

n = 219	S3_P2_T0_Q2_SAFETY_HEALTH_2
HOME Zip	Comments Safety - Comment
27701	Especially pedestrians and bikers. The idea that roads are only for people driving cars is an idea of the past and everything to discourage it should be done.
27610	Safety is important, but it doesn't specifically require investment. Proper upkeep and more public transportation will be the biggest steps that can be taken to improve health and safety
27519	Not sure where you are going with this.
27510	Especially walking and safe bicycle riding.
27609	Nobody believes this will happen either. All we see is nonstop planning and totally unsafe bike lanes on multi lane roads.
27608	Increase safety and health by lowering reliance on personal cars
27510	Objective 2 moves out of the realm of transportation into public health. Is that appropriate for this body to do? Are the appropriate experts being consulted in this?
27608	deliberate focus on this goal. aging population and their needs safety is number one goal -- everyone need a safe transportation system
27606	Getting people out of cars will improve safety, especially if it is to an active mode of transport
27607	Cars must be the deadliest form of transit. 40,000 people die from crashes every year, and hundreds of thousands more from other effects of cars. We can a pandemic of car carnage. Stop building for cars and we can save hundreds of thousands of lives.
27529	Of course. Obviously.
27613	Walking is good exercise, and reduced emissions will improve respiratory health. I'm tired of having to drive everywhere, even to a destination where we can walk or ride bikes safely.
27606	Public safety and healthy environment and services are vital.
27601	1) Adopt Vision Zero. 2) Less driving is good for everyone; invest more (including allocation of public ROW) to non-automotive modes.
27713	Transportation is more than going from one place to another, and health is more than going to the doctor. Transportation allows people to connect and is an important element in counteracting the negative effects social isolation has on mental and emotional health.
27603	I work in public health, so of course I strongly support this option, because transportation is what we call a "social determinant of health". In addition, of course, are pollution and physical activity issues bound up in transportation and the ways we each choose to move around and between our communities.
27615	Ride pickup locations in safe, well-lit open areas, disinfecting ride vehicles daily (better than nothing!), group rides on a bus vs drive private cars.
27278	The benefits of this seem evident to me.
27615	I dream of being able to walk more places in Raleigh!
27312	Improve bike/ped infrastructure.

27510	Yes - to this end I would also support formal adoption of Vision Zero goals.
27510	Encourage healthy transportation modes: cycling and walking. Reduce air pollution caused by the internal combustion engine.
27513	I SUPPORT PUBLIC HEALTH through BIKE and Pedestrian Safe- Friendly Options.
27701	You could increase the "safety of travelers" by promoting more congestion on 147, I-40, and 15-501. If everyone is going 20 miles an hour, stop and go, there won't be any really serious accidents. As usual your utopian statements don't reflect the need for trade-offs.
27344	Safety is better roads and vehicles with beeps and controls. But none of that relates to public health. Sorry.
27603	This is true, although it might not be the most convincing thing.
27707	Cars are the biggest threat to safety and poor health outcomes.
27517	Especially during the pandemic Very important
27705	Once self-driving cars take over the number of deaths will be dramatically reduced. Drunk driving / texting while driving would be a thing of the past.
27601	This kind of thing will come along with giving people autonomy over how they move. If the streets are inviting for active movement then I believe people will use them that way. But making people feel guilty for not being "active" (especially if they are disabled in a way that inhibits mobility or energy, or trapped in neighborhoods that don't support safe outdoor activity) is not a good approach.
27704	While I support an increase in safety, I do not support an increase in enforcement (by police). I hope this plan will prioritize safety measures and public health that benefit all populations of Durham.
27713	Healthy indeed: The classic (2006) cost/benefit study shows a \$2.94 decrease in direct medical expenses for each \$1.00 invested in pedestrian infrastructure.
27707	I support the safety 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.
27278	How do you promote public health when we can't get people distance or wear masks. Not sure about that.
27517	Pedestrian and bike safety could be much improved
27609	Again, not in the scope of what DOT should be doing.
27705	Driving alone kills people and destroys cities.
27514	Slow down traffic please. Since speed limits aren't enforced at all times, the roads should be designed to discourage drivers from speeding. Some multiple lane roads feel like highways, straight, wide lanes. It's hard to stick to the speed limit with angry drivers flying by left and right.
27609	Safety & health are always important- especially now with the onset of the virus. We must have as many modes of transportation as possible available to serve different people at different times in different ways!
27562	Who wouldn't want safety as a goal. Not clear what public health means here.
27587	Improve existing roadways to allow better flow of traffic. i.e. US 1 between I540 and I85 in Henderson. Get the traffic signals removed so traffic can move more efficiently and this will also address your previous goals as well by reducing green house gases since you are not sitting in traffic all of the time and should improve safety as it avoids people running red lights causing accidents.

