

2050 MTP Amendment #1 and Air Quality Report

Compilation and Summary of Public Comments (7/31/23)

Background

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) released Amendment #1 to the 2050 Metropolitan Transportation Plan (MTP) and the corresponding Air Quality Conformity Determination Report (AQ CDR) for a public comment period from Tuesday, June 27 through Monday, August 7, 2023. The MPO notified the public concerning this opportunity through social media, local government public affairs notices, newspaper ads, and an MPO email contact list. The public was encouraged to provide their comments through an online survey or by email. For more information on the details of Amendment #1 and the AQ CDR, and on opportunities to address the DCHC MPO board, see the following web pages:

Amendment #1: [2050 Metropolitan Transportation Plan | Durham Chapel Hill Carrboro MPO, NC \(dchcmo.org\)](https://www.dchcmo.org/2050-Metropolitan-Transportation-Plan-Durham-Chapel-Hill-Carrboro-MPO-NC)

AQ CDR: [Air Quality Conformity | Durham Chapel Hill Carrboro MPO, NC \(dchcmo.org\)](https://www.dchcmo.org/Air-Quality-Conformity-Durham-Chapel-Hill-Carrboro-MPO-NC)

Use the following links to leave a comment in the survey:

Spanish: [Enmienda # 1 al 2050 MTP y Informe de Determinación de Conformidad de Calidad del Aire \(office.com\)](https://www.dchcmo.org/Enmienda-1-al-2050-MTP-y-Informe-de-Determinacion-de-Conformidad-de-Calidad-del-Aire)

English: [2050 Metropolitan Transportation Plan \(MTP\) Amendment #1 & Air Quality \(AQ\) Conformity \(office.com\)](https://www.dchcmo.org/2050-Metropolitan-Transportation-Plan-MTP-Amendment-1-Air-Quality-AQ-Conformity)

Comment Compilation

There is a compilation of the 87 comments received as of July 31, 2023, starting on page 3 of this document.

Comment Summary

Almost all comments ask the board to reject proposals to widen I-40 and NC 55 because it would increase traffic and carbon emissions. They believe the NCDOT should use other strategies such as increasing transit service, replacing traffic signals with modern roundabouts, implementing operational improvements like ramp metering, in some cases funding more bicycle and pedestrian projects, and several other alternatives. Some respondents believe that these alternatives will allow the MPO to reach its goals of zero carbon emissions, zero deaths and serious injuries, and zero racial disparity.

The remaining comments can be summarized as follows:

- A respondent endorsed Riverwalk and train station in Hillsborough;
- a few respondents asked to keep US 70 as a limited access freeway to avoid increased congestion higher air pollution from idling vehicles;

- a respondent wants to add lanes to I-885 between NC 147 and I-40; and,
- a respondent wants a shift to human-powered modes of transportation to address climate change.

