

<b>n = 336</b>	<b>S2_P4_T0_Q2_CONGESTION_RELIABILITY_2</b>
<b>HOME Zip</b>	<b>Comments Congestion - Comment</b>
27701	This is an outcome of a greater focus on Choice of Modes.
27597	Need more community transportation, more busses and a rail system should be considered
27610	This is important, but doesn't compare to greater public transportation and reducing environmental impact. But this also overlaps with both those things, so I think this would be a byproduct of setting those as priorities.
27610	need trains
27519	Build the roads where they are needed and keep the traffic moving.
27609	Sounds like more highways
27608	Of course I support reliability, but this sounds like a plan to build more highways for cars, which we do not need.
27513	Good progress lately with new interchanges along I-40 and I-440, and of course new I-540 completion
27510	Objective one
27601	Building connections and focusing on non-auto modes is more important than reducing congestion for vehicles. However, I strongly support enhancing commuter programs.
27608	Encourage commuter use Congestion very real problem and need to make the congestion reduction a priority
27701	Congestion management is a priority only if it is not code for "Cut down all of the trees and pave over everything."
27601	If
27606	I am all for ramp metering / park & rides, but I don't want investment in more highways / expanding highways
27608	Need to better define commuters, business to business goods delivery, and tourism traffic. All have very different needs to be successful.
27604	We shouldn't prioritize reducing delay by trying to build more road lanes given diminishing ROI on lanes, especially for long-distance commutes (think Johnston County to Durham).
27604	Support but not at the expense of multimodal options (often vehicular congestion isn't a bad thing if it gets more people out of cars).
27607	Stop making us rely on cars and congestion will ease. Start investing in reliable, regular, and dependable transit options so people can free themselves from car-dependency and live freely without the chains of car-culture.
27609	Refine and maintain existing infra. More street sweeping and resurfacing. More tweaks here and there as needed for better crosswalks. Change behavior by making the car alternative solution better.
27610	personal experience with ramp metering in other communities was mixed, but thinking creatively about how to mix personal vehicles with other transportation modes is key also key is thinking about how current events are affecting commutes and what that may mean long term for priorities - are buses still the right answer?
27608	Invest in safe, equitable, multimodal options and environmentally sustainable interventions rather than speed and efficiency for cars.

27612	This seems a bit dreamy and rather idealistic. Currently, we see faded lane markings and clogged gutters around our neighborhood. The greenway paths are often blocked for months due to flooding and construction projects. If we cannot maintain what we have, there isn't much hope for these future ideals.
27529	Who wouldn't support this?!
27713	Reliability is important, particularly for those of us who have to make a connection.
27608	Congestion isn't a priority with WFM and inconvenience for those outside the city. Capital Blvd and other routes have 3 or more alternatives. Biggest issues in the triangle are for NCDOT controlled assets.
27613	When commuters and others choose alternative transit, the roads are left to emergency vehicles, trucks carrying goods/equipment, and the few who have a need to drive.
27606	Reducing congestion and travel time is essential.
27604	Virtually impossible to maintain travel times for freight and people in a growing, successful area. People get used to traffic, or they don't and leave - you can't live in a real city and drive like you're in the country. Focus more on safety and related delays instead of traditional capacity improvements.
27601	Nope. Not saying carpool and PnR aren't great, or that ramp metering or dynamic signals aren't a good idea, but automobility has limits.
27713	yes! I would love a reliable park and ride near me and then i could bus to work! I often work irregular hours during the week and need more options in the evening.
27603	No one likes to wait and I certainly wish for people to be able to spend less time commuting and more time doing what makes them happy. But a little congestion is good and slows people down, making our streets safer. Congestion also encourages people to find alternatives. If we keep widening our roads and building new ones when we can't maintain what we have, it's an invitation to people to drive more. I don't know what ramp metering or dynamic signals are.
27608	Communities must also work with employers to encourage them to allow those who can work from home to do so to reduce the # of people commuting.
27615	More rides available per hour sure would be mandatory to do.
27604	Easing congestion will never be fully possible without compromising other forms of transportation. We need to focus on providing alternatives to cars rather than making it easier for cars to drive long distances.
27608	Consider impacts that autonomous vehicles will have on road capacity and design. Ramp metering will not be needed with autonomous vehicles.
27278	Some entry and exit ramps on major highways are way too short and are dangerous for merging into and out of traffic.
27603	No one wants to wait around or lose time commuting. But I hope we will not continue to prioritize congestion metric over others. A little congestion slows people down and makes our roads safer.
27615	With the growth in our community, we need innovative solutions to improve congestion.
27312	See previous comment.

