
n = 417 S2_P3_T0_Q2_CHOICE_OF_MODES_2

HOME Zip Comments Choice of Modes - Comment

27705	Bike lanes need to connect and be safe
27701	We need to create biking and better mass transit between Chapel Hill and Durham at the same time as we invest in open space so that our area doesn't continue to develop into one big suburban sprawl
27610	Again, I think more public transportation is impossible, but in terms of bicycle lanes ... I don't particularly care. And in general I've had bad experiences with cyclists as a pedestrian.
27610	need trains
27519	Cars and buses should still be the priority because they are the most versatile and cost effective.
27510	We need more greenways connecting the different towns and parts of towns to encourage more bicycle riding.
27609	This is a pipe dream. We've been asking for this for years, but Raleigh doesn't care about things OTB
27608	Very strongly support
27707	Durham really needs better bicycle paths!
27513	Bicycle travel is already great - time to turn some attention to long overdue light rail
27510	#2 seems to be covered by
27705	improve the roads we have for daily critical things like job transprt and food including tractor trailers- why waste money on a bike rd when people hardly ever take a bike except for leisure.
27517	There aren't sidewalks here. Without sidewalks people cannot catch the bus. For the first time in my adult life, I'm living in an anti-pedestrian society. There's a restaurant literally 5 minute walk from me and I can't get there smoothly due to lack of sidewalks.
27608	Priority to keep bike and pedestrian services as well as other non-auto travel modes. Especially around schools and businesses to connect the community to schools to make it the easy choice to use biking and walking to school.
27713	I am especially supportive of more biking and pedestrian options! We need better amenities for these!!
27608	Bike use is growing while traditional forms mass transit haven't gained popularity- look at new vs trains or buses
27705	Again, we need implementation of a light rail or similar system. I was appalled by the failure of light rail a few years ago in this area.
27701	I would love to have more multi-mode options! I'd love to have more biking routes (yay for the new Greenway connector!) and a protected bike lane between Durham and Chapel Hill would be so fantastic. (Stick a barrier-protected lane down the edge of 15-501 even.) It would be a dream to be able to take light rail to the airport, RTP, and even downtown Raleigh. But mostly the airport.
27707	This is extremely important.
27604	Reducing the use of single-occupant cars is essential to meet the previous two goals.

27608	I support this, but the utility of multi modal travel is dependent on hub/spoke design. Ultimately this requires infrastructure for vehicular access to get to the multi modal
27607	Car-centric, suburban design has its roots in redlining, racial covenants, and other exclusionary policies. Stop wasting money on building for cars and start building for everyone. Transit and multimodal design will help us build a more equitable, verdant society. Car-centric design will ensure inequality, division, and wasteful living.
27614	Sidewalks need to take priority over bike lanes. Too many parts of this city do not have sidewalks, crosswalks, traffic lights, etc.
27610	please see previous comment :)
27278	More bike trails are needed in the area.
27604	This is critical. Especially important is connecting neighborhoods using separated bike lanes and greenways.
27529	The more diversified, affordable, accessible and frequent, the better.
27608	Connections should be the priority. Empty buses and bike lanes are due to fear and inconvenience.
27613	A good plan will make car ownership unnecessary for many people, because transit will be the best way to get where we're going.
27613	Northwest Raleigh seems especially devoid of long sections of greenway and bicycle lanes.
27606	Options are important.
27604	(I've noticed a pattern of "strong support" but perhaps I'll break my string on the next question.) This is related to "Connections" but has to go way beyond "enhancement" to include pricing single-occupant vehicle travel and parking very differently than what is done today - note the prior comment on land use impacts.
27601	The noise about transit as a COVID vector has been empirically demonstrated to be nonsense. Hence, the 'COVID spells the end of transit' narrative is also bunk.
27713	On Demand services for transportation for those who need the Paratransit door to door service and yet do not need the large energy inefficient van/buses is a win/win scenario. It cost less to taxpayers and provides more accessible service delivery for those who can use it and need it.
27603	Transportation planning has focused on cars for far too long in this country, to the detriment of other modes and the people who need and want to use those other modes.
27615	I have no clue what multi-modal would be here, but any type of public bus would be better than nothing.
27577	Many people are deterred from using modes other than a personal vehicle because of where they live. A transportation-as-service may be helpful.
27604	A component of this is prioritizing other modes of transportation besides cars. As long as cars is the most convenient transportation option, people will continue to drive.
27608	Highly in favor of free bus service.
27278	Need more bicycle space on rural road areas to insure safety of both bicycle riders and those in vehicles. Hillsborough needs more sidewalk area connecting the new Hospital campus to the center of town. Bicycle access too.

27603	This goal is integral to achieving the other goals and is necessary in order to offer options to people to safely access the services, institutions, and goods they need. Transportation and development policy has focused on cars for too long, to the detriment of our health, communities, and wallets.
27615	This seems to be the key to address all other goals provided in this survey.
27607	Again, my autistic child will have a better chance for independent living.
27312	The American love affair with personal vehicles is exacerbating the climate crisis and its ancillary problems. A new mind set along with accompanying public transit, bike and pedestrian improvements are critical now. We have only a decade to get on track.
27705	Focus non biking and pedestrian initiatives
27517	Transit service is important. Bike lanes and pedestrian walkability is important - in urban settings. Density is the most important thing for pedestrians and bikers. Transit service is much more important in moving between communities.
27312	Autonomous driven electric vehicles will very soon become the most affordable mode of transportation -- perhaps in 2 years in the largest US cities. We can be highly confident of the inevitability of this shift, if not the timing. Skepticism is understandable, but skeptics must be responsive to inexorable technological changes. Investment in lengthy mass transit infrastructure (i.e., light rail) would not be wise, and could risk becoming stranded, worthless capital. It is a huge challenge for public-focused transportation investments. I don't have the answers, but we need to be soul-searching and think very hard about how to work WITH this inevitable change, not against it.
27510	Yes!
27513	what do you mean by transit services? busses? My support is for NON-AUTO TRAVEL MODES
27704	This supports the goals of sustainability and connecting people. People won't take transit unless there are affordable and practical options
27704	Again, I think this supports the goal of connecting people and sustainability. People won't take transit options if there aren't modes that suit their needs or aren't affordable.
27517	The train corridor is already acquired, make it a busway and bicycle path to and from Durham,
27713	Increase use of non auto options both from a standpoint of accessibility to everyone and minimization if environmental impact.
27278	Hillsborough: Sidewalk From sidewalks of Elfins Pond Blvd., west on Eno Mountain Road, to bridge crossing Eno River. This would complete a walk/bike path to the Riverwalk.
27608	Yes, non-auto travel modes in the Triangle area are awful and needs to be improved.
27701	More vague nonsense. "Enhance," "Improve," "Increase." Does anyone propose that you "degrade," "worsen" and "decrease?" What kind of "enhanced" transit services? You called the \$160 million dollar light rail fiasco an "enhanced" service, and no one got any service out of it at all.
27344	Climate change is real and more transit options, rather than MORE autos on more miles of paved highways, is only way forward. Plus use of electric buses.
27344	Less reliance on autos is needed. Encourage walkability.

