## **Wake Transit**

# **Community Engagement (Preliminary) Summary Report**

Project Name: Draft FY2024 Wake Transit Work Plan and Recommended FY 2025-2030 Wake Bus Plan

Project ID: TO002-D
Project Sponsor: GoTriangle
Project Start Date: 2/20/2023

Prepared by: R. Curtis Hayes
Date: 3/24/2023

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#### **Executive Summary**

A combined community review and engagement period for the Draft FY 2024 Wake Transit Work Plan and the Recommended FY 2025-2030 Wake Bus Plan was held from February 20-March 22, 2023. The results of the engagement <u>survey</u> are shown in Figure 1.

Draft FY 2024 Wake Transit Work Plan and 2025-2030 Wake Bus Plan

Project Engagement

VIEWS PARTICIPANTS RESPONSES COMMENTS

1,665 765 6,590 863

Figure 1. Survey Results.

Online, printed, and emailed comments (Unofficial Results)

## **Engagement Approach**

The <u>purpose</u> of the engagement activity was to develop and disseminate a collectively shared communications narrative that was inclusive of the entire Wake County community while raising resident awareness of the proposed elements of the Draft Work Plan and the Wake Bus Plan.

The joint community review and public comment period was <u>promoted</u> through the development of digital communications assets used in strategic concert with in-person engagement activities throughout most Wake Transit Plan partner communities. The materials included detailed information, as well as the full plans, posted on the GoForward website.

A media kit was developed and posted to the GoForward website for download and use by the media, as well as Wake Transit partners and stakeholders. Communications materials were also printed and distributed to the public during 16, in-person outreach activities (tabling). Surveys were also printed, translated into Spanish, and made available to the public who may prefer the format or are impacted by the digital divide. In addition, emails were distributed to several lists, as well as social media posts on Facebook, Instagram, and Twitter. Analytics from the digital communications efforts will be updated and included here as available.

# **In-Person Tabling Activities**

| Wake Tech North Campus                       | March 1, 2023  |
|--|----------------|
| Wake Tech North Campus                       | ·              |
| 6600 Louisburg Rd., Raleigh, NC 27616        | 11 a.m1 p.m.   |
| Garner Senior Center                         | March 2, 2023  |
| 205 E Garner Rd., Garner, NC 27529           | 10 a.mNoon     |
| Knightdale Station Park                      | March 2, 2023  |
| 810 N First Ave., Knightdale, NC 27545       | 2 p.m4 p.m.    |
| Cary Depot                                   | March 3, 2023  |
| 211 N Academy St., Cary, NC 27511            | 11 a.m1 p.m.   |
| Triangle Town Center Mall Transfer Station   | March 3, 2023  |
| 5959 Triangle Town Blvd. Raleigh, NC 27616   | 4 p.m6 p.m.    |
| East Wake Senior Center                      | March 7, 2023  |
| 323 Lake Dr., Wendell, NC 27591              | 9 a.m11 a.m.   |
| Wendell Falls Activity Center                | March 7, 2023  |
| 320 Vintage Point Ln. Wendell, NC 27591      | Noon-2 p.m.    |
| GoRaleigh Station                            | March 9, 2023  |
| 214 S Blount St., Raleigh, NC 27601          | 2 p.m4 p.m.    |
| Boxyard RTP                                  | March 10, 2023 |
| 900 Park Offices Dr., RTP, NC 27709          | 2 p.m4 p.m.    |
| Holly Springs Farmers Market                 | March 11, 2023 |
| 300 W Ballentine St, Holly Springs, NC 27540 | 9 a.mNoon      |
| Fuquay-Varina Community Center               | March 14, 2023 |
| 820 S Main St., Fuquay-Varina, NC 27526      | 1 p.m4 p.m.    |
| Apex Senior Center                           | March 16, 2023 |
| 63 Hunter St, Apex, NC 27502                 | 10 a.mNoon     |
| Crabtree Valley Mall Transfer Station        | March 17, 2023 |
| 4325 Glenwood Ave, Raleigh, NC 27612         | 4 p.m6 p.m.    |
| Western Wake Farmers Market                  | March 18, 2023 |
| 280 Town Hall Dr, Morrisville, NC 27560      | 9 a.mNoon      |
| Talley Student Union - Stafford Commons      | March 20, 2023 |
| 2610 Cates Ave, Raleigh, NC 27606            | 10 a.mNoon     |
| Dorcas Ministries                            | March 22, 2023 |
| 187 High House Rd, Cary, NC 27511            | 11 a.mNoon     |
| •      |                |



Holly Springs Farmers Market



Wake Tech North Campus

#### **Engagement Results**

#### Participant Demographics

Wake County includes many vibrant and growing communities. The vision of the Wake Transit Plan is to enhance the quality of life for all residents by providing bus and transit opportunities and helping contain and reduce traffic congestion. The Four Big Moves collectively define the goals and guide the investments of Wake Transit: 1) Connect the Region; 2) Connect All Wake County Communities; 3) Create Frequent and Reliable Urban Mobility; and, 4) Enhance Access to Transit.

Through the Four Big Moves, the goals of the Wake Transit Program are inclusive of all residents and their communities when determining the priorities and investments that will guide the future of public transit, locally, countywide, and regionally. With the guiding goals in mind, the following results reveal some of the key demographics of the respondents who submitted surveys and comments.

87% My primary language is English or I speak and read English well 660 🗸 I live, work, and/or attend school in Wake County 623 ~ I am a regular or sometime user of transit services 363 🗸 I identify as a man, non-binary, or other gender 347 ✓ I identify as a woman 341 🗸 My household's total income is at or under \$53, 000 per year 141 ~ 19% I am 65 years old or older 140 🗸 I represent a minority race or 2+ races (African American, Asian, South 138 🗸 Asian, American Indian, Alaska Native, Middle Eastern, Hawaiian, Pacific Islander) I am 18-24 years old 64 🗸 I am or am considered to be disabled 61 V Five (5) or more people live in my household 52 V I am of Hispanic, Latinx or Spanish origin of race 33 1 I am 17 years old or younger 29 🗸

Figure 2. Demographic Data (new question beta-test)

Wake County is the most populated county in the state. With an estimated 1.15 million residents in 2021, the county's growing traffic congestion is a concern for all residents and visitors. The following demographics of Wake County, and its communities, may help provide insight into how the respondent population demographics match up with the Census data for Wake County.

Wake Transit's partners serve a vital role in helping guide the Annual Work Plan and the Wake Bus Plan toward the best use of resources for the common good of the residents and communities on the local, county, and regional levels. The City of Raleigh has the largest municipal population with 466,106. The Town of Cary is second with 171,012 residents. The Town of Apex rounds out the top three with 58,780, with the Town of Wake Forest arriving fourth at 46,097 in total population. Holly Springs completes the top five with 41,239 residents. Fuquay-Varina, Garner, Knightdale, Morrisville, Rolesville, Wendell, Zebulon, the Research Triangle Park, and North Carolina State University are also vibrant Wake Transit partners.

Each community has transit needs and their residents have a voice and opportunity to be involved through community engagement. The Wake Transit process is a collaborative and inclusive one that governs the development of services and capital investments that optimize the transit network for those it serves. This engagement strategy was designed to provide equal access for the entire Wake Transit community by combining digital resources and channels with printed, translated, and educational materials that best serve the county's digital and traditional audiences.

Figure 3. Wake County Factors & Data.

| Households, 2017-2021   | 422,144  |
|---|----------|
| Persons per household   | 2.59     |
| Language other than English spoken at home                            | 17.50%   |
| Households with a computer, percent, 2017-2021                        | 97.20%   |
| Households with a broadband internet subscription, percent, 2017-2021 | 93.70%   |
| With a disability, under age 65 years, percent, 2017-2021             | 5.90%    |
| Mean travel time to work (minutes), workers age 16 years +, 2017-2021 | 25.6 min |
| Median household income (2021 dollars), 2017-2021                     | \$88,471 |
| Per capita income in past 12 months (2021 dollars), 2017-2021         | \$45,425 |
| Persons in poverty, percent   | 9.40%    |
| Persons under 5 years, percent  | 5.70%    |
| Persons under 18 years, percent                                       | 23.20%   |
| Persons 65 years and over, percent                                    | 12.60%   |
| Female persons, percent   | 51.10%   |
| High school graduate or higher, percent of persons age 25+, 2017-2021 | 93.70%   |
| Bachelor's degree or higher, percent of persons age 25 +, 2017-2021   | 54.70%   |

During 2017-2021, households in Wake County with a computer exceeded 97.2%, while those with broadband internet subscriptions reached 93.7%. When smartphones and other mobile devices are factored into the digital saturation equation, the results indicate the vast majority of Wake County residents are digitally connected. They are also consumers of Internet-based information. These are high percentages, but it is important to emphasize that the small proportion of the population without computer and broadband access is the most likely to be transit-dependent. Overall, Wake County residents are educated, with 93.7% identified as high school graduates and 54.7% completing a bachelor's degree or higher. Yet, 5.9% of residents reported a disability under the age of 65. In addition, 9.4% of persons were considered to be in poverty. Finally, 17.5% reported a language other than English being spoken at home.

A "low-income individual" is defined as a person whose family income is at or below 150 percent of the poverty line, as stated in section 673(2) of the Community Services Block Grant Act (42 U.S.C. 9902 (2)). Family size is a factor used in determining whether residents may fall below the poverty line. Policies concerning the poverty line are developed by the Office of Management and Budget based on the most recent data available from the Bureau of the Census. The following audiences are key segments that help ensure thorough and inclusive outreach for the Bus Plan and the Work Plan. Riders and non-riders from historically underserved communities are an important part of the Wake Transit community. Engagement efforts are designed to result in meaningful communication with individuals belonging to communities protected by the Civil Rights Act of 1964 and additional laws and regulations. Several key audiences include, but are not limited to, the following ones:

- Low-income populations (9.1% Below the Poverty Level...18.8% below \$35,000)
- Minority populations (34.6% in Wake County)
- Limited English Proficiency (LEP) populations (6.0% in Wake County)
- Individuals with disabilities (8.6% in Wake County)
- Seniors above 65 (12% in Wake County)
- Youth (23.6% in Wake County)
- College students (9.1% in Wake County)

Targeted outreach to protected communities was conducted through digital and in-person engagement and communications activities and materials, as well as with stakeholder engagement and partner assistance. Translated materials and language interpretation services were available. Community engagement efforts also included reaching members of Wake County's disabled community. In addition, Hispanic and Latino residents account for 10.5% of the Wake County population. Accordingly, Spanish translations were included in the engagement strategy, as well as enhanced efforts to increase awareness among the Limited English Proficient members of the community. Residents 65+ also represented a vital segment of outreach, among all others.

WAKE COUNTY 67.1 58.8 8.3 0.8 10.5 2.8 White Black or American alone, Asian African Indian and Native percent alone, Two or American Hawaiian and Other Hispanic Alaska White percent More alone, or Latino, Naïve Races, alone, not percent Pacific alone, percent Hispanic percent Islander percent or Latino, alone, percent percent RACE & HISPANIC ORIGIN

Figure 4. Wake County Race & Hispanic Origin.

Wake County, North Carolina (US Census Bureau, 2020).

