

**August 9, 2023**

TO: DCHC Technical Committee  
FROM : Kelly Fomenko, LPA Staff  
SUBJECT: FY2024-2033 Transportation Improvement Program (TIP) Public Comments

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## Summary

On June 6, 2023, the North Carolina Board of Transportation adopted the FY2024-2033 State Transportation Improvement Program (STIP). In order to implement the program, the MPO Board is required to adopt the FY2024-2033 DCHC MPO Transportation Improvement Program (TIP). The STIP and the TIP must match for the first four years of the program.

There are a handful of new projects or updates that do not yet appear in the FY2024-2033 TIP but are programmed in the FY2020-2029 TIP. The FY2024-2033 STIP was temporarily locked from any future changes around April so any amendments that have occurred to the FY2020-2029 STIP since that time will be reflected in Amendment #1 to the FY2024-2033 STIP, post-adoption. Once adopted, the Federal Highway Administration (FHWA) will review the STIP and TIP to ensure conformity. Once that review is complete, which is expected in September, the FY2024-2033 TIP will go into effect.

Per the MPO's Public Involvement Policy, the TIP was released for a 30-day public comment period on June 27, 2023 and concluded on July 26, 2023. The MPO received **85** public comments, which can be found below. Most of these comments were in reference to two road widening projects in the STIP, those being I-5707 and U-5934. As a result of the July 26 TC meeting, LPA staff have added an additional administrative modification to TIP amendment #16 which adds transit accommodations to the STIP description for U-5934.

Below are the public comments that have been received on the FY2024-2033 TIP. Comments are separated into two sections: 1) General Comments, and 2) Road Widening Comments.

## Public Comments Received

General Comments	
Comment #	Comment
1	It is a little unclear to me exactly where all this money will go. Given the nature of the climate crisis and the overcrowding of existing streets by automobiles, I think the main focus of all funding and transportation improvements should be on improving bus service and bicycle facilities. Examples would include an east West bicycle trail in Durham, building the Chapel Hill Durham bike trail, adding bicycle lanes to narrow streets and roads, and continuing free bus service and perhaps creating a circle line to go around Durham. I live fairly close to the number 4 bus line which is pretty efficient but it would be nice to have a circle route so that not every trip went through downtown.

2	In response to the request for comments on the transportation plan for 24 through 33. I'd like to see a fully paved bike lane and sidewalk on Millhouse Road in Chapel Hill from end to end. I'd like to see a fully paved bike lane and sidewalk from end to end on Eubanks Road from Old 86 to New 86. And I'd like to see roundabouts built at Curley Rd. in Mount Sinai and the intersection of Old NC 86 with Arthur Minnis Road and New Hope Church Road.
3	You all must get back to rail planning between Chapel Hill and Durham. Get something going!
4	It is important to consider the needs of those who cannot drive or access regular public transportation. EZRider, OPT paratransit, and GoTriangle Access coordination is needed.
5	We must finish projects that would improve my family's safety walking and biking to school and work. Break ground and complete the downtown loop trail. I lost use of one of my arms, requested a crosswalk at James st and 501 so I could push my child in a stroller without fear. I was told "congrats! It's already on the list." That was a year ago and I push a stroller everyday. Complete the downtown Durham loop, complete projects already approved. Don't over promise and under deliver!
6	Please ensure the plan includes Light rail in Durham, Alternative transportation efforts to reduce car emissions, Electric Car plug in access, and other options for alternatives to vehicle only options.
7	Regarding line item 1256: "I-40 TO NC 147 IN DURHAM. ADD LANES AND REHABILITATE PAVEMENT." This item should not be included as Durham is currently re-evaluating what that section of highway through downtown should look like. Way too much historical baggage to take on a project of this size at this time.
8	Having moved to this area for school 6 years ago, I appreciated how the area had more walkability and transit options than my hometown in Western NC. This is the direction that the DCHC region should be moving in, especially considering the easy, linear layout of the region, and the potential to integrate transit options into the existing, well-functioning Chapel Hill Transit system. I am disappointed that the current plan allocates the most resources to car infrastructure. More resources need to be allocated towards building a corridor that promotes affordable transit options (such as public transit). I would like to see more resources allocated towards improving service frequencies and bus routes in the Durham area. The bus system in Durham should be multi-polar, with more than one central station besides Durham Station. Ninth Street should be a central station for both the 1 and 11 routes and perhaps a new route, for example. There are plenty of students at the School of Science and Math who would really appreciate a bus trip to Harris Teeter. The Ninth Street area is also getting fairly dense and could eventually accommodate a rail station as well, as the rail goes by this area. In the near future, the main Ninth Street parking lot will not be enough to accommodate as many cars as the number of residents interested in visiting the area. This will necessitate transit alternatives. The region should also improve rail service by adding a second rail line alongside the existing passenger rail line to improve service frequencies for trains in North Carolina. As of right now, it is inconvenient to use rail service in the afternoon to get between Durham and Raleigh. This is unfortunate since car traffic between Durham and Raleigh is very difficult during this time, leaving residents needing alternatives. Especially considering projected population growth, the traffic problems will not get easier. It will be a necessity to have non-car transit