DCHC MPO -- Public Comments 2050 MTP Amendment #1 and AQ CDR

Full Comment	Name
Sad that this won't be happening until 2040/2050 but I'm glad this is being prioritized!	Thomas, Jordan
I endorse engineering and construction of Riverwalk Trail to the Eno Mountain State Park. I endorse construction of a Hillsborough platform building, and parking for the train, and I encourage speeding up this high priority project especially in light of construction planned for I85 and I40.	Eidenier, Betty
There should be no widening at all. All ROW's should be rebuilt to reduce space for private autos as well as reducing speed of autos. Funds should be used for separated, safe, bicycle and walking spaces.	Mathess, Scotty
US 70 should remain a limited access freeway (the original option developed by NCDOT) This entire process of the MPO not even mentioning the NCDOT option for residents to choose is a gross misuse of its authority, taxpayers money and would result in more traffic congestion and higher air pollution from idling vehicles. The discussion at Carolina Arbors proved the MPO doesn't care about what the people want only to impose their will.	Knill, Stephen
I believe we should reject the proposals to widen I-40 between NC55 and the Durham Freeway (NC 147), and to add a southbound lane to NC55 . These will increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering. The goals that they set for 2050 are critical, and these proposals are inconsistent with meeting those goals.	Dan Hoffman
PLEASE REJECT the proposals to widen I-40 between NC55 and the Durham Freeway (NC 147), and to add a southbound lane to NC55 . These will increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering. The goals that they set for 2050 are critical, and these proposals are inconsistent with meeting those goals.	Judy Liu
We should absolutely not widen highways in the Triangle, which has been shown very clearly to increase traffic, emissions, without any benefit (e.g., congestion does not change). We should pursue transportation infrastructure that does not require car ownership and reduces our carbon footprint.	Von Wald, Ian
Please reject the proposals to add a southbound lane to NC55 and widen I-40 between NC55 and NC 147 (Durham Freeway). Please consider moving towards roundabouts in place of traffic signals and working to improve public transit services in these areas instead.	Hill, Shelby
I am asking the Regional Transportation Planning Organization Board to reject the proposals to widen I-40 between NC55 and the Durham Freeway (NC 147), and to add a southbound lane to NC55 . These will increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering.	Ni Mi
reject the proposals to widen I-40 between NC55 and the Durham Freeway (NC 147), and to add a southbound lane to NC55 . These will increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering. The goals that they set for 2050 are critical, and these proposals are inconsistent with meeting those goals.	Stolka, Kurt
I do not support widening of 147, 40, or 885. We need better solutions because although this may work now, the work won't be completed for many years. By that time it's no longer a solution. Case in point: 885. It's a mess and makes traffic awful.	bontrager, natalie
Increasing lanes on roadways will only lead to more cars and other ICE vehicles on the roadways. Better to put that money into alternate transit. With the Climate Emergency cooking the world and our Triangle air quality decreasing almost daily, this is an ill-conceived bit of "that's what we've always done." We need to find new and better ways to solve these issues. Thank you for spending the time considering alternate proposals. Change is hard, but necessary for future generations.	Smythe Richbourg
Reject the proposals to widen I-40 between NC55 and the Durham Freeway (NC 147), and to add a southbound lane to NC55 . These will increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering. The goals that they set for 2050 are critical, and these proposals are inconsistent with meeting those goals.	Michelle Sharpe