## **Appendices**

Comments

| March   Marc   |                |  |  |   |                |                   | 1   |
|--|----------------|--|--|---|----------------|-------------------|---|
|  |                |  | Please list routes or a description of the area you ride | Do you agree with the proposed bus<br>service improvements for 2025-2030? |                |                   | Additional Comments                                   |
| Description  | 27529          | GoRaleigh; GoTriangle; GoDurham              |  |   | Strongly Agree |                   | Please continue to fund these important               |
| March   Marc   |                |  |  |   |                |                   | investments in the future of Wake                     |
| Mary Control of Cont   | 27518          | GoTriangle; GoCary; GoApex                   | 305  | Strongly Agree  | Strongly Agree | Strongly Agree    | County and the Greater Triangle Region.<br>Thank you! |
| Part   | 27513          | GoRaleigh; GoTriangle; GoCary; GoDurham      |  |   |                |                   |   |
| Mary Colonia   | 27606          | Goraleign; NCSU                              | Buck Jones and Western Boulevard                         | Agree   | Disagree       | Agree             |   |
| March   Marc   |                |  |  |   |                |                   | Many routes are still proposed as 30+                 |
| March   Marc   |                |  |  |   |                |                   |   |
| March   Marc   |                |  | Garner and South Raleigh                                 |   |                |                   |   |
| Column   C   | 27609          | GoRaleigh; GoTriangle                        | Midtown to Downtown                                      |   |                |                   |   |
| March   Marc   | 27607          | None   |  | Disagree  | Disagree       | Strongly Disagree | Please avoid dedicated lane BRT. The                  |
| Part   |                |  |  |   |                |                   | dedicated lanes work well with very high              |
| March   Marc   |                |  |  |   |                |                   |   |
| March   Marc   |                |  |  |   |                |                   |   |
| Page   |                |  |  |   |                |                   | ROI. Instead, let's work with the high                |
| March   Marc   | 27523          | GoCary; GoRaleigh; GoWake ACCESS; GoTriangle |  | Strongly Agree  | Agree          | Strongly Agree    |   |
| Month  |                |  |  |   |                |                   | love to get familiar with services to Cary            |
| April  | 27502          | GoApex                                       | Apex area  | Agree   | Agree          | Undecided         |   |
| March   Marc   |                |  |  | -9  |                |                   | I would take the bus or train to PNC /                |
| March   Marc   |                |  |  |   |                |                   |   |
| Section   Sect   |                |  |  |   |                |                   | people on it and is a waste of money.                 |
| 2006      | 27607          | None   |  | Strongly Disagree   | Disagree       | Strongly Disagree |   |
| Section   Sect   | 27705          | GoDurham                                     |  | Strongly Agree  |                | Strongly Agree    | Lucat to one units forest established                 |
| Second   Second Secon   |                |  |  |   |                |                   | higher. Need better connections                       |
| Second   S   | 26514          | GoRaleigh                                    | wake forest  | Agree   | Disagree       | Undecided         |   |
| 1985      |                |  |  |   |                |                   | live on Wendell Falls Parkway, we need                |
|  |                |  | us!  |   | Strongly Agree | Agree             | bus service.  |
| Personal process of the process of   |                |  | 100, 700, DRX  |   | Agree          | Undecided         |   |
| Personal process of the process of   |                |  |  |   |                |                   | While I cu  |
| 1,000   1,00   |                |  |  |   |                |                   |   |
| Age 1  Age 1  Age 2  Age 2  Age 3  Age 4  Age 3  Age 4  Age 6  Age 6  Age 6  Age 6  Age 7  Ag |                |  |  |   |                |                   |   |
| Section   Sect   |                |  |  |   |                |                   |   |
| Section   Sect   | 27603          | None   |  | Agree   | Agree          | Undecided         |   |
| Section   Sect   |                |  |  | <u> </u>  |                |                   |   |
| Part   |                |  |  |   |                |                   |   |
| steeches based a production of the base control from 5 persons of protect from 5 persons of prot |                |  |  |   |                |                   |   |
| Section of the control of the contro |                |  |  |   |                |                   |   |
| Sampling, Sciency, Gefrange  Codesign, Scienc |                |  |  |   |                |                   | buses actually show up. The transloc app              |
| Self-langer, Michael Margane, Southwest Melays, Exementum Agree  Self-langer, Michael Margane, Southwest Melays, Exementum Agree  Obligation, Michael Margane, Michael Margane, Michael Margane  Obligation, Michael Margane, Michael Margane, Michael Margane, Michael Margane, Michael Margane, Michael Margane, Michael Margane  Obligation, Michael Margane, Michael Ma |                |  |  |   |                |                   |   |
| Seguent Control of Con |                |  |  |   |                |                   |   |
| 277.00   Contagoli, 1953   C   |                |  |  |   |                |                   | these problems before an expansion can                |
| Contrage Con |                |  | Southeast Raleigh, Downtown DRX 100, 700                 | Agree   | Undecided      | Strongly Agree    | be successful.  |
| Selection of triengle 7, 8, 13, 100 Agree Obagree Street, and comfort on a control of the contro | 27707          | GoTriangle; GoDurham                         |  |   |                |                   |   |
| Obligance Obliga | 27312          | GoRaleigh; GoCary; GoTriangle; GoDurham      |  | Agree   | Agree          | Agree             | increase frequency and comfort on                     |
| The elementary of the CREAT part water do from Early and an elementary of the CREAT part water do from Early and Effectively on the Principle It his plan appears to more the Creat part of the third part of the CREAT part of the  | 27540          | Condition Continued                          | 7.0.44.400   |   |                | D                 | existing routes, add sidewalks and bike               |
| Octoring Marchage (Controllar)  Distriction (Marchage)  Distriction (Marchage) | 2/610          | Gokaleign; Go i riangle                      | 7, 8, 11, 100  | Agree   | Disagree       | Disagree          | The elimination of the CRX park-and-ride              |
| de Trangé This pla appears nove de la control de la contro |                |  |  |   |                |                   |   |
| maning that Crange County will have be glabble, or control of the CRI (II) Gordinage be legible). The control of the county of the page of the county of the |                |  |  |   |                |                   | the Triangle! This plan appears to move               |
| ONE ETIL Contraggle to the Implication of Note the John State (1980). This ready quite as effection of Note the John State (1980). This ready quite as effection of Note the John State (1980). The International Contraggle |                |  |  |   |                |                   |   |
| Agree Ostaegy, GoTriangle  |                |  |  |   |                |                   | ONE (!!!) GoTriangle bus line (#800).                 |
| Triangle's three main counties. Please elementate the CRI lea and Explanation Counties. Please elementate elementation counties. Please elementate elementation counties. Please element |                |  |  |   |                |                   |   |
| Park and Alice a soon a possible, and remove the proposed changes from |                |  |  |   |                |                   | Triangle's three main counties. Please                |
| Golfrangle, NCSU CIX Strongly Diagrage Undecided Strongly Diagrage 2025 plant   Golfrangle, Golfaleigh, Golfrangle Confinence of |                |  |  |   |                |                   | Park-and-Ride as soon as possible, and                |
| None   | 27510          | GoTriangle: NCSU                             | CRX  | Strongly Disagree   | Undecided      | Strongly Disagree | remove the proposed changes from this<br>2025 plan!   |
| The Forders to the simport need improvement and more availability programment and and availability programment and an | 27511          | None   |  | Undecided   | Undecided      | Undecided         |   |
| Sample of Collarge | 40517          | GoTriangle; GoRaleigh; GoCary; GoDurham      |  | Agree   | Undecided      | Disagree          | The routes to the airport need                        |
| Sofikaleigh; GoTriangle   Strongly Agree   A   | F270-          |  | 200  |   |                |                   | improvement and more availability                     |
| GoRalegh; GoCary, KSU; GoTriangle  GoRalegh; GoCary, KSU; GoTriangle  GoRalegh; GoTriang | 53703<br>27604 | GoRaleigh; GoTriangle                        |  | WRIGE   | D129R1 66      | Disagree          | уеъсегоау.  |
| Goßeleigh; Colriangle  Strongly Disagree  Undecided  Strongly Agree  Agree  Undecided  Strongly Agree  Agree  Strongly Agree  Agree  Strongly Agree  Agree  Strongly Agree  Agree  West cary really needs bus routes and stops  Strongly Agree  Agree  Strongly Agree  Agree  Undecided  Strongly Agree  Agree  Undecided  Strongly Agree  Agree  Undecided  Agree  Undecided  Strongly Agree  Undecided  Strongly Agree  Undecided  Strongly Agree  Agree  Strongly Agree  Agree  Strongly Agree  Agree  Undecided  Strongly Agree  Agree  Undecided  Strongly Agree  Agree  Strongly Agree  Agree  Undecided  Strongly Agree  Agree  Undecide |                | GoRaleigh; GoCary; NCSU; GoTriangle          |  |   |                |                   |   |
| Schalegh   Wale Forest to North Raleigh Atlantic Ave   Undecided   Disagree   Strongly Agree   Strongly Agree   Undecided   Strongly Agree   Agree   Undecided   Strongly Agree   Agree   Strongly Agree   Agree   Agree   Strongly Agree   Agree   Agree   Agree   Agree   Strongly Agree   Agree   Agree   Strongly Agree   Agr   |                | GoRaleigh; GoTriangle                        |  |   | ABICE          |                   |   |
| GoRaleigh; GoTriangle; GoCary  |                | GoRaleigh                                    | Wake Forest to North Raleigh Atlantic Ave                |   | Disagree       | Strongly Disagree |   |
| Sauders - Downtown   Strongly Agree    | 27606          | GoRaleigh; GoTriangle; GoCary                |  |   |                |                   |   |
| Strongly Agree   Agr   |                |  |  |   |                |                   |   |
| CoCary, GoRāleigh   #4 GoCary High House Road and #300 GoTriangle   #4 GoCary High House Road and #300 GoTriangle   #4 GoCary, High House Road and #300 GoTriangle   Strongly Agree   Agree   Undecided   Undecided   Cary, Maleigh   Mendell and Eastern Wake   GoRaleigh, GoTriangle, GoDurham   RTP, Brier Creek, to either DTB or DTD.   Agree   Agree   Undecided   Cary, GoTriangle, RCSU   Wendell and Eastern Wake   Cary, GoTriangle, RCSU   GoRaleigh, GoTriangle   Strongly Agree   Agree   Agree   Agree   Cary, GoTriangle, RCSU   GoRaleigh, GoTriangle   Taleigh, wilson, goldsboro nc   Strongly Agree   Agree   Agree   Agree   Agree   Cary, GoTriangle   CoCary, GoTriangle   Taleigh, wilson, goldsboro nc   Taleigh, gorriangle   Taleigh, gorr   |                |  |  |   |                |                   |   |
| # A GCary, GoTriangle  |                |  | go cary door to door west cary                           | Strongly Agree  | Agree          | Agree             | stops   |
| Contraingle, GoDulham   RTP, Grier Creek, to either DTR or DTD.   Agree   Agree   Undecided  |                |  |  | 5   |                |                   |   |
| CoRaleigh   Wendell and Eastern Wake   |                |  | RTP, Brier Creek, to either DTR or DTD.                  |   |                |                   |   |
| Cofriangle   Gamer     | 27591          | GoRaleigh                                    | Wendell and Eastern Wake                                 |   |                |                   |   |
| Cofriangle   Cofficient   Cof   | 28079          | GoTriangle                                   | Garner   |   |                |                   |   |
| 27511 None   | 27707          | GoTriangle                                   | raleigh, wilson, goldsboro nc                            | Strongly Agree  | Agree          | Agree             |   |
| Hopefully Garner will obtain some new/extended services. I know several residents that would be very glad for that.  More usually, but could use routes that provide access from Garner to downtown Raleigh  Agree  Agree  Agree  Undecided  More stops for the FRX between Wake Tech and Fuquay downtown; consider reinstating the Food Lion stop at the Correct of Hillsborngh Agree  Strongly Agree  Agree  Agree  Agree  Agree  Strongly Agree   |                |  |  |   |                |                   |   |
| None usually, but could use routes that provide access from Garner to downtown Raleigh  Agree  Agree  Agree  Undecided  that.  More stops for the FRX between Wake Tech and Fuquay downtown; consider reinstating the Food Lion stop at the Corner of Hilltop Needmore and US 401.  Strongly Agree  Strongly Agree  Agree  Agree  Agree  Agree  Agree  Agree  Agree  Agree  Strongly Agree  |                |  |  |   |                |                   |   |
| More stops for the FRX between Wake Tech and Fuguay downtown; consider reinstating the Food Lion stop at the correct Wolfline bus that goes up and down Hillsborugh street.  GoRaleigh; NCSU  Strongly Agree  Strongly Agree  Agree  Agree  Strongly Agree  Strongly Agree  Strongly Agree  Strongly Agree  Strongly Agree  Agree  |                |  |  |   |                |                   | residents that would be very glad for                 |
| Tech and Fuquay downtown; consider reinstating the Food Lion stop at the corner of Hilltop Needmore and Us 401.  Strongly Agree Agree Agree corner of Hilltop Needmore and Us 401.  Strongly Agree Agree Agree Agree  GoRaleigh; NCSU Hillsborugh street.  Strongly Agree Agree Agree  Strongly Agree Agree Agree  Strongly Agree Agree Agree  GoRaleigh; NCSU; GoWake ACCESS  To MCUS Quellen Roll    | 27713          | GoRaleigh; GoTriangle                        | from Garner to downtown Raleigh                          | Agree   | Agree          | Undecided         | that.   |
| 27526 GoRaleigh; GoTriangle FRX, 100 Strongly Agree Agree corner of Hilltop Needmore and US 401.  1 mostly take GoRaleigh 4, 12 and 16 and sometimes whichever Wolfline bus that goes up and down Hillsborungh street. Strongly Agree Agree Agree  27608 GoRaleigh; NCSU Hillsborungh street. Strongly Agree Agree Agree  27616 GoRaleigh; GoTriangle NCSU; GoWake ACCESS To NCSU (Julien Rd) Strongly Agree Strongly Agree Agree  |                |  |  |   |                |                   |   |
| 27526 GRaleigh; GOTriangle FRX, 100 Strongly Agree Agree Agree corner of Hilltop Needmore and US 401.  Transly take GoRaleigh 4, 12 and 16 and sometimes whichever Wolfline bus that goes up and down Hillsborugh street. Strongly Agree Agree Agree  Routes Concalcing the North Raleigh area (near Louisburg) To GoRaleigh; GOTriangle; NCSU; GOWake ACCESS To Mot SU (Pullen Rd)  To MCSU (Pullen Rd)  Strongly Agree Strongly Agree Agree  Strongly Agree Agree  |                |  |  |   |                |                   |   |
| whichever Wolfline bus that goes up and down 27608 GoRaleigh; NCSU Hillsborugh street. Strongly Agree Agree Agree  Routes connecting the North Raleigh area (near Louisburg) 27616 GoRaleigh; GoTriangle; NCSU; GoWake ACCESS to MCSU (Pullen Rd) Strongly Agree Strongly Agree Agree  | 27526          | GoRaleigh; GoTriangle                        |  | Strongly Agree  | Agree          | Agree             | corner of Hilltop Needmore and US 401.                |
| 27608 GRaleigh; NCSU Hillsbrugh street. Strongly Agree Agree Agree Agree Agree  Routes connecting the North Raleigh area (near Louisburgh 27618 GRaleigh; GoTriangle; NCSU; GoWake ACCESS to MCSU (Pullen Rd) Strongly Agree Strongly Agree Agree  |                |  |  |   |                |                   |   |
| 27616 GoRaleigh; GoTriangle; NCSU; GoWake ACCESS to NCSU (Pullen Rd) Strongly Agree Strongly Agree Agree   | 27608          | GoRaleigh; NCSU                              | Hillsborugh street.                                      | Strongly Agree  | Agree          | Agree             |   |
|  | 27616          | GoRaleigh; GoTriangle; NCSU; GoWake ACCESS   |  | Strongly Agree  | Strongly Agree | Agree             |   |
|  |                |  |  | Undecided   | Undecided      | Undecided         |   |