27517	<p>Moving people with minimal congestion is good, but respectfully, the options stated above seem to just work on the margins. What is needed is a public transportation system that goes beyond a few bus lines, especially when most buses sit in the same traffic as cars (express buses can use the shoulder during stoppages).</p> <p>The options stated above can work in the short term (removing 4% of cars can dramatically increase highway traffic speed), but as our region continues to grow rapidly, I fear they will see diminishing returns, and any transit options will become prohibitively expensive.</p>
27510	It is crucial that we prioritize the movement of large numbers of people - NOT private vehicles.
27312	EV charging infrastructure must be included in considerations of congestion and system reliability.
27513	I SUPPORT #1 and #2, NOT SUPPORT #3 i wish you would NOT LUMP so many options in one question----- it doesn't allow for a CLEAR result of what people truly support.
27517	Park and Ride should be compacted to tall garages with green roofs, either a garden or solar. No more forest clearing paved lots.
27278	Traffic Light: Eno Mtn. Road & Orange Blossom Blvd.
27608	Congestion relief should be applied where necessary but should not be a priority above transit/bike/ped improvements
27701	This is SO STUPID: planner BS. P
27344	Ramp metering ASSUMES more autos and congestion. Look at California major highways...is that where we want to go? Emissions are LONG RANGE problem, we will just choke ourselves.
27344	Ramp metering does move congestion, if we are only focused on MORE CARS as the exclusive means of movement. Public transit and trains are so superior in Europe. We are shockingly so 19th century in the Triangle.
27603	Congestion is a huge problem in the Triangle. We need to be innovative in ways to reduce it besides just buses. So definitely support #3 being included.
27707	<p>People and goods moving with minimal congestion is nice and can be accomplished through non-motor vehicle modes. Carpools, park &amp; rides, etc won't move the needle. It would take a large incentive to have someone increase their commute by even 20 minutes per day (over an hour and a half per week) to pick someone else up or to transfer to a bus.</p> <p>Ramp metering could be good, but less because it creates efficiencies and more because it makes driving less appealing.</p>
	Not as important
27705	This will not be a problem in 10 years when transportation as a service becomes a reality.
27517	The minimal congestion, delay, reliability I agree with for non-SOV trips, but I don't think we should focus on minimizing congestion by building more roads. I agree strongly with enhanced commuter programs. I do not know enough about point #3.

27601	I'm not well-versed in these types of transportation interventions, but my gut tells me they're mostly ways of avoiding confrontation with the fact that our culture is ruled by the car industry. These approaches can feel like band-aids when what we need is reconstructive surgery.
27704	Support. But do not widen roads to reduce congestion.
27519	Once multiple safe and accessible modes are available to residents, they will be more likely to adopt these over the cars, which will automatically lead to a reduction in congestion. The thought process should not be to let congestion happen and then "cure" it by building more roads. It should be "preventing" congestion in the first place by offering reliable alternative choices to travel. The monies to be spent on building more roads to cure congestion should instead be spent on providing the alternative choices in the first place. This will likely need less monies to be spent on the alternative choices and with better outcomes!
	We need to do a better job of fixing bottle-necks and using technology to help manage congestion.
27707	I support the congestion 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	I doubt that traffic will reach its former level of congestion, even if our area continues to attract new workers and places of employment.
27609	keep expanding main roads
27609	Need to continually improve roads, so far so good.
27705	You cannot reduce congestion by widening roads and highways.
27609	540 must be finished as soon as possible so that people & goods move with minimal congestion, delay & greater reliability! All other forms of transportation are also needed to accomplish this goal- these are all critical to the Triangle area & the State of North Carolina!
27705	ideally through fewer personal vehicles, more bus and public transport
27517	Use smart technology like ramp metering, dynamic signals, HOV lanes. NO LIGHT RAIL version 3 BOONDOGGLE
27562	Good goal as a lesser priority.
27615	I tried to rate this a 2. Personally, I believe more emphasis should be placed on public transportation options. One major problem is that public transportation is not a good alternative currently.
27701	Other than expanding roadways
27601	We should reduce the number of places cars are relied upon and make those fewer places very reliable. Ramp metering is not effective unless the existing street and roads are equipped to handle increase in traffic.
27603	To reiterate, sound transit planning should be a given. All of these sound like great ideas that should be implemented :)
27513	The most efficient use of our roadways will occur when we price ALL roads, not just managed lanes.
27609	complete 540 establish commuter rail

27610	I support this goal, but would re-iterate that one key feature of decongesting roads is getting people to stop driving on them.
27701	I would challenge the framing here that suggests that commuting happens by car and subject to congestion when the transit-focused question was not put into a commuting context. This seems to strengthen the belief that transit is not a core infrastructure requirement.
27701	Mass transit addresses this.
27613	Haven't we invested primarily in this bucket for four decades? Isn't it time to balance investments for long-term benefits, rather than continually addressing short-term congestion?
27510	Again, I support this as where it aligns with the first goal of environmental protection.
27701	Duke has almost no parking and when it does it is not affordable. Something needs to be done to improve commuter programs around downtown especially without the Bull City Connector in operation. RTP is only going to keep growing. Reconsider the light rail!
27705	I would prefer to move towards more telecommuting rather than managing more traffic. I prefer to live in a world where fewer people need to travel to work on a regular basis. Bicycle transportation, walkable communities, better internet access etc.
27510	I like the emphasis Carrboro has been putting on roundabouts and their ability to move traffic efficiently. I travel in Europe often and appreciate the ability to travel east to west across Scotland without ever stopping at a stoplight. I find that traffic circles help (once people learn how to drive in them).
27516	The only sustainable way to fight congestion is to reduce the absolute number of vehicles. Carpool and park and ride is necessary in some cases, but should be deprioritized in favor of making walkable, bikeable communities for all.
27278	Increase incentives for options to work from home
27278	reroute traffic around Churton / avoid heavy traffic/congestion at rush hours to keep the town center safe and clean
27703	We cannot keep trying to build highways to solve congestion issues.
27510	It's not possible to do this while prioritizing climate change and things like biking.
27703	Don't know enough about 2 or 3
27701	Dynamic signals would be wonderful for everyone to get across town without delays.
27278	More frequent buses or shorter bus routes, and bus lines as far north into Durham county as possible please!!
27707	Incentivizing commuter programs needs to be rolled out. Consider also lane closures and commuter lanes. I don't know what ramp metering and dynamic signals are.
27613	No to dynamic signals - solve actual problems, do not create new issues by trying to be futuristic.
27610	I'm a little mixed on this. For objective 1, I fear that concerns about congestion and delay, particularly for motorists, will result in expanded road construction. I generally support the others to the extent that they are aggressively used or funded to encourage travel modes other than cars.
27616	REDUCE NEED TO RELY ON SINGLE OCCUPANT VEHICLES