27707	The damage that reliance on cars has done to our society may be the single most detrimental effect of a new technology.
27517	We need a train system. At my age I would not consider bicycle transit. Very important to seniors
27705	The government simply has to do things not to hinder the growth of the private sector. Within 10 years self driver autonomous taxi's as a service will become the standard. For the price we currently pay for car insurance we can have access to a fleet of self driving cars. Car ownership will disappear and the cost of transportation will be reduced to a rate that everyone will be able to afford. Large companies like Amazon and Google will create transportation as a service and through competition will make transportation affordable to all. Governments role would be to start designing roads with self driving in mind. This means less stop signs and more roundabouts. Merging lanes instead of right on red scenarios.
27278	These questions are not set up very well. You are asking respondents to rate support for several objectives under one goal. You are not going to get the best information because the questions are poorly structured.
27517	It is essential that there are affordable choices for people that are also "time affordable", meaning they don't take so much longer than a car that they are impractical to use. If people have affordable, efficient alternatives then it is more likely they will use them.
27701	TOTALLY!
27601	This has to be done carefully so as not to gentrify marginalized neighborhoods, with a strong engagement approach. But everyone deserves access to the ability to get around safely and comfortably without a car, and I believe we need to make this a priority.
27713	The region has great networks coming together around the East Coast Greenway that need to be completed and enhanced.
27704	expand affordable multimodal modes and facilities for them!!! Public transportation needs to be overhauled such that we are safe from viruses like Covid and it is important that we feel safe. There needs to be an effort to make sure we can be safe riding public or other shared transportation.
27612	I support transit and ped, but not bike. Calculate the true cost of bike facilities (e.g. right of way, utility relocations and infrastructure) vs. usage and the benefit does not justify the cost. I seldom see bike lanes used, but a small group of vocal supporters seem to get them added to projects without an evaluation of the cost/benefit.
27713	Bike-ped, bus transit, and not giving up on commuter rail.
27707	I support the non motorized transportation 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	Difficult to achieve in the RTP due to dispersed work places. A rail link to the airport would have been sensible!
27517	Again, society is changing its life patterns because of the pandemic. We cannot assume that what we know from experience is still valid.
27587	Again, degree of support for the goal would be project specific and dependent on cost

27517	I favor part 2 (bicycle and pedestrian facilities) as a goal. I don't know precisely what 1 and 3 mean, so I do not favor them.
27278	Three. More sidewalks
27517	Bike infrastructures are sorely lacking
27609	not by taxing motor vehicles
27609	As long as it is not based on a tax on motor vehicles I am fine with it
27514	I support bus travel enhancements before rail or other vehicles.
27514	Improve safety for cyclists! Dedicated bike lanes please. Drivers speed and show by their actions that cyclists annoy them when they have to share the road. Battery assisted bikes are becoming more affordable, but people need to feel safe and protected from cars.
27705	Wish there were more bus routes, especially from suburban housing developments to downtown/Duke
27562	Not a fan of bicycles on heavily used roads. Bicyclists mostly don't adhere to DMV rules. I don't know what pedestrian facilities means
27704	buses should continue to be free
27615	I tried to rate this 5. I did not see anything on Paratransit and other options such as Uber. Many people might be able to avoid travel if excellent internet service was available to avoid travel. Also, for Paratransit travelers, there are huge areas that are not available for travel.
27608	Again I see these on different dimensions. Number two should be separate. I have strong support for 1 and 3. Less for 2
	Strongly support increased bicycle trails
27701	Start to use shuttles to downtown area.
27601	Alternatives to single occupancy vehicles should represent the great majority of expenditures to create viable alternatives.
27610	We should quit looking at highway expansion as our primary means of mobility in this region and start thinking more creatively.
	Mass transit between cities and towns across the state make working and living very difficult.
27603	Again, sound transit planning should be a given. All communities want access to quality transit services and amenities. I just worry that the focus will be on providing transit for whiter and more wealthy communities.
27513	Transit subsidies may create undesirable economic distortions and inefficiencies. Return transit to the private sector, with some regulation where needed. Improving bicycle and pedestrian accommodations is important.
27610	Design to help cars move around (but not people, bikes, etc) is the biggest problem! It causes many of the other problems!
27520	All of these things will enhance the environment.
27701	Enhance transit. We need light rail and busses.
27510	I support this especially where it aligns with the first goal of environmental & climatic protection efforts. Accessible/affordable and environmentally conscious transportation methods are vitally important.
27701	Older people and disabled residents need ways to get around, too. We have a lot of scooters and bikes but infrastructure has not kept up.
27278	Bicycle and pedestrian facilities are what puts my response at a 5

