

# 2050 MTP – Goals & Engagement Plan

Compilation of Public Comments (August 14, 2020)

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## Introduction

The two MPOs released the DRAFT 2050 MTP Goals & Objectives for public comment from June 27 to August 13, 2020. Comments could be submitted in writing, via email, phone, or through the online survey.

## Comments

The entries below are the full text of written comments that the MPOs received. The comments are in the order of receipt, from first to last, and are separated by a dashed line.

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Hi, DCHC solicited comments on NextDoor for the 2050 Metropolitan Transportation plan, so here are my thoughts.

I lived in Houston for 50 years and our roadbuilding was very aggressive. We have three ring roads, the farthest out is 30 miles from downtown Houston. We made Interstate-10 twenty-two lanes!

It was never enough ... and way too much. Our flooding problems are directly tied for lack of absorptive capacity. One thing I've noticed is that the freeways are SO massive, they affect weather patterns. The rising heat from them can either cause or block thunderstorms.

However you plan to move people, consider the unintended consequences. Even if you have some sort of net zero plan, it will have unintended consequences. It is the unintended consequences that will trip you up.

On a lighter note, your Reduced Conflict Intersections appear to make NO sense. I've seen a couple that because of grade, vegetation, and curving roads, the U-turning cars are blind to the traffic into which they have to merge ... from zero to 60 immediately. RCI's are not a national trend for a reason. I think they defy good design.

That's my two cents worth.

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Thank you for the opportunity to offer comments on the 2050 Transportation Plan. I must admit that I am confused about what the goals actually are, since I have received two emails, each with a slightly different list of goals. With that in mind, I would offer the following:

In the section on Environmental Impacts add:

Preserve and promote wildlife habitat connectivity as provided for in the new Eno/New Hope habitat corridor study and the NC Natural Heritage program

in section on Congestion and System Reliability, add:

Make provision for exclusive lanes for transit and high occupancy vehicles

In section on Infrastructure:

Give more prominence to and infrastructure flexibility for autonomous vehicles.

Autonomous vehicles are clearly a revolutionary technology that will almost certainly be available before 2050. They deserve special mention, rather than lumping them together (as in the goal statement below) with connected and electric vehicles, which are mere tweaks to existing vehicles and do not involve major impacts on infrastructure or highway design.

E. Support autonomous, connected, and electric vehicles.

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### **Public Engagement Plan**

The public engagement plan appears to include a menu of options for engagement but no actual plan. It includes some options that seem like good ways to ensure equitable communication and opportunity for participation, but I can't tell if those methods will be prioritized. This is a really important piece to be clarified I think. I wanted to highlight this because the TC meeting agenda states that no comments have been received on the engagement plan.

### **Goals**

I'm concerned that goals to Improve Infrastructure Condition & Resilience and Manage Congestion & System Reliability will be prioritized over the remaining goals around protecting environment, connecting people and places, equity, multi model and affordable options, safety and health.

A few thoughts for specific revisions:

