

n= 326 HOME Zip	S2_P5_TO_Q2_INFRASTRUCTURE_RESILIENCE_2 Comments Infrastructure - Comment
27705	More bike trails!
27610	The least sexy thing, but incredibly vital. Too often we let our roads and bridges deteriorate. It's a public safety issue.
27610	need real mass transit
27519	keeping up with maintenance is important.
27609	You want people to agree with this as an excuse to have more ridiculous highway projects. The wording of the objective makes this transparent
27513	Good condition currently
27526	Like the goal, just want to make sure we're not prioritizing car infrastructure disproportionately at the expense of transit, bike, and pedestrian.
27510	Is highway infrastructure a responsibility of DCHC? Isn't that under the purview of the state? Objectives should be areas where funds need to be allocated
27601	Maintain what we have, sure. But let's focus on that and promoting resilience planning rather than building new.
27705	Hillandale Rd is the main rd to Duke Hospital and there isnt enough room to move around for an ambulance to pass!!!!
27701	Investments in preventative maintenance for critical infrastructure have been shown time and again to provide a positive ROI.
27701	Infrastructure maintenance is important, but, honestly, the Triangle is so close to a growth tipping point that we really need big picture strategy on sustainability first.
27707	More bike paths, please.
27612	Not a big fan of more highways for cars. But bikeable walkable communities are critical.
27601	I support this goal for all of the listed infrastructure except "highways & highway assets". Highways already receive far too much of our infrastructure dollars.
27606	My support does not include widening highways
27608	Support so long as property tax or sales tax aren't increased to solve the problem.
27607	Stop wasting hundreds of millions on widening roads, exit ramps, and dumping money into always degrading car-centric design. Start investing in sustainable transit, bike/ped infrastructure. Give us regular and constant buses, BRT, trains, streetcars, and elaborate bike network.
27610	think creatively about using resources that may otherwise be wasted...glass recycling is challenging, what about using it for road construction? resilience is key and local sourcing is one aspect of it
27608	Yes to maintenance, no to highway 'improvements' unless improvement = tear it down.
27612	This isn't realistic and way too broad.
27529	Resilience planning and practices are critical to ongoing high quality of people moving.


27608	Some amenities are very well maintained, others are neglected. Greenways under construction with no alternatives, sidewalks with glass and bike lanes with debris. Sidewalks and bike lanes are consistently blocked by cars without repercussions. This goal doesn't seem to address the issues in a balanced manner.
27607	Especially support increased bike/ped infrastructure. This will allow more people to leave their car at home and support other draft goals.
27613	Maintenance ensures the long life of the system we've invested in.
27612	Bad survey. Stop throwing bicycle in with cars and rail.
27606	Good highways and streets provide comfortable ride and less vehicle damage.
27604	This is a stranger grouping of sub-goals (objectives) than the others: although resiliency is part of maintenance, it seems an awkward pairing on the face of it. That being said, planning agencies need to get much more involved in maintenance...as does the private sector that pays too little a share up front and even less later.
27601	I'm in support of prioritizing maintenance over expansion in all cases, but I'm opposed to it in the case of highways, because it's so often bundled with expansion/capacity improvements..
27713	properly installed audible crosswalk signals and high contrast / tactile ground markings for crossings would be a great benefit to visually impaired pedestrians.
27603	Especially with climate change and impacts we expect we will see along with the unknown unknowns, we need to plan for a transportation system that can withstand those impacts. We can't afford to rebuild constantly. We need a system that consumes less and requires less constant upkeep.
27604	Divert money from expanding highways to fund alternative transportation options, which would inherently make our region more resilient by providing a variety of actually useful options.
27608	Resilience of transit is of increased importance especially with respect to stormwater. Consider regional stormwater devices as well as small localized devices.
27278	This is an area I know least about, however, more sidewalks are needed in many places.(can be bicycle/ walking paths along busy routes going into and out of smaller towns. Also more parking for those who would come to use the paths for recreational purposes. Not all people want to walk in the wooded areas, especially due to the Copperhead population here in NC and the poor access should a senior require medical attention.
27615	Many roads in our community seem to be undersized with little bike-ped facilities. I hope that these can be "right-fit" for our community's needs.
27312	Emphasis on bike/ped facilities.
27510	Highway maintenance and upkeep is good, but do not expand those assets. All other infrastructures should be advanced first.
27701	Investing in bike/ped/transit, yes.....highways, no.
27513	Here you go again, LUMPING TOO MANY options in one question. I SUPPORT bike/ped facilities..... NOT THE OTHERS mentioned. If I choose #5, you will think I support this whole proposition.... so i will have to give no-support answers to these multi-option questions :-(
27278	Train Station in Hillsborough