27615	I tried to rate this 5. I sure hope you are including people who are blind or have low vision both the ability to get to health services and also being able to travel safely. For instance the 24 hour advance requirement is often problematic. This is just one of many issues. Tele-health might be a way to avoid much of this travel.
	It would be great if we could create safe routes to school so children could safely walk or ride their bikes to school. Traffic congestion around schools is a very serious safety problem and actually contributes to asthma in our young students.
27601	Safety should never be 'balanced' with any other objective. Transportation should not be an acceptable source of pollution.
27610	Make it easier for us to ride bikes to places.
27603	Transit should absolutely be safe and healthy. Given the impacts of coronavirus, specifically the recommendations around social distancing, I would love to see funds identified for promoting bike ownership and building bike lanes where communities have requested them.
27516	It would be helpful if these questions provided more detail as to outcomes. As stated, they are kind of generic.
27610	Prioritizing pedestrian and bike safety is very important. This means lowering speed limits and creating roads that are smaller. the more lanes, the faster people drive! Or having dedicated bike lanes and sidewalks EVERYWHERE
27701	Be specific. Air quality? Pedestrian deaths? Obesity?
27520	It only makes sense to enhance safety and public health.
27510	I support the part of this that discusses public health; safety is obviously important, but (if it hasn't been obvious already!) my primary goal is for the area to develop carbon-neutral transportation options. Climate change *is* a public health issue. I also support minimizing COVID-19 transmission in our plans for revamping the transportation options in Durham/CH/Carrboro, though hopefully we won't be dealing with that in 30 years' time. (I do strongly recommend the following article, though; the likelihood of our planet facing another pandemic is high given our manipulation of the environment/fostering animal-human contacts through habitat destruction, as with the Nipah virus: https://www.nytimes.com/2020/06/17/magazine/animal-disease-covid.html)
27701	Cleaner air via trees at stops is helpful for people with asthma. Also these days the public health goal is best served by smaller vehicles with fewer people together and a more nimble system overall.
27510	More off-road transportation would increase the general health of the community. Off-road would prevent possible accidents as well as encourage people to use such facilities.
27516	We can improve health outcomes and safety by sharply limiting car travel and lowering speed limits to 30 mph or less.
27703	DOT needs to stop widening roads which encourages faster driving
27701	In the South white people have an aversion to riding the bus that is rooted in segregation and systemic racism. Work must be done to address that perception

