

Durham-Chapel Hill Carrboro
Metropolitan Planning Organization (DCHC MPO)
Goals and Objectives (as of September 26, 2007)

Background

The DCHC MPO has begun development of the 2035 Long Range Transportation Plan (2035 LRTP). The Plan will list the highway, bus transit, fixed-guideway transit, bicycle, pedestrian and other transportation projects to be implemented in the planning area over the next thirty years. The MPO develops and approves a set of Goals and Objectives to guide the overall development of the 2035 LRTP and the specific tasks such as the selection of transportation projects and policies.

The MPO has published a draft set of Goals and Objectives for a public comment period from July 26 through September 12, 2007. The Transportation Advisory Committee (TAC – policy board for the DCHC MPO) reviewed comments on the Goals and Objectives and conducted a related public hearing (at their meeting on September 12, 2007). The TAC will approve the final Goals and Objectives for the 2035 LRTP this fall.

Compilation of Public Comments

This document is a compilation of the public comments that have been received as of September 26, 2007 concerning the draft Goals and Objectives. The sources of these comments include:

- The comment forms that citizens completed and returned;
- Electronic mail that citizens sent to the MPO staff;
- Documents in which citizens have edited copies of the draft Goals and Objectives;
- Resolution from the Town of Chapel Hill; and,
- Proposed addition provided by Bob Jensch at the TAC public hearing.

A RESOLUTION PROVIDING COMMENTS AND RECOMMENDATIONS TO THE DURHAM-CHAPEL HILL-CARRBORO TRANSPORTATION ADVISORY COMMITTEE ON THE DRAFT 2035 LONG RANGE TRANSPORTATION PLAN GOALS AND OBJECTIVES.

WHEREAS; the Durham-Chapel Hill-Carrboro Urban Area has begun the development of a 2035 Long Range Transportation Plan; and

WHEREAS, the Durham-Chapel Hill-Carrboro Transportation Advisory Committee has released draft 2035 Goals and Objectives intended to guide the development of the 2035 Plan; and

WHEREAS, the Town Council has reviewed the draft 2035 Goals and Objectives.

NOW, THEREFORE, BE IT RESOLVED, by the Council of the Town of Chapel Hill, that the Council endorses the draft 2035 Long Range Transportation Plan with the following modifications:

The following objective should be added to goal 6, Protection of Natural Environment and Social Systems.

- Develop and implement a transportation system that supports the reduction of greenhouse gases and carbon production and is coordinated with local greenhouse gas and carbon reduction plans.

Goal 1, Overall Transportation System should be amended as follows:

- A safe, sustainable, efficient, attractive, multi-modal transportation system that supports local land use; accommodates trip-making choices; maintains mobility; protects the environment and neighborhoods; and improves the quality of life for urban area residents

Goal 4, Pedestrian and Bicycle System should be amended as follows:

- A pedestrian and bicycle system that: provides a safe alternative means of transportation; allows greater access to public transit; and supports recreational opportunities.

This the 10th day of September, 2007

2030 LONG RANGE TRANSPORTATION PLAN

GOALS AND OBJECTIVES

September 12, 2007, (DCHC-MPO) public hearing suggestions by Bob Jentsch, 3906 Springstop Lane, Durham, North Carolina 27705

- As part of 1. Overall Transportation System

Goal: add a definition of multi-modal that includes "off-road trails, pedestrian and bicycle systems."

- As part of 4. Pedestrian and Bicycle System

Change Objective f) to read as follows:

"Ensure that bicycle and pedestrian facilities are included in the planning, design, and construction of roadways by requiring that all development plan, site plan, and subdivision plans designate a comprehensive pedestrian and bicycle system that not only connects all elements within the development but also connects the development to adjacent and nearby developments, bicycle and pedestrian systems, trails, greenways, open space and transit stops."

Durham-Chapel Hill-Carrboro MPO

Goals and Objectives

Feedback Form

A draft of the Goals and Objectives is enclosed with this mailing. There are seven Goals, including a brief description for each one, and a set of approximately one dozen Objectives for each Goal. Please review the draft Goals and Objectives and provide your comments on this form.

In addition, you can visit the MPO's Web site, www.dchcmpo.org, to complete a short survey on the Goals and Objectives.

1. Identify the two Goals that you most strongly support and describe why.

Two so-called Goals + Objectives are "motherhood + apple pie". If you haven't been doing these things already + constantly, you are not doing your job.

2. Name those Objectives that you most strongly support and briefly describe why.

My idea of goals is:

- replace 40(?) worn out buses. / buy 15 add'l
- add the following routes?
- utilize smaller vehicles on low-usage routes
- reduce downtime (repairs) by 15%

3. Identify and describe any Goals and Objectives you believe should be added.

4. How might these Goals and Objectives be improved?

For Questions or comments, contact Andy Henry, City of Durham Transportation Division: Tel -- (919) 560-4366; Mailing Address -- 101 City Hall Plaza, Durham, NC 27701. Or, visit www.dchcmpo.org

Durham-Chapel Hill-Carrboro MPO

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1. Identify the two ^{all are important} Goals that you most strongly support and describe why.

— Protection of National Environment & Social Systems
— "Is important to do this now - to protect things that I hold dear - before there is nothing to protect, the objectives are what is needed to get this done"

— Public Involvement - let people know what is needed & must be done to cut down on individual transport & the importance of transit & bicycle

2. Name those Objectives that you most strongly support and briefly describe why.

Identify & recommend ways ^{that the} state & urban area should work together to maintain & enhance quality of public service thru urban area (get areas started in the correct way).

3. Identify and describe any Goals and Objectives you believe should be added.

If you get these started & get citizen attention the urban area will see how much better things could be.

4. How might these Goals and Objectives be improved?

Expecting as things are presented need to push protection of nat. Environment which overlaps with use of transit & bicycle. Education is the key not only with citizen but in working with developers.

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1. Identify the two Goals that you most strongly support and describe why.

#1 is a good goal
#2 is a good goal but, is it achievable given the current road/transportation system?

2. Name those Objectives that you most strongly support and briefly describe why.

2.b connectivity should be an important objective
monitoring & performance standard setting are important.

3. Identify and describe any Goals and Objectives you believe should be added.

#4 F, i, & L - I would like see encouragement of existing structures to be, if necessary, renovated for bicycle & pedestrian facilities. Empty space in gathering centers - such as strip shopping centers with adequate parking - should be renovated for cycling facilities

4. How might these Goals and Objectives be improved?

This will encourage cycling related businesses to locate at existing shopping centers, to provide the goods & services cyclists & pedestrians need. And it should save \$ as opposed to building & maintaining free standing structures - and also protect natural areas.

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1. Identify the two Goals that you most strongly support and describe why.

Goal ~~5~~ and Goal ~~6~~ 3
Focus of Transportation Plan should shift away from new highways. New roads lead to new development, which leads to renewed congestion. Maintenance should receive more attention - we should fix the roads + bridges we have before we build new ones. We need choices

2. Name those Objectives that you most strongly support and briefly describe why.

i.e. promote non-automobile alternatives...
5-c, 5-f - recommend land use patterns + development policy
large developments should be permitted only in areas that will be served well by public transit (rail)

3. Identify and describe any Goals and Objectives you believe should be added.

Improve the condition of existing roads

4. How might these Goals and Objectives be improved?

This is a good list - Perhaps some of the goals ~~and~~ could be combined to remove redundancy + make list shorter.
Also objectives could be condensed

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Durham-Chapel Hill-Carrboro MPO
Goals and Objectives
Feedback
August 7, 2007

- 1) **The following are two goals that I strongly support and why:**
Pedestrian and Bicycle System:
This is an important goal if we are going to reduce the amount of traffic in this area. Most of the bike trails in Durham are very unsafe and difficult to ride.

Public Involvement:
Most residents of Durham do not have information on what the current transportation routes are, and what the future holds for public transportation.

