

n= 228	S3_P1_T0_Q2_EQUITY_PARTICIPATION_2
HOME Zip	Comments Equity - Comment
27597	Plan for the long term, not short.
27610	A truly great transportation system will benefit everyone.
	What does "equitable public participation among all communities" even mean if you don't define either of the two key terms in the question? Far too ambiguous.
	My elderly parents dont drive, and I strongly support public transportation!.
27519	I support paying for what you use. Still not happy that West Cary is stuck paying tolls for what North Raleigh gets for free.
27609	Nobody believes public input will make a difference
27607	I think at the end of the day public transit and infrastructure investment must be made where they make sense. Sometimes those areas are not the areas with the most resources so we must as a society take the burden to make those necessary adjustments. Basically we may have to tax the wealthy, the suburban, or corporations in order to pay for inner city transit or vice versa.
27510	Objectives should be worded as positives. Consider "Ensure that transportation investments are equitable within the community"
27612	Our city relies on low income workers so it is imperative that those who have means pay most.
27601	I think some efforts should be made, but perfect equity is impossible. There is no way to ensure that . Disproportionate burden is
27608	This should include businesses to meet their demands.
27603	A disproportionate burden doesn't bother me when it is applied to those who are disproportionately able to support projects/programs.
27607	Yes! Cars and car-centricity is likely the biggest cause of inequity and inequality. If you want to build a more equitable, welcoming community, stop centering the car. Free us from car-dependency!
27705	I support this if the focus truly is equity, not equality, and if consideration is given to how any of these proposed goals could lead to increased gentrification of Durham neighborhoods. I also feel like areas of the city that have been historically ignored (former Hayti, East End, Walltown) are prioritized over richer neighborhoods (Trinity Park, West End) to get at that equity component.
27608	This is my #1 strong support item. Make sure participation in transportation planning reflects demographics.
27612	Does "vehicles" include bicycles?
27529	Important if the goal is genuinely creating community, as I think it should be.
27613	This project should be a benefit to the entire community, and residents' concerns should be heeded--especially in areas that have typically been disadvantaged by past planning/development activities, such as Southeast Raleigh.
27606	Fair access and routes to the most vulnerable and needed areas are a priority.
27603	Need to promote equitable outcomes!

27604	The wording may just be bad here, but those that have enjoyed a disproportionate financial gain (or the potential to do so) should pay a disproportionate share to maintain and improve the transportation system. "Equity" is a tricky word: going beyond promotion is necessary to reach traditionally disadvantaged or other hard-to-reach communities.
27601	1) No more white highways through black bedrooms. (Existing or planned). 2) In-person public meetings are deeply unequal. https://elgl.org/end-the-public-meeting-as-we-know-it/
27713	Transportation that creates a disproportionate burden for any community is such an important goal. ; 2) Promote equitable
27603	This is extremely important because the public sector has historically done this very badly, and prioritized the needs of one segment of the community over all others. We need to do a better job developing projects in partnership with the rest of the community.
27615	Yes, reach most communities in this metro area for wide support and views. Hold meetings or I guess surveys, for many viewpoints. Financial support, as always, is a mystery but clearly a tax burden in many ways, but vital to do if people don't wish to drive everywhere, or can't drive.
27278	Appears to be reasonable to expect.
27615	Different parts of our city have different needs and different travel patterns. One size does not fit all.
27510	Great care should be taken to define "burden" - actual hardships cannot be equated with opposition to projects based on irrational or racist fear of "lowering property values"
27312	To meet this goal, publicly owned autonomously driven electric vehicles should be in our plans: This will be the lowest cost transportation option in a very short time, perhaps as soon as 2 years in some US cities.
27517	fund it however you can
27701	I favor " disproportionate burdens" and inequitable participation. (Sarcasm here). Meaningless utopian bs.
27344	Impossible to do this without planning beyond a jurisdictional boundary. Good luck
27603	We need to ensure that transportation investments help the people who need it most. This is especially true when it comes to public transit.
27707	If I believed that equitable participation could be achieved, I would agree. But you will always get more participation from well-off white people like me (except most of them will be car-dependent NIMBYs). It is simply inevitable. Planners and transportation professionals need to use their expertise to advocate for communities that don't have a voice in the process for a wide number of reasons. Also, many people don't know what is possible.
	The only people clamoring for bike lanes here are predominantly white, privileged groups. That's because there are few people who understand what nice, protected bike lanes that connect to the places you need to go could be like. They have never been to Amsterdam or Copenhagen. Planners need to be advocates not only for people who don't have a voice, but for bike riders who are not yet bike riders, but whose lives would be enhanced with great bike infrastructure.

