

2050 Metropolitan Transportation Plan (MTP)

Preferred Option – *Compilation of Comments*

Background

The Preferred Option was released October 27th and the DCHC MPO received comments through December 7th.

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. This document provides the DCHC MPO response and notes whether the response had been sent to the commenter. In some cases, commenters identified particular transportation problems and staff requested, at that time, that local government or NCDOT staff follow-up with the commenter. At a minimum, all commenters received a response email from staff to thank them for their time and note that the DCHC MPO Board would receive a copy of their comment.

Staff responses are in *italic font* following the complete comment or following the individual statements within a comment. In some cases, a response is not necessary because of the nature of the comments, e.g., “I support the plan,” and therefore are not provided.

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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](#)
Office: 919-707-8637
suzanne.mason@ncdcr.gov

121 W. Jones Street, Nature Research Center
1651 Mail Service Center
Raleigh, NC 27699-1651

Response: The DCHC MPO is aware that any boundary or other impacts to designated natural areas will require public and agency engagement, and in some cases approval from state agencies. These engagement activities will occur in the project development phase, which commonly is not initiated until a project is funded.

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’? *Response: The DCHC MPO assumes that an increase in investment, which allows the MPO to move forward faster, will enhance the MPO goals.*
- 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. *Response: The 2050 MTP is based on the local land use plans and policies, which included substantial residential and commercial growth in the outer growth area of Durham County, and therefore the proposed transportation projects are to support that expected growth.*
- There should be some explicit guidance about directing transit and bike and pedestrian money to historically underserved areas. *Response: The DCHC MPO prioritized projects that serve environmental justice communities of concern in the evaluation of projects for the TIP (Transportation Improvement Program) and the Locally Administered Projects (LAP), which receive MPO directed funding.*
- To support the plan, we should develop an “Eco-Driving” advertising campaign that encourages awareness and promotes smarter and more fuel efficient driving behaviors. *Response: The MPO has left public service campaigns to agencies with experience in that field.*
- 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? *Response: The 2050 MTP can adjust to short-term changes. It can be amended if desired, and is updated every four years.*
- 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. *Response: The 2050 MTP can adjust to short-term changes. It can be amended if desired, and is updated every four years.*

On the goals and performance measures:

- Do the performance measures in parenthesis replace the text or are they suggestions / amplifications? *Responses: Measures in parenthesis are staff suggestions for improvement or for using more feasible measures given the availability and/or reliability of data.*
- 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. *Response: Your suggestion to identify the measure using a specified deviation is good one. Staff will look into the feasibility of the suggested measure given that the MPO uses a regional model.*
- Do we need a performance measure around frequency of transit? *Response: The MPO would have to make sure that the transit problem is ameliorated by increased frequency. In some cases, additional transit resources are best used to increase service coverage rather than to increase frequency.*
- 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. *Response: The 2050 MTP has performance measures for communities of concern, such as commute time and bike/ped safety for low-income and minority residents, and plans to develop additional measures of this type.*
- Do we need to measure late and cancelled transit service as part of reliability. *Response: The DCHC MPO is responsible for the long- and mid-range transportation planning of the region. Given the longer range focus of the MPO, it has left detailed, route-level operational data collection to the various public transportation systems that are in the best position to make timely use of this data.*
- 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. *Response: The 2050 MTP acknowledges the potential impacts of electric and automated/connected vehicles in chapter 7 and appendix 5 of the report. Once reliable data of these technologies' influence in meeting travel demand are known, the MPO can forecast the impacts.*

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. *Response: All of these projects will complete an environmental planning study and public engagement activities as they are developed to better understand potential impacts.*
- As mentioned earlier, there is probably significant need for modernization in northeast Durham County due to the type of growth there. *Response: The MPO is aware of the steady growth in northeast Durham and the challenges of constructing additional roadway capacity along N. Roxboro Street, and across I-85, Ellerbe Creek and several wetlands. Transit*

improvements such as the Transit Emphasis Corridor on N. Roxboro Street (i.e., improvements to rider access and bus on-time performance) are proposed in the 2050 MTP.

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> *Response: The 2050 MTP has both commuter rail and substantial bus infrastructure and service improvements.*
- We should be investigating innovative methods of providing public transit in areas with too little density to support bus service. *Response: The 2050 MT includes micro-transit, rideshare and other innovative transit services for lower-density areas.*

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? *Response: The 2050 MTP does not specifically identify sidewalk maintenance funding. However, a portion of the substantial \$2.7 billion bicycle and pedestrian investment could be designated for maintenance. The developer cost burden is a local government issue, which is outside the role of the MPO.*
- Some important facilities might “fall through the cracks” between local governments, such as Pope Road improvements. *Response: The DCHC MPO works with the North Carolina Department of Transportation (NCDOT) on roadway, bicycle and pedestrian issues that are outside of local jurisdictions. If not already known, these issues would need to be brought to the MPO’s attention.*

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

Response: The DCHC MPO goals to minimize climate change and ensure equity support the designation of a roadway modernization for US 70. It should be noted that the MPO plans to conduct a corridor study for this segment of US 70 in 2022 and 2023 in which more detailed travel demand, and roadway, bicycle, pedestrian and transit design will be considered, as well as extensive public engagement.



