

2050 MTP – Goals & Engagement Plan

Compilation of Public Comments (August 13, 2020)

Introduction

The DCHC MPO and CAMPO released the proposed 2050 MTP Goals and Objectives, Public Engagement Plan and schedule for public comment in June 2020. The public comment period ends officially for DCHC MPO and CAMPO on August 5 and August 13, respectively.

Comments

The entries below are the full text of written comments that the MPOs received through email and Twitter. The comments are in the order of receipt, from first to last, and are separated by a dashed line.

Hi, DCHC solicited comments on NextDoor for the 2050 Metropolitan Transportation plan, so here are my thoughts.

I lived in Houston for 50 years and our roadbuilding was very aggressive. We have three ring roads, the farthest out is 30 miles from downtown Houston. We made Interstate-10 twenty-two lanes!

It was never enough ... and way too much. Our flooding problems are directly tied for lack of absorptive capacity. One thing I've noticed is that the freeways are SO massive, they affect weather patterns. The rising heat from them can either cause or block thunderstorms.

However you plan to move people, consider the unintended consequences. Even if you have some sort of net zero plan, it will have unintended consequences. It is the unintended consequences that will trip you up.

On a lighter note, your Reduced Conflict Intersections appear to make NO sense. I've seen a couple that because of grade, vegetation, and curving roads, the U-turning cars are blind to the traffic into which they have to merge ... from zero to 60 immediately. RCI's are not a national trend for a reason. I think they defy good design.

That's my two cents worth.

Thank you for the opportunity to offer comments on the 2050 Transportation Plan. I must admit that I am confused about what the goals actually are, since I have received two emails, each with a slightly different list of goals. With that in mind, I would offer the following:

In the section on Environmental Impacts add:

Preserve and promote wildlife habitat connectivity as provided for in the new Eno/New Hope habitat corridor study and the NC Natural Heritage program

in section on Congestion and System Reliability, add:

Make provision for exclusive lanes for transit and high occupancy vehicles

In section on Infrastructure:

Give more prominence to and infrastructure flexibility for autonomous vehicles.

Autonomous vehicles are clearly a revolutionary technology that will almost certainly be available before 2050. They deserve special mention, rather than lumping them together (as in the goal statement below) with connected and electric vehicles, which are mere tweaks to existing vehicles and do not involve major impacts on infrastructure or highway design.

E. Support autonomous, connected, and electric vehicles.

Public Engagement Plan

The public engagement plan appears to include a menu of options for engagement but no actual plan. It includes some options that seem like good ways to ensure equitable communication and opportunity for participation, but I can't tell if those methods will be prioritized. This is a really important piece to be clarified I think. I wanted to highlight this because the TC meeting agenda states that no comments have been received on the engagement plan.

Goals

I'm concerned that goals to Improve Infrastructure Condition & Resilience and Manage Congestion & System Reliability will be prioritized over the remaining goals around protecting environment, connecting people and places, equity, multi model and affordable options, safety and health.

A few thoughts for specific revisions:

- The goal Stimulate Economic Vitality needs to include an equity statement.
- The goal Ensure Equity & Participation needs to talk about specific communities that have not participated in the past (including the need to remove barriers to participation) and this goal should also include a statement around trying to correct unjust transportation decisions in the past that have negatively impacted communities of color.

How about come clean about our money well over 168m. I don't trust go triangle to be good Stewart's of our tax dollars. Therefore how do we trust county commissioners