27625	A lot of this depends on the specific solutions. We should look for ways to get better efficiency out of existing roadways/highways, but "reducing congestion" should not be a top priority on its own. If we get the other things right (walkable, transit oriented, connected neighborhoods), congestion will take care of itself. Park and rides are good, but need a high frequency local network first, before adding "commuter" services which tend to be lower ridership and have higher cost.
27603	I'm afraid that minimizing congestion will by default still be viewed as the primary and overarching goal since this is what NCDOT has prioritized for the last 50 years. How will the MPO ensure that the other goals are truly prioritized?
27510	Divest from highways and roads. Invest in transit and active transportation infrastructure.
27701	Sure but it doesn't have to be this complicated. Everything we've built so far has been built for cars. Technology will not change that.
27704	Not sure on "dynamic signals" but ease of roadways for quick green deliveries very important. Roadways also non-car so as to facilitate people and bike use is hugely important. Not all roads need to be for vehicles.
27516	The "off ramps" on 15-501 need better traffic control
27312	Invest in bridges/tunnels to give wildlife and pedestrians/bike riders safe ways to cross busy highways.
27705	Yes! Also helpful to have backup options if have to work late and miss carpool/bus.
27701	consider decentralizing the spots where people would want to gather ny intrducing mi i city centers in communities with shops, services? restaurants and trees
27615	Our focus with congestion mitigation should shift away from helping private automobiles move faster and towards shifting people to other higher-capacity modes, such as buses. Widening highways only encourages more people to drive.
27526	Putting transportation in place that is not reliable or is taking way longer than taking the car, would be useless to most people. They would just stick with their car. Start with a super small transit system but make it right
27516	We should have congestion pricing for downtowns and heavily used corridors, but only after alternative transport is implemented. Busses, BRT, and light rail are needed between population centers.
27713	Don't build more roads. We know about induced demand
27510	Dynamic signals are great
27510	reliability and expanded service is important for transit.
	we should not be designing around 'congestion' any longer - it only exacerbates the problem and keeps more cars on the road
27514	Congestion is brought about by people making selfish decisions. Only systems that enhance alternative modes of transportation to the automobile are worthy of investment.
27703	I think if we invest in mass transit, congestion will be less of an issue

27517	If we tackle the above, this is less of a concern. Congestion is a signal that we have not taken an innovative look at how to encourage more environmentally friendly modes of transportation and have not planned carefully while continuing to develop in an unplanned, sprawling way. Sure, if you want people to use public transport, it needs to be reliable and desirable. But I do not support making roads bigger and bigger to accomodate more and more cars. We need to be innovative and find new ways to address congestion and delay--by prioritizing the environmental concerns & climate change mitigation.
27560	stop building houses, apartments, etc
27560	Yes, there is a REAL congestion problem in Morrisville. Why are you approving all of these new shopping center and homes, but are not accounting for the traffic???
27587	again you mixed the good with the bad. NO RAMP METERING!!!!!!!
27526	Strongly Support #1&3 No Support #2
27518	I prefer smaller roads than huge highways. Emphasis on more public transit, and #'s 2 and 3.
27510	Congestion cannot be eliminated entirely, but this goal should not included any widening of highways or expand existing boulevards into highways
27608	And make service frequent enough so it can really, truly compete with the convenience of cars!
12345	Hahahaha 😂😂😂😂😂😂😂😂 a few times the cuddling best Beach 🏖️🏖️🏖️ re we free then I'm was dad yh in I'm waxed gt think I'll pass the in in on
27613	From my time in the Northeast, enhanced commuter programs made a huge impact. These can be run through different companies. Since traffic is not bad in Raleigh (comparatively), you may have a hard time having people jump on board. When looking at congestion, there should be a review of rush hour congestion versus congestion. There are some areas that become congested for an hour in the morning and another at night. It should be reviewed, from a fiscally responsible standpoint, if projects are worth the millions they will cost.
	Ramp metering is crap and doesn't work. It may improve marginally the flow on the main artery but makes the source road subject to longer delays and back up. It is impossible to get out of my neighborhood in the morning now due to a ramp meter.
27613	If it can be done economically
27527	Utilize synchronized lights and merge points to ensure the best continuous traffic flow.
27545	This is a necessary priority with a need to upgrade all main thoroughfares.
27614	Build strategic park & ride. If busses have dedicated lanes. Support EV charging & EV ride share.
27510	Seems like too much time and money spent on roads...ramps, traffic circles...no new roads. Just keep the ones we have safe
27510	Congestion is a sign of a healthy, dense city. There is good congestion and bad congestion. Dense, busy sidewalks full of pedestrians are good. Dense light rail trains and buses are good. Dense roads that have smart signals can be good. Dense roads with 99% cars and non-smart signals are bad. Lack of redundancy is also bad. We have a lot of bottlenecks.

