

## PROJECT REVIEW COMMENTS FORM

**Project Number:**

**Project Name:** Triangle Regional Freight Plan

**Project Manager(s):** Andrew Henry

**Project Phase:** Planning Study Report

**Consultant:** WSP and Others

**Review by:** Transportation Department, City of Durham.

**Date of Comments:** 10/15/2018

**Date of Response:**

**Link to access review documents:**

<http://www.dchcmpo.org/civicax/filebank/blobdload.aspx?BlobID=30279>

### COMMENTS

### RESPONSES

1. For the various objectives given to attain the outlined freight plan goals, are there specific industry base measurements/LOS/Indices that can be given to act as a benchmark standard against which to establish whether the Triangle region is doing good or not in the future? For instance, what percentage of structrualy	1.
2. While EJ impact areas of the freight plan were well marked and various possible adverse effects identified, the recommendations section lack strategies on: <ul style="list-style-type: none"> <li>How can these community areas be protected by varous mitigation measures like noise attenuation etc .</li> <li>How can the economic wellbeing and welfare of the identified community areas be enhanced to benefit from the freight industry, e.g. how can accessibility to jobs in freight cluster activities be improved for these community areas' working classes?</li> </ul>	2.
3. Were the EJ communities' residents identified and given a chance as a special focus group to provide input and/or share their freight-related plight in the course of the study or were they just expected to participate during the general public comment periods?	3.
4. The recommended freight network, including the SFC, covers a vast area of the Triangle region. This and given the fact that a majority of recommndations call for road lane	4.

additions/widening, identification of environmentally sensitive, historic and cultural resources areas should have been identified along with strategies to protect these resources from adverse impacts like fragmentation.	
5. While pipeline and other hazard material freight routes have been well identified, the recommendations section lack specific physical control and response practice strategies for various critical areas (e.g. areas with high concentration of residents & commercial centers) in case of accidental material spills to prevent contamination disasters .	5.
6. What specific recommendations are outlined for parking/loading and unloading strategies for the Triangle regions' major urban centers to abate unnecessary congestion, idling related emissions and conflict with active modes of transportation especially for trucking activity between the Triangle counties?	6.