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Full Comment	Name
<p>Don't widen I-40 and NC-55 simply to add more single occupancy vehicle traffic. We keep wasting money on roads that don't alleviate our issues and are expensive to maintain. Funding should instead be focused on solving our transportation problems with effective solutions like transit. Maybe instead dedicate an existing lane to better transit service and increase funding so we can have regular and rapid bus service.</p>	Perelstein, Christopher
<p>I urge you to reject the plan amendment. Widening these roads by adding lanes will only serve to increase car traffic in the long run, thereby further adding carbon emissions. It will also contribute to a decline in safety for pedestrians, cyclists, and drivers.</p>	Farrell, Matthew
<p>Instead of focusing on highway widening, please think about more environmentally conscious efforts, such as improving bike/pedestrian infrastructure, roundabouts, etc. You might also think about placing the money that would be used on these widening efforts into better public transportation around the corridors so that less people will commute in their own vehicles-which could help solve the problem you are currently working towards</p>	
<p>reject the proposals to widen I-40 between NC55 and the Durham Freeway (NC 147), and to add a southbound lane to NC55 . These will increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering. The goals that they set for 2050 are critical, and these proposals are inconsistent with meeting those goals.</p>	Nancy Cix
<p>I am opposed to the proposals to widen I-40 between NC55 and the Durham Freeway (NC 147) and to add a southbound lane to NC55. This will increase traffic in the long-run, increasing carbon emissions at a time when temperatures are at record highs and continue to be. Instead I support increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering or revised lane striping plans on these corridors. This will allow the agency to reach their goals of zero carbon emissions, zero deaths and serious injuries, and zero racial disparity of access by 2050.</p>	Peter Whitehead
<p>Please reject the proposals to widen I-40 between NC55 and the Durham Freeway (NC 147), and to add a southbound lane to NC55 . These will increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering. The goals that they set for 2050 are critical, and these proposals are inconsistent with meeting those goals.</p>	Simpson, Allison
<p>I oppose widening I40, I885, and especially downtown Durham's 147. More lanes brings more pollution. Hwy 147 split Durham. We should be reclaiming that space from the cars through urban highway removal. Highway widening is a clear example of 'if you build it, they will come'. Let's not build it. Encourage flex schedules, bus rapid transit, bike lanes, etc.</p>	Hona Lee Harrington
<p>I oppose widening these roads because they will increase traffic and emissions. They are these proposals will prevent achieving the 2050 climate goals. I recommend alternatives such as increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering.</p>	Lee, Judith Yaross
<p>Dear DCHC MPO Regional Transportation Planning Organization Board, I am writing to express my strong opposition to the NCDOT proposals to widen I-40 between NC55 and the Durham Freeway (NC 147), and to add a southbound lane to NC55. Widening I-40 and NC55 will only lead to more traffic. As more people drive, the roads will become more congested, and the extra lanes will quickly become filled. This will lead to increased emissions, as cars will be idling in traffic for longer periods of time. It will also make it more difficult for emergency vehicles to get through, and it will increase the risk of collisions, deaths and serious injuries. There are better ways to improve traffic flow in the area. The NCDOT could support increased transit service in the corridors. This would give people more options for getting around, and it would reduce the number of cars on the road. The NCDOT could also replace traffic signals with modern roundabouts. Roundabouts are more efficient than traffic signals, and they can reduce congestion and emissions. Finally, the NCDOT could use operational improvements like ramp metering to manage traffic flow. The DCHC MPO has set ambitious goals for 2050 to reduce greenhouse gas emissions, improve air quality, and make the transportation system more equitable. Widening I-40 and NC55 is not consistent with these goals, and I urge you to reject these proposals. Instead, I urge you to support strategies that will improve traffic flow without increasing emissions or making the transportation system less equitable. Thank you for your time and consideration. Sincerely,</p>	Bradway, David

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Reject the proposals to widen I-40 between NC55 and the Durham Freeway (NC 147), and to add a southbound lane to NC55 . These will increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering. The goals that they set for 2050 are critical, and these proposals are inconsistent with meeting those goals.	Hamre, Sjur
I urge rejecting proposals to widen I-40 between NC55 and the Durham Freeway (NC 147), and to add a southbound lane to NC55 . These will increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering.	Peterchev, Angel
Do not widen any highways. The billions of dollars spent on one more lane could instead create an entire transit service. And cars are the main source of air pollution in cities.	Faulconer, John
Please don't widen I-40 147 or other highways in Durham. Instead please invest in non-car-centered transit, like increased bus route and frequency, light rail, and biking/walking paths. Increasing car capacity at a time when our planet is experiencing record heatwaves is moving the wrong direction	Kratz, Megan
Please reject the proposals to widen I-40 between NC55 and the Durham Freeway (NC 147), and to add a southbound lane to NC55 . These will increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering. The goals that they set for 2050 are critical, and these proposals are inconsistent with meeting those goals.	Porter, Emily
reject the proposals to widen I-40 between NC55 and the Durham Freeway (NC 147), and to add a southbound lane to NC55	Faulconer, Jessica
reject the proposals to widen I-40 between NC55 and the Durham Freeway (NC 147), and to add a southbound lane to NC55 . These will increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering. The goals that they set for 2050 are critical, and these proposals are inconsistent with meeting those goals.	Dorough, Adeline
Reject the proposals to widen I-40 between NC55 and the Durham Freeway (NC 147), and to add a southbound lane to NC55 . These will increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering. The goals that they set for 2050 are critical, and these proposals are inconsistent with meeting those goals.	Riley Steinmetz
REJECT proposals to widen I-40 between NC55 and the Durham Freeway (NC 147). Instead focus on measures that will make pedestrians and cyclists safer on our streets, and increase public transit. Giving up more room to cars will make our city nosier, dirtier, and less safe. More lanes increase congestion, they do not reduce it. https://rmi.org/more-lanes-do-not-mean-less-traffic/	Ptak, Emma
As a resident of downtown Durham, I would urge the board to reject the proposals to widen I-40 between NC55 and the Durham Freeway (NC 147), and to add a southbound lane to NC55 . These will increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering. The goals that they set for 2050 are critical, and these proposals are inconsistent with meeting those goals.	Schreiber, Tanya
Please add lanes to 885 between I-40 and 147 split. Traffic is horrendous. Also please make highway 70 a true interstate highway. Also please resurface I-40 in Durham.	Allen, Joshua
please reject widening highways including I-40 and the Durham freeway. It has been shown countless times that adding lanes does not reduce or ease traffic in the long term and other holistic options should be considered.	mazzarelli, steven
Please reject the proposals to widen I-40 between NC55 and the Durham Freeway (NC 147), and to add a southbound lane to NC55 . These will increase traffic in the long-run, increasing carbon emissions.	Kleysteuber, Alexa
reject the proposals to widen I-40 between NC55 and the Durham Freeway (NC 147), and to add a southbound lane to NC55 . These will increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering. The goals that they set for 2050 are critical, and these proposals are inconsistent with meeting those goals.	Pikaart, Ed