| 27526  | GoRaleigh; GoTriangle; GoDurham  |  | Strongly Agree   | Agree  | Undecided  |  |
|--|--|--|--|--|--|--|
|  |  | FRX, 100, 300  | Agree  | Strongly Agree   | Agree  |  |
|  | GoRaleigh; GoTriangle; GoCary<br>GoTriangle; GoRaleigh; GoDurham   | FRX, 100, 300  | Strongly Agree Strongly Agree  | Undecided Strongly Agree   | Agree<br>Agree   | Purchase electric buses  |
|  |  |  |  |  |  | the unincorporated area between Garner and Fuquy continues to be extremely underserved by transit. Outside of peak hour park and ride service to WTCC South via FRX, there are absolutely no options for traveling to downtown Raleigh without driving for all or nearly all of the way. If I wanted to ravel into the city for a lunch meeting, I have to drive. If I wanted to travel into the city for a lunch meeting, I have to drive. If I wanted to travel into the composition of the compositio |
| 27603  | GoRaleigh; GoTriangle; None  |  | Undecided  | Disagree   | Disagree   | the existing rail corridor that runs<br>through Fuquay Varina.  Southeastern Wake County's growth is<br>quieter than western Wake's or<br>Raleigh's, but the area continues to<br>develop and traffic continues to build.<br>There are no feasible transit options,  |
|  |  | West Raleigh through RTP (ie PNC Arena / Blue Ridge Area   | Onaccaca   | biogree  | Disagree   | Really looking forward to the commuter   |
|  | GoRaleigh; GoTriangle  | through Davis Drive / Boxyard RTP area)  | Agree  | Agree  | Undecided  | rail personally  |
|  | GoRaleigh; GoTriangle<br>GoRaleigh; GoTriangle; GoCary   | GoRaleigh 4 and 27, GoTriangle DRX Fuquay Varina, Weston Parkway   | Disagree<br>Agree  | Agree<br>Agree   | Disagree<br>Agree  |  |
|  | GoApex; GoCary; GoRaleigh; GoTriangle;   |  | . 0  |  |  |  |
| 27523  | GoDurham<br>GoTriangle   | I'm between 55 and 64  | Strongly Agree   | Strongly Agree   | Strongly Agree   |  |
| 27609  | GoRaleigh; GoTriangle; GoCany; GoDurham  | GoRaleigh 2, 24L 6; GoTriangle DRX<br>GoRaleigh 12, Wolfline 52  | Disagree   | Disagree   | Undecided  | This plan doesn't go far enough. Most routes by 2030 are "still" on a 30-minute headway at best. The bus needs to be a way for people to get around the area conveniently, not just to ferry people to work and back. In Reliegh the hub-and-spoke model doesn't seem to change in the new plan, which means people will still be wasting time commuting all the way to downtown. If public transit to the a viable mode of transport for the area, we need 15-minute headways and decent (and two-way!) cross-town connections.   |
| 2/606  | donaleigh, dornangie, NC30   | Gordeign 12, Womme 32  |  |  |  | I live in an unincorporated area of Wake   |
|  | None<br>GoRaleigh  | <b>L</b> ynn   | Strongly Disagree Agree  | Strongly Disagree<br>Agree   | Strongly Disagree<br>Strongly Agree  | County. The Wake transit plans are of absolutely no value to me. If/when Wake County creates plans that truly serve the ENTIRE county equally, I will support them.  |
|  | GoRaleigh  | 1  | Agree  | Undecided  | Disagree   |  |
|  |  |  |  | -  |  |  |
| 27604 (  | GOTriangle   | Holly Springs to RDU Airport and back  | Undecided  | Agree Disagree   | Disagree   | There should be express routes connecting the downtown of small towns around Raighle (e.g. Holly Springs, Apex, Cary, Wake Forest, Knightdale and in the future also Fuquay and Garner) to RTP and RDU airport using the already existing I-540 corridor. That could be implemented right away and for a fraction of the cost of the proposed plans.  I can only support increasing available stops as well as longer service on Sundays. When I worked in Railegh it  |
| 27540 (<br>27513 (   | GoTriangle  GoTriangle  GoRaleigh; GoCary; GoTriangle  | I do not ride any routes currently as it is more convenient for me to drive. However I would like to comment as these projects look great.   |  |  | Agree  | connecting the downtown of small towns around Raighle (e.g. Holly Springs, Apex, Cary, Wake Forest, Knightdale and in the future also Fuguay and Gamer) to MTP and RDU airport using the already existing 1-540 corridor. That could be implemented right away and for a fraction of the cost of the proposed plans.  I can only support increasing available stops as well as longer service on   |
| 27540 (<br>27540 (<br>27533 (<br>27697 (   | GoTriangle  GoRaleigh; GoCary; GoTriangle  GoRaleigh   | I do not ride any routes currently as it is more convenient<br>for me to drive. However I would like to comment as these<br>projects look great.   | Disagree Strongly Agree  | Disagree Strongly Agree  | Disagree   | connecting the downtown of small towns around Raleigh (e.g. Holly Springs, Apex, Carry, Wake Forest, Knightdale and in the future also fruques and Garner) to RTP and RDU airport using the aiready existing I-SAU corridor.  That could be implemented right away and for a fraction of the cost of the proposed plans.  I can only support increasing available stops as well as longer service on Sundays. When I worked in Raleigh It was a pain to be stranded after 7 PM for the routes I rode, 47, and 1 believe.  More availability can only help in my  |
| 27540 (<br>27540 (<br>27513 (<br>27697 (<br>27609 (  | GoTriangle  GoRaleigh: GoCary; GoTriangle  GoRaleigh GoTriangle  GoRaleigh; GoTriangle; GoWake ACCESS; GoCary; GoDurham; GoApex  | I do not ride any routes currently as it is more convenient for me to drive. However I would like to comment as these projects look great.  Downtown to Glenwood CRX  40X, 1, 25L, 11, 100, 300, WRX, CRX, DRX, 310, Morrisville Smart Shuttle   | Disagree  Strongly Agree  Strongly Agree   | Disagree  Strongly Agree  Agree  | Disagree Agree Agree   | connecting the downtoon of small towns around Raleigh (e.g. Holly Springs, Apex, Cary, Wake Forest, Knightdale and in the future also Fuquay and Garner) to RTP and RDU airport using the already existing I-SAQ corridor. That could be implemented right away and for a fraction of the cost of the proposed plans.  I can only support increasing available stops as well as longer service on Sundays. When I worked in Raleigh I for the routes I rode, 47, and 1 believe.  More availability can only help in my   |
| 27540 (<br>27540 (<br>27513 (<br>27609 (<br>27609 (<br>27601 (<br>27502 (  | GoTriangle  GoRaleigh; GoCary; GoTriangle  GoRaleigh  GoTriangle; GoWake ACCESS; GoCary;  GoDurham; GoApex  GoApex   | I do not ride any routes currently as it is more convenient for me to drive. However I would like to comment as these projects look great.  Downtown to Glenwood CRX  40X, 1, 25L, 11, 100, 300, WRX, CRX, DRX, 310, Morrisville Smart Shuttle Apex  | Disagree Strongly Agree Strongly Agree   | Disagree Strongly Agree Agree  | Disagree  Agree Agree  | connecting the downtown of small towns around Raleigh (e.g. Holly Springs, Apex, Carry, Wake Forest, Knightdale and in the future also Fuguay and Garner) to RTP and RDU airport using the already existing 15-40 cornidor. That could be implemented right away and for a fraction of the cost of the proposed plans.  I can only support increasing available stops as well as longer service on Sundays. When I worked in Raleigh it was a pain to be stranded after 7 PM for the routes I rode, 4,7, and 1 I believe.  More availability can only help in my opinion.  With Wake Tech's new Eastern Wake 4.0 campus scheduled to open in FY24. It would be beneficial to have it serviced.   |
| 27540 (<br>27540 (<br>27513 (<br>27609 (<br>27609 (<br>27502 (<br>27513 | GoTriangle  GoRaleigh; GoCary; GoTriangle  GoRaleigh  GoTriangle;  GoRaleigh;  GoTriangle;  GoRaleigh;  GoTriangle;  GoDurham;  GoApex  GoApex  GoTriangle; GoCary; GoApex; GoDurham;  GoRaleigh;  GoTriangle; GoCary; GoApex; GoDurham;   | I do not ride any routes currently as it is more convenient for me to drive. However I would like to comment as these projects look great.  Downtown to Glenwood CRX  40X, 1, 25L, 11, 100, 300, WRX, CRX, DRX, 310, Morrisville Smart Shuttle Apex GOTFangle: 300, 310, 800, and formerly 311 when it was running. GCGRy: 4 & 5   | Disagree  Strongly Agree  Strongly Agree  Strongly Agree  Strongly Agree  Disagree   | Disagree  Strongly Agree  Agree  Strongly Agree  Disagree  | Disagree  Agree Agree Strongly Agree Disagree  | connecting the downtown of small towns around Raleigh (e.g. Holly Springs, Apex, Carry, Wake Forest, Knightdale and in the future also Fuguay and Garner) to RTP and RDU airport using the already existing 15-40 cornidor. That could be implemented right away and for a fraction of the cost of the proposed plans.  I can only support increasing available stops as well as longer service on Sundays. When I worked in Raleigh it was a pain to be stranded after 7 PM for the routes I rode, 4,7, and 1 I believe.  More availability can only help in my opinion.  With Wake Tech's new Eastern Wake 4.0 campus scheduled to open in FY24. It would be beneficial to have it serviced.   |
| 27540 (<br>27540 (<br>27533 (<br>27601 (<br>27601 (<br>27502 (<br>27513 (<br>27513 (<br>27513 (  | GoTriangle  GoRaleigh: GoCary; GoTriangle  GoRaleigh  GoTriangle  GoRaleigh  GoTriangle  GoRaleigh; GoTriangle; GoWake ACCESS; GoCary;  GoDurham; GoApex  GoApex  GoApex  GoRaleigh; GoTriangle; GoApex; GoDurham;  GoRaleigh; GoTriangle  | I do not ride any routes currently as it is more convenient for me to drive. However I would like to comment as these projects look great.  Downtown to Glenwood CRX  40X, 1, 25L, 11, 100, 300, WRX, CRX, DRX, 310, Morrisville Smart Shuttle Apex Gorifangle: 300, 310, 800, and formerly 311 when it was running, GoCary: 4 & 5  Trian CRX, 100, 800, Raido: 4,                               | Disagree  Strongly Agree  Strongly Agree  Agree  Strongly Agree  Disagree  Undecided   | Disagree  Strongly Agree Agree Agree Strongly Agree Disagree Disagree  | Agree  Agree  Agree  Strongly Agree  Disagree  Disagree                                    | connecting the downtown of small towns around Raleigh (e.g. Holly Springs, Apex, Carry, Wake Forest, Knightdale and in the future also Fuguay and Garner) to RTP and RDU airport using the already existing 15-40 cornidor. That could be implemented right away and for a fraction of the cost of the proposed plans.  I can only support increasing available stops as well as longer service on Sundays. When I worked in Raleigh it was a pain to be stranded after 7 PM for the routes I rode, 4,7, and 1 I believe.  More availability can only help in my opinion.  With Wake Tech's new Eastern Wake 4.0 campus scheduled to open in FY24. It would be beneficial to have it serviced.   |
| 27540 C 27540 C 27540 C 27601 C 27602 C 27603 C 27513 C 27520 C 27520 C  | GoTriangle  GoRaleigh; GoCary; GoTriangle GoRaleigh GoTriangle; GoWake ACCESS, GoCary, GoDurham; GoApex GoApex GoApex GoRaleigh; GoTriangle; GoWake ACCESS, GoCary, GoRaleigh; GoTriangle; GoCary; GoApex; GoDurham; GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle; GoCary; GoApex;  | I do not ride any routes currently as it is more convenient for me to drive. However I would like to comment as these projects look great.  Downtown to Glenwood CRX  40X, 1, 25L, 11, 100, 300, WRX, CRX, DRX, 310, Morrisville Smart Shuttle Apex GOTFangle: 300, 310, 800, and formerly 311 when it was running. GCGRy: 4 & 5   | Disagree  Strongly Agree  Strongly Agree  Strongly Agree  Strongly Agree  Disagree   | Disagree  Strongly Agree  Agree  Strongly Agree  Disagree  | Disagree  Agree Agree Strongly Agree Disagree  | connecting the downtown of small towns around Raleigh (e.g. Holly Springs, Apex, Carry, Wake Forest, Knightdale and in the future also Fuquay and Garner) to RTP and RDU airport using the already essisting I-SAQ corridor.  That could be implemented right away and for a fraction of the cost of the proposed plans.  I can only support increasing available stops as well as longer service on Stops as well as longer service on Stops as well as longer service on the routes I rode, 47, and 11 believe.  More availability can only help in my opinion.  With Wake Tech's new Eastern Wake 4.0 campus scheduled to open in FY24. It would be beneficial to have it serviced by route 33 starting in FY25 over FY 27.  Busses connecting Cary to Raleigh and  |
| 27540 ( 27540 ( 27540 ( 27540 ( 27607 ( 27609 ( 27502 ( 27513 ( 277513 ( 27520   | GoRaleigh; GoCary; GoTriangle GoRaleigh; GoTriangle; GoWake ACCESS; GoCary; GoDurham; GoApex GoApex GoApex GoTriangle; GoCary; GoApex; GoDurham; GoRaleigh; GoTriangle; GoCary; GoApex; GoTriangle; GoCary; GoApex; GoDurham; GoRaleigh; GoTriangle; GoRaleigh; GoTriangle; GoRaleigh; GoRa | I do not ride any routes currently as it is more convenient for me to drive. However I would like to comment as these projects look great.  Downtown to Glenwood CRX  40X, 1, 25L, 11, 100, 300, WRX, CRX, DRX, 310, Morrisville Smart Shuttle Apex Gorifangle: 300, 310, 800, and formerly 311 when it was running, GoCary: 4 & 5  Trian CRX, 100, 800, Raido: 4,                               | Disagree  Strongly Agree  Strongly Agree  Agree  Strongly Agree  Disagree  Undecided   | Disagree  Strongly Agree Agree Agree Strongly Agree Disagree Disagree  | Agree  Agree  Agree  Strongly Agree  Disagree  Disagree                                    | connecting the downtown of small towns around Raleigh (e.g. Holly Springs, Apex, Cary, Wake Forest, Knightdale and in the future also Fuquay and Garner) to RTP and RDU airport using the already existing I-540 corridor. That could be implemented right away and for a fraction of the cost of the proposed plans.  I can only support increasing available stops as well as longer service on Sundays. When I worked in Raleigh it was a pain to be stranded after 7 PM for the routes I rode, 4,7,2 and 1 I believe.  More availability can only help in my opinion.  With Wake Tech's new Eastern Wake 4.0 campus scheduled to open in FY24. It would be beneficial to have it serviced by route 33 starting in FY25 over FY 27  |
| 27540 0 27540 0 27540 0 27597 0 27609 0 27601 0 27513 0 277513 0 277513 0 27550 0 27551 0 27551 0  | GoTriangle  GoRaleigh; GoCary; GoTriangle GoRaleigh GoTriangle  GoRaleigh GoTriangle  GoRaleigh GoTriangle  GoRaleigh GoTriangle  GoRaleigh GoTriangle  GoTriangle  GoTriangle  GoTriangle  GoTriangle  GoTriangle  GoTriangle  GoTriangle  GoRaleigh  | I do not ride any routes currently as it is more convenient for me to drive. However! would like to comment as these projects look great.  Downtown to Glenwood  CRX  40X, 1, 25L, 11, 100, 300, WRX, CRX, DRX, 310, Morrisville Smart Shuttle Apex GoTriangle: 300, 310, 800, and formerly 311 when it was running. GoCary: 4 & 5.  TTA: CRX, 100, 800, RaiGo: 4, 11b, 6, 2, 400, 405, 100, 105 | Disagree  Strongly Agree  Strongly Agree  Strongly Agree  Disagree  Undecided  Undecided  Strongly Agree  Agree  Agree  Agree  Agree | Disagree  Strongly Agree Agree  Strongly Agree  Disagree Disagree Disagree Disagree Disagree Disagree Disagree Agree Agree Agree | Agree Agree Agree Strongly Agree Disagree Undecided Disagree Agree Agree Agree Agree Agree | connecting the downtown of small towns around Raleigh (e.g. Holly Springs, Apex, Carry, Wake Forest, Knightdale and in the future also Fuquay and Garner) to RTP and RDU airport using the already existing I-S40 corridor.  That could be implemented right away and for a fraction of the cost of the proposed plans.  I can only support increasing available stops as well as longer service on Sundays. When I worked in Raleigh It was a pain to be stranded after 7 PM for routes I rode, 47, and 1 believe.  More availability can only help in my opinion.  With Wake Tech's new Eastern Wake 4.0 campus scheduled to open in FY24. It would be beneficial to have it serviced by route 33 starting in FY25 over FY 27.  Buses connecting Cary to Raleigh and Durham.   |
| 27540 C 27540 C 27540 C 27597 C 27609 C 27513 C 27502 C 27513 C 27513 C 27520 C 27520 C  | GoTriangle  GoRaleigh; GoCary; GoTriangle GoRaleigh GoTriangle GoRaleigh GoTriangle  GoRaleigh; GoTriangle; GoWake ACCESS; GoCary; GoDurham; GoApex GoApex GoTriangle; GoCary; GoApex; GoDurham; GoRaleigh; GoTriangle; GoCary; GoApex; GoDurham; GoRaleigh; GoTriangle; GoCary; GoApex; GoDurham GoRaleigh; GoTriangle; GoCary; GoApex; GoDurham  | I do not ride any routes currently as it is more convenient for me to drive. However I would like to comment as these projects look great.  Downtown to Glenwood CRX  40X, 1, 25L, 11, 100, 300, WRX, CRX, DRX, 310, Morrisville Smart Shuttle Apex Gorifangle: 300, 310, 800, and formerly 311 when it was running, GoCary: 4 & 5  Trian CRX, 100, 800, Raido: 4,                               | Disagree  Strongly Agree  Strongly Agree  Strongly Agree  Disagree Undecided Undecided  Strongly Agree                               | Disagree  Strongly Agree Agree Agree Strongly Agree Disagree Undecided Agree   | Agree  Agree  Agree  Agree  Strongly Agree  Underdied  Disagree  Underdied  Agree  Agree   | connecting the downtoon of small towns around Raleigh (e.g. Holly Springs, Apex, Cary, Wake Forest, Knightdale and in the future also Fuguay and Garner) to RTP and RDU airport using the already esisting I-SAQ corridor.  That could be implemented right away and for a fraction of the cost of the proposed plans.  I can only support increasing available stops as well as longer service on Stops as well as longer service on Stops as well as longer service on the routes road, 47, and 11 believe.  More availability can only help in my opinion.  With Wake Tech's new Eastern Wake 4.0 campus scheduled to open in FY24. It would be beneficial to have it serviced by route 33 starting in FY25 over FY 27.  Busses connecting Cary to Raleigh and  |

