Destination 2055 Goals and Objectives Summary – Environmental Justice Community

The following table includes the number of respondents of the total respondents who self-identified as an individual within an Environmental Justice (EJ) Community, now referred to as an Underrepresented Community. Per the DCHC MPO Environmental Justice Report (2020), EJ Communities of Concern Demographics include:

- Racial Minority Population
  - Hispanic/Latino Population
  - Black Population
- Elderly Population
- Limited English Proficiency Households
- Low Income Households
- Zero-Car Households

EJ Community Demographic	Number of Respondents
Minority Race Populations	--
All Minority race populations	51
Hispanic/Latino Ethnicity Origin populations	22
Black populations	--
Low-income households	56
Elderly (Older/Aging Adults)	87
Zero-car households	17
English Language Learner (ELL)/English as a Second Language (ESL)	4

For the Destination 2055 MTP survey, respondents were also asked to self-identify regarding gender expression and disability status. The following table includes the number of respondents for non-binary or other gender and disability.

Additional Underrepresented Communities	Number of Respondents
Non-binary or other gender	10
Disability	17

The following tables contain comments provided by respondents to survey questions from the following:

- People Who Identified as Elderly (Aging) Adults
- People Who Identified as within a Low-income Household
- People Who Identified as a Minority Race

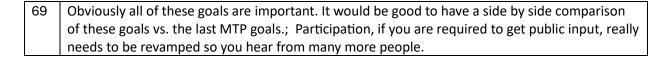# Responses from People Who Identified as Elderly (Aging) Adults

	People Who Identified as Elderly (Aging) Adults
Q	**When considering the region's future transportation network, how important is it to include the following goal? Improve Infrastructure Condition and Resilience**
1	The first bullet item is critical (add sidewalks and greenways), the third is important but the devil will be in the details. The second bullet is not a priority to me.
2	Keeping up the condition of the structure & the resilience of continually adhering to it is very important and brings the "safety" feeling into it. A Security guard is needed as a jump off jump on basic, for visibility if nothing else.
3	See my last comment. Except that we must be careful about "emerging technologies."
4	No comment this speaks for itself.
5	Need to support innovative changes
6	I rank this goal as #7 in importance. The current infrastructure is far too car-centric, and keeping it in place is not at all what we should be trying to do. With that said, we should include considerations for redundancies in case of emergencies. With climate change, we can count on more of them.
7	We should be investigating pod transportation systems. An example is Skytran.
8	Very Important
9	Our area is experiencing rapid population growth and therefore an investment in infrastructure is indicated.
10	I feel that emerging technologies belongs in a separate category. Of these 3, the first is the most important.
11	Maintaining and improving roads and congestion. Not interested in emerging technologies
Q	**When considering the region's future transportation network, how important is it to include the following goal? Connect People & Places**
12	People need to get to places for the needs they need. Jump on and off buses is a option as mentioned in previous section.
13	Isn't this the key and critical thing behind exploring travel and destination within the Triangle?
14	As an older citizen, I find the ability to travel from place to place in the triangle area more difficult and frightening than all of the 50 years that I have been in this area. Safety on the highways is out of control and one reason is that people have to travel so far to get to where they work. Hillsborough is a good example. This town and Orange County have turned down offer after offer of industries interested in establishing business in this area. Businesses that would offer local workers good paying jobs and require local residents to drastically reduce the distances that they would have to travel to reach places where they might work. Even if northern Orange county where there is an abundance of land that can handle expansion, people traveling from that area to get on I 85 or I 40 would encounter an enormous bottleneck in Hillsborough. Surrounding towns like Mebane, Graham and Burlington, all along the I 40/85 corridor have welcomed growth and have established infrastructure in their towns to ensure adequate and safe roads for travel. To plan for the future is one thing, but requirements in funding for the future are necessary in order to move into the future. And where does some of that funding come from, taxes from citizens like myself and from businesses in the areas. Hillsborough is the only town in all of the triangle area that is actually stifling rather than embracing growth in the triangle.

15	I rank this goal as #2 in importance. The plan should put far less money into enabling cars to go fast. Instead, it should put far more money into enabling *people* to go fast, especially when using transportation mechanisms other than cars. Reliable and speedy interconnection between modes or route segments will be key.
16	Very Important
17	This is somewhat important, however we notice that our local bus service is underutilized. In fact, the buses are very often empty.
18	This is hugely important. Our state needs to focus on moving people, not cars.
Q	**When considering the region's future transportation network, how important is it to include the following goal? Manage Congestion and System Reliability**
19	This is too vague. Are you talking about more bus transportation or BRT? If so I'll give it a high rating.
20	Congestion will always be there, but with system coordination of traffic and congestion hours & more flex hours for workers going to an office, this at least would spread out the numbers.
21	This is one of those survey questions wherein who is going to say no? This just helps promote the need for (fill in the blank). Dumb.
22	As population grows, vehicular traffic will also grow. Currently the east/west interstate highways moving through the triangle area are clogged to the point that accidents are inevitable. I lived in Wilmington for a while and drivers were constantly running through red lights at intersections and causing tremendous amounts of accidents. The area installed cameras at intersections and provided pictures of vehicles clearly breaking the law and the number of accidents was greatly reduced, not to mention that the schools were receiving funds from the ticketing proceeds. A few years later those same cameras were put out of use for whatever reason, whether it be political or technicality of the law. Now we find cameras taking pictures of autos traveling on toll roads in order to eliminate the need for toll booths & the high cost of having to provide staff to efficiently operate toll collections . Where are the cameras and systems in place that would help catch the abusers on our current highways and city streets. I travel I 40/85 often and I drive only 3 or 4 miles over the speed limit, but there is always someone who is weaving in and out of lanes, traveling excessive speeds over the speed limit, why cant we use technology to curb those abusers? There probably already exists studies that indicate the north/south highways in Orange County need to be improved, especially highway 86 north of Hillsborough and the intersection at highway 70. These studies might also indicate the need to widen highway 70 from West Durham all the way to Burlington. If such studies do not exist, I highly recommend that studies need to be performed.
23	We will still depend upon cars into the future
24	I rank this goal as #5 in importance. The plan needs to accept that building roads/adding lanes to minimize congestion for car traffic actually adds to the problem. Most of the examples given are engineering fixes that have been shown again and again to not work well in the long term. That said, policies like encouraging alternate transportation or remote work will be helpful for controlling congestion for car traffic.
25	Prioritize investments that make using transit safer and more convenient for people in older neighborhoods and where residents don't have cars, not newer suburban neighborhoods.
26	Very important
27	This goal has some merit, however our taxes have been increasing greatly over the last few years, so I think cautious forethought is needed.
28	I wish there were a way to rank each of these, but since they are only "examples", presumably there would be other things to rank as well. Upgrading traffic signals is more important than