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Full Comment	Name
Please reject the proposals to widen I-40 between NC55 and the Durham Freeway (NC 147) and to add a southbound lane to NC55. Please focus on improving public transportation in the area so fewer people need to drive.	Nasta, Ansh
DO NOT make even more room and invest even more money in cars and trucks transport when so much of our infrastructure is already incomplete and failing in communitates that have long been without services. WE NEED TO MOVE AWAY from prioritizing single person gas powered vehicles and start looking more at sustainable transportation and SAFE non motorized transportation for all. Bikes, scooters, ebikes, electric buses and TRAINS need to be the focus if we are going to thrive and cooperate with each other, nature and excel at saving the actual planet we need to do so. Get serious about climate change and improving what is already broken and in need of support FIRST.	Goyette, Noah
Road widenings in these areas will not solve the underlying issue, which is that the growth of our region happens in a decentralized fashion but commuter destinations and similar destinations are centralized. Other metropolitan areas have shown the result of a strategy that focuses on widening already wide roads, notably Los Angeles - the resulting gridlock has no good solution. Any improvements that facilitate local traffic (bike, pedestrian) or transit should be made, given the reality that in the current roadscapen one-mile commutes can be drastically simpler by car than by other means in most of the Triangle. A different strategy than widening our already very generous roadways should be pursued for other needs.	Volker Blum
We must acknowledge that we are responsible for the existential climate crisis and we are likewise responsible for mitigating the impacts of climate change for ourselves and future generations. As you know, the transportation sector is a primary contributor of CO2 emissions and other pollutants and we must change the current paradigm to make substantive reductions in transportation-related emissions. How might we accomplish this? By shifting our emphasis to alternative human-powered modes of transportation (such as walking and cycling) and adjusting our budget targets to include building safer infrastructure for all users. For example, a few easy-to-implement projects include eliminating stoplights and installing modern roundabouts, installing ramp metering, and creating safe bicycle and pedestrian pathways. Longer term initiatives would center public transit systems, encourage more efficient electric vehicles and charging infrastructure, and the promote the use of common spaces (such as highway medians and adjacent land) for renewable energy generation. We know that widening our highways only creates new traffic – and new traffic will only make our current situation worse. Please focus your efforts on change that creates solutions to make our world better. We’re depending on you to do the right thing!	Baldwin, Bes
Please do not expand roads. Please working on expanding access and throughput within existing footprints. Increased public transportation (buses), Alternate transport (bike lanes, sidewalks), and flow improvements (roundabouts, on ramp metering, etc).	Boyarsky, Sam
Increasing highway lanes does not reduce traffic.. it just increases demand! This metro is way behind the world and even the country on sustainable transit	Sprague, Kaitlyn
hese will increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering. The goals that they set for 2050 are critical, and these proposals are inconsistent with meeting those goals.	Johnston, Kenzie
Holloway st makes sense. But, the highway 55 lane addition is outrageous. Either the estimate is in Yen or you must have gotten the decimal place wrong, because 5,299,000 DOLLARS makes no sense for .25 miles of one extra lane. ppl already drive on the dirt there, it can't possibly cost 7 digits to pave and paint that area. As a cyclist, i see no reason anyone needs a mixed use lane there. nobody is cycling to the interstate exchange. A pedestrian/bike use median would make far more sense for ppl in the hotels on 55 to get to meridan businesses/offices. Furthermore, there are over 500 new housing units on 55 between meridian and riddle road with no safe way to commute to RTP, meridian, Cary office parks, or even the ATT via cycling. I think this project should have a much lower priority and should be held off either indefinitely OR until we have more affordable green technologies	Wakeman, Jason

