

2050 Metropolitan Transportation Plan (MTP)

Preferred Option – *Compilation of Comments* (as of 12/15/21)

Background

This document is a compilation of the comments received by Email (electronic mail), and from environment, natural resource and community agencies, and various social media platforms, as of December 6th, in response to the 2050 Metropolitan Transportation Plan (MTP) Preferred Option. The Preferred Option was released October 27th and the DCHC MPO will receive comments through December 7th.

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Agency

North Carolina Natural Heritage Program

The North Carolina Natural Heritage Program (NCNHP) appreciates the opportunity to provide comments on agency on the draft of the 2050 Metropolitan Transportation Plan (MTP) of the Durham-Chapel Hill-Carrboro MPO (DCHC MPO).

The NCNHP did a GIS comparison of the project areas shown on the DCHC MPO's 2050 Preferred Option Highway and Preferred Option Interchange shapefiles to the October 2021 Element Occurrences, Natural Heritage Natural Areas, and Managed Areas data sets maintained by the program. The NCNHP data are available for viewing or download through the NCNHP Data Explorer website (ncnhde.natureserve.org) and the Managed Areas and Natural Areas are available as GIS map services through the NC OneMap. Please note that this review should not be used in place of project-specific natural resource impact evaluations or deed restriction investigations.

The NCNHP has the following comments on the proposed Preferred Option Highway Projects:

I-85 from Orange Grove Road to Sparger Road (TIP I-0305):

- According to the NCNHP Managed Areas data layer, Occoneechee Mountain State Natural Area Dedicated Nature Preserve is located on the north side of I-85 just east of the I-40 interchange and the Eno River State Park Dedicated Nature Preserve is located just west of the southern/eastern terminus of the project. Dedicated lands are in the public trust and any modification to their boundaries, such as acquisition of additional right-of-way, require public notice, a public hearing, and approval of the Governor and Council of State. For additional

information please refer to General Statute § 143B-135.262 and 07 NCAC 13H .0306 AMENDMENTS of the NC Administrative Code. Advance coordination with the NC Natural Heritage Program is required if any impacts to the Dedicated Nature Preserves are anticipated.

- According to NCNHP Element Occurrences data layer, the project also crosses Cates Creek where *Villosa constricta*, a state threatened mussel, has been documented.

I-40 from Durham County line to NC 86 (TIP I-3306A):

- According to the NCNHP Managed Areas data layer, this project is adjacent to a property that received state funding from the North Carolina Department of Natural and Cultural Resources - North Carolina Land and Water Fund (NC LWF). The property is located near the southern terminus of the project, in the northeast quadrant of the I-40/Erwin Road intersection on property owned by the Town of Chapel Hill. If additional right-of-way is needed in the area of this property and its acquisition will impact it, then coordination with the NC LWF is required. Impacts greater than one acre or 5% of the area that received funding also require approval from the NC LWF Board of Trustees.
- According to NCNHP Element Occurrences data layer, the project also crosses an unnamed tributary of Cates Creek, New Hope Creek, and Old Field Creek where state threatened and endangered mussels have been documented.

Fordham Blvd from NC 54 to NC 86 (TIP U-5304B):

- According to the NCNHP Managed Areas data layer, the area near the southern terminus of the project is adjacent to property on the south side of Fordham Blvd that is owned by the Town of Chapel Hill that is under a conservation easement held by the North Carolina Botanical Garden Foundation. Advance coordination with the Town of Chapel Hill and the North Carolina Botanical Garden Foundation is recommended if impacts are anticipated.

Roxboro Rd from Duke St to Goodwin Rd:

- According to the NCNHP Managed Areas data layer, the project crosses the Eno River, which has been identified by the U.S. Fish and Wildlife Service as Critical Habitat for the Neuse River Waterdog and Carolina Madtom. The area adjacent to the river in this same area is also indicated as park and open space land owned by the City of Durham.

Suzanne Mason

Conservation Data Manager

[North Carolina Natural Heritage Program](#)

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Sierra Club – Headwaters Group

The Headwaters Group (representing Durham, Granville, Person and Vance counties) is one of 13 local groups of the North Carolina Chapter of the Sierra Club. The Sierra Club has policies in favor of infill, alternatives to automobiles and equity, so we mostly agree with the draft plan. We do have a few comments.

General comments

- We very much appreciate the Vision Scenario's reduction in the number of new and widened regional roadways, and increased investments in transit, bicycle, and pedestrian projects. In particular, we applaud severely limiting capacity-expansion highway spending after the current Transportation Improvement Plan (TIP).
- Will some of the MPO's Vision goals (environmental, equity, safety and health) be diminished (or enhanced) by forthcoming projects coming from the 'Infrastructure Investment and Jobs Act'?
- One concern is that the land-use map in the revised Durham Comprehensive Plan is still evolving but seems to allow a lot of growth at the edge of the "urban growth area." How will this growth be supported? The type of development in northeast Durham County seems to be highly car-dependent.
- There should be some explicit guidance about directing transit and bike and pedestrian money to historically underserved areas.
- To support the plan, we should develop an "Eco-Driving" advertising campaign that encourages awareness and promotes smarter and more fuel efficient driving behaviors.
- Do we have "back-up plans" if changed state and federal government policy (for example, due to success in elections of climate-deniers) derails our vision, or even if we can't get transportation legislation to prioritize modernization?
- The rate of population change could be affected by climate change migration. Increases in our region could come from the coasts of NC and of other southern states, or from inhospitable regions elsewhere in the US. Parts of NC could lose population due to increasing temperatures.

On the goals and performance measures:

- Do the performance measures in parenthesis replace the text or are they suggestions / amplifications?
- If we measure average, we also want to look at the distribution. For example, a bell curve with most riders being within 10 minutes of the average is much better than a curve with two bumps, one around 30 minutes less than the average and one around 1 hour greater than the average. Perhaps we should have two measures, one about the average and one that 90% of trips should be less than 1.5 times the average.
- Do we need a performance measure around frequency of transit?
- The Environmental Justice Report does a great job of identifying areas of concern but seems to propose no measures of how well we are serving these communities. Even if no measures are likely to be available, it is worth being explicit that we want to have such measures.
- Do we need to measure late and cancelled transit service as part of reliability.
- Access to Multimodal and Affordable Transportation Choices should include electric vehicles. Self-driving cars could serve an aging population and areas with too little density to make regular bus service economically efficient.

On highways and roads:

- While completing the grid is admirable, some of the proposed projects have environmental impacts. For example, the New Hope Commons Extension needs to avoid the biologically significant slopes at Eastgate. The Lake Hogan Road Extension goes through a park. The part of Southwest Durham Drive north of Ephesus Church Road will have a hard time avoiding the stream there due to the developments that have been allowed to happen already.
- As mentioned earlier, there is probably significant need for modernization in northeast Durham County due to the type of growth there.

On public transit

- We support the Bragtown and Merrick Moore communities in their insistence that we provide adequate transit and infrastructure to areas in which there has historically been under-investment before we build commuter rail. <https://www.heraldsun.com/article255891106.html>
- We should be investigating innovative methods of providing public transit in areas with too little density to support bus service.

On bicycle and pedestrian facilities:

- View sidewalks as a transportation mode as well as connectors to transit. Funding needs to include maintenance, especially during the winter months. Can we make developers share more of the cost burden?
- Some important facilities might “fall through the cracks” between local governments, such as Pope Road improvements.

Thank you for all the work on this.

Sincerely,

Emmy Grace and Pat Carstensen, Co-chairs, Headwater Group of the Sierra Club

Leesville Road Coalition

To the DCHC MPO Board (Public Comment on the 2050 Metropolitan Transportation Plan

We represent The Leesville Road Coalition focused on the needs and concerns of the Southeast Durham community. Our interest in the 2050 plan has been the rapid development of residences in this area and the need for road infrastructure in this community as well as other transit planning. Over 2000 new homes in this area have been approved by City Council with 6000 total in the planning process.

One area of concern by the 2050 plan is the preferred option change of US70 from a freeway designation to a modernization designation for 2 segments starting with Lynn Rd to the Wake/Durham

County as well as maintaining 4 lanes of traffic from a proposed 6 lanes from the freeway designation. Our concern is there is significant traffic along this corridor today and with projected growth, the need for free flow movement will be necessary for drivers from I-85, I-885 to directly flow into RDU and Raleigh. Since there are freeways on both sides and anticipated freeway development on US70 from I-540 to the Wake/Durham County line and the extension of Aviation Parkway to US70, this would put additional traffic strain on these segments.

Our community believes this change will also reduce funding for this project by almost 85 million. This is extremely concerning as funding for road infrastructure is critical to support our community and we would welcome many of the potential changes in access and improvements on Leesville Rd as it connects to Page Rd.

We ask the MPO to keep the freeway designation on US70 for these segments as the preferred option as least to maintain funding and work with NCDOT to support free flow access. We do believe these segments do have a high potential for more modernized commercial development, but it can be incorporated into a more complete plan to encourage free flow of traffic without stop lights and a walkable area. Examples can include US421/Bus40 in Winston-Salem as an example.

Thank you, in advance, for your consideration,

Herman Sperling and Stephen Knill, Founders, The Leesville Road Coalition



Bike Durham Comments on 2050 MTP Preferred Option

Bike Durham is supportive of the proposed 2050 MTP Preferred Option. We appreciate the courageous action taken by the Executive Board to direct staff to develop a new preferred option that moves closer to the adopted objectives of Zero Deaths and Serious Injuries, Zero Disparity of Access, and Zero Carbon Emissions. That was real leadership.

We also appreciate the extra effort put in by MPO staff and members of the Technical Committee to develop the new Preferred Option that we're commenting on. Making a change this significant mid-process without all the tools needed is not easy.

