



TRIANGLE WEST

Transportation Planning Organization

October 7, 2025

TO: Triangle West Technical Committee and Triangle West Board
FROM: Yanping Zhang, Modeling Manager and Monet Moore, Principal Planner
SUBJECT: Public Comments Received for Preferred Option of the Destination 2055
Metropolitan Transportation Plan

Background:

This memorandum provided the public comments received regarding the Preferred Option of the Destination 2055 Metropolitan Transportation Plan and Triangle West TPO Staff responses. Public comments were gathered, largely, through online submissions from August 27, 2025 to October 11, 2025. Additionally, during the Triangle West TPO Board meeting on September 23, 2025 a public hearing was held for the Preferred Option. Below you will find the comments provided and responses from Triangle West TPO Staff. Please note that comments are provided in the manner they were submitted, spelling and grammatical errors were not omitted or corrected.

Public Comments and Responses:

Comment 1: The move away from the northern part of Chapel Hill with the CRX is a mistake. There is so much development happening in this part of Chapel Hill that you are going to push people to drive by removing the Eubanks to Raleigh option.

Response 1: The GoTriangle CRX line in the Preferred Option has been revised to operate between the Eubanks Park & Ride Lot and Raleigh, based on your comment. Additional options are also listed below,

Option A: Take the CHT NS BRT and then transfer to the CHT-RTP BRT for a direct trip to Raleigh. The CHT-RTP BRT is integrated with the I-40 BRT to Raleigh.



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Option B: Drive to I-40/NC 54 and then ride on CHT-RTP BRT for a direct trip to Raleigh.

Option C: Take any nearby CHT bus line to UNC HOSPITALS and then transfer to the CHT-RTP BRT for a direct trip to Raleigh.

Comment 2: I am dismayed by your proposal to eliminate Triangle Transit CRX bus service to the Eubanks Park and Ride in Chapel Hill. Essentially, you will be asking commuters to drive all the way across town to the new stop at I-40 Exit 273, creating additional traffic in Chapel Hill (on 54, especially), adding time to their trips, and ultimately inviting them to just get on the highway and drive all the way to Raleigh since they've already come that far. Please keep the Eubanks Park and Ride Lot as part of the route. Thank you.

Response 2: The GoTriangle CRX line in the Preferred Option has been revised to operate between the Eubanks Park & Ride Lot and Raleigh, based on your comment. Additional options are also listed below,

Option A: Take the CHT NS BRT and then transfer to the CHT-RTP BRT to Raleigh. The CHT-RTP BRT is integrated with I-40 BRT to Raleigh.

Option B: Take any nearby CHT bus line to UNC HOSPITALS and then transfer to the CHT-RTP BRT for a direct trip to Raleigh. The CHT-RTP BRT is integrated with the I-40 BRT to Raleigh.

Comment 3: As a commuter from downtown Chapel Hill to Raleigh (NC State), I am concerned that I don't see a BRT or HOV plan that would take us all the way to Raleigh: it seems that we could only get as far as RTP. Hopefully there is a plan for I-40 that also allows GoTriangle operate its CRX (and DRX!) routes on this infrastructure.

It would also be terrific if there was direct connectivity to the airport using public transportation from Chapel Hill, including making use of the I-40 infrastructure. RDU is



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increasingly becoming a major international airport, and traffic at pickup-dropoff is becoming overcrowded, along with parking challenges. Of course, this also means making an internationally-accessible way to pay for bus fares, which currently isn't possible for international travellers. (The Umo app used by GoTriangle does not allow international user to download it!).

Response 3: GoTriangle will continue to operate CRX and DRX on the HOV and then managed lane of I-40 to Raleigh; Additionally you can take any nearby CHT bus or BRT line to UNC HOSPITALS and then transfer to the CHT-RTP BRT for a direct trip to Raleigh. The CHT-RTP BRT is integrated with the I-40 BRT to Raleigh. It is likely the CHT BRT will be combined with I-40 BRT to provide service from Chapel Hill to Raleigh making transfers at RTP possible. As for the Airport transit access, GoTriangle will provide the shuttle service between RDU and RTP transit center, in other words you can take the future BRT to RTP and then transfer to RDU by the shuttle service. Feedback regarding the UMO App was forwarded to GoTriangle for consideration.

