
S2_P2_T0_Q2_CONNECTIONS_2

HOME Zip Comments Connections - Comment

27701	This should be a function of community planning and housing as well as roads. Highway planners and DOT should never have more power over local communities on these issues.
27597	Need more community transportation
27610	More public transportation! This will reduce traffic and allow for more economic growth, while also improving life for the economically disadvantaged.
	1 and 2 are pretty much entirely different. Could absolutely support 1 (a requirement for any such system to function) while not supporting 2 (net drain on a fairly-likely-to-be-unprofitable system), for example. Should be separated into different rating scales.
27610	need real mass transit -- trains
27519	People will gravitate to where their needs are being met.
27705	Sidewalks are especially important and valuable. And not just limited to the most urban neighborhoods. Connections and sidewalks to suburban neighborhoods to allow using them as meaningful and safe ways to get around the city is important.
27609	I'd support this more but there is no indication a city like Raleigh has ever taken this seriously outside of downtown
27607	we cannot be truly equitable without a useful and comprehensive public transportation system.
27608	Need reliable non-car transportation options - mass transit, biking, walking
27513	Rapid transit to RDU airport would be a huge benefit. Connect downtown Raleigh and Durham to RDU.
27526	Important for equity
27510	Objective 1 doesn't need to mention modes, that is covered in a different goal. Additionally, objective 2 can be collapsed into objective one - since it speaks only of equality of access, it's a subset of connecting people to important destinations
27606	I am in favor of increasing connectivity by improving public transportation, biking, and walking options. I am not in favor of increasing connectivity through methods that will increase the use of fossil fuels.
27713	There should be a policy in any transportation plan that prioritizes connecting affordable housing to public transit.
27517	This should be the number 1 goal of any transit program. We should be getting people to their destination.
27705	We need a sustainable solution involving light rail.
27701	Connectivity is important, but not if it means paving over everything!
27612	The "least of these" must have affordable housing and great transit access.
27604	In order to improve economic equality for the benefit of society, it's crucial for everyone to be able to easily access jobs, retail, etc.
27601	1) This should truly mean *all* modes. Historically this has meant spending
27608	This statement lacks real specificity. All modes is not an objective. I can't support an objective that lacks specifics.
27603	I'd rather have frequency of services than an expansive, in-frequent service. Ideally of course we'd have funding for expansive and frequent service.

27607	The biggest disconnect is car-centric building and design. Cars, roads, parking lots, parking decks, etc. all divide us and make what should be a simple trip into a dependency on cars, oil, etc. Freeing us from car-dependency will help us connect as a community.
27609	"all modes" is not possible. Trade-offs are required. We should move away from planning for single occupant cars.
27614	Mitigate the effects of gentrification and assist lower income workers reach their jobs and schools.
27610	We need to think about the 15-minute city as proposed by CityLab, and this requires pedestrian and multi-modal access. The era of cars-only (or first) needs to end.
27608	And make sure transportation departments are actively seeking input and listening to what people need to safely get around town. Make sure there's input that reflects the demographic of the neighborhood in which the project is happening.
27529	I feel blessed to have learned a sense of community on public transportation (subways, buses, trains) in my formative years when my remarkable mother modeled respect, civility, manners and "community" every day. One thing I see missing from nearly every discussion about public transportation is its inherent potential for adventure and fun. It is anything but "dry" to share rides with fellow citizens of all stripes.
27607	Yes, this is the main goal of any regional transportation plan Strongly support mass transit as a way to connect people to jobs.
27606	Affordable public transportation is necessary.
27604	This is pretty basic for a transportation plan; the devil is in the details of how it is accomplished and the splits for modes of travel (and the beneficiaries of those splits). It is massively tied to land use and development patterns.
27601	The personal automobile is not the best option for all persons. Nor should it be the only option.
27615	I believe free transportation for Seniors is often overlooked and very important. Including free taxis and Ubers.
27603	This is also integral to achieving other goals in this document and to helping our communities achieve a better quality through access to health care, housing, and education.
27608	Vital. All people should have efficient access, not just those who can afford a personal vehicle. Also, the way we connect to jobs, stores, etc., must not be via traffic-clogged roads, a soul-sucking, time-wasting and dangerous experience, i.e., I-40 during rush hours.
27615	I come from 2 cities with good public transportation. Having none here in the upper areas of Raleigh is a pain. I don't like having to drive absolutely everywhere; much prefer a local little bus system.
27577	Increasing connectivity may be more valuable than increasing capacity.
27607	There are a lot of ways to "connect." It doesn't need to be "just" roads/cars.
27278	Having retired and moved from a large metro area and its surprising to me that we have such clear corridors along US 85 and US 40 to connect to Raleigh and points both East and West that are not used as daily transportation routes.