	Quite important
27705	Once transportation as a service becomes affordable. < \$100 a month then all communities will have access to well paying jobs.
27601	This is absolutely vital.
27704	Equitable public participation is paramount to a becoming a better Durham. Please begin with leaders in the communities that have long been brushed over or ignored in these processes.
27612	Transit services are already heavily subsidized, so additional operations and maintenance funds should include increased user fees. Electric vehicles should contribute to roadway maintenance since they don't pay gas taxes.
27707	I support the inclusion 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	cooperation among government jurisdictions is prime to assure that investments are not regressive in their impact on individuals and their households. there's always the "use taxation" method.
27609	Vague question. What is your definition of equitable? Burden? the department of transportation should have planning building and maintaining infrastructure as its main objective, as guided by engineering, not social indicators.
27705	Make the plan work for those with the most need and the least power. Everyone else will benefit and be okay.
27609	I am not sure I fully understand this objective?
27705	Bus system needs to go more places, more beltway routes
27562	Totally agree
27615	Tried to rate this 5.
27608	This is normative, but in truth there are undeniable trade offs between areas covered, cost and ridership and we have to choose between them, sure we want all, but something needs to be the higher priority Sorry This is a vital condition. I am very concerned about environmental racism. We must stop the destruction of marginal communities when we make improvements to our community.
27701	As long as applies to all modes of transportation except individual drivers.
27601	We should ensure equitable opportunity to input on goals but not strategy. Transportation leaders must lead, not follow public opinion.
27603	Work with communities to determine which transit solution is best for their needs -- it is not a given that they will want what has been proposed by out-of-town consultants.
27513	It's an important goal which didn't get enough attention in the past, but may be getting too much attention at present.
27701	Please don't 'All Lives Matter' or 'Both Sides' this transpo plan. If you don't want to invest in transit and correct prior bad acts, just say so and save on the consulting fees. Drivers will never feel like they're getting their fair share because their preferred outcome (additions roadway capacity) increased VMT and congestion.

27510	I support this where it aligns with the first goal of environmental protection. I also recognize that environmental racism exists/climate change inherently impacts different populations in unequal ways, and I strongly support efforts to combat those inequities.
27516	I think drivers should be inconvenienced, considering the waste and high social and environmental costs of car dependence. It seems that the communities that rely on the bus the least, have been afforded the best vehicles, amenities and facilities.
27701	This shouldn't be hard. Just do it.
27609	In the abstract, I would support both of these ideas, but historically, actions taken to support these concepts have been massively fraudulent, and I don't particularly trust things to go better this time.
27707	bicycle lanes and sidewalks are needed outside of downtown streets
27707	This might be an objective statement. Are these assurances already included in prior Goals?
27601	As mentioned previously, transit = job opportunities.
27610	We need to be careful that "investments do not create a disproportionate burden for any community" doesn't get appropriated by communities who have used their financial resources to organize to stop projects that would benefit the community as a whole and thus create the very inequities that this goal seems to seek to undo. Specifically, I'm talking about rich, White communities.
27603	I believe our wealthiest communities can afford a disproportionate burden. For example, investments that maximize alternative modes of transportation, if done right, will probably lead to slower (if not more congested) traffic which would disproportionately burden those who only drive. That should be an acceptable outcome given the consequences of continuing to prioritize road expansion and congestion minimization at the expense of everything else.
	STRIVE to ensure. No one can be forced to participate. Equity is about opportunity to participate, not necessarily actual participation. And communication about the opportunities to participate must be broad, transparent and inclusive
27704	People first, big transport with its own fast rail would be best. Smaller transport for in town connecting. People and green belts imperative now. Electric bikes, other electric small vehicles too.
27705	I can only imagine mapping out where, why and how when planning this.
27705	Not sure about this one....depends how define equitable. Wouldn't want a regressive tax. People that need it the most may not have the time to participate to represent their best interests. Perhaps there should be participants in process assigned to represent different groups to make sure competing interests are represented.
27701	Social equity cannot be ignored any longer if we want to create a healthy functional society. Consider lots of outreach and public involvement programs. Start by improving infrastructure in underserved areas. Consider tree planting in those areas that involve citizens as first steps to make underserved areas more livable
27278	Perhaps I am misreading this objective. I feel strongly that reaching out to underserved communities with affordable transportation options needs to be a priority. I think this is a valuable INVESTMENT