27513	<p>"Safety" can mean a lot of different things. We should prioritize the safety of the MOST VULNERABLE users of our transportation network (cyclists, pedestrians)</p> <p>I do <i>*NOT*</i> count things like:</p> <ul style="list-style-type: none"> - Super Street Conversions to reduce accidents - Interchanges replacing stoplights <p>(These are <i>*capacity improvements*</i> not <i>*safety improvements*</i>)</p> <ul style="list-style-type: none"> - Campaigns to encourage people to wear high visibility clothing and protective gear when cycling or walking <p>(This is harmful victim blaming and counter productive)</p> <p>I <i>*do*</i> count things like;</p> <ul style="list-style-type: none"> - Protected cycle facilities - Slower speed limits - Better/automated traffic enforcement
27712	This plan needs to coordinate with the police and sheriff. I see a LOT of moving violations that are safety issues, especially the running of red lights. We need more emphasis on these traffic issues than is currently given.
27707	Promoting public health is nebulous as one cannot know the pre-existing health condition of travelers and pedestrians. Spell out what public health promotion consists of with regard to transportation choices. We should ensure wellness and benefits for transit drivers, by providing them with a respectable employment safety net.
27616	Make it safe to walk and use transit everywhere in the Triangle
27625	Transportation and land use are very closely linked and also very closely linked with health outcomes. The more walkable a person's neighborhood is, generally the healthier they will be.
27603	Note, that this will almost by necessity create a conflict with the goal of minimizing congestion. Please be explicit that the plan will promote safety over congestion minimization, because the existing tradeoff, which gives greater weight to congestion minimization and average travel speed, results in a more hostile travel environment and many more deaths in our community.
27701	<p>Please.</p> <p>I strongly support #1. I do not understand how public health can be promoted through transportation choices.</p>
27704	Breathing, particulate matter, carbon emissions to zero by 2025 is doable. Let's insist on it.
27705	Again, great. And tricky to plan and accomplish.
27705	I don't fully understand this one, but safety is definitely important!
27701	It had actually been shown that trees make a neighborhood safer and healthier
27516	This will require a generation of commitment. Consult with public health and research organizations such as the UNC HRSC, Active Living by Design, and other groups promoting healthy lifestyles.
27713	Especially through active modes. You have to make those safe from cars for them to count

27514 Odd question, unless the survey is proposing to spend transportation investment on Covid-19 vaccine research. My observation is that pseudo transportation improvements like painting bike lanes in streets needs to cease and actual separation of vehicles and bikes needs to be implemented along with massive investment in greenways that go where people need o go.

27513 Vague again, safety is good, not sure how you promote public health by transportation choices...

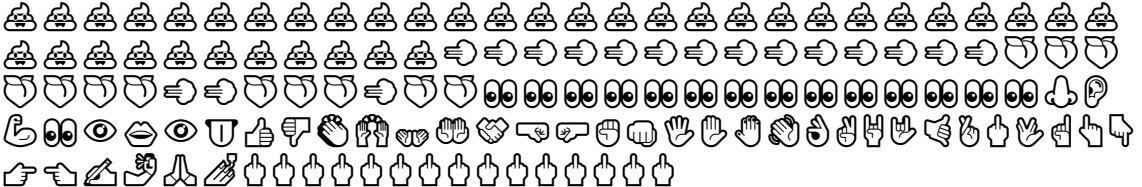
27545 Safety is a huge problem for a reason I have not figured out here in Knightdale. So many blind spots on the roads and street perking issues.

27518 I suggest we do more to control speeding and reckless driving. It has become much more prevalent in the past 10 years. We need more police on the highways to control this behavior. I remember back in the early 1980's when the speed was reduced to 55 to save gas, that police were out on the highways and able to control it at that speed.

27510 Communicate that road designs need updating to make it safer for active travel modes who are disproportionately affected by auto violence. Safety is achieved by reducing auto lanes.

27608 Increasing safety includes managing traffic violations, specifically excess speed on our streets/highways

27604 Our system is quite safe.
Promoting public health is very important

12345 FART


27613 Safety should always be a top priority in constructing and designing roadways. This should include physical safety and mental (noise and lights added to an area).

Road widening does not promote safety

27613 As long as it can be done economically and with common sense and to avoid the typical Government boondoggles!

27527 Use cameras to enable NC State Highway Patrol to monitor and enforce egregious motor vehicle violations with a trooper(s) at the ready/nearby.

