of local streets is a financially and politically feasible strategy to improve connectivity incrementally in a way that minimizes negative impacts on existing neighborhoods and the environment. Over time the Bragtown neighborhood street network would function similar to those found in other established neighborhoods in Durham with vehicle volumes spread out across a flexible grid at lower speeds (**Map 7**).

Future Land Use and Transportation Planning

The Durham Planning Department started the Bragtown Small Area Plan process in 2026. This neighborhood planning process will be an opportunity to discuss the location and design of new streets that can accommodate new housing and improve transportation choices in the neighborhood. Plans for new local streets and street improvements will ultimately be included in a street plan adopted by the City of Durham.

Map 7. Estimated Daily Vehicle Speeds and Volumes in Durham Neighborhoods


Estimated Daily Vehicle Speeds & Volumes, 2023*
Est. 85th Percentile Speed
Under 20 mph
20 to 25 mph
25 to 30 mph
30 to 35 mph
35 to 40 mph
Over 40 mph
Est. Daily Traffic Volume
100
10,066.7
20,033.3
30,000
Bragtown
Old West Durham
Walltown
Trinity Park
Old East Durham
Durham
Duke Regional Hospital
Oxford Commons
Rock Quarry Park
Glendale Heights Park
Northgate Mall
Croasdaile Country Club
Durham VA Medical Center
Duke University Anesthesiology Durham
Duke University
Wallace Wade Stadium
Maplewood Cemetery
Duke University Golf Club
Eastend Elementary School
Y E Smith Elementary
Woodlawn Memorial Park
0
0.5
1 Miles
*Vehicle speed and volume estimates collected from Streetlight Data, Inc.

Consistency with 2023 Durham Comprehensive Plan

The Alston Ave Extension alignment in the 2017 CTP is inconsistent with multiple Comprehensive Plan objectives and policies related to transportation, neighborhood development, and environmental protection. The table below also compares the Alternative Street Plan for Bragtown with the

Table 1. Consistency of Alston Avenue Extension with 2023 Durham Comprehensive Plan

Comprehensive Plan Objectives and Policies		2017 CTP Alston Avenue Extension	Alternative Street Plan for Bragtown
Connectivity Objective	*We need a better, continuous, more interconnected transportation system that lets people easily and conveniently walk, roll, ride transit, bike and drive to where they want and need to go within Durham and surrounding communities. Improved street, sidewalk, and bicycle path connectivity will reduce traffic congestion, pollution, and unsafe streets for all Durham residents, particularly those who cannot access a car.*	The Alston Ave Extension alignment precludes the build out of a grid of local streets with short blocks that can improve connectivity for all modes.	An alternative street plan would be based on a network of narrower streets with low design speeds, short crossing distances, and small block lengths that promote connectivity for all modes.
Neighborhood Design Policy 36 (p. 123)	*Design infill projects in established neighborhoods using elements of Durham's historic architecture and neighborhood patterns, to be rooted in Durham's history and compatible with adjacent structures and the surrounding neighborhood.*	The Alston Ave Extension impacts the existing and potential local street network in Bragtown with a cross section that could encourage higher speeds and traffic volumes.	An alternative street plan would use a traditional grid of narrow streets similar to those found in Durham's older neighborhoods such as Old East Durham and Old West Durham.
Neighborhood Design Policy 37 (p. 123)	*Design new developments to prioritize pedestrians in ways compatible with existing neighborhoods, such as by placing buildings close to the street, oriented toward sidewalks, green spaces, or community areas where people gather; locating vehicle access and parking to the side or rear of buildings and lots; maintaining connected streets and frequent intersections; and designing buildings to engage with the street through stoops, porches, or other welcoming entranceways.*	The Alston Ave Extension would limit the potential number of intersections and access points between local streets.	An alternate street plan would follow UDO connectivity requirements and Comprehensive Plan policies to build out a network of narrower streets with small blocks and frequent intersections.
Transportation Investments Policy 58 (p. 137)	*Reduce and eliminate traffic deaths, injuries, and crashes, in alignment with the Vision Zero Program, by redesigning streets for safe travel and lower speeds, including through new street construction and street repaving projects. Improve pedestrian safety and circulation barriers and discourage speeding traffic and unsafe turning movements. Include traffic-calming measures such as reduced lane widths, protected bicycle lanes, off-road bicycle and pedestrian paths, and*	The Alston Ave Extension would move thousands of vehicles per day through the Bragtown community. The extension alignment and lower number of access points could influence higher vehicle operating speeds, and higher speeds increase the severity of crashes with pedestrians and bicyclists.	An alternative street plan would be based on a network of much narrower streets with low design speeds, short crossing distances, and small block lengths that prioritize pedestrian safety and convenience.