	building new roads. How will we "Promote" hybrid/remote work policies. Does this mean improving broadband? If so, I would move it to the top or close to the top of these. If it means that CAMPO will actively work with businesses, I would love to know how that will happen.
Q	**When considering the region's future transportation network, how important is it to include the following goal? Protect the Human and Natural Environment and Minimize Climate Change**
29	Very Important to save nature as is and work around it as much as possible. Traffic is going to always be a problem, Outer loops are always needed. Jump in and out of buses, similar to the sightseeing buses, use a loop and the mixed use area's . I believe in some type payment for this, could be adjusted due to economic needs, but $1 is better than free.
30	Protect the environment to the extent possible. Growth is inevitable, but it must be managed with environment as one of the MANY considerations. It's just not as simple as, Protect the Environment!
31	I witnessed the re-routing of highway 17 from Chocowinity to Washington, NC over a 2 or 3 year time frame. The project included the construction of a bridge over wetlands. Not once in the time that I witnessed the construction of this project did I ever see any equipment touch the ground of the designated wetland; all of the construction was handled from the deck of the bridge. Technology exists today to do amazing things and protecting people and the environment are greatly affected when such technology is incorporated in the project. Please plan for more use of such technology.
32	I rank this goal as #1 in importance. Given the huge contribution of our current transportation system to climate change, we have to do everything we can as fast as we can to diminish its impact. Taking this into account should drive how many of the other goals are achieved.
33	Dense new development must include affordable housing
34	Very Important
35	Again, our family's budget is stretched thin, and taxes would need to be raised in order to reach this goal.
36	Along with this, we should repurpose roads to accommodate biking and walking and to make them safer and more attractive modes of transportation.; I would like to understand how you plan to coordinate with land use planning.
Q	**When considering the region's future transportation network, how important is it to include the following goal? Promote and Expand Access to Multimodal and Affordable Transportation Choices**
37	Maintaining existing sidewalks is critical and ensuring funds for regular maintenance. Currently too many sidewalks are difficult to use for anyone who is not steady on their feet due to tree roots raising the pavement, snow in the winter, big puddles in the rain. It's just not enough to build new sidewalks and greenways if there are not sufficient funds to keep them useable and safe.
38	No pay is not acceptable, for those who can't afford full transportation costs should be charged a min. payment......nothing is free, someone is paying and that is the tax payers.
39	Again, isn't this a no-brainer? We've been talking about the need for a rail system in the Triangle since the early 1990's....30+ years! In the meantime, property values and development has soared, which only increases the coast of a (light) rail system. It will not get cheaper to do. Can we not make a decision NOW vice waiting another 30 years?

40	Any increase in bicycle traffic on existing highways in the Orange County area will only cause additional stress and aggravation to motorist who use these highways to get to work, to schools, to doctors, professional appointments, to shop and to get anywhere where a scheduled time of arrival is necessary. Bicycle travelers, whether they are traveling to and from work, school, etc can and do pose a danger to themselves as well as to the motorists that travel the same roads as the bicyclist. Counties and towns should work together in order to provide bicycle travel paths that connect to each other and do not interfere with highways. Those that choose to travel by bicycle whether to work, school or just as sport should be required to license their bicycle just like any other vehicle. Those that choose to travel by automobile which requires driving on highways have to pay taxes and fees to register their vehicle, to put gas in their vehicle, to have their vehicle inspected, to insure their vehicle, etc. Based on my understanding those that travel the same highways by bicycles do not have to pay any of these fees or taxes, yet they use the same highways as those paying for the right to do so. Start requiring bicyclist to also pay fees for the right to use highways designed for auto travel. Do not include bicycle lanes along the same path as the highways, look back at the suggestion for counties & towns to provide such paths away from highways.
41	I rank this goal as #3 in importance. This is a critical goal, and is how we should be trying to connect people and places. Apart from being more equitable, it's an important step in addressing climate change. It incidentally will also help us address our health crisis by encouraging people to be more active.
42	Very important
43	People in our location DO NOT USE BIKES, and buses are Not used.
Q	**When considering the region's future transportation network, how important is it to include the following goal? Stimulate Inclusive Economic Vitality and Opportunity**
44	More support for small business, not the small businesses that are over 100 + employees that is not SMALL.
45	Again, this is one of those survey questions wherein who is going to say no? This just helps promote the need for (fill in the blank). Dumb
46	Land use planning is extremely important because it promotes growth and safety for all people and because the availability of land decreases every minute of every day.
47	I rank this goal as #4 in importance. Connectivity to jobs is key. If people can connect to jobs, stores and entertainment venues will follow in short order.
48	I don't agree with the goal to "Strategically submit projects for local/state/federal grant programs to increase chances of funding. " Some of the projects that score well for funding are large bloated road projects that shouldn't be submitted in the first place.
49	Very Important
50	Federal funding affects our taxes just as county, city, etc. do. There is no free ride.
51	I would like to know how you can coordinate land use planning to transportation planning efforts. Shouldn't this be reversed? Coordinate long range traffic planning to land use planning? Also, for freight, consider small EVs (including electric cargo bikes) for urban deliveries to clean air and improve traffic.
Q	**When considering the region's future transportation network, how important is it to include the following goal? Promote Safety, Health and Well-Being**
52	I don't think you will get much helpful information out of the survey. Everyone can agree on goals. It's the mode of transit, cost, accessabiliy you need to be asking about.