- 2) **The following are objectives that I strongly support and why:**
Ensure that bicycle and pedestrian facilities are included in the planning, design, and construction of roadways where applicable so that this will be a process for our future in planning new neighborhoods.
Develop and implement a Regional Pedestrian Plan to encourage walking to shops and recreation.
Update and maintain the Regional Bicycle Plan to encourage more biking.

- 3) **Goals and Objectives that I feel might be added:**
I would like to see easier access to purchasing tickets for transportation in Durham. Perhaps these tickets or passes could be purchased at shops around Durham. It would be ideal if Durham could establish a free transportation system like Chapel Hill, subsidized by Duke and other major Durham County businesses.

- 4) **These Goals and Objectives might be improved by the following:**
Durham could organize one Saturday a month of free transportation with education information provided on all buses that would encourage ridership and participation in the transportation systems.

Linda Vanaman
Human Resources Director
The Forest at Duke
2701 Pickett Rd.
Durham, NC 27705

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1. Identify the two Goals that you most strongly support and describe why.

*It is hard to select. Many overlap - they must be done in cooperation. I do not believe that "Rapid Rail" is financial or operationally feasible.
A more comprehensive Bus system that incorporates large Buses, smaller busses and mini busses.*

2. Name those Objectives that you most strongly support and briefly describe why.

Encourage and possibly subsidize car or van pooling.

3. Identify and describe any Goals and Objectives you believe should be added.

** Unless you legally restrict or limit use of private vehicles you will never make a regional rail system work in the triangle !!!*

4. How might these Goals and Objectives be improved?

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1. Identify the two Goals that you most strongly support and describe why.

① OVERALL TRANSPORTATION SYSTEM

⑥ PROTECTION OF NATURAL RESOURCES

these goals go hand-in-hand - in order to protect natural resources the transportation system must be multimodal with the entire region working together

2. Name those Objectives that you most strongly support and briefly describe why.

1. c, d, e and f. transport must drive the patterns of travel by residents. there must be alternative, non-auto transportation. both c & d will conserve natural resources
b, a, b, e, e, f & g. if "a" is implemented the b, c, e, f & g will follow

3. Identify and describe any Goals and Objectives you believe should be added.

your main goal should be to "Get This Show on the Road" - there have been too many meetings, plans, proposals and not much actual progress.

4. How might these Goals and Objectives be improved ?

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1. Identify the two Goals that you most strongly support and describe why.

— Public transportation system — the need to move more people cheaper, conveniently, creatively — Pedestrian & bike systems —

2. Name those Objectives that you most strongly support and briefly describe why.

Goal 3 objective (h)
Goal 4 objective (l)

it supports and reflects our community culture & character

3. Identify and describe any Goals and Objectives you believe should be added.

Can't think of any

4. How might these Goals and Objectives be improved?

Can't come up with anything

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Thx!!

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1. Identify the two Goals that you most strongly support and describe why.

Regional Rail System
Open space funds to buy Conservation Easements

2. Name those Objectives that you most strongly support and briefly describe why.

3. Identify and describe any Goals and Objectives you believe should be added.

4. How might these Goals and Objectives be improved ?

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1. Identify the two Goals that you most strongly support and describe why.

- ① Overall Transportation System - This is all-encompassing and includes good specific objectives
- ② Public Trans. System. We must do more of this for both better transport & the sake of the environment.

2. Name those Objectives that you most strongly support and briefly describe why.

- ③ a. Alternatives to single occu. vehicles. I hope, w/ public-private partnership, we can develop a light-rail system
- ⑤ b. Enhanced viability of communities. Too often roads & parking lots intrude on parks, forests, etc

3. Identify and describe any Goals and Objectives you believe should be added.

Encourage urban areas to replace ^{under-used} seas of asphalt at shopping centers with parks, greenery, etc.

4. How might these Goals and Objectives be improved?

I am very favorable impressed with these!

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1. Identify the two Goals that you most strongly support and describe why.

- (1) OVERALL TRANSPORTATION SYSTEM
- (4) PEDESTRIAN & BICYCLE SYSTEM

2. Name those Objectives that you most strongly support and briefly describe why.

- I(w) ~~1(w)~~ SEEK ADDITIONAL FUNDING... BECAUSE NOTHING WILL HAPPEN W/O MONEY
- 4(i) ~~1(i)~~ PERSISTENT FUNDING... BECAUSE NOTHING HAPPENS W/O MONEY

3. Identify and describe any Goals and Objectives you believe should be added.

YOU'VE GOT MORE THAN ENOUGH TO WORK ON

4. How might these Goals and Objectives be improved?

JUST IMPLEMENT THEM!

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1. Identify the two Goals that you most strongly support and describe why.

- ① Overall Transportation system
③ Public Transportation system
- > I believe these 2 goals would positively impact the largest # of people. As more folks move into the county we need to consider their needs

2. Name those Objectives that you most strongly support and briefly describe why.

- 1: a, d, h 3: b, c, g, h 6: b, c, e, f, g, h

3. Identify and describe any Goals and Objectives you believe should be added.

4. How might these Goals and Objectives be improved?

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1. Identify the two Goals that you most strongly support and describe why.

5) Integration of Land Use + Transportation

I think this is very important to make public transportation work. Development must be ~~denser~~ more dense. Continuous sprawl makes transportation/commuting inefficient.

3) Public Transportation

Our car dependent lifestyle is ~~not~~ unsustainable + destroying the life systems we depend upon to live. There has to be a better way. However the way our communities are presently designed makes us

2. Name those Objectives that you most strongly support and briefly describe why. car-dependent.

3-d, e, c, i - see above

1-d, e - see above. Our present public transit system is lacking. I have lived in Durham almost 2 yrs. and work near RDU airport. Taking the bus has long since not seemed like an option since what ~~is~~ a 20 min. drive would probably take 1 1/2 to 2 hrs. 45 min by bus. I consider myself →

3. Identify and describe any Goals and Objectives you believe should be added.

I'm not sure if light rail is really a goal from the summary. We need it. I don't know the numbers of commuters to the RTP area, but building more lanes on I-40 won't cut it. We need a real solution for commuters.

4. How might these Goals and Objectives be improved? Additionally some real regional planning is critical. The sprawl of all of the Triangle + places like Cary are appalling. Yet people want to live close to work (RTP area). Light rail should have been on the table long ago to prevent the current sprawl.

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Then there might be still ~~dis~~ distinct cities of the Triangle instead of sprawling into one another.

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1. Identify the two Goals that you most strongly support and describe why.

GOAL 5: The implement of adopted land use plans is the beginning step and an 'easy' way, and probably the only way to start the change to truly thinking Multi Modal.

GOAL 7: ^{TOP} Add off-road transportation to your Goal and Objectives (Trails and other off-road ped. + bike ways), otherwise the emphasis of the Goal + Objectives is motor biased!

2. Name those Objectives that you most strongly support and briefly describe why.

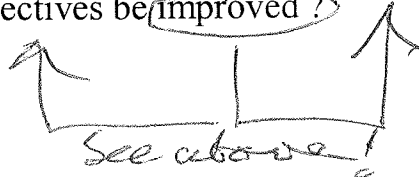
See below!



3. Identify and describe any Goals and Objectives you believe should be added.

Add an objective that states: Require all Development Plans (zoning) and site plans to contain a bike and pedestrian system that connects internally and externally and is labelled and easily identified on the Plans. (see Goal 5 above)

4. How might these Goals and Objectives be improved?



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1. Identify the two Goals that you most strongly support and describe why.
1) Overall Transportation system - My area has no sense to planning except move more cars - ~~td~~ I support good public transportation at the lowest cost to benefit everyone
2) Public Transportation system - 1) increase bicycle & ped. use in neighborhoods - 2) Park & ride lots 3) good trans. for elderly
2. Name those Objectives that you most strongly support and briefly describe why. see above - Need more recreational areas & transp. for the young (teenagers) & elderly -
To develop parking opportunities for TTA without violating signs that say you will be towed
3. Identify and describe any Goals and Objectives you believe should be added.
Fe - 1
None
4. How might these Goals and Objectives be improved? ~~none~~

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1. Identify the two Goals that you most strongly support and describe why.

