Midland Terrace 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 Midland Terrace Extension (DURH0052-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. An amendment to modify the cross section of the Midland Terrace Extension is justified in order to reduce unnecessary traffic impacts to the surrounding neighborhoods and to reduce impacts to a bus service facility being planned by the City of Durham.

This document contains the following:

- Justification for the modification of the facility
- Map of the amended facility
- 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 Midland Terrace 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

Midland Terrace Extension (NC 98 to Midland Terrace) | DURH0052-H

The 2017 CTP includes the Midland Terrace Extension as a recommended 2.2-mile facility that would extend from NC 98 to Midland Terrace with a 2J cross section (**Map 1**). The 2J typical cross section consists of a median-divided 2 lane boulevard with a minimum 90-foot right of way, as shown in Figure 1 (DCHC MPO CTP, 2017, Appendix D). The recommended facility was intended to improve connectivity in East Durham.

Map 1: Proposed CTP Amendment to Reduce Midland Terrace Extension (NC 98 to Midland Terrace) Cross Section to a 60-foot Right-of-Way

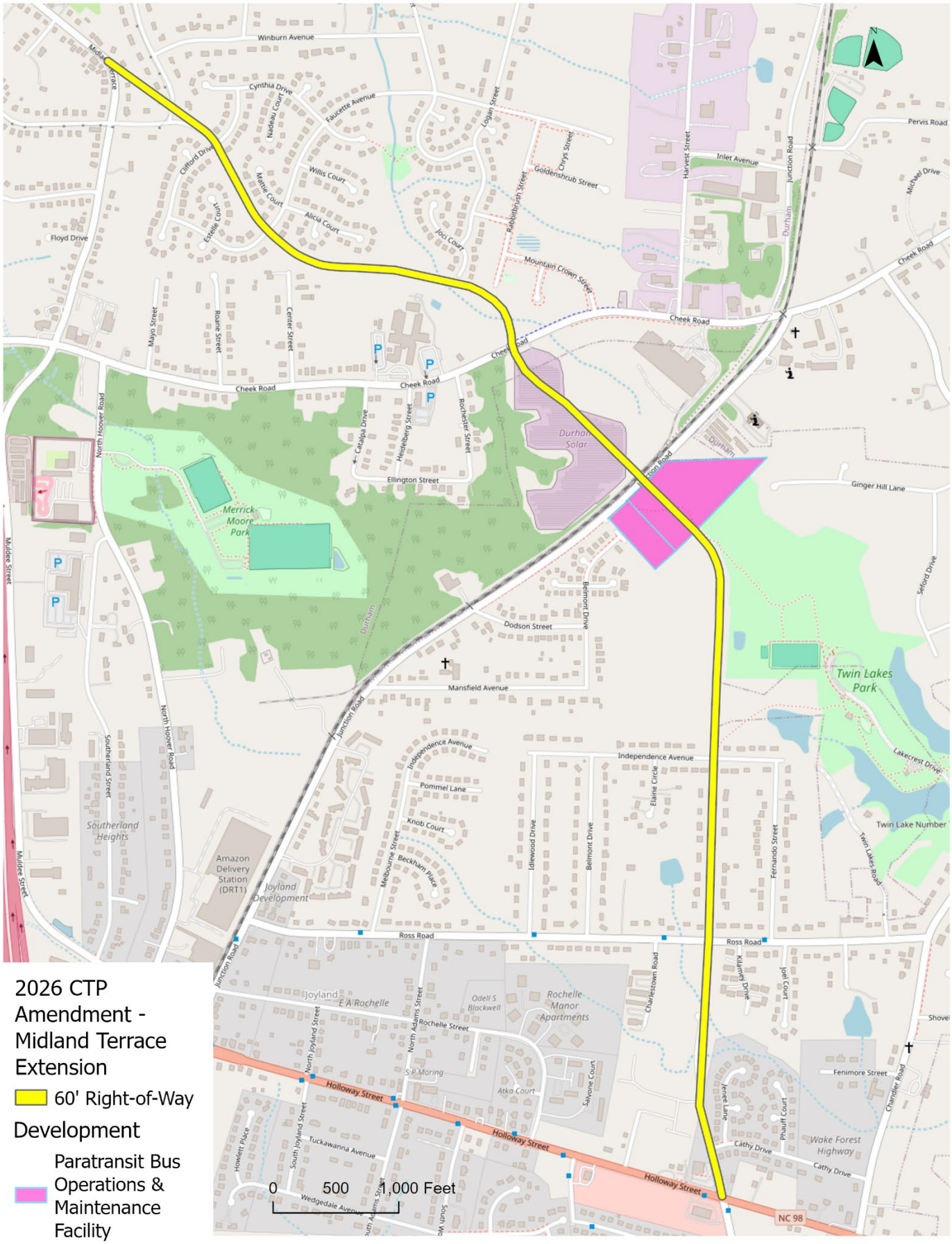
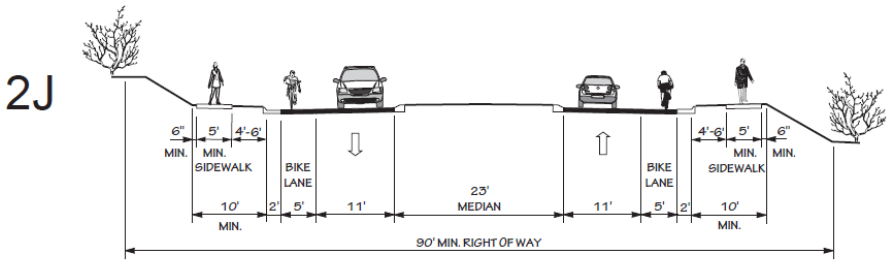