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Full Comment	Name
As a Durham resident, I strongly oppose the proposal to widen I-40 and NC-55. The proposed project is fundamentally at odds with the need to reduce carbon emissions to avoid the worst impacts of climate change. It is also self-defeating. There is overwhelming scientific evidence that widening highways only leads to more traffic, through the phenomenon of induced demand. Adding car lanes is the least effective way to accommodate future growth, and provides the least benefit for the public dollars expended. Instead, the MPO should be making investments in public transit that will enable residents to travel more efficiently throughout the region without the need for a car.	Stehlin, John
Please reject the proposals to widen I-40 between NC55 and the Durham Freeway (NC 147), and to add a southbound lane to NC55 . These will increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering. The goals that they set for 2050 are critical, and these proposals are inconsistent with meeting those goals.	Thomas, Jordan
Please reject the proposal to widen I-40 between NC55 and the Durham Freeway. More effort should be made to incorporate roundabouts in the MTP.	Jenniches, William
I reject the proposals to widen I-40 between NC55 and the Durham Freeway (NC 147), and adding a southbound lane to NC55.	Sperkacz, Marco
Please do not add lanes to the existing roads mentioned. We need alternatives to automobiles; we don't need to encourage auto traffic. This will impact the quality of life for all in the area.	Joani
The regional transportation planning organization board to reject the proposals to widen I-40 between NC55 and the Durham Freeway (NC 147), and to add a southbound lane to NC55 . These will increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering. The goals that they set for 2050 are critical, and these proposals are inconsistent with meeting those goals.	Scarborough, Samuel
Please reject the proposals to widen I-40 between NC55 and the Durham Freeway (NC 147), and to add a southbound lane to NC55 . These will increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering. These proposals are inconsistent with meeting the MTP's 2050 goals.	Wang, Felicia
Please reject the proposals to widen I-40 between NC55 and the Durham Freeway (NC 147), and to add a southbound lane to NC55 . These will increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering.	Anne Vinluan
It is proven time and again that adding lanes online increases traffic and decreases air quality. Stop the insanity!	
I ask that you reject the proposals to widen I-40 between NC55 and the Durham Freeway (NC 147), and to add a southbound lane to NC55 . These will increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering. The goals that they set for 2050 are critical, and these proposals are inconsistent with meeting those goals.	Miele, Andrea
Please reject the proposals to widen I-40 between NC55 and the Durham Freeway (NC 147), and to add a southbound lane to NC55 . These will increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering. The goals that they set for 2050 are critical, and these proposals are inconsistent with meeting those goals.	Grandl, Robin
Hello MPO members, I appreciate and strongly support the 2050 goals for regional transportation. In concert with them, and for all the reasons you adopted them, please reject the MTP proposals to widen I-40 between NC55 and the NC 147, and to add a southbound lane to NC55 . Given the necessity to reduce emissions and traffic, instead lets invest limited resources to increase much-improved transit service, and make operational improvements I think any added lanes should be for BRT. If drivers have to sit in line watching the BRT whizzing by and we can make it cost less than parking and cars, we can reduce car travel Thank you	Blum. Lanier