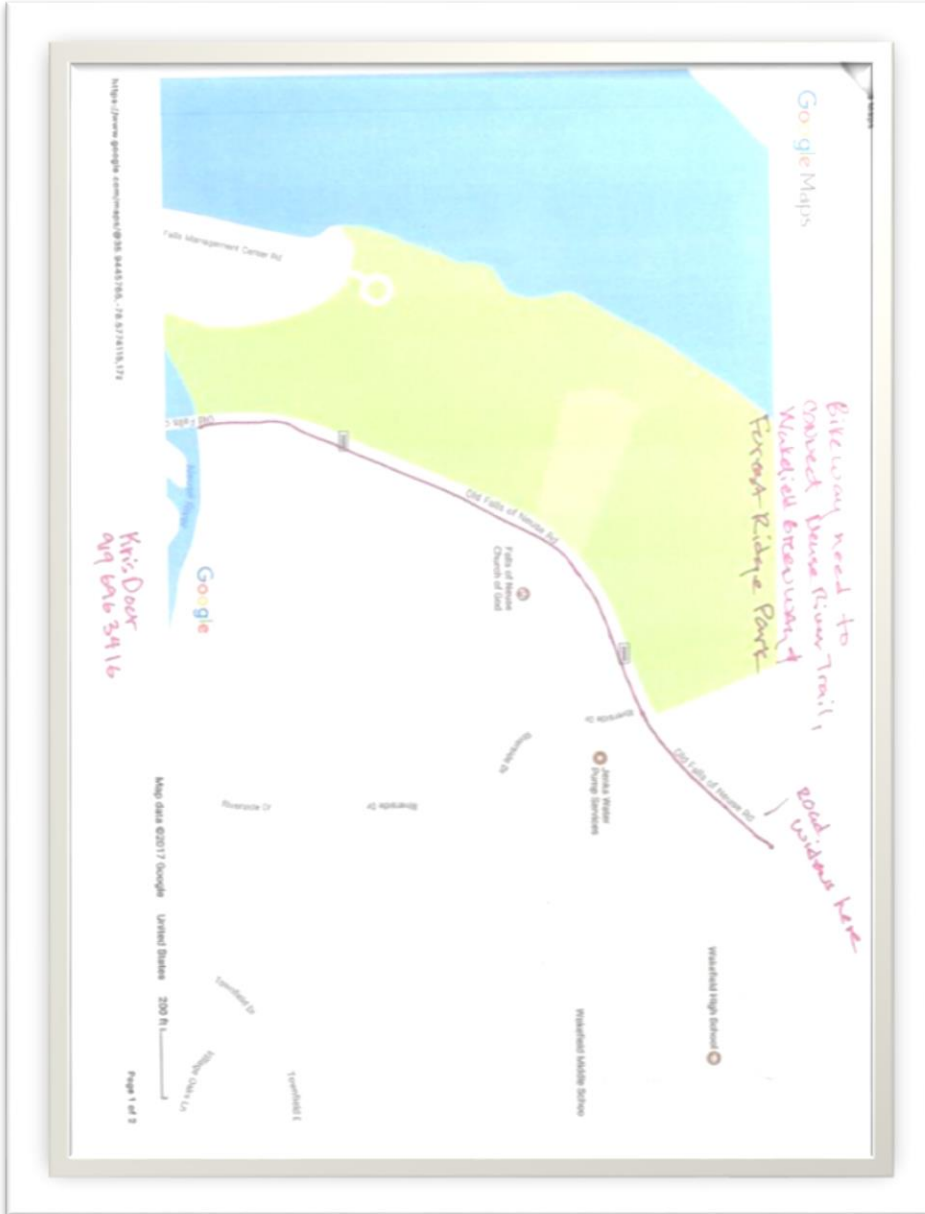
Respondent sent an edited page from the Goals and Objectives

2050 MTP Goals and Objectives

(as released by DCHC MPO Board on June 10, 2020)

Goals	Objectives
Protect the Human and Natural Environment and Minimize Climate Change	A. Reduce mobile source emissions, GHG, and energy consumption
	B. Reduce negative impacts on natural and cultural environment
	C. Connect transportation and land use.
Connect People & Places	A. Connect people to jobs, education and other important destinations using all modes
	B. Ensure transportation needs are met for all populations (especially the aging and youth, economically disadvantaged, mobility impaired, and minorities)
Promote and Expand Multimodal & Affordable Choices <i>REMOVE BARRIERS AND</i>	A. Enhance transit services, amenities and facilities
	B. Improve bicycle and pedestrian facilities <i>INVEST IN BICYCLE, PEDESTRIAN AND GREENWAY FACILITIES.</i>
	C. Increase utilization of affordable non-auto travel modes <i>AND WALKING.</i>
Manage Congestion & System Reliability	A. Allow people and goods to move with greater reliability.
	B. Promote Travel Demand Management (TDM, such as carpool, vanpool, telecommuting and park-and-ride)
	C. Enhance Intelligent Transportation Systems (ITS, such as ramp metering, dynamic signal phasing and vehicle detection systems)