6. Protection of natural environment. This goal should save as many trees & as much open space as possible
4. Pedit & Bicycle System. This should maximize non-auto. use.

2. Name those Objectives that you most strongly support and briefly describe why.

Under 6: (c), (d), (e) & (f) because they are necessary to protect wildlife & open space & important natural areas

3. Identify and describe any Goals and Objectives you believe should be added.

Protection of existing neighborhoods from the hazards of increased traffic.

4. How might these Goals and Objectives be improved?

By giving great weight to the expressed concerns of residents in existing neighborhoods

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1. Identify the two Goals that you most strongly support and describe why.

- Protection of natural environment & social systems
- Pedestrian & bicycle system

2. Name those Objectives that you most strongly support and briefly describe why.

- Identify & protect enviro sensitive areas early in the planning process.
- Ensure that bike & pedestrian facilities are included in planning, design & construction of roadways.

3. Identify and describe any Goals and Objectives you believe should be added.

4. How might these Goals and Objectives be improved ?

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1. Identify the two Goals that you most strongly support and describe why.

#6
#5

Question 2. Name those Objectives that you most strongly support and briefly describe why. #6: a, b, c, g, h #5: b, d, f

Having moved to Durham when it was small, 1949, I have watched gas stations spring up in residential areas, strip malls replace trees, Durham-Chapel Hill Blvd grow into a congested commercial alley, the grand houses on Mangum and Duke Streets destroyed, Hwy 147 slice the City, and, finally, urban renewal chase away businesses and residences from what had been downtown. Therefore I support goals and objectives for a transportation system that will protect and preserve archaeological, historic, and culturally valuable areas; preserve culturally diverse areas of the region and ensure that transportation routes and facilities will not effect, negatively and disproportionately, disadvantaged populations. A transportation system should enhance the livability of all communities.

Question 3. Identify and describe any Goals and Objectives you believe should be added.

Forgive my cynicism, but the implementation of any goal or objective is ultimately dependent upon the willingness of one or more legislative bodies. This doesn't mean that one should stop planning, but implementation should be a step at a time so the consequences can be assessed and, if necessary, the plan adjusted.

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1. Identify the two Goals that you most strongly support and describe why.

GOAL #1.
GOAL #3.
GOAL #2.

2. Name those Objectives that you most strongly support and briefly describe why.

HOW ABOUT THE OBJECTIVES THAT YOU DO NOT SUPPORT AND WHY?

3. Identify and describe any Goals and Objectives you believe should be added.

GOALS + OBJECTIVES THAT SHOULD BE DELETED OR MODIFIED?

4. How might these Goals and Objectives be improved?

ELIMINATE THE ESTABLISHMENT OF "PERFORMANCE STANDARDS" IN ALL OBJECTIVES. ONE STANDARD WILL NOT ACCOMMODATE OR SUIT DIFFERENT SCENARIOS AND LOCATIONS!

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Durham-Chapel Hill-Carrboro MPO

Goals and Objectives

Feedback Form

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In addition, you can visit the MPO's Web site, www.dchcmo.org, to complete a short survey on the Goals and Objectives.

1. Identify the two Goals that you most strongly support and describe why.

(5) Multi-Modal Street & Hwy.
(6) Protection of Natural Environ. & Social Sys.
we must do something about the increase of traffic. we must use other modes of transport.
A good example is the new shopping CTR @ HWY 54 @ 751. I WAS AT JERRY LYBE'S (outside) I HEARD THE PLANNING CALL OF A HAWK. I TOO, MOANED THE LOSS OF HIS HABITAT.

2. Name those Objectives that you most strongly support and briefly describe why.

SEE 1 ABOVE

3. Identify and describe any Goals and Objectives you believe should be added.

making sure that we implement the ones that "we" select.

4. How might these Goals and Objectives be improved ?

SEE 3 ABOVE.

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1. Identify the two Goals that you most strongly support and describe why.

#3 + #5, because they have the most impact on our use of fossil fuel, which creates serious health + national security problems.

2. Name those Objectives that you most strongly support and briefly describe why.

#1(e) is critical ~~to~~ and deserves to be fleshed out more for reasons mentioned above. We've been addressing convenience + access for years. The fossil fuel problem has just become apparent recently, so it needs lots of attention between now + 2030.

3. Identify and describe any Goals and Objectives you believe should be added.

- Our health is strongly affected by our transportation choices, especially the use of fossil fuels + ability to walk + bike. Add health to all goal statements where at all relevant.
- Objectives under #5 are not strong enough re supporting policy changes. They are too "sandy" oriented.

4. How might these Goals and Objectives be improved?

#6(e) does not go far enough. Climate change due to fossil fuel use is one of our most ~~of~~ critical challenges, and we need to go beyond the weak statutory mandates that currently exist. We need to catch up to Europe + other parts of the world in doing our part re this.

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• Ditto #1(e)

• Where is there recognition that our communities

are trying to address greenhouse gases per recent studies + plans?

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1. Identify the two Goals that you most strongly support and describe why.

- 1) PROTECTION OF NATURAL ENVIRONMENT & SOCIAL SYSTEMS
- 2) PEDESTRIAN & BICYCLE SYSTEM

2. Name those Objectives that you most strongly support and briefly describe why.

- b) protect & preserve archaeological, historic & culturally valuable areas
- c) IDENTIFY & protect environmentally sensitive areas early
- h) Support the enforcement of pedestrian & bicycle regulations
- f) ensure bike & pedestrian facilities are included in planning, design & construction

3. Identify and describe any Goals and Objectives you believe should be added.

- A) EXISTING INFRASTRUCTURE - IMPROVE EXISTING MAJOR HIGHWAYS/ ROUTES TO ACCOMMODATE ^{CURRENT &} PROJECTED GROWTH IN AREA
 - 1) add/upgrade to include bike & pedestrian facilities
 - 2) WIDEN ROADS THAT HAVE BEEN IGNORED & sorely need more lanes
 - 3) TIME TRAFFIC LIGHTS TO LIMIT TRAVEL IMPEDIMENTS

4. How might these Goals and Objectives be improved?

LISTEN TO THE PUBLIC

- B) STOP USING SPEED BUMPS ON arterial/small roads - They delay emergency vehicle access

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1. Identify the two Goals that you most strongly support and describe why.

#4 - We'll never get there if we don't start - we need a shift in focus

#6 - Goes along w/ #5, #1 & #2 - but must be a top priority for our future.

2. Name those Objectives that you most strongly support and briefly describe why.

4.b) Develop & implement regional pedestrian plan.
- lower income people often have to walk in ditches & along roads w/ no sidewalks.

3h) Ensure needs of youth, elderly, disabled are met
- This is a human rights issue & we are sorely missing the mark.

3. Identify and describe any Goals and Objectives you believe should be added.

Focus funding on:

- ① maintenance of roads
- ② adding sidewalks & improving bus stops
- ③ safety & traffic flow at intersections

4. How might these Goals and Objectives be improved?

Way fewer!! Get real! It's just a bunch of words that you can't achieve if it is too much.

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P.S. This should be on separate paper from

info. But the opportunity, the public hearing time is not convenient.

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In addition, you can visit the MPO's Web site, www.dchcmpo.org, to complete a short survey on the Goals and Objectives.

1. Identify the two Goals that you most strongly support and describe why.

3. Public Transportation System

1. Overall Transportation System

2, 4, 5, 6 integrated with #1

2. Name those Objectives that you most strongly support and briefly describe why.

It would be good to get more elderly (85) drivers off the road by having some system that gets them where they need to go.

3. Identify and describe any Goals and Objectives you believe should be added.

Would FREE public transport get many cars off the road?

Minimum wage but poorest seniors should ride free.