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.

BikeDurham letter

Response:

- *The DCHC MPO has some equity performance measures, e.g., average travel time forecast and current non-motorized safety. Staff is aware that the MPO will need to develop additional analysis tools to support goals related to climate change and racial equity.*
- *The MPO lists roadway and major public transportation projects in the 2050 MTP but references local bicycle and pedestrian plan and transit system plans for the project details in those modes. The MPO will consider listing the projects for those modes in any update or major amendment to the 2050 MTP to give the plan more relevancy to the public.*
- *The DCHC MPO does follow appropriate design policy related to barriers for protected bike lanes and pavement resurfacing, however, this level of policy detail is not specified in the 2050 MTP.*
- *Over the last few decades, the MPO has consistently experienced major project cost increases for roadway, bicycle, pedestrian and transit projects. As a result, the 2050 MTP uses high “per unit” (e.g., mile) estimated costs for the projects.*
- *Several suggestions related to bicycle and pedestrian design and safety policy are at a level of detail beyond the scope of the 2050 MTP. These suggestions have been forwarded to the MPO bicycle/pedestrian planner for consideration.*
- *The MPO did not include a high level of transit capital investment in the US 70 corridor between Durham and Raleigh because the travel demand model did not indicate a market for such service between Durham and Raleigh in that corridor. Also, the Durham County Transit Plan process, which is ongoing at the time of this report, did not identify high level service in that corridor. The commuter rail and I-40/NC 54 bus rapid transit services between Durham and Raleigh captured this travel market.*
- *The suggestion to encourage transit systems to move to all-electric vehicles by 2030 supports the MPO’s goals and has been forwarded to MPO planners involved with the Durham and Orange County transit plans.*
- *The MPO has not considered congestion pricing on existing roadway lanes because federal law currently prohibits the conversion of general purpose lanes (i.e., non-toll) to toll lanes on the national highway system.*
- *The MPO’s Comprehensive Transportation Plan (CTP) has pedestrian, bicycle or sidepath project along Dearborn Dr, Cheek Rd, S Alston Av. and Junction Rd*
- *The Measures of Effectiveness include the average commute time for vehicles and transit riders to indicate the difference in access to jobs for those two modes. In addition, the MPO used the Triangle Regional Model (TRM) to calculate the average commute time for the MPO, low-income and minority households but found no significant difference among the groups. Staff believes a measure that does not use TRM output data needs to be developed.*
- *Financial details are not included in the Preferred Option. Those details (such as the assumption that transportation revenue can be flexed to bike, pedestrian and transit projects, sales tax growth rates, etc.) are provided in chapter 8 of the 2050 MTP report.*

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.

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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.

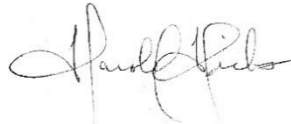
The regional business community applauds your cooperative, shared vision, and we look forward to helping you making that a reality.

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

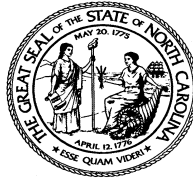
Joey Hopkins, PE, Deputy Chief Engineer – Planning, NCDOT
Scott Walston, PE, Eastern Piedmont Group Supervisor, Transportation Planning, NCDOT

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

[RTA regional leadership team members](#)

Regional Transportation Alliance (RTA) letter

Response: The many transportation solutions outlined in the RTA letter are consistent with the roadway modernizations, bus rapid transit (BRT), and high capacity transit identified in the major transportation corridors in the 2050 MTP. These include commuter rail, BRT, transit priority shoulders, transit advantage infrastructure on the freeways, and regional boulevards. A few of the solutions, such as zero fare transit and converting US 70 to a freeway do not fit into the project definitions in the 2050 MTP.



**North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary D. Reid Wilson

Office of Archives and History
Deputy Secretary, Darin J. Waters, Ph.D.

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

Response: The 2050 MTP strongly supports non-car modes. Staff provided a link to an interactive map with P-5701, the Hillsborough train station.

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 NCR, re-opening abandoned rail corridors, ALL should be explored and exploited.

Tad DeBerry

Response: The 2050 MTP supports passenger rail that is appropriate for the travel demand in this region such as commuter rail and intercity rail.

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

Response: The 2050 MTP does not prioritize projects or designate the exact implementation year. That scheduling is set when the projects are funded in the Transportation Improvement Program (TIP). The 2050 MTP does, however, designate the proposed decade for projects, which is the year 2031-2040 for the NC 147 boulevard conversion. Staff asked the MPO bicycle planner to follow-up with the commenter on the suggested bike/ped project on Chapel Hill Road.

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 receives 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

Response: Staff sent an email response to Mr. Medoff to explain that the 2050 MTP does not specify the bicycle and pedestrian project, which is commonly specified in the local jurisdiction or county plan. Staff also noted that Cranford Rd. already has modified roadway striping that includes bike lanes.