While we support this Preferred Option, the mix of proposed investments and removed projects does not reduce Vehicle Miles Traveled, and there are no evaluations of the impacts on safety, nor on racial disparity of access. The plan should identify the need for new tools, strategies, and processes that must be developed in order to better design and evaluate programs or projects intended to address the objectives of Zero Deaths and Serious Injuries, Zero Disparity of Access, and Zero Carbon Emissions. This will take additional staff time and likely procurement of consulting assistance.

In addition, we have a number of specific comments in each plan section that we urge the Board and staff to incorporate in the final adopted plan so that we continue to accelerate our progress toward those objectives.

Bicycle and Pedestrian Section

1. We support the level of investment in infrastructure to keep people who are walking, biking, or rolling safe from traffic. We also support the methodology of building up the costs from projects identified in municipal plans as opposed to the past practice of just assigning "leftover" revenue to these projects.
2. We ask that the adopted plan include a listing and map of the projects programmed to be delivered in the first 10-year period. We believe that the benefits of transparency and accountability outweigh the potential staff time required if there are project changes that would require updates to the MTP. Seeing the prioritized projects would also engage the public in the MPO's planning and build trust that the priorities are aligned with the objective to eliminate racial disparity of access.
3. The MPO Policy described in this section should be revised to call for incorporation of protected bike lanes with concrete separators on any streets with a speed limit of 35 miles per hour or faster.

4. The MPO Policy should also be extended to cover resurfacings of municipal- and state-maintained streets, where feasible.
5. We also urge the adoption of any other policies to ensure that all funded projects in DCHC area get the full benefits of the NCDOT Complete Streets Policy. This would include establishing a priority of safety for all users, including those walking or biking, over traffic delays when there is a conflict. Further, that street design changes intended to improve safety for drivers must not increase the risks to people walking or biking.
6. The financial plan information in this section includes an assumed unit cost for protected bike lanes equivalent to \$6.34 million per mile. A Protected Bike Lane Design Guide published by the Portland Bureau of Transportation in May 2021 (available at this link - <https://www.portlandoregon.gov/transportation/36167>) assumes a cost of \$1.1 million per mile for concrete island-separated bike lanes on two-way roads. This figure is “fully loaded,” including a 2.5 multiplier over construction costs to account for design, project management, etc. Even if this estimate is doubled, the staff estimate is nearly three times as high. We urge the final document to show a per unit cost for protected bike lanes that is more in-line with actual experience around the country.
7. Finally, we urge inclusion of a line item for “quick-build” protected lanes that could be installed on an interim basis on streets where there are missing sidewalks or a protected bike lane is needed due to traffic speeds above 35 miles per hour. “Quick-build” projects would be installed with striping changes and vertical delineators (posts, planters, or parking protection), rather than more permanent concrete curbs.

Public Transit Section

1. We support the higher level of investment afforded by a full penny sales tax (½-cent more than current) suggested by the Executive Board at their November meeting. The addition of these revenues should enable the inclusion of specific services and projects that are not in the current, outdated transit plans, but have not yet been adopted in the new plans.
2. While we understand that, for the sake of clarity, it does not make sense to show all transit lines, we urge the final plan to include mapping of the proposed frequent transit network (services running every 15-minutes or better all day long), in addition to fixed guideway projects. We also suggest that assumptions be explained about the changes in level of investment in local bus service, regional bus service, BRT service, and rail service. A form of this data is shown by agency in the Measurement of Effectiveness section. We suggest it be explained here so that there is no confusion about what type of services will see changes in investment.
3. We recommend inclusion of a transit capital investment and high-level of service in the US 70 corridor connecting Durham and Raleigh. We support the highway modernization or boulevard project on US 70, in lieu of a freeway, but it should be supported with additional high-quality transit capacity in the corridor, as is proposed for the US 15-501 corridor and the NC-147 corridor.
4. We recommend inclusion of multi-modal hubs where parking may be located. These would be facilities where transit lines, micro-mobility, and other community resources

would be co-located (some with parking for park-and-ride). These have been identified in various locations in past studies, and should be included in the adopted plan.

5. We urge the inclusion of a statement that the MPO will support and encourage all transit agencies to transition to all electric fleets by 2030. This statement should call for development of an MPO strategy for accomplishing this.

Highways Section

1. We support the replacement of widening projects with modernization projects, and the acknowledgement that this will require working with partners across the state and at the North Carolina Department of Transportation to more fairly score projects based on how well they will function for all users. We also support the removal of the managed lane projects on I-40 and NC-147. We encourage the DCHC MPO and CAMPO to initiate study of congestion pricing on the existing lanes I-40 and NC-147 in order to cost-effectively manage traffic demand.
2. We support the proposals to convert US 15-501 and NC-147 segments to boulevards
3. We support the proposal to modernize the segments of US-70 rather than converting them to freeway sections. The proposed freeway conversion would have required bulldozing as many as 60 homes and businesses. We can make this corridor work for all users and look forward to a new study with that as the goal.
4. Modernization projects should be added for streets in predominantly Black and Latino neighborhoods (e.g., Dearborn Drive, Cheek Road, S. Alston Avenue south of Cecil Street, Junction Road).
5. We do not support the inclusion of the widening of I-85 west of the Durham County/Orange County line. Adding highway capacity induces additional vehicle travel and this will affect volume on Durham streets connected to I-85. We oppose the addition of all four projects in Orange County where it is indicated that they were added to the Vision Plan by Orange County staff **AFTER** directed by the Executive Board to bring forward a Preferred Option that moved us to lower vehicle miles traveled. Rather than modernizations of the three arterial segments that add sidewalks and protected bicycle lanes, staff inserted new road widenings. We urge the replacement of the three widenings on NC 86 and South Churton Street with modernization projects and the removal of the I-85 widening.
6. Finally, this section should be renamed the Streets and Highways Section. Both are addressed in this section.

Measures of Effectiveness Section

1. This section reveals that much more needs to be done to develop transit, walking, and biking infrastructure so that per capita vehicle miles traveled will fall.
2. This section is lacking any safety analysis. We're left to make conclusions based on average speeds.
3. This section is lacking any analysis of differences in access to jobs or other destinations between drivers and transit users. There is also no analysis of differences in access to jobs or other destinations between areas that are predominantly occupied by minority residents and those predominantly occupied by white residents.

4. Differences in work trip distance, mode usage should be analyzed by race and income.
5. The tables on pages four through six are difficult to understand for some items because units of measure are not labeled, and abbreviations are used for some descriptors.

Financial Plan Section

1. The narrative of the Roadways and Alternative Transportation Revenues should make clear that current law prohibits spending of State revenues and also flexing federal highway revenues to stand-alone projects providing safe infrastructure for people walking or biking. The assumption that this prohibition will be lifted should be clearly stated.
2. The local/private funding of bicycle and pedestrian infrastructure should reflect the City of Durham's recent increase in their CIP funding for projects of this type.
3. The assumptions of growth rates in the transit sales tax should be stated.
4. The differences in the level of detail between the roadway section and the public transportation section communicates that either less work has been done to understand the public transportation costs and revenues, or there is no desire to share the information.
5. Neither table seems to reflect the federal infrastructure bill that has been signed into law. While we understand that is a recent occurrence, it seems that it should be reflected in some way.
6. The public transportation table should reflect other federal formula funds received as revenues, other federal discretionary grant assumptions, and state revenue assumptions. The abbreviation CIG should be explained.

December 6, 2021

Commissioner Sig Hutchinson
Chair, Capital Area MPO
One City Plaza, 421 Fayetteville St., Suite 203
Raleigh, NC 27601

Commissioner Wendy Jacobs
Chair, Durham-Chapel Hill-Carrboro MPO
101 City Hall Plaza
Durham, NC 27701

Dear Commissioners Hutchinson and Jacobs:

The Regional Transportation Alliance is pleased to support the vision and leadership of both of our regional MPOs as you develop complementary metropolitan transportation plans for 2050 in concert with local and regional transit providers, the NC Department of Transportation, and other partners.

We offer the following comments on behalf of the regional business community as they apply to the development and implementation of the plans, and as we look at funding, prioritization, and acceleration of key mobility initiatives for our growing region.

Regional transit plans and infrastructure

- RTA supports the ongoing development and delivery of county transit plans, including new transit plans for Durham and Orange counties, implementation of the Wake transit plan, and potential complementary plans for Johnston and Chatham counties and elsewhere across our market.
- We support the ongoing study and development of a regional commuter rail spine that would link Durham with Research Triangle Park, Morrisville, Cary, Raleigh, Garner, and Clayton, and potential expansions along both the NC Railroad Company and CSX "S-line" corridors.
- We support the accelerated deployment of an interconnected bus rapid transit network to complement the commuter rail spine and quickly create BRT in a scalable manner regionwide.
- We request the regionwide, scalable implementation of transit priority shoulders adjacent to the medians of our entire metropolitan multimodal freeway and future regional boulevard network.
- We request the institutionalization of a Freeway And Street-based Transit (FAST) approach, including consistent deployment of "transit advantage" infrastructure to support existing, proposed, and potential transit for our growing region, as well as expanded frequent service.

Multimodal freeways and regional boulevards

- Completing 540 and converting US 1 north of 540 to a freeway are among our highest priorities. We note the benefits of this design concept including minimizing the number of through travel lanes, stabilizing travel times for longer distance travelers, and enhancing multimodal safety.
- We support the City of Raleigh's vision of a "multiway" regional boulevard for US 1/Capital Blvd. The proposed design concept for US 1 between I-540 and I-440 provides an appropriate, excellent balancing of through travel, local accessibility, safety, and context sensitivity goals.
- We support the conversion of US 70 in eastern Durham Co. to a freeway, and we would also support a regional boulevard or parkway if it can provide similar or enhanced long-term benefits, e.g., multimodal mobility, safety, stable travel times, and optimized, context-sensitive footprint.
- We support upgrading segments of other roads (e.g., US 15-501, US 64) to regional boulevards.
- We would be pleased to activate our RTA member firms in the discovery and review of options from elsewhere that would inform the creation of regional boulevards in our metropolitan area. These "complete corridor" approaches – the regional analogue for "complete streets" – would provide a more human-focused travel experience that supports land use and climate resilience goals while incorporating selected "freeway"-type elements (e.g., compact grade separations) at appropriate locations to minimize impervious surface and improve pedestrian safety.