|  |  |  |   |  |  | Too bus-centric. Busses get stuck  |
|--|--|--|---|--|--|--|
|  |  |  |   |  |  | traffic, provide an inherently uni   |
|  |  |  |   |  |  | service that pushes people away  |
|  |  |  |   |  |  | transit, emit foul smelling diesel   |
|  |  |  |   |  |  | and cost more to operate than t  |
|  |  |  |   |  |  | (light rail). Bus routes are also le   |
|  |  |  |   |  |  | than rail-based routes which low<br>public awareness of bus route o  |
|  |  |  |   |  |  | relative to rail, and the investme   |
|  |  |  |   |  |  | based transit infrastructure (such   |
|  |  |  |   |  |  | trams) boosts confidence that se   |
|  |  |  |   |  |  | won't be cut at the whim of futu   |
|  |  |  |   |  |  | political considerations. This con   |
|  |  |  |   |  |  | is key in a person's decision to u   |
|  |  |  |   |  |  | transit instead of driving because<br>wants their life disrupted by a su   |
|  |  |  |   |  |  | drop in service. You have the mo   |
|  |  |  |   |  |  | start implementing more reason   |
|  |  |  |   |  |  | modes of transit and you should  |
| 7603   | GoRaleigh; NCSU  | Trailwood, NCSU, Downtown  | Agree   | Agree  | Disagree   | doing that   |
| 7703   | NCSU   |  | Agree   |  |  | I did not see anything about rou   |
| 529  | GoRaleigh  | 20   | Agree   | Agree  | Agree  | garner   |
| 608  | GoRaleigh  | 8, 6, 16, 2  | Strongly Agree  | Strongly Agree   | Strongly Agree   |  |
| 705  | Continued Continue   | North Durham to connect to downtown and surrounding  | no de esta d  | node data  |  | A4-1- 7-1  |
| 705  | GoTriangle; GoDurham   | areas, and beyond  | Undecided   | Undecided  | Undecided  | Make it happen.<br>sounds like you could buy a car   |
| 608  | None   |  | Strongly Disagree   | Undecided  | Disagree   | rider for the same money   |
| 612  | GoRaleigh; GoTriangle; GoDurham  | North Raleigh  | Agree   | Undecided  | Agree  | ,  |
| 587  | GoRaleigh; GoWake ACCESS   |  | Undecided   | Agree  | Agree  |  |
| 560  | GoTriangle   | 800, 805   | Strongly Agree  | Agree  | Strongly Agree   | We life the  |
|  |  |  |   |  |  | Would love additional service to<br>provided to Volant Dr (North Ric   |
|  |  |  |   |  |  | provided to Volant Dr (North Rid<br>Villas). I would ride the bus to w   |
|  |  |  |   |  |  | didn't take an hour or more to g   |
|  |  |  |   |  |  | downtown Raleigh on the bus fr   |
| 609  | GoRaleigh  | 25L, 1; 25L, 1, 2  | Agree   | Agree  | Undecided  | neighborhood.  |
|  |  |  |   |  |  |  |
|  |  |  |   |  |  | Part of the reason that the #4   |
|  |  |  |   |  |  | performance got better was bec   |
|  |  |  |   |  |  | route was shortened. An expand<br>route is going to make it late all   |
|  |  |  |   |  |  | again. The "100X" sounds cool b  |
| 603  | GoRaleigh; GoTriangle; NCSU  | 4, 8, 16, 100, 300, 700, 800,  | Agree   | Agree  | Agree  | described well, so I'm not sure I  |
|  | GoRaleigh; GoTriangle; NCSU; GoCary; GoDurham  |  |   |  |  |  |
| 616  | GoApex   | Raleigh hours should be extended.  | Strongly Agree  | Disagree   | Strongly Agree   | I don't have any additional com-   |
| 433  | GoTriangle   | Clayton to Garner to Raleigh Crabtree Valley Mall area   | Agree   | Undecided  | Undecided  | more direct routes   |
|  |  |  |   |  |  | The BRT effort is on target and a<br>investment. There is very little in   |
|  |  |  |   |  |  | address the lack of ridership. Th  |
|  |  |  |   |  |  | almost nothing in plan to integra  |
|  |  |  |   |  |  |  |
|  |  |  |   |  |  | sharing to supplement or replace   |
|  |  |  |   |  |  |  |
|  |  |  |   |  |  | routes. Communter rail isn't a v<br>solution, no more should be spe  |
|  |  |  |   |  |  | routes. Communter rail isn't a v<br>solution, no more should be spe<br>Routes 26 and 27 should be  |
|  |  |  |   |  |  | routes. Communter rail isn't a v<br>solution, no more should be spi<br>Routes 26 and 27 should be<br>discontinued and replaced with  |
| 607  | None<br>None   |  | Strongly Disagree   | Strongly Disagree Strongly Disagree  | Strongly Disagree  | routes. Communter rail isn't a v<br>solution, no more should be sp<br>Routes 26 and 27 should be   |
| 511  | None<br>None<br>GoCary   | #300 Raleigh to Cary   | Disagree  | Strongly Disagree<br>Strongly Disagree<br>Undecided  | Strongly Disagree<br>Strongly Disagree<br>Agree  | routes. Communter rail isn't a v<br>solution, no more should be spi<br>Routes 26 and 27 should be<br>discontinued and replaced with  |
| 511<br>202<br>838  | None<br>GoCary<br>GoRaleigh; GoTriangle  | Routes 1 and 24  |   | Strongly Disagree  | Strongly Disagree  | routes. Communter rail isn't a v<br>solution, no more should be spi<br>Routes 26 and 27 should be<br>discontinued and replaced with  |
| 511<br>202<br>838<br>230   | None GoCary GoRaleigh; GoTriangle GoCary; GoTriangle; GoDurham; GoRaleigh  | Routes 1 and 24 Morrisville to Downtown Durham and/or Raleigh  | Disagree<br>Agree<br>Agree  | Strongly Disagree<br>Undecided<br>Agree  | Strongly Disagree<br>Agree<br>Undecided  | routes. Communter rail isn't a v<br>solution, no more should be spi<br>Routes 26 and 27 should be<br>discontinued and replaced with  |
| 511<br>202<br>838<br>230<br>511  | None GoCary GoRaleigh; GoTriangle GoCary; GoTriangle; GoDurham; GoRaleigh GoCary; GoTriangle   | Routes 1 and 24  Morrisville to Downtown Durham and/or Raleigh Cary to Raleigh and to the cary train station   | Disagree Agree Agree Strongly Agree   | Strongly Disagree Undecided Agree Agree  | Strongly Disagree Agree Undecided Agree  | routes. Communter rail isn't a v<br>solution, no more should be spi<br>Routes 26 and 27 should be<br>discontinued and replaced with  |
| 511<br>202<br>838<br>230<br>511<br>519   | None GoCary GoRaleigh; GoTriangle GoCary; GoTriangle; GoDurham; GoRaleigh GoCary; GoTriangle GoCary; GoTriangle  | Routes 1 and 24  Morrisville to Downtown Durham and/or Raleigh   | Disagree<br>Agree<br>Agree  | Strongly Disagree Undecided Agree Agree Undecided  | Strongly Disagree<br>Agree<br>Undecided  | routes. Communter rail isn't a v<br>solution, no more should be sp<br>Routes 26 and 27 should be<br>discontinued and replaced with   |
| 511<br>202<br>838<br>230<br>511  | None GoCary GoRaleigh; GoTriangle GoCary; GoTriangle; GoDurham; GoRaleigh GoCary; GoTriangle   | Routes 1 and 24<br>Morrisville to Downtown Durham and/or Raleigh<br>Cary to Raleigh and to the cary train station<br>Cary to RDU, Raleigh, or Durham   | Disagree Agree Agree Strongly Agree Agree   | Strongly Disagree Undecided Agree Agree  | Strongly Disagree Agree Undecided Agree Disagree   | routes. Communter rail isn't a v<br>solution, no more should be spi<br>Routes 26 and 27 should be<br>discontinued and replaced with  |
| 511<br>202<br>838<br>230<br>511<br>519<br>502<br>705   | None GoCary GoRaleigh; GoTriangle GoCary; GoTriangle; GoDurham; GoRaleigh GoCary; GoTriangle GoCary; GoTriangle GoCary; GoTriangle GoApex; GoTriangle; GoCary  | Routes 1 and 24<br>Morrisville to Downtown Durham and/or Raleigh<br>Cary to Raleigh and to the cary train station<br>Cary to RDU, Raleigh, or Durham   | Disagree<br>Agree<br>Agree<br>Strongly Agree<br>Agree<br>Undecided  | Strongly Disagree Undecided Agree Agree Undecided Agree Undecided Agree  | Strongly Disagree Agree Undecided Agree Disagree Undecided   | routes. Communter rall isn't a v<br>solution, no more should be<br>spp. Routes 26 and 27 should be<br>discontinued and replaced with<br>demand services.   |
| 511<br>202<br>838<br>230<br>511<br>519<br>502  | None GoCary GoRaleigh; GoTriangle GoCary; GoTriangle; GoUrham; GoRaleigh GoCary; GoTriangle GoCary; GoTriangle GoCary; GoTriangle GoApex; GoTriangle GoApex; GoTriangle; GoCary GoRaleigh; GoDurham  | Routes 1 and 24<br>Morrisville to Downtown Durham and/or Raleigh<br>Cary to Raleigh and to the cary train station<br>Cary to RDU, Raleigh, or Durham   | Disagree<br>Agree<br>Agree<br>Strongly Agree<br>Agree<br>Undecided  | Strongly Disagree Undecided Agree Agree Undecided Agree Undecided Agree  | Strongly Disagree Agree Undecided Agree Disagree Undecided   | routes. Communter rall isn't a v solution, no more should sop, 80 utes 26 and 27 should be discontinued and replaced with demand services.   |
| 511<br>202<br>838<br>230<br>511<br>519<br>502<br>705   | None GoCary GoRaleigh; GoTriangle GoCary; GoTriangle; GoUrham; GoRaleigh GoCary; GoTriangle GoCary; GoTriangle GoCary; GoTriangle GoApex; GoTriangle GoApex; GoTriangle; GoCary GoRaleigh; GoDurham  | Routes 1 and 24<br>Morrisville to Downtown Durham and/or Raleigh<br>Cary to Raleigh and to the cary train station<br>Cary to RDU, Raleigh, or Durham   | Disagree<br>Agree<br>Agree<br>Strongly Agree<br>Agree<br>Undecided  | Strongly Disagree Undecided Agree Agree Undecided Agree Undecided Agree  | Strongly Disagree Agree Undecided Agree Disagree Undecided   | routes. Communter rail isn't a visolution, no more should be spp. Routes 26 and 27 should be discontinued and replaced with demand services.  first restore GoRaleigh routes to frequencies shown on the curre   |
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| 5511<br>2022<br>283<br>5511<br>5512<br>5602<br>7705  | None GoCary GoRaleghy; GoTriangle GoCary; GoTriangle; GoDurham; GoRaleigh GoCary; GoTriangle GoCary; GoTriangle GoCary; GoTriangle GoApex; GoTriangle; GoCary GoRaleigh; GoDurham GoDurham; GoTriangle   | Routes 1 and 24 Morriswille to Downtown Durham and/or Raleigh Cary to Roll, Raleigh and to the cary train station Cary to ROJU, Raleigh, or Durham Apex route 1  (In descending frequency) Routes: GoRaleigh 12, 8, 2, 4, 16, GoTriangle 100, GoTriangle ROJU, GoRaleigh 1, 11,  | Disagree Agree Agree Strongly Agree Strongly Agree Undecided Strongly Agree   | Strongly Disagree Undecided Agree Agree Undecided Agree Control of the Control of | Strongly Disagree Agree Undecided  Agree Disagree Undecided Strongly Agree   | routes. Communter rail isn't a va solution, no more should be pa Routes 26 and 27 should be groutes 26 and 27 should be discontinued and replaced with demand services.  first restore GoRaleigh routes to frequencies shown on the curre (2) in the Route-Performance dithree Local Routes are identifie "candidates for additional invest (Routes 11, 21 and 22)" because "(t)hese routes consistently mel exceeded the Local Routes are identifies "andidates for additional investigation of the content of the c |
| 5511<br>2022<br>283<br>5511<br>5512<br>5602<br>7705  | None GoCary GoRaleigh; GoTriangle GoCary, GoTriangle GoCary, GoTriangle GoCary, GoTriangle GoCary, GoTriangle GoApes, GoTriangle; GoCary GoRaleigh; GoDurham GoDurham; GoTriangle  | Routes 1 and 24 Morriswille to Downtown Durham and/or Raleigh Cary to Raleigh and to the cary train station Cary to RDU, Raleigh, or Durham Apex route 1  (In descending frequency) Routes: GoRaleigh 12, 8, 2, 4, 16, GoTriangle 100, GoTriangle RDU, GoRaleigh 1, 11, Wolfline (NCS)   | Disagree Agree Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree   | Strongly Osagree Undecided Agree Agree Undecided Agree Strongly Agree  | Strongly Disagree Agree Undecided  Agree Disagree Undecided Strongly Agree   | routes. Communter rail isn't a va solution, no more should be pa Routes 26 and 27 should be groutes 26 and 27 should be discontinued and replaced with demand services.  first restore GoRaleigh routes to frequencies shown on the curre (2) in the Route-Performance dithree Local Routes are identifie "candidates for additional invest (Routes 11, 21 and 22)" because "(t)hese routes consistently mel exceeded the Local Routes are identifies "andidates for additional investigation of the content of the c |
| 5511<br>2020<br>3838<br>3838<br>519<br>502<br>705<br>705<br>705  | None GoCary GoRaleghy; GoTriangle GoCary; GoTriangle; GoDurham; GoRaleigh GoCary; GoTriangle GoCary; GoTriangle GoCary; GoTriangle GoApex; GoTriangle; GoCary GoRaleigh; GoDurham GoDurham; GoTriangle   | Routes 1 and 24 Morriswille to Downtown Durham and/or Raleigh Cary to Roll, Raleigh and to the cary train station Cary to ROJU, Raleigh, or Durham Apex route 1  (In descending frequency) Routes: GoRaleigh 12, 8, 2, 4, 16, GoTriangle 100, GoTriangle ROJU, GoRaleigh 1, 11,  | Disagree Agree Agree Strongly Agree Strongly Agree Undecided Strongly Agree   | Strongly Disagree Undecided Agree Agree Undecided Agree Control of the Control of | Strongly Disagree Agree Undecided  Agree Disagree Undecided Strongly Agree   | routes. Communter rail isn't a valuation, no more should be page to be discontinued and replaced with demand services.  first restore GoRaleigh routes to frequencies shown on the curre (2) in the Route-Performance of three Local Routes are identifie "candidates for additional investment (Routes 11, 21 and 22)" because "(t)hese routes consistently me exceeded the Local Routes are identifies "candidates for additional investment of the contemporare to the performance metrics after in one of these routes with a contemporareous and similar investment by comparing a fer in one of these routes with a contemporareous and similar investment on a local route that quite meeting expectations (3) 45 of the Route-Performance dithere is consideration of planni whrough an equity lens" I dravor incorporating the criteria described, but 1 "strongly" agre the equity metric, should focus, well the identified populations well the identified populations well the identified populations.   |
| 511<br>202<br>338<br>230<br>511<br>519<br>602<br>705<br>705  | None Gocary Goraleghy; Gorriangle Gocary; Gorriangle; Gocary; Gorriangle Gocary; Gorriangle; NCSU; GoDurham Gorriangle Gocary; Gorriangle; GoDurham; GoRaleigh None   | Routes 1 and 24 Morriswille to Downtown Durham and/or Raleigh Cary to Roll, Raleigh, and to the cary train station Cary to ROU, Raleigh, or Durham Apex route 1  (In descending frequency) Routes: GoRaleigh 12, 8, 2, 4, 16, GoTriangle ROU, GoTriangle ROU, GoTriangle ROU, GoRaleigh 1, 11, Wolfline (NCSU) Tejuuay to Clayton to north hills to Cary/apex to RDU 300, 310, 7 Cary  | Disagree Agree Agree Strongly Agree Strongly Agree Undecided Strongly Agree Undecided Undecided Undecided Undecided Undecided   | Strongly Disagree Undecided Agree Agree Undecided Agree Strongly Agree Strongly Agree Undecided Logical Strongly Agree   | Strongly Disagree Agree Undecided  Agree Disagree Undecided Strongly Agree  Agree Agree Agree Agree  | routes. Communter rail isn't a valuation, no more should be page to be discontinued and replaced with demand services.  first restore GoRaleigh routes to frequencies shown on the curre (2) in the Route-Performance of three Local Routes are identifie "candidates for additional investment (Routes 11, 21 and 22)" because "(t)hese routes consistently me exceeded the Local Routes are identifies "candidates for additional investment of the contemporare to the performance metrics after in one of these routes with a contemporareous and similar investment by comparing a fer in one of these routes with a contemporareous and similar investment on a local route that quite meeting expectations (3) 45 of the Route-Performance dithere is consideration of planni whrough an equity lens" I dravor incorporating the criteria described, but 1 "strongly" agre the equity metric, should focus, well the identified populations well the identified populations well the identified populations.   |
| 511<br>202<br>202<br>315<br>519<br>502<br>705<br>705<br>705  | None Gocary Goralegity, GorTriangle Gocary, GorTriangle Gocary, GorTriangle Gocary, GorTriangle Gocary, GorTriangle Gocary, GorTriangle Gonper, GorTriangle Gonper, GorTriangle Gonper, GorTriangle Gonper, GorTriangle Gorary GorTriangle Gocary, GorTriangle; MCSU; GoDurham GorTriangle Gocary, GorTriangle; GoDurham; GoRaleigh None   | Routes 1 and 24 Morriswille to Downtown Durham and/or Raleigh Cary to Roll, Raleigh and to the cary train station Cary to ROU, Raleigh, or Durham Apex route 1  (in descending frequency) Routes: GoRaleigh 12, 8, 2, 4, 16, GoTriangle 100, GoTriangle ROU, GoRaleigh 1, 11, Wolfline (NCSU)  | Disagree Agree Agree Strongly Agree Agree Undecided Strongly Agree Undecided Undecided Undecided Undecided Undecided Undecided  | Strongly Disagree Undecided Agree Agree Undecided Agree Undecided Agree Strongly Agree Strongly Agree Undecided Agree  | Strongly Disagree Agree Undecided Agree Disagree Undecided Strongly Agree  Agree Agree Agree Agree Agree   | routes. Communter rail isn't a valuation, no more should be page to be discontinued and replaced with demand services.  first restore GoRaleigh routes to frequencies shown on the curre (2) in the Route-Performance of three Local Routes are identifie "candidates for additional investment (Routes 11, 21 and 22)" because "(t)hese routes consistently me exceeded the Local Routes are identifies "candidates for additional investment of the contemporare to the performance metrics after in one of these routes with a contemporareous and similar investment by comparing a fer in one of these routes with a contemporareous and similar investment on a local route that quite meeting expectations (3) 45 of the Route-Performance dithere is consideration of planni whrough an equity lens" I dravor incorporating the criteria described, but 1 "strongly" agre the equity metric, should focus, well the identified populations well the identified populations well the identified populations.   |