27603	Also a critical component to improving other issues that impact well-being and quality of life, such as access to health care, housing, and education. This also means a focus on multiple forms of transportation will be required since everyone can't get where they need to go by car.
27615	I feel like this goal is also met by the "choice of modes" goal. If there were more options that were not car-dependent, then these younger, older, economically disadvantaged, etc. groups would have an option.
27607	I have an autistic grandchild who cannot drive. Convenient and frequent busses Allow him to have independent living.
27312	In the web of life everything and everyone is interconnected. Justice and equity for all is currently sorely lacking and must be a priority from here on out.
27517	Transport connections are especially important for economically disadvantaged and historically marginalized communities. However, in the current format (pre-COVID), areas around transit stops saw high demand and thus an increase in prices, pricing out many citizens who need transit the most.
27510	We should strive to build a region where almost all jobs and services are accessible via active transportation or frequent public transit.
27312	"All modes" should not be supported equally. Those that support protection of environment and climate mitigation should have the most support.
27510	I support this goal except for "using all modes." The private automobile should be de-centered as a mode of transport. In fact, it should be unapologetically discouraged through the transportation plan that is developed.
27513	giving people the opportunities to use trails for work, shopping, etc., would be the most effective way to change behaviors.
27704	This supports the sustainability goal as well
27704	I think this supports the sustainability/greening goal. The easier it is for people to move around with mass transit options the fewer people will drive.
27517	it is time to limit/eliminate the use of gas vehicles with only one person in them for transport.
27707	Putting 2 questions in one makes it hard to answer this one.
27608	Yes, strongly support this goal.
27701	Number 1 is vague nonsense. What else would any transportation system do but "connect people to. . . important destinations?" "All modes?" Perhaps instead of talking about doing everything, you should seriously consider trade-offs. E.g. If you put in a bike lane what does that do to 1) parking 2) pedestrian safety and 3) the ability of cars and trucks to move down a street. As to #2 above, it is also too vague. E.g., "youth" could mean a Duke student or an NCSU student who might have very different needs. It could mean a kid living in McDougall Terrace or a sixteen year old in Treyburn who can borrow his parents' Audi. Figure out who you actually need to serve.
27707	It is difficult to get certain places in Durham without a car. And to get between cities in the Triangle without a car is a mess.
27707	Please consider transportation to the airport, especially by rail.
27344	More autos on more highway miles will not serve economically disadvantaged or youth.
27344	Too reliant on personal automobiles, and that continues to disadvantage youth and poor people.

27603	Definitely support meeting the needs of ALL populations, but even more so populations that need more help.
27707	Yes, we should connect people and destinations, but we should look FIRST at creating 15-minute neighborhoods where people's needs are met within walking, biking, and micromobility distance.
27517	Orange, Durham, Raleigh, connection are needed Not important to me
27705	Lack of transportation is a major cause for many not being able to gain employment. Having to work based on bus lines inhibits people to grow.
27705	Trails and sidewalks cannot just be for economically more advantaged households but for everyone.
27701	Prefer to focus on sustainable modes where possible
27601	Historically Black neighborhoods in Raleigh have been neglected in this respect for way too long.
27713	Key destinations need to have bike/ped access
27704	"By all modes yes" but seeing as 99.9% of existing investment is for auto-oriented infrastructure if this is a meaningful goal then to enhance mode options we need to defund road investments and heavily focus on the other ways of getting around.
27519	One would like to see more infrastructure supporting biking, walking and transit. There are enough roads for cars and the this demand will never slow down if not for situations such as COVID, but of course we want COVID to go away at the earliest and never ever come back! It is an excellent time today for the MPOs to re-examine infrastructural priorities. Wider public has had a taste of how beneficial biking/walking is for personal health, our environment and as a wiser use of our taxes. The elected officials will likely be more supportive of these efforts now than ever again. Integrating diversity and equity is indeed critical. Please ensure that you include representatives from communities of color and low income areas when making plans on providing infrastructure in their areas so that your plans actually meet their needs.
	It is important to provide connections for all.
27713	Connections that don't depend on single-user cars, please.
27707	I support the goals, but especially want to explore ways to stop building more highways and widening streets, that work is ruining our quality of life and the character of our area.
27517	The pandemic will change the way we work (and where). It's necessary to go slowly as the effects of the pandemic and limited social contact evolve so planning starts from a new normal, to use a cliché. The new normal will be a moving target for at least two years, in my opinion.
27517	As stated, the goal indicates we are seeking a transportation system that will "be all things to all people". I don't believe that is possible. I suggest you focus on 1 or 2 high priorities, e.g., connecting employees in densely populated housing areas to major centers of employment.
27278	I would support if all that would be taken in consideration. But this never happens.
27517	Need pedestrian And bike connections
27231	I'm not in favor of more surfaces for single occupancy vehicles
27609	This is a transportation study but it sounds like a social equity survey

27705	I do not support connecting all places with all modes, rather designing the system most appropriate and responsible modes for each destination and use.
27705	more public space, especially sidewalks to parks outside of downtown core.
27562	Great goal. Just don't force mass transit on people that will not make enough use of. I don't want to subsidize trans[ortation. Mass transit
27615	I tried to rate this as 5, but I noticed you did not include people who have disabilities such as people who are blind or have low vision.
27608	This is tricky these should be separate questions because there are trade offs between these goals. Bad quest
27587	I am a senior and would like to be able to walk to some local stores so I can drive less, especially building a pedestrian bridge across major highways like 98 Bypass and Capital Boulevard.
27603	This should be a logical goal
27701	Don't support persona vehicle use. Support bikeways, walkways, transit, etc.
27601	Moving cars faster is not a good goal. Levels of Service which relate to this concept should be replaced with people-centric objectives.
27610	Expanding our public transportation network to better serve people who need it, and don't just ride it for convenience should be a top priority.
	Infrastructure to support this initiative is in dire need of upgrade.
27603	Sound transit planning is obviously important. I think the more pressing piece of this is creating a system that is EQUITABLE and centers the transit needs of the most vulnerable populations. I've seen resistance to this approach because planners think it is more important to increase access equally across all municipalities of Wake County.
27609	support mixed use developments
27610	This is a very important goal, but should be seen through the lens of a rapidly warming planet. Public transit and pedestrian and cycling options to connect all of these people to all of these places should be the focus.
27604	Greater focus on those paying the bills is required.
27520	This is important to ALL folks in ALL races, ages and ALL walks of life. It affects us all.
27701	Connections should be facilitated by coordinating with land use planning so our region can stop sprawling and we don't have to have roads everywhere. Support for mass transit is key too
27713	Most important goal. Everyone needs access to reliable, clean; efficient transport without cars.
27701	We have an aging population, and a lot of young people without jobs. We need more creativity in our transportation system to match the new economy.
27705	I would want modes of transportation to be both efficient and environmentally conscious on the land choice, community impact, natural impact, use of natural resources, etc.
27510	This is very important. As an older citizen who's mobility will decrease in the next few years, and the parent of a child with mobility issues, availability of paved, ADA accessible trails, parks and greenways will be an important addition to increase the health and well-being of the community.
27516	People should be able to walk, bike, or take public transportation to jobs, schools, and other facilities. People should have the option of living car free if they would like to do so.