27707	Again, I support some of these things, but not others. I don't want to invest in highway infrastructure.
27608	We should prioritize maintenance over the infrastructure that we do have before building new facilities.
27701	No I think we should let all of this deteriorate. (sarcasm here) More vague, utopian BS.
27707	I strongly support pedestrian and cycling initiatives. I am less enthusiastic about maintaining infrastructure for automobiles.
27344	Resilience is not defined by MORE autos on MORE pavement. That is so 19th century. We can't pave our way out of this. Europeans have met the challenges of rail and are so 21st century in their response to moving people and goods.
27344	Resilience can't depend on PERSONAL automobiles only. That is not resilience, that is perpetuating a serious problem with fossil fuels and global warming because of reliance on those fuels.
27603	Appearance matters a lot for convincing people to use transportation besides cars. Dedicated bus lanes & bike lanes, etc. will help people get away from car use.
27707	This is a really mixed question. Lumping in highways with bike/ped facilities makes this question unanswerable for me.
27517	Improve the roads and acquire a train system like Chicago or DC
	Medium support
27705	The government needs to make improvements that would benefit self-driving. We don't need more lanes we need merging lanes at intersections. Less lanes means more space to have bike lanes.
27517	I gave this a 4 because I believe strongly in maintaining and improving the condition and resilience of transit systems and bike/ped facilities. I think highways have gotten too many resources historically.
27601	Maintenance should go hand in hand with all of the above changes, but maintaining existing broken systems shouldn't take priority over making the substantial long-term changes we need.
27713	When we build out greenways and bike/ped networks, we need to plan for their timely maintenance to help in the process of substituting car trips with biking and walking.
27605	maintenance over construction of new highway facilities
27704	Maintain existing highways.
	Do not build more highways.
	This goal includes 2 goals. The second goal I support more than the first goal. Maybe split them out?
	Maintenance is one of the most underfunded parts of transportation.
27612	See previous comments on bike facilities.
27707	I support the infrastructure 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. Work harder to maintain what we have, stop adding more.

27517	We are woefully behind on our maintenance of infrastructure. (Don't let me get started about the miserable condition of our nation's bridges.) Funding to maintain or improve conditions is adversely impacted by the pandemic. Where will we "find" the funds to work on this?
27278	Three. We have way to many repairs that are not being handled. Repairs. If we keep adding things and we can't fix what we have already. Same with schools.
27517	Bike facilitates are never maintained
27609	not bike so much. Sidewalks and roadways.
27609	This area is too spread out for any significant bike to work travel
27514	Resilience planning? What does this mean?
27609	We must complete 540 as soon as possible- this is a critical transportation route for the region and the State. 540 is needed asap, plus every other mode of transportation possible- we need to give every person & all goods the possibility to be mobile as efficiently & affordably as possible!
27705	sidewalks and safer bike lanes
27562	For this goal, I'm agreeable to the maintain or improve condition of our highways as it applies to motor vehicles / motorcycles. Opposed to bike/ped facilities. This should be part of private businesses.
27712	I support transit and bike/ped efforts. I believe highway efforts should be greatly reduced.
27615	I tried to rate this a 5. Sorta like supporting Mom's Apple Pie, who would oppose it.
27608	Glad this is here. With advent of electric cars and trucks, smart buses , etc. highway infrastructure is not the environmental disaster many of us thought it had to be
27701	If transparency and accountability, then I would be more supportive. Exclude expansion of roadways. Improve congestion with Capital Blvd freeway and collector streets
27601	We should focus on fewer, better routes designed around a model which makes single occupancy vehicle travel less convenient than alternatives.
27610	This question is asking for competing priorities, it seems the budget would need to be reduced to allow money to be shifted away from highway maintenance and towards enhanced multimodal facilities. Also seems like getting cars off the highway would result in lower maintenance costs over time. Existing major highways are in dire need of expansion to reduce the everyday congestion. Current highway projects have been moving at a snails pace and need to be completed sooner.
27603	Yes to everything but the improvement of highways. That's the DOT's problem.
27604	Misleading question format Obvious 'push poll' Shame on you
27701	Why conflate transit vehicle maintenance with road maintenance?
27510	I support this where it aligns with environmental protection; I think considering the necessity for adapting to climate change is also important (a bike path isn't much use if it's repeatedly obliterated by a "once-in-a-century" hurricane every year).
27701	Maintaining 147 and I-40 will be key. More bike lanes are needed and better access and crosswalks to all greenways for pedestrians (like Ellerbe Creek Trail).