	reduced pedestrian crossing distances through curb extensions or pedestrian refuge medians.		
Land Use and Transportation Coordination Policy 69 (p. 139)	*Improve transportation and land use planning coordination efforts to proactively design future transportation systems that are healthy, safe, dignified, equitable, and sustainable. Reduce Durham's carbon emissions by supporting coordinated transportation and land use policies and programs that reduce overall vehicle miles travelled (VMT).*	The Alston Ave Extension could allow for growth in future vehicle miles travelled.	A grid of local streets would promote connectivity for all modes and provide safe alternatives to driving, especially for local trips.
Protecting Sensitive Land Policy 79 (p. 145)	*Protect Durham's most ecologically sensitive natural areas (including floodplains, wetlands, wildlife habitats, unique plant communities, hillsides, drinking water sources, critical watersheds, and natural heritage areas) from the impacts of development.*	The Alston Ave Extension would impact flood hazard areas and wetlands.	New local streets would avoid ecologically sensitive areas.
Environmental Justice (p. 147)	*Remediate the ongoing legacy of environmental racism and the impacts of highways, industrial uses, landfills, incinerators, and other disruptive land uses on human health.*	The Alston Ave Extension would impact two historically Black neighborhoods.	A development driven network of narrow streets would have a much smaller footprint that minimizes impacts to the existing neighborhoods and discourages high vehicle speeds and traffic volumes. This network would develop incrementally overtime with new infill development.
Mixes Residential Neighborhood Place Type Characteristics (p. 191 – 192)	*Housing and Land Uses: Development has short block lengths for connectivity Mobility: Good street connectivity with multiple access points*	The Alston Ave Extension would limit the potential number of intersections and access points between local streets.	An alternate street plan would follow UDO connectivity requirements and Comprehensive Plan policies to build out a network of narrower street with small blocks and frequent intersections.

Projections of Annual Average Daily Traffic

Another modeled scenario was reviewed with an alternative Alston Ave Extension. The modeled alternative is mostly on existing facilities like N Alston Ave, Granby Street, E Geer Street, Midland Terrace and Club Blvd. The remaining modeled segment of the recommended new street is located between E Club Boulevard and Old Oxford Road (**Map 5**).

In reviewing model data with the alternative extension, the projected future volume on US 501 Business (Roxboro Street) decreases with the alternative extension, but not as much as the original extension (**Table 2**). With either the original extension or the alternative extension, US 501 Business (Roxboro Street) traffic is still projected to exceed

existing capacity of the roadway. The projected 2055 Volume with the Alternative Extension decreases volume along N Roxboro St by an approximate average of 1,300 AADT per segment. Improvements to US 501 Business (Roxboro Street) facility between E Club Boulevard and Old Oxford Road is still recommended due to existing and future volume and safety needs.

Like the original extension alignment, there are traffic impacts to parallel roadways and other roadways in the vicinity of the alternative Alston Ave Extension. These impacts can be seen in the Table below. The table values are based on initial model data analysis (the current Triangle Regional Model G2 Version 2 was used) and initial estimated projections only, due to time constraints of this amendment and limited resources.

Table 2. Future Year Annual Average Daily Traffic Projections for Facilities Impacted by the Alston Avenue Extension

Facility	From	To	Lanes	2024 / 2025 AADT	Existing Capacity	2055 Volume	2055 V/C	2055 Volume with Extension	2055 Volume with Alternative Extension
N Roxboro St (US 501 Bus)	Olympic Dr	Old Oxford Rd	5	23,000	28,100	37,000	1.32	42,100	38,500
N Roxboro St (US 501 Bus)	Old Oxford Rd	E Channing Ave	4	29,000	22,200	42,800	1.93	39,000	40,600
N Roxboro St (US 501 Bus)	E Channing Ave	E Murray Ave	4	29,000	22,200	44,000	1.98	40,500	41,300
N Roxboro St (US 501 Bus)	E Murray Ave	E Hammond St	4	29,000	22,200	44,100	1.99	40,500	41,300
N Roxboro St (US 501 Bus)	E Hammond St	E Club Blvd	4	30,500	22,200	44,000	1.98	40,600	41,400
N Roxboro St (US 501 Bus)	E Club Blvd	Avondale Dr (NC 55)	5	32,500	23,500	43,900	1.87	41,600	42,900
N Roxboro St (US 501 Bus)	Avondale Dr (NC 55)	I-85	5	14,000	23,500	19,300	0.82	18,600	18,700
N Roxboro St (US 501 Bus)	I-85	Markham Ave (US 15-501 Bus)	2	13,000	12,900	23,700	1.84	21,800	23,400
Avondale Dr (NC 55)	N Roxboro St (US 501 Bus)	I-85	4	25,000	38,400	31,800	0.83	30,300	30,400
Avondale Dr (NC 55)	I-85	Camden Ave	2	16,500	12,200	19,400	1.59	19,600	19,400
Avondale Dr (NC 55)	Camden Ave	N Alston Ave (NC 55)	2	15,000	12,200	20,500	1.68	16,300	17,700
N Alston Ave (NC 55)	Avondale Dr (NC 55)	E Geer St	2	8,800	12,900	9,600	0.74	8,500	9,800
N Alston Ave (NC 55)	E Geer St	Drew St	2	11,000	12,900	16,700	1.29	14,000	13,900
N Alston Ave (NC 55)	Drew St	Juniper St (or Alston Ave. Ext.)	3*	11,000	12,900	15,500	1.20	12,200	14,400
N Alston Ave (NC 55)	Juniper St (or Alston Ave. Ext.)	Holloway St (US 70 Bus/NC 98)	3*	11,000	12,900	14,300	1.11	23,300	17,400
N Alston Ave (NC 55)	Holloway St (US 70 Bus/NC 98)	Liberty St	2D*	13,500	15,600**	16,900	1.08	19,900	17,000
Alston Ave Ext	Old Oxford Rd	North of Hinson Dr (or Bon Air Ave)	na	na	na	--	na	5,800	4,500
Alston Ave Ext	North of Hinson Dr	Hinson Dr	na	na	na	--	na	5,800	5,400
Alston Ave Ext	Hinson Dr	E Club Blvd	na	na	na	--	na	9,700	9,100