	Many residents of Durham Co that rely public transportation are missing out on career opportunities and community engagement due to the lack of buses during certain times. It is also a barrier that the connector buses have such a long wait between them that it causes their commutes to take a very long time.
27701	Any solution to climate change must be equitable and all people must have access to solutions.
27701	I would like to see a priority for increased public transportation in economically depressed areas
27707	It is currently impossible to take a bus anywhere useful.
27701	The GoDurham Bus System is currently great for its current routes, but is better for those who live close to downtown and in generally white neighborhoods. We need to move away from the hub system in order to serve the economically disadvantaged.
27707	If it doesn't connect people it won't be used and will not have the desired effect
27707	This is crucial. You will need to undergo a needs assessment study to determine what should be included and how.
	Go watch Hasan Minaj's episode about public transit.
27601	Transit is about access to jobs. If you are concerned about economic development, then you should be concerned about transit.
	If you look at major cities (like DC), real estate prices correlate to the advanced transit. If we don't address transit and transportation now, traffic will become a deterrent (...didn't transit hurt us for Amazon HQ submission?).
27610	These goals are important and the emphasis should be on ensuring one's quality of life and access to opportunity aren't dictated by their access to a car.
27610	I strongly support the all modes part. If this means just building more highways I do not support
27625	We should focus on access and connectivity, instead of simply how quickly we are moving cars.
27519	not only the connection itself but the connection
27701	Also we build more efficiently so all of these destinations are not so spread out. Or really, that housing is not so spread out.
27704	Ensure that there are green alternatives for all people and seasons
27517	What exactly are "needs"? Mobility needs that are measured and acted upon by DCHCMPO studies have traditionally been work- and commute-related even though residents have mobility needs for shopping, recreation, community-building etc. I think more specific language could help, such as something along the lines of "2) ensure that mobility needs are met for all populations to survive and thrive on a day-to-day basis"
27704	All people need free transport.
27516	Other than rail
27705	With attention to less financially strong areas.

27312	Some form of shared ride maybe with key card that can help people get from main line of public transport to their final destinations (covered bubble 'car' not seques on sidewalks) Must be simple so not long wait times and energy efficient designs—moveable sidewalk strip?
27705	Important to offer accessible and affordable (and environmentally friendly) transportation. However, I don't understand the "all modes" statement. Free bus system that runs frequently and bike and walk paths would be awesome.
27701	Specifically important for those who need public transportation to have additional opportunities
27701	Reconsider infrastructure. Shift emphasis away from cars. Allow for centers to gather and shop close to where people live. Make those gathering spots walker friendly and inviting
27278	A focus to include in service planning are senior communities. Also include bike racks for riders to continue to travel to areas possibly not served directly by mass transit options
27615	Our funding has strongly favored cars over other modes of transportation, which leaves minorities and lower-income families behind. This has to change dramatically.
27526	This is the first step to help the environment and to reduce emission. If there is a reliable public transportation system, people would probably take less the car
27516	Everyone needs reliable, economical transportation to work, stores, schools and healthcare. Public transit, followed by bike and pedestrian access are paramount. Automotive transport is also important , but should be ranked lower on the priority list.
27713	All modes! Also include people with disabilities
27514	The fundamental purpose of transportation is to connect people to the places they must go, not would just "like" to go.
27278	I would really like to see more sidewalks in my area.
27703	Working to make mass transit connections easy and cost effective will help the environment and people
27517	Sure this is important, but we need to figure out how to do it without saturating the area with personal vehicles. Make public transportation a desirable way to connect!
27519	Need to improve modes of transportation other than cars soon.
27560	Not only connect people to job but it is also important transportation/ bus schedules run late at least until 9 PM so that in case we are late we can still get home.
27529	The rural areas need to be more included!
27510	Equal investment needs to be focused on all modes, not 90% motor vehicle while leaving 10% for transit, biking, walking
27526	What idiot wrote these questions.
27526	The Triangle area is on a roll with increasing population and the more transit options are available the better for all residents of the area.
12345	Twerk twerk twerk turds turds turds shit shit shit fuck fuck fuck no yes no