27701	Again it is important to include green spaces in the planning—reducing effect of emissions, providing shade to mitigate heat island effect and provide comfort at transit stops and change points.
27705	i am not a fan of building more roads, but i am a fan of maintaining what is already built/in place. Deteriorating bridges are a real problem. i would like to be able to bicycle everywhere safely!!! MORE BICYCLE PATHS!!!
28516	Create dedicated non motorized paths for pedestrians and bicyclists connecting Chapel Hill/Carrboro to Durham and Raleigh (such as the American Tobacco Trail)
27510	Definitely more off-road bike/ped facilities!!
27516	Current infrastructure is car oriented and should be eliminated, not maintained. We need to expand bike/ped facilities.
27278	More bike lanes would be great! So would more reliable/frequent public transportation
	Most of the most appealing transit vehicles, facilities and amenities are located in certain parts of the community. It would be great to see a uniformity of vehicles, facilities and amenities across the region.
27516	Especially bike/ped facilities.
27712	All highways/county roads should have a minimum 12 foot wide lane. The older 10 foot lanes are dangerous when you have trucks pulling trailers that can carry cars/trucks/tractors because those trailers need to be wider than the vehicles they carry.
27707	need more sidewalks, shoulders on streets for bicycles and more sidewalks.
27707	DOT needs to have much more oversight. Locally, citizens could get involved in "street saving" techniques. Adopt a street could become normative. Introduce more reporting opportunities and incentives to point out sidewalk and street repair needs as they develop.
27603	Resiliency really needs to focus primarily on walkability, land use that promotes and empowers walkability. Prioritization for bike and ped facilities.
27613	This should have already been a priority during community planning. This area needs to be proactive and not reactive with the infrastructure.
27601	"Transit vehicles" —> electric buses are cheaper now (once you factor in leasing the battery). We shouldn't buy diesel or natgas buses anymore, as they will become a dinosaur. Let's move to new technology, instead of the status quo. We should be a region of innovation.
27610	Yes to resilience planning. Improve the condition of highways? It's unclear to me what improvement means. Does that mean maintenance at current capacity? Or does that mean improving so that the space currently devoted solely to the rapid movement of motorists is reconfigured to support other modes of transportation?
27616	Stop paving and expanding highways
27625	The condition of our highways are already largely in very good shape. We should continue to add bus stop shelters and facilities, but we still need a lot of work on sidewalks and bike facilities. One major issue is with bike/ped crossings. We have sidewalks in a lot of areas (but still need more), but it's often very hard to cross the street due to signalized intersections being very far apart, and intersections being very large and not human scale. Not being able to cross the street makes good transit very hard.

27603	I would strike the word 'improve' unless it is clearly defined. I have typically seen 'improve' to mean 'expand' for highways, which when combined with the 'minimize congestion' goal, end up dominating all planning, projects, and construction.
27510	Highways and roads are costly investments that provide no payoffs.
27701	This is a bad question. Two completely different goals here. I can't comment on conditions of highways and resilience in the same question.
27278	I want more commuter options, less lanes on the highway. I support trains with multiple hubs/stops and bus connections between trains.
27704	Resilience and electric and human vs. vehicular priorities.
27516	More and more traffic will be coming from Pittsboro and the ramps on 15-501 can't handle now and no bicycle area
27312	Use sustainable energy sources like solar panels, strips, etc. Use medians and edges of roads for greenery and trees for shading and cooling. Create alternate mass transit in existing medians/road sides to encourage fewer cars on roads (could be a raised rail so grass grows below--yes someone may have to mow (a job for a human!) but better use of natural resources than paving so much. Permeable surfaces rather than asphalt and concrete --like Botanical Garden parking--to prevent so much flooding and runoff. Raingardens to recycle water need to be attractive, not a concrete ditch style.
27707	I mainly chose a 4 on this goal for improving bike/ped facilities...otherwise, would have given it a 3
27701	keeping up infrastructure is necessary otherwise we pay for it down the line. Consider involving businesses and increase the fees for developers. Also mandate developers to pay for trees removed and to create tree lined streets and courtyards
27615	Prioritize our maintenance backlog over building new highways and widening existing ones.
27516	First decrease the miles of roads to be maintained. Remove or repurpose multiple outer loops. Create pedestrian and bicycle infrastructure as separated lanes, so vehicles cannot drive on these facilities.
27713	I'm spilt on this. Yes to ped & bike facilities. No to new roads.
27510	People have to cross highways without lights to get to their commute bus stop. More ways to reach shopping centers, downtown areas with bicycles. Separate bike/pedestrian trails to connect the whole triangle for commuting. Nobody uses a bike lane in the middle of a 5x5 lane crossing.
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	This is a very poor question because it combines what we need to do (support bike/ped facilities and mass transit facilities) with what we should not do (new lanes for automobile traffic). Yet it is critical that we maintain bridges and existing roads for truck and mass transit vehicles.
27615	compared to other states like Pennsylvania our roads are amazing!
27513	I would like to see more maintenance of roads (potholes!) rather than expanded facilities, etc.