4. How might these Goals and Objectives be improved?

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Thank you.
Much appreciated

Durham-Chapel Hill-Carrboro MPO

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1. Identify the two Goals that you most strongly support and describe why.

- 4. Pedestrian and Bicycle System
"A successful regional and local transit system is completely dependent upon Pedestrian & Bike-Oriented development and connections"
Reid Ening, Transportation Expert
- 1. Overall transport system
supports compact land use; attractive multimodal system; protects env., improves livability.

2. Name those Objectives that you most strongly support and briefly describe why.

- 5e
5f
"Develop regional bicycle + ped. policy and linkages"
"support compact, mixed-use, transit-friendly, walkable development."
Build significant incentives for non-vehicular use for our health, community building and emission responsibility, esp. within 1/2 to 1 mile of transit-oriented development.

3. Identify and describe any Goals and Objectives you believe should be added.

- Give big incentives for non-vehicular use. (Tie to health, env. and livability, quality of life goals). Incentives for land-owners to donate or sell easements along corridors for regional bike system.
- Float municipal and county bonds (or other significant methods) to fairly represent non autos, and their infrastructure.

4. How might these Goals and Objectives be improved?

- Educate public on the significant personal and public monetary and health costs of personal vehicle use and long term public subsidization of infrastructure and foreign fuels. Compare with other countries (Netherlands) alternative long-term investment (20% of transp. budget) in regional bike + ped linkages INTO/WITH public transit.
- Be the first pedestrian and bike - first community/region in NC Change culture to respect pedestrians/bicyclists over automobiles (eg. Canada).

2030 Long Range Transportation Plan

Goals and Objectives

1. Overall Transportation System

Goal: A safe, efficient, attractive, multi-modal transportation system that: supports local land use; accommodates trip-making choices; maintains mobility; protects the environment and neighborhoods; and improves the quality of life for urban area residents.

Objectives:

- a) Establish performance standards that will measure the effectiveness of the urban area's overall transportation system in supporting access to goods, services, activities, and destinations.
- b) Select and program transportation projects, which are consistent with community goals and are a cost-effective use of funds.
- c) Develop and maintain a multi-modal regional transportation model that reflects travel patterns and incorporates innovative techniques for evaluating the impacts of proposed transportation investments on travel and land use patterns.
- d) Promote non-automobile transportation alternatives and create efficient connections between all transportation modes.
- e) Conserve natural resources and reduce the rate of energy consumption.
- f) Develop cooperative strategies with employers to reduce congestion and increase the efficiency of the transportation system.
- g) Use transportation funds based on the priority needs of the urban area, in keeping with community values, and explore new funding options.
- h) Seek additional funding to ensure implementation of the long range plan.
- i) Monitor the implementation of the Plan and the targets through the biannual TIP process.

2. Multi-Modal Street and Highway

Goal: An attractive multi-modal street and highway system that allows people and goods to be moved safely, conveniently, and efficiently.

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the multi-modal street and highway system.
- b) Create multi-modal street patterns that: encourage safe pedestrian, bicycle, and vehicular travel; provide access to public transportation; and ensure connectivity.
- c) Develop and implement level of service (LOS) standards for the urban area that are based on a cooperative agreement between state and local agencies.

- d) Preserve and enhance the traffic carrying capacity of arterial street systems, while minimizing traffic intrusion in residential neighborhoods.
- e) Identify and recommend design standards that: establish safe speeds; increase pedestrian and bicycle usage of streets; and enhance the attractiveness and appeal of the street and highway system.

3. Public Transportation System

Goal: A convenient, accessible, and affordable public transportation system, provided by public and private operators, that enhances mobility and economic development.

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the public transportation system.
- b) Increase public transit ridership by enlarging the service area and increasing the frequency of service to the urban area.
- c) Coordinate transit service within the urban area by promoting high quality, seamless, integrated, and customer-friendly service.
- d) Expand ridesharing, carpool, and vanpool services and opportunities.
- e) Develop and implement alternatives to the use of single occupant vehicles, including high occupancy vehicle (HOV) facilities and regional rail services.
- f) Develop and implement the Regional Transit Plan.
- g) Develop a regional park and ride system for cars and bicycles to support transit services and encourage ridesharing.
- h) Ensure that the transportation needs of the youth and elderly, the mobility impaired, and the economically disadvantaged are met.
- i) Identify and recommend land use patterns, parking requirements, and development regulations, which create compact, mixed use, transit-friendly, walkable development.
- j) Identify and recommend ways that the state and the urban area should work together to maintain and enhance the quality of public transportation service throughout the urban area.

4. Pedestrian and Bicycle System

Goal: A pedestrian and bicycle system that: provides an alternative means of transportation; allows greater access to public transit; and supports recreational opportunities.

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the pedestrian and bicycle system.

- b) Develop and implement a Regional Pedestrian Plan.
- c) Update and maintain the Regional Bicycle Plan.
- d) Identify and recommend ways that local governments may provide adequate staff and resources to meet the goals of their pedestrian and bicycle programs.
- e) Develop a regional bicycle and pedestrian policy that establishes linkages between activity centers and provides for access to public transit.
- f) Ensure that bicycle and pedestrian facilities are included in the planning, design, and construction of roadways where applicable.
- g) Increase education about the benefits of pedestrian and bicycle alternatives.
- h) Support the enforcement of pedestrian and bicycle regulations.
- i) Pursue strong funding commitment for building both pedestrian and bicycle facilities.
- j) Provide greater safety for pedestrians and bicyclists of all levels of ability, and safer interaction with users of other modes of transportation.
- k) Encourage the efforts and activities of citizen advocacy groups for pedestrian and bicycling by providing information and support for their programs.
- l) Promote the construction of bicycle and pedestrian facilities that will encourage greater use of these modes by the public.

5. Integration of Land Use and Transportation

Goal: A Transportation Plan that is integrated with local land use plans and development policies.

Objectives:

- a) Establish performance standards and report on the integration and consistency of the Transportation Plan with local land use plans and development policies.
- b) Create transportation systems that enhance the livability of all communities.
- c) Identify and recommend land use patterns that improve and support transportation efficiency.
- d) Identify the impacts of different land use patterns and site designs on travel behavior.
- e) Evaluate the changes in land use brought about by the expansion of existing transportation facilities and the construction of new facilities.
- f) Identify and recommend land use patterns and development policies that increase overall mobility and that support compact, mixed-use, transit-friendly, walkable development.

6. Protection of Natural Environment and Social Systems

Goal: A multi-modal transportation system which provides access and mobility to all residents, while protecting the natural environment, cultural resources, and social systems.

Objectives:

- a) Establish performance standards and report on transportation impacts on the natural environment, cultural resources, and social systems.
- b) Protect and preserve archaeological, historic, and culturally valuable areas.
- c) Identify and protect environmentally sensitive areas early in the planning process.
- d) Develop and implement modifications to the transportation system that reduce the rate of growth in vehicle miles traveled (VMT).
- e) Modify the transportation system to reduce the pollutants in highway runoff and the vehicle emissions, in accordance with federal, state and local Clean Air and Water legislation.
- f) Minimize the noise and dust generated by transportation facilities in neighborhoods and the urban area.
- g) Preserve culturally diverse areas of the region.
- h) Ensure that transportation facilities do not negatively effect disadvantaged populations disproportionately.

7. Public Involvement

Goal: An ongoing program to inform and involve citizens throughout all stages of the development, update, and implementation of the Transportation Plan.

Objective:

- a) Establish performance standards and report on the effectiveness of the public involvement element of the Transportation Plan.
- b) Encourage citizens to take a proactive role in the development of the Transportation Plan.
- c) Bring a broad cross-section of members of the public into the public policy and transportation planning decision-making process.
- d) Educate the public and elected officials, in order to increase public understanding of both the options and the constraints of transportation alternatives.
- e) Determine the public's knowledge of the metropolitan transportation system, and public values and attitudes concerning transportation.
- f) Determine public concerns and/or perceived impacts of elements of the Transportation Plan.
- g) Determine which elements of the Transportation Plan would support or diminish the public's desired lifestyle.
- h) Establish a channel for an effective feedback process.