53	Unless the growth in SE Durham slows down or stops, traffic is going to increase proportionally. Hwy 70 must remain a highway - and not a boulevard - to relieve the extreme congestion. Remaining traffic lights should be removed rather than increased.
54	Improve with more overhead bridges in the high traffic area for bikers, walkers, roller blading, skateboards etc., Nothing fancy, a bridge with high railings to keep some from falling over the sides or tossing objects into cars below.
55	Again, this is one of those survey questions wherein who is going to say no? This just helps promote the need for (fill in the blank). Dumb.
56	I live on a street is a nice sub division but twice a day there are hundreds of automobiles traveling up and down our street taking children to and from schools; many of these automobiles are traveling 10 to 15 miles/hour above the speed limits.. Many of the residents of this sub division have tried to encourage law officials to help the speeding situation but their resources do not always allow them to do so. In the future, especially in small towns, schools should be located in areas where residents are not put in perilous situations where speeders threaten children playing or clogged streets do not affect the travel routes of emergency vehicles. My house was built in 1995 and I would have thought that the house would have stopped settling by now, but every two years I have to re-caulk or re-support places where the house is still settling. I believe that the amount of traffic traveling the street in front of my house has a lot to do with this ongoing problem.
57	I rank this goal as #8 in importance. Important, but if the other goals are pursued correctly, this goal will be met along the way. That said, it's obvious that unsafe alternate transportation modes will be underused.
58	Include Bike/pedestrian investments for travel to jobs, to allow people who don't have cars to get to jobs from older suburbs where housing is more affordable
59	More concerned about upgrade of technology related to signals and signs
60	Highway speeds are important, but lowering the speeds will not lower the speed cars are going. I would love to see highways go back to 55, but I would be very surprised if that happened. Speeds CAN be controlled through speed enforcement cameras and ISA. Perhaps promoting these technologies should be included in this category. Also, urban speeding has far more serious consequences in crashes, esp. in car crashes that involve vulnerable road users. I think it is very important to lower speeds in urban areas.
Q	**When considering the region's future transportation network, how important is it to include the following goal? Ensure Equity and Participation**
61	Hire most qualified, not the color of their skin or ethnicity.
62	Again, this is one of those survey questions wherein who is going to say no? This just helps promote the need for (fill in the blank). Dumb.
63	No comment, this speaks for itself.
64	Equity is important overall but not as valuable as much in transportation planning
65	I rank this goal as #6 in importance. These communities are under-served and I dislike putting it at such a low priority. Still, this goal is more aimed at how projects should be conducted, rather than aiming at what kinds of projects should be selected.
66	Very Important
67	I consider it disgraceful that the first information I received about this survey arrived on the next to last date to participate! I have a network of minority friends who will not have the opportunity to participate unless they open their email from me yet today.
68	of course, this is important, however the average person doesn't know enough to give an informed decision. This is why we employ experts and pay them hugh sums of money.

| 69 | Obviously all of these goals are important. It would be good to have a side by side comparison of these goals vs. the last MTP goals.; Participation, if you are required to get public input, really needs to be revamped so you hear from many more people. |

Responses from People Who Identified as within a Low-income Household

	People Who Identified as within a Low-income Household
Q	**When considering the region's future transportation network, how important is it to include the following goal? Improve Infrastructure Condition and Resilience**
1	I am highly skeptical of self-driving/autonomous vehicles as a method of transit for two reasons: (1) The technology has yet to be proven reliable because of immense complexities particularly with decision making and many other aspects and (2) it's still an automobile which would continue to exacerbate the issue of congestion and environmental degradation (assuming use of ICE in operation).
2	The first bullet item is critical (add sidewalks and greenways), the third is important but the devil will be in the details. The second bullet is not a priority to me.
3	No comment this speaks for itself.
4	Although maintenance is a crucial element of our infrastructure, our region can't afford to invest significantly in what current systems as it continues to grow and sprawl.
5	The implementation examples are unclear and have grammatical mistakes. Why are maintaining bridges and self driving cars linked? This feels like a bill from the US government. Examplain what micro mobility etc are, I'm not going to look it up. Maintain bridges as long as it's financially viable.
6	We should be investigating pod transportation systems. An example is Skytran.
Q	**When considering the region's future transportation network, how important is it to include the following goal? Connect People & Places**
7	As an older citizen, I find the ability to travel from place to place in the triangle area more difficult and frightening than all of the 50 years that I have been in this area. Safety on the highways is out of control and one reason is that people have to travel so far to get to where they work. Hillsborough is a good example. This town and Orange County have turned down offer after offer of industries interested in establishing business in this area. Businesses that would offer local workers good paying jobs and require local residents to drastically reduce the distances that they would have to travel to reach places where they might work. Even if northern Orange county where there is an abundance of land that can handle expansion, people traveling from that area to get on I 85 or I 40 would encounter an enormous bottleneck in Hillsborough. Surrounding towns like Mebane, Graham and Burlington, all along the I 40/85 corridor have welcomed growth and have established infrastructure in their towns to ensure adequate and safe roads for travel. To plan for the future is one thing, but requirements in funding for the future are necessary in order to move into the future. And where does some of that funding come from, taxes from citizens like myself and from businesses in the areas. Hillsborough is the only town in all of the triangle area that is actually stifling rather than embracing growth in the triangle.
8	Re-orienting land use and investing in public transportation are both crucial to preventing sprawl in our region and empowering families to make transportation choices that work best for their pocketbook and schedule.
Q	**When considering the region's future transportation network, how important is it to include the following goal? Manage Congestion and System Reliability**
9	Important to reduce number of cars on the road
10	As population grows, vehicular traffic will also grow. Currently the east/west interstate highways moving through the triangle area are clogged to the point that accidents are inevitable. I lived in Wilmington for a while and drivers were constantly running through red lights at intersections

