Miami Boulevard Extension (North) 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 remove the Miami Boulevard Extension (North) (DURH0051-H), a recommended and unbuilt roadway facility within the City of Durham. The 2017 CTP recommended Miami Boulevard Extension roadway connection to Alston Avenue Extension is not needed anymore with the adoption of the companion CTP amendment modifying the alignment of Alston Avenue Extension. This Amendment would remove the connection and maintain existing conditions on the adjacent street network. The roadway connection has not been constructed, funded, or programmed for improvement in the NC DOT State Transportation Improvement Program. The justification for removal reflects changed needs and conditions since the adoption of the 2017 CTP.

This document contains the following:

- Justification for the removal of the facility
- Map of the amended facility
- Revised 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 Miami Boulevard Extension (North) 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.

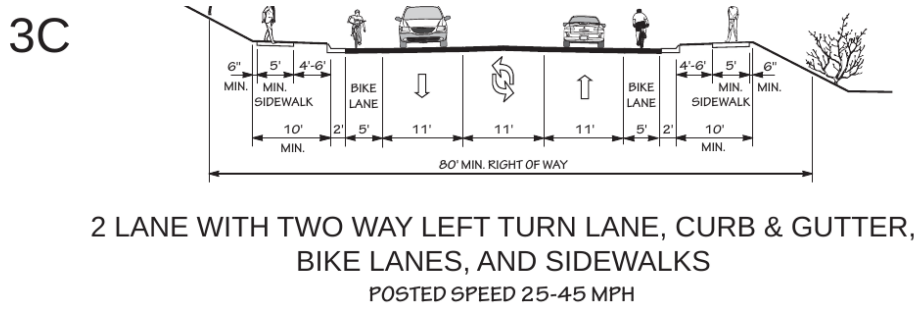
The following notifications were provided during the outreach and engagement efforts relating to the CTP amendment:

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

Miami Boulevard Extension (North) (E Geer St to Alston Ave Ext) | DURH0051-H

The 2017 CTP includes the Miami Boulevard Extension (North) as a recommended 0.1-mile facility that would extend North Miami Boulevard from East Geer Street to the proposed Alston Avenue Extension with a 3C cross section. The 3C typical cross section consists of two travel lanes with a two way left turn lane, curb and gutter, bike lanes, and sidewalks within a minimum 80 foot right of way, as shown in Figure 1 (DCHC MPO, 2017, Appendix D). The sole purpose of this short, recommended segment was to connect the existing North Miami Boulevard corridor to the Alston Avenue Extension, a recommended new boulevard intended to divert trips from N Alston Avenue (NC 55), North Roxboro Street (US 501 Business) and North Duke Street (US 501) to relieve some congestion on these parallel facilities. The recommended roadway connection is located adjacent to the City of Durham/GoDurham Bus Operations and Maintenance Facility (BOMF), which supports daily operations for the GoDurham transit system. The connectivity value of the Miami Boulevard Extension (North) is therefore entirely dependent on the construction of the Alston Avenue Extension, which is the subject of a companion amendment to the 2017 CTP.

Figure 1. Typical 3C Cross Section for the Miami Boulevard Extension (North) from the 2017 CTP Appendix D



Miami Boulevard Extension (North) Amendment Justification:

This amendment removes the Miami Boulevard Extension (North) because the roadway connection is not needed anymore and to maintain the existing conditions. A companion amendment proposes to modify the alignment of Alston Avenue Extension to E Geer Street in the vicinity of Miami Boulevard. With the proposed modification of the Alston Avenue Extension, the Miami Boulevard Extension (North) would no longer serve a connectivity purpose. There is no problem statement listed in the CTP for the Miami Boulevard Extension (North). The extent of the recommended facility is shown in Map 1.

Retaining the recommended facility in the CTP would continue to encumber land adjacent to the GoDurham BOMF with a minimum 80 foot right of way reservation without providing any corresponding transportation benefit to the public. The BOMF is a critical element in the adopted Durham County Transit Plan, and the site is planned for expansion of maintenance and operations space to support increased service and bus rapid transit vehicles as programmed in the Transit Plan. Removal of this facility from the adopted CTP would eliminate unnecessary rights-of-way reservation, maintain existing roadway conditions, and would allow the City to plan for the long-term operational needs of its transit maintenance facility. This amendment and the Alston Avenue Extension amendment are companion amendments and are recommended to be advanced together to ensure that the adopted plan presents a single coherent recommendation for this portion of the street network.