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1. Identify the two Goals that you most strongly support and describe why.

5 - Integration of land use + transportation - key to efficiently matching facilities with the types of areas served.
1 - overall transportation system - focus on balance of modes + use of resources.

2. Name those Objectives that you most strongly support and briefly describe why.

3. Identify and describe any Goals and Objectives you believe should be added.

~~Goals are the right ones to go and they are appropriate goals~~
I would add 1 goal on Transportation Demand Management and focus on working w/employees to get their employees to use alternatives to ~~own~~ driving alone.

4. How might these Goals and Objectives be improved?

- ① remove any objectives that are so general as to be meaningless and any that are self-evident and don't need to take up space.
- ② stress a private sector objective where possible e.g. working w/developes + employees to provide bike parking + showers, sponsoring TDM programs, locating in high density developments @ transit stops, etc.

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1. Identify the two Goals that you most strongly support and describe why.

#5. ACHIEVING A SUSTAINABLE HUMAN ECOLOGY IN THE TRIANGLE REQUIRES INTEGRATION OF PUBLIC TRANSIT WITH COMPACT PATTERNS OF DEVELOPMENT IN ORDER TO DEEPLY REDUCE DEPENDENCE ON THE AUTOMOBILE.

#3. PUBLIC TRANSIT PLANNING AND FUNDING MUST TAKE PRECEDENCE OVER ROAD FUNDING & PLANNING, REVERSE THE CURRENT, UNSUSTAINABLE

2. Name those Objectives that you most strongly support and briefly describe why.

BIAS.

#5.f. THERE NEEDS TO BE A VISION OF THE ^{SUSTAINABLE} URBAN LANDSCAPE WE ARE WORKING TOWARDS

#4e. ~~IN THE~~ A SUSTAINABLE "MOBILITY HIERARCHY" FEATURES PUBLIC TRANSIT AT THE TOP, CONNECTING PEOPLE WITH PLACES THEY CAN

3. Identify and describe any Goals and Objectives you believe should be added.

WE NEED AN OVERARCHING GOAL THAT DESCRIBES THE SUSTAINABLE CONDITION WE WANT THE REGION TO ACHIEVE IN THE FACE OF CLIMATE CHANGE AND DIMINISHING GLOBAL RESOURCES WE CURRENTLY DEPEND ON.

WALK AND BIKE TO W/O HAVING TO DEPEND ON CARS AT ALL.

4. How might these Goals and Objectives be improved?

I REPEAT MY ANSWER TO #3 - IN THE ABSENCE OF A VISION FOR ACHIEVING A SUSTAINABLE HUMAN ECOLOGY THESE GOALS/OBJECTIVES LACK CLARITY & FOCUS.

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Mr. James Carnahan
122 Oak St.
Carrboro, NC 27510-1340

Durham-Chapel Hill-Carrboro MPO

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1. Identify the two Goals that you most strongly support and describe why.

Multimodal / Land Use } Given global climate change, peak oil, etc. we need to make leaps toward more sustainable ~~the~~ land use pattern if we are going to remain globally competitive.

2. Name those Objectives that you most strongly support and briefly describe why.

3. Identify and describe any Goals and Objectives you believe should be added.

- Design Standards - how to minimize impact on neighbors
- ~~Main~~ Maintenance plan - with ~~Mimesob~~
After Minneapolis, I think a lot of people have this concern.

4. How might these Goals and Objectives be improved?

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* 1 & 2 seem to have almost the same goals.

1. Identify the two Goals that you most strongly support and describe why.

* 2. Multimodal Streets + Highways - if this goal is achieved, several others are as well
 9. Freight - This must be addressed in order to achieve #2.

3. (if I had 3 choices, I would add public transit)

2. Name those Objectives that you most strongly support and briefly describe why.

1.g. it's all about the money
 +

1.d making alternatives attractive + informing the ~~part~~ public of them.

3. Identify and describe any Goals and Objectives you believe should be added.

Hire a lobbyist to educate those who vote + to encourage the right votes by informing the general public.

4. How might these Goals and Objectives be improved?

I think several of them could be grouped together - there seems to be a lot of overlap.

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○ - circled objectives are too general or go without saying (and so shouldn't be said)

2030 Long Range Transportation Plan Goals and Objectives

1. Overall Transportation System

Goal: A safe, efficient, attractive, multi-modal transportation system that: supports local land use; accommodates trip-making choices; maintains mobility; protects the environment and neighborhoods; and improves the quality of life for urban area residents.

Objectives:

- a) Establish performance standards that will measure the effectiveness of the urban area's overall transportation system in supporting access to goods, services, activities, and destinations.
- b)** Select and program transportation projects, which are consistent with community goals and are a cost-effective use of funds.
- c) Develop and maintain a multi-modal regional transportation model that reflects travel patterns and incorporates innovative techniques for evaluating the impacts of proposed transportation investments on travel and land use patterns.
- d) Promote non-automobile transportation alternatives and create efficient connections between all transportation modes.
- e) Conserve natural resources and reduce the rate of energy consumption.
- f) Develop cooperative strategies with employers to reduce congestion and increase the efficiency of the transportation system.
- g) Use transportation funds based on the priority needs of the urban area, in keeping with community values, and explore new funding options.
- h) Seek additional funding to ensure implementation of the long range plan.
- i) Monitor the implementation of the Plan and the targets through the biannual TIP process.

covered by other goals
covered by other goals
move to new transportation Demand Management Goal.

→ Work cooperatively with the NCOOT, neighboring MPOs + RPOs and TCOG to effectively address transportation-related issues affecting the broader region.

2. Multi-Modal Street and Highway

Goal: An attractive multi-modal street and highway system that allows people and goods to be moved safely, conveniently, and efficiently.

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the multi-modal street and highway system.
- b) Create multi-modal street patterns that: encourage safe pedestrian, bicycle, and vehicular travel; provide access to public transportation; and ensure connectivity.
- c) Develop and implement level of service (LOS) standards for the urban area that are based on a cooperative agreement between state and local agencies.

different portions of

- d) Preserve and enhance the traffic carrying capacity of arterial street systems, while minimizing traffic intrusion in residential neighborhoods.
- e) Identify and recommend design standards that: establish safe speeds; increase pedestrian and bicycle usage of streets; and enhance the attractiveness and appeal of the street and highway system.

3. Public Transportation System

Goal: A convenient, accessible, and affordable public transportation system, provided by public and private operators, that enhances mobility and economic development.

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the public transportation system.
- b) Increase public transit ridership by enlarging the service area and increasing the frequency of service ^{to the urban area} within the urban area.
- c) Coordinate transit service within the urban area by promoting high quality, seamless, integrated, and customer-friendly service.
- d) Expand ridesharing, carpool, and vanpool services and opportunities.
- e) Develop and implement alternatives to the use of single occupant vehicles, including high occupancy vehicle (HOV) facilities and regional rail services.
- f) Develop and implement the Regional Transit Plan. → *stake?*
- g) Develop a regional park and ride system for cars and bicycles to support transit services and encourage ridesharing.
- h) Ensure that the transportation needs of the youth and elderly, the mobility impaired, and the economically disadvantaged are met.
- i) Identify and recommend land use patterns, parking requirements, and development regulations, which create compact, mixed use, transit-friendly, walkable development.
- j) Identify and recommend ways that the state and the urban area should work together to maintain and enhance the quality of public transportation service throughout the urban area.

*move to a new
transportation
demand mgt.
goal*

*move to
overall
transportation
system goal (B1)
move to
land use &
transport
goal
(B5)*

4. Pedestrian and Bicycle System

Goal: A pedestrian and bicycle system that: provides an alternative means of transportation; allows greater access to public transit; and supports recreational opportunities.