	and causing tremendous amounts of accidents. The area installed cameras at intersections and provided pictures of vehicles clearly breaking the law and the number of accidents was greatly reduced, not to mention that the schools were receiving funds from the ticketing proceeds. A few years later those same cameras were put out of use for whatever reason, whether it be political or technicality of the law. Now we find cameras taking pictures of autos traveling on toll roads in order to eliminate the need for toll booths & the high cost of having to provide staff to efficiently operate toll collections . Where are the cameras and systems in place that would help catch the abusers on our current highways and city streets. I travel I 40/85 often and I drive only 3 or 4 miles over the speed limit, but there is always someone who is weaving in and out of lanes, traveling excessive speeds over the speed limit, why cant we use technology to curb those abusers? There probably already exists studies that indicate the north/south highways in Orange County need to be improved, especially highway 86 north of Hillsborough and the intersection at highway 70. These studies might also indicate the need to widen highway 70 from West Durham all the way to Burlington. If such studies do not exist, I highly recommend that studies need to be performed.
11	The act of deviating traffic flow needs to be separated from creating an alternative method to alleviate flow (i.e. decreasing vehicle counts by remote work, public transit etc). By lumping those two divergent goals into the same criteria, results from this survey are bound to be contradictory or biased in favor of auto-favoring results.
12	Why are public transportation and promoting hybrid work tied with freeway improvements? This is like a poorly written bill from the US government. More public transportation and hybrid, less clear cutting and freeways.
Q	**When considering the region's future transportation network, how important is it to include the following goal? Protect the Human and Natural Environment and Minimize Climate Change**
13	I witnessed the re-routing of highway 17 from Chocowinity to Washington, NC over a 2 or 3 year time frame. The project included the construction of a bridge over wetlands. Not once in the time that I witnessed the construction of this project did I ever see any equipment touch the ground of the designated wetland; all of the construction was handled from the deck of the bridge. Technology exists today to do amazing things and protecting people and the environment are greatly affected when such technology is incorporated in the project. Please plan for more use of such technology.
14	Emphasize density and imcrease cost associated with sprawl development. What is a main road? If you prioritize main roads being away from residential developments, do you mean highways instead of main roads? How can having main roads away from residential developments be in the same section as denser development?
Q	**When considering the region's future transportation network, how important is it to include the following goal? Promote and Expand Access to Multimodal and Affordable Transportation Choices**
15	Maintaining existing sidewalks is critical and ensuring funds for regular maintenance. Currently too many sidewalks are difficult to use for anyone who is not steady on their feet due to tree roots raising the pavement, snow in the winter, big puddles in the rain. It's just not enough to build new sidewalks and greenways if there are not sufficient funds to keep them useable and safe.
16	Any increase in bicycle traffic on existing highways in the Orange County area will only cause additional stress and aggravation to motorist who use these highways to get to work, to schools,

	to doctors, professional appointments, to shop and to get anywhere where a scheduled time of arrival is necessary. Bicycle travelers, whether they are traveling to and from work, school, etc can and do pose a danger to themselves as well as to the motorists that travel the same roads as the bicyclist. Counties and towns should work together in order to provide bicycle travel paths that connect to each other and do not interfere with highways. Those that choose to travel by bicycle whether to work, school or just as sport should be required to license their bicycle just like any other vehicle. Those that choose to travel by automobile which requires driving on highways have to pay taxes and fees to register their vehicle, to put gas in their vehicle, to have their vehicle inspected, to insure their vehicle, etc. Based on my understanding those that travel the same highways by bicycles do not have to pay any of these fees or taxes, yet they use the same highways as those paying for the right to do so. Start requiring bicyclist to also pay fees for the right to use highways designed for auto travel. Do not include bicycle lanes along the same path as the highways, look back at the suggestion for counties & towns to provide such paths away from highways.
17	Density, density, density
18	Why are more paths and free bus fare linked? Feels like a US senate bill. Use bus fare to improve buses and add paths too.
Q	**When considering the region's future transportation network, how important is it to include the following goal? Stimulate Inclusive Economic Vitality and Opportunity?**
19	Land use planning is extremely important because it promotes growth and safety for all people and because the availability of land decreases every minute of every day.
20	Restrict city traffic that is hazardous to pedestrian and cyclists. Max. truck size. Reduce max. speed in urban areas, remove parking minimums.
Q	**When considering the region's future transportation network, how important is it to include the following goal? Promote Safety, Health and Well-Being**
21	I live on a street is a nice sub division but twice a day there are hundreds of automobiles traveling up and down our street taking children to and from schools; many of these automobiles are traveling 10 to 15 miles/hour above the speed limits.. Many of the residents of this sub division have tried to encourage law officials to help the speeding situation but their resources do not always allow them to do so. In the future, especially in small towns, schools should be located in areas where residents are not put in perilous situations where speeders threaten children playing or clogged streets do not affect the travel routes of emergency vehicles. My house was built in 1995 and I would have thought that the house would have stopped settling by now, but every two years I have to re-caulk or re-support places where the house is still settling. I believe that the amount of traffic traveling the street in front of my house has a lot to do with this ongoing problem.
22	decrease speeds on multiple types of roads.
Q	**When considering the region's future transportation network, how important is it to include the following goal? Ensure Equity and Participation**
24	No comment, this speaks for itself.
25	Anyone can become a special interest group.

Responses from People Who Identified as a Minority Race

	People Who Identified as a Minority Race
Q	**When considering the region's future transportation network, how important is it to include the following goal? Improve Infrastructure Condition and Resilience**
1	Ensure we can maintain existing infrastructure before building new facilities
2	I'm not super familiar with this
3	More high speed travel lanes are needed on all roads.
4	It depends on what infrastructure is in question. I believe that we should maintain our current bridges and tunnels but I believe that we should invest in a light rail and rapid system outside of the city centers that can connect ALL parts of the triangle and the counties that they are in. I support micro-mobility. I am lukewarm about micro transit. I am not interested in using uber and other gig economy jobs to help with this issue. It is a band-aid fix and is not sustainable long term. Although it may be useful for those in the disability community or in unique scenarios like going to the airport, it should not be implemented on a wide scale to where that is our ONLY option for transportation outside of a car. I am also not interested in self-driving cars (very dangerous). The ITS systems seem a bit too "Big Brother" for my liking. We need to build more electric charging stations that are actually maintained after they are built. They also should be built in the surrounding city areas and not just in the city centers.
Q	**When considering the region's future transportation network, how important is it to include the following goal? Connect People & Places**
5	I drive a car and the last time I looked, fuel tax funded roads. Fix capacity issues and limit the politics. It is clear this survey survey is written to achieve a predetermined responses. Questions about race seem more important than questions that might actually help (such as do you ride a bike as a primary means of travel)
6	While this is an important goal, I do not believe investing in commuter rail is the solution. It is a waste to continue studying a rail service that the Federal government has been clear that it will not fund in this area. Instead, resources should prioritize more planning, design and construction of rapid surface transit to connect people to destinations and to improve existing passenger rail service.
7	The most important goal and purpose of transportation is moving people from point A to point B. Everyone, regardless of income, ability, or skill should be able to utilize our transportation systems to their fullest extent.
8	I would like to see the development of a light rail system or bus system that can connect Zebulon to Raleigh, Durham, Chapel Hill, Cary, and Wake Forest. A system that I can reliability take to work (6am-6pm service is a must) and use on the weekends to visit friends and go to events. Right now if you do not have a car you have very few choices on how to travel. If I could take the bus or go to reliablily work on a bus or train I would probably sell my car. That should include multiple stops in a town or at least having a park-and-ride to help out with traffic. Pricing transparency is important as well and should be widely available with multiple options of how to pay (i.e. in advance, cash, or card).
Q	**When considering the region's future transportation network, how important is it to include the following goal? Manage Congestion and System Reliability**
9	I put this as a little less than "Very Important" because I do want to increase funding in public transportation and bike/ped routes and promote hybrid and remote work policies. I'm less passionate about the first three. I would like to see less priority on constructing new roads and more energy on increasing bike and public transportation options.