27705	I am a 5 on numbers 2 & 3 but have more reservations about #1. I have concerns about automatically enhancing transit services without assessing overall ROI and value to the community.
28516	Ensure dedicated bicycle lanes separate from cars (such as non-motorized greenways) so cyclists can connect Chapel Hill, Hillsborough, Durham without concern of being struck by a motor vehicle.
27510	Especially #3.
27516	It's not enough to expand options; currently car-dependent options should be eliminated over time. We need to target a reduction in the number of vehicles in operation, even as population increases.
27278	we need dedicated bicycle lanes to promote healthy exercise and transportation
	There aren't enough bus shelters or sidewalks to wait on in areas where the buses are a necessity rather than a choice. For the members of the community that rely on public transportation the most, there isn't a safe area to wait with protection from the rain/sun.
27705	Support for reducing traffic volume by providing alternatives is key for a healthy community as we grow.
27701	Individually owned cars should be strongly discouraged in urban areas
27516	Strongly need an improved network of bicycle and pedestrian paths and greenways. Short bike lanes or paths that end abruptly are not helpful but are unfortunately the norm, especially in Chapel Hill.
27703	More hard surface/paved bike trails and bike lanes. I would love to ride my bicycle to work sometimes from Sherron rd, S Miami blvd to TW Alexander dr.
27616	Affordable non-auto travel helps those who have no car reach food, work, and school. Plus the environmental benefits. Especially as we grow population
27519	Provide an op
27703	I like 1 and 3, need more sidewalks / sidewalk repairs; neutral on bikes
27701	As an occasional bike rider and an almost daily walker in the downtown areas and those areas immediately adjacent to downtown, I am happy to see the current sidewalk restoration projects occurring on Duke and Gregson
27701	I would like to see a robust bus system that covers all neighborhoods and runs on a frequent schedule. I realize that can be expensive, but it's the only way to build ridership. For those dependent on the bus and without other choices, getting to a job or school in timely fashion is so important.
27712	I would rather see more money spent on sidewalks in areas where transit ridership is high. I am not a big proponent of bicycle lanes unless they can be added with little cost. I rarely see the ones we have used except in areas around campuses.
27707	Too little planning for bicycle and pedestrians on roadways and streets.
27707	I'd like to emphasize affordability. I'd like to add "incentives for transit staff and operators."
27613	This area has to get away from auto only transportation options for the suburban residents.
27601	See previous comments. Transit = economic development (for both jobs and real estate).
27625	This is a critical need for our region, and all works together with connectivity and climate/emission reductions.
27603	This is absolutely critical to meeting both the first and second goal.

27704	Bikes and other transport that is electric and differently-abled accessible needs top priority.
27516	Fixing the "off ramps" on 15-501
27705	Pretty much the same as last one; changes that include EVERYONE.
27312	Make sure these choices extend out to suburbs/ bus lines or light rail for those coming from Chatham, outer Orange, Durham counties
27705	Yes! Bus system needs to be reliable, including into evening.
27707	Free buses
27707	We definitely need better more and safer bike trails !!!
27701	Exactly. By doing those things we will cities more livable. Consider reducing distances from homes to locations for gathering and shopping. Introduce trees wherever possible for creating little liveable islands everywhere
27615	This should be our number one focus in the Triangle for the foreseeable future.
27516	For too long, single user automotive transport has been the primary consideration for mobility. We see this glaringly during COVID-19, where pedestrians must walk in the travel lanes to observe safe distancing and cars are routinely exceeding the speed limit. Why are concerns for safe movement only considered if you are in a vehicle?
27713	This is super important to me
27278	I fully support the creation, development, maintenance and encouragement of greenways both in neighborhoods/communities and between them as a way of connecting neighborhood paths, neighborhoods and towns/cities for pedestrians, runners, cyclists and other non-motorized traffic.
27514	The support for multiple modes of getting around should prioritized such that climate change is impacted as little as possible. Advanced communications has made much "go to work" and "go shopping" unnecessary.
27278	More sidewalks!
27703	Encouraging bicycle and pedestrian routes are good for the health of the community
27517	Yes, this is connected to the above. With a priority on addressing climate change right away!
27587	Would be a 5 except that you mixed transit services with alternative travel. Bike Lanes and trails are the best. Public funded buses and such are not desirable.
27529	Possibly develop above ground corridors.
27510	These modes have been severely underfunded for decades
27526	Duck people that get on the road with bicycles
27526	I am retired, but I enjoy cycling since I cannot run. I would prefer to utilize bike routes instead of driving.
27560	Get bikes out of the main roads. It's unsafe. I'm tired of driving around them.
12345	<p>Balls balls balls</p>

27613	I have lived in Washington DC, Philadelphia PA, Pittsburgh PA, Denver CO, Charleston SC, and now Raleigh. What I have seen is the locations (most notably areas of locations) that have good access to affordable multimodal were better. The biggest complaint in areas without affordable solutions was the ability to get to work, and find affordable parking to allow maintaining work at a location.
27613	The time has come to implement rail transport. The area will only grow and create to much congestion and take up valuable real estate for parking structures
	Depends. Concern for impact to established neighborhoods. Do not want them destroyed due to eminent domain from DOT
27613	If it can be done with common sense and economically.
27606	And connections between modes, more focus on connecting bicycle and transit facilities.
27527	see prior comment
27614	Address challenges with multiple approaches
27701	The collapse of the light rail project was devastating. If the Triangle had a viable rail system, that would be a major game-changer for the region's economy, environment, and quality of life.
	Protected bike networks would allow for safe commuting and riding.
27278	We need to invest in greenways. Please spend time evaluating other communities in the US and globally to see how increasing greenways will help us reduce emissions and increase revenue for local businesses. These are just two examples of benefits.
27510	I still drive my car by myself most of the time. And I recognize this is part of the problem. We need more and better options. Smart bus system might be best option, but should not be the only one.
27701	Once again, these are amenable goals, but they require some quantifiable component such that they are able to be assessed in the future. For example, "Increase percentage of population using non-auto travel means by X% by the year 20XX".
	Where my son lives bike roads are very well maintained. In winter bike roads get plowed before vehicle roads. Also getting around by foot and bike is health promoting.
27704	What does this term mean: affordable non-auto travel modes? Does this refer to light rail? Hovercraft? This is a rather vague declaration potentially housing billions in investment. Elaborate.
27608	Support improvement to bicycle/walking efforts.
27601	Many of the streets in downtown Raleigh still do not have favorable means of bicycle options (e.g. E Edenton street coming in to downtown, where there is plenty of enough room, and will help to slow down traffic). More connection options between Durham and PNC
	I strongly support improving pedestrian facilities (I.e. sidewalks, crosswalks, etc) but the last thing we need is more bicycles on the road. I don't think they should be grouped together.
27612	We need a rail system connecting Raleigh, Durham, RTP. The traffic on I-40 has become unbearable. Please.
27302	More bike paths