27701	Change Objective #1 such that verb syntax is consistent with other two goals. Suggestion: "Minimize congestion and delays while maintaining reliable movement of people and goods." This goal should reflect specific conditions which the DCHC intends to meet. I suggest having this reflect around the Highway Capacity Manual Levels of Service and defining LOS conditions which need to be met under X percent of time by the year 20XX.
	This goal should not take precedence over reducing carbon based mostly single passenger transportation
27704	Again, the devil is in the details. You are anticipating an increasing number of vehicles on the road over the next 30 years when in fact individual vehicles may become dinosaurs by then...and much sooner. Autonomous vehicles will in time do all the things you want above, and more efficiently than any existing system. So park-and-ride and ramp metering may even be obsolete in 15-20 years
27523	Focus on improving access via multiple modes rather than reducing congestion (except for transit).
27608	Anecdotally, I have not received significant benefit from carpool or part and rides. Mostly due to the amount of time and planning those require. I understand that there is a benefit to them, but not ideal.
27526	Encourage employers to pay for mass transit passes or provide carpool vehicles for employees.
27601	Living in multiple major metropolitan cities outside of Raleigh over the course of 10 years, the congestion here is not bad in my opinion.
27604	Putting objective #1 with #2/#3 is work around to getting people to strongly agree with this goal. Obviously no one wants congestion but applying object #2/#3 to fix it is myopic and wasteful. Calling ramp metering and dynamic signals "enhanced technology" is an oxymoron. Its a waste of money that does not fix long-term congestion issues.
27601	This is really, really important!! With all the new condos and high rises in downtown and the increase in population density, congestion has become a huge problem. Public transit need to become attractive to ALL.
27608	As a woman, I would never use carpool organizations or park-n-ride. Any situation where I could end up alone with a man in a personal vehicle is an automatic no-go.
27517	That doesn't work in LA where it's a much greater problem. What makes you think that will work in Raleigh and elsewhere?
27504	Do support innovative technology to improve travel times/reduce congestion.
27513	i fully support #1 DO NOT BUNDLE DIFFERENT aspects into one survey question--- VERY POOR SURVEY TACTICS :-{
27713	Yes please manage congestion. I came from NJ to get away from congestion!
27617	I'd rather see more mass transit commuter trains to alleviate the number of vehicles traveling the roads.
27519	All helpful, but more of a bandaid rather than creating and enhancing a holistic transportation system that doesn't need carpooling, etc...
27529	I support this as long as public transit funding is prioritized.



27612	Commuter programs could be discussed with the public more often; I have rarely heard this talked about where I live. I feel that ride shares are not often used. Advanced technology such as dynamic signals is crucial. Tuscaloosa, Alabama has done an excellent job of incorporating this advanced technology in their transportation network in recent years... the Triangle would benefit from studying this.
27546	Lots of two lane highways must become 4 lanes
27614	This needs to happen before transit overload occurs. Some routes are already close to overload
27603	I personally do have to commute but to keep up/stay ahead of the curve. Theses measures would help ease pile ups on the one major road we have in the region. Too many peopl, not enough infrastructure
27514	What about increasing use of telecommuting for statewide meetings, as has been done during COVID-19?
27516	Need to understand impact of Uber/Lyft programs on overall congestion especially in downtown Chapel Hill/Carrboro - has this been done? Increased promotion of park and ride with plan to centrally locate near future population hubs.
27713	Commuter programs make so much sense; we need to figure out how to do that in a pandemic.
27701	Again, this is part on intricate implementation and must be viewed wholistically
27514	Ramp metering is a band aid. Everything in this objective made sense then the "ramp metering" came in which is a silly and truly unimpressive solution. Makes no sense here. What????
27278	As long as these changes don't lead to an increase in motor vehicle traffic
27612	Would accept more congestion instead of increased roadway capacities for increased funding in non-auto modes
27278	Is there a good way to move trucks and cars on separate routes ( not mandatory but make one route more convenient for trucks and deliveries and others more convenient for cars and bikes and pedestrians
27713	I worry that this means "build more roads" or "widen roads" which i do NOT support
27278	I am especially concerned about unbelievably short entrance ramps onto I-85 at Hillsborough exchanges. Anything that can be done to make those safer should be done.
27516	This is a reasonable goal (1) but the integrated solutions (2, 3) are not the best approaches.
27526	#1 & #2 compete it many areas, as transit options take so much more time than car commutes, moving people and goods without delay is currently most efficient by car
27606	Should include support for road diets to deal with congestion
27587	Mind set very difficult to change, as
27587	It would be great to have less congestion and better signage. Carpools are usually too complicated to organize. Park and rides need to make sense in location and be safe!
27278	Traffic and the noise and disruption to quality of life that it has produced has ruined Hillsborough.