(continued on reverse side)

Overall considerations

- We recognize that there are a number of goals at play – including multimodal mobility, accessibility, housing affordability, environmental sensitivity, and broader regional connectivity – and we continue to encourage an equity lens, including geographic equity.
- We believe that connectivity is essential when developing proposed improvements – whether to freeway, regional boulevard, or parkway – and that any upgraded corridor should be less of a barrier than it is today for vulnerable users attempting to cross the roadway at key locations.
- We reaffirm our support for regionwide zero fare transit to promote equity and usage – initially either on weekends or every day, depending on the guidance of transit partners and the ability to provide effective service, maximize ridership, and minimize barriers to considering/using transit.
- We applaud the focus on technology and encourage the accelerated deployment of a managed freeway network, as well as application of those treatments to regional boulevards.
- We encourage the use of data and robust engagement – including polling and the development of additional tools – to ensure that goals ranging from climate resilience, to equity, to mobility and travel time stability amidst growth can be optimized.

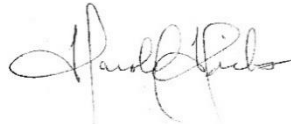
The regional business community applauds your cooperative, shared vision, and we look forward to helping you making that a reality.

Thank you for the opportunity to comment. Please let us know if you have any questions.

Sincerely,



Michael Schoenfeld
RTA chair



Harold Hicks
RTA chair-elect



Joe Milazzo II, PE
RTA executive director

cc Chris Lukasina, Executive Director, Capital Area Metropolitan Planning Organization
Aaron Cain, Planning Manager, Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Brandon Jones, PE, Division Engineer, NCDOT Division 5
Wright Archer III, PE, Division Engineer, NCDOT Division 7
Kevin Bowen, PE, Division Engineer, NCDOT Division 4

Joey Hopkins, PE, Deputy Chief Engineer – Planning, NCDOT
Scott Walston, PE, Eastern Piedmont Group Supervisor, Transportation Planning, NCDOT

Local and regional transit providers: Chapel Hill Transit, GoCary, GoDurham, GoRaleigh, GoTriangle

[RTA regional leadership team members](#)

December 15, 2021

Andrew Henry
DCHC MPO

Andrew.Henry@durhamnc.gov

RE: Long-range transportation plan for Triangle MPOs, Multi County, ER 21-2684

Dear Mr. Henry:

Thank you for your November 4, 2021, email concerning the above-referenced planning study. Given the length of time to be considered for the study and the ever-changing information we have available to planners, we recommend that you and your team refer to our GIS for historic above-ground properties located at:

<https://nc.maps.arcgis.com/home/group.html?id=d56ec9c8aa77423b931f4d359f103ae6%2Fhpoweb%2Fdefault.htm&view=list&categories=%5B%22%2FCategories%2FHPOWEB%22%5D#content/hpoweb/default.htm>

This will offer you an excellent means to identify currently known and evaluated properties that may be listed in or eligible for listing in the National Register of Historic Places and for which there are protective laws and regulations.

Unfortunately, we do not have an on-line GIS for archaeological sites since such could lead to vandalism and/or destruction of the sites. As your planning progresses, you may want to contact us again concerning these resources.

For additional information on the on-line HPOWEB, you may contact Andrew Edmonds at Andrew.Edmonds@ncdcr.gov.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,



for Ramona Bartos, Deputy
State Historic Preservation Officer

cc: Bonnie Parker
Andrew Edmonds, HPO/GIS

bonnie.parker@campo-nc.us
Andrew.edmonds@ncdcr.gov

Electronic Mail

09/19/21

Dear Mr. Henry

Thank you for the opportunity to comment on the 2050 MTP.

As a Hillsborough resident I am concerned about the increase in daily congestion in our town, Orange County and the surrounding areas. With the pending increase in large employers in Orange/Durham/Wake (RTP) counties it is critical that these metropolitan areas work together to address transportation needs and demands. Regardless of the listed goals and measures, without a comprehensive approach to transportation planning, problems in any goal area will persist and possibly worsen if unilateral metro-area planning is the primary approach.

My household is supportive of any and all goals to increase non-car modes of transportation that allow for the greatest number of area residents to find at least one mode that best suits their needs, including accessibility and cost. My household makes use of daily express bus service from downtown Hillsborough to Chapel Hill. This option should be seen as a primary approach across all communities, given that rail service seems to be an unlikely option in the near or distant future. My last comment, where is the Hillsborough Amtrak train station in the plan? The 2045 plan presented the station as being completed in 2020!

Respectfully submitted,
Will Lang

10/28/21

I like that the preferred option de-emphasizes highway widening... we have enough concrete and asphalt!

The one glaring deficit is rail... whether it be light rail, trams/trolleys, existing rail, heavy rail, elevated/ and or monorail, double tracking the NCRR, re-opening abandoned rail corridors, ALL should be explored and exploited.

Tad DeBerry

10/29/21

Hi Andrew,

Thanks so much for your work on this. I read through the preferred option and I have just a few comments:

1. I am absolutely thrilled with the inclusion of certain items:
 - The two-way conversion of the downtown loop
 - The downtown stretch of 147 converted into a boulevard
 - The inclusion of bike boulevards

- The focus on sidewalk additions/repairs

I want to reiterate my support for keeping those items in the final plan. They have the potential to fundamentally change Durham for the better from a prosperity lens, and equity lens, and a sense of place for all lens.

2. For the two-way conversion of the downtown loop and the 147 boulevard conversion, there is no mention that I see of a timetable for that. There is not even a priority ranking for those projects. I would want to see that in the final plan and I would advocate for those two being at the top of the list of the expensive projects. Please do not widen the southern portion of 147 or really any widening projects before those. Even other bike/ped projects should occur after those two because they will help create a great node for a bike/ped network to radiate out from!

3. On a smaller scale, I would really like to see Chapel Hill Rd in Durham on the list of projects in terms of "modernization". Streets have the ability to cultivate great places if pedestrians are given priority. The stretch of Chapel Hill Rd between West Lakewood and Bivins has the potential to be one of the best village centers in Durham outside of downtown, but before that can happen, that stretch needs "modernization", specifically:

- A road diet - lanes are too wide
- Conversion of gigantic shoulder areas to bike lanes, parklets, on-street parking, and bulb outs for pedestrians at intersections.
- Street trees to give the sense that this is a slower street for cars.
- Lower speed limits to reflect the design changes outlined above

Thank you for considering my input. On point number 3, I have started a walkability study of that corridor and would be happy to talk further about it.

Best,
Dave

10/31/21

Hello,

I am writing in to say I am in full support of the Preferred Option and interested in deemphasizing highway widenings and encourage more support for public transportation as well as bicycle and pedestrian accommodation. The commuter rail is my biggest priority and hope that it recieves the funding and schedule for building in the very near future.

Thank you,
Natalie

11/4/21

Good evening Andrew,

Please consider including Morehead Ave --> Cranford Rd. as a key bike and pedestrian thoroughfare in the Preferred Option. It is a direct shot from downtown --> Morehead Hill --> Lakewood --> Al Buehler trail. Hundreds of pedestrians and cyclists use it on a daily basis. In the absence of sidewalks and any other significant traffic control measures on Cranford Rd, there is too high of a chance of a significant accident or injury. This is entirely avoidable.

Gratefully,

Ari Medoff

11/4/21

Mr. Henry

As a Durham county resident who is hyper local, I live much of my life (work and social) in durham city limits. I think we should definitely focus on better public transportation and less highway widening. We need to get the energy back for a train/light rail system sooner rather than later.

Thanks
Matt Herman

11/5/21

Hi Andy,

I saw you are compiling responses to the 2050 MTP. My two cents:

I read through the MTP, and while I appreciate that the report suggests that bike and ped facilities get built, I would disagree with the underlying assumption (pg. 21):

However, the 2050 MTP financial plan assumes that the majority of the NC First Commission recommended income, which is \$1.1 billion in each of the two later decades, i.e., 2040 and 2050, will be available for bicycle and pedestrian projects

As far as I can tell, the NC First Commission is just that--a commission. It made non-binding suggestions about how to raise and distribute funds. Their suggestions for increasing NCDT revenue involves pulling funds for the NCDOT from the General Fund and raising the state sales taxes, both of which I imagine are going to be politically unachievable.

Therefore, I think a more honest version of this MTP statement (pg 21):

As a result, there will be \$2.332 billion available to fund the \$2.679 billion of projects in the local plans. That funding covers 87% of the projects in the local plans

would be:

As a result of the lack of prioritization and restricted funding for bike and pedestrian projects at the state level, there will be \$132 million available to fund the \$2.679 billion of projects in the local plans. That funding covers 4% of the projects in the local plans, unless the state shifts course and adopts the suggestions of the NC First Commission to dramatically change how transportation is funded in the state. In the meantime, local governments must rely upon and find alternative sources of funding to cover these projects.

I don't think it benefits anyone to pretend that state funding will suddenly be available for bike and pedestrian projects.

Emily

11/5/21

Hello. There is a real need for public transportation in the southern part of Orange County. Smith level Road, the last bit of 15 501 in orange county and the side roads that feed into them as well as northern Chatham county - see Mann's chapel road - are public transport waste lands. We don't need buses ... we need circulating vans. See Mexico for excellent cheap public van transport.