27604	Rail system. Tax payers should get a refund for the money already wasted on something that should've been done years ago.
27517	People will drive their personal vehicles and that's the end to it.
27504	Ok to explore, but I will not be a user based on my personal circumstances.
27604	This is an oddly clustered goal--why lump together transit services, affordable, and bicycle and pedestrian? These should have been separate categories. Increasing bicycle and pedestrian should be the #1 priority. Only with good, safe ways to move outside of cars will we reduce driving, traffic, etc.
27513	i fully support improve bicycle and pedestrain facilities DO NOT BUNDLE DIFFERENT aspects into one survey question--- VERY POOR SURVEY TACTICS :-(
27615	I have been looking forward to the light rail now for at least 6 years.
27713	Having multiple choices is always preferred.
27619	I support as long as older and disabled individuals Are considered
27617	Yes, and with the advent of electric bicycles, we need to encourage there use by providing wider bicycle lanes than the current existing ones. This will provide lower cost green transportation for our youth.
27612	It would be awesome to have a streetcar system connecting people with important destinations as an alternative option to riding the bus. ex. Downtown to airport, north hills, hillsborough st etc
27519	At the hyper-local level in more true urban areas I think thos is helpful, but not so much at a regional level.
27606	Yes to enhance existing transit system - but more needs to be known on bike paths and non auto travel modes. On the latter, these modes have been abused more than pushing forward in progression
27612	The Triangle area has made much progress towards this goal, and increased other-modal transportation proves that. Connectivity of bicycle, pedestrian and public transit services can always improve.
27603	More greenways and sidewalks!! This would have a big public health impact but maintaining a healthier population that can be more physically active. Decreasing reliance on cars increases quality of life like in Europe where pedestrians and cyclist have more of a share. Other countries that provide this infrastructure create happier and healthier environments
27514	What is meant by amenities? Transit is essential, so not sure why it is lumped with amenities?
27516	Encourage better connections to downtown Chapel Hill for non-auto travel.
27701	Every effort should be made to reduce reliance on cars and expand all other modes of transit
27713	This is an important goal, but it must be implemented wisely. There are several intersections on Hwy 54 between 751 and Fayetteville Road that are dangerous for everyone (pedestrians, cyclists, automobile drivers). Examples of challenges: pedestrians cross 54 to get from Southpoint Crossing shopping center to Homestead Market shopping center; many cyclists using the ATT the east-west orientation makes it difficult to see cyclists and pedestrians; 45 mph is too fast for the amount of pedestrian/cyclist/turning auto traffic
27701	Depends on how integrated - this must be reviewed wholistically
27278	I see movement in this direction, but we need the tax base to do it as well as the Europeans.

27703	Pedestrian facilities includes sidewalks, not only for walkers, but for access to bus stops.
27703	Buses and other modes that serve low-income populations should be prioritized over bikes.
27526	I have different opinions about each of these objectives so it is a little difficult to answer when they are all lumped together. For example, I am less interested in light rail mass transit but not opposed to increased bus and bike/ped improvements.
27612	Bus stops should not be 2 miles away from a neighborhood. Bust stop cannot be in the middle of a highway no side walks (take those on Glenwood near Crabtree mall). Please add side walks. Today, in order to get to my son's day care with a stroller, I cannot do this safely due to lack of side walks on main roads (Westborough, Lynn). Fuquay-Varina NEEDS real sized bicycle lanes on all roads!
27526	Supporting bicylce and pedestrian facilities are a great goal for Fuquay-Varina. More safety for cyclest would be great for out community.
27501	Strongly support the need for more transit services, Bicycles should only be allowed on roads with bicycle lanes for the protection of riders and drivers. Too many cyclist ride on roads that are not wide enough for them and cars causing dangerous situations for everybody. If a road cannot easily accommodate both bikes and cars the cyclist should not be riding on that road.
27701	More bike/walk paths m, sidewalks, and bike lanes. Need to fully connect ENTIRE city for bikes and walking.
27514	Make public roads truly bike friendly; bike lanes are not consistent, wide enough or fluidly connecting to encourage people like me who are not confident riders but would get about more on my ebike if the roads were safer and I could easily park at places to shop.
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.
27502	Improving established bicycle lanes on main thoroughfares is a high priority not only for the safety of the bicyclists, but also for the passing motorists!
27713	This is so, so important for the connection of places, all kinds of people, and the climate. It also helps congestion & reliability. Begin here!
27277	If non auto = rail, no support.
27516	We have a ton of this already and do not need to enhance.
27516	Strong support for improvements to bike and pedestrian access. Support for increased access to, and subsidies for, low and zero emission bus transit. No support for rail transit.
27526	Fuquay Varina has to have a "bus" transportqation that operates the same hours as the "Go Raleigh" bus system.
27526	Eliminate bike lanes because cyclists should take the lane for optimum visibility and safety. Install sidewalks and crosswalks for pedestrian safety. Ask local bike clubs for input.
27587	Provide safe alternatives - biking on roads too dangerous now. Car meets bike does not work.

27701	Need to focus on safety. Need to work to establish neighborhood services within neighborhoods to reduce the need to travel long distances. For example, work to eliminate food deserts, support small community businesses
27587	Clean, available, and affordable options is the only way this plan will ever work
27526	More bicycle lanes are a necessity.
27707	Support protected bike lanes and safety for small motorized transport like scooters, ebikes, and motorized wheelchairs. Improve pedestrian facilities on ALL residential roads
27707	These items shouldn't all be lumped together. I have the sense this survey is too simplistic and skewing to a predetermined conclusion.
27278	along with this has to come education of the public on why it's good to use each of these other choices as well as incentives to use them. Not just talk.
27278	Would love to see bike routes between Hillsborough and Durham. Especially along 70. And would like to see bike lanes required on all new street construction or improvements. And connectivity via trails etc between town edges and town centers.
27510	Improved bicycle facilities does not mean shared lanes and a four or five foot bike lane painted next to a car lane. Improved bike facilities means separated from cars. You won't get more people out of their cars and onto bikes until they feel safe to do so. Along current corridors
27705	While I support these measures, the only goal here is affordability. These are strategies for achieving goals.
27514	I support these things, but they best way to make transit/etc more convenient is by making driving LESS convenient. And this doesn't even have to be penalizing driving--it can just be to stop encouraging driving.
27510	I would really love to see alternatives to cars for commuting between Durham, CH, and Raleigh! It would encourage me to visit those places more
27517	It's long overdue to incorporate underpasses and overpasses for bicycles, pedestrians, and wildlife in transportation planning for roadways and bridges.
27278	I would very much like to see better bicycle facilities, both for biking around and for transporting bikes on public transit. Even the addition of better shoulders on the side of busy country roads would make a huge improvement.
27278	I would love to see bicycle lanes and additional bicycle usable greenways that connect towns across the triangle.
27705	Very strongly support multimodal transit. Park and ride, bike and bus, bus rapid transit. Better bus connection to airport
27278	bike lanes
27278	Currently, if there were better public transit and safe non-auto transit options in my town, I could do 90%+ of what I need to do without a car, including going to/from work and shopping. Unfortunately, despite living only 2 miles from town center, there is no safe way to walk or bike there.
27278	YES YES YES
27278	Seniors need to be considered since they will need to drive less.
27703	Yesssssss!!!