| 5511<br>2022<br>3838<br>3838<br>3838<br>519<br>502<br>705<br>705<br>502<br>705<br>513<br>513<br>513<br>513<br>513<br>513<br>514<br>515<br>517<br>517<br>518<br>518<br>518<br>518<br>518<br>518<br>518<br>518<br>518<br>518 | None Gocary Goraleghy; Gorriangle Gocary; Gorriangle; NCSU; GoDurham Gorriangle Gocary; Gorriangle; GoDurham; GoRaleigh None Goraleghy; Gorriangle; GoDurham; GoRaleigh None Goraleghy; Gorriangle; GoDurham; MOSU  | Routes 1 and 24 Morriswille to Downtown Durham and/or Raleigh Cary to Roll, Raleigh and to the cary train station Cary to ROU, Raleigh, or Durham Apex route 1  (In descending frequency) Routes: GoRaleigh 12, 8, 2, 4, 16, GoTriangle ROU, G | Disagree Agree Agree Strongly Agree Strongly Agree Undecided Strongly Agree Undecided Undecided Undecided Undecided Undecided   | Strongly Disagree Undecided Agree Agree Undecided Agree Strongly Agree Strongly Agree Undecided Logical Strongly Agree   | Strongly Disagree Agree Undecided  Agree Disagree Undecided Strongly Agree  Agree Agree Agree Agree  | routes. Communter rail isn't a solution, no more should be sp Routes 26 and 27 should be discontinued and replaced with demand services.  first restore GoRaleigh routes to frequencies shown on the curror (2) in the Route-Performance of three Local Routes are identifie "candidates for additional invertigation of the curror (Routes 11, 21 and 22)" becaus "(t)hese routes consistently me exceeded the Local Routes are identifie "candidates for additional invertigation of the contemporary to the data, I don't work to the contemporary to the data, I don't would like to see the plant of the contemporare with the contemporaneous and similar investment by comparing a the performance metrics after in one of these routes with a contemporaneous and similar investment on a local route that quite meeting expectations. (3) 45 of the Route-Performance dithere is consideration of planni whrough an equity lens" I disposit in the contemporare of the residence of the contemporare of the residence of the residence of the residence of the residence of the Route-Performance dithered to the residence of the Route-Performance dithered to the Route-Performance dithered described, but 1 "strongly" age the equity metric, should focus well the identified populations.  |
| 5511<br>5512<br>5512<br>5512<br>5513<br>5513<br>5514<br>5519<br>5602<br>7705<br>5608   | None Gocary Goralegity, GorTriangle Gocary, GorTriangle Gocary, GorTriangle Gocary, GorTriangle Gocary, GorTriangle Gocary, GorTriangle Gonper, GorTriangle Gonper, GorTriangle Gonper, GorTriangle Gonper, GorTriangle Gorary GorTriangle Gocary, GorTriangle; MCSU; GoDurham GorTriangle Gocary, GorTriangle; GoDurham; GoRaleigh None   | Routes 1 and 24 Morriswille to Downtown Durham and/or Raleigh Cary to Roll, Raleigh, and to the cary train station Cary to ROU, Raleigh, or Durham Apex route 1  (In descending frequency) Routes: GoRaleigh 12, 8, 2, 4, 16, GoTriangle ROU, GoTriangle ROU, GoTriangle ROU, GoRaleigh 1, 11, Wolfline (NCSU) Tejuuay to Clayton to north hills to Cary/apex to RDU 300, 310, 7 Cary  | Disagree Agree Agree Strongly Agree Agree Undecided Strongly Agree Undecided Undecided Undecided Undecided Undecided Undecided  | Strongly Disagree Undecided Agree Agree Undecided Agree Undecided Agree Strongly Agree Strongly Agree Undecided Agree  | Strongly Disagree Agree Undecided Agree Disagree Undecided Strongly Agree  Agree Agree Agree Agree Agree   | routes. Communter rail isn't a valuation, no more should be page to be discontinued and replaced with demand services.  first restore GoRaleigh routes to frequencies shown on the curre (2) in the Route-Performance of three Local Routes are identifie "candidates for additional investment (Routes 11, 21 and 22)" because "(t)hese routes consistently me exceeded the Local Routes are identifies "candidates for additional investment of the contemporare to the performance metrics after in one of these routes with a contemporareous and similar investment by comparing a fer in one of these routes with a contemporareous and similar investment on a local route that quite meeting expectations (3) 45 of the Route-Performance dithere is consideration of planni whrough an equity lens" I dravor incorporating the criteria described, but 1 "strongly" agre the equity metric, should focus, well the identified populations well the identified populations well the identified populations.   |
| 511<br>202<br>283<br>888<br>230<br>511<br>519<br>502<br>705<br>705<br>705  | None Gocary Goraleghy, GorTriangle Gocary, GorTriangle Gocary, GorTriangle Gocary, GorTriangle Gocary, GorTriangle Gocary, GorTriangle Goopes, GorTriangle Gorary, GorTriangle Gorary, GorTriangle; NCSU Gookaleghy, GorTriangle; GoDurham, NCSU Gookaleghy, GorTriangle Gookaleghy, GorTr | Routes 1 and 24 Morriswille to Downtown Durham and/or Raleigh Cary to RDU, Raleigh, or Durham Apex route 1  (In descending frequency) Routes: GoRaleigh 12, 8, 2, 4, 16, GoTriangle 200, GoTriangle RDU, GoRaleigh 1, 11, Wolfine (NCSU) Fuguay to Clayton to north hills to Cary/apex to RDU 300, 310, 7 Cary  Avent Ferry/Gorman St, Into Downtown  Go Raleigh: 3, 2, 24 L, 18, Go Triangle: 100   | Disagree Agree Agree Strongly Agree Undecided Strongly Agree Undecided Undecided Agree Undecided Agree Undecided Agree Agree Agree Agree Agree Agree  | Strongly Disagree Undecided Agree Agree Undecided Agree Strongly Agree Strongly Agree  Strongly Agree Undecided Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree  | Strongly Disagree Agree Undecided Agree Disagree Undecided Strongly Agree  Agree Agree Agree Agree Agree Agree Agree Strongly Agree Strongly Agree   | routes. Communter rail isn't a solution, no more should be sp Routes 26 and 27 should be discontinued and replaced with demand services.  first restore GoRaleigh routes to frequencies shown on the curror (2) in the Route-Performance of three Local Routes are identifie "candidates for additional invertigation of the curror (Routes 11, 21 and 22)" becaus "(t)hese routes consistently me exceeded the Local Routes are identifie "candidates for additional invertigation of the contemporary to the data, I don't work to the contemporary to the data, I don't would like to see the plant of the contemporare with the contemporaneous and similar investment by comparing a the performance metrics after in one of these routes with a contemporaneous and similar investment on a local route that quite meeting expectations. (3) 45 of the Route-Performance dithere is consideration of planni whrough an equity lens" I disposit in the contemporare of the residence of the contemporare of the residence of the residence of the residence of the residence of the Route-Performance dithered to the residence of the Route-Performance dithered to the Route-Performance dithered described, but 1 "strongly" age the equity metric, should focus well the identified populations.  |
| 511<br>511<br>511<br>511<br>511<br>511<br>511<br>511<br>511<br>511   | None Gocary Goralegh; Gorriangle Gocary; Gorriangle; Gocary; Gorriangle; Gocary; Gorriangle; Gocary; Gorriangle; Gocary; Gorriangle; GoApe; Gorriangle; GoApe; Gorriangle; GoApe; Gorriangle; GoApe; Gorriangle; GoApe; Gorriangle; GoCary; Goralegh; Gorriangle; GoGalegh; Goralegh; Gorriangle; GoGalegh; Goralegh; Gora | Routes 1 and 24 Morriswille to Downtown Durham and/or Raleigh Cary to Roll, Raleigh and to the cary train station Cary to ROU, Raleigh, or Durham Apex route 1  (In descending frequency) Routes: GoRaleigh 12, 8, 2, 4, 16, GoTriangle ROU, G | Disagree Agree Agree Strongly Agree Undecided Strongly Agree Agree Undecided Undecided Undecided Undecided Agree Agree Agree Agree Agree Agree Agree Agree Agree  | Strongly Disagree Undecided Agree Agree Undecided Agree Lindecided Agree Strongly Agree Strongly Agree Undecided Agree Strongly Agree Strongly Agree Undecided   | Strongly Disagree Agree Undecided  Agree Undecided  Strongly Agree  Lister  Agree Undecided  Strongly Agree  Agree Agree Strongly Agree Strongly Agree Undecided   | routes. Communter rail isn't a valuation, no more should be page to be discontinued and replaced with demand services.  first restore GoRaleigh routes to frequencies shown on the curre (2) in the Route-Performance of three Local Routes are identifie "candidates for additional investment (Routes 11, 21 and 22)" because "(t)hese routes consistently me exceeded the Local Routes are identifies "candidates for additional investment of the contemporare to the performance metrics after in one of these routes with a contemporareous and similar investment by comparing a fer in one of these routes with a contemporareous and similar investment on a local route that quite meeting expectations (3) 45 of the Route-Performance dithere is consideration of planni whrough an equity lens" I dravor incorporating the criteria described, but 1 "strongly" agre the equity metric, should focus, well the identified populations well the identified populations well the identified populations.   |
| 511<br>202<br>838<br>838<br>230<br>511<br>519<br>502<br>705<br>705   | None Gocary Goraleghy, GorTriangle Gocary, GorTriangle Gocary, GorTriangle Gocary, GorTriangle Gocary, GorTriangle Gocary, GorTriangle Goopes, GorTriangle Gorary, GorTriangle Gorary, GorTriangle; NCSU Gookaleghy, GorTriangle; GoDurham, NCSU Gookaleghy, GorTriangle Gookaleghy, GorTr | Routes 1 and 24 Morriswille to Downtown Durham and/or Raleigh Cary to RDU, Raleigh, or Durham Apex route 1  (In descending frequency) Routes: GoRaleigh 12, 8, 2, 4, 16, GoTriangle 200, GoTriangle RDU, GoRaleigh 1, 11, Wolfine (NCSU) Fuguay to Clayton to north hills to Cary/apex to RDU 300, 310, 7 Cary  Avent Ferry/Gorman St, Into Downtown  Go Raleigh: 3, 2, 24 L, 18, Go Triangle: 100   | Disagree Agree Agree Strongly Agree Undecided Strongly Agree Undecided Strongly Agree Undecided Undecided Agree Undecided Agree         | Strongly Disagree Undecided Agree Agree Undecided Agree Strongly Agree Strongly Agree  Strongly Agree Undecided Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree  | Strongly Disagree Agree Undecided Agree Disagree Undecided Strongly Agree  Agree Agree Agree Agree Agree Agree Agree Strongly Agree Strongly Agree   | routes. Communter rail isn't a valuation, no more should be page to be discontinued and replaced with demand services.  first restore GoRaleigh routes to frequencies shown on the curre (2) in the Route-Performance of three Local Routes are identifie "candidates for additional investment (Routes 11, 21 and 22)" because "(t)hese routes consistently me exceeded the Local Routes are identifies "candidates for additional investment of the contemporare to the performance metrics after in one of these routes with a contemporareous and similar investment by comparing a fer in one of these routes with a contemporareous and similar investment on a local route that quite meeting expectations (3) 45 of the Route-Performance dithere is consideration of planni whrough an equity lens" I dravor incorporating the criteria described, but 1 "strongly" agre the equity metric, should focus, well the identified populations well the identified populations well the identified populations.   |
| 511<br>520<br>838<br>838<br>230<br>511<br>519<br>502<br>705<br>705<br>608<br>608<br>608<br>615<br>615<br>607<br>607<br>603<br>604  | None Gocary Goralegh; Gorriangle; Gocary, Gorriangle; Gocary, Gorriangle; Gocary, Gorriangle; Gocary, Gorriangle Gocary, Gorriangle Gocary, Gorriangle Gocary, Gorriangle Gocary, Gorriangle Goralegh; Gorriangle Goralegh; Gorriangle Gorary Goralegh; Gorriangle; Gocary, Gorriangle; Gocary | Routes 1 and 24 Morriswille to Downtown Durham and/or Raleigh Cary to Roll, Raleigh and to the cary train station Cary to Roll, Raleigh, or Durham Apex route 1  (In descending frequency) Routes: GoRaleigh 12, 8, 2, 4, 16, GolTriangle 100, GoTriangle ROLL, GoRaleigh 1, 11, Wolfline (NCSU) Toujuay to Clayton to north hills to Cary/apex to RDU 300, 310, 7 Cary  Avent Ferry/Gorman St, Into Downtown Go Raleigh 38, 2,241,18, Go Triangle : 100 Go Triangle 100, Go Raleigh 36, Go Cary 5, Go Durham 2  | Disagree Agree Agree Strongly Agree Undecided Strongly Agree Undecided Strongly Agree Undecided Agree Undecided Agree | Strongly Olsagree Undecided Agree Agree Undecided Agree Strongly Agree Strongly Agree Undecided Agree Strongly Agree Agree Agree Strongly Agree Agree  | Strongly Disagree Agree Undecided  Agree Disagree Undecided Strongly Agree Strongly Agree  Strongly Agree  Strongly Agree  Strongly Agree  Strongly Agree Strongly Agree Strongly Agree Strongly Disagree Undecided Strongly Agree Undecided Strongly Agree Undecided Strongly Agree Undecided | routes. Communter rail isn't a valuation, no more should be page to be discontinued and replaced with demand services.  first restore GoRaleigh routes to frequencies shown on the curre (2) in the Route-Performance of three Local Routes are identifie "candidates for additional investment (Routes 11, 21 and 22)" because "(t)hese routes consistently me exceeded the Local Routes are identifies "candidates for additional investment of the contemporare to the performance metrics after in one of these routes with a contemporareous and similar investment by comparing a fer in one of these routes with a contemporareous and similar investment on a local route that quite meeting expectations (3) 45 of the Route-Performance dithere is consideration of planni whrough an equity lens" I dravor incorporating the criteria described, but 1 "strongly" agre the equity metric, should focus, well the identified populations well the identified populations well the identified populations.   |
| 511<br>520<br>338<br>538<br>539<br>511<br>519<br>502<br>705<br>705<br>705<br>608<br>608<br>608<br>608<br>608<br>608<br>609<br>609<br>609<br>609<br>609<br>609<br>609<br>609  | None GoGary GoRaleigh; GoTriangle GoCary; GoTriangle; GoDurham; GoRaleigh GoCary; GoTriangle; GoDurham; GoRaleigh GoCary; GoTriangle; GoCary; GoRaleigh; GoDurham GoDurham; GoTriangle; SoCary GoRaleigh; GoDurham GoTriangle GoCary; GoTriangle; NCSU; GoDurham GoTriangle GoCary; GoTriangle; GoDurham; GoRaleigh None GoRaleigh; GoTriangle; GoDurham; NCSU GoRaleigh; GoTriangle; GoDurham; NCSU GoRaleigh; GoTriangle; GoDurham; NCSU GoRaleigh; GoTriangle; GoDurham None GoRaleigh; GoTriangle; GoDurham; MoCSU GoRaleigh; GoTriangle; GoDurham; NCSU GoRaleigh; GoTriangle; GoDurham None GoRaleigh; GoTriangle; GoDurham; GoRaleigh; GoTriangle; GoDurham; None GoRaleigh; GoTriangle; GoDurham; None GoRaleigh; GoTriangle; GoDurham; None GoRaleigh; GoTriangle; GoDurham; GoRaleigh; GoTriangle; GoDurham None   | Routes 1 and 24 Morriswille to Downtown Durham and/or Raleigh Cary to RDU, Raleigh, or Durham Apex route 1  (In descending frequency) Routes: GoRaleigh 12, 8, 2, 4, 16, GoTriangle 200, GoTriangle RDU, GoRaleigh 1, 11, Wolfine (NCSU) Fuguay to Clayton to north hills to Cary/apex to RDU 300, 310, 7 Cary  Avent Ferry/Gorman St, Into Downtown  Go Raleigh: 3, 2, 24 L, 18, Go Triangle: 100   | Disagree Agree Agree Strongly Agree Undecided Strongly Agree Agree Undecided Undecided Undecided Undecided Undecided Agree              | Strongly Disagree Undecided Agree Agree Undecided Agree Strongly Agree Strongly Agree Undecided Agree Strongly Agree Strongly Agree Strongly Agree Undecided Agree Undecided   | Strongly Disagree Agree Undecided  Agree Undecided Strongly Agree Undecided Strongly Agree  Agree Agree Agree Agree Undecided Strongly Agree Undecided Undecided Undecided Undecided Undecided Undecided Undecided Undecided   | routes. Communter rail isn't a v solution, no more should be pR Outes 26 and 27 should be discontinued and replaced with demand services.  first restore GoRaleigh routes to frequencies shown on the curre (2) In the Route-Performance dithree Local Routes are identifie "candidates for additional inves (Routes 11, 21 and 22)" because "(t)hese routes consistently me exceeded the Local Route Stan my review of the data, I don't understand this characterization Route 22. More importantly, the would like to see the plant extended investment by comparing a chall the performance metrics after in one of these routes with these routes with the control of  |