27278	I don't believe these work. I lived in California for years and the overall congestion continued to increase despite these measures. Alternatives are needed to cars, not carpool programs, and ramp metering.
27510	Emphasize one way to reduce congestion IS TO REDUCE THE NUMBER OF CARS!
27705	Park and rides should not be a priority
27705	System reliability is an important goal, meaning both that connections are available when people need them, and that travel times are predictable. Measures of congestion are not as important as measures of travel time predictability, and the travel times should be comparable for all system users. "Objectives 2 and 3" are really strategies, not objectives.
27705	5 for enhancing commuter programs
27514	Minimal congestion should not be the goal--the goal should be connecting people to as many points as possible. In a way, car congestion is actually good because it encourages people to take other modes. Stop prioritizing single occupancy drivers by worshiping LOS and anti-congestion.
27278	The overall goal is fine, but the objectives are too weighted in the
27705	Create more pedestrian first streets, bike first streets, and car free spaces. Get cars out of the way so people can enjoy spaces.
27278	include school planners doing redistricting and newschool siting
	involve major employees scheduling work times and location of facilities
27278	I think better public transit and commuter programs would reduce congestion, but only in combination with behavioral adjustment and incentives (make it more costly to own and drive personal vehicles, while greatly enhancing public transit and non-auto travel options).
27705	Efficient use of existing road systems is obviously important, but shouldn't necessarily be the top priority. Safety should be top (for pedestrians and cyclists and others not in vehicles, as well as for motorists), and environmental impact and quality of life of people near roads should be a high priority too. Moving cars quickly through neighborhoods may seem like a noble goal, but it has all kinds of negative effects. Perhaps if roads were less efficient it might incentivize people to see alternate modes of transport that are less damaging.
27516	The trend should turn to down - minimize investment to what helps extend the life of existing infrastructure
27517	This is yesterday's technology and should have been done yesterday.
27502	Would ideally like a rail system to go to durham, raleigh, cary, apex, wake forest. Gardner, and chapel hill
27705	See earlier comment...need commuter rail to RTP/RDU airport & Raleigh
27705	improve "push buttons" for pedestrians, finish sidewalks that end suddenly, improve bike-triggered lights on streets
27704	This seems like it'd come along with improving the other areas.
27705	Don't forget traffic circles - don't add new lights and replace traffic lights with traffic circles. Traffic circles are so much more efficient!
27701	Will be important given increasing populations, but more important to make non-auto options available
27701	Especially objective #3. Signal lights should all be dynamic, instead of causing cars to sit at lights when no traffic is in sight.

27312	Perhaps safety should Be included here. We want people and goods to move safely, as well as rapidly
27701	I would add SAFETY into this. Technology and reliability should be second to safety.
27703	I'd rather all monies go towards non-combustible engine transportation
27707	I'm concerned that 3) Enhancing technology will add costs to program that are better spent on first 3 goals. Effective results in those goals will reduce congestion, reduced congestion will reduce delay.
27704	This seems like a solution to help the symptoms of a sick system--not the actual problem. We need to invest more in building stronger public transportation and safer bike options.
27701	Essential. This may not be in place initially, but it will come with everyone's practice and experience.
27516	Between all these goals, if there was anything that need to be sacrificed I would make it this goal.
27701	Less vehicles on the road = less congestion. Incentive public transit and BRING BACK THE LIGHTRAIL PROJECT.
27701	Would rather see efforts made on a rail connection than carpooling/attempts to alleviate highway congestion
27705	Again , stupid question, stupid goal, multiple unrelated things crammed together
27517	Objective #1 here is generally in conflict with every goal stated previously as minimizing congestion is generally only done through increasing capacity which will induce new demand and consume space which could otherwise be utilized for bike/ped/transit
27572	Support strongly item #1; Medium support items #2 & 3.
27713	Problem with signaled ramps, folks just drive thru. Until we start enforcing traffic and speed laws they are useless
27704	Congestion is not as bad as it seems and traffic engineers have the tendency of favoring commuters versus residents. Where you live is a choice and if you live 1 hour away from your workplace, that is a personal decision. Residents should be able to access major roads and streets more frequently (less wait at traffic lights) and be able to cross safely without fearing people who routinely run red lights. If commuters get stopped at traffic lights, that's not a big deal.
27526	Fuquay Varina needs a local bus to reduce traffic congestion.
27539	Yes. Area continues to expand/more crowding
27510	Especially 1 & 2
27587	One of the lessons gleaned from Covid is that work can be performed successfully at home. Perhaps this may lesson congestion.
27540	Traffic congestion is the worst
27617	Work from home mass transit.
27616	You need more round about, less stop signs and more yields. You need this training in drivers ed
27526	I don't know what most of above are