Facility	From	To	Lanes	2024 / 2025 AADT	Existing Capacity	2055 Volume	2055 V/C	2055 Volume with Extension	2055 Volume with Alternative Extension
Alston Ave Ext	E Club Blvd	Camden Ave	na	na	na	--	na	5,100	--
Alston Ave Ext	Camden Ave	N Miami Blvd Ext	na	na	na	--	na	5,100	--
Alston Ave Ext	N Miami Blvd Ext	E Geer St	na	na	na	--	na	7,200	--
Alston Ave Ext	E Geer St	Drew St	na	na	na	--	na	8,200	5,600
Alston Ave Ext	Drew St	N Alston Ave (NC 55)	na	na	na	--	na	8,400	5,600
N Duke St (US 501)	Newsom St	Carver St	5	31,500	26,800	20,900	0.78	20,100	20,300
N Duke St (US 501)	North of W Murray Ave	W Murray Ave	5	40,500	26,000	31,900	1.23	29,600	30,100
N Duke St (US 501)	W Murray Ave	E Hudson Ave	5	39,500	26,000	43,300	1.67	40,700	41,400
N Duke St (US 501)	E Hudson Ave	I-85	5	41,000	26,000	33,600	1.29	31,400	31,900
E Club Blvd	Glendale Ave	N Roxboro St (US 501 Bus)	2	7,100	11,600	13,100	1.13	13,300	12,700
E Club Blvd	N Roxboro St (US 501 Bus)	Cascadilla St	2	9,300	11,600	9,800	0.84	11,100	11,800
E Club Blvd	Cascadilla St	Kiss Dr	2	7,400	11,600	7,200	0.62	8,600	9,500
E Club Blvd	Kiss Dr	Midland Terrace	2	7,400	11,600	7,200	0.62	14,300	16,000
E Geer St	West of N Alston Ave (NC 55)	N Alston Ave (NC 55)	2	4,700	11,600	10,800	0.93	9,900	8,700
E Geer St	N Alston Ave (NC 55)	Avondale Dr	2	6,000	11,600	12,100	1.04	9,300	6,900
E Geer St	Avondale Dr	N Miami Blvd	4	13,000	23,500	20,200	0.86	17,400	22,700
E Geer St	N Miami Blvd	Cheek Rd	2	9,500	14,000	15,600	1.11	15,500	17,300
E Geer St	Tobacco Rd	N Hardee St	2	5,600	14,000	8,900	0.64	9,300	9,700
E Geer St	N Hardee St	Aiken Ave	2	6,100	14,000	11,700	0.84	12,100	13,000
Midland Terrace	E Club Blvd	South of E Club Blvd	2	5,000	11,600	9,400	0.81	8,800	10,600
Midland Terrace	Camden Ave	South of Camden Ave	2	5,200	11,600	10,300	0.89	10,500	11,300
Midland Terrace	I-85	E Geer St	2	5,200	11,600	10,300	0.89	10,500	11,300
Danube Ln	Carver St Ext	North of Dearborn Dr	2	4,400	14,600	5,800	0.40	4,700	6,200
Danube Ln	North of Dearborn Dr	Old Oxford Rd	2	4,400	14,600	4,600	0.32	3,700	5,200
Old Oxford Rd	N Roxboro St (US 501 Bus)	Danube Ln	2	15,000	11,600	22,500	1.94	19,300	22,100
Old Oxford Rd	Danube Ln	Dearborn Dr	2	15,000	11,600	23,000	1.98	18,700	17,900

*Some existing number of lanes have been changed from the 2017 CTP due to segmentation of the roadway in this table or recent improvements to that roadway. Note: In the "Lanes" column, "D" means the facility is "divided" (has a median).

**The existing capacity value on N Alston Ave (NC 55) south of Holloway St (US 70 Bus/NC 98) has been changed from the 2017 CTP due to recent roadway improvement.