Figure 1. Typical 2J Cross Section for the Midland Terrace Extension from the 2017 CTP Appendix D



2 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

Midland Terrace Extension (Midland Terrace to NC 98) Amendment Justification:

The Midland Terrace Extension Amendment reduces the cross section of the Midland Terrace Extension from a boulevard with a 90' right-of-way (**Figure 1**) to a smaller thoroughfare with a 60' right-of way in order to mitigate the impacts of the proposed street on the City of Durham's planned bus facility and to better serve the transportation needs of the surrounding neighborhood.

The current adopted CTP identifies Midland Terrace as a proposed boulevard intended to provide moderate mobility and access. Driveway access on a boulevard is typically restricted to right-in/right-out movements with access controls near major at-grade intersections as the roadway is intended to provide regional mobility. Revising the cross-section to a minor thoroughfare better reflects the urban mobility and increased access that is needed in this area.

The alignment of the Midland Terrace Extension in the 2017 CTP bisects the site that the City of Durham has purchased for the development of a new Paratransit Bus Maintenance and Operations Facility (PBOMF), located on Junction Road. A 90-foot right-of-way running through the middle of the site is incompatible with the space planning and security needs of the PBOMF. The PBOMF is a critical element in the Durham Transit Plan (Transit Plan), because it will support moving GoDurham paratransit operations from the existing BOMF site at Fay Street, allowing expansion of maintenance and operations space at Fay Street to support increased service as programmed in the Transit Plan.

Modification to Right-of-Way Width and Cross Section

The width of the right-of-way and the recommended cross section for the Midland Terrace Extension will be reduced in order to mitigate the impacts of the proposed street on the planned bus facility and to better serve the transportation needs of the surrounding neighborhood. The right-of-way width required of developers by the City of Durham to be reserved for the Midland Terrace Extension will be reduced from 90 feet to approximately 60 feet.

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, landscaping strips wide enough to accommodate shade trees, sidewalks, frequent crosswalks, and a sidepath. The 60-foot right-of-way will allow for turn lanes at major intersections. 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.

Midland Terrace Extension in 2017 CTP Highway Table

ID	Facility	From	To	Jurisdiction	Dist. (mi)	Lanes	ROW	Width	Status	Cross-Section	CTP Class	Problem Statement
DURH0052-H	Midland Terrace Extension	Midland Terrace	NC 98	DurCity	2.2	0	-	-	Rec	2J	Blvd	None

CTP Highway Table with Midland Terrace Extension Amendment

ID	Facility	From	To	Jurisdiction	Dist. (mi)	Lanes	ROW	Width	Status	Cross-Section	CTP Class	Problem Statement
DURH0052-H	Midland Terrace Extension	Midland Terrace	NC 98	DurCity	2.2	0	-	-	Rec	~~2J~~ (1)	Blvd	None

[1]*The City of Durham preferred cross section, as stated above, is not a typical NCDOT cross-section.*

Future Street Planning

The adopted CTP does not identify all of the minor collector and local roads that serve an urbanized area such as Durham. The typical block length and spacing needed for a safe multimodal urban street network is reflected in a collector street plan. The City of Durham prefers to study and consider the future removal of the Midland Terrace Extension from the CTP in coordination with the adoption of a collector street plan for the area.