|  |   |   |   |  |   | Please increase the frequency of the   |
|--|---|---|---|--|---|--|
|  |   |   |   |  |   | Raleigh-Chapel Hill Express and maybe  |
|  |   |   |   |  |   | bring back the Raleigh-Garner Express. I   |
|  |   |   |   |  |   | need to get from Garner to Chapel Hill   |
|  |   |   |   |  |   | and preferably not taking 2 hours to do<br>it (with a high possibility of a bus not  |
|  |   |   |   |  |   | even showing up). I have to drive 35+  |
|  |   |   |   |  |   | minutes just to get to the Raleigh-Chapel  |
|  |   |   |   |  |   | Hill express bus stop where I can actually park.   |
|  |   |   |   |  |   | park.  |
|  |   |   |   |  |   | Also I understand that this plan probably  |
|  |   |   |   |  |   | isn't the place to put it, but I do hope   |
|  |   |   |   |  |   | that you are going to be increasing the<br>pay for bus drivers and having good   |
|  |   |   |   |  |   | benefits to keep them. If the buses were   |
| · ·  |   |   |   |  |   | more reliable and had greater frequency  |
|  | GoTriangle; GoRaleigh<br>GoRaleigh; GoTriangle  | Raleigh-Chapel Hill Express  East new Bern area, Knightdale area  | Disagree<br>Strongly Agree  | Agree Agree  | Strongly Disagree<br>Undecided  | they'd probably be used more often.  |
|  |   | I would love to have the bus available to other parts of  | 0,00  |  |   |  |
|  | GoCary  | Cary or even Raleigh.   |   | -  |   |  |
| 27603<br>27604   |   | Raleigh to Durham DRX which is suspended  | Undecided<br>Undecided  | Agree Undecided  | Agree<br>Undecided  |  |
|  | GoApex  |   |   |  |   |  |
|  |   |   |   |  |   | No accessible bus transit on Capital Blvd.   |
|  |   |   |   |  |   | north of 540 needs to be addressed,<br>including accessability infrastructure  |
|  |   |   |   |  |   | such   |
| l  |   |   |   |  |   | as pedestrian over passes, bus stop set  |
|  | None GoApex; GoTriangle; GoCary; GoRaleigh; GoWake  |   | Agree   | Agree  |   | asides, etc.   |
|  | ACCESS  | None  | Strongly Agree  | Undecided  | Agree   |  |
|  |   | I would like to ride between Garner and other locations in  |   |  |   |  |
| 27529  | GoTriangle; GoRaleigh; GoCary   | the Triangle (ex. downtown Cary, downtown Raleigh,<br>downtown Durham)  | Agree   | Agree  | Undecided   |  |
|  | GoRaleigh; GoRaleign; GoCary GoRaleigh; GoTriangle  | down.com Duniani)   | Strongly Agree  | Agree<br>Strongly Agree  | Strongly Agree  |  |
|  |   |   |   |  |   | No one should have to wait 30-60   |
|  |   |   |   |  |   | minutes for a bus: (weather conditions,<br>without shelters, sidewalks, lighting, etc)   |
|  |   |   |   |  |   | No one should have to be deprived of   |
|  |   |   |   |  |   | enjoying shopping, dinners, etc because  |
|  |   |   |   |  |   | the last bus is at 6:00pm! It should not   |
|  |   |   |   |  |   | take 2-3 hrs to pick up a child from<br>school in the case of emergencies, dr  |
|  |   |   |   |  |   | appts, etc. There should be designated   |
|  |   |   |   |  |   | "Express Bus" service to DPAC  |
|  | GoRaleigh<br>None   | #8, 23L, 6, 27, 36  | Undecided   | Undecided  | Disagree  | area/Baseball.   |
|  | GoTriangle; GoWake ACCESS; GoApex   | Holly springs   | Undecided   | Agree  | Agree   |  |
|  | None  |   |   |  |   |  |
|  | GoRaleigh GoApex; GoCary; GoRaleigh; GoTriangle   | GoApex 1  |   |  |   |  |
| 27513  | GoCary  |   | Agree   | Agree  | Agree   |  |
|  | GoCary  | Cary Pkwy&Hwy 64/1 to downtown Cary   | Undecided   | Undecided  | Agree   |  |
| 27606  | GoRaleigh; GoTriangle; NCSU   | I ride the NCSU Wolfline routes 20, 30, 40, 41, and 43.   | Strongly Agree  | Disagree   | Agree   | Frequent service is critical to successful   |
|  |   |   |   |  |   | transit. And parking needs to be more  |
| l  |   |   |   |  |   | expensive or unavailable. We need to   |
|  | GoCary; GoTriangle; GoRaleigh<br>GoRaleigh  |   | Strongly Agree  | Agree  | Agree   | plan for people, not cars  |
| 27607  | GoRaleigh; GoTriangle; NCSU   |   |   |  |   |  |
| 27603  | GoRaleigh; GoTriangle; GoCary; GoDurham   |   | Strongly Agree  | Strongly Agree   | Strongly Agree  |  |
|  |   |   |   |  |   | The rerouting of route 8 and 16 is   |
|  |   |   |   |  |   | removing coverage in my neighborhood,  |
|  |   |   |   |  |   | and because the 16 is no longer going downtown, I will no longer have access   |
|  |   |   |   |  |   | to either route. this proposed change is   |
|  |   |   |   |  |   | really limitingits great the 8 is going 15   |
|  |   |   |   |  |   | minute service but it is totally changing who both routes are serving closer to  |
| 27602  | GoRaleigh; GoTriangle   | GoRaleigh: Route 8, 4, 16, 6, & 2 GoTriangle: 100   | Undecided   | Strongly Agree   | Disagree  | downtown.  |
|  | GoRaleigh   |   | Undecided   | Undecided  | Undecided   |  |
| 27545  | Condition Continued   |   |   |  |   |  |
|  |   | 40 140  | Character & America   | Character & Control  | Store of Acres  | I like the plan a lot, but hope it actually  |
| 27610<br>27713   | GoRaleigh; GoTriangle<br>GoDurham   | 18 and 19   | Strongly Agree Undecided  | Strongly Agree Undecided   | Strongly Agree Strongly Agree   | happens and is a reliable service.   |
| 27610<br>27713   | GoDurham  |   |   |  | Strongly Agree<br>Strongly Agree  | happens and is a reliable service.  Bus Plan: I would like to see some routes  |
| 27713  | GoDurham  |   |   |  |   | happens and is a reliable service.  Bus Plan: I would like to see some routes in Raleigh that cross through downtown   |
| 27713  | GoDurham  |   |   |  |   | happens and is a reliable service.  Bus Plan: I would like to see some routes in Raleigh that cross through downtown connecting better East -> West with a   |
| 27713  | Godurger, Gottlefige<br>Godurham  |   |   |  |   | happens and is a reliable service.  Bus Plan: I would like to see some routes in Raleigh that cross through downtown   |
| 27713  | GoDurham  GoDurham  |   |   |  |   | happens and is a reliable service.  Bus Plan: I would like to see some routes in Raleigh that cross through downtown connecting better fast > West with a one seat ride. Having to transfer always to go from the east side to the west side adds a lot of time to the trip and is   |
| 27/610   | Goourham Goourham   |   |   |  |   | happens and is a reliable service.  Bus Plan: I would like to see some routes in Raleigh that cross through downtown connecting better East -> West with a one seat ride. Having to transfer always to go from the east side to the west side adds a lot of time to the trip and is challenging to get on and off the bus  |
| 27610 27713  | GoOurham GOOurham   |   |   |  |   | happens and is a reliable service.  Bus Plan: I would like to see some routes in Raleigh that cross through downtown connecting better fast > West with a one seat ride. Having to transfer always to go from the east side to the west side adds a lot of time to the trip and is   |
| 27610 27713  | GoDurham  GoDurham  |   |   |  |   | happens and is a reliable service.  Bus Plan: I would like to see some routes in Raleigh that cross through downtown connecting better East > West with a one seat ride. Having to transfer always tog of rom the east side to the west side adds a lot of time to the trij and is challenging to get on and off the bus with kids / things in tow for this transfer as well.  |
| 27610 27713  | GoDurham  |   |   |  |   | happens and is a reliable service.  Bus Plan: I would like to see some noutes in Raleigh that cross through downtown connecting better East >> West with a one seat ride. Having to transfer always to go from the east side to the west side adds a lot of time to the trip and is challenging to get on and off the bus with kids; things in tow for this transfer as well.  I'd also like to see more connections to  |
| 27713  | GoDurham  GoRaleigh; GoTriangle   |   |   |  | Strongly Agree  | happens and is a reliable service.  Bus Plan: I would like to see some routes in Raleigh that cross through downtown connecting better East > West with a one seat ride. Having to transfer always tog of rom the east side to the west side adds a lot of time to the trij and is challenging to get on and off the bus with kids / things in tow for this transfer as well.  |
| 27713  | GoDurham  | GOT Route 300, GoR Route 10, GoR Route 3, GOR Route 1   | Undecided   | Undecided  | Strongly Agree  | happens and is a reliable service.  Bus Plan: I would like to see some routes in Raleigh that cross through downtown connecting better East -> West with a none seat ride. Having to transfer always tog of rom the east side to the west side adds a lot of time to the trip and is challenging to get on and off the bus with kids / things in tow for this transfer as well.  I'd also like to see more connections to Raleigh Union Station, especially from   |
| 27713  | GoDurham  GoRaleigh; GoTriangle   | GOT Route 300, GoR Route 10, GoR Route 3, GoR Route 1 6, 12, 11, Wolfline Routes. I ride from my residence near   | Undecided   | Undecided  | Strongly Agree  | happens and is a reliable service.  Bus Plan: I would like to see some routes in Raleigh that cross through downtown connecting better East -> West with a none seat ride. Having to transfer always tog of rom the east side to the west side adds a lot of time to the trip and is challenging to get on and off the bus with kids / things in tow for this transfer as well.  I'd also like to see more connections to Raleigh Union Station, especially from   |
| 27713<br>27603<br>27511<br>27605   | GoRaleigh; GoTriangle GoCary GoRaleigh; GoTriangle; NCSU  | GOT Route 300, GoR Route 10, GoR Route 3, GOR Route 1   | Undecided   | Undecided  | Strongly Agree  | happens and is a reliable service.  Bus Plan: I would like to see some routes in Raleigh that cross through downtown connecting better East -> West with a none seat ride. Having to transfer always tog of rom the east side to the west side adds a lot of time to the trip and is challenging to get on and off the bus with kids / things in tow for this transfer as well.  I'd also like to see more connections to Raleigh Union Station, especially from   |
| 27603<br>27605   | GoRaleigh; GoTriangle GoCary  GoRaleigh; GoTriangle; NCSU GoRaleigh; GoTriangle; GoCary; GoDurham;  | GoT Route 300, GoR Route 10, GoR Route 3, GoR Route 1  6, 12, 11, Wolfline Routes. I ride from my residence near Fred Fletcher Park to Downtown and to my office on NCSU's campus.  | Agree Agree Strongly Disagree   | Agree<br>Undecided   | Strongly Agree  Strongly Agree Undecided  | happens and is a reliable service.  Bus Plan: I would like to see some routes in Raleigh that cross through downtown connecting better East -> West with a none seat ride. Having to transfer always tog of rom the east side to the west side adds a lot of time to the trip and is challenging to get on and off the bus with kids / things in tow for this transfer as well.  I'd also like to see more connections to Raleigh Union Station, especially from   |
| 27603<br>27605   | GoRaleigh; GoTriangle GoCary GoRaleigh; GoTriangle; NCSU  | GOT Route 300, GoR Route 10, GoR Route 3, GoR Route 1  6, 12, 11, Wolfline Routes. I ride from my residence near Fred Fletcher Park to Downtown and to my office on   | Agree<br>Agree  | Undecided  | Strongly Agree  | happens and is a reliable service.  Bus Plan: I would like to see some routes in Raleigh that cross through downtown connecting better East >> West with a consecution of the consecutio |
| 27603<br>27605   | GoRaleigh; GoTriangle GoCary  GoRaleigh; GoTriangle; NCSU GoRaleigh; GoTriangle; GoCary; GoDurham;  | GoT Route 300, GoR Route 10, GoR Route 3, GoR Route 1  6, 12, 11, Wolfline Routes. I ride from my residence near Fred Fletcher Park to Downtown and to my office on NCSU's campus.  | Agree Agree Strongly Disagree   | Agree<br>Undecided   | Strongly Agree  Strongly Agree Undecided  | happens and is a reliable service.  Bus Plan: twould like see some routes in Raleigh that cross through downtown connecting better East >> West with a consecution of the seed |
| 27703<br>27603<br>27511<br>27605<br>27526  | GoRaleigh; GoTriangle GoCary GoRaleigh; GoTriangle; NCSU GoRaleigh; GoTriangle; GoCary; GoDurham; GoApex  | GoT Route 300, GoR Route 10, GoR Route 3, GoR Route 1  6, 12, 11, Wolfline Routes. I ride from my residence near Fred Fletcher Park to Downtown and to my office on NCSU's campus.  | Agree Agree Strongly Disagree Strongly Agree  | Agree Undecided  Agree   | Strongly Agree  Strongly Agree Undecided  Strongly Agree  | happens and is a reliable service.  Bus Plan: I would like to see some noutes in Raleigh that cross through downtown connecting better East >> West with a one seat ride. Having to transfer always to go from the east side to the west side adds a lot of time to the trip and is challenging to get on and off the bus with kids; things in tow for this transfer as well.  I'd also like to see more connections to Raleigh Union Station, especially from the east side of town.  I think it's a great plan. The population in the triangle area is increasing and with a better transite plan it would help  |
| 27703<br>27603<br>27511<br>27605<br>27526  | GoRaleigh; GoTriangle GoCary  GoRaleigh; GoTriangle; NCSU GoRaleigh; GoTriangle; GoCary; GoDurham;  | GoT Route 300, GoR Route 10, GoR Route 3, GoR Route 1  6, 12, 11, Wolfline Routes. I ride from my residence near Fred Fletcher Park to Downtown and to my office on NCSU's campus.  | Agree Agree Strongly Disagree   | Agree<br>Undecided   | Strongly Agree  Strongly Agree Undecided  | happens and is a reliable service.  Bus Plan: twould like see some routes in Raleigh that cross through downtown connecting better East >> West with a consecution of the seed |
| 27703<br>27603<br>27511<br>27605<br>27526  | GoRaleigh; GoTriangle GoCary GoRaleigh; GoTriangle; NCSU GoRaleigh; GoTriangle; GoCary; GoDurham; GoApex  | GoT Route 300, GoR Route 10, GoR Route 3, GoR Route 1  6, 12, 11, Wolfline Routes. I ride from my residence near Fred Fletcher Park to Downtown and to my office on NCSU's campus.  | Agree Agree Strongly Disagree Strongly Agree  | Agree Undecided  Agree   | Strongly Agree  Strongly Agree Undecided  Strongly Agree  | happens and is a reliable service.  Bus Plan: twould like see some route in Raleigh that cross through downtown connecting better East >> West with a one seat rick Having to transfer always to go from the east side to the west side adds a lot of time to the trip and is challenging to get on and off the bus with kids/ things in tow for this transfer as well.  I'd also like to see more connections to Raleigh Union Station, especially from the east side of town.  I think it's a great plan. The population in the triangle area is increasing and with a better transit plan it would help with traffic.  There is no mention of DRX bus route in.   |
| 27603<br>27511<br>27605<br>27526   | GoRaleigh; GoTriangle GoCary  GoRaleigh, GoTriangle; NCSU GoRaleigh, GoTriangle; GoCary; GoDurham; GoApex  GoRaleigh  | GoT Route 300, GoR Route 10, GoR Route 3, GoR Route 1  6, 12, 11, Wolfline Routes. I ride from my residence near Fred Fletcher Park to Downtown and to my office on NCSU's campus.  Fuquay-Varina   | Agree Agree Strongly Disagree Strongly Agree  | Agree Undecided  Agree Agree Agree   | Strongly Agree  Strongly Agree Undecided  Undecided   | happens and is a reliable service.  Bus Plan: I would like see some routes in Raleigh that cross through downtown connecting better East. > West with a one seat ride. Having to transfer always to go from the east side to the west side adds a lot of time to the trip and is challenging to get on and off the bus with kids; things in tow for this transfer as well.  I'd also like to see more connections to Raleigh Union Station, especially from the east side of town.  I think it's a great plan. The population in the triangle area is increasing and with a better transfer plan it would help with traffic.  There is no mention of DRX bus route in your plans. What happened to the bus route for Raleigh to VA, Duke University  |
| 27603<br>27511<br>27605<br>27526   | GoRaleigh; GoTriangle GoCary GoRaleigh; GoTriangle; NCSU GoRaleigh; GoTriangle; GoCary; GoDurham; GoApex  | GoT Route 300, GoR Route 10, GoR Route 3, GoR Route 1  6, 12, 11, Wolfline Routes. I ride from my residence near Fred Fletcher Park to Downtown and to my office on NCSU's campus.  | Agree Agree Strongly Disagree Strongly Agree  | Agree Undecided  Agree   | Strongly Agree  Strongly Agree Undecided  Strongly Agree  | happens and is a reliable service.  Bus Plan: twould like see some route in Raleigh that cross through downtown connecting better East >> West with a one seat rick Having to transfer always to go from the east side to the west side adds a lot of time to the trip and is challenging to get on and off the bus with kids/ things in tow for this transfer as well.  I'd also like to see more connections to Raleigh Union Station, especially from the east side of town.  I think it's a great plan. The population in the triangle area is increasing and with a better transit plan it would help with traffic.  There is no mention of DRX bus route in.   |
| 27603<br>27511<br>27605<br>27526<br>27610  | GoRaleigh; GoTriangle GoCary  GoRaleigh, GoTriangle; NCSU GoRaleigh, GoTriangle; GoCary; GoDurham; GoApex  GoRaleigh  | GoT Route 300, GoR Route 10, GoR Route 3, GoR Route 1  6, 12, 11, Wolfline Routes. I ride from my residence near Fred Fletcher Park to Downtown and to my office on NCSU's campus.  Fuquay-Varina   | Agree Agree Strongly Disagree Strongly Agree  | Agree Undecided  Agree Agree Agree   | Strongly Agree  Strongly Agree Undecided  Undecided   | happens and is a reliable service.  Bus Plan: Iwould like use some route in Raleigh that cross through downtown connecting better East > West with a more seat rick. Having to transfer always to go from the east side to the west side adds a lot of time to the trip and is challenging to get on and off the bus with kids / things in tow for this transfer as well.  I'd also like to see more connections to Raleigh Union Station, especially from the east side of town.  I think it's a great plan. The population in the triangle area is increasing and with a better transit plan it would help with traffic. There is no mention of DRX bus route in Unrup Ians. What happened to the bus route for faleigh to VA, Duke University employees?  Thank you for continued improvements!   |