10	I don't care about bikes as fuel taxes fund roads. The majority of car centric people who will never see this survey feel the same.
11	More roads, fewer bikes
12	Need: Reliable alternative modes of transportation along i 40 between raleigh and durham without building new roads
13	Promote and optimize public transportation for the routes that people take on a regular basis. For example, an increased number of trains between local cities at regular intervals to connect business commuters or commuters to local sports/entertainment venues. Also, there is a desperate need to increase pedestrian and bike safety so it can become more practical to commute shorter distances without the use of motorized vehicles (ie. grocery shopping).
14	Don't focus on building new roads , it doesn't work. 147 created the need to build 85, created the need to expand 40 it never stops. Ask Atlanta and it's 18 lane highways that are always congested
15	The act of deviating traffic flow needs to be separated from creating an alternative method to alleviate flow (i.e. decreasing vehicle counts by remote work, public transit etc). By lumping those two divergent goals into the same criteria, results from this survey are bound to be contradictory or biased in favor of auto-favoring results.
16	Efficiency of best use of the space and systems we already have is important.
17	I would like to see the promotion of hybrid and remote work options for workers. I am not interested in building new roads unnecessarily and the new roads will just get congested a few years later. I would love to see more protected bike lanes on the street or even bike/pedestrian-only routes to make it safer to travel by bike or scooter. We need to make sure that sidewalks are all connected and that we provide shade (i.e. trees) for those who are using them (similar to the greenway trails). If upgrading the traffic signals and freeway controls make the intersections and surrounding areas safer, I am for that but I think focusing on public transportation and encouraging that will help reduce the strain on our highways and roads.
Q	**When considering the region's future transportation network, how important is it to include the following goal? Protect the Human and Natural Environment and Minimize Climate Change**
18	I burned a dumpster full of tires in response to this question. The smoke will shade the earth helping to cool it back down.
19	Provide alternative crossings for wildlife that cross along our major highways. Apply for EV charging station grants to be available for us on public lands
20	We should definitely be cognizant about our impact on the environment, but we should be careful to put too much emphasis on things like cleaner transportation services. There is likely a much better ROI if we were to convert more people from driving single commuter vehicles to using public transportation. This accomplishes all of the presented goals above while also accounting for better safety and promote increased investment into our transit systems.
21	The environment will go on without us, its people that will die if air quality and indicies worsen
22	I think we need to keep in mind that we need to make our towns and neighborhoods walkable and bikeable. That will lead to a higher impact on the environment and air quality. I worry that building main roads away from the areas that we live will increase car dependency not decrease it. I believe that we should support mix-use development and build housing for all income levels. I also think we should not forget about the people who earn above $40,000 but who don't earn $120,000 a year when we talk about affordable housing. They cannot afford $500,000 houses either. I support protecting our natural resources like farmland and wetlands. I would love to see more community gardens and activities that can promote working with the environment and

	not against it. We need to build more electric charging stations that are actually maintained after they are built. They also should be built in the surrounding city areas and not just in the city centers. I support the electrification of our busing system and I hope that plans for a light rail system would include electrification generated by clean energy. We should also look into the concept of building wildlife bridges/crossings to help connect ecosystems broken apart by our highways.
Q	**When considering the region's future transportation network, how important is it to include the following goal? Promote and Expand Access to Multimodal and Affordable Transportation Choices**
23	I want mor car centric roads with increased speeds.
24	Yes more direct transit routes, more frequent busses so that transit is a viable alternative.
25	Cars are the only viable form of transportation in the state of North Carolina. Amtrak is great for city-to-city transportation but once you arrive at any destination there is virtually zero option for local transportation. The bike service that amtrak offers is amazing but once you get to any of the destination stations you enter into the car-centric world of transportation where anything smaller than the car becomes a minor obstacle that drivers optionally consider while driving.
26	As income and access changes in the region, it's vital to have as many means of transportation that as many people can use as possible to keep our area as a place for ALL people.
27	I would like to see the development of a light rail system or bus system that can connect Zebulon to Raleigh, Durham, Chapel Hill, Cary, and Wake Forest. A system that I can reliability take to work and use on the weekends to visit friends and go to events. Right now if you do not have a car you have very few choices on how to travel. I support increasing the funding for public transportation especially if that means taking it away from building new roads outside of improving the busing system. Please keep the pricing transparent and offer free traveling times throughout the week and weekend so that it does not exclude those with limited finances. Also, it would be a good idea to offer multiple ways to pay (in adance, in cash, or by card). I think promoting alternative modes are wonderful. Newer sidewalks should be similar to the greenway trails where they are separated from there by protecting them from cars, improving the air quality, providing shade, and making the experience more enjoyable. These areas should be wider to accommodate a lot of traffic, including bikes.
Q	**When considering the region's future transportation network, how important is it to include the following goal? Stimulate Inclusive Economic Vitality and Opportunity?**
28	More travel lanes for cars will help. Cars equals road funding. Bikes equal sadness.
29	I think you are misplacing examples. Strategically submit for grant opportunities is for all the goals
30	North Carolina has a growing issue of housing affordability. This has pushed tons of people away from jobs. If we want to increase public transportation to those areas that would be great, but I believe this would just add further justification to continue the creation of economically gate kept cities. For the large majority of people, living in or near any of NC's major cities is a mere impossibility.
31	If we expand the train system we must prioritize passenger trains instead of freight. This will help improve the reliability of the system and make more people want to use it. If that would be an issue, the train systems should be separated. Hopefully local, state, and federal grand programs will understand that. It would be helpful if rails used by freight trains were moved either above or below the main road to help improve traffic (i.e. Hillsborough Street and Blue Ridge Road). The same can be done with bike and pedestrian lanes.

