

2050 MTP – Alternatives Analysis

Public Comments from Public Hearing and Email

Background

This document summarized and compiles the email comments received on the 2050 Metropolitan Transportation Plan (MTP) Alternatives Analysis by emails during the public comment period, July 29 through September 15.

Summary

The public comments received about the 2050 Metropolitan Transportation Plan (MTP) Alternatives Analysis reflect concerns about climate change and continued support for safe pedestrian infrastructure and an enhanced public transportation system. Residents who commented on the need for an enhanced public transportation system also expressed support for:

- Light rail
 - Transit service for purposes other than work and school travel, e.g. shopping
 - Bus service and better bike facilities in Northern Durham
 - Park and ride lots, employment growth, and affordable housing development concentrated along transit routes
 - Commuter rail stops that serve historically Black communities in Durham
-

Email Comments

7/31/21

Build a light rail!

(from Jesse Bikman)

8/4/21

Mr. Henry-

The first flaw I find in your survey is that you only ask about people going to work or school. This ignores the number of retired people in the area who volunteer, shop and which are not taken into consideration--as well as other purposes for which people use transportation, and would have provided you with a much fuller picture

Your first question should have been:

Which form(s) and percentage of transportation do you use to get to :

work

school

shopping

RDU

Other activities

Your second question should have been:

How many people, in addition to yourself, do you transport to

work

school

shopping

RDU

Other activities

Your third question should have been:

How frequently, in addition to yourself, do you transport others to

work

school

shopping

RDU

Other activities

We all know that climate change and traffic are linked. EVs may not reduce the impact on congestion or climate change as long as electricity for EVs is fueled by Duke's dirty energy. (Electric busses MUST be used in the Triangle AND powered by solar chargers that only use other forms of energy as a backup.)

When I moved here in 2018 I was appalled to discover the lack of a convenient, comprehensive transportation system. That must be your priority--and it is the **only** way to get people out of their cars; people will not use public transportation otherwise.

How do you do this?

First, create a regional plan for rush hour commuting workers with adequate park and ride lots. (See the routes that I suggest must be a priority.) Along with this encouraging employers to get their employees to use the bus. Some employers provide free monthly commuter bus passes to employees.

Second, concentrate the growth of employment and affordable housing along these routes. (Please more homes for sale--not more apartments that leave people, after years of working, with nothing of their own.)

Third, consider creating weekender's or shopper's special busses to downtown Raleigh, Durham Chapel Hill, Cary, and Hillsborough on

This combines the most important features of your scenarios 2 and 3.

BUT before you start creating biking facilities--please begin with walking facilities: safe SHADED permeable sidewalks with an occasional bench here and there for people who may, for various reasons, need to stop to catch their breath. There are too many places in the Triangle where walking means sharing space with cars.

Also please consider creating week-ender or shoppers special bus transportation so that residents can visit other towns in the Triangle (Raleigh, Durham, Chapel Hill, Hillsborough, Cary) for an outing without worrying about parking or traffic congestion. Such buses might run 3 or 4 times during the day and early evening just long enough to shop and have a meal/ and or see a film, play, or concert of some kind, and

Another priority--with climate change and wildlife in mind--must be to work with local, state and federal governments to **STOP** mowing green space along major roads and instead to plant native grasses, plants and trees whenever possible and create wildlife corridors that eliminate the need for wildlife to cross major highways and bridges. (The Dutch have been doing that latter for over 20 years and, in areas that have to be mowed, they even use goats, sheep and (in parks Scottish Highland cattle. No fertilizer needed.)

And this might be silly but one of the most important parts of any transportation system are the bus drivers. Please make sure to let them know how important they are and how much they are appreciated. You may not realize it but the bus driver is often the first person riders see during the day. A friendly and familiar face with a smile can make all of the difference for the individual rider and every other person they meet. For daily commuters seeing the same passengers and driver each day is even reassuring.