Comment 4: The 2055 Preferred Bus Routes

The TTA Durham-Butner Express NB and SB route. I am a member of Granville County Citizen transportation Action Group. We are currently surveying residents to determine interest in an inter-city bus system that connects Henderson, Oxford and Butner to Raleigh and Durham. Obviously, I support the proposed express bus route to Butner, however, I would like to suggest a slight change in the Butner Destination.

Please consider having the bus stop at Central Regional Hospital for two reasons: First, many of its workers are Durham residents that would consider utilizing a bus to and from work. And secondly, and most significantly, it offers a person the capacity to self-admit at Central Regional Hospital. We need a mental health hospital that is accessible to all, including people who do not drive.

I was recently informed by a practicing psychiatrist at Central Region that when he practiced at Dorothea Dix (before it closed), patients would take the bus to Dorothea Dix to Self-Admit. They would get off the bus and walk into the hospital and ask to be



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admitted. When they closed Dorotheas Dix the powers to be never considered the impact on people who self -admit utilizing public transit. It was a shameful act. And now you can rectify it by establishing a bus route to Central Regional.

In fact, a fixed route on old oxford road to Central Regional would also be beneficial to people who work at Central Regional as well as people who work at Merk and the Federal Prison.

I support public transit and “Strong Towns” which is why I do not agree with the expansion of I-85 to Red Mill. I drive 85 regularly to go to and from Butner. Studies have shown widening a road only increase travel time by a few minutes. The cost does not outweigh the benefit. Plus widening I-85 to Red Mill will only create a greater bottleneck at Red Mill. We need to end the widening of reads.

Thank you for accepting my comments. Please keep me informed of future discussion related to I-85 and Old Oxford Rd.

Response 4: The long-range Metropolitan Transportation Plan (MTP) typically identifies new bus lines at a conceptual level. The TTA Durham-Butner Express route is included in the Preferred Option as a high-level proposal. Your detailed suggestion will be forwarded to the agency responsible for the short-range or operational planning when they begin evaluating this line.

The MTP looks ahead 30 years using the Triangle Region travel demand model, which indicates a need for one additional lane in each direction up to Red Mill Road within the next 20-30 years.

Comment 5: There's not enough attention being given to moving large numbers of vehicles through the region.

I-885 backs up daily between the East End Connector and TW Alexander Blvd. The highway is 3 lanes on either end of this stretch, and 2 lanes for the 2 miles or so in between. It is a bottleneck by design. A third travel lane is badly needed there, and



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there's room for it in the median.

US 15-501 from South Square to Chapel Hill has been in the 'major corridor study' phase since the 1990's. The Durham part does not need more lanes, but it does need to be a freeway from I-40 to I-85. We're just 3 interchanges away from making it happen - one at Garrett Road, one at SW Durham Drive, and one at I-40.

US 70 from I-885 to I-540 would be a great alternative route to I-40 if it was converted to a freeway. A 'boulevard' is not the answer. It needs to be a freeway to quickly move an adequate amount of traffic seeking to avoid I-40.

NC 147 needs safety upgrades due to its old design through downtown Durham with short ramps and narrow shoulders. A 'boulevard' is not the answer. It needs to be a freeway to safely move an adequate amount of traffic through downtown.

Tank you for considering my comments.

Response:

1. For I-885 from EEC to I-40, the proposed solution is a multimodal, system-integration approach, as outlined below:
 - a. Roadway – Adding a High-Occupancy-Vehicle (HOV) Lane per direction
 - b. Transit: Durham North-South BRT line
 - c. System Integration: Integrated Corridor Management (ICM)
2. For US 15-501 from South Square to Chapel Hill, the proposed solution to address it is a multimodal, system-integration approach, described as follows:
 - a. Roadway – modernization with intersection improvements, including a new interchange at Garrett Road.
 - b. Transit: Durham-Orange BRT line
 - c. System Integration: Integrated Corridor Management (ICM)



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3. For US 70 from I-885 to I-540, the completed Phase I study recommends a boulevard roadway with parallel collectors. Phase II will begin in October, and its results will be incorporated into the MTP either through an amendment or in the next update. BTW, Durham residents preferred the boulevard option.
4. For NC 147 downtown Durham, the current proposal is a boulevard conversion. Additionally an on-going project is close to the completion and its result will be incorporated into the MTP.

In general, the freeway conversion is not the top consideration given that Durham ranks within the top two counties in North Carolina for freeway mileage per square mile. Durham residents have voiced concerns about further land fragmentation, community separation, and environmental issues caused by new and existing freeways.