



**TRIANGLE WEST**  
Transportation Planning Organization

February 17, 2026

TO: Triangle West Technical Committee and Triangle West Board  
FROM: Yanping Zhang, Modeling Manager and Colleen McGue, Planning Manager  
SUBJECT: Public Comments Received for Draft Report and Air Quality Conformity Report of the Destination 2055 Metropolitan Transportation Plan (MTP)

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**Background:**

This memorandum provided the public comments received regarding the Destination 2055 Metropolitan Transportation Plan Draft Report and Air Quality Conformity Report and Triangle West TPO Staff responses. Public comments were gathered, largely, through online submissions from January 9, 2026 to February 23, 2026. Additionally, during the Triangle West TPO Board meeting on January 27, 2026 a public hearing was held for both the Draft Report and the Air Quality Conformity Report. 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:** As a Durham resident who travels frequently I would strongly advocate that any long range transportation plan include connections to the airport! this makes our city more accessible for visitors and also easier for residents to travel without having to pay for taxis

**Response 1:** We recognize the importance of ensuring convenient and frequent access to and from RDU Airport. In the 2055 MTP, a high-frequent bus line is proposed from the GoTriangle Transit Center in RTP to RDU, which would serve as a connection point for rail, Bus Rapid Transit (BRT) and express bus services.



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**Comment 2:** It's disappointing that the segment of I-85, as-built from the 1960s, between the Orange-Durham line and the Mebane split will not be addressed for another 9 years. This is a safety issue not a capacity issue.

**Response 2:** A project along I-85 from the Orange-Durham County line westward to the I-40/I-85 interchange is proposed for the first decade (2026-2035) in the 2055 MTP. The project includes adding additional lanes and improving two interchanges, along with other enhancements, including safety improvements. NCDOT Division 7 submitted the project through the Strategic Transportation Prioritization (SPOT) process; however, it was not selected for funding. The project is expected to undergo reconsideration through resubmission in the future statewide prioritization.

**Comment 3:** Put the previously rejected plan to widen I-885 between I-40 and NC-147 to 6 or 8 lanes back into the Triangle West MTP. The proposed HOV lanes are not good enough, we need at least one additional general purpose travel lane on each side.;

**Response 3:** For I-885 (EEC to I-40), a multimodal, integrated corridor approach is proposed, including: (1) addition of one HOV lane per direction; (2) implementation of the Durham North-South BRT line using HOV lanes, connecting to the Western BRT in Wake County; and (3) deployment of Integrated Corridor Management (ICM) strategies. The HOV lanes would support transit priority and enhance BRT travel time reliability.

**Comment 4:** I don't see the benefit of adding HOV lanes. Regions which have had them for years haven't seen significant benefits, and adding and maintaining an extra lane is expensive. Those funds would be better spent on public transportation. It also seems like a "cop-out" - we expect high traffic, but don't have a solution, so we are adding an HOV lane to help those who are desperate.

**Response 4:** For I-885 (EEC to I-40), a multimodal, integrated corridor approach is proposed, including: (1) addition of one HOV lane per direction; (2) implementation of the Durham North-South BRT line using HOV lanes, connecting to the Western BRT in Wake County; and (3) deployment of Integrated Corridor Management (ICM) strategies for



congestion migration. The HOV lanes would support transit priority, enhance BRT travel time reliability and ride share for more sustainable commuting.

**Comment 5:** It's important to note that access to public transportation for the general community is very limited; it's only available at certain times, and people have to wait a long time at bus and train stops. Furthermore, there are constant news reports of attacks on people waiting for buses or trains, and some people have even been killed. I believe safety is paramount. The service should be more frequent and more secure.

**Note:** Translated from Spanish.

**Response 5:** The 2055 MTP expands the transit service coverage area and increases service frequency, consistent with available transit funding. With respect to safety and security, transit agencies—including Chapel Hill Transit, GoTriangle, and GoDurham—continue to enhance transit stations, centers, and stops.

**Comment 6:** The Triangle Region's long-range transportation plan is short sighted in not connecting the Regional Rail system to the RDU airport. It is absurd to have the automobile as the only mode of transport to the airport.

**Response 6:** In the 2055 MTP, a high-frequent bus line is proposed from the GoTriangle Transit Center in RTP to RDU, which would serve as a connection point for rail, Bus Rapid Transit (BRT), and express bus services. As for connecting Regional Rail to RDU, this was not considered in the plan due to financial constraints.

**Comment 7:** Needs to connect to the airport.

**Response 7:** A high-frequent bus line is proposed to RDU from the GoTriangle Transit Center in RTP, which would serve as a connection point for rail, Bus Rapid Transit (BRT) and express bus services.

**Comment 8:**



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Pg 12, Fig. 2.2.2, The map is missing NC 540 from Hwy 55 Bypass to I-40.;

**Response:** Will be addressed.

Pg 19, Fig 3.3.5, The graph is missing the line connecting the data for 2020 to the data for 2023.;

**Response:** The gap in the line on page 19 is intentional.

Pg 64 - 66, 69: The proposed investment in regional rail between Durham and Raleigh along the NCRR Corridor is not feasible economically or technically by 2035. The railroad companies, including NCRR, NSR, and CSX, do not want passenger rail sharing the NCRR Corridor, as evidenced by the two failed previous projects that collectively spent over \$200 Million - Regional Rail Project from 2003 - 2006, and Durham-Orange Light Rail Project from 2014 - 2019 of which I was design manager for the consultant and GoTriangle respectively. The railroad companies are requesting huge investments in their infrastructure in this corridor, and the addition of a second track for regional rail through downtown Durham does not have a solution. The \$3 Billion price tag without state legislature or federal support is untenable. The ridership is not adequate to make this project feasible by 2035. Perhaps show it as an unfunded project with a projected time of completion as 2055 if you want to keep it on the books.;

**Response:** Appreciate detailed information on the current condition. Under the 2055 MTP, only the current Amtrak intercity service will be improved, incorporating new stations in Hillsborough and the RTP area.