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Full Comment	Name
The proposed auxiliary lane projects at the I-40/I-885 and I-40/NC 55 interchange will only lead to more traffic, more air pollution and worse economic, social, and environmental outcomes for our community. This money would be much better spent on bike, pedestrian, and BRT infrastructure.	Williams, Kyle
I urge you to REJECT this plan. These plans will increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering. The goals that they set for 2050 are critical, and these proposals are inconsistent with meeting those goals.	Bland, Cynthia
I understand that NCDOT continues to prioritize highway widening over alternative modes of transportation. This is misguided for many reasons, which are well known and documented. I write to express my opposition to further widening NC147 through the center of Durham, and I-40 and I-885 through other parts of my city. Continued expansion of highways just attracts more vehicles, more vehicle-dependent development, more pollution, more greenhouse gases, and more noise. Instead, the city and state should invest in more public transit, more pedestrian- and cycle-friendly infrastructure, and begin to move us toward a future that does not privilege private vehicles over everything else. NC 147 already cut through and destroyed key parts of Durham, and just as the city is beginning to reinvest in rebuilding its downtown as a livable place, NCDOT apparently wants to widen the highway again. Instead the city and state should consider removing the highway through the city and turning NC147 into a boulevard and park that would become a welcoming part of the city for humans rather than more cement cutting the city in half.	Mangiafico, Paolo
It is foolish and irresponsible to accept any proposals to widen I-40 between NC55 and the Durham Freeway (NC 147), and to add a southbound lane to NC55. Widening highways is known to increase traffic, which will in turn increase pollution and negatively impact air quality (along with quality of live for those living along these transit corridors). In order to meet the ambitious goals set for 2050, the NCDOT should pursue strategies like supporting increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering. Do not take the easy way out - do not widen highways. Do the right thing!!!	Southern, Melissa
Please do not widen the highways; coming from an urbanist perspective, this move would not align with the environmental, health, and transportation interests of most of Durham’s residents. Widening the roads does not statistically slow down traffic congestion; in addition, it incentivizes higher car usage which leads to more carbon emissions. Wider roads causes less green space and expands the amount of space that can contribute to storm water runoff pollution. If you care about the environment, Black people, and the city of Durham, please remove this part of the amendment.	Scarborough, Samu
Please do not support the proposed I-40 widening which will only increase the number of cars on the road, increase carbon emissions, and take away from other transportation investments. Other alternatives that utilize emerging technology and investing in other modes of transportation should be prioritized instead to meet the plan goals.	Grace, Kari
I oppose widening I40 and NC55. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering. Widening existing roads will only increase traffic and carbon emissions.	Bernstein-Cooper, E
Reject the proposal to widen I40 and NC55! These will increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering.	Luckyanova Natalia
We need more public transit, not more car lanes. I don't agree with widening I-40	Cherry, Megan
We need better bike and pedestrian infrastructure and express buses, not wider highways. not	Geddes Levenson
I strongly do not support highway lane widening in the area. These proposals are contradictory to long range goals of health equity and carbon emissions reduction. The focus should be on providing frequent and safe multimodal transportation options that are more in keeping with environmental protection and equality of ridership.	Roberts, Nick
Please do not widen I-40. This will just increase traffic in the long-run. We need alternatives like ramp metering and BRT instead	Berger, David
I am concerned about any funding going to highway widening projects without equal investment being allocated for non-auto infrastructure, given our current climate crisis. I do not believe I40 or Highway 55 needs any additional lane infrastructure to move cars through the region.	Bennett, Jason