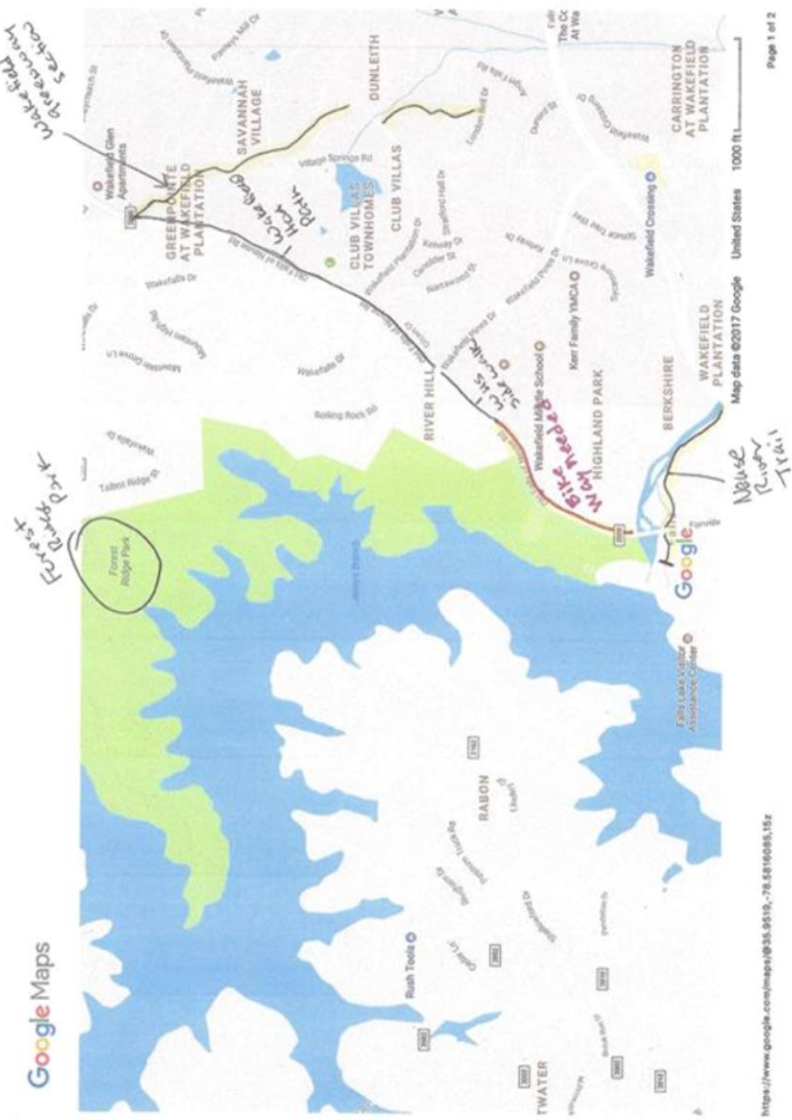
We need a bike lane connection between the Neuse Trail at the Dam up Old Falls to the Wakefield Trail. See maps:



9/17/17, 5:29 PM

Google Maps

Google Maps





Thread



Heidi Perov
@HeidiPerov



I took this survey but found it to be poorly designed. Several goals lumped together in a way that of course you should support them. 1/4



CityofDurhamNC @CityofDurhamNC · 2h

Interested in the 30-year plan for future highway, bicycle, rail, pedestrian & transit projects for #Durham, @chapelhillgov & @CarrboroTownGov? Give your feedback by 8/5 to the @DCHCMPO.