27516	<p>There seems to be 2 times when the DOT invites public input - before the plans are known and after the plan has already been decided.</p> <p>Add citizen advocates for pedestrian, bike, and transit on the DOT board. Schedule convenient times and locations (on mass transit routes) for meetings and information sessions. Make all sessions available for participation online.</p>
27514	<p>Another stupid question. Transportation investment must be made where it has the greatest impact in reducing climate change consequences. Community "burden" is a blatantly political abstraction and should not guide investment.</p>
27513	<p>This is vague, but I think maybe you mean not having one community bear more financial burden? So maybe it would be nice not to have only ONE half of 540 tolled?</p>
12345	<p>Nutsack slapped him in the morning but I will not be able to make it to the Walmart in the morning and I will be there in a few weeks and I have a few weeks ago and I was like a spider 🕷️😬🤔</p>
27613	<p>Investments should be provided to support an overall good, and not just provide for richer suburban areas, or provide additional access for developers to make money. Developers should need to take into consideration the infrastructure in place, and local governments should be reviewing burdens on roadways when handing out building permits. Investments should be made where reduction of roadway traffic can be provided, and where low income individuals can be provided wider access to the greater Raleigh area.</p>
27613	<p>As long as by "any community" you mean the ones of us that actually pay the lion's share for everyone else and then are accused of "not paying our fair share".</p>
27527	<p>Carefully reach into the outer communities, such as Clayton, Wendell, Wake Forest, etc., using the 540 beltline as a guide.</p>
27510	<p>As a contrived, I would like an inexpensive way to travel throughout the triangle.</p>
27514	<p>Do not center white voices only in the planning process</p>
27510	<p>Again, this dovetails with land use policy and discrimination both willful and passive. More people need to be at the table and older white people need to listen more. There are a lot of white saviors talking about how much they want to help POC. Need to hit the pause button on that.</p>
27701	<p>Once again, a good and noble goal, but without baking in metrics to this goal, the goal can get lost in the shuffle. Suggest this is phrased in terms of % average Median Household Income for different communities and that the variance across these communities is kept within a tolerance level.</p> <p>Have means tested fare cards on a sliding scale and rewards system for people who use public transportation for regular commute. For example every month all regular bus commuters go into a draw for prize.</p>
27601	<p>Participation is good so long as it doesn't lead to NIMBYism that blocks systemic progress.</p>
27609	<p>Public transportation must be fair and affordable for the poor</p>
27608	<p>Fairness and equity are important, but if there is a stronger need for use in certain areas, I'm all for focusing on those areas first.</p>
27526	<p>Add toll to northern portion of I-540.</p>