27613	I strongly support meeting needs for the economically disadvantaged. This should include mass transportation more than larger roadways. Mass transportation can be using clean energy. As this pandemic has shown, there will be a shift towards teleworking, which will reduce the extended roadway needs. Creedmoor Road which has been at capacity before the pandemic is near empty in the mornings currently. I would make sense to review projects currently slated to understand if they should be changed with projects that will provide better connectivity.
27613	Light rail Lines, expanded greenway system. Increased density near transport
27613	If it can be done economically. We have observed the Creedmoor Rd area buses usually carry 1 to 3 passengers at a time for past several years.
27526	Let's make sure these resources are available to ALL. EVERYONE, as noted in the objective.
27527	Provide public transit but remembering many people prefer privacy of a car. Therefore, wider highways, more parking spaces even if that means going up as in garages. Provide protections such as strong security cameras everywhere.
27614	Common sense
27510	This seems like a no-brainer for transportation priorities. The what is obvious, the how is more important here.
27701	"Ensure needs are met" is a noble goal but too broad to be properly quantified. Suggest changing this goal in terms of quantifiable factors, for example, "reduction of commute times or expenditures for X population by X percent by the year 20XX."
	The concept "complete streets" that makes access to streets safe for all users not just what is best for efficient vehicle traffic. The whole town needs to adopt "20 is plenty" for speed limits. Safer and better for environment and reduces impact on road surfaces
27604	Easily accessible public transportation is a must to connect our area towns and cities, helping economically disadvantaged people get to work or school and to help cut down on emissions from cars.
27312	It is super important that folks are able to get to where they need to and back in all communities.
27610	This is important so people actually use the transit.
27609	As a retired person, I find that reliable and convenient public transport is of critical importance
27615	I am a senior but fail to see how this would help me.
27608	Yes, strongly support options for those that are economically disadvantaged!
27601	In better connecting individuals with the places mentioned above (from a public transportation aspect), impacts on environment and climate from Goal 1 will be positively impacted.
27610	Vulnerable populations?
27604	Having a few bus routes is not enough, needed major changes.
27517	All modes...of what? Transportation? Write the question better. Raleigh and the surrounding area is not Chicago or NYC. The idea of train transportation is ridiculous. We are like LA-- spread far and wide. The only way it works for commuters is with their own vehicle. That's why LA is wall-to-wall cars. We aren't compressed enough to support trains. We aren't commuting to Manhattan.

27504	Support modes that will actually be used. Do not support spending for modes that will cost more to subsidize than their income alone can support.
27615	Working close to home will have to generate local business growth as well as trains (light rail) to help with reducing driving your car and saving on gasoline.
27713	Different options for my daughter to get to high school would be welcome.
27603	Equity issues are vital- please be sure to use an equity lens to make sure you're implementing in a way that doesn't cause unintended consequences for these communities
27519	Short commute times and lack of gridlock is one of our region's strongest quality of life factors that drives companies to relocate here. Quality of life is our second greatest economic engine after our universities. AND, underserved communities should be supported by bus rapid transit.
27606	As there are impact fees for construction, could there be some type of incentive for funding connectivity and lower income population segment
27529	There is a need for more street connectivity, public transit, walkable safe streets and sidewalks.
27609	As a service, we should be transporting our citizens.
27610	We need a transit plan that connects the triangle in an efficient manner.
27617	We need a speed rail system from Raleigh to Durham and to Chapel Hill.
27612	This must remain the primary goal of transportation plans. A careful focus on the latter half of this goal (ensuring needs are met for all) is vitally important. There must be a more rigorous process especially for planners and even roadway/traffic engineers to ensure that historically underserved populations have their transportation needs met. This may require more creative solutions than the process we have been following up to this point.
27546	Connect Fayetteville to Raleigh.
27603	Getting around the triangle is too difficult as it requires a car. There needs to be a rail system/better public transit especially as the population continues to grow quickly
27713	When I was a freshly divorced, single mom, it would have helped me tremendously if I didn't have to have a car and could have still gotten to work. This will help families. 5.
27587	Not all modes.
27514	do this with fewer cars and more funding and prioritizing transit.
27516	Encourage more of a regional viewpoint given how many residents work outside of town especially in Durham. Alternatively, increasing ease of access to downtown Chapel Hill would encourage development and non-University focused jobs on Franklin Street long term
27701	Must be functional.
27278	Good luck. Try to weight this one to the disadvantaged.
27703	Need to stress that access to medical facilities is important. Also institutions such as prisons and effective retail centers.
27703	We have a real problem in our community that low income people who rely on the bus have to wait a long time and take long routes to get from where they live to where they work.

27704	We need to ensure that all people of color and low income neighborhoods have immediate and affordable access to RTP, downtown Durham, Raleigh and Cary amenities
27514	Right now my neighbors, who are elderly, might use more public transportation (they would not qualify for EZ Rider); consider having a system such as EZ Rider be available in communities that have a concentration of elderly who would ride if the bus came to the door or a convenient location and went to specific destinations like groceries, etc. A system similar to what places like Carol Woods uses. Right now the criteria are too narrow for us to take advantage and the system not flexible enough.
27516	Focus on connections for pedestrians and cyclists with better (more frequent) public transportation for disabled or longer routes. Consider vans instead of buses for non rush hour times so that there could still be frequent routes for less people. (This is done very effectively in places like Mexico and Latin America)
27278	Important destinations should include neighborhoods and shopping... major highways often represent permanent barriers to pedestrian and bicycle crossing. Consider over and under passes as essential transportation corridors.
27713	This should be the primary goal for any transportation department.
27277	If you're talking rail - no support. If bus/van/ride share - a lot of support.
27278	Please think in terms of public transportation, safe bicycle trails and walking paths. It would be great if we could eliminate the need for individual cars entirely.
27516	These are two very different goals with divergent impacts. It is deceptive for this survey to put them together. I support the first but not investing disproportionate resources to meet every corner of every centrally-determined need. I'm between CH and H'boro and every time I see the bus that runs up to H'boro it is 100% EMPTY. So, no support for this compound goal.
27526	Focus on economically disadvantaged populations and other populations will adapt
27526	Because the over 55 population is increasing in FV and because the average life span in general is increasing, please give consideration to seniors needs, especially if they are not able to drive to doctors app't, congregate meals, etc.
27587	Connectivity is important. Connect work, home & essential services, (medical, grocery, govt services)
27612	We need high a metro
27587	Helping all people to be able to access important services is a difficult but necessary consideration.
27707	my support is for multimodal transportation prioritizing safety for all over car speed and access.
27278	I don't know how you
27510	Yes, we need to connect people and places - but don't put the overwhelming emphasis on cars and trucks. This goal is not worth much until it includes language on which mode(s) of transportation will get the lion's share of funding.
27705	In a non intrusive way Objective for this Goal should be Zero disparity of access to jobs, education, or other important destinations by race or income or other marginalized groups.
27713	As inner city rents rise, affordable public transport to more affordable regions is paramount.
27514	I think we should prioritize all modes except cars.