- English survey: ...0triangletransportplan.metroquest.com
- Encuesta en español: plandetransporte2050.metroquest.com





Heidi Perov @HeidiPerov · 16m



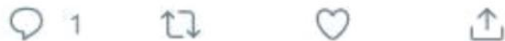
Example: "1) Reduce emissions, Green House Gases and energy consumption; 2) Reduce negative impacts on the natural and cultural environment". Okay, but does this include "reduce Vehicle Miles Traveled" and shouldn't that be stated? 2/4



Heidi Perov @HeidiPerov · 16m



Ex. 2: "Objectives to reduce congestion: 1) People & goods move w/ minimal congestion, delay, greater reliability; 2) Enhance commuter programs; carpool, park&rides; 3) Enhance tech. like ramp metering, dynamic signals. "move w/ minimal congestion" screams road widening to me 3/4



Heidi Perov @HeidiPerov · 16m



And "How many vehicles are available for drivers in your household?" An important question, but should be followed by several others, incl. whether one has access to transit, how far one's job is from home, etc. (BTW, I consider my bikes vehicles, but didn't want to skew results)





North Carolina Wildlife Resources Commission

Gordon Myers, Executive Director

Andrew Henry
City of Durham
Transportation Department
101 City Hall Plaza
Durham, NC 27701

August 5, 2020

Subject: Update of the 2050 Metropolitan Transportation Plan: Proposed Goals and Objectives

Dear Mr. Henry,

Thank you for the opportunity to review and provide comments on the proposed goals and objectives for the update of the 2050 Metropolitan Transportation Plan (MTP). The NC Wildlife Resources Commission (NCWRC) reviews transportation plans and individual projects to provide recommendations on ways to reduce impacts of roads on fish and wildlife populations. Roads are barriers to many of our wildlife species, causing significant mortality and contributing to habitat fragmentation that can isolate wildlife populations across the landscape. NCWRC is supportive of the goal to "Protect the Human and Natural Environment and Minimize Climate Change" and is available to provide technical assistance on transportation planning efforts to avoid and minimize impacts of roads on wildlife, natural areas, and other natural resources. As the update of the plan seems to be in its beginning stages, I wanted to make you aware of recent efforts by the Eno New Hope Landscape Conservation Group to identify a network of priority wildlife habitat patches and corridors in the Eno and New Hope watersheds.

The Eno New Hope Landscape Conservation Group is composed of conservation professionals working for local and state governments, non-profits, and universities, many of which have conservation landholdings within the two watersheds that are becoming increasingly vulnerable to impacts from habitat fragmentation. The group's aim in coming together was to identify and map priority wildlife habitat and corridors connecting a network of natural communities and species populations, within and between the two watersheds, and to develop recommendations to drive land protection, land-use, and transportation decision-making within the watersheds. The results of this effort are detailed in *A Landscape Plan for Wildlife Habitat Connectivity: In The Eno River and New Hope Creek Watersheds, North Carolina* (https://ncbg.unc.edu/files/2019/12/EnoNewHopePlan_December_2019.pdf). GIS data are available for viewing on the NC Natural Heritage Program Data Explorer (<http://ncnhde.natureserve.org/content/map>) and for download from the NC Botanical Garden (<https://ncbg.unc.edu/research/eno-new-hope-plan/>).

In order to address the proposed environmental protection goal of the MTP, NCWRC recommends that the MPO avoid planning new roads and road widening projects in areas that are identified as part of the priority habitat network, as well as, other important natural areas not explicitly addressed in the habitat network data analysis, such as Natural Heritage Natural Areas, streams, wetlands, and areas identified as high priority in the Biodiversity and Wildlife Habitat Assessment (all of

this data is available via the NC Natural Heritage Program Data Explorer). When roads through these areas cannot be avoided, NCWRC recommends providing wildlife crossing structures to help protect habitat connectivity for wildlife. These actions will also result in a reduction of wildlife-vehicle collisions that can be so costly to human health and property. NCWRC works regularly with the NC Department of Transportation to provide site specific recommendations for crossing structures.

Thank you for the opportunity to share these conservation planning resources with the MPO. The Eno New Hope Conservation Group is open to all interested stakeholders; transportation planners interested in learning more about the conservation plan are welcome to attend meetings and trainings provided by the group. Please email me, Brooke Massa, brooke.massa@ncwildlife.org if you'd like to be added to the group's listserv. As the update of the MTP moves forward, please feel free to reach out for assistance with integrating the conservation data into the planning process.