	alternatives including rail or bus rapid transit. Bus rapid transit could use the existing highway infrastructure and might thus be cost-effective. Resources should be allocated towards pursuing and expediting these projects.
9	As a recent college graduate, when looking for reliable and safe places to live, one of my major considerations is public transportation. As the growth of the Triangle rapidly increases, I believe that there needs to be more sustainable public transportation options. Much of the conversation around the Triangle's transportation change is centered in cars/ personal vehicles, but is also important to take into consideration the needs of a large population. With the recent growth of the area, more reliable public transportation is needed- both rails and buses are feasible. As car accidents on I-40 increase, there needs to be another sort of transportation open for public use. A rail line parallel to the existing one that may be used for industrial reasons is a potential fix for quick people relocation. The latter I mentioned, buses, can also be implemented with a specific bus lane for public transportation. Please consider for sustainable and large population modes of transportation for the future and future generations.
10	Make a regional rail system happen! Get Amtrak stop in Hillsborough built sooner than 2030. Bring proper transit to RDU instead of another 7000 car lot.
11	I don't have a lot to say about the plan - too much to learn there, I'm afraid! - but I would like to say that the most disappointing aspect of transportation in the Triangle is a lack of safe alternatives for biking and walking. I'm not talking about sharing the road - too dangerous and contentious. Alternatives! To places people want to go! I would have bike commuting to Duke University for a good part of the year for 20 years if I had a safe means to do so.
12	Please place center of lane Shared Lane Markings and 20MPH stencils on W. Franklin St. in Chapel Hill to support bicycle drivers' right to the roadway and inform motorists. The separated bike path behind parking had created conflicts and removed bicyclists' right-of-way and ability to make vehicular style left turns. Bicyclist's using the now single travel lane are subject to harassment from motorists who believe they should be using the bike path.
<b>Road Widening Comments</b>	
<b>For Widening</b>	
13	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.
<b>Against Widening</b>	
14	Please don't widen I-40, I-885, and the Durham Freeway. We continue to throw money at wasteful road infrastructure project that don't solve any of our problems. Instead focus on improved transit options and safer road design. Durham Freeway widening is especially terrifying as that is really a road we need to think about substantially reducing to benefit Durham. Significant more focus on transit solutions like better bus systems and safer road design would be much appreciated.