27517	Too much of our transportation infrastructure has been built, and continues to be built, around the automobile as the primary mode of transportation. This needs to change to focus on mass public transportation options and bicycle/pedestrian modes of transportation. Transitioning to self-driving automobiles won't reduce the number of vehicles on the road.
27705	I do not support continued sprawl and widening of roads and highways. We need to get people out of the mode of single occupancy cars -- gas powered or even electric.
27278	local buses to connect with regional transit buses for medical and school and work for disabled
27278	The biggest problem is that people are forced to commute long distances to their jobs, making traffic on central roads unlivable. Providing workable public transport for EVERYONE, not just the particular subgroups mentioned is KEY.
27705	In most of the US (outside major urban centers) there's an assumption that public transportation is only for poor people who can't afford cars, which creates a negative cycle that discourages wealthier people from using public transportation even when it might be more convenient, less expensive, and better for the environment. I agree that the transport modes we invest in need to serve those with the greatest need and fewest other options, but all efforts should be made to make public transport (and non-single-occupant-vehicle transport) be useful and attractive to all segments of the population.
27713	I want transit in our city to support those who don't have access to regular transportation. This isn't a very walkable area in my opinion, and I hope increased public transit can improve that.
27516	Many jobs and destinations may need to move to respond to climate needs so this one is hard to just rate on it's own.
27707	Some of the solution is putting people closer to where they need to get. Also connect ALL people, not just suburban people.
27712	Students should use their school I'd as entry to transportation. students ride free
27517	Must say something about modes of transportation that are NOT dependent on fossil fuels.
27526	Public transit and bike lane with sidewalks
27701	More bike and pedestrian connections are needed in particular.
27707	RTP is a strong supplier of well-paying jobs. This would be an obvious choice to reduce traffic congestion and pollution. Additionally because it stretches between counties, there is not much public transportation that goes there and when it does a trip that takes 15 minutes in the car, takes 1 hr and 48 minutes by bus.
27514	This must be done without the destruction of minority communities
27701	Providing reliable and affordable transportation to all populations is most important.
27701	Whether a minority or not, we should be ensuring needs are met for all economically disadvantaged!
27312	Does this take into account possibility of more virtual school and work? More dispersed communities as a result? Is there a way to incorporate equitable access to public transport or on demand transport for more rural parts of the triangle who may not need to travel daily, but still do occasionally?

27701	I am not in favor of the first bullet, not all modes are needed and strongly support the second.
27701	Prioritize minimizing negative impact of transportation plans on already marginalized or economically disadvantaged communities.
27701	Prioritize minimizing harm to already marginalized/economically disadvantaged communities.
27707	Preferably via Public Transportation
27516	want to connect people and places
27701	There must be transportation options for all members of our community in order for us to ACTUALLY BE a community. More convenience and accessibility yields more customers and more financial stability for all.
27701	Fast, reliable, and constant transportation from each corner of Durham to the major economic centers (downtown, RTP, southsquare, etc).
27705	Point 1 is not the same as point 2. This is another bad question. I support 1, I think 2 is only achievable after goal 1
27701	Connecting people to jobs needs to start with lower income populations, not those in luxury apartments downtown!
27704	destinations and living patterns can be altered by available transportation, as well as by significant socioeconomic changes (e.g. pandemic -->online work); emphasis should be on equity in availability & access, not destination.
27516	public transit and safe bike route options!!!
27704	In many countries, walkability is widely available. In this area, there are sidewalks downtown and along major streets and roads, but not in neighborhoods which doesn't make any sense. Also, walking is dangerous because of right hand turns by vehicles that don't even stop or yield, running of red lights and not stopping for pedestrians at crosswalks and crossing lights. Bicycle lanes need to be segregated to make it safer.
27526	I'm 75, it won't be long before I can't drive at all. I live among 250+ homes Halfway between Lillington and FV, a mile off 401 and 3 miles from Angier. No commercial establishments within walking distance. Seniors need Transportation to buy groceries, medicines, medical appointments, etc. Aging in place is much cheaper for society than group housing, plus provides many emotional positives. Boomers are expected to live into their 90s but for most of those years we will be capable of living independently. Transportation for vital activities is critical.
27501	These objectives should be merged into one because these improvements should be
27539	Yes, but with environmental impacts of transportation balanced
27587	More opportunities to connect disparate populations and interest groups, particularly the elderly and disabled.
27617	The current public transportation is virtually non existent. It'd take me less time to walk to the airport than to take a bus. Hence lots of pollution from the rapidly growing population in the triangle.
27527	Mass transit is the most cost effective way to help marginalized groups
27527	The more easy accessible public transportation available, the less people will be using their personal autos thus less pollution and less traffic .
27526	This very important so people's can travel to work and other places that don't have assault to a cars