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

Response: The commenter correctly notes that the changes in state transportation legislation to permit large scale funding of bicycle and pedestrian projects has not yet occurred. The 2050 MTP is a long-range plan, approximately 30 years into the future, and thus needs to make some assumptions for changes to transportation legislation to accomplish the DCHC MPO's goals and objectives.

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

Response: Staff sent an email response to Ms. Park noting that the 2050 MTP does not designate particular bus routes. However, chapter 7 presents some of the innovative micro-transit options that some of the transit systems plan to use to serve lower-density areas.

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.

Response: The commenter is correct in noting that the email announcing the public comment period could have used more balanced language in the header. However, at that point in the 2050 MTP development process there was a single option and that option had de-emphasized highway widenings. That de-emphasis, which supports the MPO goals and objectives, was the major story and thus was used in the email header to attract interest in the proposed plan.

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

Response: Staff fixed the map links, and asked City of Durham/Transportation staff to follow-up on the signal question.

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

Response: Staff requested that NCDOT Division 7 follow-up with the commenter on the crosswalk questions.

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.

Response: The 2050 MTP does not have a new or widened roadway that will increase the vehicle capacity through or around the Town of Hillsborough. In recent years, the local community has rejected a few new roadway projects, i.e., Elizabeth Brady Rd and Orange Grove Extension, with this objective. The DCHC MPO is supporting an upcoming corridor study of US 70 in and around Hillsborough that will likely try to address this travel demand.

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

Response: GoTriangle currently operates bus shuttle service between the Raleigh-Durham Airport (RDU) and the regional transit center. An examination of current and future ground travel demand at RDU does not indicate that a passenger rail service could be supported.

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 you time and have a great week,
- Ryan Moody, P.E.

Response: Staff responded to Mr. Moody, who spoke 11/10/22 DCHC MPO Board meeting, with the following basic message: Neither the policy board or staff are able to answer questions concerning the conversion of the Durham Freeway to a boulevard because its appearance in the 2050 MTP is the first time this idea has been in an official plan, to staff's knowledge. As a result, no design or timeline information has been developed. Also, the roadway is owned and operated by NCDOT, and thus extensive conversations will need to occur with that agency before a boulevard conversion can get funded and approved.

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

Response: The DCHC MPO goals to minimize climate change and ensure equity support the designation of a roadway modernization for those key travel corridors. It should be noted that the MPO plans to conduct a corridor study for the segment of US 70, near Sherron Rd., in 2022 and 2023 in which more detailed travel demand, and roadway, bicycle, pedestrian and transit design will be considered, as well as extensive public engagement.

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

Response: The DCHC MPO goals to minimize climate change and ensure equity support the designation of a roadway modernization for those key travel corridors. It should be noted that the MPO plans to conduct a corridor study for the segment of US 70 in 2022 and 2023 in which more detailed travel demand, and roadway, bicycle, pedestrian and transit design will be considered, as well as extensive public engagement. In addition, it is expected that an amendment to the CTP in the next few years would address some of the collector roads, e.g., Olive Branch Rd., in this area.

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

Response: The 2050 MTP includes bus rapid transit (BRT) in all of the principal travel corridors of Chapel Hill. BRT often includes bus-only lanes, bus queue jumps, off-board ticketing and other facilities that allow the BRT travel time to compete with private vehicles.

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

Response: The DCHC MPO goals to minimize climate change and ensure equity support the designation of a roadway modernization for those key travel corridors. It should be noted that the MPO plans to conduct a corridor study for the segment of US 70 in 2022 and 2023 in which more detailed travel demand, and roadway, bicycle, pedestrian and transit design will be considered, as well as extensive public engagement. In addition, it is expected that an amendment to the CTP in the next few years would address some of the collector roads in the area north and east of the airport. Mr. Morgan addressed the DCHC MPO Board at their 11/10/21 meeting.

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

Response: The DCHC MPO goals to minimize climate change and ensure equity support the designation of a roadway modernization for those key travel corridors. It should be noted that the MPO plans to conduct a corridor study for the segment of US 70 in 2022 and 2023 in which more detailed travel demand, and roadway, bicycle, pedestrian and transit design will be considered, as well as extensive public engagement. In addition, it is expected that an amendment to the CTP in the next few years would address some of the collector roads in the southeast area of Durham County.

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

Response: The DCHC MPO goals to minimize climate change and ensure equity support the designation of roadway modernizations in lieu of additional lanes.

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

Response: Staff received both of Mr. Warren's email on the same day. Staff responded to Mr. Warren to explain that the 2050 MTP lists major projects and those that might require right-of-way, but sets aside funding for bundles of smaller projects such as bike and pedestrian projects. Thus, types of pedestrian signals are not specified in the MTP. Staff did not refer this specific case to local planners/engineers because Mr. Warren is on the citizen advisory committee for the EZ Rider paratransit system in Chapel Hill and has access to local staff.

----- 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

Response: Roundabouts are some of the Traffic System Management (TSM) solutions that are listed in chapter 7 of the 2050 MTP report. As a practice, DCHC MPO staff support roundabouts at appropriate intersections.