Thanks, Nancy Park

11/5/21

I am providing my comments on the Draft 2050 MTP.

1. As you are seeking comments, you should not encourage comments only from people who agree with the premise of the proposal, but rather seek input from everyone. This is a biased and non-inclusive way to seek public input. The first sentence of the email states: "If you're interested in deemphasizing highway widenings and more support for public transportation as well as bicycle and pedestrian accommodations, now is the time to give your input on our region's future transportation system."

2. I completely support more funding for public transportation, bicycles, and pedestrians. It should not be done at the expense of car commuters though. We should increase funding to support all of our transportation needs, which is one of the most fundamental infrastructures to support a vital economy. We have already raised taxes for a decade to support mass transit... AND we have absolutely NOTHING to show for it due to failed and incompetent leadership. You won't fix the problem by now defunding highways. You will only make things worse.

3. I also COMPLETELY support WIDENING of certain highways, including the Durham Freeway (147) to 4 lanes each way between the new East End Connector and I-40. That road was already congested before the new connector started construction and will only get worse as more traffic easily travels north of

Durham into the heart of the triangle. Having one of these new lanes be a bus / rapid transit / HOA lane makes a lot of sense.

4. I ABSOLUTELY OPPOSE reducing the flow of traffic through the heart of Durham along 147 by converting it from a freeway to a boulevard. After the East End Connector opens, that artery through Durham will remain essential to traffic flow as people still need to get to Duke and to Downtown. Most of the traffic clogging 147 during rush hour is going between Duke or Downtown and I-40. The East End Connector will not reduce that congestion along 147. Also important is the ability for emergency vehicles to quickly traverse through the heart of downtown as they can today. This is even more vital given the easy access to Duke University Hospital and Emergency Room along that route. I can't believe people want to increase the time it takes to get to the hospital; hopefully, they just need to be made aware. We cannot reduce capacity by removing this important highway.

5. I FULLY SUPPORT the commuter rail between Durham and Raleigh, and points east and west. It SHOULD go to the airport as well, but government officials have ignored this public feedback for 25+ years of the rail project going through multiple design phases with again NOTHING to show for it. But we need the rail, so I have to continue supporting it.

In conclusion, IMAGINE a TRIANGLE AREA with no congestion, where we drive our electric cars, take commuter rail, and bus rapid transit, and ride our bikes and walk safely. We can have it all if we dream that vision. We don't have to pit electric cars against buses. We can have it all. And it can all be carbon neutral.

Thank you.

11/5/21

Just FYI – the links on the congestion maps do not match the map that comes up.

Also, we have been told for years that there is a traffic light planned for the intersection of Garrett and Swarthmore Rd to ease people turning left out of the neighborhoods off Garrett and Swarthmore. Is this still in the planning or are there plans to actually widen Garrett Rd to ease the congestion on the road and the ingress and egress from the neighborhoods ?

Thank you,

Adrienne

11/5/21

We have suggested for years and highly endorse a crosswalk at the intersection of Union Street and Churton Street in Hillsborough. I understand there is an issue because of NCDOT regulations concerning curb and handicap access. At this intersection, there are no sidewalks on East Union Street. We walk on the street. There is no need for handicap access on the east. What we need is a crosswalk on Churton Street, so cars will stop for pedestrians in the crosswalk. One day before I get run over there trying to cross the road at this intersection, I would be happy to go down to Dual Supply and buy a can of paint and paint a crosswalk, at no charge.

Please note, I am not the sole pedestrian here. Many visitors to the Burwell School Historic Site park on East Union and cross to the site at this intersection. In addition, West Union Street leads to Hillsborough Elementary School and Central Elementary School, and school buses and parents take East Union Street as a connector to RiverPark Elementary School. West Union is a major route for parishioners attending Mt. Bright Baptist Church. This is a busy intersection for turning traffic, which further impedes pedestrians attempting safe crossing.

If NCDOT rules disallow a pedestrian crossing, it would be helpful to paint SLOW across the road here. It would help to install a bucket of flags to carry across for pedestrian visibility (the only time in the last 50 years that a car ever stopped for me to cross, I was carrying a giant bird puppet).

At this crosswalk, the speed of traffic is irregular. Coming from the signals two blocks north and two blocks south, traffic hits top speed at this intersection. There either will be a five minute wait for traffic to clear or a thirty second window to cross with no traffic. Another possible solution would be a speed camera, a lower speed limit, or flashing light if a pedestrian is crossing.

But the best option would be a crosswalk, because the driving law recognizes crosswalks mean stop for pedestrians.

Betty and Jerry Eidenier
Keep calm and wash your hands

11/5/21

You have received this feedback from Jack Meredith < meredijr@wfu.edu > for the following page:

https://www.dhcmpo.org/what-we-do/programs-plans/transportation-plans/2050-metropolitan-transportation-plan?fbclid=IwAR3XWjqFYx3HAeF54C4-Q1_Xx85oIGCqXUlvmpPhW5LCYkcJlVPxl9rbPss

My concern is old Hwy 86/Churton St. through Hillsborough. About 4 pm, especially on Fridays, the traffic backs up for blocks, and that's before Collin's Ridge, entrance across from Orange Grove Road, fills up with hundreds of more houses. We need a way for traffic from Hwy's I-40 and I-85 to get around the town without going through the the 20mph downtown.

11/6/21

It is the opinion of me and my husband that roads and streets not be widened but that we strengthen public transportation, bicycles and sidewalks.

Thank you,
Marywinne Sherwood

11/8/21

Dear Committee,

Just one suggestion. Please be sure there is a good connection between the ground transportation hub and RDU airport. Having traveled in numerous countries, I can assure you that the cities that did not do this all regret it later.

Thanks,
Munsie Davis

11/8/21

Hello Andy,

I got the notice that DCHC MPO is seeking public input on the 2050 MTP Preferred Option. I'm planning to listen in on the virtual public hearing on Wed Nov 10 @ 9am. I think the Preferred Option is great, especially the parts pertaining to converting Hwy 147 into a boulevard. You and I corresponded about this in Sept 2020 and myself and a number of the Morehead Hill neighbors have been hoping that the Preferred Option would include a plan to repurpose the central Durham portion of Hwy 147 in a way that's equitable, inclusive, attempts to address past injustices and is sustainable for the long term. I read through the 2050 MTP Preferred Option and it looks like multiple projects are pointing us in this direction. Thanks for your leadership and ingenuity on this front. I have a few questions specifically about the Hwy 147 boulevard conversion, I'll list them here. I also see that the public can sign up to address the board during the virtual public hearing. I'm happy to follow up these questions via email, or if you'd like me to ask 1 or more of these questions during the hearing, I'm happy to request a speaking slot and do that as well.

- Is there a target date for having the Hwy 147 boulevard conversion work complete?
- Will conversion to a boulevard entail excavation and fill to return the Hwy 147 alignment to pre-1960 grade?
- More specifically, will the roadways that are currently traversed by Hwy 147 via overpasses and underpasses be reconnected to the new boulevard at their existing elevation?
- As part of the conversion to a boulevard, will parcels of land be made available for purchase and development
- There seems to be significant community support for this boulevard conversion idea, do you expect that this idea might meet with resistance and if so from where might that come?
- Myself and neighbors / residents that I've spoken with really want to see this project feature a strong equity component and I'm delighted to see this mentioned several times in the 2050 MTP Preferred Option. As I've discussed with neighbors, we think the approach should not just be to have black and brown voices present during the planning phases, but to actively seek out expertise and leadership from members of this community and demographic. We think that accomplishing this aspect is as important as actually getting the boulevard in place and operational. So is there a plan for making sure that the planning and oversight of this project is led and staffed by this demographic?

- For the broader 2050 MTP Preferred Option plan, do the population growth projections consider that DCHC will likely receive a large influx of climate refugees? Thanks also for ensuring that carbon reduction and sustainability feature prominently in this plan.

I'm sure I'll have additional questions, but that's good for now.

Thanks for thinking and planning as far into the future as you are. It's nice to know that someone is considering a longer time horizon and I hope these exciting long range plans give Durham's residents and leaders a clear objective to work toward!

Thanks for your time and have a great week,

- Ryan Moody, P.E.

11/9/21

Dear Sir,

We do not support the proposed 2050 MTP plan that goes before the Board tomorrow that does not include improvements to reduce congestions on our road, reduce delays, improve safety, and provide a better travel time/experience. We need the improvements or expansion that serve the area growing developments that they continue to approve.

We live and own land on Sherron Rd. Durham, NC. The traffic is so congested it is near impossible to get out of our driveway.

We all know US 70, I-40, I-85, NC 54, etc are already over capacity or congested. We need improvements for car travel.

Please do not support this 2050 MTP plan.

Michael and Debra Young

11/9/21

Good Morning, All,

I wanted you to know that me and my household of 3, do not support the proposed 2050 MTP plan that goes before the Board tomorrow that does not include improvements to reduce congestions on our road, reduce delays, improve safety, and provide a better travel time/experience. We need the improvements or expansion that serve the area growing developments that they continue to approve.

Hwy 70 is already so congested that it takes forever to get down 70 from Leesville to Cheek Rd where a member of our household works.

My sister lives on Sherron Rd. and traffic is backed up all the way to Holder Rd some mornings to go through the intersection at 70. I lived with her recently and could not believe what I saw.

Also, cars from 70 who don't want to wait at the 70 light going into Durham now come up Leesville Rd and go down Doc Nichols Rd to Olive Branch to avoid that intersection. And there is already congestion on Doc Nichols Rd due to new subdivisions. I live near the intersection on Leesville and Doc Nichols and watch about 3 to 5 cars turn from 70 to Leesville to Doc Nichols every 5 to 8 minutes and they are not locals.