27591	<p>Need to do a much better job on synchronizing stoplights.</p> <p>I understand the need to make traffic flow on Capitol Blvd and similar places for business traffic. However, week-end flow is entirely different and I find myself waiting to turn onto Capitol from Buffalo Rd way too long with no traffic on Capitol. AND, the light at the exit of Capitol Blvd to Atlantic Ave/Wake Forest Rd to head downtown is RIDICULOUS.</p>
27526	The sprawl just continues to get worse. Such poor planning it's an embarrassment.
27514	Where are the bike lanes???
27517	<p>I am less worried about congestion if people have options. Arriving safely at a destination is more important to me than a few minutes savings on a trip. I am unsure how well some of these commuter programs have worked (carpool, vanpool, etc.) They may work for certain employer types. People want independence and improved regularly scheduled transit, and safe facilities for biking, scootering, and walking seem more promising, but we have never really achieved any measure of equitable access by these active modes. There also needs to be consideration for more low-cost housing in the urban areas so commute distances are shorter. There should be better transit to/from RTP and within RTP, a boondoggle of 60+ years.</p>
27707	Making roads more friendly to bikes and pedestrians, along with increased public transport is better than adding more asphalt.
27701	<p>"Minimal congestion" scares me because its what we've used for decades to justify terrible transportation policy.</p> <p>Removing congestion often has the effect of increasing demand through new residential and business construction. You have to start with zoning and growth limits. Then worry about congestion. There must be a limit to human population growth. Nobody wants to talk about it, but there is no other choice if we don't want to destroy the Earth.</p>
27516	I don't support subsidizing commuting. Live where you work!
27517	Support, but a much lower priority than investing in non-auto modes.
27517	We need to stop investing in dangerous, unsustainable modes
27606	I would love to see carpool and park & rides - but think that the thought of building our way out of congestion is behind us.
27526	YES.Please!
27526	Park and Ride stations should be a part of the planning with every new retail, business and residential site within town limits. Let's start fixing how we do things, not what we add to accomodate more of the same.
27604	<p>Congestion is a pretty loaded concept, usually deployed as a way of privileging roads over other modes. For example, you never hear about 'congestion' being a problem on sidewalks or bike lanes that don't exist or are too narrow, but the functional concept is the same - the mode can't support the use because the capacity is low in relation to the demand. I'd ditch 'congestion' as a metric in favor of something that measures the demand/capacity mismatch across modes, and recognizes that investment choices can shape the form of demand over time.</p>
27614	While I appreciate the desire to reduce congestion, I regret that suburbs are designed around the automobile. Please keep induced demand in mind. Will building wider roads and more roads actually increase congestion?

27527	Traffic control signalization has been around the 70's. Where are all the controlled and synchronized intersections! Seems maintenance needs more attention.
27606	I only ride the bus. I don't have a car.
27610	(1) is not a goal, but a result of the prior goals in this survey. Park and rides only work with a proper transportation system. As a European, I am going to be blunt. Raleigh/Wake County does not have that yet. I would like to see concrete results on ramp metering before commenting - when I take 540 west to Falls of Neuse Rd, it seems to me that the journey times have not improved. Do we have the technology for dynamic signals yet? it has been talked about in Scotland since the early 1980's at least. Good idea if traffic flows one way in the morning and the other in the evening.
27540	Won't fix problem of too many cars in hiway. Need lite rail
27545	Self driving cars. Physical accommodations for handicapped.
27545	Complete the project to sync signals on Knightdale Blvd.
27565	Because of my work schedule, carpool is not an option (two jobs, running form one to the other).
27526	Don't understand what this all means or can be accomplished
27519	This question means very little... To open ended.... Most people... What does this mean exactly????
27526	May not be as important when this is completed, for all the change of working from home is going to bring.
27527	Being retired I don't need to commute but support more efficient systems. I was a Six Sigma teacher and technology expert so a holist plan is key.
27607	Again, there are conflicting objectives in this goal. I don't support moving peopel and goods with minimal congestion. If people insist on living far from work, driving huge ICE cars with only one person in them at rush hour -- they should face congestion.
27614	Not sure ramp metering does much but our flow is getting hampered and outpaced by our rapid expansion. Covid has assisted to cut back on traffic but we need long term expansion
27526	Commuter/carpool programs is unlikely to put a major dent into congestion, particularly as people adopt more varied work schedules in light of work-life/family obligations, flexible work schedule, and telework policies. Invest heavily in ITS, intersection improvements, and other congestion mitigation measures.
27516	Delay on the roads is a cost of driving. Don't expand roads to try and beat it (it'll only come back).  A very good idea in theory, already in place in several surrounding towns, Angier, for one. This option is not popular and not used to it's greatest advantage. This choice would be a waste of time and resources. There are already opportunities to park and ride, and yet the vast majority choose to drive themselves. Carpooling is easily managed by networking with neighbors and co-workers, yet the vast majority choose to drive themselves. Making these options "legal" or supported through town funds will not enhance or improve participation in carpool,or park and ride. It would be great to know what "ramp metering" and "dynamic signals" are, there's no explanation here.

27526	I'm good with the first 2 objectives. Ramp metering? - No. Define dynamic signals.
27608	Reduce speed limits in residential areas. Too many people drive too fast.
27523	The best way to limit congestion is to give people a better means of commuting - a viable mass transit system.
27605	I would rate Objective 1 much higher than Objectives 2 and 3.
27608	Try to make public transport have priority so others can see a better way to travel.
27526	It's needed
27526	same thing. poor survey design.
27606	This question combines too many questions into one. I would love for congestion reducing park and rides, but NOT increased highway capacity
27278	Again, you are lumping different things together for a single vote.