- The goal Stimulate Economic Vitality needs to include an equity statement.
  - The goal Ensure Equity & Participation needs to talk about specific communities that have not participated in the past (including the need to remove barriers to participation) and this goal should also include a statement around trying to correct unjust transportation decisions in the past that have negatively impacted communities of color.
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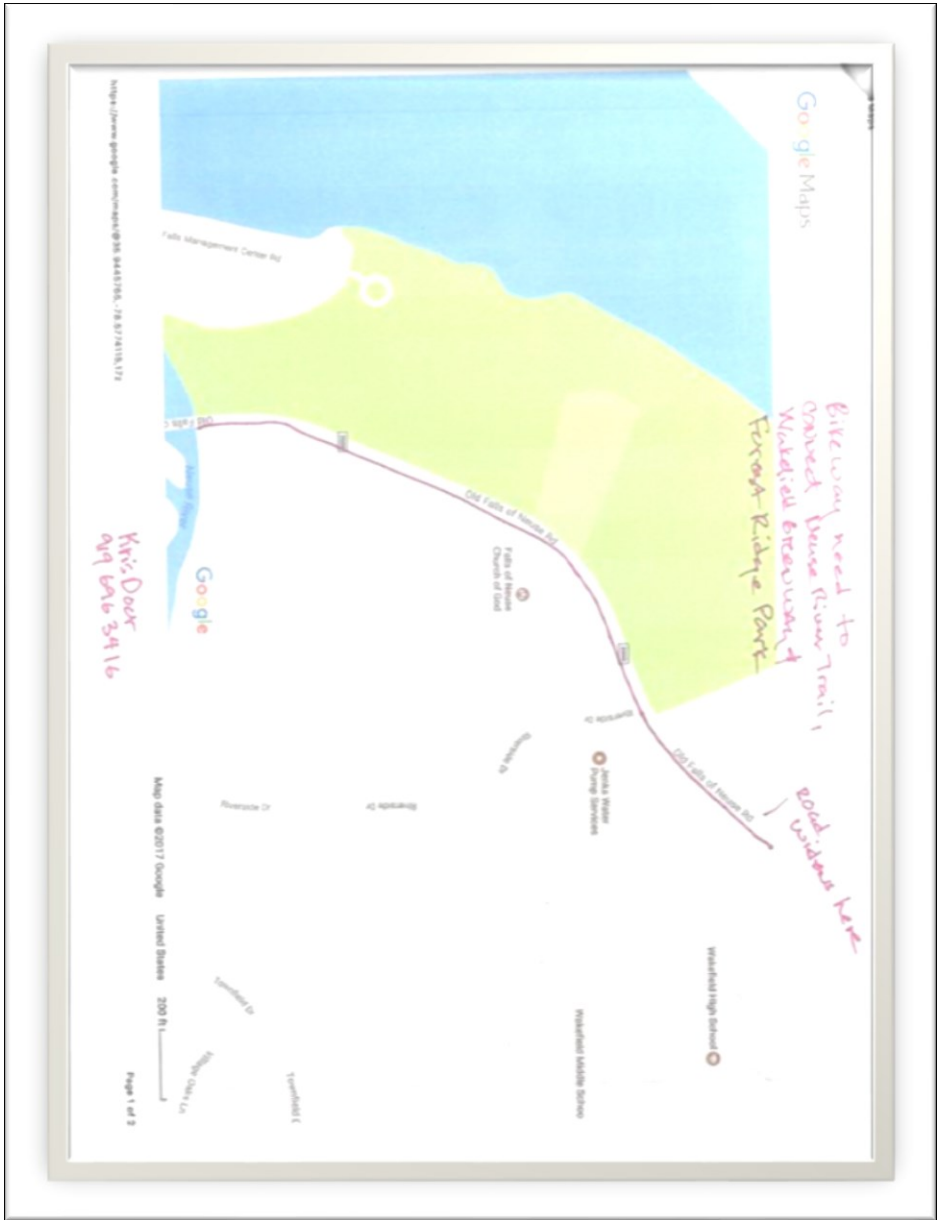
How about come clean about our money well over 168m. I don't trust go triangle to be good Stewart's of our tax dollars. Therefore how do we trust county commissioners