| 27603<br>27511<br>27605<br>27526<br>27610  | GoRaleigh; GoTriangle GoCary GoRaleigh, GoTriangle; NCSU GoRaleigh, GoTriangle; GoCary, GoDurham; GoApex GoRaleigh GoTriangle GoRaleigh   | GoT Route 300, GoR Route 10, GoR Route 3, GoR Route 1 6, 12, 11, Wolfline Routes. I ride from my residence near red Fletcher Park to Downtown and to my office on NCSU's campus. Fuquay-Varina  DRX FRX, 401X, 7  | Agree Agree Strongly Disagree Strongly Agree Strongly Agree Strongly Agree Strongly Agree   | Agree Undecided  Agree Undecided  Agree  Disagree  Strongly Agree  | Strongly Agree  Strongly Agree Undecided  Strongly Agree Undecided  Strongly Disagree Strongly Disagree Strongly Agree  | happens and is a reliable service.  Bus Plan: I would like see some routes in Raleigh that cross through downtown connecting better East. > West with a one seat ride. Having to transfer always to go from the east side to the west side adds a lot of time to the trip and is challenging to get on and off the bus with lids; things in tow for this transfer as well.  I'd also like to see more connections to Raleigh Union Station, especially from the east side of town.  I think it's a great plan. The population in the triangle area is increasing and with a better transf plan it would help with traffic.  There is no mention of DRX bus route in your plans. What happened to the bus route for Raleigh to VA, Duke University employees?  Thank you for continued improvements!  Thank you for continued improvements!   |
| 27603<br>27511<br>27605<br>27526<br>27610  | GoRaleigh; GoTriangle GoCary GoRaleigh, GoTriangle; NCSU GoRaleigh, GoTriangle; GoCary, GoDurham; GoApex GoRaleigh GoTriangle   | GoT Route 300, GoR Route 10, GoR Route 3, GoR Route 1 6, 12, 11, Wolfline Routes. I ride from my residence near reed Fletcher Park to Downtown and to my office on NCSU's campus. Fuquay-Varina   | Agree Agree Strongly Disagree Strongly Agree  | Agree Undecided  Agree Undecided  Agree  Disagree  | Strongly Agree  Strongly Agree Undecided  Strongly Agree Undecided  Strongly Disagree   | happens and is a reliable service.  Bus Plan: I would like use some routes in Raleigh that cross through downtown connecting better East > West with a more seat rinde. Having to transfer always to go from the east side to the west side adds a lot of time to the trip and is challenging to get on and off the bus with kids / things in tow for this transfer as well.  I'd also like to see more connections to Raleigh Union Station, especially from the east side of town.  I think it's a great plan. The population in the triangle area is increasing and with a better transit plan it would help with traffic.  There is no mention of DRX bus route in our plans. What happened to the bus route for Raleigh to VA, Duke University employees?  Thank you for continued improvements! Need to have the Wendell Zebulon Spress service Wendell Falls ASAP   |
| 27603<br>27511<br>27605<br>27516<br>27526<br>27545   | GoRaleigh; GoTriangle GoCary GoRaleigh, GoTriangle; NCSU GoRaleigh, GoTriangle; GoCary, GoDurham; GoApex GoRaleigh GoTriangle GoRaleigh   | GOT Route 300, GoR Route 10, GoR Route 3, GoR Route 1  6, 12, 11, Wolfline Routes I ride from my residence near Fred Fletcher Park to Downtown and to my office on NCSU's campus.  Fuguay-Varina  DRX  FRX, 401X, 7  WZY, Wendell  Wendell to Raleigh   | Agree Agree Strongly Disagree Strongly Agree Strongly Agree Strongly Agree Strongly Agree   | Agree Undecided  Agree Undecided  Agree  Disagree  Strongly Agree  | Strongly Agree  Strongly Agree Undecided  Strongly Agree Undecided  Strongly Disagree Strongly Disagree Strongly Agree  | happens and is a reliable service.  Bus Plan: I would like see some routes in Raleigh that cross through downtown connecting better East. West with a one seat ride. Having to transfer always to go from the east side to the west side adds a lot of time to the trijs and is challenging to get on and off the bus with lids; things in tow for this transfer as well.  I'd also like to see more connections to Raleigh Union Station, especially from the east side of town.  I think it's a great plan. The population in the triangle area is increasing and with a better transf plan it would help with traffic.  There is no mention of DRX bus route in your plans. What happened to the bus route for Raleigh to VA, Duke University employees?  Thank you for continued improvements!  Thank you for continued improvements!  |
| 27603<br>27511<br>27605<br>27526<br>27545<br>27545<br>27591<br>27591                                       | GoRaleigh; GoTriangle GoCary GoRaleigh; GoTriangle; NCSU GoRaleigh; GoTriangle; GoCary; GoDurham; GoApex GoRaleigh GoTriangle GoRaleigh GoRaleigh GoRaleigh GoRaleigh GoRaleigh   | GoT Route 300, GoR Route 10, GoR Route 3, GoR Route 1 6, 12, 11, Wolfline Routes. I ride from my residence near Fred Fletcher Park to Downtown and to my office on NCSU's campus. Fuquay-Varina  DRX FRX, 401X, 7  WZX, Wendell Wendell to Raleigh Riding from Durham into Carty/Raleigh area, sometimes  | Agree Agree Strongly Disagree Strongly Agree Strongly Agree Strongly Agree Agree Agree Agree Agree Agree Agree Agree  | Agree Undecided  Agree Undecided  Agree  Disagree  Strongly Agree Disagree Agree Agree   | Strongly Agree  Strongly Agree Undecided  Strongly Agree  Undecided  Strongly Disagree  Strongly Agree  Strongly Agree  Strongly Agree  | happens and is a reliable service.  Bus Plan: I would like see some routes in Raleigh that cross through downtown connecting better East. > West with a constitution of the seed of the se |
| 27603<br>27511<br>27605<br>27526<br>27526<br>27545<br>27591<br>27591<br>27540                              | GoRaleigh; GoTriangle GoCary GoRaleigh; GoTriangle; NCSU GoRaleigh; GoTriangle; GoCary; GoDurham; GoAleigh GoTriangle GoRaleigh GoTriangle GoRaleigh GoTriangle GoRaleigh GoRaleigh GoTriangle GoRaleigh GoTriangle GoRaleigh   | GoT Route 300, GoR Route 10, GoR Route 3, GoR Route 1  6, 12, 11, Wolfline Routes. I ride from my residence near Fred Fletcher Park to Downtown and to my office on NCSU's campus.  Fuquay-Varina  DRX  FRX, 401X, 7  WZX, Wendell  Wendell to Raleigh  Riding from Durham into Carty/Raleigh area, sometimes route 305 from ovit to Carty/Raleigh  | Agree Agree Strongly Disagree Strongly Agree Agree Agree Agree Agree Strongly Agree                   | Agree Undecided  Agree Undecided  Agree  Disagree  Strongly Agree  Disagree  Agree  Agree  Agree   | Strongly Agree  Strongly Agree Undecided  Strongly Agree  Undecided  Strongly Disagree  Strongly Agree  Strongly Agree  Strongly Agree  Strongly Agree  Undecided   | happens and is a reliable service.  Bus Plan: I would like use some route in Raleigh that cross through downtown connecting better East -> West with a nessent did. Having to transfer always to go from the east side to the west side adds a lot of time to the trijs and is challenging to get on and off the bus with kids; things in tow for this transfer as well.  I'd also like to see more connections to Raleigh Union Station, especially from the east side of town.  I think it's a great plan. The population in the triangle area is increasing and with a better transit plan it would help with traffic.  There is no mention of DRX bus route in your plans. What happened to the bus route for Raleigh to VA, Duke University employees?  Thank you for continued improvements!  Need to have the Wendell Falls ASAP Bus service is needed from Wendell Falls ASAP  |
| 27603<br>27511<br>27605<br>27526<br>27526<br>27545<br>27591<br>27591<br>27540                              | GoRaleigh; GoTriangle GoCary GoRaleigh; GoTriangle; NCSU GoRaleigh; GoTriangle; GoCary; GoDurham; GoAleigh GoTriangle GoRaleigh GoTriangle GoRaleigh GoTriangle GoRaleigh GoRaleigh GoTriangle GoRaleigh GoTriangle GoRaleigh   | GoT Route 300, GoR Route 10, GoR Route 3, GoR Route 1 6, 12, 11, Wolfline Routes. I ride from my residence near Fred Fletcher Park to Downtown and to my office on NCSU's campus. Fuquay-Varina  DRX FRX, 401X, 7  WZX, Wendell Wendell to Raleigh Riding from Durham into Carty/Raleigh area, sometimes  | Agree Agree Strongly Disagree Strongly Agree Strongly Agree Strongly Agree Agree Agree Agree Agree Agree Agree Agree  | Agree Undecided  Agree Undecided  Agree  Disagree  Strongly Agree Disagree Agree Agree   | Strongly Agree  Strongly Agree Undecided  Strongly Agree  Undecided  Strongly Disagree  Strongly Agree  Strongly Agree  Strongly Agree  | happens and is a reliable service.  Bus Plan: I would like to see some noutes in Raleigh that cross through downtown connecting better East -> West with a one seat ride. Having to transfer always tog of norm the east side to the west side adds a lot of time to the trip and is challenging tog et on and off the bus with kids; things in tow for this transfer as well.  I'd also like to see more connections to Raleigh Union Station, especially from the east side of town.  I think it's a great plan. The population in the triangle area is increasing and with a better transit plan it would help with traffic.  There is no mention of DRX bus route in your plans. What happened to the bus route for Raleigh U vA, Duke University employees?  Thank you for continued improvements!  Need to have the Wendell Zabludon Express service Wendell Falls to Raleigh for commuters  I will sell my car as soon as I can go to   |
| 27603<br>27503<br>27511<br>27605<br>27526<br>27540<br>27591<br>27591<br>27591                              | GoRaleigh; GoTriangle GoCary  GoRaleigh; GoTriangle; NCSU GoRaleigh; GoTriangle; GoCary; GoDurham; GoApex  GoRaleigh GoTriangle GoRaleigh GoRaleigh GoRaleigh GoRaleigh; GoTriangle GoRaleigh GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoTriangle; GoDurham; GoRaleigh; GoCary  | GoT Route 300, GoR Route 10, GoR Route 3, GoR Route 1  6, 12, 11, Wolfline Routes. I ride from my residence near Fred Fletcher Park to Downtown and to my office on NCSU's campus.  Fuquay-Varina  DRX  FRX, 401X, 7  WZX, Wendell  Wendell to Raleigh  Riding from Durham into Carty/Raleigh area, sometimes route 305 from ovit to Carty/Raleigh  | Agree Agree Strongly Disagree Strongly Agree Agree Agree Agree Agree Strongly Agree                   | Agree Undecided  Agree Undecided  Agree  Disagree  Strongly Agree  Disagree  Agree  Agree  Agree   | Strongly Agree  Strongly Agree Undecided  Strongly Agree  Undecided  Strongly Disagree  Strongly Agree  Strongly Agree  Strongly Agree  Strongly Agree  Undecided   | happens and is a reliable service.  Bus Plan: twould like see some routes in Raleigh that cross through downtown connecting better East >> West with a consist not the season of the sea |
| 27603<br>27501<br>27605<br>27526<br>27526<br>27545<br>27591<br>27591<br>27540                              | GoRaleigh; GoTriangle GoCary  GoRaleigh; GoTriangle; NCSU GoRaleigh; GoTriangle; GoCary; GoDurham; GoApex  GoRaleigh  GoTriangle GoRaleigh GoTriangle GoRaleigh GoTriangle GoRaleigh GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle; GoDurham; GoRaleigh; GoCary GoRaleigh; GoTriangle; GoDurham; GoCary;   | GoT Route 300, GoR Route 10, GoR Route 3, GoR Route 1  6, 12, 11, Wolfline Routes. I ride from my residence near Fred Fletcher Park to Downtown and to my office on NCSU's campus.  Fuquay-Varina  DRX  FRX, 401X, 7  WZX, Wendell  Wendell to Raleigh Rding from Durham into Cary/Raleigh area, sometimes route 305 from work to Cary/Raleigh 2,5,12,100,310,700,805   | Agree Agree Strongly Disagree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Agree Agree Agree Agree Agree Agree Agree                               | Agree Undecided  Agree Undecided  Agree  Disagree Strongly Agree Disagree Agree Agree Agree Agree  | Strongly Agree  Strongly Agree Undecided  Strongly Agree  Undecided  Strongly Agree  Strongly Agree  Strongly Agree  Strongly Agree  Undecided  Undecided  Undecided  Undecided  Undecided  Undecided                               | happens and is a reliable service.  Bus Plan: I would like use some routes in Raleigh that cries to see some route in Raleigh that cries to strough downtown connecting better East. > West with a one seat ride. Having to transfer always to go from the east side to the west side adds a lot of time to the trip and is challenging to get on and off the bus with kids; things in tow for this transfer as well.  I'd also like to see more connections to Raleigh Union Station, especially from the east side of town.  I think it's a great plan. The population in the triangle area is increasing and with a better transfer law with a better transfer law with a better transfer plan with a triangle area is increasing and with a better transfer plan with the product of the plan. What happened to the bus route for Raleigh to VA, Duke University employees?  Thank you for continued improvements!  The Raleigh for commuters  I will sell my car as soon as I can go to work and grocery stores using public transportations. On, the sooner this is  |
| 27603<br>27503<br>27511<br>27605<br>27526<br>27540<br>27545<br>27591<br>27540                              | GoRaleigh; GoTriangle GoCary  GoRaleigh; GoTriangle; NCSU GoRaleigh; GoTriangle; GoCary; GoDurham; GoApex  GoRaleigh GoTriangle GoRaleigh GoTriangle GoRaleigh GoTriangle GoRaleigh GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle; GoDurham; GoRaleigh; GoCary GoRaleigh; GoTriangle; GoDurham; GoCary; GoApex; GoWake ACCESS; NCSU   | GoT Route 300, GoR Route 10, GoR Route 3, GoR Route 1  6, 12, 11, Wolfline Routes. I ride from my residence near Fred Fletcher Park to Downtown and to my office on NCSU's campus.  Fuquay-Varina  DRX.  FRX, 401X, 7  WZX, Wendell  Wendell to Raleigh Riding from Durham into Cary/Raleigh area, sometimes route 305 from work to Cary/Raleigh 2,5,12,100,310,700,205   | Agree Agree Agree Strongly Disagree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Agree Agree Agree Strongly Agree Strongly Agree Strongly Agree                   | Agree Undecided  Agree Undecided  Agree  Disagree  Strongly Agree Disagree Agree Agree Agree Agree Agree Agree Agree Agree Strongly Agree Strongly Agree | Strongly Agree  Strongly Agree Undecided  Strongly Agree  Undecided  Strongly Agree  Strongly Agree  Strongly Agree  Undecided  Strongly Agree  Undecided  Undecided  Undecided  Undecided  Undecided  Undecided  Undecided         | happens and is a reliable service.  Bus Plan: twould like see some routes in Raleigh that cross through downtown connecting better East >> West with a consist not the season of the sea |
| 27603<br>27511<br>27605<br>27526<br>27526<br>27545<br>27591<br>27591<br>27540                              | GoRaleigh; GoTriangle GoRaleigh; GoTriangle; NCSU GoRaleigh; GoTriangle; NCSU GoRaleigh; GoTriangle; GoCary; GoDurham; GoApex GoRaleigh GoTriangle GoRaleigh GoRaleigh GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle; GoDurham; GoCary GoRaleigh; GoTriangle; GoDurham; GoCary GoRaleigh; GoTriangle; GoDurham; GoCary; GoApex; GoWale ACCESS; MCSU None | GoT Route 300, GoR Route 10, GoR Route 3, GoR Route 1 6, 12, 11, Wolfline Routes. I ride from my residence near Fred Fletcher Park to Downtown and to my office on NCSU's campus.  Fuquay-Varina  DRX  FRX, 401X, 7  WZX, Wendell  Wendell to Raleigh Riding from Durham into Cary/Raleigh area, sometimes route 305 from work to Cary/Raleigh 2,5,12,100,310,700,805  400, ODX, 8  Go Raleigh 4, 8; Go Triangle 300, 305; Go Cary 5, 7 | Agree Agree Strongly Disagree Strongly Agree Agree Agree Strongly Agree Agree Disagree Strongly Agree | Agree Undecided  Agree Undecided  Agree  Agree  Disagree Strongly Agree Disagree Agree Agree Agree Strongly Agree Strongly Agree Strongly Agree          | Strongly Agree  Strongly Agree Undecided  Strongly Agree Undecided  Strongly Agree Undecided  Strongly Agree  Strongly Agree  Strongly Agree  Strongly Agree  Strongly Agree  Undecided  Undecided  Undecided  Undecided  Undecided | happens and is a reliable service.  Bus Plan: I would like use some routes in Raleigh that cries to see some route in Raleigh that cries to strough downtown connecting better East. > West with a one seat ride. Having to transfer always to go from the east side to the west side adds a lot of time to the trip and is challenging to get on and off the bus with kids; things in tow for this transfer as well.  I'd also like to see more connections to Raleigh Union Station, especially from the east side of town.  I think it's a great plan. The population in the triangle area is increasing and with a better transfer law with a better transfer law with a better transfer plan with a triangle area is increasing and with a better transfer plan with the product of the plan. What happened to the bus route for Raleigh to VA, Duke University employees?  Thank you for continued improvements!  The Raleigh for commuters  I will sell my car as soon as I can go to work and grocery stores using public transportations. On, the sooner this is  |
| 27603<br>27605<br>27511<br>27605<br>27526<br>27540<br>27545<br>27591<br>27540<br>27540<br>277540<br>277540 | GoRaleigh; GoTriangle GoRaleigh; GoTriangle; NCSU GoRaleigh; GoTriangle; NCSU GoRaleigh; GoTriangle; GoCary; GoDurham; GoApex GoRaleigh GoTriangle GoRaleigh GoRaleigh GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle; GoDurham; GoCary GoRaleigh; GoTriangle; GoDurham; GoCary GoRaleigh; GoTriangle; GoDurham; GoCary; GoApex; GoWale ACCESS; MCSU None | GoT Route 300, GoR Route 10, GoR Route 3, GoR Route 1  6, 12, 11, Wolfline Routes. I ride from my residence near Fred Fletcher Park to Downtown and to my office on NCSU's campus.  Fuquay-Varina  DRX.  FRX, 401X, 7  WZX, Wendell  Wendell to Raleigh Riding from Durham into Cary/Raleigh area, sometimes route 305 from work to Cary/Raleigh 2,5,12,100,310,700,205   | Agree Agree Agree Strongly Disagree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Agree Agree Agree Strongly Agree Strongly Agree Strongly Agree                   | Agree Undecided  Agree Undecided  Agree  Disagree  Strongly Agree Disagree Agree Agree Agree Agree Agree Agree Agree Agree Strongly Agree Strongly Agree | Strongly Agree  Strongly Agree Undecided  Strongly Agree  Undecided  Strongly Agree  Strongly Agree  Strongly Agree  Undecided  Strongly Agree  Undecided  Undecided  Undecided  Undecided  Undecided  Undecided  Undecided         | happens and is a reliable service.  Bus Plan: I would like use some routes in Raleigh that cries to see some route in Raleigh that cries to strough downtown connecting better East. > West with a one seat ride. Having to transfer always to go from the east side to the west side adds a lot of time to the trip and is challenging to get on and off the bus with kids; things in tow for this transfer as well.  I'd also like to see more connections to Raleigh Union Station, especially from the east side of town.  I think it's a great plan. The population in the triangle area is increasing and with a better transfer law with a better transfer law with a better transfer plan with a triangle area is increasing and with a better transfer plan with the product of the plan. What happened to the bus route for Raleigh to VA, Duke University employees?  Thank you for continued improvements!  The Raleigh for commuters  I will sell my car as soon as I can go to work and grocery stores using public transportations. On, the sooner this is  |