Consistency with 2023 Durham Comprehensive Plan:

The removal of the Miami Boulevard Extension (North) is consistent with multiple objectives and policies of the 2023 Durham Comprehensive Plan related to transportation investment, land use and transportation coordination, and transit operations. The Comprehensive Plan directs the City to limit investment in infrastructure that primarily serves single occupancy vehicles and to encourage new development to build or dedicate the

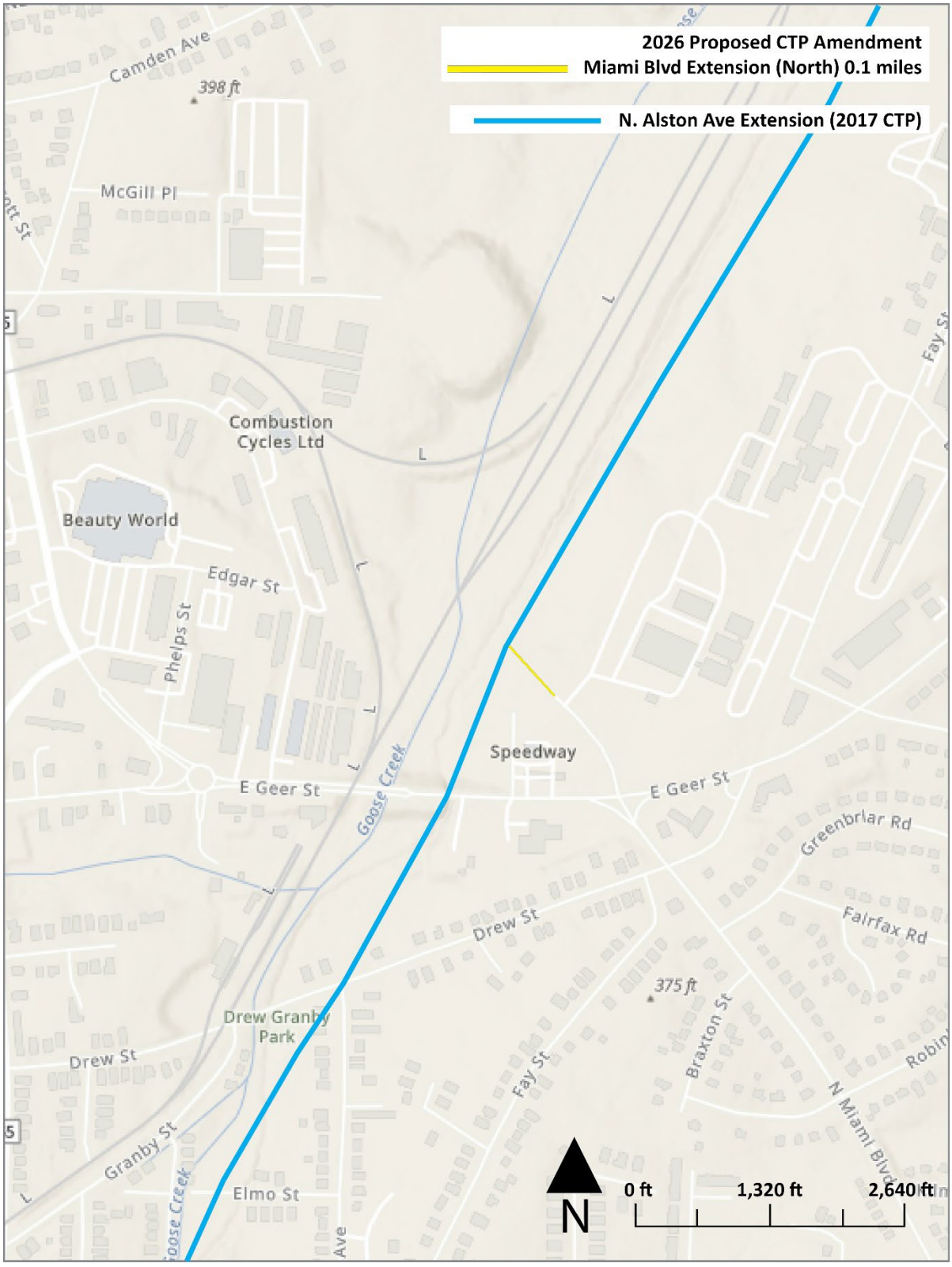
transportation infrastructure it requires. The plan also directs the City to sustain a high-quality fare free transit system and to coordinate transportation planning with actual land use outcomes on the ground. The GoDurham BOMF adjacent to the recommended alignment is central to sustaining that transit system. The table below summarizes the relevant objectives and policies and describes how the removal of the facility is consistent with the adopted comprehensive plan.