Sincerely,



Brooke Massa, Land Conservation Biologist
North Carolina Wildlife Resources Commission
919-630-3086
brooke.massa@ncwildlife.org

Andy,

Thank you for this opportunity to comment on the draft goals and objectives for the 2050 MTP. I have attached Bike Durham's specific comments on each of the goals and objectives. I know that you, and the teams at DCHC and CAMPO spent a lot of time on the goals and objectives for the last update of the MTP, and it shows. It clearly recognizes the importance of going beyond thinking about mobility in terms of speed and congestion.

However, we believe that the MPOs need to take the next step to stake out what we must be achieving through our transportation system by 2050. Over the next 30 years, we should be setting far-reaching goals and objectives that achieve zero racial and economic disparities in transportation access, zero deaths and serious injuries on our streets and roadways, and zero carbon emissions from our transportation system. We believe that there is broad support for these specific objectives and it's time for us to plan to achieve them.

[The comments are displayed on the next three pages]



Comments on 2050 MTP Draft Goals and Objectives

Thank you for this opportunity to comment on the 2050 Metropolitan Transportation Plan Draft Goals and Objectives. In general we agree with the staff's effort to incorporate goals and objectives that go beyond the traditional measures of traffic speed and delay as guides to the Triangle region's transportation plans. However, the articulation of these proposed goals and objectives don't seem to follow generally accepted principles to make them specific, measurable, and time-bound goals and objectives. We request the DCHC MPO and CAMPO rewrite the goals to more clearly communicate the direction in which we want to go, and rewrite the objectives to establish measurable outcomes to achieve by 2050 and interim years.

Goal: Protect the Human and Natural Environment and Minimize Climate Change

Objectives: Reduce mobile source emissions, GHG, and energy consumption; Reduce negative impacts on natural and cultural environment; Connect transportation and land use

We agree that this is a very important goal and appreciate that the staff has included it. We believe that the first objective should be Achieve Net Zero Carbon Emissions from the Transportation Sector by 2050. The second and third objectives are directionally fine, but they do not indicate the condition we aim to achieve by 2050.

Goal: Connect People and Places

Objectives: Connect people to jobs, education and other important destinations using all modes; Ensure transportation needs are met for all populations (especially the aging and youth, economically disadvantaged, mobility impaired, and minorities)

We agree that this is an important goal, but we do not believe that goal language is adequate. We urge you to rewrite the goal as "Connect All People and Places without Disparity." We urge the objective for this Goal to be "Achieve Zero disparity of access to jobs, education, or other important destinations by race or income or other marginalized groups."

Goal: Promote and Expand Multi-modal & Affordable Choices

Objectives: Enhance transit services, amenities and facilities; Improve bicycle and pedestrian facilities; Increase utilization of affordable non-auto travel modes

While we support these strategies and tactics in achieving the goals of Zero Carbon Emissions, Zero Disparity of Access, and Zero Deaths on our streets and highways, the only goal as defined here is affordability. We urge you to rewrite the goal to be "Ensure that All Have

Affordable Access to the Transportation System.” We ask that the objectives include: “No one pays more than 40% of their income for housing plus transportation by 2050.” It could be valuable to establish objectives around the percentage of trips made using sustainable modes of transportation, but we would recommend that be established under the first goal, and supportive of an objective for zero carbon emissions. In that case, it should be paired with an objective regarding the percentage of the motorized fleets that are electric.

Goal: Manage Congestion & System Reliability

Objectives: Allow people and goods to move with greater reliability; Promote Travel Demand Management (TDM, such as carpool, vanpool, telecommuting and park-and-ride); Enhance Intelligent Transportation Systems (ITS, such as ramp metering, dynamic signal phasing and vehicle detection systems)

We agree that System Reliability is an important goal. By that, we mean both that connections are available when people need them, and that travel times are predictable. Measures of congestion are not as important as measures of travel time predictability, and the travel times should be comparable for all system users. "Objectives 2 and 3" are strategies, not objectives.