We need large capacity roads.

Beverly Mills

11/9/21

Hello,

I would like to weigh in on the transportation future. I usually commute into Chapel Hill for work so I don't know if that makes me eligible or not but as someone who commutes- I will say Chapel Hill is better than most but that it would be so much nicer if the options available were quicker- often times the buses are overcrowded and in order to take one you have to wait for several and being they get stuck in traffic or broken down. Personally I think a train would make sense and be more direct and remove a lot of travelers from the roads which would help the buses. Obviously a subway seems like the best idea but I don't know if that is even possible with the current infrastructure in place and I didn't see it listed on the DCHC MPO website. Also walkways above roads where people can cross safely and not impact traffic flows as much are also better. Bus lines that have their own stops spots off the main road and buses that have their own designated roads work better.

When I drive my car it takes 25 minutes but when I have to factor in public transport it takes an hour or more and this is one way- so when I take public transport it steals more than an hour from my home life daily. That affects how I am able to interact with my kids and how I am able support my family's needs. I know this area is growing fast and I've lived in Charlotte where the roads are horrid and the traffic is a nightmare and buses are barely used so I know what this can turn into and I am hoping that you all will keep that from happening.

Best,

Billie Simonson

11/9/21

Hi Aaron/Andrew,

My concern with the change of Rt 70 sections from Lynn Rd to Miami Blvd and Miami Blvd to the Wake County is concerning for traffic flow from Durham into Raleigh and, significantly to RDU Airport. RDU is significantly dependent upon the road infrastructure surrounding the airport and the ability to access is key to the vitality of the airport.

While reducing the proposed lanes from 6 to 4 and to change the status to a more modernized street layout could be desirable, the change of the 2050 plan would reduce transportation funding approximately 85 million to Durham City and County in which road infrastructure is sorely needed.

My suggestion is to not reduce the funding for these projects in the 2050 plan until a more defined plan for the actual "modernization" be better defined.

Another concern is the that the City of Durham has approved a significant number of housing developments in SE Durham which will increase the traffic flow in this area. Thus, Rt 70 throughput is key as well as the extension of Aviation Parkway to Rt.70 and the improvements scheduled in Wake County need to sync up with the original Durham freeway plan.

Please hold off on releasing the funding and provide more opportunity for study and input from the community as well as NCDOT.

I will be in attendance tomorrow for the meeting and can speak, but I need more information and direction.

Thanks,
David Morgan
Raleigh / Durham Airport Authority Board Member

11/9/21

My husband and I do not support the proposed 2050 MTP plan that goes before the Board tomorrow that does not include improvements to reduce congestions on our road, reduce delays, improve safety, and provide a better travel time/experience. We need the improvements or expansion that serve the area growing developments.

We live in the eastern part of Durham County and the current congestion and safety of Wake Forest Hwy, Stallings Rd., Sherron Road, Roxboro St., and Dearborn are just a few of our current concerns.

Sincerely,
Donna Stainback
Kerry Stainback

11/9/21

As the triangle continues to grow as resident of the triangle for 58 years and a business owner, I am against the 2050MTP plan. Our roadways are not keeping up with the development that is currently taking place. There is more congestion and more delays, and less alternate routes. Safety , congestion,

flow, and a reasonable time to get to home, schools, and businesses are a necessity. If future development is desired our roads must keep up with the increased volume of traffic.

Thank you Bonnie Biggs

11/7/21

Mr. Henry,

I see the new call for public comments for the 2050 Metropolitan Transportation Plan.

I sent the comments below previously but got no acknowledgement (perhaps you cannot do that). But, I thought I would re-send them for consideration.

Again, my concern is the lack of any reference to "accessible pedestrian signals" (APS) in the proposal (at least none that I could find). I have raised the issue of adding APS systems to the bike/pedestrian paths that will be part of the NS-BRT project in Chapel Hill (I am on the citizen advisory committee for that as a representative of the EZ Rider paratransit system in Chapel Hill).

Thank you.

Bob Warren
919-418-7449

----- Forwarded Message -----

Subject:Feedback on long-range transportation plan

Date:Mon, 24 May 2021 15:07:35 -0400

From:Bob Warren <BobWarren@nc.rr.com>

To:andrew.henry@durhamnc.gov

Mr Henry,

I have some feedback to the long-range transportation plan from the point of view of someone with significant low vision and on behalf of others who are members of the "blindness community".

I read this in Amendment 3 on page 2:

"Complete Streets CTP Amendment #3 hereby incorporates the North Carolina Department of Transportation (NCDOT) Complete Streets policy(adopted by the Board of Transportation in 2019) and implementation guide.

On the basis of the policy, this amended CTP will provide the access, mobility, and safety needs of motorists, transit users, bicyclists, and pedestrians of all ages and *abilities*." (my emphasis)

However, in looking through the amendment as well as the document to which it is a part, I am unable

to find any reference at all to "accessible pedestrian signal" (APS) systems.

It is vital that blind and low vision pedestrians are offered the same opportunity to cross streets safely as are sighted persons. APS systems are an important component to providing that opportunity.

The URL <https://www.acb.org/content/accessible-pedestrian-signals-aps> has an excellent discussion of the features of modern APS systems and how the blind/low vision should use APS systems effectively,

The ADA specifies "effective communication". In particular, if a traffic warrant analysis has determined that a pedestrian signal is necessary for a sighted pedestrian to safely cross a street, the same information must be effectively communicated to blind pedestrians in a way that they can understand and use to promote safety, avoid collisions and reduce or eliminate the greater risk of pedestrian injury or death the blindness community faces when crossing a street without an APS.

What the blindness community needs, and the ADA and Section 504 of the Rehabilitation Act require:

- APSs should always be installed wherever and whenever new pedestrian signalization is installed in new construction or when a pedestrian signal is replaced at the end of its life cycle.

- An APS should always be installed when an existing pedestrian signal is being altered in a way that could affect its usability such as by adding a Leading Pedestrian Interval or an Exclusive Pedestrian Phase.

Additional desirable policies:

- Because of the unique challenges posed to blind pedestrians, require highest priority replacement of inaccessible pedestrian signals with APSs whenever a Leading Pedestrian Interval or an Exclusive Pedestrian Phase is planned for or in use.

- A blind person's request for the installation of an APS should be granted on a highest priority basis.

- Alternative forms of pedestrian signalization such as in-roadway warning lighting, hybrid pedestrian beacons or a Rectangular Rapid Flashing Beacon should be used only in conjunction with an APS..

For me, while I still have some central vision, I have low acuity, difficulties with distinguishing colors and issue with both dim and very bright light. Depending on the width of the street and the angle of the sun, brightness, etc. I cannot reliably determine when an inaccessible pedestrian signal has turned to the "Walk" state. (Example intersections are at Weaver Dairy road, near my ophthalmologist, the Medowmont crossing to the Friday Center, and at the main bus "hub" on Manning Drive near the UNC hospital. Having an APS at these locations would be a great benefit to me and many others (likely including many sighted people).

I understand there is no mandate to replace existing inaccessible pedestrian signals with an APS.

However, my goal in providing this feedback is to urge the transportation plan be modified to acknowledge the requirement to provide an APS at any street crossing for a new (or enhanced) pedestrian and/or bike path where it is determined that a crossing signal is needed.

Thank you.

Bob Warren

11/7/21

I feel that more roundabouts are needed at currently very active intersections, along the Chapel Hill-Durham Blvd, as well as throughout our Triangle area communities and cities. I feel they will regulate traffic flow in a more measured and fairer way for all travelers on these routes. The geographical centers of these roundabouts could also be landscaped very nicely with native perennial and annual plants so as to increase the enjoyment of the travel experience along these routes.

Kevin S O'Donnell
Chapel Hill

11/10/21

Hi, I read and skimmed some of the preferred option report. I may have missed some details.

But my main concern in CH and Carrboro is safer pedestrian crossings on and near in town highways.

For instance, public transportation drop offs on Hwy 54 in CH/Carrboro leave pedestrians to cross 4 lanes of divided highway without even a cross walk, much less a light system. Similarly true on Jones Ferry Road near hwy 54 and one of the larger apartment complexes in Carrboro.

Allowing these pedestrians to cross safely seems an important equity as well as safety issue. Over the years, these locations near 54 in Carrboro have come to house more non white residents than north chapel hill where the flashing light crosswalks are already in place.

I would also like to see cyclists encouraged to follow traffic laws. And maybe they should even be enforced (!) so that our downtown intersections are safer and better flowing. I know they're encouraged to use bike paths but they often don't and end up in congested intersections or in crosswalks. I don't know if this is your area of concern. But as the parent of a new driver, I'm always looking for ways to reduce hazards and unpredictability. It seems related anyway.

Small town issues here—good luck with the cross town and inter town issues!

Thanks,
Ruth Newnam

11/13/21

Dear Sir:

I urge you to NOT SUPPORT the proposed 2050 MTP plan. Our roads, streets and highways need the improvements / modifications to reduce traffic congestion, reduce travel times and most of all to improve safety and save lives! Please consider my request. Thank you in advance.

Sincerely,

Gary McLean

11/15/21

Dear Andrew Henry,

I am a resident of Chapel Hill. I'm writing in support of the Durham-Chapel Hill Carrboro MPO's preferred option for the 2050 Metropolitan Transportation Plan.

Among other things, I am particularly encouraged by a rebalancing of spending on highway expansion and bus/bicycle improvements. This is badly needed, and will help our region address its connectivity and climate priorities.

However, I would love to see the MPO embrace a vision for connecting downtown Carrboro/Chapel hill and downtown Durham via a bicycle highway, which could be built along the same pathway intended for the light rail, or a similar route. With the growing popularity of electric bikes, people could live along this route and access schools, places of employment, and housing without driving or relying on a bus.