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the pedestrian and bicycle system.

Combine into single element of multi-modal plan
 just make part of plan

- b) Develop and implement a Regional Pedestrian Plan.
- c) Update and maintain the Regional Bicycle Plan.
- d) Identify and recommend ways that local governments may provide adequate staff and resources to meet the goals of their pedestrian and bicycle programs.
- e) Develop a regional bicycle and pedestrian policy that establishes linkages between activity centers and provides for access to public transit.
- f) ~~Ensure that~~ ^{document whether and how} bicycle and pedestrian facilities are included in the planning, design, and construction of ~~roadways where applicable.~~ ^{every project.}
- g) Increase education about the benefits of pedestrian and bicycle alternatives.
- h) Support the enforcement of pedestrian and bicycle regulations.
- i) Pursue strong funding commitment for building both pedestrian and bicycle facilities. ^{-included in B?}
- j) Provide greater safety for pedestrians and bicyclists of all levels of ability, and safer interaction with users of other modes of transportation.
- k) Encourage the efforts and activities of citizen advocacy groups for pedestrian and bicycling by providing information and support for their programs.
- l) Promote the construction of bicycle and pedestrian facilities that will encourage greater use of these modes by the public.

→ add an objective related to providing facilities to serve schools + promote physical activity =

5. Integration of Land Use and Transportation

Goal: A Transportation Plan that is integrated with local land use plans and development policies, ^{and spurs changes to local plans to make them more transit-supportive.}

Objectives:

- a) Establish performance standards and report on the integration and consistency of the Transportation Plan with local land use plans and development policies.
- b) Create transportation systems that enhance the livability of all communities.
- c) Identify and recommend land use patterns that improve and support transportation efficiency.
- d) Identify the impacts of different land use patterns and site designs on travel behavior.
- e) Evaluate the changes in land use brought about by the expansion of existing transportation facilities and the construction of new facilities.
- f) Identify and recommend land use patterns and development policies that increase overall mobility and that support compact, mixed-use, transit-friendly, walkable development.

6. Protection of Natural Environment and Social Systems

Goal: A multi-modal transportation system which provides access and mobility to all residents, while protecting ^{public health,} the natural environment, cultural resources, and social systems.

Work with other partners in the region to minimize the air quality impacts of transportation investments.

Objectives:

- a) Establish performance standards and report on transportation impacts on the natural environment, cultural resources, and social systems.
- b) Protect and preserve archaeological, historic, and culturally valuable areas.
- c) Identify and protect environmentally sensitive areas early in the planning process.
- d) Develop and implement modifications to the transportation system that reduce the rate of growth in vehicle miles traveled (VMT).
- e) Modify the transportation system to reduce the pollutants in highway runoff and the vehicle emissions, in accordance with federal, state and local Clean Air and Water legislation.
- f) Minimize the noise and dust generated by transportation facilities in neighborhoods and the urban area.
- g) Preserve culturally diverse areas of the region.
- h) Ensure that transportation facilities do not negatively effect disadvantaged populations disproportionately.

public health,

move to new transportation Demand Mgt. Goal.

covered by b.

a
~~disproportionately~~

7. Public Involvement

Goal: An ongoing program to inform and involve citizens throughout all stages of the development, update, and implementation of the Transportation Plan.

Objective:

- a) Establish performance standards and report on the effectiveness of the public involvement element of the Transportation Plan.
- b) Encourage citizens to take a proactive role in the development of the Transportation Plan.
- c) Bring a broad cross-section of members of the public into the public policy and transportation planning decision-making process.
- d) Educate the public and elected officials, in order to increase public understanding of both the options and the constraints of transportation alternatives.
- e) Determine the public's knowledge of the metropolitan transportation system, and public values and attitudes concerning transportation.
- f) Determine public concerns and/or perceived impacts of elements of the Transportation Plan.
- g) Determine which elements of the Transportation Plan would support or diminish the public's desired lifestyle. → there are many lifestyles.
- h) Establish a channel for an effective feedback process.

combine



combine



Submitted by Scott Walston

2035 Long Range Transportation Plan

Draft Goals and Objectives

1. Overall Transportation System

Goal: A safe, efficient, attractive, multi-modal transportation system that: supports local land use; accommodates trip-making choices; maintains mobility; protects the environment and neighborhoods; and improves the quality of life for urban area residents.

Objectives:

- a) Establish performance standards that will measure the effectiveness of the urban area's overall transportation system in supporting access to goods, services, activities, and destinations.
- b) Select and program transportation projects, which are consistent with community goals, **statewide goals**, and are a cost-effective use of funds.
- c) Develop and maintain a multi-modal regional transportation model that reflects travel patterns and incorporates innovative techniques for evaluating the impacts of proposed transportation investments on travel and land use patterns.
- d) Promote non-automobile transportation alternatives and create efficient connections between all transportation modes.
- e) Conserve natural resources and reduce the rate of energy consumption.
- f) Develop cooperative strategies with employers to reduce congestion and increase the efficiency of the transportation system.
- g) Use transportation funds based on the priority needs of the **urban area-region**, in keeping with community **and statewide** values, ~~and explore new funding options..~~
- h) Seek additional funding **and funding options** to ensure implementation of the long range plan.
- i) Monitor the implementation of the Plan and the targets through the biannual TIP process.

2. Multi-Modal Street and Highway System

Goal: An attractive multi-modal street and highway system that allows people and goods to be moved safely, conveniently, and efficiently.

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the multi-modal street and highway system.
- b) Create multi-modal street patterns that: encourage safe pedestrian, bicycle, and vehicular travel; provide access to public transportation; and ensure connectivity.
- c) Develop and implement level of service (LOS) standards for the **urban area-region** that are based on a cooperative agreement between state and local agencies. **(What do you mean here? I'm confused.)**

Draft Goals and Objectives Page 1

- d) Preserve and enhance the traffic carrying capacity of ~~arterial~~ **the** street systems, while minimizing traffic intrusion in residential neighborhoods.
- e) Identify and recommend design standards that: establish safe speeds; increase pedestrian and bicycle usage of streets; and enhance the attractiveness and appeal of the street and highway system. **(Note: To reduce conflicts in the future, all design standards for any streets on the state system should be reviewed by our Highway Design branch for consistency with DOT standards. Otherwise you may be**

recommending a cross section that DOT cannot deliver. If you need some help in that coordination, please let us know.)

3. Public Transportation System

Goal: A convenient, accessible, and affordable public transportation system, provided by public and private operators, that enhances mobility and economic development.

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the public transportation system.
- b) Increase public transit ridership by enlarging the service area and increasing the frequency of service to the urban area.
- c) Coordinate transit service within the urban area by promoting high quality, seamless, integrated, and customer-friendly service.
- d) Expand ridesharing, carpool, and vanpool services and opportunities.
- e) Develop and implement alternatives to the use of single occupant vehicles, including high occupancy vehicle (HOV) facilities and regional rail services.
- f) Develop and implement the Regional Transit Plan.
- g) Develop a regional park and ride system for cars and bicycles to support transit services and encourage ridesharing.
- h) Ensure that the transportation needs of the youth and elderly, the mobility impaired, and the economically disadvantaged are met.
- i) Identify and recommend land use patterns, parking requirements, and development regulations, which create compact, mixed use, transit-friendly, walkable development.
- j) Identify and recommend ways that the state and the urban area should work together to maintain and enhance the quality of public transportation service throughout the urban area.

4. Pedestrian and Bicycle System

Goal: A pedestrian and bicycle system that: provides an alternative means of transportation; allows greater access to public transit; and supports recreational opportunities.