RE (1): How could anyone oppose this? Who likes congestion and unreliability?

RE (2): Depends on how you do it. Offering tax rebates or some other subsidy to people whose schedule ALLOWS them to use things like carpooling or park-and-ride? Sure. Imposing fines on people who can't, or taking away vehicle travel lanes and restricting them only to HOV (high-occupancy vehicle) travel? A Southern gentleman would never write the response which such proposals so richly deserve.

27517	Commuter programs are not a good fit for the majority of the triangle area.
27514	The addition of a rail network would greatly minimize congestion and could also provide a means of moving goods.
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 3) enhance teleworking options 4) incentivize alternatives
27707	CH has a great bus system, but it is not always reliable, especially during peak hours. Often in the 4-5pm rush hour, you have to wait for
27549	Very important!!! Just more government interference and we all know the best way to screw something up is to get the government involved !!
	sync traffic controls better.
27510	Seems like a good idea, but it would be easy to have the mistaken notion that managing congestion has the goal of allowing more traffic.
27527	I40 is the absolute worst - and we used to live in Chicago!
27525	Fewer traffic lights! I like roundabouts and on/off ramps.
27513	Find a solution to problems that are currently preventing the implementation of commuter rail service. Create incentives to encourage commuters to utilize public transportation. Expand routes and enhance user friendliness for services.
	There is technology to control traffic patterns available today. Please use them ASAP.

27510	In my daily life in Carrboro, I'm not much troubled by congestion.  I have opinions about congestion management, but they're not coming from daily experience -- so I'd be interested in learning from others how big a problem this is. One thought: is congestion of cars at rush hour not in part an incentive to take the bus instead? So isn't some congestion helpful in changing commuter behavior towards use of mass transit?
27603	I believe that there is always going to be congestion no matter what. Even if there are going to be new roads built there will always be congestion. People should take it upon themselves to plan accordingly to expected delays or traffic. This is not very urgent in my opinion.
27510	EV incentives, cars bikes public transportation EV chargers throughout community
27510	Question is loaded. I don't support endless construction for freeways and trucking, which is implied by question.
27605	Light rail and commuter rail must be part of the plan.
27704	Reliability is important, but greater emphasis should be placed on non-single occupancy vehicle transportation as reduce congestion will only facilitate more car use.
27510	The ramp metering and dynamic may not be as important in smaller towns but any efforts to increase public transit, including trains, would be worth researching.
27703	I agree with subpart 1 but I don't think the 2nd and 3rd subparts will make much of a difference. We have excellent commuter programs at my company and almost no one uses them even though we are scientists disposed to care about climate change.
27510	Again, improve #1 by making modes of travel other than automobiles accessible and desirable to all!
27591	There needs to be long term funding and personnel for highway incident management patrol staff in the Raleigh Durham area. Boots on the ground incident management patrols are the first line toward reducing congestion and restoring the flow of traffic.
27217	Uber is not offered from certain places to a place that you can work and make the money for your family
28659	We need light rail
27510	Congestion ≠ system unreliability. These are not synonymous. Consider splitting into 2 separate goals.  I'm neutral because reduced congestion is achieved through multimodal infrastructure.
27510	Only if "minimal congestion" is tied to fewer miles traveled and not road widenings.
27701	Focusing on "congestion" seems like a way to benefit primarily the wealthiest commuters rather than all people.
27705	We should prioritize non-auto modes of transportation. A very effective way to do this is to decrease subsidization of cars/trucks and allow
27703	Traffic is bad right now.

27703	Our commute auto traffic is already getting out of hand. When planning my day, I avoid going out during certain times and this is 100% because of this traffic. If we could focus on a more streamlined system, I'd be more likely to explore the area outside of my normal bounds and no matter what time or day it is!
27529	1 is worded weird. 3
27516	Prefer options that remove the need for automobile traffic as much as possible
27560	Actually this should be #1
27516	Focussing on car-based minimization of traffic is a waste of time, please focus on rail and/or dedicated bus lanes.
27526	Fuquay-Varina proper already has a good beginning to route transportation away from congestion during peak hours.
27560	I think you want to treat the entire region like it's is a highly dense city. A lot of the area is suburbs. People drive. Increase lanes on major roads where you know the traffic is bad. Chapel Hill Road between Perimeter Park and Keybridge Drive.
27587	Congestion is measure or how quickly vehicles move through a space. This shouldn't be the top concern. The top concern is quality of life and health. Don't widen roads so drivers can travel faster, create accessible pedestrian and bicycle infrastructure to make neighborhoods better places to live.
27526	It is gridlock.spent millions to add turn lanes. Then sit there at light. No green arrow. Why? Sit through 4-5 lights. Need more . Computerize with cameras. Need alternative routes. Judd parkway is gridlock. Not a bypass. Need one. Huge traffic on 401 from Garner and I40. Mess.
27516	some of the traffic signals can be adjusted to move traffic late at night so cars are not sitting for long time when one can move forward safely at night.
27701	Lobby NCDOT to introduce HOV lanes to the region.
	Important
27560	Why lump these together?
27560	Yes, we need to enhance other options to reduce individual cars on the roads considering the infrastructure in Morrisville.
27587	Carpool and HOV lanes, yes.
27604	Stop widening roads, it's driving our growth patterns to more and more sprawl and using up funds we should be using for other Transpo/LU efforts
27502	Reducing congestion is very important, but I didn't feel strongly about the other objectives.
27529	The wording of this question screams "We're only thinking about roads". THINK ABOUT THINGS OTHER THAN ROADS!!!
27705	A sales/use tax should be instated instead of requiring property owners to foot all of the bills for improvements.
27606	I do not support because all the stated objectives are directed toward motor vehicle transportation, which is in exact opposition to the goals and objectives I DO support.
27705	We need publicly available charging stations.
27604	Prioritize commuter programs and getting people out of cars.
27707	Ramp metering would have strong impact for limited cost
27713	not a fan of ramp monitoring. It's hard enough to get on a highway without having to come to a full stop first.