Goal: Improve Infrastructure Condition and Resilience

Objectives: Increase proportion of highways and highway assets in 'Good' condition; Maintain transit vehicles, facilities and amenities in the best operating condition; Improve the condition of bicycle and pedestrian facilities and amenities; Promote resilience planning and practices; Support autonomous, connected, and electric vehicles

This is a well-defined goal and set of objectives, except for the last one. “Improving condition” should not be equated with expanding capacity. There is a long tradition of using the term “improvement” to define any transportation project as an improvement (i.e., Transportation Improvement Program). The last objective seems to be a strategy, and doesn’t have a clear connection to this goal.

Goal: Ensure Equity and Participation

Objectives: Ensure that transportation investments do not disrupt communities; Promote equitable public participation among all communities

We agree with the goal, however, the first objective does not acknowledge that the existing transportation system has already created disproportionate burdens for low-income communities, especially Black communities, and also other individuals without regular access to a car. One objective should be that the transportation system has zero disparities of access based upon race, wealth, income, gender-identity, age or ability. We urge rewriting the second objective to read, “Ensure equitable public participation among all communities - geographic, racial, age, income, gender, and ability.

Goal: Promote Safety and Health

Objectives: Increase safety of travelers and residents; Promote public health through transportation choices

This is an essential goal. Objective 1 should be stated as Zero Deaths or Serious Injuries on our streets and highways by 2050. Objective 2 should be measurable, such as all residents will have safe access to active transportation choices by 2050. Interim targets should also be established.

Goal: Stimulate Economic Vitality

Objectives: Improve freight movement; Coordinate land use and transportation; Target funding to the most cost-effective solutions; Improve project delivery for all modes

While the Goal seems laudable, it does not indicate for whom. When we don't indicate for whom we are stimulating economic vitality, there is usually a group left behind, and that group is usually those who are Black or Brown, and at the lowest end of our income and wealth scales. If our transportation system is going to become equitable, then we need to be clear that we are stimulating economic vitality for all socio-economic groups, setting objectives toward that, and measuring our progress. We recommend a replacement goal of "Enhance Inclusive Local and Regional Economic Opportunity."

Secondarily, "improve freight movement" is ambiguous. Does this mean shorter freight travel times? or greater predictability of travel times? If a goal suggests the direction that we're going, an objective should communicate where we want to end up. Improving freight movement doesn't do that. Neither does the fourth objective. The third objective is important, but it isn't specific to this goal. We want the most cost-effective solutions that achieve multiple goals.

We recommend the following objectives: Maximize local hire opportunities in construction, operation, and maintenance projects; prioritize foot and bicycle access to local businesses over automobile access and parking; ownership of transportation-related businesses reflects the regional population by race and gender; ensure projects benefit the local community without displacing residents.

Here are my comments for the MPO Board:

Dear DCHC MPO Board Members:

After the demise of the Durham-Orange Light Rail, the assault by Covid-19, the murder of George Floyd, and in the midst of ongoing displacement of low-income residents from in-town neighborhoods, we need to look at the goals and objectives this long range transportation plan update with fresh eyes. The overarching theme should be that the needs of low wealth and health-challenged residents, especially those who are Black, Indigenous, and People of Color (BIPOC), are the number one priority in the MTP. The draft goals should then be prioritized and adjusted to incorporate this theme. Though other values, such as environmental protection and general economic vitality are worthy goals, emphasis on mobility equity is justified at this point in history because low wealth residents and workers have been slammed by rising housing costs, as well as pandemic related job loss and sickness. In addition, the Black Lives Matter movement has reminded us that past transportation investments have increased wealth disparities and thus may warrant compensatory action.

My comments and suggestions on the goals as drafted are attached. Suggested edits are in red, Comments are in blue.

Thank you for the opportunity to provide input on this important plan.