27705	We continue to invest billions in building more highways, without anyone questioning it, but then nickle and dime other modes of transport and have to justify every small expenditure that goes to promoting public transport, cycling facilities, trains, etc. It's time to flip the priorities - make non-auto travel the default, and have highway building (which is much more disruptive, expensive, and damaging to the environment) have very high thresholds to be met before spending money on further building.
27703	You need to explain non-auto travel modes. Is that Bus, Bike,Rail or hourse and buggy?
27701	Protected bike/scooter lanes please!!!
27707	Various bike routes need to be connected, safely.
27613	I don't want the alternative travel to negatively impact the environment or ruin the visual tree-scape along with the high ways.
	5-Strongly support providing and improving existing pedestrian facilities, 2-bike lanes remove on street parking for homeowners and their guests. Streets are narrow to begin with taking from those streets to create bike lanes is ridiculous.
27705	Bike and pedestrian friendly cities benefit everyone. We need better paths from downtown to the Al Buehler trail (i.e. Morehead --> Cranford Rd). We need to eliminate one-way streets that encourage speeding through neighborhoods, like Duke St. and Vickers.
27705	light rail to/from airport, connecting communities, increased bike lanes
27707	More use of one-way streets to allow for car traffic in one lane, pedestrian and bike traffic in the other lane *WITH PHYSICAL BARRIER*
27704	Yes, please, to increasing non-auto travel!!
27704	Would be helpful to define "affordable non-auto travel modes"
27705	I strongly support closing down some downtown streets to active transportation modes only (with provisions made for individuals with disabilities).
27707	To hell with all those bicycles and scooters...
27704	I would love to feel safer biking in Durham. I often drive because parking is still relatively easy to come by and I feel safer; however, I definitely live within biking distance of all the things I do.
27705	Bike route should not be in this goal.
27701	Very much support increased bicycle and pedestrian options and safety for biking to work, school, home
27701	To keep Durham great we need to reduce our dependence on cars!!!
27701	YES! We can not shove more cars (autonomous or not) on our streets or continue to widen streets to help traffic, it just makes more traffic. Dedicated bus lanes, safe protected bike lanes or paths will move more people 95% of the year. The 5% of the time there is ice or snow people aren't leaving their house anyways.
27705	This ties in with climate goals. Must be accessible to all, not just those who can afford it!
27701	We must explore all forms of non-personal vehicle travel in our region.
27707	The first three goals work in concert together. All in an effort to reduce personal automobile traffic between towns of the Triangle.
27704	Making biking safer will get more people to bike instead of drive, positively affecting the environment.

27701	We need to break away from so many individual cars. Unfortunately, those who haven't experienced the positives of public transportation only think about getting to the station on time, missing the pickup, and having to walk between a stop/station and a destination. Many don't realize how liberating public transportation can be.
27701	Wider bike lanes, on more roads. Subsidies for non-auto travel directly to citizens. Public programs increasing bike accessibility, particularly e-bikes.
27701	The improvements made to date do NOT carry with them enforcement of safety rules/laws for bikers; too many do not wear helmets and too many do not observe the "rules of the road".
27713	Tramway from Chappell Hill to Garner or ft42
27704	All of the above also support climate change mitigation.
27704	I mentioned walkability earlier. Cycling is a great option as long as cyclists are not put in danger routinely. Segregated lanes are best and enforcement of traffic laws. We need transit police or something similar plus the use of cameras to reduce traffic accidents. electric trams are a good option. Comfortable buses with their own lane. Forget about light rail, think new technology like monorail, maglev or the hyperloop.
27526	Bus service is badly needed for the town of Fuquay Varina.
27565	I don't have a vehicle and are disabled so the bike idea is not helpful to me neither are more sidewalks to walk on.
27517	I support self driving shared car services.
27587	I would like to be able to bike virtually everywhere, particularly to retail establishments, accompanied by safe bike rack parking.
27540	Bus service would be great. I lived living in Cary with the bus route.
27616	I hate how you cannot ride a bike safely in raleigh. I work 6 miles away and would ride if I could safely
27529	Just worried about wasting money, NCDOT doesn't have a lot of trust in the community. NYC seems to be struggling with their subway, don't want to bite off more than we can chew
27526	We need more bike lanes and travel options. As more people bike and electric bikes become more common a good safe bike route from place to place would allow for more biking and less driving.
27526	Not everyone drives. People in our community walk often extending sidewalks into more areas and offering designated bike paths all increase safety and the ability for pedestrians to access consumer sites safely!
27591	More on pedestrian walkways.
	More bicycle paths would help people stay healthier, lower the amount of car emissions, offer alternate transportation those without cars or single car families and help with tourism
27526	Bicycle and pedestrian facilities are important for me, connecting neighborhoods
27713	I have lived where mass transit was taken by all people, and as a senior citizen would like to use mass transit again after we are through the time of social distancing. I find the transit system pushed to the edges of neighborhoods --- "because this neighborhood does not use or need transit? or we don't want our children to have easy access to the bus? Not every 16 year old has a car but often they need and want to work.