27278	I would really like to see more sidewalks in my area
27703	Maintenance is necessary in any transportation policy
27517	I support RESILIENCE PLANNING AND PRACTICES, and MAINTAINING / IMPROVING PUBLIC TRANSPORTATION, BIKE PATHS, other ALTERNATIVE means of transportation. I do not support continued infrastructure growth related to highways and highway assets.
27701	I support preventative maintenance, and would like there to be better coordination with ongoing sewer/water replacement and repairs so that roads don't get re-paved only to be dug up again when a water main breaks.
27587	Again mixed good with bad. Improve highways, bike/ped facilities, end transit service.
27529	No more new Highways, there are too many now and they are badly maintained.
27510	Focus funding on maintaining existing facilities and do not expand or create new roads.
27608	well, I'd like to less money put into roads and more into mass transit.
27604	These 2 objectives should be separate
12345	December were for it find moves Dennis bill crazy bike cree z say you can move all M are all so much we and gold CNN d 
27613	If you ignore maintenance of existing facilities, it will cause a large issue later that will cost millions more to fix or replace later.
27613	If it can be done economically and with common sense- no boondoggles with my hard earned tax contributions!
27527	Again, utilize what works but not chance what may work. DUE TO THE STATE OF THE REST OF AMERICA, NC HAS BECOME A HOTBED FOR NEW FOLKS TO RELOCATE TO. PLEASE PREPARE ACCORDINGLY. PLEASE.
27545	There should be a 3 to 5 year plan associated with infrastructure improvements and shared with the residents of this state.
27701	Would like to see infrastructure investments in areas other than car-centered planning.
27514	I'm only interested in improving bike/ped facilities
27510	Everything is a priority, so it's going to get expensive. Wish I had a better answer for that, especially as we slide into recession and lower budgets for both public and private sectors. More people continuing to work from home will likely be a good outcome of Covid. We simply don't need to move around as much as we do. Education might need to be part of the solution. Dense, walkable neighborhoods where you don't need to use a car very often, and only going into the office 2-4 days a week would make a huge difference.
27701	Bullet #2 is far too broad to reflect meaningful action without a concrete definition of the term "resilience". Suggest changing to read something like, "Promote resilience such that facilities are able to maintain level of service to the public under emergency scenarios." This will help identify the meaning and context of "resilience" - you want the infrastructure to function even if there is an emergency condition.
	Low or no carbon public transportation busses, trains, bikes and addressing the "last mile issue"

27608	Raleigh is one of the least bike and pedestrian-friendly cities I've ever seen. We need bike lines and pedestrian access!
27517	Don't be ridiculous. The roads here are three times better than up north or out in the rust belt. Bike lanes are nice, but what percent of the population uses them? 1%? How are you going to make that a good use of taxpayer money?
27604	Again, this is such an odd lumping together and phrasing.
27604	Greater focus on improving healthier ways to work, shop and get around are my focus. I would be against anything that spends money on more roads.
27615	We need more of this for sure.
27713	Maintenance of roads and facilities is essential.
27603	Curious how you're defining resilience- maintaining road structures is important and what about the way they are built- are they incorporating designs that minimize environmental impacts like flooding and heat and promoting green and natural space
27615	The assets in transportation infrastructure should also improve the lives of those living adjacent to the route, in my opinion
27519	As a fast growing and increasingly prominent metro area, our transportation infrastructure should reflect the world class metro area that the Triangle aspires to be known as...This is the Triangle's brand.
27529	More emphasis on bike and ped improvements and public transit vehicles. Need more clarification on what improvement actually means.
27612	Improvements must be resilient so as to be economically efficient. I currently believe the Triangle area has a good balance of maintenance and new improvements.
27516	Having overlapping modes of transport going to/from the same place could provide redundancy. I.e ability to use park&ride or bike into downtown. Increase options for non-single passenger auto use across town.
27701	I strongly support improving transit, bike/ped facilities. Highway improvements should absolutely not be a priority
27713	Ah, infrastructure. This is what costs money. It saddens me to hear folks complain about government and taxes, so at this point, I offer my sincere thanks to you all for the work you're doing to try to help our community :)
27701	Always
27278	Keep the gas tax up
27514	This means having an honest conversation about the debacle of 2003 - 2005 route 40 expansion that everyone seems to have forgotten about and still needs to be re-done for tens/hundred millions of dollars as if slowly falls apart yet again. The 3-year mega-project crumbled away at the first frost...in case you don't remember. Can we avoid low bid word and balance with quality?
27703	Highways should all have sidewalks (not necessarily expressways).
27612	Mentioned earlier - need more sidewalks, reasonable bus stops in safe locations, etc.
	Add bike lanes to all roads!
27701	We need to maintain our roads so they are smooth. No potholes. We do a shitty job at maintaining our roads to a GOOD standard.
27514	Tr
27278	keep up maintenance but not at the complete expense of innovation

27713	I rate this low only because I think the lion's share will go to roads and not to Bike/Ped or Transit. Less focus on roads please! There is more to transportation than private cars.
27278	Whenever road work is being done, there should be consideration given to incorporating bike/ped lanes at the same time. And more sidewalks, here on the outskirts of town (Hillsborough) at least.
27278	My one caveat is that improvement and conditioning of highways should play second fiddle to finding, funding and encouraging alternative modes of transportation that are more environmentally and human friendly.
27516	Of course we should maintain infrastructure and improve resilience. That does not include upgrading transit vehicles (I assume you mean making them more green instead of using the most reliable fuels, gas or diesel) or amenities, and we have more than enough bike/ped amenities. (By the way, this is a terrible survey in the way it conflates multiple things - your data will be uninterpretable garbage. I do this for a living - this survey is shamefully slanted.)
27278	Bike paths and community scooters please.
27526	Maintain and improve what we already have before adding additional
27606	"Improve highway conditions and assets" should not include widenings, expansions, new roads, etc.
27701	Strongly support maintenance required for safety and design for long-term resilience of infrastructure. I'm not sure if I would support improving some infrastructure unnecessarily when we don't even have sidewalks built in much of Durham.
27707	DO NOT SUPPORT EXPANDING FREEWAYS
27278	Natural. Not sure what you mean.
27705	We need to plan to reduce our reliance on cars and other commuter vehicles
27510	Clarify meaning of "improve condition of highways." I suppose many could understand that to mean "add lanes." We don't want more lanes - we want fewer cars, more buses/trains/separate bike facilities.
27516	As much as possible shift resources from maintaining roads to others
27705	Funding should go to everything above cars
27705	Improving condition should not be equated with expanding capacity.
27514	maintain--don't build more roads.
27517	We need to prioritize maintaining and improving existing infrastructure, instead of building new roads. We need to incorporate overpasses and underpasses for bicycles, pedestrians, and wildlife. We need safe bicycle/pedestrian corridors that run parallel to highways and bridges, like a safer corridor parallel to US 64 over the Haw River.
27278	I support building more bicycle lanes, sidewalks, and pedestrian walkways. I would like to see all-way stop intersections replaced with roundabouts.
27278	Again, this overall goal is good, but we should be emphasizing the transition to more efficient, autonomous systems. In the "2050 MTP Goals and Objectives", these are mentioned as the last objective. They should be first.
27705	Stop widening and adding roads. Start maintaining and improving infrastructure. More road diets, traffic calming, and protected bike lanes.