27701	<p>Congestion is problem 1 in the Triangle and has been since the early 1990s. The cities in the Triangle are anywhere from 10-30 miles away from each other. I love rail, live in downtown Durham, and always train to Charlotte but rail is expensive and unprofitable requiring long-term subsidies. Add hourly trains to the Amtrak service with service between Raleigh and Chapel Hill.</p> <p>Bite the bullet and expand roadways and add HOV/Toll-supported lanes. Add lanes where you can reverse traffic flow like DC/No. Virginia.</p>
27529	<p>Being able to plan and depend on the transport system is critical for business efficiency and individual well-being. Unfortunately, our system is built on a significant variable (transport via car or truck). Until we shift more resources to moving things -- whether people or goods -- by more reliable or controllable methods such as trains, we will continually keep building roads trying to build our way out of car congestion.</p>
27705	<p>Most non-transportation folks do not know what a ramp meter or dynamic signals are. You need to define. People like to drive in their own cars so shareriding is a great idea but unlikely. Will need a change in culture and that is difficult to do. Need to address post COVID issues - less congestion - less ride sharing - less car pooling but the workforce will change and going to work every day will not be required.</p>
27609	<p>I would support programs to improve the flow of automobiles.</p>
27608	<p>Yes and no. Planet before goods. Need to recognize that 45 mph is not a god given right when 35 mph will do. And if it's not tied to affordable housing your efforts are well intended but empty.</p>
27278	<p>Consider a Hyperloop system for transportation of goods, perhaps delivering to centralized pickup spots in abandoned commercial brick &amp; mortar locations.</p> <p>Create more transportation options first to reduce the number of cars on the road</p>
27604	<p>Public transportation, computer programs and high vehicle occupancy lanes are all good ideas in terms of our climate crisis.</p>
27608	<p>I support this, but not at the expense of environmental sustainability. Climate change considerations must be evaluated.</p>
27701	<p>To some extent, congestion moves to whichever travel means is cheapest and most available, making investment in transportation a zero-sum experience.</p>
27713	<p>We also need to consider how autonomous (self-driving) cars will affect travel. We need to make sure that we have the infrastructure and technology to support them. We also need to consider how they might change travel patterns and needs. (e.g. reduced need for parking in city centers.)</p>
27517	<p>Lived in Mn where there were metered ramps. Not great.</p>
27713	<p>We also need to consider how autonomous (self-driving) cars will affect things - e.g. what technology is needed to enable them, and how they might affect transit needs, such as less need for parking.</p>
27610	<p>Sure</p>
27603	<p>Carpools and park &amp; ride still put cars first. We don't need more parking lots! We don't need wider highways! We need to make other forms of transportation safe and accessible.</p>
27705	<p>Light rail would reduce the number of cars on the roads.</p>
27601	<p>I think enhancing technology has the biggest potential impact.</p>

27511	Get a lite rail to reduce overall traffic
27529	Any efforts to clear congestion on I-40 from the southeast to northwest triangle are very important
27704	I am starting to see where some of these goals will create cross-purposes with others.
27601	Some of these sound good, but we shouldn't wo
27609	All good ones and I strongly support all of them.
27604	Fewer cars on the road downtown will help.
27518	This area needs a LOT of driver training on how to manage on-ramp signals. And please don't use the "sometimes you can use this turn lane but not always" signal like you have at Cary Parkway and Tryon. It's been there for months and people still don't understand it. Add an objective to encourage business to have more flexible work hours to help reduce rush-hour congestion. I'm retired so this goal is not as important as it used to be for me.
	Ramp metering in metropolitan areas
27606	I already avoid being stuck in traffic by biking or taking the bus so this is not important to me.
27608	Emissions during traffic jams are a problem, bu easy drive times push people into their cars rather than public transit. I am wary of building more, wider roads as a long term strategy.
27612	Discourage use of single occupancy private vehicles
27502	Rail system is better than buses
27603	Slow down traffic.
27514	Traffic is a nightmare in my area at certain times of day, mostly between 3pm and 6pm on weekdays.
27703	What are dynamic signals?
27713	I'm not sure how effective this options are.
	Bring rail to the city!
27713	Enhance public transit systems to minimize demand on roads and freeways. The emphasis on personal commuter vehicles in the goal is counterintuitive to the goal of overall congestion mgt. more people on the roads means more traffic. There will be no amount of freeway metering that can help ease congestion the way a light rail system or improved bus system might.