27526	We need sidewalks and smooth roads. Many in our town walk to destinations - increases event turn outs and support of downtown areas
27591	I do believe that the city of Raleigh including Parks/recreation is leaning too far in their effort to accommodate cyclist and not enough to accommodate those of us that want to walk for health.
26716	Need more results for those with disabled
27526	Every time I see the public busses in Fuquay they are empty. Maybe need to study where they can be used more efficiently especially if you are concerned about emissions.
27278	A strong, broad public transportation system supports all citizens.
27713	buses need to loop in both directions to connect people to grocery, doctors offices and general commerce . I see people that have to walk from aptmts on Hwy 54 to Food Lion. We have dense and various types of housing on Hwy 54 near where it crosses Barbee, we also have apmts and low income housing in Parkwood (section 8) . It is dangerous to cross the road near hwy 54 and Revere in part because of the ease right turn at the light.
27517	Disadvantage communities should receive priority for improvements that meet their needs as they have suffered with 'less mobility' for ages, and also suffered the effects of facilities that burden neighborhoods for the benefit of long-distance commuters, etc.
27707	Connecting people to where they need to go is important, not by building more roads, but by better utilizing the roads already in place by maximizing bike lanes, bus lanes, light rail, walking paths, etc.
27701	Looks good! We need to truly achieve this because we as a society are doing a terrible job right now.
27516	Not clear what is meant by "all modes". Internet is a mode that is energy efficient, clean, and fast. Connecting EVERYONE with high speed internet should be a prime goal. I would not support building new roads or widening existing roads. Buses are ok but light rail is much better. I always thought the former plan for light rail was behind the technology curve. The most important thing is securing land for the tracks. But I would prefer a MUCH faster rail system.
27516	But I don't support subsidizing commuting. Live where you work!
27516	prioritize all modes of transport that are not single person automobile. Then, prioritize public transportation that is convenient, safe, and frequent. promote massive increase in safe, separated bike lanes.
27517	Stronger connections should be forged with the caveat that the vast majority of investments should be made in non-auto modes. Making stronger connections so cars can have faster trips is not a goal I support
27517	We've already done it for cars; now let's do all the other ways people need to get around
27511	Especially for people with disabilities, all public transport stops need to be accessible
27526	The populations is a Aging...get the old Coger's off the roads!
27526	Many employers now offer transit cards and work hour accommodations for employees using mass transit systems. (Citric, RedHat, SaaS, etc,) NC Government should too as Raleigh our capital a major employer in our areas.

27612	Minorities are no different than other people. We are ALL Americans. I am an old "white Hispanic" and do not need special favors.
27604	The 'all modes' is particularly important. We specifically need to NOT keep connecting new sprawling bedroom communities to metro centers via highways - we can't afford the carbon (or human health) footprint of that.
27527	Public transportations should pay for itself. The cost of auto ownership is enough to offset the costs of public transportation for everyone who wished to give up transportation independence.
27610	This is critical. The fad of scooters in city centers does not help the elderly and infirm. Bicycle lanes run the risk of supplanting public transport, if not handled carefully. That, in my view, would be to the detriment of people who cannot use bicycles.
27525	This will improve relations, grow a stronger local economy and bring communities together
27545	And disabled.
27526	need a train system
27527	I'm a proponent for connecting our great bike paths to work places. Increases health, decrease auto emissions and beautifies all arears.
27607	This is a weird goal. I do think that aging and economically disadvantaged peopel should be connected. But the first part of the objective sounds fishy -- connecting people with jobs? Does this mean that I support people living 30 minutes from their workplace and driving their SUV at rush hour? NO.
27614	Bus routes should be kept in the city. Suburbs should keep their roads free of city bus traffic
27526	Not all important destinations are in Raleigh or Cary.
27603	Environment is priority
27516	Connecting is excellent, but all modes shouldn't be equally weighted, especially if you want to achieve transportation equity (#2).
27526	Define 'all modes'.
27608	Make and enforce laws that prohibit loud vehicle exhaust and loud boom boom stereos
27523	I would love to be able to take a light rail from somewhere in Apex, Cary, or even F-V or Holly Springs to get to downtown Raleigh or downtown Durham.
27605	While I rate this goal as "strongly support," I find the wording of the question ("using all modes") strange because some modes may be more favorable and feasible than others. Generally, I think that the emphasis should be on providing adequate, reliable, and fast public transit options to connect people to jobs, education, and other destinations.
27608	If not light rail, at least a bus with traffic right of way to get to all destinations
27526	Out lying areas ie country would benefit of course but more so for city and suburbs so the country area roads are more clear for traffic cause those folks are use to driving a distance anyway so a more clear road for them is good.
27526	I lived in Seoul, S. Korea for 5 years. The subway, bus and taxi systems were interconnected and very economical. They also were constantly changing to better emission systems to lower carbon emissions.