27278	Things are grouped in this goal that I have differing opinions about, so it's hard to pick a ranking that reflects an overall opinion. Yes, improve condition of highways but more for public transit vehicles and less for the convenience of personal autos.
27705	Again, this is obviously important - once we've invested in infrastructure it needs to be maintained - but it should not be a zero sum game. Often I hear that we can't invest in new non-car transportation because all funding is allocated to maintaining or growing car infrastructure. This needs to be flipped.
27703	This needs to be 4-5 questions as support for each as presented would be different
27516	The trend should turn to down - minimize investment to what helps extend the life of existing infrastructure
27701	Don't care as much about highways, but please maintain bike/scooter facilities and ped facilities!
27517	You realize that the Per mike budget for road maintenance is declining for each new road added.
27526	Investment in transportation solutions (ample roads, avenues freeways) and public spaces (Green ways, Parks) is highly needed. Please stop/reduce permissions to build more houses and apartments without planning the enhancement of adjacent roads.
27613	I don't want visual tree-scape along with the high ways to be destroyed
27605	Improve bicycle connectivity
27705	Roads and sidewalks are in generally poor condition and should be improved.
27705	promote education and awareness and opportunities that infrastructure provide
27701	Town of Cary is a great model for bike/ped facility infrastructure: their greenways have benches, trash cans, recycling, water fountains, etc.
27704	Seems like the latter half of objective 1 is covered in the "Choice of Modes" goal. Would be helpful for you to define "resilience planning & practices."
27514	All new transit vehicles must be electric--and powered by clean (solar and wind) energy
27705	Improve bike and ped! Don't let developers get exceptions to the planning guidelines - ever!
27705	What you're doing lumping things together to gain support. Bullshit
27701	Promote improved transit and bike/ped facilities
27701	Not sure what "resilience planning & practices" really means?
27312	Resilience planning needs clarification
27701	Make the bike plan of turning some streets to bike only except for residents and their guests. Encourage bike awareness. Too many folks don't "see" bikes.
27701	Proven fact, Slower streets require less maintenance and less dangerous incidents.
27701	5 as to bike/ped/mass. 1 as to facilities for single-occupancy vehicles.
27701	Any upgrades must promote climate change resiliency. E.g new vehicles should be electric, new facilities LEED certified etc
27701	Only if upgrades incorporate climate resiliency - new transit vehicles and facilities should utilize renewable energy ie electric vehicles, LEED-certified facilities
27703	More monies towards bike/ped transport

27707	<p>maintenance of transit equipment and infrastructure are an integral part of successful strategy, but highway improvement seems to be getting the lion's share of funding. Fewer new highway starts, and diver more budget to successful transit.</p> <p>I'm not quite sure what RESILIENCE PLANNING AND PRACTICES is.</p>
27707	<p>So, these questions lump in motor vehicle goals with alternative mode goals. I would put "2" for Maintaining or improving the conditions of highways & highway assets, but "5" for transit vehicles and facilities and bike/ped facilities. We need to get off the treadmill of expanding highways, inducing demand for more highways, and building even more highways. This hedonic treadmill is killing our public wallets, the environment, our health, and our social connectedness!</p>
27707	<p>These are a little confusing. It's hard to tell what the goals would actually mean. I strongly support increasing and improving public transportation.</p>
27701	<p>BRING BACK LIGHTRAIL, GET CARS OFF THE ROAD.</p>
27701	<p>We have plenty of Existing potholes and broken sidewalks to repair! These immediate problems need to be prioritized over "transit vehicle facilities", for instance.</p>
27704	<p>"resilience" planning = climate change mitigation. This should NOT be an emphasis on "road maintenance" to the detriment of other goals.</p>
27704	<p>Maintenance of trails is important. Some of the trails in Durham have sections that have deteriorated. Also, maintenance vehicles for utilities go into the trails and cause damage that is not fixed. Street potholes need to be fixed and not rely on residents reporting it. City vehicles drive through the same roads and city employees should report potholes as part of their professionalism and dedication to their workplace..</p>
27705	<p>transit vehicles and bike facilities- yes. Remainder- no</p>
27526	<p>Our way of life requires motorized transportation with few exceptions. And Especially in rural areas.</p>
27587	<p>More bike paths</p>
27617	<p>Forget the highways.</p>
27526	<p>I would maintain the level of support the above already has roads are generally ok, they do get attention. Priority complete projects we've started and get our community safer by offering sidewalks and bike paths</p>
27278	<p>Build it well, once. When you use the lowest bidder, you get a crappy result.</p>
27713	<p>Look at bridges and erosion along roads, look at areas that flood, freeze. And although not part of transportation look at dams and adequacy of flood control measures along transportation corridors.</p> <p>We can not predict what is coming</p>