27614 Public transit options & migrating to EV improves health & safety

27510 Keep the busses clean, sanitized, and safe

27510 To my mind, this is a happy result of other goals, less a priority, and more a natural healthy outcome of a well designed system.

27701 I'm not sure what is meant by Goal #2... trying to promote the use of walking/biking for commuter's personal health? How do you intend to assess this goal? Are there metrics you can obtain from public Health Departments?

Even a small increase in activity has physical and mental health benefits

27704 I presume this also means vehicles, routes and capacities will be influenced by potential public health concerns such as the current pandemic: distancing, internal ventilation, etc.

27517	Travelers in personal vehicles are safer than ever. We don't suffer from pollution like LA and Denver. Stop making an issue out of no issue.
27504	I support safety initiatives. I do not support hanging a "public health" moniker on a mode to make it more, or less, acceptable. For example, bikes are good for your health, but I use them for recreation, not transportation.
27615	the health and safety of everyone using public transportation should be the number 1 goal.
27713	Ideal, but not critical
27603	Health is closely linked to equity- focus on neighborhoods where communities are most effected by poor health outcomes (like Localized air quality)
27519	Sure, but this wouldn't make my top 5 priorities for a transportation plan.
27606	Need more information as the intent and actions of this segment
27529	Specifically low income minority communities
27609	City services and select advertising should certainly be on our transit.
27612	Safety is the foundation of all the details in transportation design. It is a high priority.
27516	Is there an opportunity to increase safety of driving bikes to downtown Chapel Hill/Carrboro should be studied.
27278	I need more info here to understand the goal
27612	Having more sidewalks will contribute to this goal already.
27516	Focusing on greenways and bike paths that connect Chapel Hill and Carrboro will encourage more physical activity and thereby improve overall health.
27278	increase pedestrian and bike only zones in congested areas.
27713	To me, this means safety for non-motorized users, which is severely lacking now. we need protected bike lanes and safe, wide sidewalks
27278	Bicycles and walking are really good for you!!
27516	Just run the existing services more cost-efficiently and stop trying to expand your turf. Your job in transportation is not increasing safety infinitely on my dime.
27516	No support for rail transportation
27526	Slower speeds increase safety
27587	Safety is a top priority. Connection people to health and education services is important. Physical activity as part of the plan would be great (eg. Greenways and bike lanes)
27526	I'm not sure what is meant by #1 and/or how this would be accomplished.
27707	I take this question to mean recognizing the linkages between how greater public transportation and non-automobile infrastructure increases public health, especially for vulnerable communities
27510	Promote public health by providing safe ways to walk and bike rather than taking the car.
27705	Objective 1 should be stated as Zero Deaths or Serious Injuries on our streets and highways by 2050. Objective 2 should be measurable, such as all residents will have safe access to active transportation choices by 2050.