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

Response: In a response to Ms. Newnam, staff indicated that the long-range plan budgets for bicycle and pedestrian facilities such as bike lanes, crosswalks and pedestrian signals but it does not list them for specific streets, bus stops, and crosswalks. Staff requested that Town of Carrboro staff follow-up with Ms. 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

Response: The DCHC MPO goals to minimize climate change and ensure equity support the designation of roadway modernizations in lieu of additional lanes.

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

Response: Appendix 4 of the 2050 MTP report lists regional bike routes that connect the various jurisdictions inside and adjacent to the DCHC MPO including Carrboro, Chapel Hill and Durham. The regional bicycle and pedestrian routes receive a small boost in the MPO's project prioritization process.

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

Response: The DCHC MPO leaves the detailed planning of bicycle and pedestrian facilities, and transit service to the local jurisdictions, counties and transit systems. They have completed short- and mid-range plans that commonly employed an intensive planning and public engagement process and produced detailed plans. These planning efforts and details are superior to those that the DCHC MPO is capable of carrying out for the 2050 MTP.

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

Response: The DCHC MPO goals to minimize climate change and ensure equity support the designation of a roadway modernizations in lieu of roadway capacity increases such as adding additional lanes.

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?

Response: Staff responded to the commenter that additional tracks will be needed for the commuter rail and that parking structure land acquisition can be either private or public. The commenter was also given links to www.readyforrailinc.com and encouraged to be involved in that process.

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

Response: The DCHC MPO goals to minimize climate change and ensure equity support the designation of a roadway modernizations in lieu of roadway capacity increases such as adding additional lanes.

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	mfbarzee@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	Constance Wright
James Nishimuta	David Bradway	Jason Bennett

Elizabeth Adams	John Reynolds	Lillian Bennett
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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

Response: Staff did not forward Ms. Andrews transit route concern to GoDurham because her comment came from an automated email response application on a community agency web page and therefor did not have a return email address.

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).

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.

Michelle Sharpe

Response: The MPO's Comprehensive Transportation Plan (CTP) has pedestrian, bicycle or sidepath project along Dearborn Dr, Cheek Rd and S Alston Av. The MTP development process created several different scenarios but was not able to reduce the 2050 vehicle miles traveled (VMT) in the travel demand model. The model does not have the capability to substantially change travel behavior, which is need to reduce VMT. The MPO has several measures of safety and racial equity and is working to improve those measures and add similar measures.

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

Response: The MPO's Comprehensive Transportation Plan (CTP) has pedestrian, bicycle or sidepath project along Dearborn Dr, Cheek Rd and S Alston Av. The MTP development process created several different scenarios but was not able to reduce the 2050 vehicle miles traveled (VMT) in the travel demand model. The model does not have the capability to substantially change travel behavior, which is need to reduce VMT. The MPO has several measures of safety and racial equity and is working to improve those measures and add similar measures.

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).

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.

Thank you,

Kate Vyborny

Response: The MPO's Comprehensive Transportation Plan (CTP) has pedestrian, bicycle or sidepath project along Dearborn Dr, Cheek Rd and S Alston Av. The MTP development process created several different scenarios but was not able to reduce the 2050 vehicle miles traveled (VMT) in the travel demand model. The model does not have the capability to substantially change travel behavior, which is need to reduce VMT. The MPO has several measures of safety and racial equity and is working to improve those measures and add similar measures.

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

Response: The MPO's Comprehensive Transportation Plan (CTP) has pedestrian, bicycle or sidepath project along Dearborn Dr, Cheek Rd and S Alston Av. The MTP development process created several different scenarios but was not able to reduce the 2050 vehicle miles traveled (VMT) in the travel demand model. The model does not have the capability to substantially change travel behavior, which is need to reduce VMT. The MPO has several measures of safety and racial equity and is working to improve those measures and add similar measures.

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

Response: The MPO's Comprehensive Transportation Plan (CTP) has pedestrian, bicycle or sidepath project along Dearborn Dr, Cheek Rd and S Alston Av. The MTP development process created several different scenarios but was not able to reduce the 2050 vehicle miles traveled (VMT) in the travel demand model. The model does not have the capability to substantially change travel behavior, which is need to reduce VMT. The MPO has several measures of safety and racial equity and is working to improve those measures and add similar measures.

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).

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.

Matthew Johnson

Response: The MPO's Comprehensive Transportation Plan (CTP) has pedestrian, bicycle or sidepath project along Dearborn Dr, Cheek Rd and S Alston Av. The MTP development process created several different scenarios but was not able to reduce the 2050 vehicle miles traveled (VMT) in the travel demand model. The model does not have the capability to substantially change travel behavior, which is need to reduce VMT. The MPO has several measures of safety and racial equity and is working to improve those measures and add similar measures.

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.

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.

Oscar Gomez

Response: The MPO's Comprehensive Transportation Plan (CTP) has pedestrian, bicycle or sidepath project along Dearborn Dr, Cheek Rd and S Alston Av. The MTP development process created several different scenarios but was not able to reduce the 2050 vehicle miles traveled (VMT) in the travel demand model. The model does not have the capability to substantially change travel behavior, which is need to reduce VMT. The MPO has several measures of safety and racial equity and is working to improve those measures and add similar measures.