27517	<p>Yes, we certainly should not waste existing infrastructure, but some of it may need to be repurposed. What does resiliency mean exactly?</p> <p>Should our infrastructure meet future needs, while reducing GHG emissions, improving health, and meet the needs during catastrophic or disruptive events, and meet these safely. The pandemic and lower traffic volumes have unleashed more speeding than ever. This is a problem during non-peak hours all the time, and our infrastructure is not designed for safe speeds during times of lower travel demand.</p> <p>How does resiliency planning help reduce the chances of these catastrophic events (e.g. less pavement, and less travel?)</p> <p>How do you reduce demand for travel during peak times and develop infrastructure that is more balanced in use throughout the day? Lower travel demand in general would also improve environmental/resilience outcomes.</p> <p>We also need transit access to the airport (rail preferred), to the coast / Wilmington area, and to the mountains (Asheville and Boone areas). My son has difficulty using transit to go between Raleigh and Chapel Hill on weekends. This is an abomination, and I can only imagine how our limited transit system affects lower income people and people who depend on transit to get to jobs, social, and medical, etc. destinations. At the same time, I recognize challenges wrought by COVID-19.</p>
27707	Maintain what we have, don't pave more nature.
27701	<p>These are all over the place. No clear direction. I would prefer to focus more infrastructure improvements on non-automotive transportation as much as possible given onerous spending requirements from the state and feds.</p> <p>Existing roads should be well maintained NO new roads should be built. I strongly support bike/pedestrian and light rail.</p>
27516	prioritize modes of transport that are not single-person automobile. Need greatly increase in infrastructure that supports bicycle transport.
27517	Support maintaining infrastructure versus investing in more auto infrastructure,
27510	It seems to me that the roads and highways around here are generally in very good condition. Resilience planning is very important because the stresses on our systems will increase.
27526	Absolutely!
27510	Strongly support improving and maintaining of bike/ped facilities
27526	Strike out "improve highway assets" unless it is for the express purpose of high occupancy or mass transit vehicles. An example is what was done at Walt Disney World with the buses to get guests to resorts and parks more quickly using buses than rental or personal cars.
27604	CAMPO should prioritize maintenance of existing local roads over new highway capacity. But it's also worth recognizing that a significant mode shift may mean downgrading maintenance of some road miles in favor of sidewalks, bike paths, greenways, and transit - or simply converting them. Resilience is a different concept, and is critical - and particularly important to focus not just on the resilience of the transportation infrastructure itself, but also on the build environment whose growth it induces.
27527	Get the legislators' hands out of the Highway trust fund.

27610	Seriously, we have to do better at basic road maintenance. Economies suffer a recession every ten years or so, all being well. Using the 2008 recession and the one we are in now as an excuse to not fund public projects should never be acceptable. The funds should be there from the good times. If not, why not?
27545	More attention to physically handicap needs.
27565	I don't understand this goal
27527	Maintenance is essential to keep overall costs down but using the right solution is key too. An example is bike path bridges being created out of a more expensive materials with vastly better longevity thus reducing maintenance costs. Amenities like fountains at parks, bbq grills, picnic areas, shelters and restrooms provide much needed relaxation. A good example is Raleigh's Neuse River Trail with multiple parking areas for access.
27607	I don't know what "resilience planning" means. Improving highways is stupid when we may not need extra lanes in 10-20 years.
	I agree with maintaining highway & highway assets, but I disagree with expanding the highway system without also expanding transit & bike/ped facilities.
27614	We have some of the best roads already and some of the highest gas taxes. I would just sustain what we have.
27511	No mass transit system. It is an ignorant waste of limited resources and an outmoded model. The future is autonomous self driving vehicles and Uber will do more to efficiently transport people than a government bus/rail system in the Raleigh-Durham region.
27526	Reduced maintenance by NCDOT is showing as the condition of secondary roads deteriorates. Culverts also increasingly appear inadequate for heavy rainfall events.
27516	Yes to: transit vehicles, facilities & amenities, & bike/ped facilities No to: highways & highway assets
27608	Most people aren't going to take bikes. It's tough to dress professionally and ride a bike in to work. You can't go grocery shopping on a bike. It only fits a small number of circumstances.
	This would be better managed if the highway commission were consulted before new subdivisions or shopping centers were built. It's ludicrous to build first and make provision later. I believe this is one reason there is so much traffic congestion around the intersections where Walgreens, Wal-Mart and Harris Teeter are located.
27608	Not as much biking. Overrated, rarely used. Especially in bad weather and cold
27510	I see building infrastructure to last as a good investment and a way to put people back to work, think WPA!
27523	With the amount of highway construction currently going on, it is hard to say if we need to improve conditions or if they are currently good as they are constantly expanding.
27608	Ensure can travel around city on bicycle or other non-engine vehicle with little of no auto interaction.
27526	Of course,, maintenance is one thing,, preventative maintenance is everything!!