27601	There needs to be a balance, but also if you want to grow as a city and bring additional opportunities/ enhancements (e.g. city focus, sport teams, population, etc.) you need to be able to compete. If it is always equitable public participation, then the growth will be stagnant.
	540 should either be a toll road all the way around or not at all.
27608	The wealthiest among us in the triangle could pay a more fair tax rate and help support these projects
27517	I don't support what you think are important transportation initiatives. Trains in Raleigh? It's ridiculous. This isn't NY, Chicago, or DC. We are like LA.
27504	Not sure I understand this goal. I do support paying my fair share for the modes I use and I support a level of participation to support other modes as well. Again, I don't support a mode that has to be subsidized to be viable.
27513	i fully support #1 BUT DO NOT BUNDLE DIFFERENT aspects into one survey question--- VERY POOR SURVEY TACTICS :-)
27713	Should be affordable and available to everyone.
27613	I already see too many buses driving around with only one or two riders. When I hear talk about "equitable", it generally means handing out more to these people that are already the ones with basically private bus chauffeur service.
27603	Go further here- focus on communities that have been disinvested in.... lift them up as a priority. In particular for transportation- many people rely on it for their main transportation option- ensure they still have options as a priority while also getting others to adopt it
27519	This community is generally willing to increase local taxes IF those funds are going to be highly leveraged by state and federal funds and go to a well planned and holistic transportation plan.
27606	"equitable public participation among all communities" is important, and must be voluntarily championed by each community. If 'filling the slots' for each community is a burden - the results will fall to committee as a whole.
27609	Obviously include poorer communities. Yet still include the more affluent communities if there is ever a light rail. Or any other options.
27612	Equity in both the final decisions/improvements themselves and the participation or process to get there is vital. In recent days, every sphere has become aware that there are disproportionately neglected communities (Black, Latino, foreign nationals) which have long suffered from systemic deprivation of full access to opportunities, including in the realm of transportation. We need to take responsibility to rectify this, especially in the planning process and public involvement. Everyone's voice must be heard and considered fairly.
27516	Bus service is already free so not sure how much more could be done to promote equity other than review of routes to identify underserved areas.
27701	Those in suburbs with higher incomes may not participate. Should help urban and lower income perhaps first
27278	No, if the community has built a mess, they need to pay a bit more to maintain it.
27617	Stop bringing race into everything
27526	The burden should disproportionately fall on wealthier citizens and the area's large corporations. A barista should not be funding public transport infrastructure at the same rate as Jim Goodnight or CISCO.

27612	It is a tough one. If asking me, again, better bus stops + sidewalks. Sidewalks are essentials.
27704	Representatives from every Durham community should be at the planning table
27701	We need to over fund transportation. To me it's number 1 priority of government. We need to reduce congestion and minimize time for all modes of transportation. Wide highways with metered on ramps. Lots and lots of bus routes to reduce time between destinations. We need trains for regional connection: rdu, Raleigh, Asheville, Wilmington.
27514	At this time, I don't really think our participation is particularly valued; this may just be an exercise to fulfill a requirement for public input. It is not likely that all communities are going to do a survey; you should involve trusted community leaders in communities that are marginalized to seek input and true information on lack of equitable impact.....ie. The efficacy of using public transportation for going to various jobs
27278	Let's not continue to put most highways in poor people's front yards
27713	super important!
27701	I fully support this goal! It is also critical that in making decisions that meet these goals, members of all communities are a part of that process to ensure these goals are truly met.
27278	I think that folks who are well off (I fall into that category) need to expect to pay more than folks who have less earning power so that everyone can have better, safer, more environmentally friendly transportation.
27516	Another mishmash of incomprehensible vision statements. I do not support your raising taxes or using our tax dollars for ineffective hand-waving at these vague goals.
27526	Focus on transportation for economically disadvantaged populations, to counteract the focus on middle and upper class populations in past decades
27701	Hayti corridor in Durham deserves much more attention and the community has already done a lot of grass-roots work to develop transit-related proposals. The government should take time to listen to them.
27587	Having a good spread of services and service areas will help adoption. Under served areas will only create / replace previous travelers and keep the same issues this is trying to solve in place.
27510	NCDOT has to change how sidewalks are funded. Probably the same for multi-use paths. They require cost-sharing, based on the population of the city/town. The cost for these items should be fully funded by NCDOT (and the Feds), not cost shared with the town. The towns aren't asked to cost share for road work - why should they have to pay for sidewalks?
27278	This seems to be a perfect-as-enemy-of-good situation. Equitable share of the burden and participation is a doomed objective. It's fine for some to be more burdened by this process and investment.
27705	Agree with goal, however, the first objective does not acknowledge that the existing transportation system has already created disproportionate burdens for low-income communities, especially Black communities, and also other individuals without regular access to a car. The objective should be that the transportation system has zero disparities of access based upon race, wealth, income, gender-identity, age or ability.