27526	you ask two questions but only 1 response. Not the best survey design to ask multiple questions but allow a single response. not to mention that the wording of the questions steers responses. Who wouldn't want these objectives?
27278	RE (1): Bear in mind that "connect" has to mean "connect at the right time" for it to be of any use. A bus which allows people working in area A to travel to area B will need to run frequently, particularly around rush hour; no one wants to arrive at work an hour early, and bosses won't let them arrive an hour late. RE (2): In paying appropriate attention to those populations who may be particularly dependent on public transit, please don't neglect all the people who work in tony places like Chapel Hill but can't afford to live there - even if it is not fashionable to classify them as "underserved".
27514	Buses are good, trains are better and the bicycle is the best.
27516	1) safe and viable alternatives to single-use auto use for work and shopping 2) road diets for streets used heavily by auto, bikes and pedestrians
27707	I would love a better and easier commute between Durham and Chapel Hill. I live in part of south Durham that is full of residential areas, esp. apartments, that house a lot of UNC employees and students. And yet, the only options for public transportation are 1) drive to CH and use Park-and-Ride like I do, which is costly, or 2) take a convoluted series of public buses to commute less than 10 miles, which takes up too much time (over 1.5 hours). There should be a more streamlined way.
27587	Unless there is going to be a moratorium on the selling of cars, there is no way this can be accomplished Freedom to safely bicycle to destinations. Safe routes to schools.
27592	In concept this sounds like a "win" but the "how" is important. Addressing this for "all populations" sounds very lofty when there's always some financial consideration of maintaining access in less populated portions of our area.
27510	This also can easily go wrong. For example, paving Bolin Creek connects people but also ravages the environment. So that would be a bad idea.
27527	Very important for future growth and to support current industry
27704	I agree ONLY if resources are distributed equally and fairly and that there will be NO destruction of low income and predominately minority communities and neighborhoods.
27513	Expanded options for individuals with special needs.
27607	Not sure how "modes" is defined here, but decreasing personal auto use with biking, walking first and then public transportation, like buses or lightrail would be amazing. Decreasing automobile use would be ideal, there is already too much pavement.
27592	As a Senior Citizen, With 7 grandchildren, I endorse job opportunities and education yet concern for other groups is paramount . Some populations may require free services -- provide it.
27514	Consider the mobile 65+ population. Good programs in place for those who qualify as disabled, less so for the physically independent who no longer drive

27510	Connect people to the places they need and want to go for work, recreation, getting food, getting out in the community.
	Favor the pedestrian, the bicyclist -- travel in cars, trucks, and buses is already privileged. Pedestrians and bicyclists are not just eccentrics.
27704	4 I will support this ONLY if you truly look out for the population stated above. Low income, black, brown and latino populations always get the short end of the stick when it comes to transportation construction.
27704	4 I support this ONLY if transportation is provided to ALL communities and neighborhoods, without destroying existing low income neighborhoods and displacing low income residents in order to do so.
27603	As a minority and someone who has been recently disabled due to a motor vehicle accident I agree that there should be more programs to help those that are not able to help themselves. Getting from one destination to another can be troublesome for the elderly and those with an economic disadvantage.
27510	The question is vague because the modes of transportation such as public or private are not specified.
27703	I would like to see existing routes expanded to more places and neighborhoods.
27510	The listed populations benefit most from accessible public transit, safe biking and walking. Only a small subset of the population benefits from private transit (automobiles)
27510	Yes, public transit, walking, and biking should be prioritized to help the listed populations. Private driving only helps a small portion of residents
27217	As working with the homeless and other that are going through crisis is hard to get these resources.
27612	Isn't that the purpose of transportation??
28659	It should be so much easier to get around than getting in your car and getting stuck in traffic. How about some light rail?
27510	Connecting people through a prioritized privileging of more social, less socially and ecologically damaging modes before less social, more socially and ecologically damaging modes. So, walking, then bicycling, then micro mobility, then transit, then ride sharing, then carpooling, then SOV.
27529	Being able to go anywhere without needing to drive should be a long-term goal. Don't just connect suburbs with downtowns/office parks, but create a transit network that people can use to get anywhere. Someone in Clayton should be able to hop on a bus or train and go see their friend in a residential neighborhood in Chapel Hill!
	5. But the strongly support is based on diversifying our transportation system from safe walking paths to internet connections everywhere. Car centric transportation failed us.
27510	using all modes should include telecommuting.
27701	I think "using all modes" is potentially confusing. We should be prioritizing sustainable and equitable modes, rather than cars, which have been overprioritized for decades, at the expense of our health and well-being.

27526	We're creating mixed use development sites left and right to attract younger/older people. We need transportation solutions near these communities!
27527	you forgot to include disabled persons
27704	Transportation is critical for connecting people with healthcare, jobs, and education.
27705	"All modes" might be a bit strong. We should be trying to minimize the use of destructive modes of transportation like privately owned cars/trucks.
27703	If we had more efficient mode of public transportation to get from the major hubs of the triangle, I'd be more likely to forego use of my vehicle. I think this is an important goal to help with vehicular traffic and all negative effects that come along with it.
27517	More interconnectivity both within Chapel Hill and to regional transportation. I shouldn't be able to walk to a destination in 45 minutes, but it takes an hour to get there by bus.
27516	well maybe not ALL modes....I'd like to see the single-use car mode downplayed.
27529	important destinations is very open ended. 3
27560	Should be #1
27526	Convenience and stable costs will be a hook for riders.
27560	Public transport should be given highest priority.
27614	#2 is impossible. You need to prioritize which populations are at most risk/need and address that.
27560	Every time a question comes up about transportation, in Morrisville there is always the same answer. Please widen Chapel Hill Road between Perimeter Park and Keybridge Drive. That should have been done a decade ago. It's really time to do that. Also, in the suburbs trains don't work. Please dismiss spending enormous amounts of money for this mode that does not fit in a suburban environment.
27606	Bus MUST connect better. No one wants to wait for an hour or more to make a bus connection.
27516	DO NOT support connecting neighborhoods with main roads in any way that increases traffic on residential lanes and puts children at risk.
27587	Promote transit and active transportation. Build sidewalks and bicycle connections from residential areas to local and regional job centers. Improve public health and limit impacts on the environment. Pay particular attention to racial equity in improving transit and transportation improvements.
27510	All people need to have access to reliable, consistent and accessible transportation. Our current system only serves the student population not residents of the towns.
27526	It takes hours to get to doctors, specialists. Sitting in traffic most of the time. Accidents daily. Not enough alternative routes.
27516	service need to also connect outside city limit populations as well
27701	#3) First/last mile connections to transit
27526	It has to be economically viable.
	Not important
27560	We should have public transport connecting all major companies, schools, colleges and shops
27604	need safer bike lanes and Greenway connections to jobs