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the pedestrian and bicycle system.
- Draft Goals and Objectives Page 2
- b) Develop and implement a Regional Pedestrian Plan.
 - c) Update and maintain the Regional Bicycle Plan.
 - d) Identify and recommend ways that local governments may provide adequate staff and resources to meet the goals of their pedestrian and bicycle programs.
 - e) Develop a regional bicycle and pedestrian policy that establishes linkages between activity centers and provides for access to public transit.
 - f) Ensure that bicycle and pedestrian facilities are included in the planning, design, and construction of roadways where applicable.
 - g) Increase education about the benefits of pedestrian and bicycle alternatives.
 - h) Support the enforcement of pedestrian and bicycle regulations.
 - i) Pursue strong funding commitment for building both pedestrian and bicycle facilities.

- j) Provide greater safety for pedestrians and bicyclists of all levels of ability, and safer interaction with users of other modes of transportation.
- k) Encourage the efforts and activities of citizen advocacy groups for pedestrian and bicycling by providing information and support for their programs.
- l) Promote the construction of bicycle and pedestrian facilities that will encourage greater use of these modes by the public.

5. Integration of Land Use and Transportation

Goal: A Transportation Plan that is integrated with local land use plans and development policies.

Objectives:

- a) Establish performance standards and report on the integration and consistency of the Transportation Plan with local land use plans and development policies.
- b) Create transportation systems that enhance the livability of all communities.
- c) Identify and recommend land use patterns that improve and support transportation efficiency.
- d) Identify the impacts of different land use patterns and site designs on travel behavior.
- e) Evaluate the changes in land use brought about by the expansion of existing transportation facilities and the construction of new facilities.
- f) Identify and recommend land use patterns and development policies that increase overall mobility and that support compact, mixed-use, transit-friendly, walkable development.

6. Protection of Natural Environment and Social Systems

Goal: A multi-modal transportation system which provides access and mobility to all residents, while protecting the natural environment, cultural resources, and social systems.

Draft Goals and Objectives Page 3

Objectives:

- a) Establish performance standards and report on transportation impacts on the natural environment, cultural resources, and social systems.
- b) Protect and preserve archaeological, historic, and culturally valuable areas.
- c) Identify and protect environmentally sensitive areas early in the planning process.
- d) Develop and implement modifications to the transportation system that reduce the rate of growth in vehicle miles traveled (VMT) **to improve air quality**.
- e) Modify the transportation system to reduce the pollutants in highway runoff and the vehicle emissions, in accordance with federal, state and local Clean Air and Water legislation.
- f) Minimize the noise and dust generated by transportation facilities in neighborhoods and the ~~urban area~~ **other areas**.
- g) Preserve culturally diverse areas of the region.
- h) Ensure that transportation facilities do not negatively effect disadvantaged populations disproportionately.

7. Public Involvement

Goal: An ongoing program to inform and involve citizens throughout all stages of the development, update, and implementation of the Transportation Plan.

Objective:

- a) Establish performance standards and report on the effectiveness of the public involvement element of the Transportation Plan.

- b) Encourage citizens to take a proactive role in the development of the Transportation Plan.
- c) Bring a broad cross-section of members of the public into the public policy and transportation planning decision-making process.
- d) Educate the public and elected officials, in order to increase public understanding of both the options and the constraints of transportation alternatives.
- e) Determine the public's knowledge of the metropolitan transportation system, and public values and attitudes concerning transportation.
- f) Determine public concerns and/or perceived impacts of elements of the Transportation Plan.
- g) Determine which elements of the Transportation Plan would support or diminish the public's desired lifestyle.
- h) Establish a channel for an effective feedback process.

Draft Goals and Objectives Page 4

From: Scott Walston [swalston@dot.state.nc.us]
Sent: Wednesday, August 22, 2007 7:54 AM
To: Nwoko, Felix
Cc: Beckmann, Ellen; Henry, Andrew; Travis Marshall
Subject: DCHC today

Hi Felix -

I left 2 messages, but maybe you've been really busy lately.

I wanted to talk to you about the CTP. Although I appreciate DCHC wanting to move forward with this, as you know, I don't have the resources to do it. The CTP is supposed to be a cooperatively produced plan. Due to lack of resources on our side, I feel it is time to put it "on hold".

For a while, I have been hoping to get someone in place and we could just pick up with what you all have done so far. But I realized when I reviewed the Goals and Objectives that "The ship has sailed". I have some concerns with them and I wouldn't have agreed to that set of G&O.. There are already differences between the the Strategic Corridors Initiative and your LRTP. Rather than have DCHC move forward and produce a product (with your limited resources) that the NCDOT may not adopt, I think it would be wise to postpone and develop a CTP with the next update. Hopefully I will have resources by then to cooperatively develop a plan.

I'm going to bring it up during the CTP discussion today.

Scott

Scott W. Walston, P.E.
Triangle Planning Group Supervisor
NCDOT - Transportation Planning Branch
1554 Mail Service Center Raleigh, NC 27699-1554
919.733.4705 Fax 919.733.2417
E-mail swalston@dot.state.nc.us <http://www.ncdot.org/~tpb>

Feedback form Durham-Chapel Hill MPO

From Mirta Mihovilovic
106 Saint Andrews Lane
Chapel Hill, NC 27514

1. Identify two Goals that you most strongly support and describe why.

Public Transportation System. There is an immediate need for a Rapid Transportation System linking the Triangle Area (Raleigh, Durham, Chapel Hill, Carrboro, Cary, Apex, Hillsborough). Commuter train project must as soon as possible be implemented.

Pedestrian and Bicycling System. Currently main roads and HIGHWAYS that connect adjacent cities do not serve at all bikers and pedestrians (personally I have to cross above I-40 walking on one side of 15-501...SCARY). Need to develop safe pedestrian sidewalks and biking lanes linking our urban and suburban areas; these should include special highway features.

2. Name those objectives that you most strongly support and briefly describe why.

Promote non-automobile transportation alternatives. These will decrease on air and environmental pollution, decrease operation costs (road maintenance, gas consumption), not to mention that walking and biking - which go hand in hand with the use of Public Transport - promote good health.

3. Identify and describe any Goals and Objectives you believe should be added.

Get funding to establish a Commuter Train System in the Research Triangle Area. Efficient Public transport will decrease one occupant / one car or SUV mode of transport which, as mentioned above, will decrease pollution, operation costs and have a positive impact on the health of the population at large (stimulates walking to and from bus/commuter train stops).

4. How might these Goals and Objectives be improved.

Implement the BEST possible Public Transportation System for the Research Triangle Area.

Submitted by Robert Glenn

2030 Long Range Transportation Plan Goals and Objectives

1. Overall Transportation System

Goal: A safe, efficient, attractive, cost effective, regional transportation system that is consistent with community goals which reduces congestion and improves the quality of life for all residents.

Objectives:

- a) Develop and maintain a transportation system which is consistent with community goals and enhances the quality of life for all communities.
- b) Develop and maintain a transportation system that enhances the attractiveness and appeal of the trail, street, highway and public transportation system.
- c) Develop and maintain a transportation system that creates safe, healthy environments that encourage and promote active living.
- d) Develop and implement cooperative strategies with employers and other major trip generators to reduce congestion and increase the efficiency of the transportation system.
- e) Develop and maintain a transportation system that makes cost-effective use of available transportation funds.
- f) Use transportation funds based on the priority needs of the urban area, in keeping with community values
- g) Seek new funding options to ensure the implementation of the 2030 Long Range Plan.
- h) Work with the state, counties and municipalities in the region to develop enhance and maintain the quality of all transportation services throughout the region.
- i) Work with the state, counties and municipalities in the region to develop enhance and maintain a Regional Transportation Plan, which incorporates a Regional Bicycle Plan and a Regional Pedestrian Plan.

2. Multi-Modal Street and Highway

Goal: An attractive multi-modal trail, street and highway system that allows people and goods to be moved safely, conveniently, and efficiently.

Objectives:

- a) Create multi-modal street patterns that encourage safe pedestrian, bicycle, and vehicular travel; provide access to public transportation; and create efficient connections between all transportation modes.