27517	yes, yes, yes. INVEST in these modes. Also, re: most 'cost-effective' - this depends on the life-span or term you are thinking of, and also many outcomes that you may not be measuring (e.g., those in your first set of goals - health, access by all modes, etc.). In some cases, a more 'costly' choice, may be more 'effective' for achieving multiple, valuable goals (including improved equity) that have not traditionally been measured in transportation - in NC in any case.
27707	Best use of money is to enhance non motorized amenities on existing roads.
27701	Good! Although I would like to see metrics attached to these. Mode split is easily accessible data. Let's put it out front and center for everyone to see and have MEASURABLE objectives. ___% of workers will use non-automotive options too get to work by 2030 and ___% by 2040. Be bold! You can do it! Put it on the home page of your website.
27713	Bike, ped, and transit should all be prioritized over more highways. You guys need to drop the pseudo-scientific language. Say what you mean. I favor bike trails and sidewalks.
27516	I don't support subsidizing commuting. Live where you work!
27516	This is crucial if we want people to use their cars less and not to automatically think of cars as the go to mode of transport to be used.
27516	The definition of "enhance" for transit services/amenities should be more specific so that it encourages transit uses that are aesthetically and functionally competitive to single-occupancy vehicles for "choice" riders.
27510	Increasing use of affordable non-auto travel modes is more important than enhancing amenities.
27587	More greenways for cyclists.
27526	YES, please!!!
27526	Absolutely - enhancement and improvement of transportation services is what the next generation is looking for. As a town we can spend money on roads to accommodate more traffic, but that flawed strategy only gets us right back to where we are - opportunities to improve transportation. Solve the how, no the what.
27604	Increasing multimodal choice is a means to two critical ends - equity and reducing greenhouse gas emissions from the transportation sector - rather than an end in itself.
27527	No laws forcing public transportation onto citizens. Encouragement and advertising only while still maintaining use rates at the cost of such use.
27610	What is meant by non-auto travel modes? If it is non-automobile, I agree. If it is self-powered, I urge caution in placing too much reliance on that. Public transit is an essential part of a transportation plan and "amenities" such as bus shelters are part of that. Shelters at every stop should be the rule, rather than the exception. The problem with sidewalks is that, as Raleigh and Wake County have urbanized, those areas not incorporated into municipalities have been left out. One can walk in a subdivision, but wander out and you are in a dangerous area with cars inches away. It seems there has been more of an effort in recent years to improve things, with sidewalks being added where one would not have been added in the past. Please keep doing that. Need dedicated bike paths NOT shared lanes with dangerous and inattentive Vehicle drivers on roads.

27526	I see negligible (at best) use of mass transit. Why would you expand something that is not being used now?
27565	would really like to see expanded bus service, light rail, etc. Also, support SAFE paths for pedestrians and bicycles
27526	That should include bus availability around town...not just to Raleigh of another destination.
27526	Public transportation should be free, safe, clean, and driver/operators should be able to make a good living.
27527	I stated my preference for more bike paths but we must move to electric vehicles for municipal use, delivery use and others. Raleigh and it's bedroom communities need a rail system. Taking a rail from Clayton to RDU would expand this area and any municipality it touches.
27526	Strongly support 1) and 3)
27614	North Raleigh had thousands of bikers, walkers, and runners with nowhere to do it other than the roads. It's time for a change and we need to make Raleigh a model for fitness and safety by expanding right of ways to include bike and running lanes that keep people off of the roads.
27526	Closely monitor advancements in technology and technology-enabled new transportation options, such as autonomous vehicles and ride-sharing, which impact the way transit will be used.
27608	I don't think it's realistic to expect people in outer areas to depend on buses. They're slow and if you have to connect to another bus , it's a disincentive. If Raleigh continues to encourage growth through rezoning that seems to favor development , it has to get a handle on a mass transit method that people will utilize.
27587	I think it's important to give residents alternate, safe routes to get to work other than by car. Expand the bike lanes, have better mass transit (although I know that can be a tough sell)
	I do not support bike lanes in high vehicle traffic areas / roads. It's just too dangerous for cyclists to be on the roads with the amount of vehicle traffic. I think designated bike trails, paved and unpaved would be a better solution. Just imagine a cyclist on the roads around the Wal-Mart area! Someone would surely lose their life and a motorist would be changed forever. However, I don't have much confidence in this opinion being considered since the very few cyclists who would ride bikes on our already congested highways will take precedence over common sense.
27526	Objective #1 - okay. Objective #2 - totally support. Objective #3
27608	Limit the number of "youths" on busses. No weirdos on busses.
27510	I'm VERY supportive of assuring that biking and walking are AVAILABLE and SAFE especially along major meridians like Estes Extension and all thoroughfares!

27523

Biking to work will never be normal in America, and it is a waste of money to encourage it. I believe main roads need sidewalks, and some bike lanes are great. I'm all for having more greenways around for walking and biking. However, I see neither option as a significant viable means of transportation as opposed to recreation.

Mass transit systems should be automated, running regularly through several central locations.

27526 I live 40 minutes from my job, yet only 17 miles, due to there being so much traffic. It would be great to have better public transit. If it would reach from where I live to my work, I would be happy to use public transit instead of driving.

27526 I would love to see more bicycle and pedestrian safe roads.

27526

It would be nice to not be forced to get in the car to get a loaf of bread. I like the greenway initiative but I think connecting the greenways to places is critical to making them more than just leisurely. Having married a European, and lived abroad, I appreciate this model many of the European municipal planners have adopted.

27526 Please add as much bicycle related infrastructure as much as possible. If you have a downtown area with a greenway that runs through the downtown, mark my words, this will be an attraction.

27526

Only if you increase lighting for night security and police presence, conceal carry is necessary also for immediate protection, lots of people work at night and may need to be out.

27526 I do not want to see increased bike paths etc like California with limited use by the public. This is a waste of money. I agree with economical light rail, subway and bus modes of transportation with reasonable tax money support.

27526 see comment about 'connections'.

27514 We can't promote other forms of transportation if we keep widening roads, building out and not up, and not looking at how transition will be in 10, 15, 50 years.

27278

A qualified assent: these are all important and worthy goals, but if you turn it into a zero-sum game - for instance, by removing travel lanes for automobiles and dedicating them to buses, thereby making driving impossible for those people who are unable to use public transit and whose bike-riding days may be long over - then the stated ideal will turn into mere ideological bullying.

I love trains - or at least I did before COVID-19 - and I am eagerly looking forward to the Hillsborough Amtrak station. That being said, I could not function without a car. It would be risky to harass users of personal vehicles without having a suitable replacement: you need to offer something of equal convenience and flexibility FIRST.