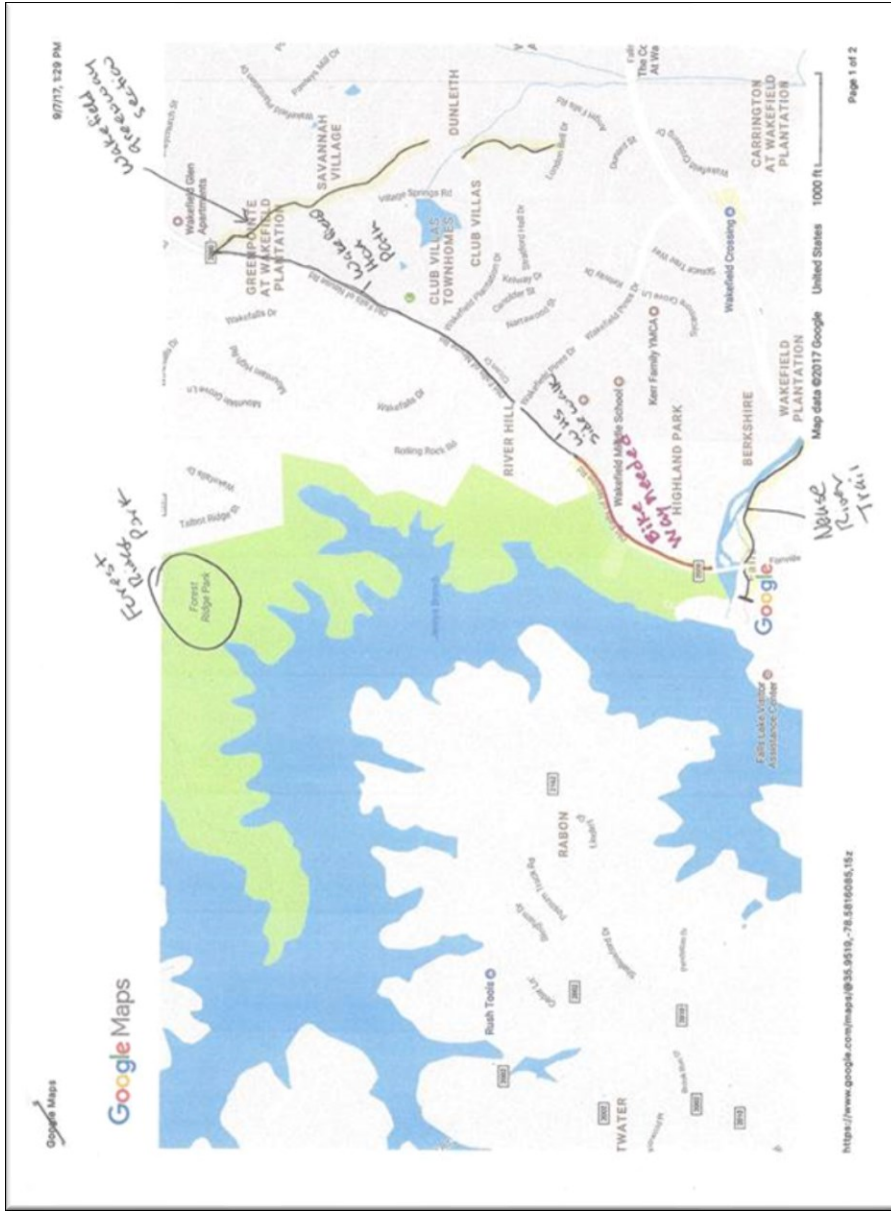
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## 2050 MTP Goals and Objectives

(as released by DCHC MPO Board on June 10, 2020)

Goals	Objectives
Protect the Human and Natural Environment and Minimize Climate Change	A. Reduce mobile source emissions, GHG, and energy consumption
	B. Reduce negative impacts on natural and cultural environment
	C. Connect transportation and land use.
Connect People & Places	A. Connect people to jobs, education and other important destinations using all modes
	B. Ensure transportation needs are met for all populations (especially the aging and youth, economically disadvantaged, mobility impaired, and minorities)
Promote and Expand Multimodal & Affordable Choices  <i>REMOVE BARRIERS AND</i>	A. Enhance transit services, amenities and facilities
	<i>INVEST IN BICYCLE, PEDESTRIAN AND GREENWAY</i> B. Improve bicycle and pedestrian facilities <i>FACILITIES.</i>
	C. Increase utilization of affordable non-auto travel modes <i>AND WALKING.</i>
Manage Congestion & System Reliability	A. Allow people and goods to move with greater reliability.
	B. Promote Travel Demand Management (TDM, such as carpool, vanpool, telecommuting and park-and-ride)
	C. Enhance Intelligent Transportation Systems (ITS, such as ramp metering, dynamic signal phasing and vehicle detection systems)