- b) Develop and implement level of service (LOS) standards for the urban area that are based on a cooperative agreement between state and local agencies.
- c) Preserve and enhance the traffic carrying capacity of arterial street systems, while minimizing traffic intrusion in residential neighborhoods.
- d) Identify and recommend design standards that: establish safe speeds and increase pedestrian and bicycle usage of streets.
- e) Create and maintain a system of off-road trails which connect to the streets for alternative modes of transportation.

3. Public Transportation System

Goal: A convenient, accessible, and affordable public transportation system, provided by public and private operators, that enhances mobility and economic development.

Objectives:

- a) Increase public transit ridership by enlarging the service area and increasing the frequency of service to the urban area.
- b) Coordinate transit service within the urban area by promoting high quality, seamless, integrated, and customer-friendly service.
- c) Expand ridesharing, carpool, and vanpool services and opportunities.
- d) Develop and implement alternatives to the use of single occupant vehicles, including high occupancy vehicle (HOV) facilities and regional rail services.
- e) Develop a regional park and ride system for cars and bicycles to support transit services and encourage ridesharing.
- f) Ensure that the transportation needs of the youth and elderly, the mobility impaired, and the economically disadvantaged are met.

4. Pedestrian and Bicycle System

Goal: A pedestrian and bicycle system that: provides an alternative means of transportation; allows greater access to public transit; and supports recreational opportunities.

Objectives:

- a) Identify and recommend ways that local governments may provide adequate staff and resources to meet the goals of their pedestrian and bicycle programs.
- b) Develop a regional bicycle and pedestrian system that establishes connectivity between school, employment, recreation, government and other activity centers and provides for access to public transit.
- c) Ensure that bicycle and pedestrian facilities are included in the planning, design, and construction of trails, streets, highways and public transportation.
- d) Increase education about the benefits of pedestrian and bicycle alternatives.
- e) Support the enforcement of pedestrian and bicycle regulations.

- f) Pursue increased funding for building pedestrian and bicycle facilities.
- g) Provide greater safety for pedestrians and bicyclists of all levels of ability, and safer interaction with users of other modes of transportation.
- h) Encourage the efforts and activities of citizen advocacy groups for pedestrian and bicycling by providing information and support for their programs.
- i) Promote the construction of bicycle and pedestrian facilities that will encourage greater use of these modes by the public for transportation, recreation and the pursuit of an active and healthy lifestyle.

5. Integration of Land Use and Transportation

Goal: A Transportation Plan that is integrated with local land use plans and development policies.

Objectives:

- a) Develop and maintain a transportation system that enhances the livability of all communities.
- b) Develop and maintain a transportation system that increases overall mobility and that support compact, mixed-use, transit-friendly, walkable/bikeable development.
- c) Identify to local governing bodies the impacts of different land use patterns and site designs on travel behavior and the changes in land use brought about by the expansion of existing transportation facilities and the construction of new facilities.
- d) Identify and recommend to local governing bodies land use patterns, parking requirements, and development regulations, which improve and support transportation efficiency and create compact, mixed use, transit-friendly, walkable/bikeable development.

6. Protection of Environment and Social Systems

Goal: A transportation system which serves the environment, cultural resources, and social systems.

Objectives:

- a) Conserve natural resources and reduce the rate of energy consumption.
- b) Protect and preserve archaeological, historic, culturally valuable and environmentally sensitive areas.
- c) Develop and implement modifications to the transportation system that reduce the rate of growth in vehicle miles traveled (VMT).
- d) Modify the transportation system to reduce the pollutants in highway runoff and the vehicle emissions, in accordance with federal, state and local Clean Air and Water legislation.

- e) Minimize the noise and dust generated by transportation facilities.
- f) Preserve culturally diverse areas of the region.
- g) Ensure that transportation facilities do not negatively effect disadvantaged populations disproportionately.

7. Monitoring, Reporting and Public Involvement

Goal: A transportation system which is monitored, evaluated and reported in order to make the system efficient, effective and compliant with these stated goals and to inform and involve citizens in the work of the DCHC MPO.

Objective:

- a) Establish performance and evaluation standards and techniques to measure and monitor:
 - a. the effectiveness of the overall transportation system in supporting access to goods, services, activities, and destinations.
 - b. the condition and effectiveness of the multi-modal street and highway system.
 - c. the condition and effectiveness of the public transportation system.
 - d. the condition and effectiveness of the pedestrian and bicycle system.
 - e. the integration and consistency of the transportation system with local land use plans and development policies.
 - f. the impact of proposed transportation investments on travel and land use patterns.
 - g. the impact of transportation on the natural environment, cultural resources, and social systems.
 - h. the effectiveness of the efforts to educate and involve the public and elected officials.
- b) Establish a reporting mechanism to inform the public and elected officials of the performance of the system and compliance with the stated goals.
- c) Educate the public and elected officials, in order to increase public understanding of both the options and the constraints of transportation alternatives.
- d) Bring a broad cross-section of members of the public into the public policy and transportation planning decision-making process.
- e) Encourage the public to take a proactive role in the development of the transportation system.
- f) Determine the public's knowledge, concerns, values, attitudes and/or perceived impacts of the transportation system.
- g) Determine which elements of the transportation system would support or diminish the public's desired lifestyle.

- h) Establish a channel for effective feedback from the public and elected officials to DCHC MPO.

From: Leon Meyers [lmeayers@lemeyersbuilders.com]

Sent: Saturday, August 04, 2007 10:33 AM

To: Henry, Andrew

Subject: MPO Survey

While I certainly appreciate the opportunity for convenient input in transportation planning, the awkward function of the present survey and its policy questions that lack all sense of respect for the compromises necessary in transportation planning makes me wonder what in the world is going on in the MPO. Asking citizens to make an exclusive choice between maintaining communities and improving transportation is so ludicrous that one can't help wonder what the design of the survey is meant to accomplish.

Leon Meyers

403-1883

From: Kelly Jarrett [kj1@duke.edu]
Sent: Tuesday, August 07, 2007 10:48 AM
To: Henry, Andrew
Subject: public transportation form

Dear Andrew Henry

Your public transportation survey was forwarded to me by a neighbor, and I went to the website and completed the survey. It was really annoying and frustrating--too wordy, too many choices that don't mean much to most people, and you couldn't just check the options that you wanted and move on without allotting all your points on the first couple of questions. So the choices I made after I selected and allotted my 20 points to the 3 or so items I think are the highest priorities are pretty meaningless--I was pretty much just filling in numbers to be able to move on.

I think you would have gotten a better sense of my preferences with more of the "do you favor X or Y" kind of questions or by letting me select my top 3 priorities from a SHORT AND CLEAR list.

I don't know how you're going to interpret your findings or who your target audience is--but this seems like a survey that is kind of rigged to a transportation specialist audience.

Kelly Jarrett

From: pat carstensen [pats1717@hotmail.com]
Sent: Tuesday, August 07, 2007 2:55 PM
To: Henry, Andrew
Subject: RE: Provide your input on the region's future transportation system

My initial comments:

* A continuing frustration is that Goal 1 says the transportation plan should support the local land use plan -- it never seems to try to feed back the idea that the local land use plan won't fly because we can't afford the transportation needs it engenders (tho later goals address this somewhat)

* None of the detailed objectives support the line in the first objective about protecting neighborhoods

* You need to not only develop, but also monitor and enforce, "performance standards that will measure the effectiveness of the urban area's overall transportation system in supporting access to goods, services, activities, and destinations."

* I really like that they will have design standards that support [better would be that encourage or enforce] safe speeds, and that they will be looking for staff and resources for bike and pedestrian travel

* It's not just the "dust and noise" that is a problem in neighborhoods. At least in my neighborhood, it is the homicidal-speed.

* The goal of "community involvement" is good, but they should look at more at how citizens can interact with other citizens to solve problems, spread solutions, etc.

* After the Minnesota bridge collapse, we need a whole new section on infrastructure safety and how robust the system is to loss of some transportation segments.

Regards, Pat Carstensen