All the best,

Martin Johnson

11/16/21

Thank you for the opportunity to comment on the Preferred Option to the 2050 Metropolitan Transportation Plan. Thanks to the bold action the MPO Board took two months ago directing that the draft alternatives under consideration for the 2050 Metropolitan Transportation Plan be radically rethought and following two months of hard work by MPO and regional transportation staff, the Preferred Option is dramatically better than the three alternatives this board was presented in September. While it is not perfect, it is substantially more consistent with the values and preferences of our region. I recommend that the board approve the Preferred Option as the basis for the 2050 MTP.

When I provided public comment to the board at the public hearing on September 1, I paraphrased the Canadian city planner Brent Toderian when I said that not only do we need to do more good things, we need to do fewer bad things. I am pleased that a lot of the bad projects have been removed from this draft. The Preferred Option doesn't squander nearly a billion dollars on managed lanes. Out are unnecessary highway expansions and conversions. And there has been thoughtful discussion about which roadway projects should remain in the plan. All that is good and necessary, and what is left in the plan are a slate of projects that, mostly, are important to the growth of our region and the mobility of its residents and employees.

Now, the board needs to look to the future. The 2050 MTP needs to build on the solid foundation established by this Preferred Option to more fully support the region's transportation vision. In other words, the 2050 MTP needs more good things. The Preferred Option lists future roadway projects in detail, with configuration, number of lanes, and projected cost, and for the 2050 MTP these projects will be placed into 10-year buckets. Transit and bicycle projects are vaguely described and with little detail, except for the existing commuter rail and bus rapid transit projects.

With both counties' transit plans still under development, the lack of specificity with regards to transit projects is perhaps understandable. But we can do far better, today with regional bicycle and pedestrian facilities. Bicycle and pedestrian projects – even major regional facilities – are discussed only in aggregate, even though the jurisdictions in this region have developed comprehensive multimodal plans. This includes Chapel Hill with its Mobility and Connectivity Plan, Durham with its Bike+Walk Implementation Plan, and Carrboro's updated Bike Plan which was adopted just this year. Individual projects have received even more extensive study, including the Durham Belt Line and the Triangle Bikeway. Without more detail about the projects that should be implemented over the next 30 years, the MTP is not quite a vision of our transportation future and is more a better-than-it-could-be set of highway investments.

Therefore, following adoption of this MTP, the board should direct staff to move forward on developing amendments to the MTP that incorporate a comprehensive list of prioritized and scheduled multimodal transportation investments. These amendments should include detailed information about all the proposed transportation infrastructure investments. An extensive list of projects and projected costs are already available for bicycle investments, and more information about transit investments should be available as the county transit plans near completion. The board should aim to incorporate these amendments in 2022 because, with the signing of the Infrastructure Investment and Jobs Act, it is critical that we establish our specific regional transportation priorities. By so doing, the 2050 MTP will truly be a regional transportation plan that sets forth our vision by investing appropriately in all modes of transportation infrastructure.

This will not be easy. It may require that that this board give staff additional resources so that it can do the work needed to analyze and cost out bicycle and transit investments, work that we rely on NCDOT to do for many roadway investments. But it is work that is necessary if we want to be true to the vision for our future transportation network.

Once again, I thank the board and MPO staff for their herculean efforts to develop an MTP option that more closely reflects the region's vision. I urge the board to support the Preferred Option as the basis for the initial version of the 2050 MTP.

Geoff Green

11/17/21

Good Morning, Andrew:

As I am working to close out my HOA's finances for the calendar/fiscal year, I don't have time to read the 34 page Preferred Option.

I did read the comments. Based on those comments, it seems the MPO is not even close to adopting a plan. I agree with the comments:

1. that the number one goal of transportation should not be climate change, but "transportation" - increasing reliable transportation choices.
2. Modifying current freeways to boulevards is counter-productive to reducing congestion
3. If the person who worked on the 2045 plan has doubts, certainly I do

Gwyn Silver

11/26/21

1. How will the commuter rail schedule fit into the existing schedule and still meet the need of the riders to get to and from on time?
2. To keep the commuter rail schedule, will additional tracks need to be added? Like the busses using the shoulder of the road.
3. These parking decks for cars to park and ride, how will the land be acquired? Domains right of way or paid market value?

Greetings Mr. Henry,

I am reaching out as a concerned Durham citizen to share my concerns with the proposed 2050 MTP. I have been a Durham resident for 20 years and have seen tremendous changes across the region, specifically in the past 10 as the regional development has intensified.

I object to the proposal that does not intentionally increase the capacity of our roadway systems despite an anticipated 50% increase in population. Passing up the potential funding and planning from various agencies while the rest of the surrounding agencies invest in the transportation network will hinder the

economic development of Durham. In addition, increased traffic and congestion will unintentionally be a barrier to employment of blue collar workers that will not have the option of telecommute and other technological advances.

Thank You,

Matthew Kartes

9194225094

Hello MPO Board,

I'm writing today to share my overwhelming support for the Preferred Option currently under consideration. As a Durham resident, I value that this plan is less focused on roadway expansion. We all know that "just one more lane" is not the solution to our transportation woes. I encourage the board to further expand investments in transit, bicycle facilities, and sidewalks to get people from their cars to other modes of transportation.

Thanks for all you do,

Cynthia Bland

12/2/21

Hi Andy -

I had a chance to review the 2050 MTP Preferred Option, and I just wanted to add my enthusiastic support.

I want all of the things emphasized here - fewer highway widenings, 2-way conversions (+1 to the demise of the one-way Loop), more equitable transit and a robust BRT system, freeway conversions, etc. - for my children, and I think DCHC is uniquely positioned to realize that vision.

The collapse of the light rail project was disheartening, but this vision for a fairer, more livable metro area would more than make up for it.

Best,

Conor

[The DCHC MPO received multiple replies from the same Bike Durham form response. The persons supporting this letter are listed after the letter text below. The letters in which the respondents added additional information to the form letter are posted in their entirety after the list of respondents.]

Mr. Andy Henry,

I support the direction of the 2050 Plan Preferred Option, though I would like to see more progress sooner toward the objectives of Zero Carbon Emissions, Zero Racial Disparity of Access, and Zero Deaths or Serious Injuries from the transportation system.

I thank the Board members for pushing for bigger shifts in funding from highway expansion to transit, sidewalks, and protected bicycle networks. In particular, I support the proposals to convert freeway expansion projects on US 70, US 15-501, and NC 147 to boulevards accommodating people walking, biking, and using transit; and I support the large, but inadequate investments in transit, walking, and biking.

I also support the idea of street "modernizations" to add sidewalks and protected bike lanes, instead of adding driving lanes. However, there are many streets in predominantly Black and Latino neighborhoods that are missing from the project lists that should be included (for example, Dearborn Drive in Bragtown, Cheek Road in Merrick-Moore, and South Alston Avenue south of NCCU).

The Preferred Option is an important departure from past plans, though it does not go far enough: vehicle miles traveled per capita do not decrease, and measures of safety and racial disparity of access are not analyzed.

Please adopt the Preferred Option and direct staff to continue to work on new strategies to achieve these critical objectives sooner.

Signees

Daniel Copple	Tara Beuscher	Stephen Wolfe
Marilyn Butler	Ruth Kathol Browne	Emily Porter
Gil Golden	Zena Lapp	Varun Singh
Andrew Redding	Josh Cohen	Karalyn Colopy
Marcia Mandel	Scott Sellers	Jamie Jones
Jan Little	Katrina vacca	Bonita Green
Shel Anderson	Judith Yaross Lee	Stefan Zauscher
Omer Ali	Megan Cherry	Debra West

Langston Alexander	mfbazee@yahoo.com	Smythe Richbourg
Marc Maximov	John Byrd	Erik Landfried
Elizabeth Little	Deniz Aydemir	Hope Tyson
Sophia Bessias	Timothy Dunn	Patrick Hennessey
Eva Naumann	Kevin Clarke	Jamie Carter
Hillary Porter	Govind Subash Sankar	Andrew Slaughter
Andrea Miele	Phoebe Gooding	

Mr. Andy Henry,

I am writing to indicate my strong support for the direction of the 2050 Plan Preferred Option. I attended the CAMPO Executive Directors meeting where staff was directed to develop this new Option. That meeting was so encouraging. It was the first, enlightened moment where CAMPO decided that a transportation system should not be designed to kill and injure an ‘acceptable’ number of people; that we cannot continue to ignore the negative climate impacts of our transportation system; that inequitable access based on economic and racial disparities should not be tolerated.

I recognize the courage it will take to truly lead in this enlightened direction.

It will take new tools, new measurements and a disciplined, unwavering approach and, like all significant change, will undoubtedly be resisted.

I would like CAMPO to consider that many of the initiatives to reduce VMT, and improve safety for those walking and rolling can be done in shorter timeframes and for less money than the highway widening projects CAMPO is accustomed to approving. There are even tactical things which can be done interim to fully engineered safety improvements.

I thank the Board members for pushing for bigger shifts in funding from highway expansion to transit, sidewalks, and protected bicycle networks. I encourage the Board to look for opportunities to accelerate these benefits - 2050 is a generation away. We can do more faster for less.

I also support “Completing Streets” to add sidewalks and protected bike lanes, instead of adding driving lanes. However, there are many streets in predominantly Black and Latino neighborhoods that are missing from the project lists that should be included. Many of these projects require a municipality, the

County and NCDOT to cooperate. A process must be developed where NCDOT is no longer a dead end for these projects as it always has and continues to be.

The Preferred Option is an important departure from past plans, though it does not go far enough: vehicle miles traveled per capita do not decrease, and measures of safety and racial disparity of access are not analyzed.