15	<p>Please oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would 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 and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.</p>
16	<p>I oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would 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 and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.</p>
17	<p>I oppose widening I-40, the Durham Freeway, and NC 55 as proposed. These widenings would 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 and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.</p>
18	<p>The proposed expansions to Hwy. 147 through Durham, I-40 and I-885 are consistent with a failed transportation strategy. I simply don't believe that we can relieve roadway pressures effectively by building more lanes. Further, in the face of climate disruption and environmental crisis, we must do things differently. I want efficient, cost-effective mass transit intra-city and inter-city. I want to be able to get to Raleigh from Durham easily, and have convenient local options to get from the inter-city transport to my destination. DOT should stop being primarily a highway transportation agency and instead be an agency devoted to comprehensive transportation problem-solving for a sustainable future.</p>

19	Please please please do not approve widening of I 40 and I 885. There is enough motor vehicle traffic already. Please direct your attention to pedestrian and bike safety!!Thank you very much!
20	Dear DCHC MPO Board, Widening I-40, I-885, and the Durham Freeway would 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 accidents. The Board has set ambitious goals for 2050 to reduce greenhouse gas emissions, improve air quality, and make the transportation system more equitable. Widening I-40, I-885, and the Durham Freeway is not consistent with these goals. It will increase emissions, worsen air quality, and make the transportation system less equitable. I urge the Board to reject the proposals to widen I-40, I-885, and the Durham Freeway. Instead, I urge the Board to support strategies that will improve traffic flow without increasing emissions or making the transportation system less equitable. I also urge the Board to strongly support the projects in the proposed Transportation Improvement Program that would add sidewalks and bicycle facilities. These projects are essential to making our community more walkable and bikeable, and they will help to reduce traffic congestion and improve air quality. Thank you for your time and consideration.
21	Oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would 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 and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.
22	I encourage you to oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would 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 and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.

23	Please oppose any road-widening projects that would allow for more car traffic in Durham. At a time when our planet is experiencing record-breaking heat, we need to boldly invest in sustainable transportation options like mass transit and improved bicycle/pedestrian infrastructure, not in the car culture that is killing our planet.
24	Do not widen any highways. Widening highways induces demand which makes traffic worse. It be a waste of money and ruin many neighborhoods in the process. Highways will not be able to keep up with our region's growth. Instead, we need rail, rapid bus transit, and separated bike lanes.
25	Please oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would 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 and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.
26	Oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown.
27	I OPPOSE THE ROAD WIDENINGS. of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would 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 and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support
28	Please OPPOSE widening I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. It has been well documented that adding more lanes increases congestion. <a href="https://rmi.org/more-lanes-do-not-mean-less-traffic/">https://rmi.org/more-lanes-do-not-mean-less-traffic/</a> Please instead SUPPORT projects like sidewalks and bike lanes that will help pedestrians move safely around the city and will encourage less car travel, which means less traffic. This is vitally important, giving up more space to cars will make our city nosier, dirtier, and unsafe.
29	We should expand public transit options instead of expanding the freeway.

30	As a resident of downtown Durham, I urge the board to board to oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would 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 and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.
31	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.
32	I oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would increase traffic in the long-run, increasing carbon emissions.
33	Oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would 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 and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.
34	Please oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. Please focus on improving public transportation in the area so fewer people need to drive.
35	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.

36	<p>These widenings would increase traffic in the long-run, increasing carbon emissions, trash, injury and death and noise, groundwater and visual pollution. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. It likely is not. The last Freeway built through Durham destroyed one of the most successful and prominent black neighborhoods in America at a time when it was thriving. We need to be moving away from speeding cars and trucks and toward each other. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. Please take and make serious focus on current commitments that have been lacking since 2017 such as the Vision Zero project..</p>
37	<p>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).</p>
38	<p>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, creating safe bicycle and pedestrian pathways, and improving sidewalks. 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 and OPPOSE the proposed widening projects!</p>
39	<p>I am dismayed and astonished to see specific and even partially funded items aimed at widening I-885 and NC147 (Chapel Hill - Briggs) in Durham in this plan. The East End Connector was sold as taking traffic pressure off the Durham Freeway. Instead, we now see that the roads need to be widened through the city. Wider roads can retain more traffic but if they move traffic from decentralized areas to centralized commuting destination, all that will follow from such plans and from expected growth is more traffic to limited destinations. Durham is an excellent example of how highways cut through city areas and cut them off from one another, unless one uses a car. This type of planning has led to gridlock in many areas that are ahead of us in growth and we should not repeat those mistakes. Paving our way out of gridlock by building wider roads will not save us from future traffic problems - decentralized solutions, shorter and more manageable commutes will help, as will transit solutions if they work well.</p>