27514	This sounds like a NIMBY refuge. "equitable public participation"--you mean not just retired old white people?
27510	I would be extremely disappointed if low income and BIPOC communities have to relocate in order to accommodate new transportation
27278	I'm not really sure how to rate this, since I don't know what the implications of this goal are. I am interpreting this as spread the cost over the entire community or state. Make sure poorer communities can still afford public transit.
27278	Equity will be improved by a greater focus on autonomous vehicles that can be used by everyone.
27705	Bikes and scooters are vehicles too. Plan for PEOPLE not cars. Level of service timing of cars movement is not the metric to judge the success of a system. Get people into mass transit and light personal mobility devices like e-bikes, scooters, electric wheelchairs, etc, with safe access and crossings everywhere.
27278	you want to burden wealthy communities of higher population to pay more for transportation costs because it is tp their benefit that poorer sectors can reachwork and services
27278	There is an existing bias against public transport in this country and especially in this area as being for lower class, and that definitely has to be overcome.
27705	So much transportation investment in the past 50 years or so (especially in places like the Triangle that don't have historically strong urban centers) has been focused on cars and sprawl that mainly serves suburban residents. More needs to be done to serve the needs of urban development and quality of life.
27707	This is critical.
27517	This is worded squishy. What is a more direct way to say this? What problem are you avoiding here? Is someone is paying too much for Something they don't use? Say why this goal exists.
27526	Some locations do not have the ability to pay as much. It is on the local government to help fill the gap for those communities. It is not about fair or equitable content, it is the human and the right thing to do.
27705	small increases in taxes are possible, community involvement can help
27707	Well-to-do neighborhoods should assume more of the burden.
27701	Transportation is a key to economic development
27701	I agree, but think that the benefit can be skewed towards communities with the greatest need/stated desire for public transportation investments.
27701	I believe if a community has a very high % of single-occupancy driving through other communities AND high income they should hold the burden more as these people are choosing to live outside of where they work. Suburbs and planned developments should hold the burden of connecting their citizens to where they are traveling to. Eg: Suburbs with high incomes where people travel in single occupancy vehicles into the city should have transit or carpool incentive. Bus rapid transit lanes or trains, dedicated bike/walk to connect communities to these transit hubs instead of building suburbs that rely heavily on other communities streets to connect. Planning and development shouldn't be approved without proper transit plans that DO NOT require additional street or highway modifications to accommodate, and developers should be forced to pay some of these transit development cost.

27707	In previous question: Maybe Motor Vehicle (vs. bikes) should have been designated.
27701	Increase economic opportunities for people of color, don't pave over them.
27701	Which communities are better able to demand more amenities from local government? Does this rely on the tax base for each community? If so, how would that ever be fair and equitable?
27565	Strongly agree. I do not have a vehicle so some sort of public transportation would be amazing!
27529	Taxes have gone up so much here in Garner that for the first time, I'd like to leave the area, possibly the state. If people are overburdened NC could lose some popularity
27526	If I read above correctly it means provide for your whole community. That isn't optional.
27591	I think you need to do a better job adding affordable housing where transportation is available rather than seeking new areas only because land is cheaper. (Perhaps off topic, but, Wake County seems determined to cluster all low income housing into a single area.)
27278	Infrastructure benefits everyone.
27514	Don't make it impossible for residents who live in neighborhoods that exit onto MLK Blvd to enter and leave their neighborhoods.
27713	If children are bused to a school their family should be able to take public transportation to school activities and pta activities. There are 15 cars with tags seriously out of day in our neighborhood (66 townhomes mostly owner occupied, some rental) people move here and need to get to work, have to choose what to pay for
	I support light rail. Construction should not be forced on minority communities. If it is cheaper to place a rail line in a black community, the region should be willing to make offsetting investments in those communities as compensation. And only with the consent of the residents.
27517	Transportation planning has never gotten this one right. We desperately need to do better
27510	not create disproportionate burden, but they should also create equitable opportunities
27510	Objective number 2 could be improved. "Equitable public participation" in what? How are you performing community outreach to adequately address the needs of communities currently not represented/served?
27526	Existing funds should be redirected towards these plans and additional taxes or fees should not be assessed. Again, fixing the problem with what is currently utilized should be the goal and objective - do more with the same or less. Take a page out of a Lien-6-Sigma strategy....
27612	Not sure how government can ensure equity. Government can only ensure opportunity. It's up to the citizen to choose those opportunities.