Mr. Andy Henry,

Ask 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.

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.

Austin Harper

Response: The MPO's Comprehensive Transportation Plan (CTP) has pedestrian, bicycle or sidepath project along Dearborn Dr, Cheek Rd and S Alston Av. The MTP development process created several different scenarios but was not able to reduce the 2050 vehicle miles traveled (VMT) in the travel demand model. The model does not have the capability to substantially change travel behavior, which is need to reduce VMT. The MPO has several measures of safety and racial equity and is working to improve those measures and add similar measures.

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

Response: The MPO's Comprehensive Transportation Plan (CTP) has pedestrian, bicycle or sidepath project along Dearborn Dr, Cheek Rd and S Alston Av. The MTP development process created several different scenarios but was not able to reduce the 2050 vehicle miles traveled (VMT) in the travel demand model. The model does not have the capability to substantially change travel behavior, which is need to reduce VMT. The MPO has several measures of safety and racial equity and is working to improve those measures and add similar measures.

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.

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.

Elyse M Keefe

Response: The MPO's Comprehensive Transportation Plan (CTP) has pedestrian, bicycle or sidepath project along Dearborn Dr, Cheek Rd and S Alston Av. The MTP development process created several different scenarios but was not able to reduce the 2050 vehicle miles traveled (VMT) in the travel demand model. The model does not have the capability to substantially change travel behavior, which is need to reduce VMT. The MPO has several measures of safety and racial equity and is working to improve those measures and add similar measures.

12/7/21

Dear Mr. Henry,

I am providing my comments on the proposed 2050 transportation plan.

1. Please move the Hebron Road extension to the highest priority. I am an African American and I am a resident of the Old Farm community. We feel like we are being encroached upon by the construction of the new Northern High School. Current plans are connecting our neighborhood to the school with a road which Durham Public Schools intends on running 56 school busses daily down Seven Oaks Road to reach Roxboro Road . This Hebron Road Ext in my opinion should have been included in the construction cost of the overall school. But it wasn't. To protect this predominately African American community this road must be built before the high school opens in 2023. The school busses must then be diverted to this new road.

Response: The 2050 MTP does not specifically prioritize projects but the plan does indicate the decade in which the project is expected to be operational. Although the DCHC MPO is not directly involved in the development review process for the new school, staff understands that North Carolina state law limits the responsibility of public school districts to fund or build public roads.

2. I don't foresee the NCDOT approving road funds that will make traffic worse. Many of the road widenings and freeway conversions proposed in previous plans have been eliminated in this plan. The plan to convert the Durham Freeway to a Boulevard reduces the road capacity at the same time our Downtown area jobs are growing and jobs at Duke University are growing. Why would you think NCDOT would spend millions of dollars to make 147 traffic worse? Around the nation cities that are removing freeways are doing so because of reduced demand.

Response: The DCHC MPO goals to minimize climate change and ensure equity support the designation of a roadway modernization for key travel corridors such as NC 147

3. I believe many of the proposed projects will score low compared to other more impactful project in rural areas around the state. Such as new interstates. Thus, road funding that would go to our roads will be redistributed across the state. This MPO will be a donor to NCDOT funds and will receive little benefits.

Response: The prioritization process that helps to select projects for funding in the State Transportation Improvement Plan (STIP) rewards projects with high congestion and high traffic volume. These two attributes occur much more in urban, rather than rural, areas.

4. The more time spent in traffic=more energy used in commutes= Larger Carbon Footprints

Thank You,

Clarence Rogers

Dear Mr. Henry,

I support the 2050 MTP Preferred option for de-emphasizing highway widening and to create an equitable transportation environment. some things that i would like to see prioritized are:

- Commuter Rail transit. commuter rail transit between durham, RTP, and raleigh to increase regional connectivity.
- Improvement of streets to enable cycling trips.
- greater connectivity of streets and neighborhoods. this includes modern traffic solutions like better interchanges and roundabout intersections.
- de-emphasize highway widening

Steve

Mr. Andy Henry,

Hi, I'm writing in support of Bike Durham's letter (below) regarding the 2050 Plan Preferred option with their recommendations for improvements. I would like to also add to their comments that any expansion of freeway lanes need to *only* be for HOV or bus lanes. Adding additional car lanes will only make traffic worse. I particularly commend the plan to converting freeways (namely 70, 15-501 and 147) into boulevards to improve livability and accessibility along these corridors.

Thank you,

James

Response: The addition of general purpose lanes on I-40 and I-85 in Orange County are not HOV or bus lanes. Several key transit corridors, such as US 15-501, NC 147 and segments of I-40, are designated as bus rapid transit (BRT), which could include bus-only lanes.

Hi Andy,

Please consider the following comments on the MTP:

U-5774J – If the NC 54 "modernization" project includes widening of the lanes, this is not needed as current traffic counts do not require additional lanes. However, bike lanes and sidewalks are desperately

needed soon. Foot traffic and cycling is popular and required by the lower income developments in the area.