Q	When considering the region's future transportation network, how important is it to include the following goal? Promote Safety, Health and Well-Being
32	I think in addition to signs and signals, it would be great to build the behaviors that promote safety into the infrastructure (ex. narrower roads, speed bumps, elevated crosswalks, traffic circles, protected bike lanes, bus only lanes, etc.)
33	Speed limits were set with less safe cars. We need faster Increase speeds, especially in urban area. Minorities should be able to get to and from their destination as quick as everyone else and use a car if they want. Anything less is racist
34	If design begins with prioritizing ADA access then all other designs will fall into place.
35	Please look into the fundamental design of our roads instead of patch fixing and adding more that are inherently less safe. Instead of traffic lights investigate the feasibility of traffic circles. Instead of building more roads to divert traffic away from rich neighborhoods, focus on building non-car systems that allow people to commute via non-car methods. Get rid of one way roads. Add more protected space for alternative modes of transportation.
36	I believe promoting public transportation and building walkable/bikeable communities would increase the air quality and safety of our highways and roads. All bus/train stops and facilities should be ADA-compliant and provide shelter from rain or sun. I also like the idea of the stops being separated from the main flow of traffic by using a curbside pull-out stop for buses.
Q	When considering the region's future transportation network, how important is it to include the following goal? Ensure Equity and Participation
37	Not all people live where they drive. I don't want to ride a bike or walk. We need more travel lanes for cars only.
38	It is time for the region to acknowledge the harm brought upon underrepresented, underserved communities by past transportation decisions. Equity is more than a buzzword. It requires action and continual work. "Nothing about us without Us" should always guide project planning, design, and construction, as well as all decision-making from this place forward in the region's transportation project selections.
39	Roads are inherently exclusionary boundaries. They divide communities which destroys culture. They economically inhibit people as they require ownership of a car when there is inadequate means of public transit. They inhibit multimodal means of transportation as they're designed for large vehicles and large vehicles only (in most cases). They destroy the environment by introducing harmful waste to ecosystems and making areas unsafe for non-human animals to exist.
40	You should find a way for the area around Hope Valley Road to be included in transit service of some kind!
41	I believe it is important to communicate with the local community that you are building in what their needs and concerns are for their area. I would also like to suggest planning and building public transportation options for populations outside of city centers (i.e. Zebulon, Mebane, Angier, etc...) so that the disadvantaged people in those areas can be connected to resources and jobs in the triangle region as well.

Comparison of Responses by Goal

The following is series of summaries comparing the responses to each survey question from all respondents to the responses of those from underrepresented demographic groups generated utilizing ChatGPT and edited for accuracy.

When considering the region's future transportation network, how important is it to include the following goal? *Connect People & Places*

Similarities:

1. **Importance of Public Transportation:** Both groups emphasize the importance of investing in public transportation, such as buses and trains, to provide efficient and accessible transportation options for residents.

2. **Need for Multi-Modal Transportation:** Both groups recognize the importance of a multi-modal transportation network that includes options like walking, biking, and public transit to provide flexibility and reduce reliance on cars.

3. **Emphasis on Connectivity:** Both groups highlight the need for better connectivity between different modes of transportation and destinations, emphasizing the importance of reliable and efficient transit networks.

4. **Concerns about Sprawl:** Both groups express concerns about urban sprawl and the need to reorient land use towards more sustainable and transit-oriented development patterns.

5. **Desire for Improved Safety:** Both groups mention concerns about safety on roads and highways, advocating for improvements to make transportation safer for all users.

Differences:

1. **Prioritization of Goals:** All respondents place a higher emphasis on prioritizing better land use and promoting transit-oriented development as the primary goal, whereas Underrepresented respondents ranks this goal as important but not necessarily the top priority.

2. **Views on Commuter Rail:** All respondents express more support for commuter rail as a solution to transportation challenges, while underrepresented respondents are more skeptical about the effectiveness of investing in commuter rail and suggests focusing on other transit options.

3. **Opinions on Bus Utilization:** All respondents include comments advocating for increased bus service and reliability, while underrepresented respondents mention concerns about underutilized bus services and empty buses.

4. **Concerns about Survey Bias:** All respondents include comments expressing skepticism about the survey's intentions and its focus on predetermined responses, while underrepresented respondents also raise similar concerns about the survey's design and questions.

5. **Specific Regional Concerns:** Underrepresented respondents include comments specifically addressing transportation issues in certain areas, such as the need for transportation options in Zebulon and concerns about infrastructure in Hillsborough.

Overall, while both groups share common concerns and priorities regarding public transportation and land use, they also demonstrate differences in their views on specific solutions and regional transportation challenges.

When considering the region's future transportation network, how important is it to include the following goal? *Promote and Expand Access to Multimodal and Affordable Transportation Choices*

Similarities:

1. **Importance of Public Transit:** Both groups of responses acknowledge the importance of public transit and the need for its expansion. There is a consensus that improving public transportation options is crucial for addressing issues such as traffic congestion, accessibility to affordable housing, and environmental concerns.

2. **Concerns about Safety and Accessibility:** Both groups express concerns about safety and accessibility, particularly regarding sidewalks, bike lanes, and transit routes. There is a shared desire for safer and more accessible infrastructure for pedestrians, cyclists, and public transit users.

3. **Desire for Multimodal Transportation:** Both groups highlight the importance of multimodal transportation, including options such as biking, walking, scooters, and shared ride services. There is a recognition that offering diverse transportation choices can improve mobility and reduce reliance on cars.

4. **Calls for Infrastructure Investment:** Respondents in both groups emphasize the need for increased investment in transportation infrastructure, including sidewalks, bike paths, greenways, and public transit systems. There is a shared belief that adequate funding is essential for maintaining and expanding transportation networks.

Differences:

1. **Views on Biking:** All respondents express more support for biking infrastructure and promoting biking as a transportation option, while underrepresented respondents include concerns about increasing bicycle traffic on existing highways and proposes licensing requirements for cyclists.

2. **Attitudes towards Cars:** All respondents generally advocate for reducing car dependency and prioritizing alternative modes of transportation, whereas underrepresented respondents include statements emphasizing the importance of cars as the primary form of transportation in North Carolina.

3. **Opinions on Transit Fares:** All respondents contain varied opinions on transit fares, including suggestions for fare elimination to encourage higher ridership, while

underrepresented respondents include statements advocating for minimum payments to cover transportation costs and questioning the feasibility of fare-free transit.

4. **Focus on Specific Infrastructure:** All respondents emphasize the importance of specific infrastructure projects such as regional train systems, sidewalk maintenance, and bus service expansion, while underrepresented respondents focus more broadly on the need for multimodal transportation options without specifying particular projects.