## Thread



**Heidi Perov**

@HeidiPerov



I took this survey but found it to be poorly designed. Several goals lumped together in a way that of course you should support them. 1/4

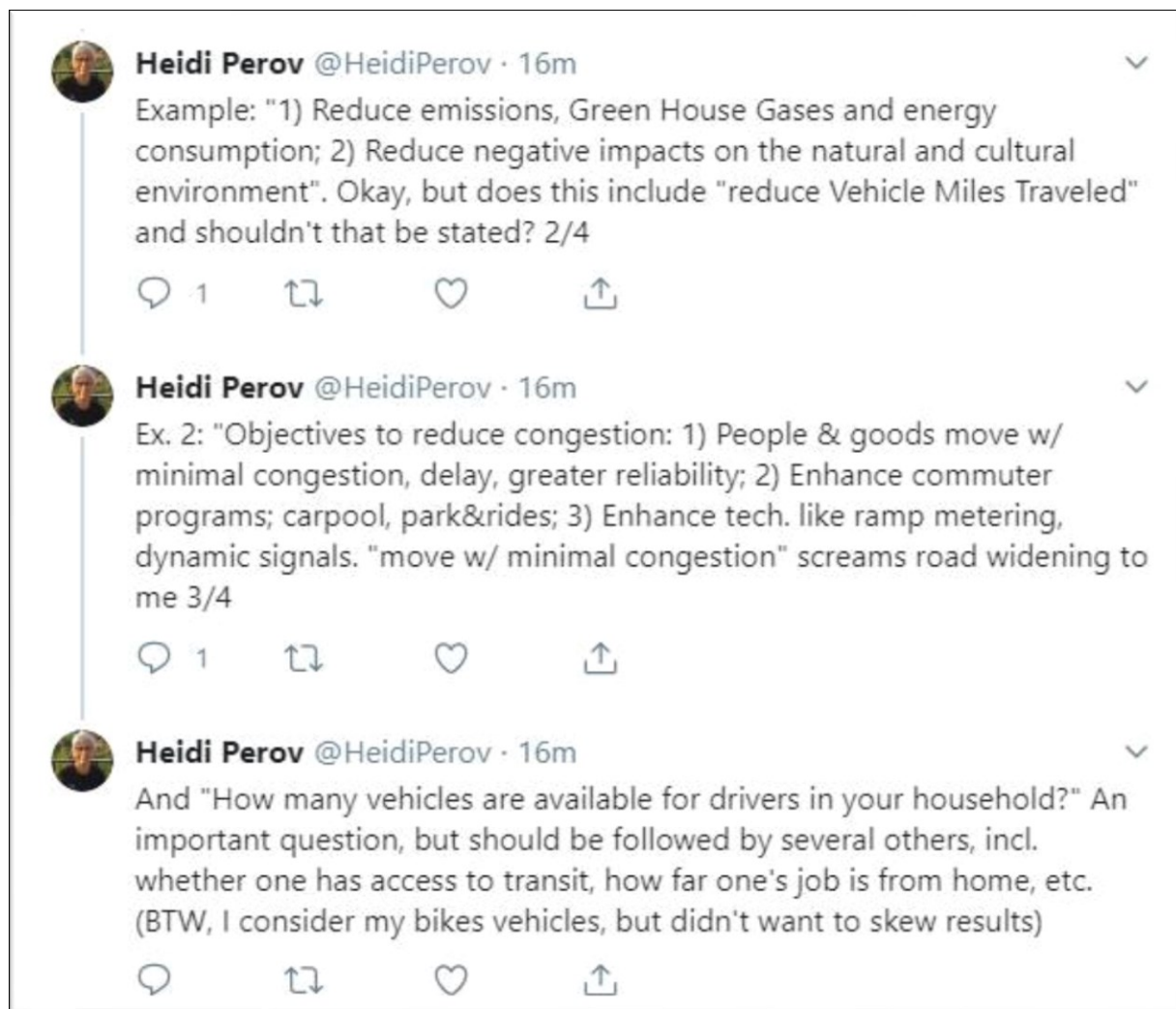


**CityofDurhamNC**  @CityofDurhamNC · 2h

Interested in the 30-year plan for future highway, bicycle, rail, pedestrian & transit projects for #Durham, @chapelhillgov & @CarrboroTownGov? Give your feedback by 8/5 to the @DCHCMPO.