Sedwick Road – A side path for pedestrians and bicycles is needed. During an MPO meeting, an elected official commented he received many requests for this update. The section between Revere Rd and Hwy 55 is a major corridor between the Parkwood neighborhood and the Greenwood Commons Shopping Center where the South Durham Farmers Market and other area attractions are located.

Please let me know if you need more details about these comments.

Thanks,

Amanda and Michael

Response: Modernization in the 2050 MTP is not understood to mean the addition of travel lanes. The MPO's Comprehensive Transportation Plan (CTP) includes bicycle lanes on Sedwick Road.

Hello Andy,

My comments on the released MPO plan are as follows.

1) I was disappointed to not see more about how paratransit would be improved across county lines in the region.

Response: Chapter 7 in the 2050 MTP report includes support for additional paratransit and micro-transit services, and directs readers to the county transit plans for details of this support.

2) I love that there is not a large emphasis on expanding on highway lanes

3) I dislike that DEDICATED highway lanes between Orange, Durham and Wake County were not designated for a high quality Bus Rapid Transit System. BOSS is not enough for a high quality regional BRT system. We already have DOT projects on 147 and 40 that could be utilized for buses if we plan on that now and would yield a high quality BRT for less money if we take advantage of the opportunity.

Response: Several key transit corridors, such as US 15-501, NC 147 and segments of I-40, are designated as bus rapid transit (BRT), which could include bus-only lanes.

4) Our commuter rail vision is too small. It should include more counties and should be funded mainly via state tax dollars through a state level appropriation and not via the Durham Transit Tax. This will provide transit connections to those that are being pushed out from Durham, Wake and Orange county housing that is unaffordable. Adding a commuter rail through an already unaffordable corridor will increase displacement in naturally occurring affordable housing units.

Aidil Ortiz

Response: The Greater Triangle Commuter Rail Study is ongoing and will determine the viable market for commuter rail and how the infrastructure and operations might be funded. If the conclusions of that study vary significantly from the 2050 MTP, the MTP can be amended.

Dear Andrew

I support the Preferred Option of the 2050 MTP. Our region should prioritize people and not automobiles - biking, walking and transit - to support goals to improve the health of residents and the planet.

in addition, as a resident of Orange County, I do not support widening of I - 85 and other arterials, and instead support more investment in transit, biking and walking in the county.

best

Alyson West

Response: The I-85 widening in Orange County does not come at the expense of potential transit, bicycle and pedestrian projects. The roadway and non-roadway project have separate funding sources, and thus the deletion of the I-85 widening would not enable the MPO to add additional non-roadway projects to the 2050 MTP.

Mr. Andy Henry,

To the DCHC Board and staff,

As a Durham resident and professional urban planner, I strongly support the multimodal direction of the 2050 Plan Preferred Option. As noted by others, I would like to see more aggressive action to meet the goals 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.

I support prioritizing LOCAL transit improvements over expensive vanity projects that transit riders have not asked for, specifically commuter rail.

I support prioritizing projects to improve accessibility in predominantly Black and Latino neighborhoods including Bragtown, Merrick-Moore, and South Alston Avenue south of NCCU.

I support future improvements to substantially reduce vehicle miles traveled per capita and the inclusion of accessibility measures to assess disparities in safety and access based on demographic characteristics like race and income.

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

Most Sincerely,

Caroline Dwyer, AICP

Caroline Dwyer

Response: The Greater Triangle Commuter Rail Study will determine the feasibility and support for commuter rail, and the MPO's MTP will reflect the implementation schedule from the Study (assuming DCHC MPO Board approval). The MPO's Comprehensive Transportation Plan (CTP), which depicts local plans, has pedestrian, bicycle or sidepath projects in Bragtown, Merrick-Moore, and S Alston Av south of NCCU. The MTP development process created several different scenarios but was not able to reduce the 2050 vehicle miles traveled (VMT) in the travel demand model. The model does not have the capability to substantially change travel behavior, which is need to reduce VMT. The MPO has several measures of safety and racial equity and is working to improve those measures and add similar measures.

Dear Andrew et al,

Thanks to you and to the rest of the DCHC-MPO for designing a 2050 plan that is more in tune with the MPO's goals for addressing the climate emergency, equity, and reducing VMTs.

Overall, I think this plan comes much closer to what the MPO board asked for. I only have a few specific comments, the others are general.

Since improving bicycle and pedestrian infrastructure is one of the MPO's goals, the MPO should install several bike/ped counters to measure traffic before and after improvements have been made.

Response: The Durham-Chapel Hill-Carrboro MPO participates in the North Carolina Non-Motorized Volume Data Program, which means that there are a few bicycle and pedestrian counters located on multi-use paths and sidewalks and on-road bikes lanes in Durham, Chapel Hill, and Carrboro. More information is at <https://itre.ncsu.edu/focus/bike-ped/nc-nmvdv/>. We are also exploring the use of "big data" from smartphones as sensors to measure bike and foot traffic.

There are some widening projects on here that I wish were not. If lanes must be added to an interstate, they should be "bus/HOV only" lanes (move more people, not just more cars). Better still would be to reappropriate some of the vast amounts of pavement already there to do this.

Response: Orange County planners and elected officials felt strongly that the roadway widening projects were needed, so MPO staff included those projects in the 2050 MTP.