Overall, both groups of responses reflect a desire for comprehensive transportation solutions that prioritize accessibility, safety, sustainability, and multimodal options, although there are differences in specific priorities and perspectives on certain issues such as biking, transit fares, and the role of cars in transportation systems.

When considering the region's future transportation network, how important is it to include the following goal? *Manage Congestion and System Reliability*

Similarities:

1. **Concern about Traffic Congestion:** Both groups of responses express concern about traffic congestion and the need for measures to alleviate it.

2. **Support for Public Transportation**: There is general support for increasing funding for public transportation and alternative modes of transportation such as biking and walking.

3. **Opposition to Building New Roads:** A prevalent sentiment in both groups of responses is opposition to building new roads or expanding existing ones as a solution to traffic congestion.

4. **Desire for Safer Roads:** Both groups express a desire for safer roads, with mentions of improving pedestrian and bike safety.

5. **Interest in Hybrid and Remote Work:** There is interest in promoting hybrid and remote work policies as a means to reduce traffic congestion.

Differences:

1. **Emphasis on Specific Solutions:** All respondents emphasize specific solutions such as smart traffic signal grids, bike loops, and increased density, while underrepresented respondents focus more on general concepts like promoting hybrid work and optimizing public transportation.

2. **Level of Detail:** All respondents provide more detailed and nuanced responses, whereas Underrepresented respondents include shorter, more direct comments.

3. **Concerns about Implementation:** Underrepresented respondents express concerns about the implementation and effectiveness of certain measures, such as upgrading traffic signals and building new roads.

4. **Skepticism towards Road Expansion:** While both groups are generally skeptical about building new roads, underrepresented respondents include stronger statements against road expansion, citing examples like Atlanta's congested highways.

In summary, while both groups share common concerns and goals regarding traffic congestion and alternative transportation, all respondents offer more detailed insights and specific suggestions, while underrepresented respondents focus on broader themes and express stronger skepticism towards road expansion.

When considering the region's future transportation network, how important is it to include the following goal? *Promote Safety, Health and Well-Being*

Similarities:

1. **Concern for Safety:** Both groups express concerns about safety related to traffic, especially regarding speeding vehicles and the need for infrastructure improvements to protect pedestrians and cyclists.

2. **Desire for Infrastructure Improvements:** Both groups highlight the importance of infrastructure investments, such as upgrading technology related to signals and signs, building behaviors promoting safety into infrastructure design, and ensuring ADA compliance for bus stops and facilities.

3. **Importance of Alternative Transportation:** Both groups advocate for promoting public transportation and building walkable/bikeable communities to reduce reliance on cars and improve air quality and safety on highways and roads.

4. **Community Engagement:** Both groups mention community engagement and collaboration with law enforcement and local officials to address traffic issues effectively.

Differences:

1. **Views on Speed Limits:** All respondents generally advocate for reducing speed limits on highways and city roads, prioritizing safety over speed, while underrepresented respondents express skepticism about the effectiveness of lowering speed limits and suggests alternative measures like speed enforcement cameras and ISA (Intelligent Speed Assistance) technology.

2. **Prioritization of Goals:** All respondents rank the goal of improving road safety as important, highlighting concerns about speeding and advocating for measures like narrower roads and speed bumps. In contrast, underrepresented respondents rank road safety as lower in importance, suggesting that if other goals are pursued correctly, road safety will be addressed along the way.

3. **Focus on Specific Issues:** All respondents emphasize specific issues like ADA compliance for bus stops, the impact of traffic on neighborhoods, and the need for pleasant pedestrian and bike routes. Underrepresented respondents focus more on broader concepts like

promoting public transportation and building walkable communities without delving into specific issues as much.

Overall, while both groups share common ground on the importance of road safety and infrastructure improvements, they differ in their approaches to addressing traffic issues and their prioritization of goals. All respondents tend to prioritize safety measures like reducing speed limits and ensuring ADA compliance, while underrepresented respondents emphasize broader concepts like promoting alternative transportation modes and community engagement with law enforcement and local officials.

When considering the region's future transportation network, how important is it to include the following goal? *Stimulate Inclusive Economic Vitality and Opportunity*

1. **Support for Small Businesses:**

   - All respondents express a desire for more support for small businesses, particularly emphasizing the importance of aiding businesses with fewer than 100 employees.

   - Underrepresented respondents also acknowledge the importance of supporting small businesses but criticize the concept of the survey question itself, suggesting it's designed to promote certain agendas without much substance.

2. **Land Use Planning and Connectivity to Jobs:**

   - Both groups highlight the importance of land use planning, emphasizing its role in promoting growth, safety, and connectivity to jobs.

   - Underrepresented respondents particularly rank connectivity to jobs as a key priority, suggesting that if people can easily access job opportunities, other amenities will follow.

3. **Strategic Project Submission for Funding:**

   - All respondents express skepticism about the strategic submission of projects for grant programs, questioning the effectiveness and potential biases in such processes.

   - Underrepresented respondents agree with this skepticism, noting that some projects prioritized for funding might not align with broader goals or maybe oversized road projects.

4. **Transportation Planning and Safety:**

   - Both groups acknowledge the importance of transportation planning in promoting safety, health, and well-being.

   - Underrepresented respondents specifically highlight concerns about speeding in residential areas and the need for measures to address safety risks posed by traffic.

5. **Modal Preferences:**
   - All respondents seem to lean more towards alternative modes of transportation, such as rail for freight movement and improvements in non-road means of transportation.
   - Underrepresented respondents include comments indicating a preference for car-centric infrastructure, such as advocating for more travel lanes for cars.

6. **Critique of Survey Design:**
   - All respondents contain several comments critiquing the vague or broad nature of the survey question, suggesting that it doesn't effectively capture meaningful feedback.
   - Underrepresented respondents echo this sentiment, labeling the survey question as "dumb" and highlighting the lack of clear direction or specificity in the options provided.

Overall, while both groups acknowledge the importance of various aspects of transportation planning and land use, underrepresented respondents appear to contain more skepticism about the effectiveness of current approaches and expresses frustration with the perceived shortcomings of the survey question itself. All respondents, on the other hand, provide a range of opinions, including specific suggestions for improvement and a mix of support and criticism for different aspects of transportation planning.