	Seeing \$220M proposed for these projects while we cannot even fund simple bike lanes or sidewalks in our cities is, just, truly disheartening.
40	These widenings would 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 and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.
41	I oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would 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 and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.
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43	I am writing to oppose the widening of I-40, I-885, NC 147 in Durham. This will induce additional demand when we should be reducing car dependence. It will be bad for the area.
44	I support the plan's proposals to add sidewalks and bicycle facilities but I am opposed to the widening of I-40 (between NC55 & NC147), I-885 (between I-40 and NC147) and the Durham Freeway downtown.
45	I oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown.

46	Oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would 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 and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.
47	I oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would 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 and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community.
48	The immediate impact of widening highways is that there is more room. The long term impact is that there is more congestion, more vehicles and more pollution. Alternative transportation remedies need to be adopted. I particularly urge the MPO to oppose widening NC147 through downtown Durham. It creates an awful barrier through the heart of the community; it should be made into an even greater barrier.
49	Please oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would 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 and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.
50	Enough is enough, no more I-40 widening. We need sensible transit solutions, not just iterations of the same old problematic policies.

51	<p>Hello MPO members, I appreciate and strongly support the MPO 2050 goals for regional transportation. In concert with them, and for all the reasons you adopted them, please oppose proposals to widen I-40 between NC55 and the NC 147, I-885 (between I-40 and NC147), and the Durham Freeway through downtown. More pollution in Durham will harm all of us, especially children and people who live near the road. Many in Durham cannot afford a safe car. What are our priorities? Given the necessity to reduce emissions and traffic, let's first invest limited road 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 driving, we can slow the growth in car travel. At the same time please strongly support the TIP projects to add sidewalks and bicycle facilities. Thank you for working on this Board.</p>
52	<p>Please oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would increase traffic in the long-run, increasing carbon emissions, and decreasing quality of life for Durhamites. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. It is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The many other projects to add sidewalks and bicycle facilities should receive your strong support.</p>
53	<p>I oppose this plan. These widenings would 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 and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals.</p>
54	<p>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 where that centers around and privileges 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.</p>

55	I strongly disagree with any initiatives that include widening I-40, I-885, and the Durham Freeway through downtown. The NCDOT should look at other strategies that reduce carbon emissions, expand use of public transportation, and allow the city of Durham to create a vision for the Durham Freeway that supports and acknowledges all city residents (especially those displaced by the creation of 147).
56	I oppose the additional widening of highways in the Durham area - in addition to being out of line with emission and safety goals for transit goals it will in the long run only lead to further traffic. I would prefer greater investment in transit, alternate modes of travel, and implementation of my efficient infrastructure for existing cars.
57	I oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans.
58	Do not widen I40, I885 and the Durham Freeway through downtown! These widenings would 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 and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community.
59	We need more public transit, not more car lanes. I oppose widening freeways, unless it is solely to add a HOV lane.
60	I strongly oppose the plan to study widening 147 through downtown Durham. 147 already divides the downtown destroying a significant amount of potential economic growth and feeding inequality. A more ambitious but much better plan is outlined here in four parts: <a href="http://www.buildingbullcity.com/2021/07/147-from-freeway-to-boulevard-pt-1.html">http://www.buildingbullcity.com/2021/07/147-from-freeway-to-boulevard-pt-1.html</a> Rather than widen 147 through downtown, 147 should be narrowed and streetlights added. This would slow traffic, but this is less of a concern since the east end connector exists. The advantage is that this would free up a lot of extremely valuable land that could be put to much higher economic and social use. Please carefully consider this policy and it would unify downtown and create potentially billions in economic value.
61	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.
62	I urge the regional transportation planning organization board to oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would 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 and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway

	when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.
63	I implore the board to oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would increase traffic in the long-run, increasing carbon emissions. This runs counter to what our region actually needs and goals for our future.
64	Oppose the proposed widenings of I-40 between between NC55 and 147, I-885 between I-40 and NC147, and NC-147 downtown. These widenings would increase traffic and carbon emissions in the long run. NCDOT should look at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway downtown is supported by the community. The goals that the Board set for 2050 are critical, and these proposals are inconsistent with meeting them.
65	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
66	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.
67	We should not widen the Durham Freeway through downtown, it's already taking up what should be some of the most valuable real estate in town and it would be a waste to expand it. I-40 and I-885 are also adequate as they are and do not need expansion. A single additional bus route would be more valuable.
68	It is astonishing to me that, as many cities are recognizing the awful blight of urban highways and decommissioning them, that expanding 147 through downtown Durham is even up for consideration. I cannot express strongly enough what a terrible idea that is. Expansion of any of these highways is not helpful anyway, you can't build enough lanes ever to get rid of traffic. These funds should be invested in better projects, like getting of 147 through town or making Duke, Gregson, Roxboro, Mangum, and Avondale safe for all road users (yes including bikes and pedestrians!). If people feel safe biking, walking, and taking the bus, traffic will improve as less cars are on the road.
69	Please don't widen 147/885! there is tons of evidence that bigger roads just means more cars. maybe spend the money on broadening intercity transit instead :)

70	Please OPPOSE the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would increase traffic in the long-run, increasing carbon emissions. Please consider other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community.
71	As a resident of Durham and a student worker at Duke University, I have seen gradual improvement as Durham embraces public transit and biking/walking instead of increasing lanes and automobile infrastructure. Widening NC147 and adjoining highways is likely to cause increases in traffic in downtown and at Duke through induced demand, which makes increases dangers to pedestrians and cyclists. Instead, I would prefer improvements in non-automobile transportation in the area.
72	Please OPPOSE the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would increase traffic in the long-run, increasing carbon emissions. Please consider other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community.
73	Please oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would 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 and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.
74	I oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would 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 and using operational improvements like ramp metering or revised lane striping plans.
75	We should absolutely not widen highways in the Triangle. Highway widening has been shown very clearly to increase traffic and emissions without reducing congestion or other benefits. We should invest in sustainable transportation infrastructure that does not require car ownership, incentivizes public transportation, and reduces our carbon footprint.

76	Oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would 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 and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.
77	I am asking the Regional Transportation Planning Organization Board to oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would 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 and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.
78	I urge the board to oppose the proposed widenings of the Durham Freeway through downtown. We need to reclaim cities for its citizens and not the cars. Widening highways increases traffic and the pollution associated with that. Downtown Durham was torn apart by 147. We should be looking at ways to reclaim that area as other cities have done.
79	Please oppose the proposed widening of I-40 between NC55 and NC 147 (Durham Freeway), I-885 (same area), and the Durham Freeway. Please consider supporting pedestrian and bicycle facilities instead and working to improve public transit services in these areas instead.
80	Oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would 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 and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.

81	I am a Durham resident opposed to the widening of Highway 147. Resources should be spent mitigating the divisions caused by the Durham Freeway, not widening it.
82	I am opposed to widening of I-40, I-885, and the Durham Freeway. First, Durham City is starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community -- local politics, government, and determination should not be ignored by state agencies. The widening of these highways would 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, other plans and projects to add sidewalks and bicycle facilities, and using operational improvements like ramp metering or revised lane striping plans on these corridors.
83	I oppose any widening of Interstate or State highways for the simple fact that they don't work: induced demand contributes to more traffic rather than less, and the more automobiles on the road, the less safe it is for everyone including pedestrians, cyclists, drivers, and passengers. Funds should be spent primarily to facilitate alternative modes of transportation and bolster public transit for residents.
84	Oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would 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 and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.
85	The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. More time, energy, and funding should be focused on many other projects to add sidewalks and bicycle facilities, improve public transport, etc.