All of the new roads shown (in Hillsborough and elsewhere), as well as roads labeled for modernization, should be Complete Streets. The legend and report should indicate that.

Response: The 2050 MTP report is clear that all roadways shall be complete streets unless there are extenuating circumstances, e.g., access-limited highway.

As more and more growth happens in our urban centers, other forms of travel are proving to be far more efficient than the car. We must be working to build seamless regional and local connections. Even if state funding doesn't currently exist, that is where we need to be ready when funding comes.

Telecommuting has proven to be a valid way to work. Brick and mortar retail is being overwhelmed by online shopping. Professional organizations are rethinking their in-person annual meetings. Cars, even before they become autonomous, COULD be built with (existing) technology that would keep them all flowing at the same (posted) speed, which would reduce congestion greatly. All of which is to say, it is impossible to imagine how trends will develop in the next decade, let alone the next three decades.

Response: MPO staff agree that the impact of changing technology and work culture on travel behavior, infrastructure, and services is difficult to anticipate. The MPO updates the MTP every four years, so as these impacts come into focus, the MTP can be updated and amended appropriately.

Through a combination of incentives and smart development and spending, our area can reduce VMTs. When that happens, our current road capacity will serve us better and will remove or drastically reduce our need for any road widenings.

It is tempting to submit projects that are popular with NCDOT's scoring process so that our area can "get its share", but if those projects run counter to the DCHC-MPO's goals, then they really aren't benefiting anyone.

Thank you again for all of the work that was put into this new plan.

Sincerely,

Heidi

I 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. I 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. I 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. This is necessary to minimize vehicle miles traveled with the associated greenhouse gasses, conventional air pollutants and sprawl acceleration.

Melissa McCullough

Chapel Hill, NC

Response: Orange County planners and elected officials felt strongly that the roadway widening projects were needed, so MPO staff included those projects in the 2050 MTP.

Hello, I am writing to request a support for the projects including in the in 2050 plan.

- I fully support the widening projects along I-85/I-40 in Orange County, NC 751/Fayetteville Road in southern Durham and the conversion of Duke/Gregson Street into one-way pairs.
- Widen NC 751/Fayetteville Road to include bus pullouts and shelters and bike lanes similar to other widening projects across the Durham and Chapel Hill. These projects should include priorities signals for transit similar to what is now at Odyssey Drive and NC 55.
- Rebuild NC 147 as a boulevard of parkway style project similar to the Salem Parkway project in Winston-Salem.
- Beltline Trail should be constructed to provide an additional trail connection to the Durham Greenway system north of downtown.
- Martin Luther King Parkway extended to from NC 55 to Cornwallis Road to remove the zig zap pattern that exist between Cornwallis Road.
- Extend the Third Fork Creek Trail from MLK to Cornwallis Road to connect with other trails in Durham Greenway system.
- Plan for S. Durham Transit Station similar to the proposed Wellons Village Transfer Station. I would suggest the South Square area for the location.
- Convert MLK into a rapid Transit corridor or increase transit services along MLK connecting South Square to RTP.

This is very impressive plan capable of meeting Durham's short term and long term needs.

Thanks!

Phillip

Response: The 2050 MTP includes most of these suggested projects either explicitly as a listed roadway or major transit project, or implicitly as part of the funded category of bicycle, pedestrian, and transit investments. Any specific bicycle, pedestrian or transit project, such as multiuse paths or bus stations, are commonly planned at the local level by municipalities, counties or transit systems, and then become part of the MPO's MTP and/or CTP.

Dear Andrew Henry,

I submitted comments regarding the "Preferred Option" of the 2050 MTP a few weeks ago, but recently learned that there has been an initiative to alter the preferred option in a significant way.

I strongly oppose an effort to widen I-85 in Orange County. They will increase vehicle miles traveled, threaten needed bike and pedestrian improvements, and reduce our capacity to address transportation-related challenges in the region.

lease remove these changes from the preferred option, which were added after the public comment period was opened.

Warm regards,

Martin Johnson

Response: Orange County planners and elected officials felt strongly that the I-85 was needed so MPO staff included that project in the 2050 MTP.

MPO Board,

I applaud your request to staff to develop an alternative option to more seriously attempt to address the adopted goals and objectives. The preferred option is much, much better than the previous alternatives, although it is distressing that it required that extra step. All options that the MPO board considers should directly attempt to address the goals and objectives so that the Board has actual choices.

While I support the Vision option over the previous alternatives, it should also be directly clear from the staff's analysis that it does not satisfy the goals and objectives. Climate change is a real and urgent crisis. The situation is an emergency and transformative changes are necessary and must begin immediately. While less directly harmful than some previous transportation plans in this region, this plan does not go nearly far enough.

To take the most egregious example, the plan includes multiple highway *widening*s in Orange County. At enormous taxpayer expense (these are the largest line items in the entire highway and streets listings), these projects will actively increase sprawl, vehicle traffic, pollution, injuries and deaths. This is much worse than waste, it is waste that is directly harmful to our communities. These proposed projects are appalling, and must be removed, not only because that enormous amount of money is needed for the beneficial projects that will improve mobility and safety, but because these widenings will subsidize and lock in additional carbon emissions for decades.