27517

Be realistic...the majority of individuals are going to maintain their use of automobiles

27514

This is extremely important that improvements are made to bicycle and pedestrian facilities.

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

27609	I have an apartment in Carrboro and like to walk and bike, but my safe transportation options on bike are limited.
27705	Some vehicle modes include walking (such as walking to a bus stop). Sidewalks and crosswalks need to be evaluated and improved; automobile drivers need more education about pedestrians.
	Unless you are advocating horses, there is no benefit to have a variety of various wobbley vehicles
27587	Yes, and we should be ambitious about this type of retro fitting, and installations... Inviting it's use.
27510	Especially in favor of making the town safer for bicycles.
27527	NC is the worst by far of four states I have lived in for bicycle rights, trails, etc. we have send to ride bikes all the time prior to moving here, but won't venture out other than a river trail for fear of being hit
27525	I'd prefer a limited area transport system that works super well than a broad transport system that hardly works. E.g. one lightrail line that's fast and cheap instead of a bus system that takes 2 hours to go anywhere.
27704	I agree ONLY if low income and majority minority neighborhoods and communities are not destroyed to make way for these things... i.e. highways, rail systems.
27513	Expand options for door pick up services for elderly and special needs populations.
27614	Walking and biking are important
27607	Yes, Yes, Yes, Enhancing transit, bicycles, pedestrians is a must and will reshape our community for the better.
	Americans don't walk enough, bike enough, jog enough. If you create an atmosphere encouraging this behavior, then more people will be active.
27592	Preplan bicycle use sharing with automobiles. Current bike/road areas are not safe.
27514	Pedestrians seem to be lowest priority. What good are more buses if people have difficulty safely getting to it from the stops
27510	I support all three objectives: but for the "environment and climate goals" and the "connections" goals to be effective, they must be considered first, when this goal of increasing transit services is taken up.
27539	Would love a network of multi-use trails for bike, walk, jog
27704	3 This opens the flood gates for government to come into low income and minority communities. Those communities need to be reassured that they will not be displaced by light rails, or highways coming through them.
27704	4 Transportation incentives have always taken a very heavy toll on the not so wealthy neighborhoods and communities. Most os the people who live in these communities are black, brown or latino. I support this ONLY if there will be ways to implement this without destroying the not as fortune (income wise) areas of the city.
27609	Options 1 and 3 do not allow for "on demand" travel.
27603	I would like there to be better transit for disabled and elderly persons. If people would like the option to ride their bicycles on designated bike lanes then that would also help with congestion of traffic and lower emissions.

27605	I have been in triangle area traffic for 30 years since college. We have been talking about light rail and commuter rail options for 30 years, work it out.
27510	I support incentivizing non-auto travel, but I won't be taking the bus to work unless 1) it more closely matches my in-auto drive time, and 2) the arrival and departure (i.e., morning and afternoon) times are more in line with my schedule.
27705	committing to build real protected bike lanes will encourage more bikers to commute to work or do groceries and feel safe while riding - also, it is not acceptable that bus riders don't have little cabins to wait for their bus - it blows my mind and infuriates me every time I pass by a bus stop and see people under the rain or the sun waiting for a bus!!
27510	We need public transport to RDU
27703	I think it's critical that we increase the convenience and appeal of transit options other than the personal vehicle.
27591	Bring back the discussion on rail and/or light rail projects. Wake County needs to develop a plan and start working toward it before we are too crowded. With the number of municipal governments in Wake County, having easy access to other areas by light rail would be a better long term solution than BRT or any type of express bus, especially in Eastern Wake County where transit solutions are desperately needed for poorer citizens.
27510	Yes yes yes!!
27217	That is located in Chapel Hill but not in Alamance county
27612	Key to handling higher volumes over time.
27510	Improved bicycle and pedestrian infrastructure will raise quality of life and property values across the board...
28659	Yes it's scary to bike even in the bike lanes
27510	Privileging those modes that promote individual and community (inclusive of all humans and our more-than-human brethren) health and well-being.
27609	This goal lumps together several modes. Previously I was a transit supporter, but after the pandemic I'm not sure when I'll go back to using it. So I'd like focus on cycling and walking improvements.
27529	Moving beyond cars for those who don't need them should always be the main focus. Some people will always need that kind of flexibility, but they don't need to be the center of planning decisions. It's our everything to prevent the Climate Crisis tipping point.
27510	Advocate for more funding/ different scoring system for road projects it is presently impossible to navigate life across the Triangle without a car unless you live and work in very close proximity. This is unacceptable anywhere and especially for a fast growing urban region
27701	I think you could be more ambitious than "increase use" of non-automobile travel. We need a massive shift in mode, not just a potential small increase in bus ridership.
27705	Get a rail system out. Ignore Duke when
27526	Read previous comments.
27703	I'm in favor of improving transit services. I don't think time and money needs to be spent on bikes and pedestrian stuff.
27529	What transit services? 3
27516	Esp support use of affordable non-automotive travel.

27560	Should be #2. If Morrisville is dense enough I strongly urge you to evaluate the feasibility of micro mobility platforms too. Thanks!
27526	Options that include bikes also promotes health and fitness.
27560	Bicycle and public transport should be promoted
27614	#2 especially. Raleigh could be very bike-able but requires more lanes, routes, and markings.
27560	Here in the suburbs, public transportation does not really solve the biggest problem. People drive into RTP in the morning, and out in the evening.... they just want to drive. I do not support spending money on modes that will have low ridership. Bike and pedestrian facilities, yes.
27510	Biking is a great choice for able bodied individuals in good health. Biking also often seems the transportation mode for low-income students and those with privilege. While I would like to see more biking and want to see the emphasis on providing reliable and accessible transportation for all people and biking is not an option for everyone.
27704	Need more bicycle safe lanes.
27278	The issue, at this stage, is only traditional SOV vehicles
27526	There are none. Older folks are very limited. Silly to build Dell Webb for older folks. Just sit in traffic with the rest of us. No 4 lane expressway. No alternative routes.
27707	This feeds into the other goals and is especially important.
27606	We have 5 or 6 bus lines already. I see very few people using these buses. Bikes are used in the fall and spring, but rarely in winter or summer.
27604	We should have measurable, actionable goals for mode shift.
27502	By increasing the options for transportation, traffic will go down.
27615	bus system should be free for low income users
27278	I would love to see more bike paths on major roads, some days I don't have a car and can travel by bike but don't feel safe to do so with shared roads and no clear path
27705	Mind your business. Your role should not be to intrude in the lives and choices of people in the County. Enhancing private property rights, health and safety should be the role of the government.
27606	I rate this 4 rather than 5 because of local transit planners' misplaced emphasis on fixed-rail transit, which is, basically, a rich man's method of commuting.
27604	Equitably. More funding to this goal.
27707	Please, please, please increase bike lane presence!
27705	Less investment in cars, more investment in public transport, bikes, and pedestrians
27603	Again, we do not need to develop more roads or rail ways, just improve and enhance the current systems to deliver people to currently established residential, job, educational and cultural centers. We need to allow for taller buildings and denser development within our cultural, educational and jib centers to cut down on environmental destruction of what remains of our natural landscape
27713	would love to see a monorail system and lots of free or low cost park and rides
27612	Promote renewable energy transportation. Incentivize EV automobiles. Incentivize solar power.