Pg 65: Editorial comment on text on right half of page, after the bulleted text: "Each project in the fiscally-constrained plan has a project identifier that is SHOWN [not SHOW] ..." ;

**Response:** Will be addressed.

Pg 70 : The list of BRT projects do not list the three that are in the planning and design stages, and not yet in construction - south BRT, west BRT and north BRT.;

**Response:** Please see the responses from CAMPO.



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Pg 27, Goal 7: Encourage businesses, industries, state and local governments to install more DC fast charging stations for electric vehicles near major thoroughfares in all towns across the area. Although the sales of EVs has slowed since the Trump regime has cut tax credits and funding for car manufacturers, EVs are still being purchased since they're fun to drive, have almost no maintenance, and most importantly assist in lowering greenhouse gas emissions. These actions are needed to supplement NCDOT's NEVI program because NCDOT is slow-walking and limiting their installation of DC fast charging stations across NC, even though they've received some federal funding.

**Response:** Thanks for your comments/suggestions on EV stations.

Add a performance measure to Goal 7 on pg 30 related to the number of DC fast charging stations programed to be added.;

**Response:** We appreciate your suggestion.

BRT Projects - Need to accelerate the projects that are already planned. It's taking way too long for the BRT projects that have been planned since 2017 to get constructed. Each month in delay raises the costs for design, right-of-way, construction and operation. The Wake Transit Plan has hundreds of millions of dollars in fund balances that are not being spent that could accelerate these projects.

With the MTP noting more planned BRT extensions and overall projects, the public does not have confidence that these goals can be met since the only BRT project that has started construction is the New Bern Ave BRT.

More of the planned BRT projects need to be under construction sooner. The right-of-way needed for exclusive lanes for the BRT projects is harder and harder to come by.; Need to include public relations campaigns to amplify the benefits of public transportation and try to get more people out of their cars. We cannot build our way out of this region's congestion. There has to be other alternatives to adding lanes everywhere, when they fill up with cars once opened. Need creative ideas to get people out of their cars. For instance, make parking much more expensive. Add park and ride lots throughout the towns in the study area. Add more exclusive bus lanes instead of general public lanes. ;

**Response:** Thank you for your comments and suggestions regarding BRT project implementation and the reservation of right-of-way for exclusive BRT lanes.



Pg 83, Sect 7.10: Need bus service directly to RDU Airport from all over the study area, not needing multiple connections to get there.; Need written commitments from NCDOT that they agree with the MTP, since a number of the proposals impact NCDOT roadways and railroad.; Cut bureaucracy and red tape to accelerate getting the proposed transit projects from planning to operation.; Require significant increases to modes of transportation to be initiated and constructed ahead of planned developments that are choking the roads in our towns and municipalities.

**Response:** RDU Airport is situated approximately 4–5 miles from the primary passenger/transit corridor. Standard practice in such cases is to establish a dedicated airport connector linking the airport to nearby major transit hubs. For instance, Phoenix, Arizona operates an automated train that connects the Metro Rail station to airport terminals. Similarly, the 2055 MTP proposes a bus connector service between the airport and the RTP transit center in order to keep high-frequency bus service in the airport.

**Comment 9:** There needs to be either a rail or bus to the airport from Durham. And this should not have to be through the RTP transit hub. Has there been consideration to contract with a private bus company that picks up at various locations in Durham? Other cities use Gray Line or other private shuttles. That a person cannot get to the airport in a reasonable amount of time by other than a private car or expensive taxi is ridiculous. It's been like this for decades and needs to change.

**Response 9:** RDU Airport is situated approximately 4–5 miles from the primary passenger/transit corridor. Standard practice in such cases is to establish a dedicated airport connector linking the airport to nearby major transit hubs. For instance, Phoenix, Arizona operates an automated train that connects the Metro Rail station to airport terminals. Similarly, the 2055 MTP proposes a bus connector service between the airport and the RTP transit center. As for using a rail line instead of bus service, this would depend on the region's financial capacity, RDU's participation, and whether sufficient passenger volumes justify the investment.



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**Comment 10:** I noticed there is no update on public transportation that goes directly to the airport from Durham. Currently, you must connect through the regional transport center. Please include a bus route from downtown Durham to RDU that is direct. Additionally, I noticed that there is no train stop being added at RDU. This would also be an excellent way to improve downtown-RDU connectivity. I have been told that the airport is the limiting factor here - figure out how to work with them!

**Response 10:** RDU Airport is situated approximately 4-5 miles from the primary passenger/transit corridor. Standard practice in such cases is to establish a dedicated airport connector linking the airport to nearby major transit hubs. For instance, Phoenix, Arizona operates an automated train that connects the Metro Rail station to airport terminals. Similarly, the 2055 MTP proposes a bus connector service between the airport and the RTP transit center.

**Comment 11:** Chapel Hill and Durham have made plenty of investments to improve their local bus networks. The 2055 plan's focus on regional connections with BRT will finally give us what years of failed rail plans have promised; they need to be key, indispensable parts of our region's transit future no matter what happens with Durham's impending funding shortfall!

**Response 11:** We appreciate your thorough understanding and continued support of this plan.

**Comment 12:** No Chapel hill to Durham light rail? :+((

**Response 12:** A Bus Rapid Transit (BRT) line is proposed from Carrboro, Chapel Hill/UNC, via US 15-501 to Duke University and Downtown Durham.