Please adopt the Preferred Option and direct staff to continue to work on new strategies to achieve these critical objectives sooner.

Don Berryann

Mr. Andy Henry,

As a Durham resident whose main transportation is biking and walking I am in support of money going towards safe and equitable public transportation. As someone who is concerned about climate change and it's impact on our most vulnerable resident I ask that you move swiftly to change the emphasis from highway expansion and carbon producing car transportation.

As I mentioned, I get around town by bike, bus and on foot. While we do have one car between us, my partner and I try to use it as sparingly as possible. She has commuted from Durham to Chapel Hill by bike and the TTA for 18 years! At the beginning of the pandemic I was teaching at Durham Academy as a long-term substitute. I was able to take the job because I could bike there in the morning and then I could catch the #10 bus across the street to take me and my bike up the Pickett Rd hill. It was an ideal situation. Two weeks before the pandemic sent us home- the #10 route was canceled. I managed to get through the remaining two weeks, pedaling up the hill after work. When the school offered me a full-time position for the following year- I declined, because I could not depend on public transportation to get the 6 miles from my house to work. I could not always rely on our car because since the pandemic, my partner is reluctant to take the TTA for a 45 minute commute. I certainly was not going to buy a car to commute six miles.

It was very disappointing to turn down a job because a bus route that had been perfect- was discontinued.

I am sure I am not alone in having to weigh employment vs the expense of a car. If we invest in our public transportation, we will have more options for moving around that are not car dependent. We need to get past cars!!

I support the direction of the 2050 Plan Preferred Option, though I would like to see more progress sooner toward the objectives of Zero Carbon Emissions, Zero Racial Disparity of Access, and Zero Deaths or Serious Injuries from the transportation system.

I thank the Board members for pushing for bigger shifts in funding from highway expansion to transit, sidewalks, and protected bicycle networks. In particular, I support the proposals to convert freeway expansion projects on US 70, US 15-501, and NC 147 to boulevards accommodating people walking, biking, and using transit; and I support the large, but inadequate investments in transit, walking, and biking.

I also support the idea of street "modernizations" to add sidewalks and protected bike lanes, instead of adding driving lanes. However, there are many streets in predominantly Black and Latino neighborhoods that are missing from the project lists that should be included (for example, Dearborn Drive in Bragtown, Cheek Road in Merrick-Moore, and South Alston Avenue south of NCCU).

The Preferred Option is an important departure from past plans, though it does not go far enough: vehicle miles traveled per capita do not decrease, and measures of safety and racial disparity of access are not analyzed.

Please adopt the Preferred Option and direct staff to continue to work on new strategies to achieve these critical objectives sooner.

Joanne Andrews

Mr. Andy Henry,

As an avid cyclist who reduces her carbon footprint by commuting to work by bicycle, i support the direction of the 2050 Plan Preferred Option, though I would like to see more progress sooner toward the objectives of Zero Carbon Emissions, Zero Racial Disparity of Access, and Zero Deaths or Serious Injuries from the transportation system.

While I have the CHOICE to commute to work by bicycle, Durham still has progress that needs to happen to make bicycling accessible and SAFE for those who bike to work and other destinations as their main or sole source of transportation.

I thank the Board members for pushing for bigger shifts in funding from highway expansion to transit, sidewalks, and protected bicycle networks. In particular, I support the proposals to convert freeway expansion projects on US 70, US 15-501, and NC 147 to boulevards accommodating people walking, biking, and using transit; and I support the large, but inadequate investments in transit, walking, and biking.

I also support the idea of street "modernizations" to add sidewalks and protected bike lanes, instead of adding driving lanes. However, there are many streets in predominantly Black and Latino neighborhoods that are missing from the project lists that should be included (for example, Dearborn Drive in Bragtown, Cheek Road in Merrick-Moore, and South Alston Avenue south of NCCU).

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Michelle Sharpe

Mr. Andy Henry,

I support the direction of the 2050 Plan Preferred Option, though I would like to see more progress sooner toward the objectives of Zero Carbon Emissions, Zero Racial Disparity of Access, and Zero Deaths or Serious Injuries from the transportation system.

I thank the Board members for pushing for bigger shifts in funding from highway expansion to transit, sidewalks, and protected bicycle networks. In particular, I support the proposals to convert freeway expansion projects on US 70, US 15-501, and NC 147 to boulevards accommodating people walking, biking, and using transit; and I support the large, but inadequate investments in transit, walking, and

biking. History has shown time and time again that highway expansion doesn't lead to reduced travel times, so it's very exciting to see the city taking a more wholeistic view.

I also support the idea of street "modernizations" to add sidewalks and protected bike lanes, instead of adding driving lanes. I live in north Durham, and I hardly ever ride my bike because there are so few places where it feels safe to do. I would love to be able to commute by bike to my downtown job without feeling like I'm risking my life.

It's also important to recognize there are many streets in predominantly Black and Latino neighborhoods that are missing from the project lists that should be included (for example, Dearborn Drive in Bragtown, Cheek Road in Merrick-Moore, and South Alston Avenue south of NCCU).

The Preferred Option is an important departure from past plans, though it does not go far enough: vehicle miles traveled per capita do not decrease, and measures of safety and racial disparity of access are not analyzed.

Please adopt the Preferred Option and direct staff to continue to work on new strategies to achieve these critical objectives sooner.

David Miller-Derstine

Mr. Andy Henry,

I live in Durham and I bike to work every day.

I support the direction of the 2050 Plan Preferred Option, though I would like to see more progress sooner toward the objectives of Zero Carbon Emissions, Zero Racial Disparity of Access, and Zero Deaths or Serious Injuries from the transportation system.

I thank the Board members for pushing for bigger shifts in funding from highway expansion to transit, sidewalks, and protected bicycle networks. In particular, I support the proposals to convert freeway expansion projects on US 70, US 15-501, and NC 147 to boulevards accommodating people walking, biking, and using transit; and I support the large, but inadequate investments in transit, walking, and biking.

I also support the idea of street "modernizations" to add sidewalks and protected bike lanes, instead of adding driving lanes. However, there are many streets in predominantly Black and Latino neighborhoods that are missing from the project lists that should be included (for example, Dearborn Drive in Bragtown, Cheek Road in Merrick-Moore, and South Alston Avenue south of NCCU).

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Please adopt the Preferred Option and direct staff to continue to work on new strategies to achieve these critical objectives sooner.

Thank you,

Kate Vyborny

Mr. Andy Henry,

As someone who rode a bike to work in Durham almost every day for nearly 40 years (and I still ride to many of the places I go after my retirement in 2019), I strongly support the direction of the 2050 Plan Preferred Option, though (with Bike Durham) I would like to see more progress sooner toward the objectives of Zero Carbon Emissions, Zero Racial Disparity of Access, and Zero Deaths or Serious Injuries from the transportation system.

I thank the Board members for pushing for bigger shifts in funding from highway expansion to transit, sidewalks, and protected bicycle networks. In particular, I support the proposals to convert freeway expansion projects on US 70, US 15-501, and NC 147 to boulevards accommodating people walking, biking, and using transit; and I support the large, but inadequate investments in transit, walking, and biking.

I also support the idea of street "modernizations" to add sidewalks and protected bike lanes, instead of adding driving lanes. However, I also agree with Bike Durham that there are many streets in predominantly Black and Latino neighborhoods that are missing from the project lists that should be

included (for example, Dearborn Drive in Bragtown, Cheek Road in Merrick-Moore, and South Alston Avenue south of NCCU.

The Preferred Option is an important departure from past plans, and I think that is incredibly important, even if it does not go as far as it could, with vehicle miles traveled per capita not decreasing.

Please adopt the Preferred Option and direct staff to continue to work on new strategies to achieve these critical objectives sooner.

Steve Cohn

Mr. Andy Henry,

I strongly support the direction of the 2050 Plan Preferred Option, though I would like to see more progress sooner toward the objectives of Zero Carbon Emissions, Zero Racial Disparity of Access, and Zero Deaths or Serious Injuries from the transportation system.

BIG thanks to the Board members for pushing for bigger shifts in funding from highway expansion to transit, sidewalks, and protected bicycle networks. I enthusiastically support the proposals to convert freeway expansion projects on US 70, US 15-501, and NC 147 to safer boulevards, accommodating people walking, biking, and using transit; and I support the large, but inadequate investments in transit, walking, and biking.

I also support the idea of street "modernizations" to add sidewalks and protected bike lanes, instead of adding driving lanes. However, there are many streets in predominantly Black and Latino neighborhoods that are missing from the project lists that should be included (for example, Dearborn Drive in Bragtown, Cheek Road in Merrick-Moore, and South Alston Avenue south of NCCU.

THANK YOU FOR YOUR BOLD LEADERSHIP! The "Preferred Option" is an important step in our region's transition to prioritize safety, transit and greener, resident-friendly improvements over expanding traffic generating projects. While its only the first step to decrease (not promote) vehicle miles traveled per capita and reach out goals to produce safety and reduce racial disparity of access,, this alternative can include analysis of how to do that too.

Please adopt the Preferred Option and direct staff to continue to work on new strategies to achieve these critical objectives sooner.

Lanier Blum

Mr. Andy Henry,

I support the direction of the 2050 Plan Preferred Option, though I would like to see more progress sooner toward the objectives of Zero Carbon Emissions, Zero Racial Disparity of Access, and Zero Deaths or Serious Injuries from the transportation system.