27610	I support increasing public transportation more so than more bike lanes. I see so many unused bike lanes near my home that they seem wasted.
27608	The only reason I didn't rate this a five is that I want more focus on public transportation over bike lanes, which are impractical for most citizens. They will not move most people out of their cars.
27701	I love to bike but bike paths are primarily for recreational use. Fine if cities like Raleigh, Durham want to have bike lanes but needs to stay within discreet, contained areas.
27529	Increasing biking -- and investing in the sort of infrastructure that makes people feel safe while biking -- could have the biggest cost-benefit impact. Reducing reliance on cars -- which are expensive to own and maintain -- could help ease the burden on all families, especially middle- and lower-class families.
27705	Tough one to answer. With the upcoming automated and connected vehicles really need to prepare for this. As well as post COVID driving. NC is not a big bicycle and pedestrian state even though these areas could be. This is an urban goal - not a rural one. Non-auto? Like scooters and such. These are fads that come and go and do not serve underserved populations.
27603	Yes to paths and sidewalks.
27612	While I support better transit services, heavy emphasis on cycling, leaves many people out. Older adults, those with disabilities, families with children. It sometimes appears that the bike lobby enjoys outsized influence over other transit options such as van share, park and ride options.
27513	Also helps address climate change.
27609	Our pattern of development is extremely difficult to serve by any mode other than automobiles.
27514	this will reduce green house gases, the top priority, and promote health, e.g with walking and biking.
27610	Provide commuter rail on all rail corridors into Raleigh from surrounding towns. In particular, rail line from Raleigh to Knightdale, Wendell and Zebulon is essential.
27278	Rail services should NOT be a primary focus.
27517	Replace huge buses with smaller and vans. I see huge empty buses all the time. Never never never plan rail lines again.
27701	"Improve" bicycle and pedestrian facilities is a nebulous goal. We need significant, specific, and benchmarkable goals.
27604	I strongly support this focus due to our climate crisis.
27608	More protected bike lanes should be priority, convert underused roadways to protected bike lanes
27605	Increase bicycle lanes; rail transit to airport
27606	There is a pretty strong bus system in the Triangle. However, our transportation system will be stronger and more sustainable if there are better pedestrian connections.
27713	These are good goals where density supports it. However, much of the area was designed with only autos in mind and probably lacks the density to support other transit methods in a way that is safe, reliable, and cost-effective.
27517	I know bicycles are pc, but please plan with safety in mind. As a driver some bike lanes at intersections are confusing.

27713	These are reasonable goals where density supports them, but a lot of our area was designed for car-only transit and probably doesn't have the density to add alternative transit methods in a manner that is safe, reliable, and cost-effective.
27610	I strongly support multi-use paths on all newly built roads, as well as retrofitting existing roads. Especially major roads. Glenwood Ave., Blue Ridge, Millbrook, Creedmore, etc. All roads with heavy traffic should also have multi-use paths. If we use those networks to get from one part of the city to another with cars, we should be able to do it with bicycles as well.
27603	Bus lanes on major roads would be very helpful. A light rail/commuter train line from Raleigh to Durham would be great too.
27705	We need a rail/light rail system!
27511	Better interconnected greenways
27704	Durham could easily become a bike town with more off road bike trails. Bikes and cars are not a good mix, and I would ride my bike more frequently if I did not have to ride on the road with cars. Drivers are way too distracted for bikers to be safe these days.
27601	Focus should be put on making streets and roads safer for non car usage.
27609	Again, this involves 3 questions. The most important one is to enhance transit services and amenities which I strongly support. The other two I give a 2 for minor support.
27604	Speed control and enforcement.
27607	This goal can be directly tied to normalizing work from home to reduce dependence on single passenger vehicle travel for those who can reasonably telecommute.
27562	I support this goal most strongly Hi speed rail.
27606	5 for the bike part of the objectives.
27701	The main goal should be to connect the region via rail. It seems like a no brainer that Durham and Raleigh should have a commuter rail line already.
27608	I work with people who are homeless. Free transportation for populations without income so they can get to medical appointments, job interviews would be immensely helpful.
27603	Most important goal: Making it safer to walk or bike.
27606	I am particularly supportive of improving bicycle and pedestrian facilities
27502	I do support light rail as a mode of transportation. Too high a cost to build and maintain. It would also promoted an increase density that would help Snowball more need for infrastructure building, upkeep, and cost.
27514	We need a human-centric world, not a car-centric world.
27612	Our current bike safety on roads is horrible without segregated lanes
27513	Amenities matter less than service. I should be able to take public transportation to where I want to go, and have it be comparable in time to driving.
27713	I am definitely for this even at a tax hike because it's important that we ensure multiple safe ways to commute around the triangle.
27560	Improve bicycle lanes and transport access
27713	Including a light rail.

27707 We must find a way to depend less on fossil fuels. Durham can lead the way. Expanding our sidewalk system, which has been happening along Univ Dr. and, I hope, other places in the city, will be a start. Bicycle lanes everywhere would be good but I know it's impossible on some streets. I'm afraid to ride on Dixon Rd. where I have to ride if I want to go somewhere outside my neighborhood.