When considering the region's future transportation network, how important is it to include the following goal? *Ensure Equity and Participation*

Similarities:

1. **Importance of Equity:** Both groups recognize the importance of equity in transportation planning, emphasizing the need to address past injustices and ensure fair access to transportation resources for all communities, particularly underserved and marginalized ones.

2. **Community Engagement:** Both groups acknowledge the significance of community participation in the planning process but express concerns about its effectiveness, potential biases, and the need for improvement in outreach strategies to ensure broader representation.

3. **Qualifications vs. Diversity:** Both groups agree on the importance of hiring qualified individuals based on merit rather than solely considering factors like race or ethnicity. However, they also emphasize the need for diverse perspectives and community input in decision-making processes.

4. **Desire for Improved Transit:** Both groups express a desire for improved public transportation infrastructure, including expanded service areas, increased frequency, and better connectivity to outlying communities.

Differences:

1. **Perceptions of Community Engagement:** All respondents include more skepticism about the effectiveness of community engagement processes, describing them as bureaucratic and potentially hindering project progress. In contrast, underrepresented respondents acknowledge the importance of community input but also expresses frustration with the current methods and calls for improvements.

2. **Emphasis on Equity:** All respondents place a stronger emphasis on the importance of equity in transportation planning, with several responses highlighting the need to prioritize the needs of disadvantaged communities. Underrepresented respondents also acknowledge the significance of equity but does not focus on it as prominently.

3. **Transportation Priorities:** All respondents include more comments advocating for alternative modes of transportation and criticizing car-centric infrastructure. In contrast, underrepresented respondents contain remarks emphasizing the need for more travel lanes for cars and expressing reluctance to prioritize other modes like biking and walking.

4. **Level of Detail:** All respondents provide more specific suggestions for transportation improvements, such as extending sidewalk infrastructure and addressing specific roadways. Underrepresented respondents offer fewer detailed suggestions and focus more on overarching principles and concerns.

Overall, both groups share common ground on the importance of equity and community engagement in transportation planning but differ in their levels of skepticism, priorities, and specificity of suggestions for improvement.

When considering the region's future transportation network, how important is it to include the following goal? *Improve Infrastructure Condition and Resilience*

Similarities:

1. **Importance of Maintenance:** Both groups recognize the importance of maintaining and improving existing infrastructure, such as roads, bridges, and sidewalks. They emphasize the need to prioritize maintenance before investing in new facilities.

2. **Skepticism of Emerging Technologies:** Both groups express skepticism about emerging technologies like self-driving cars, pod transportation systems, and ITS (Intelligent Transportation Systems). They raise concerns about the reliability, environmental impact, and potential drawbacks of these technologies.

3. **Support for Innovative Changes:** Despite skepticism about emerging technologies, both groups express support for innovative changes in transportation infrastructure. This includes exploring alternative modes of transportation like micro-mobility and investing in sustainable solutions for future transportation needs.

4. **Recognition of Population Growth:** Both groups acknowledge the rapid population growth in their area and the need for infrastructure investment to accommodate this growth effectively.

Differences:

1. **Priorities in Infrastructure Investment:** All respondents emphasize the importance of prioritizing maintenance and improving existing infrastructure over investing in emerging technologies. In contrast, underrepresented respondents also highlight the significance of maintaining existing infrastructure but express a greater interest in exploring innovative transportation solutions like pod transportation systems and electric charging stations.

2. **Views on Self-Driving Cars:** While both groups express skepticism about self-driving cars, all respondents tend to be more critical, describing them as gimmicky and potentially exacerbating congestion and environmental issues. Underrepresented respondents share similar concerns but also suggest investigating pod transportation systems as an alternative.

3. **Concerns About Government Communication:** All respondents include comments criticizing the clarity and coherence of the survey questions, particularly regarding examples and definitions of terms like micro-mobility and ITS systems. Underrepresented respondents do not mention such concerns.

4. **Support for Specific Infrastructure Projects:** All respondents include more specific suggestions for infrastructure improvements, such as adding sidewalks, greenways, and high-speed travel lanes. Underrepresented respondents focus more on broader categories of infrastructure investment, such as maintenance and innovative transportation solutions like pod transportation systems.

Overall, both groups share common ground on the importance of infrastructure maintenance, skepticism toward certain emerging technologies, and the need for innovative changes to address transportation challenges. However, they differ in their priorities, level of skepticism, and specificity of suggestions for infrastructure investment.

When considering the region's future transportation network, how important is it to include the following goal? *Protect the Human and Natural Environment and Minimize Climate Change*

All Respondents:

- Emphasis on investing in public transit and bike/ped infrastructure.

- Prioritization of denser development in already developed areas to preserve farmland and natural areas.

- Concern about the negative impacts of traffic congestion and the need for better transportation infrastructure.

- Support for protecting the environment to some extent, but not at the expense of hindering denser development or transit improvements.

- Recognition of the importance of minimizing climate change and reducing greenhouse gas emissions, with a focus on public transit as a solution.

- Calls for coordination between land use planning and transportation planning.

- Recognition of the need for affordable housing within denser developments.

- Mixed opinions on the emphasis on environmental protection versus transportation improvements.

Underrepresented Respondents:

- Importance placed on saving nature and considering environmental impacts in development.

- Recognition of the significant contribution of transportation to climate change and the need for urgent action.

- Advocacy for affordable housing within denser developments.

- Emphasis on making communities walkable and bikeable to reduce car dependency.

- Support for protecting natural resources like farmland and wetlands.

- Advocacy for building more electric charging stations and electrifying transit systems.

- Calls for repurposing roads to accommodate biking and walking.

- Mixed opinions on the balance between environmental protection and transportation improvements.

Differences:

- All respondents seem to prioritize transit and transportation improvements slightly more explicitly, while underrepresented respondents emphasize environmental considerations and making communities more walkable and bikeable.

- All respondents contain a broader range of opinions, including skepticism about certain environmental goals and the necessity of investing in public transit.

- Underrepresented respondents appear to have a stronger emphasis on the need for urgent action to address climate change and reduce the carbon footprint of transportation.

Similarities:

- Both groups acknowledge the importance of environmental protection to some extent.

- Both recognize the need for denser development and affordable housing within urban areas.

- Both express concerns about traffic congestion and the need for better transportation infrastructure.

Overall, while both groups share common concerns and priorities regarding transportation, land use, and environmental protection, they differ slightly in their emphasis and specific opinions on how to address these issues.