

## DCHC MPO

### 2045 MTP Alternatives Analysis Comments (as of 09/06/17)

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#### Introduction

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) released the 2045 Metropolitan Transportation Plan (MTP) for public comment on August 9, 2017. The public comment period will close on September 20, 2017. This document compiles the public comments that the MPO has received on the MTP by email and use of the public comment form as of September 6, 2017.

For comments, questions and additional information:

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- DCHC MPO Web site: [www.dchcmpo.org](http://www.dchcmpo.org)
- MTP Web page: [www.bit.ly/DCHC-MTP](http://www.bit.ly/DCHC-MTP)

#### Comments by Email

08/25/17

A sidewalk for South Greensboro Street in Carrboro is long overdue. This is a main thoroughfare that is in need of pedestrian access.

Allen Stutts

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08/25/17

Hello, I do not see it explicitly in your list, but I strongly oppose the light rail project. Too expensive, and the numbers are not believable as far as ridership and costs. Please stop this program if you are in a position to do so.

Overall, having lived in Chapel Hill until 2010, I can tell you that Durham is way ahead of them in terms of sidewalks, bike lanes and traffic improvement. Keep up the good work!

Regards,  
John M. Kramer PE

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08/25/17

I support these goals and objectives. My only comment is that I want to reiterate that Durham has generally not done nearly enough to provide adequate multimodal transportation infrastructure. ALL new roadway construction must require - where feasible - separated bicycle facilities either on-street or adjacent. Let's be honest, sharrows don't really do anything and people just don't feel comfortable in bike lanes that don't have any barriers between them and 2-ton metal vehicles moving at 45 mph.

Thank you Andrew!

Nate  
City of Durham resident

08/25/17

We need fast commuter rail from Durham to Raleigh five days a week. That is the most crucial component of any transportation plan. With the growing population, I-40 cannot handle the burden of so many daily commuters. Please consider the importance of fast commuter rail! r. n. ferguson

Thank you for driving slowly on neighborhood streets.

(summary of staff response: commuter rail likely to be in 2045 MTP)

08/30/17 (citizen response to staff response)

2045??????????? That's TWENTY-EIGHT YEARS FROM NOW!!!!

No, we need a fast commuter train to Raleigh from Durham NOW. It's top priority. We cannot continue to pave over paradise, making the ground impermeable, and forcing more and more vehicles onto a wider and wider I-40. Look, New York has long had commuter trains. Japan. They are all over England. WHY is it so impossible to have ONE train to Raleigh here in the Triangle, NOT in TWENTY-EIGHT years, but NOW. It's overdue as it is, since we were promised it in 2013.

(summary of staff response: commuter rail likely to be in 2035 time horizon in final Plan)

08/31/17 (citizen response to staff response)

2035??????????? That's eighteen years from now!!!!!!!!!!!!!!!

No, we need the fast commuter train to Raleigh NOW.

**Comments from Comment Form**

Concerned that lack of parking will limit growth in downtown. Developers, City and County build parking only for their particular building or use without coordinating with other businesses in the corridor or area.

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I support a build all approach and I'm all for increased taxes and tolls to pay for everything. To me, transportation infrastructure of all modes is one of the highest priorities of the government. When you have great transportation infrastructure, it promotes a healthy economy, growth, and a great quality of life.

If I have to prioritize then this is my preferred order: 1) Build/widen interstates, promote HOT lanes. 2) Build mass transit, priority given to trains/high density

Of the highways that need widening, HOT lanes, the Durham Freeway (downtown to I-40) is the #1 priority.

For trains, Durham to Raleigh is #1 priority.

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It would be preferable to keep higher density near metro areas and areas where mass transit is planned. Less cul-de-sac development to keep roads connected.

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With the development of self driving vehicles which are likely to be electrical powered, there is a need to plan for electrical charging infrastructure to support EVs. The detached single homes can easily add charging to the existing garages. When apartments and high density housing are constructed, the EV support is not easy to add. EV charging should be encouraged in all parking structures so that the benefits of EV can become available to all parts of the population. EV and self driving vehicles will likely change our way of driving. GEICO is concerned (Warren Buffett) that self driving will reduce accidents and lower insurance demands and cost. Of course the consumer will benefit but car infrastructure (internal combustion) will resist the EV due to jobs and maintenance reductions. Regardless of the business inertia, it is likely the consumer will pull this technology for its cost and simplicity, and having the electrical charging in place will help promote the diversity of the transportation system.

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What is the plan for congested roads? Move fast:

- 15-501 Bus Rapid Transit
- Frequent bus service for CH/Carrboro roads
- MLK/S Columbia fast track BRT
- HOV lanes I-40
- No plan in sight for commuters to use transit to RTP.

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Please consider equity in time-managed lanes – making the bus only or Bus/HOV (3 or more) is more equitable than a “Lexus lane.”

Please add (before all of the build-out) a way to get to/from Carrboro-Chapel Hill to Amtrak in Raleigh with early and late hours.

Consider giving higher priority to buses and transit and bike/ped facilities than to adding lanes of traffic to existing roadways.

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Please consider a connection between Durham Amtrak station and Durham Bus station for pedestrians. At the train station, you can see where people have crossed over the bent chain link fence to reach the bus station. If you want a multimodal connection, add an access point for pedestrians between the two stations. You could even tunnel under the street perhaps.

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Please pay attention to the Mt. Carmel Church Rd/15-501 intersection. The traffic already backs up past Old Lystra in the morning and it will be much worse with the addition of the Chapel Hill Cooperative Preschool being built at 108 Mt Carmel Church Rd at the foot of the hill (Mt Carmel Ch Rd and 15-501).

With additional traffic from 15-501, Chatham County, Obie Creek, Briar Chapel, etc. and the additional traffic from Carolina Meadows, Governors Club area, we are already wait for a kind soul to let us into Mt Carmel Ch Rd from Old Lystra. Also, the visibility at that corner is very difficult w/the hill on the south side of Old Lystra at the corner.

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I am concerned that there appear to be no solutions in the existing plans to the already-unacceptable and still worsening congestion at the Mt Carmel Ch Rd intersection with US 15-501 and associated congestion across the James Taylor Bridge and at the intersection of 15-501-54 with South Columbia St. Congestion rush hour in the area is already unacceptable, and both a major multi-use development (Obey Creek) and a newly approved daycare center on Mt. Carmel will make it even worse. There is a planned restriping lanes entering 15-501 from Mt. Carmel, but since rush hour traffic already backs up across the Taylor Bridge, the 2 lanes simply “block the box” rather than solve the problem. And, for afternoon rush hour traffic, 15-501 southbound traffic needs to be cloverleafed at South Columbia St.