27517	We need to be connecting trail and greenway networks to promote safe non-vehicular modes of transportation and public health. We need to always incorporate overpasses and underpasses for bicycles, pedestrians, and wildlife in transportation planning to reduce wildlife/vehicular collisions and people/vehicular collisions. We need safer bicycle/pedestrian corridors running parallel to highways and bridges. I would like to see a bike/ped corridor parallel to US 64 over the Haw River to connect trails on both sides of the Haw River and Jordan Lake.
27278	Safety and health will benefit from a greater emphasis on automated control systems.
27705	Need to end victim blaming when pedestrians and bikes are hit and killed by drivers. Need sidewalks and bike lanes. Need bus stop shelters
27278	not sure what this means
27705	And public health includes broader effects like climate change.
27701	Especially increase safety of bike/scooter ways so more people feel safe enough to use them
27517	This is an outcome of the first two goals, not necessarily a goal itself.
27705	Need more walking and bike paths.
27705	using public transportation improves health of many - walking to/from bus stops and light rail stops, getting to know neighbors, encouraging people outside. Public transportation and bike lanes can assist with equity as they are great equalizers. Cheaper to ride a bus or ride a bike. Cheaper to buy a bike or repair a bike than a car. Putting less people on crowded highways and more people in public transportation is also a safety improvement
27704	Interested to learn more about the second objective in action.
27701	This should include walking and bike infrastructure, as these modes of transportation have been shown to have health benefits as opposed to riding in vehicles.
27707	What does this even mean?
27705	Bicyclists are at great risk of being killed by drivers. 1) bicycle facilities need to be greatly improved and expanded 2) drivers licenses need to be much more difficult to attain (include adding a comprehensive, lengthy virtual driving test which exposes would-be drivers to repeated situations including bicycle interaction - this should be easy technology in 2020!), please forward to the state!
27705	Bullshit again your questions are not clear but is clear you have alternative motive.
27701	enhance bike safety
27312	Second goal is vague. Do you mean getting people to exercise? Reducing communicable disease risk on public transport? Getting people to doctors offices, grocery stores, anti poverty resources?
27701	I believe there should be a 3. Motor vehicle crashes are one of the leading causes of childhood deaths, not including asthma, pollution, and adhd from driving/lack of physical activity. A holistic approach to safety and health, how much it could save the region from increase traffic crashes (it is easy to pull up insurance premiums paid in certain areas), time and money saved from not sitting in traffic, and more.

27701	Promote public health of ALL neighborhoods, taking special care to prioritize health of communities that have been historically marginalized.
27516	Limit the amount of passengers on public transportation during the pandemic. Keep hand sanitizer at entryways to buses. Require masks on transportation. Driver's should have disposable masks to give to passengers.
27701	The triangle should serve as a model community for aggressive reduction of greenhouse gassed and other pollutants to protect public health, reduce environmental racism, and buffer the triangle against the economic costs of climate change.
27712	Safety is a big concern on certain trails & when walking / biking in certain areas.
27707	This seems to me to be "low-hanging fruit" In push to encourage more use of public transit and practices like biking, we have a low-cost hook to involve more of the community.
27707	This goal is also overly simplistic. I don't know what it actually means.
27701	Subsidize, reward non auto transit / biking = better public health. Less fumes = better public health. More access to nature / greenways = better public health. Investing in urban gardens, food forests = better public health.
27701	especially bike and pedestrian infrastructure.
27704	Climate change = public health issue.
27704	Safety: we have a problem with vehicles that drive too fast, run red lights and stop signs on a routine basis without fear of penalties. This makes it very dangerous for pedestrians and other drivers. In terms of health, exercise is essential but again, even though there are great facilities in Durham, most neighborhoods don't have sidewalks and one has to risk being hit by a car or drive to the facility. Also, noise causes stress and an increase in blood pressure. During weekends we have groups of bikers and drag racing cars that make a tremendous amount of noise. Again, no enforcement.
27616	I've driven at speeds over 145mph and had less fear than I do drive around raleigh
27529	I like how Seattle has Greenways next to, but protected from highways
27526	Safety is always important - but in what way would you promote it; is it necessary for our community when we review our data.
27591	I would suggest that law enforcement needs to be added to this equation. Traveling from the Wendell area to downtown Raleigh requires that we go via either Buffalo Rd or Business 64/ Newbern Ave. In both cases there are areas that seem to have significant crime and way too much activity at stoplights etc in the late evening.
27713	First I have not felt unsafe on buses in Durham. Some are very crowded as they go through college campuses, such as Central. I think that the handicapped buses should be available to anyone who is elderly 60 plus. perhaps scheduled within neighborhood trips to food stores - or general shopping.Senior apartments offer this service but their are some apt complexes with many seniors where transportation is not provided
27517	I added comments to some of these goals in earlier questions. Sorry about that. I should have looked ahead at the survey structure.
27707	More public transport equals fewer cars.