27606	As long as improving highways doesn't involve making them bigger than I am all for it. Spend the money on bikes / peds / public transit / keeping current infrastructure good
27278	RE (1): Yes, absolutely. RE (2): Exactly what does "resilience planning and practices" mean? Are you talking about resilience to natural disasters, like hurricanes? Yes, no question. Is this code for "drivers have to become more resilient in obeying the things we want them to do instead of driving"? Not so much. This should have been clearer.
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 (note: it is problematic anytime a roadway or pathway has to be shared by cars, bikes and pedestrians)
27705	Sidewalks and crosswalks
27609	Stop trying to squeeze bike lanes onto busy roads. Do not add them to Six Forks in Raleigh. It's too dangerous. Only add bike lanes protected by barriers on heavily travelled roads. Require sidewalks in neighborhoods and elsewhere. Stop squeezing lanes onto roads like was done on Falls of Neuse. Make intersections safer for pedestrians. Intersections such as Millbrook and Six Forks in Raleigh make me nervous. I see the high school students crossing there mornings and afternoons and other folks as well. Pedestrian bridges? Also, provide safer crosswalks at schools. Sanderson HS is worrisome. Children must navigate the intersection where the entrance meets Dixon Dr, often with no one directing traffic and sometimes in the dark when it's winter. (In normal years, the late bell is at 0725.) Traffic is straight through in both directions of Dixon Dr and people turning left and right from Dixon Drive into the school entrance and people leaving the school. So lots of traffic in many directions with students crossing Dixon and crossing the entrance driveway.
27614	Not sure what some of this means. But please whatever plan is put in place make sure the highways are neat and trimmed. 540 and Falls looks like a 3rd world country
	Fix existing roads at night. No major projects (like Hwy 42 E in Johnston County)
27587	Would prefer putting things into practice that provides an alternative for how transportation systems have evolved/improved. not enough density for the extensive bike paths planned
27614	The roads don't seem to be well maintained, or less well maintained in the past. There needs to be pro-active planning to deal with the congestion, particularly on 540 due to the increase in the population of the Triangle, especially in Wake Forest and Eastern communities.
27704	I agree ONLY if these things do not negatively impact low income and minority communities. I agree ONLY if the decision makers include safe and equitable transportation in all communities, especially low income communities.
27513	Create transportation grid and services with the area's future growth in mind. For as large a metropolitan area that currently exists, and it's predicted growth, this area's transportation solutions are woefully inadequate.
27607	Strongly support, however priority over public transport, bike/ped and resilience should be placed over that of personal auto conditions such as highways

	Improving infrastructure is always a good thing !
27592	Programs to fill in shoulders of roads needs help. On many roads, one slip and your buying a new tire.
27510	An easy-to-hold ideal -- when it's in your own neighborhood that a two-year-long project of putting in a traffic circle is underway, this lofty ideal comes down to all the noise, traffic-slowing, and sheer ugliness of concrete barriers of road work. This goad makes mess -- but necessary.
27704	4 ONLY if low income and minorities communities are not impacted negatively. As long as these neighborhoods receive equitable treatment as other more affluent neighborhoods.
27603	I agree we should absolutely maintain the roads that have been built. Why bother to tear down trees and grassland for a convenience that will not be taken care of? I agree that whatever facilities and amenities we already have should be taken care of regularly.
27510	EV charging stations for cars an bikes
27510	Again question mixes issues but, yes, maintenance like fixing potholes in existing roads should be better supported.
27510	This will also have to incorporate storm-water planning.
27510	Maintenance is never exciting but it gets put off. i'm sure many streets, bridges, sidewalks need improvements. Efforts to make biking safer would be welcome. Especially on thoroughfares between Chapel Hill and Carrboro.
27516	All for mass transit but not a tiny rail system that taxpayers foot bill for while MANY abuse routes have very little ridership. Taxpayers have already been ripped off by having to pay for a silly rail system
27510	I think improvement on walking, biking and public transit are much more important. It will free up the freeways so that
27614	Not important to improve condition of existing highways. Transit and bike/ped are important.
27510	Depending on the asset.
27529	More needs to be spent on non-car infrastructure (especially sidewalks and bus/train stops), but the roads shouldn't be allowed to deteriorate either. Neutral on this goal because it lists Highway first. Active Transportation should be listed first.
27510	Would give stronger support if "improve condition of highways" was removed, as that is not defined.
27701	Maintenance is important, but maintaining highways which we have overinvested in for decades is inequitable use of funds.
27705	Get a rail system out. Ignore Duke when they lie about their 'concerns' regarding instruments.
27705	Yes, we should improve bike/ped facilities and public transportation. No, we should not spend any more money on "highways and highway assests"
27703	I very much support this! I think a fantastic part of the triangle is just how many bike and pedestrian paths we already have. I think the more, the better.
27516	this goal has too many pieces to rate as a whole - YES to transit vehicles, Not so much to highway assets unless they enable faster public transit.
27529	5-some streets in garner need help