27604	Equity is really important, but your two objectives don't do it justice. Equity in transportation isn't just about (1) avoiding disproportionate burdens and (2) promoting participation; it's also about designing the transportation system moving forward to (3) distribute economic opportunity inclusively, and to (4) conscious direct new investments to remedy historic and structural inequities (that past investment decisions often helped create and reinforce).
27587	Transportation investments should be made where there is a need. Maintenance and upkeep of facilities should be equitable.
27527	No repeats of the Hay-Tie community split for NC87.
27610	This should be self-evident. Without this goal, faithfully executed, there is no point to any of the other goals. Again, please do not ignore the disabled. When we have a voice, it is most often in the third person. Please consider this. My cellphone tells me that the car ride from my office just south of I-540 on Six Forks Road to home (close to Walnut Creek Amphitheatre) is 25 minutes. By bus, it is 1 hour 38 minutes and that includes 17 minutes of walking, as well as a sprint across a five-lane road. To avoid the sprint, the walking time will be more. If we are to wean people off cars, those numbers must change.
27540	Not sure how burden is placed on one group it another Goal should be look at largest commuting community's and give them lite rail options
27526	You have not defined "community". Should the concerns of the "community" of people who do not drive matter at all?
27565	It sounds like you are saying you don't plan to put roads, paths, etc. in poorer neighborhoods, thereby pushing poor people out of the community. I definitely support that. But I'm not entirely sure that is really what this says
27526	If this means those with higher incomes contribute more, yes.
27519	???? ?????? What
27526	That does include low income housing developments (when we get them) and developments that are not just the largest, or the highest income...
27527	This is tough because the northern areas of Raleigh are saturated and need more than the southern. The southern areas are in a growth spurt now and need better transportation. Trying to plan for over saturation and growth is challenging and I wish I had better suggestions but ingesting more on the south seems prudent.
27607	Does objective 1 protect the wealthy who drive ICE cars and thus pay the gas tax, from shouldering the burden that people who walk to work and thus don't support the burden? I sound suspicious, but you're asking us about broad values when there's a lot of gray area here.
27614	Equality is a very over used term that doesn't exist other than on NPR and CNN
27511	The majority of the public does NOT support buses, especially not when the mile per rider cost is honestly transmitted. That is why government lies to hide that data.
27526	There should be equitable OPPORTUNITIES for participation. Individuals still bear responsibility for participating (or not).

27608	Wake County needs to review its property tax programs for the Indigent and elderly. They're too restrictive and confusing. Raleigh should consider a homestead provision. This comment is made with the assumption that improvements to Transportation could show up in property taxes.
27587	Many residents don't have the income to afford a car, it would be nice to know that where they live is not a hinderance to a better paying job. That they can get to the job easily through mss transit
27608	Lower property taxes.
27523	Equity = blind equality. Some communities have higher needs different types of transportation investments than other communities. But yes, equitable participation is a goal.
27608	Even wealthy should know that money in taxes make their commute easier.
27526	Only if they want it or need it
27278	As abstract goals, I'd give this a "5". I only gave it a "4" because words like "equitable" are increasingly used to whitewash INequities, and make them sound virtuous and necessary.
27514	If you create low cost transportation I cannot see how this would burden any community.
27707	The current structure of having to commute using multiple buses (and wasting a lot of time) or pay for a spot in a park-and-ride lot (where you have the upkeep cost of a car and the time cost of a car commute+bus commute) is a burden on both time and money.
27609	Not sure what you mean.
27592	"Equitable"? This requires some discussion in the context of the "haves" and "have nots". I would argue that areas with lower incomes should receive something greater than "equitable" to maximize the greater good for society.
27704	All things MUST be equitable. Every willing citizen should be involved in the decision making. Every affected citizen MUST be notified.
27607	Proportionate to income is important, those who make more (myself) should pay more as they make gain great resources from the town indirectly.
27539	We can't just assign the less desirable consequences of otherwise positive actions to one area.
27704	Low income and minority communities are ALWAYS impacted the most by these transportation decisions. These decisions need to be decided equally among and throughout all communities. Strong efforts by decision makers should made to include every citizen for these final decisions.
27510	Test for pollution amounts that disproportionately affect lower income housing areas. Make changes if indicated.
27703	I support asking relatively affluent households to take on greater burden.
27217	I wish this was true but that is very hard for families with low income or just making ends meet
	I'd like to see more public transit plans and funding favored over private (cars and trucks). This includes bike paths, buses, rail system, trollies, whatever. The emphasis on cars over public transit has made our roads a nightmare.
27510	Aim for participatory justice, i.e., center BIPOC voices and perspectives.