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Full Comment	Name
I urge the regional transportation planning organization board to reject the proposals to widen I-40 between NC55 and the Durham Freeway (NC 147), and to add a southbound lane to NC55 . These will increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering. The goals that they set for 2050 are critical, and these proposals are inconsistent with meeting those goals.	Wattenbarger, Allis
I adamantly oppose the plans to I-40 between NC55 and the Durham Freeway (NC 147). I am equally opposed to adding a southbound lane on NC55. We should be expanding mass transit and bike options. These plans will only increase traffic and air pollution in the long term.	Neff, Joseph
I implore you to reject the proposals to widen I-40 between NC55 and the Durham Freeway (NC 147), and to add a southbound lane to NC55. These run counter to what our region needs and the goals set forth for our future.	Alexander, Claire
Reject the proposals to widen I-40 between NC55 and NC147 and to add a southbound lane to NC55. In the long run, these changes will increase traffic and carbon emissions. NCDOT should be looking at other strategies such as supporting transit service increases in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering. These proposals are inconsistent with critical goals set for 2050 and must be rejected.	Bessias, Sophia
I oppose the widening of any highways as it will not improve level of service while negative affecting neighbors, non-car users, and the environment	Daniel Copple
Please support alternative methods of transportation for the masses that don't add carbon emissions	
Please do not expand highways in the area any further. Doing so will not solve traffic issues as it will only incentivize people to drive more, simply making the problem even worse and polluting our community. Please look into public transit options to reduce cars on the road, which is what will help reduce traffic.	Kim, Ki Young
Please do not widen I-40. It's already too wide for me to be comfortable driving on it and widening would be contrary to the climate / emission goals of the plan.	Thompson, Mark
Please, please, please, we have got to stop making the already overbuilt and dangerous roads even scarier. You can't build congestion away, it is imperative to find other solutions to help get people out of individual vehicles.	Routh, Jeana
Please REJECT the proposals to widen I-40 between NC55 and the Durham Freeway (NC 147) . Approving these changes will only increase traffic in the long-run, increasing carbon emissions. Please consider other strategies like supporting increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering.	Jones, Jamie
Please REJECT the proposals to widen I-40 between NC55 and the Durham Freeway (NC 147) . Approving these changes will only increase traffic in the long-run, increasing carbon emissions. Please consider other strategies like supporting increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering.	Callaway Stephanie
In 2023, we should realize that adding lanes to interstates is not the answer. I support adding well-designed bike, pedestrian, and transit facilities as better measures to improve health and safety of the community, but oppose plans to widen I-40.	Sheets, John
I urge the MPO to reject the proposals to widen I-40 between NC55 and the Durham Freeway (NC 147), and to add a southbound lane to NC55 . These will increase traffic in the long-run, increasing local air pollution and overall carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering. The goals that they set for 2050 are critical, and these proposals are inconsistent with meeting those goals.	Baublitz, Colleen
I strongly oppose the road widening projects. There was a lot of discussion about these at the MPO level, and they were removed (I-40 and 55). We are seeing our hottest summer on record and yet we are discussing adding more pavement, to bring more traffic, more flooding, and more heat to our communities. Please respect the process that omitted these projects from the 2050 plan and do not add them back in now. The only widenings that should be considered are for bus lanes, bike lanes, and sidewalks.	Perry, Heidi
Please reject the proposals to widen I-40 between NC55 and the Durham Freeway! These changes will lead to increased traffic (re: induced demand), and increase the impact to the environment (smog, noise, carbon emissions, etc).	Sponheim, Caleb

DCHC MPO -- Public Comments
2050 MTP Amendment #1 and AQ CDR

Full Comment	Name
You could take widening of I40 and related extra lanes on NC55 off the plan. It may help AQ for a while, but the induced demand will get us in the end.	Carstensen, Patricia
Please reject the proposals to widen I-40 between NC55 and the Durham Freeway (NC 147), and to add a southbound lane to NC55. These will increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors, replacing traffic signals with modern roundabouts, and using operational improvements like ramp metering.	King, Shaun