[comments follow on the next two pages]

Goals	Objectives
<p>Protect the Human and Natural Environment and Minimize Climate Change This should not be the first goal. The first goal should be the highest priority. By not relying on Light Rail and compact, walkable development patterns, the new plan implies a lower priority for this goal than the previous plan</p> <p>Protect the Environment & Minimize Climate Change</p>	<p>A. Reduce mobile source emissions, GHG, and energy consumption</p>
	<p>B. Reduce negative impacts on natural and cultural Environment, especially in areas where low wealth and BIPOC people live and travel.</p>
<p>Connect People & Places This is a good first goal because it is the core purpose of transportation</p> <p>Connect People</p>	<p>A. Connect people to jobs, education and other important destinations using all modes</p>
	<p>B. Ensure transportation needs are met equitably for all populations (especially the aging and youth, economically disadvantaged, mobility impaired, and minorities)</p>
<p>Promote and Expand Multimodal & Affordable Choices</p> <p>Promote Multimodal & Affordable Choices</p>	<p>A. Enhance transit services, amenities and facilities, especially in areas where market and legally restricted affordable housing is located.</p>
	<p>B. Improve bicycle and pedestrian facilities</p>
	<p>C. Increase utilization of affordable non-auto travel Modes Make routes and connections when people need them and expand paratransit services beyond established bus routes</p>
<p>Manage Congestion & System Reliability</p>	<p>A. Allow people and goods to move with greater reliability.</p> <p>Allow people and goods to move with minimal congestion and time delay, and greater predictability.</p>
	<p>B. Promote Travel Demand Management (TDM, such as carpool, vanpool, telecommuting and park-and-ride)</p>
	<p>C. Enhance Intelligent Transportation Systems (ITS, such as ramp metering, dynamic signal phasing and vehicle detection systems)</p>
<p>Improve Infrastructure Condition & Resilience</p>	<p>A. Increase proportion of highways and highway assets in 'Good' condition</p>

Goals	Objectives
	C. Improve the condition of bicycle and pedestrian facilities and amenities
	Promote resilience planning and practices. Improve response time to infrastructure repairs
	Support autonomous, connected, and electric vehicles.
Ensure Equity, Participation, and public accountability	A. Ensure that transportation investments do not create a disproportionate burden for any disrupt communities.
	B. Promote equitable public participation among all communities (consider using the Durham Equitable Community Engagement Blueprint) B. Enhance public participation among all communities
	C. Ensure that local disadvantaged workers and small businesses can compete for jobs and contracts generated through transportation projects
	D. Establish metrics for goals and objectives and develop an equitable reporting process.
Promote Safety, and Health and Well-Being	A. Increase safety of travelers and residents
	B. Promote public health through transportation choices
Stimulate Economic Vitality and Opportunity	A. Improve freight movement
	B. Coordinate land use and transportation. Ensure that excellent transit service is available to concentrations of market and legally restricted affordable housing. B. Link land use and transportation
	C. Target funding to the most cost-effective solutions
	D. Improve project delivery for all modes

Thank you so much for the work you are doing to improve representation of public input. It is by no means a small task. The enormity of doing public engagement well, taking into account your current resources, is obvious.

As one of those who HAS attended way too many public hearings and charrettes and DCHCMPO meetings, and one whose demographic is overly represented, I think I can speak to this with some amateur authority.

Those most dependent on bikes or buses or walking to get to their jobs at the hospitals or the universities or the restaurants will never see any of the ads, newspaper posts, or social media posts that are put out. They are not connected to the email blasts from the Town Halls. If they see the word charrette, they will have no idea what that is, but they will doubt it relates to

them. They can best be reached through community partners and at their work locations, which are not always large corporations and businesses.

Input sessions I have gone to are rather overwhelming in the amount of information presented and the number of hard-to-decipher maps that had to be explained to me, and I consider myself well-engaged.

My first suggestion would be to seek out partners who are community organizers in the Black community, the Latinx community, the Burmese, Karen, and other refugee communities and other communities of concern. You may need to use those organizers as go-betweens. And meetings may need to happen at the bus stops, or at El Centro, or at the hospital or housekeeping departments of universities. These are the people who don't have time to go out of their way to become involved in input sessions.

Also, work really hard to present material in the most basic way possible, like you would explain it to a neighbor who has never shown interest in a transportation project before. Don't ask people if they are in favor of a project, ask them what obstacles they face with their mobility, what would make their commute or travel to services easier, etc.

I am happy to see this huge disparity being recognized, and I look forward to seeing the effort to address it move forward.

Thanks as always for your work to make our communities better,