While the Orange County highways are obviously the most harmful, it is clearly time to systematically stop extending and widening roads throughout the region except as strictly necessary for bus-only usage. Durham County projects seem less bad than in the past, but, for example, extending Woodcroft Parkway by only 1000 feet (connecting roads that are already connected!) will cost almost \$4 million that could instead be directed to beneficial projects.

As a result of the presence of these harmful projects and the lack of urgency in shifting to bike, pedestrian and transit usage, the preferred option only slightly decreases the VMT per capita compared to no build scenarios. SOV mode share is expected to barely decrease. While those outcomes are better than seeing per capita VMT and single-occupancy vehicle use continue to increase without end, it does not seriously address the urgent situation. Waiting until 2040 to ramp up funding of bike and pedestrian projects is absurd and irresponsible. Reports show that public transit use must at least double by 2030 in order to have any chance of meeting a 1.5° goal; this plan shows transit mode increasing from 5.5% to only 7% of trips by 2050. If the MPO approves the preferred option as is, it must direct staff to begin revisions immediately that will make more transformative changes and do so sooner.

I am confident that advocates could provide additional references or testimonials if the MPO or staff have not yet fully accepted the reality of the climate crisis or the need for urgent changes in transportation.

Sincerely,

Nick Doty, Ph.D.

Response: Orange County planners and elected officials felt strongly that the Orange County roadway widenings were needed so MPO staff included those projects in the 2050 MTP. The Woodcroft Parkway Extension will help relieve traffic congestion in an area that includes a large public high school. The area has few, if any, possibilities to create a grid roadway network and distribute the trips in the traffic bottleneck because of wetlands and streams. Staff is aware that even with a major shift in investment from roadways to non-roadway transportation facilities, VMT remains high and mode share changes relatively little.

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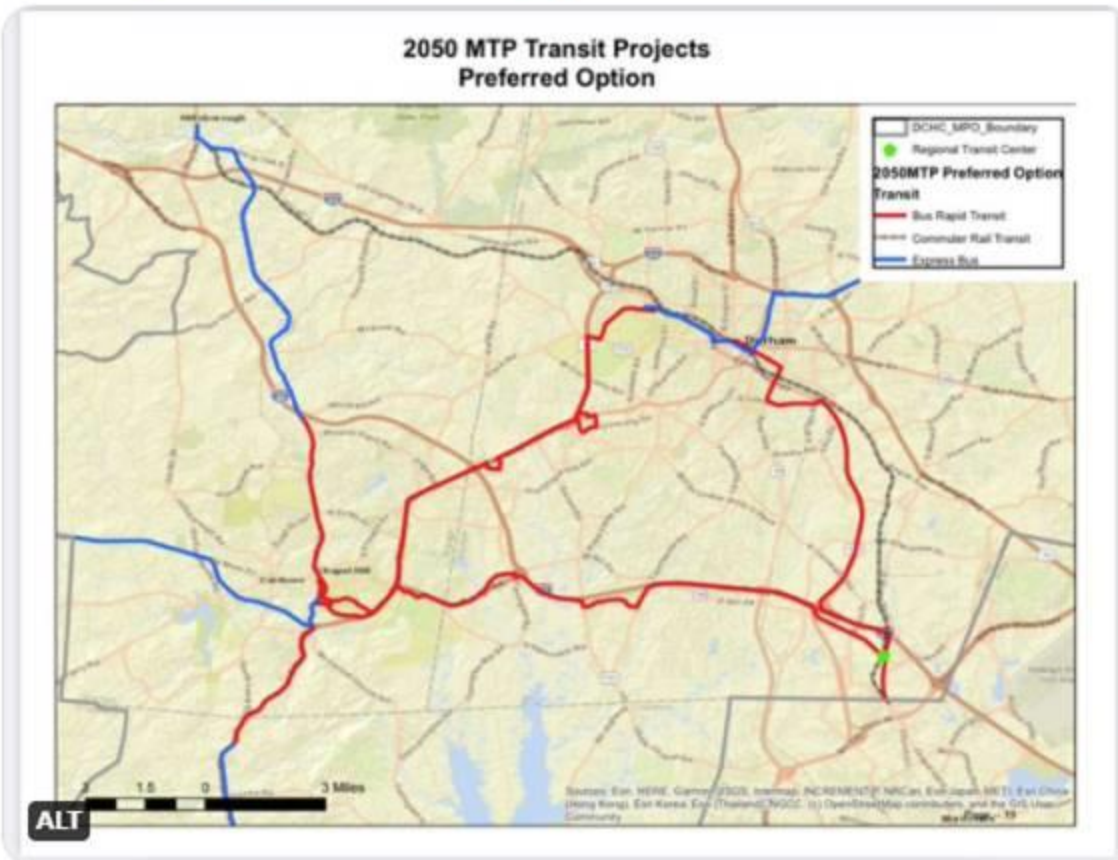
CityofDurhamNC
@CityofDurhamNC



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:
dchcmo.org/what-we-do/pro...



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