August 7, 2023

DCHC MPO Board Members
4307 Emperor Boulevard, Suite 110
Durham, NC 27703

Re: Comments on 2050 MTP Amendment #1 and FY2024-2033 TIP

Dear DCHC Board Members,

These requests for changes to the 2050 Metropolitan Transportation Plan initiated by the North Carolina Department of Transportation are the first real tests of whether you are willing to make decisions about project funding that is consistent with the bold vision you set with the adoption of the 2050 Metropolitan Transportation Plan. We trust that the DCHC Board remains committed to the goals of zero carbon emissions, zero deaths or serious injuries, and zero racial disparity of access by 2050. We believe that you understand that we can only expect to achieve those goals through changes to the way that we define our transportation problems and the way that we consider solutions. These decisions you will make on items 9 and 11 on the August 9th agenda are an opportunity for you to communicate to the Technical Committee staff and to NCDOT that you expect new approaches to congestion concerns. We offer examples of alternative approaches below:

I-5707: I-40 Auxiliary Lanes westbound between Durham Freeway and NC55 and
U-5934 I-885 from Durham Freeway to I-40

Our concern with these two projects is that additional lanes (even an auxiliary lane) increases vehicle capacity to these segments of roadway. While adding vehicle capacity may have short-term benefits in reducing driver delay, it induces additional demand that adds vehicle miles traveled and the corresponding carbon emissions. We are further troubled that there is no description of the problem, nor what other measures were evaluated to address the problem, nor how the proposed lanes are expected to perform. This leads us to believe that there was no consideration of alternatives.

We urge the DCHC MPO Board to negotiate with NCDOT real alternatives - Intelligent Transportation System alternatives (e.g., ramp metering or dynamic speed signs), operational changes (e.g., changed lane markings or signs to reduce confusion and lane shifting - see example on following page), and additions of Transportation Demand Management strategies

(e.g., additional transit service or traveler mode shift incentives) - are evaluated prior to proposals to add vehicle lane capacity.

NC 55 Southbound Lane

Our concern with this project is not only will the auxiliary lane add vehicle capacity, but it will also widen the street making it even less hospitable to people crossing from the bus stop or the hotel to the business across the street. Rather than assuming that all travel will occur in automobiles in suburban areas like this one, you can use these identified congestion problems as opportunities to begin to retro-fit the areas to be safer for walking, biking, and transit use. In many cases, like this one, we think that a modern roundabout could be a better solution than adding an auxiliary lane.

We urge the DCHC MPO Board to negotiate with NCDOT so that modern roundabouts are evaluated first as solutions to intersection congestion. Modern roundabouts are safer for drivers, they slow traffic speeds, and they reduce delay and improve traffic flow. They can often be designed to be safe for people walking and biking, and they avoid the addition of turn lanes or auxiliary lanes since the traffic continues to flow through the intersection. They also have lower long-term operating costs. Virginia has had a “roundabout first” policy since 2009.

U-5937 Durham Freeway through downtown Durham

During the Technical Committee meeting on July 26th, it appeared that there was an understanding that NCDOT would await the outputs of the City of Durham’s current study of the future of the Freeway through downtown and that defining the project as “operational improvements” could accommodate a wide range of solutions. We

We urge the Board to remove the mention of “auxiliary lanes” in the project description because they may not be a part of the proposed solution. We further urge the Board to go on record that support for including this project in the TIP is made with the expectation that NCDOT will await the outputs of the City of Durham’s study before proceeding with preliminary design and that the project design will be consistent with the City’s study.

Thank you for considering our comments.

Sincerely,



John Tallmadge
Bike Durham, Executive Director

Concept for changing lane striping on NC 885/I-885 northbound

On this segment, in each direction, it seems that the current lane striping contributes to inefficient merging that creates bottlenecks. Two northbound lanes on NC 885 merge with two lanes exiting I-40 northbound to become I-885. The volumes on NC 885 are usually light and lower than the volumes coming off of I-40. However, the leftmost lane from NC 885 does not merge into the two through lanes until T.W. Alexander, while the rightmost lane exiting I-40 becomes an exit only lane at Cornwallis Rd. If the two lanes from NC 885 were merged into a single lane before reaching the merge with the I-40 exit lanes, and then the lanes were re-striped from there to T.W. Alexander, less weaving would be required by drivers, avoiding a major cause of the slowdowns.

We propose that a change like this should be considered, and if promising, then implemented prior to any decision to add travel lanes.