27526	Pay now or pay later.
27526	Widen 401 through Fuquay where all businesses are before any more residential approvals
27587	Strongly support smart maintenance; don't "improve" roads by widening and creating induced demand. Create smarter transportation systems and invest in transit; link those improvements to TOD and zoning codes that provide densities which can support transit.
27510	Improvements need to be made in all areas not just downtown. Improvements should begin in those areas with the least access now.
27526	Roads
27526	Lots of potholes. Trees and bushes neglected and overgrown. Pretty sad sight.
27705	I care more about the bike/ped facilities than the highways
27516	Connect community and end dead end roads where community connections can take place
27606	I would rather see more money spent on maintaining our existing roadways, and ensuring contractors meet their warranties. I think we spend too much money on buses in this area. Ridership is so low, I can not see how anyone thinks they can be justified. It would probably be cheaper and better on the environment, to just have some municipal taxi's.
27587	Support for bike and pedestrians needs only. Reduce road wear with public transportation.
27604	If we can't afford to maintain it, don't build it
27502	I understand that roads
27615	unsure of what this entails to provide anything but a neutral judgment
27705	Reduce congestion and move bikes away from roads shared with cars.
27608	Greenways and bike lanes are critical to make biking to destination a real mode of transit. Sadly, when a Greenway section is closed for repair, it is often closed for months to years. This is a priority problem. There needs to be funds on hand to make these repairs rapidly when needed. If the Greenway were a city road, it would never be out of service for this long.
27608	Greenways and bike lanes are important. Unfortunately, when a Greenway section is closed for repair it can be closed for months to YEARS! This produces a lack of faith in the
27606	My support is commensurate with the extent to which infrastructure condition and resilience is NOT focused on motorized vehicles.
27604	Transit system assets and sidewalks and greenways should be prioritized as part of the transportation system as much as roads.
27705	Improve infrastructure, but prioritize non-automobile
27713	YES! More turn lanes/smart signals, extra lanes/thru lanes where needed to help keep traffic moving.
27612	Non-automotive modes of transportation will best serve the area.
27701	I transplanted from the Northeast. Focus on maintenance is fine but generally, infrastructure is in good shape.
27705	Again, non-transportation people do not know what transportation resiliency means - don't just throw popular terms out there without defining. Need to address post COVID - don't overbuild!

27603	I hate the fact that the new 540 will be a toll forever. It should have been until the company that funded it. made 3 times their money back. That was it is still profitable to the company, but doesn't make us all have to pay tolls forever.
27513	Feel strong about transit, including reliability and schedule. Not as strongly about other points.
27609	Resilience planning and practices are not defined.
27514	maintain yes, build more no
27701	We're not maintaining bike & ped facilities now, so this should just be changed to improve
27609	We won't necessarily be able to support all modes equally, without unlimited funds. Compromise here to support the fundamental goal: reliable connections for people and commerce that are environmentally and fiscally responsible.
27713	New transit infrastructure needs to be designed and built with a longer expected lifetime than some current infrastructure, which has sometimes shown signs of aging (e.g. deteriorating conditions or inadequate capacity) only a few years after construction.
27713	New roads, bridges, etc. and road repairs should be designed with a longer expected lifetime than current ones, many of which show signs of deterioration after only a few years.
27610	Bikes and bus lanes. Why are we talking about anything else?
27603	I support this, but it's most important to think about new ways to move people as the population grows, rather than spending lots of money on improvements to existing things.
27603	Let drivers pay for the highways. Pedestrians, bikers, and bus-riders need much more help.
27705	I believe that, while upgrading and improving existing modes is important, it won't meet the overall needs for an effective public transit system without a rail component.
27704	The streets we bike on in N. Durham are cracked with grass bumps coming up from the concrete. I am sure other neighborhoods could use some attention as well. (Horton Hills - Calumet/wyldewood/ townsend specifically could use some attention.)
27609	All are good and I strongly support all of them.
27707	Dedicated bike paths are wonderful.
27518	Are we almost done with major highway construction soon? I'm getting tired of driving through construction zones. I've never ridden the bus but they look very nice on the outside and well-kept.
27562	This must be a high spending priority Improve/replace bridges...improve highways. Not in favor of bike lanes!! They take up car lanes.
27606	4 because it includes maintaining bike/ped facilities and there are some really bumpy sidewalks and greenways around (for example sidewalk along avent ferry has grass growing in it and is very bumpy)
27526	The traditional suburbs and rural-to-suburban areas need to improve their Walkable ratings
27603	Spend on urban ped and bike improvements, stop building roads to suburbs that serve fewer people and cost more to maintain.

27514

Building new transit and improving local roads is more important to me than highway infrastructure.