	An interesting question. Is it possible to have light rail or buses in the age of physical distancing due to a pandemic? I think the long term answer will be yes but we have to be sure before investing huge amounts on new construction.
27517	These objectives ought to be addressed separately. Too often "safety" is used as an excuse to ignore public health
27510	For objective 1, increase safety for travelers by every mode?
27526	Again, reducing emissions and improving the environment should be key pillars to this work.
27612	I hope the Lumley - Westgate Rd project to access Umstead Park is begun soon.
27604	Protecting the safety of travelers and residents - especially people on foot or bikes or other lightweight vehicles - is a vital an end in itself.
27614	Plant more trees and make city streets narrower, not wider.
27527	Sounds like government control of traffic.
27610	I gave this a 3 because I am suspicious of the "promote public health" bit. That sounds like a proxy for more bicycle lanes. in terms of building a sustainable transport system, that is an optional extra.
	Increasing safety is paramount. I live not far from the walk/bike trail on Sunnybrook Road, where a gentleman lost his life a few months back. We now have yellow flashing lights which, as far as I can tell, are meant to indicate when someone is about to cross. There was no public engagement and no explanation of who has right of way (there is a stop sign on the trail). This is a traffic signal that is not "standard." Part of your job in improving safety is to engage with the community and broadcast what you are doing.
27520	Increased safety would be a 5, promoting public health a 3
27519	????? What exactly?
27526	Should be available enough of the time that I don't have to leave an hour early just because that is how often a bus would show up at my stop. That would not be safe of would not promote anything!
27527	Electric vehicles, better connected bike paths with fewer surface road crossings comes to mind.
27614	Expand access to safe exercise on right of ways for bikes and runners
27526	Greenways should be built all over Wake County. Municipalities without well-developed greenway networks should get assistance developing greenways in their part of the County, and funding prioritization should not give an insurmountable advantage to those that already have greenways.
	Please explain how the town would promote "public health" through transportation choices? I've given this a 2 because I would support safe travel for residents, but there is no mention of how this would take place. More information is needed for an educated opinion.
27526	Objective #1 - all for it. Objective #2 - how do transportation choices promote public health?
27523	Wash your hands and wear masks.
27608	Show numbers so people see which modes are safest.
27526	Types of vehicles and location of roads does affect the general public, top notch personnel makes the difference.

27606	Reduce vehicle miles driven!!!
27278	Again, fine in the abstract, but the vagueness can be a Trojan horse. RE (1): Public transit is statistically safer than driving your own car - at least for those who can USE public transit. So: making buses and trains safer? Yes. Maintaining the roads and traffic signals in good condition? Yes. Trying to FORCE people to ride the bus because it's "safer"? Hell no! Trying to squeeze bicycles onto crowded roads will make bike riders LESS safe, and taking away car lanes in favor of bike lanes will make drivers angrier, which will make EVERYONE less safe. RE (2): By "promote", do you mean "advertise and encourage people to use something other than their own personal vehicles - and maybe get a little exercise"? Fine, but don't blow too much County money on an ad campaign. We have many other needs. It would also help to make sure that public transit is in fact a satisfactory alternative - acceptable to the people whom you want to use it - BEFORE you start pushing it. Far too many politicians prefer to force people into a bad situation in order to make THEM demand that the situation be improved, instead of improving it FIRST and forcing afterwards; inadequate-flush toilets come to mind. Or do you mean "force people to ride the bus with the excuse that you're concerned about their health"? Yeah . . . not gonna happen.
27514	Bicycling and walking are easy affordable and healthy modes of transportation. Now these types of transportation need to be protected from car drivers.
27516	education + enforcement = success. Distracted driving is a huge problem, followed by aggressive driving
27614	Not clear
27510	Physical fitness is important. Physical safety of bicyclists and pedestrians is important.
27704	This goal should include sidewalks in every community for safety purposes. Sidewalks are a MUST.
27513	The amount of large trucks on the road are extremely worrisome. They easily kill pedestrians and cyclists.
27514	Rural residents are in great need of affordable transit to medical appointments
27704	3 More sidewalks need to be added in low income and minority communities for safety of residents.
27603	Yes, there should be an increase in safety and a decrease in traffic accidents.
27705	public health in general will receive a tremendous boost from safer bicycle infrastructure that is properly connected throughout the city - connected bike lane infrastructure would guarantee more people will be biking and exercising
27703	I support cycling and walking as sustainable solutions for our communities and our bodies.