Comprehensive Plan Objectives and Policies		**Miami Boulevard Extension (North)**
Transportation Investments Policy 57 (p. 137)	*Encourage new developments to fill in gaps or upgrade transportation infrastructure by building or dedicating rights-of-way within and adjacent to the project site.*	No development activity is proposed along the recommended alignment. The adjacent property is the City of Durham/GoDurham Bus Operations and Maintenance Facility, and no development driven right of way dedication would ever construct the facility.
Transportation Investments Policy 59 (p. 137)	*Drastically reduce automobile dependency and the use of fossil fuels by encouraging public and private investment in pedestrian, transit, paratransit, bicycle, carpooling, and electric vehicle facilities. Limit investment in infrastructure that prioritizes single-occupancy gas or diesel cars.*	Removal limits public investment in new roadway capacity that would primarily serve single occupancy vehicles and preserves resources for the transit operations supported by the adjacent maintenance facility.
Transportation Investments Policy 60 (p. 137)	*Sustain a high-quality, fare-free transit system within Durham as well as affordable regional transit options.*	The Bus Operations and Maintenance Facility is essential to daily GoDurham operations. Removing the minimum 80 foot right of way reservation adjacent to the facility protects the long term operational and expansion needs of the transit maintenance campus, including expansion of maintenance and operations space to support increased service and bus rapid transit vehicles as programmed in the Durham Transit Plan.
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).*	Removing this roadway connection avoids potentially inducing additional vehicle travel through new roadway capacity. It also reflects coordinated planning with its companion amendment.

Amendment Map:

This amendment proposes to remove the CTP Miami Boulevard Extension (North) (shown as a yellow and grey line in Map 1), which would maintain the current street network (shown as white lines in Map 1).

Map 1: Miami Boulevard Extension (North) (E Geer St to Alston Ave Ext)



Updated CTP Project Tables:

The first table shows the 2017 CTP Highway Table entries for the affected facility and the adjacent existing facility. The second table shows the proposed changes to the CTP Project Table with this amendment.

2017 CTP Highway Table:

ID	Facility	From	To	Jurisdiction	Dist. (mi)	Lanes	ROW	Width	Status	Cross-Section	CTP Class	Problem Statement
--	Miami Blvd (North)	E Geer St	Holloway St	DurCity	0.9	4	-	-	Ex	ADQ	Maj	None
DURH0051-H	Miami Blvd Ext (North)	E Geer St	Alston Ave Ext	DurCity	0.1	3	-	-	Rec	3C	Min	None

CTP Highway Table with Amendment to remove Miami Boulevard Extension (North):

ID	Facility	From	To	Jurisdiction	Dist. (mi)	Lanes	ROW	Width	Status	Cross-Section	CTP Class	Problem Statement
--	Miami Blvd (North)	E Geer St	Holloway St	DurCity	0.9	4	-	-	Ex	ADQ	Maj	None
~~DURH0051-H~~	~~Miami Blvd Ext (North)~~	~~E Geer St~~	~~Alston Ave Ext~~	~~DurCity~~	~~0.1~~	~~3~~	**-**	**-**	~~Rec~~	~~3C~~	~~Min~~	~~None~~