- English survey: [...0triangletransportplan.metroquest.com](https://www.metroquest.com/surveys/0triangletransportplan)
- Encuesta en español: [plandetransporte2050.metroquest.com](https://www.metroquest.com/surveys/plandetransporte2050)





Thank you so much for the work you are doing to improve representation of public input. It is by no means a small task. The enormity of doing public engagement well, taking into account your current resources, is obvious.

As one of those who HAS attended way too many public hearings and charrettes and DCHCMPO meetings, and one whose demographic is overly represented, I think I can speak to this with some amateur authority.

Those most dependent on bikes or buses or walking to get to their jobs at the hospitals or the universities or the restaurants will never see any of the ads, newspaper posts, or social media posts that are put out. They are not connected to the email blasts from the Town Halls. If they see the word charrette, they will have no idea what that is, but they will doubt it relates to them. They can best be reached through community partners and at their work locations, which are not always large corporations and businesses.

Input sessions I have gone to are rather overwhelming in the amount of information presented and the number of hard-to-decipher maps that had to be explained to me, and I consider myself well-engaged.

My first suggestion would be to seek out partners who are community organizers in the Black community, the Latinx community, the Burmese, Karen, and other refugee communities and other communities of concern. You may need to use those organizers as go-betweens. And meetings may need to happen at

the bus stops, or at El Centro, or at the hospital or housekeeping departments of universities. These are the people who don't have time to go out of their way to become involved in input sessions.

Also, work really hard to present material in the most basic way possible, like you would explain it to a neighbor who has never shown interest in a transportation project before. Don't ask people if they are in favor of a project, ask them what obstacles they face with their mobility, what would make their commute or travel to services easier, etc.

I am happy to see this huge disparity being recognized, and I look forward to seeing the effort to address it move forward.

Thanks as always for your work to make our communities better

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## Comments on 2050 MTP Draft Goals and Objectives



Thank you for this opportunity to comment on the 2050 Metropolitan Transportation Plan Draft Goals and Objectives. In general we agree with the staff's effort to incorporate goals and objectives that go beyond the traditional measures of traffic speed and delay as guides to the Triangle region's transportation plans. However, the articulation of these proposed goals and objectives don't seem to follow generally accepted principles to make them specific, measurable, and time-bound goals and objectives. We request the DCHC MPO and CAMPO rewrite the goals to more clearly communicate the direction in which we want to go, and rewrite the objectives to establish measurable outcomes to achieve by 2050 and interim years.

### **Goal: Protect the Human and Natural Environment and Minimize Climate Change**

**Objectives: Reduce mobile source emissions, GHG, and energy consumption; Reduce negative impacts on natural and cultural environment; Connect transportation and land use**

We agree that this is a very important goal and appreciate that the staff has included it. We believe that the first objective should be Achieve Net Zero Carbon Emissions from the Transportation Sector by 2050. The second and third objectives are directionally fine, but they do not indicate the condition we aim to achieve by 2050.

### **Goal: Connect People and Places**

**Objectives: Connect people to jobs, education and other important destinations using all modes; Ensure transportation needs are met for all populations (especially the aging and youth, economically disadvantaged, mobility impaired, and minorities)**

We agree that this is an important goal, but we do not believe that goal language is adequate. We urge you to rewrite the goal as "Connect All People and Places without Disparity." We urge the objective for this Goal to be "Achieve Zero disparity of access to jobs, education, or other important destinations by race or income or other marginalized groups."