27529	Prioritizing car infrastructure privileges wealthier households who can afford the costs of a car.
27705	As someone who makes a decent income, I really don't care if the wealthier neighborhoods pay a marginal amount more
27704	I support equitable public participation and am unsure of how objective 1 might look - does 'disproportionate burden' create a loophole to place the burden elsewhere (perhaps on communities with less access and ability to participate in this?)
27705	Yes, we should have public
27253	No definitions for "disproportionate burden" or "equitable", therefore unable to determine whether I can support these goals.
27529	3-- i don't want to see public transportation bus in my community
27526	Should be leveled rate for commuters, students, seniors
27606	Public trans. pays for itself, so it is worth the burden of cost on the public
27587	Promote equity by improving transit and transportation options in the communities that need them most, and those that have been harmed the most by past highway construction.
27510	This should be the number one priority. It has been overlooked in the past.
27526	Live here. Drive here. A bypass would solve some of it. Away from town.
27516	more communities connection and end dead end where communities can be connected
27701	VERY important. Especially in Durham.
27587	Everyone needs public transportation. Look at Georgetown, MD. Rich idiots didn't want a metro when that system was built and now they need one. If the systems are clean and efficient, we all benefit.
27510	I would need more detail about what this actually means. It's pretty vague.
27604	The hegemony of the private vehicle is racist in policy, funding, and design.
27502	Planning the funding of these projects to not overburden the working class is important.
27705	The property owners of the County should not have to shoulder all of the financial burden for County services. All users should participate in the financial responsibility.
27608	Development follows transit. It's the way we boost fairness in society.
27606	Investment equity ... Amen, brother!
27604	Older neighborhoods in low income areas need investment.
27603	There is too much attention paid to making all our current communities as major centers of road and commercial developments. We need to stop this and start thinking and planning for a central city, Raleigh, where commercial development will take place and our existing transportation system will be greatly enhanced for efficiently moving people and products in and out to cut down on duplication and natural environmental destruction.
27612	Transportation is a human-density-related reality; therefore, burden might not be proportionate to land mass.

27610	I would encourage development around public transportation but not only affordable housing development. All citizens should have access to public transportation. Where I live there's been a push for more affordable housing around New Bern Avenue but I think there should be ALL types of housing around the area to increase ridership on BRT that's planned for the area.
27701	Land acquisition and right of ways are realities. Compensate people generously.
27705	Public transportation is proper for certain communities but not all. A one-size fits all approach does not work.
27612	Need to make sure that the survey encourages participation from all sectors of a diverse community
27609	Transportation facilities should be constructed where needed and should not be avoided because, for instance, property owners do not wish to live near such facilities.
27703	As I wrote in a comment section of Goal #1, I would like to clarify that "equitable public participation among all communities" should not be misinterpreted as dividing funding between "equal" new public options in all communities. (Sure, I would love more bike paths or slightly less traffic in my community. But I own a car, and therefore have unlimited access to my work, the grocery store, parks, my friends and family, health care, etc. Similarly, none of my neighbors rely consistently on public transportation to meet the above basic needs. No additional funding should go toward minor improvements to my quality of life while other communities still do not have reliable transportation just to get to work every day.)
27606	This places a responsibility on transportation planning agencies to find new and innovative participation methods.
27609	This is an investment in Raleigh's future. Long-term thinking is hard but important.
27603	Don't make this an empty promise. The default has always been that white homeowners get what they want and everyone else gets the shaft.
27705	Lower income communities often bear the brunt of negative impact of such changes, and lower income citizens and their communities are in greater need for affordable, accessible public transportation. It's important to provide for the latter without incurring the former.
27511	Make the richest pay to help everyone.
27609	All good.
27606	I think people misunderstand how city roads are funded and think that since bicyclists don't pay gas tax they aren't payi their fair share for roads. Outreach/educate people so they know city roads are largely funded by property tax.
27514	I hope everyone gets their say, but I hope NIMBYism is a thing of the past. Transit infrastructure is generally a good thing, not a burden.
27513	I'm not sure what "equitable public participation" means.
27713	Yes, we should be aware of how our transportation affects communities, too many times we've seen communities split because of transportation projects so I hope that all sides are able to work together to enable effective plans and keep our neighborhoods as intact as possible but the burden falls on everyone to do so.
27527	1) 3 2) 5