27587	Our lack of public transportation is disgraceful. Yes, busses and metro trains have issues too, but most I've been on were clean, safe, reliable, and affordable. Why does Raleigh not have this?
27604	I'd add, prioritize non motorized over cars- in funding AND DESIGN.
27502	Roads can connect underserved communities to opportunity. They need to do a better job of that.
27615	bus stops without shelters are inadequate
27705	The population will adapt and make accommodation for transportation if housing is available and business is allowed to flourish in the County.
27604	Transportation prioritization should be equitable. Prioritize more low income travel such as protected bike lanes and transit.
27705	Prioritize black people.
27603	Our job and education centers need to be based on central Raleigh and not spread out over every Hill top and Valley and open field in the region.
27713	RDU, downtowns, Univs, hosps, malls & RTP should be primary desintation hubs or don't bother to make a plan at all
27612	Connections must not be prioritized over environmental needs. There will be no human connections without a sustainable planet.
27608	Let's focus on public transportation to provide these connections rather than roads.
27705	Okay - hoping I get to some substance. Again - a no brainer
27603	We need side walks or paved bike/walking paths on main streets and main side streets, at least on one side of the road. It is to dangerous to walk down the road, and makes it unsafe for kids to go for a walk, or to walk to a bus stop.
27612	As an older adult, I would like an option to get to Durham DPAC for entertainment from Raleigh. Provide linkages to better connect the triangle universities - Examine a rapid bus option from RDU to downtown Raleigh, North Hills.
27608	We are close enough to bike to school/work but have no bike lanes or safe way to do so.
27517	Use efficient small vans or buses.
27510	Bikes are a very cheap form of transportation and if people felt safer on the road, they would ride more.
27701	Lots of work to do to satisfy this one
27701	ALL populations? There need to be priorities for those who travel for work reasons. Other reasons can be accommodated to the extent that there are resources available.

For this project, equitable resources, and not "equal resources," should be a top priority.
(Along with minimizing negative environmental impacts.)

Objectively, some of our communities overwhelmingly depend on public transportation as a means of survival: traveling to work, visiting family, accessing basic necessities like grocery stores, pharmacies, and other essential health care services.

27703 Whereas other communities, as a whole, have the economic means to rely on private transportation and hired assistance. Our wealthier communities are financially free to choose public transportation when it is convenient; it's often viewed as a leisure option, or for non-essential money-saving purposes.

When faced with the difficult choice to build *some* new infrastructure in *all* communities, or to direct limited funding toward building *a lot* of accessible, reliable, and safe options in only those communities with a far greater need, the city must elect the equitable option. Our most vulnerable populations and communities that depend on these public infrastructures must be the priority.

27606 This is done fairly well for cars and buses. Other modes of transportation should be included in this goal.

27609 I don't think "all modes" is an absolute requirement.

27517 Easy and regular transport to airport

27707 Often transportation is based on what men need, likely simply going from job to home. Please consider what women need. Transportation from school/child care centers, to job and home or shopping centers all with convenient times and feasibilities.

There are also a lot of nurses in the area, who work 12 hours shifts, little is done to all them to take the bus to and from the hospitals on time.

27603 Please recognize that, over the long term, transportation systems will influence where people live & work. This goal is important, but not at the cost of other priorities.

27601 If it doesn't connect people to the places they need to be, it serves no purpose.

Basically, this should have been separated into 2 separate questions.

27609 The important one being jobs, education and important destinations which I strongly support. The second one is less important and I would give a 2 in response.

27604 I live in Moredecai but cannot get to work at Ncsu by bus without a transfer. More easy circulation among downtown neighborhoods via bus or bike!

27518 Public transportation must address the needs of people with different abilities, including those with mobility impairments, low vision/hearing.

Vacation destination

27608 As someone who is aging, I appreciate your naming that population's needs explicitly.

27502 It is very important to offer a public transportation network that enables those living in Wake County, to affordably have the means to get to job sites, today many must rely on Uber or friend to get to & from work.

27612 Mass transit convenient and frequent

27502 A rail system would be great

27603	Better to have people live close to jobs and schools than to build more roads or rails.
27514	A person shouldn't need a car to have a life.
27703	Can't strongly support when it's not clear what "using all modes" means
27608	Especially strong support for objective #2 above as regards disadvantaged
27713	Getting around in the triangle is very hard if you don't own a car. The buses do their best but it would be awesome to have a system that's not at the mercy of traffic. Plus if this is going to be a major push then this will need thinking about sidewalks because walking on the road is also dangerous.
27713	While I agree with emphasizing access to transportation for all populations, I believe there should be more of an emphasis on public transit.
27707	We need an expanded bus system so more people can ride the bus. Even if I wanted to do so, I can't walk to the nearest bus stop nor is there space to drive there and park my car. I live 2 streets off of University Dr.