As a new father of twins, I feel particularly strongly about hoping that Durham will adopt this plan that prioritizes people, safety, and sustainability. I love taking my babies on stroller walks to explore their Bull City, but I cringe in anxiety when we pass a sidewalk stretch that missing or am intersection with racing cars and very little pedestrian barriers. I cannot wait to soon take them by bike to day care and on longer explorations around the city, but I worry about our safety on some of our streets without bike lanes. And I fear for they I have to tell them they are inheriting a world beset by climate change, which will be even harder if they live in a city that has continued to prioritize motor vehicles that cause carbon missions instead of the health, safety, sustainability, and community vibrancy that comes with investments in pedestrian and bike infrastructure. I am proud to raise my new children in Bull City, this city I love, and the 2050 plan is a step in the right direction to help my and other children continue to thrive here in the future.

I thank the Board members for pushing for bigger shifts in funding from highway expansion to transit, sidewalks, and protected bicycle networks. In particular, I support the proposals to convert freeway expansion projects on US 70, US 15-501, and NC 147 to boulevards accommodating people walking, biking, and using transit; and I support the large, but inadequate investments in transit, walking, and biking.

I also support the idea of street "modernizations" to add sidewalks and protected bike lanes, instead of adding driving lanes. However, there are many streets in predominantly Black and Latino neighborhoods that are missing from the project lists that should be included (for example, Dearborn Drive in Bragtown, Cheek Road in Merrick-Moore, and South Alston Avenue south of NCCU).

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Please adopt the Preferred Option and direct staff to continue to work on new strategies to achieve these critical objectives sooner.

Matthew Johnson

Mr. Andy Henry,

As graduate student, I have seen how many of my peers, particularly international students, struggle to adapt to life in the region because of the unbelievable car dependency that has been normalized. This results in either a financial struggle or being left out from an active participation in the community. I support the direction of the 2050 Plan Preferred Option, though I would like to see more progress sooner toward the objectives of Zero Carbon Emissions, Zero Racial Disparity of Access, and Zero Deaths or Serious Injuries from the transportation system.

I thank the Board members for pushing for bigger shifts in funding from highway expansion to transit, sidewalks, and protected bicycle networks. In particular, I support the proposals to convert freeway expansion projects on US 70, US 15-501, and NC 147 to boulevards accommodating people walking, biking, and using transit; and I support the large, but inadequate investments in transit, walking, and biking.

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Oscar Gomez

Mr. Andy Henry,

As a recent transplant with longtime family in the area it has been disheartening to see the assumption of car travel from family due to the lack of viable safe alternatives not desire to walk, bike, or ride. I support the direction of the 2050 Plan Preferred Option, though I would like to see more progress sooner toward the objectives of Zero Carbon Emissions, Zero Racial Disparity of Access, and Zero Deaths or Serious Injuries from the transportation system.

Thank you for pushing for bigger shifts in funding from highway expansion to transit, sidewalks, and protected bicycle networks. In particular, I support the proposals to convert freeway expansion projects on US 70, US 15-501, and NC 147 to boulevards accommodating people walking, biking, and using transit; and I support the large, but inadequate investments in transit, walking, and biking.

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Austin Harper

Mr. Andy Henry,

I am sending this message via a template provided by Bike Durham, and fully support the language they provided (below) and the details they provided in their longer response. I would like to add to that a few words myself: there are so many reasons to rethink the huge investments we've made in car-focused infrastructure, and redirect significant amounts of it to public transportation and more bicycle and

pedestrian options and safety. 1) social justice: much of our current road system was built out to support those who were already privileged to be able to afford their own vehicles, and often with racist intent. I volunteer as a guardian ad litem, and have opportunity to interact with people who are going through significant challenges, often exacerbated by the difficulty they have just getting to medical appointments, work, social services, court hearings, etc. Not everyone has a car, not everyone can afford a car, and not all funding should go to car infrastructure. We need better options for those who do not have a car or cannot have a car or simply don't want to use a car for everything. 2) Healthy urban development: if we continue to focus almost exclusively on car infrastructure, our cities will grow to reflect that, with all kinds of well-documented negative effects for humans and the environment. Investing more at human-scale transportation options (pedestrian amenities, bicycle amenities, and public transportation) can have a transformative effect on how our city grows and the quality of life of the people who live here. This is not rocket science - many European cities have done this well (see especially The Netherlands) and we can do it here too. Durham could become a model for how to do this in American cities. We have the expertise here, and we have a community that's ready for this kind of change. Let's do it.

Thanks for reading, and please work to make this vision happen.

-- Paolo

Mr. Andy Henry,

As someone who rides a bike and walks as my primary mode of transportation, including to drop off/pick up my toddler, investing in safer roads and a healthier, more equitable future for my daughter is incredibly important to me.

I support the direction of the 2050 Plan Preferred Option, though I would like to see more progress sooner toward the objectives of Zero Carbon Emissions, Zero Racial Disparity of Access, and Zero Deaths or Serious Injuries from the transportation system.

I thank the Board members for pushing for bigger shifts in funding from highway expansion to transit, sidewalks, and protected bicycle networks. In particular, I support the proposals to convert freeway expansion projects on US 70, US 15-501, and NC 147 to boulevards accommodating people walking,

biking, and using transit; and I support the large, but inadequate investments in transit, walking, and biking.

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Elyse M Keefe

Social Media (starts next page)

← Tweet

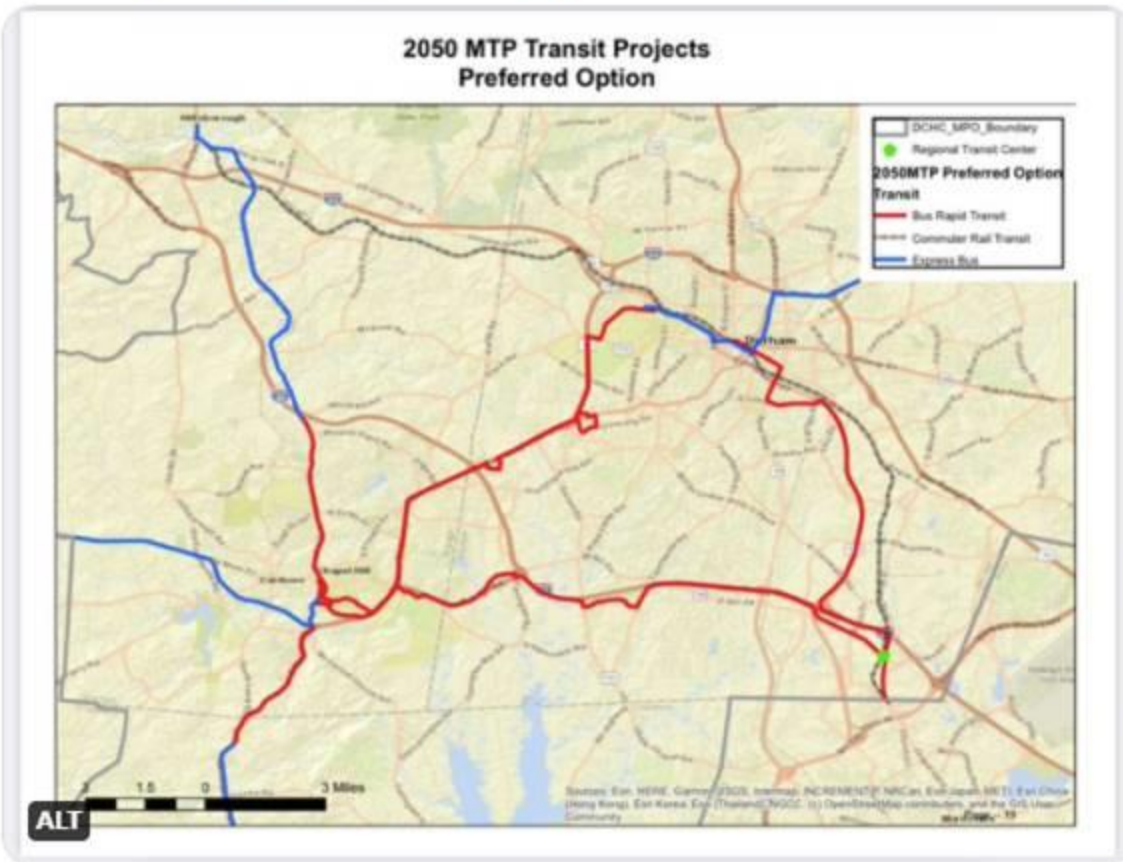


CityofDurhamNC
@CityofDurhamNC



If you're interested in deemphasizing highway widenings & more support for public transportation, give your input by Dec. 7 to the @DCHCMPO on their 2050 Metropolitan Transportation Plan (MTP) Preferred Option.

More info & ways to participate here:
dchcmpo.org/what-we-do/pro...



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Jessalee Landfried @JessaleeL · 11h



Replying to @CityofDurhamNC and @DCHCMPO

Wow yes please!!



Matt H @southerblue2 · 13h



Replying to @CityofDurhamNC and @DCHCMPO

Less highways. Bring back plans for a train. Don't let @DukeHealth ruin that. Rich people are ruining this city with big condos, political influence, and clogging up roads all while driving up housing. #gentrification needs to stop. #ClimateCrisis #HousingCrisis



← Quote Tweets



Matt H @southerblue2 · 13h



More public transit!

CityofDurhamNC @CityofDurhamNC · 16h

If you're interested in deemphasizing highway widenings & more support for public transportation, give your input by Dec. 7 to the @DCHCMPO on their 2050 Metropolitan Transportation Plan (MTP) Preferred Option.

➔ More info & ways to participate here: dchcmo.org/what-we-do/pro

...



Oldest ▼



Matt Roberts

You have been allegedly working on a public transportation project since I was born, yet you cannot even keep the roads in some areas driveable. I have great faith nothing will change.

Like · Reply · Hide · Message · 16h



Brad Hutchens

Matt Roberts you have to love how this post wasn't leading in the least... 😏 Perhaps they can finish the 147/70/85 connector in the next two years before they talk about this bullshit.

Like · Reply · Hide · Message · 13h