### **Goal: Promote and Expand Multi-modal & Affordable Choices**

**Objectives: Enhance transit services, amenities and facilities; Improve bicycle and pedestrian facilities; Increase utilization of affordable non-auto travel modes**

While we support these strategies and tactics in achieving the goals of Zero Carbon Emissions Zero Disparity of Access, and Zero Deaths on our streets and highways, the only goal as defined here is affordability. We urge you to rewrite the goal to be "Ensure that All Have

Affordable Access to the Transportation System.” We ask that the objectives include: “No one pays more than 40% of their income for housing plus transportation by 2050.” It could be valuable to establish objectives around the percentage of trips made using sustainable modes of transportation, but we would recommend that be established under the first goal, and supportive of an objective for zero carbon emissions. In that case, it should be paired with an objective regarding the percentage of the motorized fleets that are electric.

## **Goal: Manage Congestion & System Reliability**

**Objectives: Allow people and goods to move with greater reliability; Promote Travel Demand Management (TDM, such as carpool, vanpool, telecommuting and park-and-ride); Enhance Intelligent Transportation Systems (ITS, such as ramp metering, dynamic signal phasing and vehicle detection systems)**

We agree that System Reliability is an important goal. By that, we mean both that connections are available when people need them, and that travel times are predictable. Measures of congestion are not as important as measures of travel time predictability, and the travel times should be comparable for all system users. "Objectives 2 and 3" are strategies, not objectives.

## **Goal: Improve Infrastructure Condition and Resilience**

**Objectives: Increase proportion of highways and highway assets in 'Good' condition; Maintain transit vehicles, facilities and amenities in the best operating condition; Improve the condition of bicycle and pedestrian facilities and amenities; Promote resilience planning and practices; Support autonomous, connected, and electric vehicles**

This is a well-defined goal and set of objectives, except for the last one. “Improving condition” should not be equated with expanding capacity. There is a long tradition of using the term “improvement” to define any transportation project as an improvement (i.e., Transportation Improvement Program). The last objective seems to be a strategy, and doesn’t have a clear connection to this goal.

## **Goal: Ensure Equity and Participation**

**Objectives: Ensure that transportation investments do not disrupt communities Promote equitable public participation among all communities**

We agree with the goal, however, the first objective does not acknowledge that the existing transportation system has already created disproportionate burdens for low-income communities, especially Black communities, and also other individuals without regular access to a car. One objective should be that the transportation system has zero disparities of access based upon race, wealth, income, gender-identity, age or ability. We urge rewriting the second objective to read, “Ensure equitable public participation among all communities - geographic, racial, age, income, gender, and ability.

## **Goal: Promote Safety and Health**

**Objectives: Increase safety of travelers and residents; Promote public health through transportation choices**

This is an essential goal. Objective 1 should be stated as Zero Deaths or Serious Injuries on our streets and highways by 2050. Objective 2 should be measurable, such as all residents will have safe access to active transportation choices by 2050. Interim targets should also be established.

## **Goal: Stimulate Economic Vitality**

**Objectives: Improve freight movement; Coordinate land use and transportation; Target funding to the most cost-effective solutions; Improve project delivery for all modes**

While the Goal seems laudable, it does not indicate for whom. When we don't indicate for whom we are stimulating economic vitality, there is usually a group left behind, and that group is usually those who are Black or Brown, and at the lowest end of our income and wealth scales. If our transportation system is going to become equitable, then we need to be clear that we are stimulating economic vitality for all socio-economic groups, setting objectives toward that, and measuring our progress. We recommend a replacement goal of "Enhance Inclusive Local and Regional Economic Opportunity."

Secondarily, "improve freight movement" is ambiguous. Does this mean shorter freight travel times? or greater predictability of travel times? If a goal suggests the direction that we're going an objective should communicate where we want to end up. Improving freight movement doesn't do that. Neither does the fourth objective. The third objective is important, but it isn't specific to this goal. We want the most cost-effective solutions that achieve multiple goals.

We recommend the following objectives: Maximize local hire opportunities in construction, operation, and maintenance projects; prioritize foot and bicycle access to local businesses over automobile access and parking; ownership of transportation-related businesses reflects the regional population by race and gender; ensure projects benefit the local community without displacing residents.

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END