27510	Safety specifically for bikers and walkers over automobiles. Bike lanes that are separate from the street!
27510	We need safer options for bicyclists and walkers and they need to be more of a priority
27217	Needs more seat belts and safety seats for children and families
	I would specifically like to see safety priorities for walkers, bike riders, and public transit over cars.
28659	Some public transportation is a little sketchy
27510	Safety should be foundational. The system should afford users a basic level of safety and only thereafter consider how to expand access and mobility for all.
27529	I'm a little unclear on what this means, but if it means that people should feel safe using transit, I agree, especially given the suburban stereotype of public transportation as dirty and only used by "poor" people.
27701	Safety concerns have affected how much I walk and bike at times. Prioritize people over cars
27705	Yes, the primary way to do this is to make cars/trucks second class vehicles.
27560	Seems like a stretch. Keep it simple
27526	That's way safe sidewalks and bike lanes are important to designate
27606	Public trans. is by definition safer than private. It is also more healthy.
27587	Design streets for pedestrian and bicycle safety; lower speed limits and narrow lanes.
27704	North Durham has many roads that have a lot of foot traffic but no sidewalk. Specifically
27526	Safety's not going to happen with all of these frustrated drivers. Many accidents. There are no hospitals. Very few doctors, specialists. Sit in traffic to get to a hospital. Emergency. Only way is to call an ambulance and pray. All those people moving to Dell Webb will add to those emergencies. Bad scene.
27516	provide more sidewalks and bicycle lanes
27606	These two items should not be together. They are two entirely different goals. I support Item 1. I see little benefit to item 2. You can not promote public health through transportation options. The facts are there everywhere this has been tried, and it doesn't work. This is a individual's choice.
27502	If transportation options aren't safe, people won't use them.
27705	I would hope that in this time of pandemic that investment in mass transportation requiring constant cleaning and high risk of transmission of all manner of disease would be shelved in favor of accepting the status quo until better alternatives present themselves.
27606	Safety and health are BOTH consistent with my preferred means of transportation, which is non-motorized.
27529	We should work to create alternative options for people getting around Raleigh and the greater area. There is a significant physical impact to sitting all day and mental impact to wasting time in traffic.

27705	Again. most people do not know what that means. AVCV will address safety in the future so we need to work with industry to make sure infrastructure is ready and capable. Pedestrian safety is not a big thing in NC - in fact pretty rare. Post COVID needs to address public health through transportation choices.
27609	Current levels of safety are sufficient in our area.
27610	Reducing air pollution should be a goal. Provide vehicle charging infrastructure powered by clean energy.
27510	I believe bikes make for a healthier public. If it is easy and safe they will do it. This sounds like an ambiguous goal
27606	This goes back to having access to safe transportation options outside of cars.
27609	Some elements of safety and health are, or can be, private, without impacting public health and safety as much. This can be an area for political and fiscal compromises, perhaps.
27713	Safety is essential.
27610	I'm not sure what this even means.
27609	I strongly support increasing safety of travelers and residents. I only give a 2 to promoting health through transportation choices.
27604	I loved the signs that used to tell folks how far of a walk it would be to different spots downtown.
27606	Crossing 4 lane roads (even in the crosswalk, at stoplights) without a median is scary.
27526	Creating walkable/bikeable suburban and used-to-be-rural areas should be a major factor.
27514	Safety and health are important, but my concerns are convenience and the environment.
27527	1) 3 2) 5