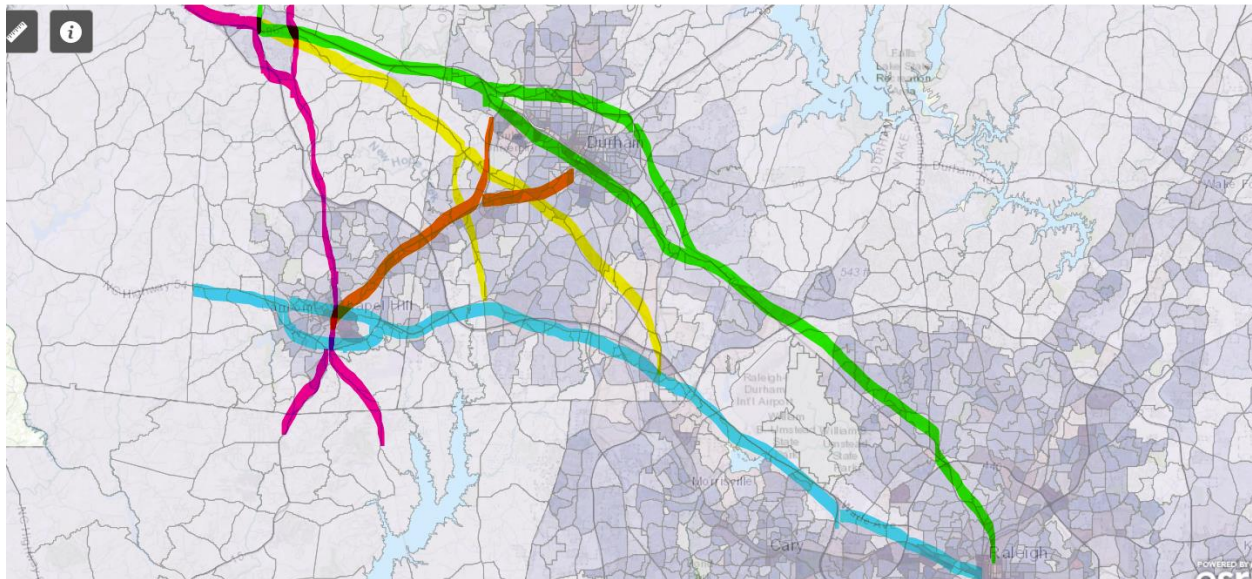
I have many fond memories of riding the bus to school, and I know bus drivers made the difference for many kids in choosing between remaining on the corner or getting on the bus. I

remember the bus drivers that joked with and teased passengers brightening even the dreariest, coldest, wet winter mornings--including one whose name was (according to his nametag) Harvey. He wore cowboy boots and we all nicknamed him Boots. Riding the bus can be fun.

Thanks for reading my rant.

LKBROWN9478392@GMAIL.COM

(Ms. Brown provided the map below)



8/19/21

Hello,

I wanted to mention that community design considerations and increase in pedestrian traffic (more people working from home go for more walks during breaks) are also very important when planning on expanding a road - example, we have a road that divides our community that not only has a high speed limit for its location (45 MPH), but is also slated to be expanded to four lanes, thus making it even more difficult for the residents to safely cross to access the various amenities available on either side.

Best regards,
Irina Cole

8/31/21

Subject: 2050 MTP Comment

We will need more public transportation.

More Buses and subway - like most major cities

frankjc50@verizon.net

8/27/21

Is going to come down to just increasing bus routes and creating one or two new routes but I hope one of those new routes either extends further out into Northern Durham County. The present route that extends to Northern High School could be extended to at least Orange Factory Road. Even if it isn't every hour let it be at least twice a day 7 am to get county and city workers that stay out this way into work by 8 am or 9 am and another run at 3 pm or 4 pm to bring them home. Also bike lanes further out onto Old Oxford Highway out to Bahama and Rougemont. Bike groups love to bike out to Rougemont taking the back roads pass Merck onto Stagville Road and onto Quail Roost Road.

Wayland Burton

09/01/21

Good Morning Mr. Henry,

I appreciate you keeping the public informed about the transportation needs of the area. I don't know if you are involved with the decision making of the Commuter Rail proposal but if you are I would like to suggest one thing for them to consider. In looking at the stops proposed for the commuter rail none stop at or close to Durham's Historically Black communities. I understand that the rail will use existing track but NO stop has been fashioned at Alston Ave or in East Durham where a number of black businesses or inhabitants live. The absence will be noted and taken offense too. I want to see the commuter rail like I wanted to see light rail but to overlook a large tax paying base in Durham is not going to look upon fondly.

I just thought I would bring it up long before plans got to far along.

Wayland Burton