|   | GoCary; GoTriangle<br>GoCary   | 700  | Strongly Agree  | Strongly Agree   | Strongly Agree  | The Draft Work Plan appears to be focused on improving and expanding transit services, which can be beneficial for the community. The Operating Budget includes resources for operating projects, such as new and improved transit services for GoCary, GoRaleigh, and GoTriangle, which can increase frequencies, extend operating house, and more. The plan includes specific projects, such as the implementation of a new route operating house, and more. The plan includes specific projects, such as the implementation of a new route operated by GoRaleigh and improvements to existing routes. The plan includes an expansion of services for rural and elderly and disabled individuals through GOWalecAccess.  Weaknesses:  It is unclear if the projected revenues will be enough to fund all the proposed projects.  There is no mention of any efforts to address environmental concerns, such as reducing emissions from transit vehicles. It is possible that some communities or   |
|---|--|--|---|--|---|--|
| 27545   | None   | None   | Strongly Disagree   | Strongly Disagree  | Undecided   |  |
| 27545<br>27610  | GoWake ACCESS<br>GoRaleigh   | Wendell St marys street  | Agree   | Agree  | Agree   |  |
| 2/610   | GoTriangle; GoRaleigh; GoCary; GoDurham;   | St marys street  |   |  |   |  |
| 27616   | GoApex; NCSU   | 100, 300, 305, GoRaleigh 1, GoCary 4   | Strongly Agree  | Strongly Agree   | Agree   |  |
|   |  |  |   |  |   | We should be spending this money on light rail transportation. Bus transportation is outdated and does nothing to attract new businesses. Light rail will make our area more appealing see bit settle.   |
| 27610   | None<br>GoRaleigh; GoCary; GoTriangle  | 300, 310   | Disagree<br>Strongly Agree  | Disagree<br>Agree  | Disagree<br>Strongly Agree  | as a big city.   |
| 27513<br>27526  | GoRaleigh; GoTriangle  | FRX  | Strongly Agree  | Agree  | Agree   |  |
| 30071   | GoRaleigh; GoCary; GoTriangle; NCSU  | 10 16 6 100 300 60   | Strongly Agree  |  | Strongly Agree  |  |
| 27529   | GoRaleigh; GoTriangle  | Route21  |   |  |   |  |
| 27526   | GoTriangle   | 27526  | Agree   | Agree  | Undecided   |  |
| 27526   | None   |  | Undecided   | Undecided  | Strongly Disagree   |  |
| 27597   | GoTriangle; GoRaleigh  GoTriangle  | Zebulon to Morrisville ; Zebulon to downtown Raleigh and Zebulo to RDU  Fuquay Varina  | Strongly Disagree   | Undecided  | Strongly Disagree Strongly Disagree   | Wendell has been listed as the fastest growing community in NC and Zebulon is up and coming as well. However, these plans do not include improvements to these two communities.  No improvements to southern wake area, Continued priority for wealthier areas, Cary, Holly Springs, Apex.  Opposite of where public transit options are needed most.  |
| 2/204   | Gorriangie   | i uquay variia   | Disagree  | Disagree   | Strongly Disagree   | I would like to see more consideration   |
| 27540   | GoWake ACCESS; NCSU  | NC State   | Undecided   | Agree  | Disagree  | for bike riders.   |
|   |  |  |   |  |   | I've never ridden a bus in Wake County<br>so I'm coming to this trying to decide if it   |
| 27592   | GoTriangle; GoRaleigh  | None at this time  | Undecided   | Agree  | Agree   | I've never ridden a bus in Wake County   |
| 27612   | GoRaleigh  | From Crabtree Valley to downtown   |   | Agree  |   | I've never ridden a bus in Wake County<br>so I'm coming to this trying to decide if it   |
| 27612<br>27526  | GoRaleigh<br>GoRaleigh; GoTriangle; GoCary   |  | Undecided<br>Strongly Agree   | Agree<br>Undecided   | Agree<br>Strongly Agree   | I've never ridden a bus in Wake County<br>so I'm coming to this trying to decide if it   |
| 27612   | GoRaleigh  | From Crabtree Valley to downtown   | Undecided   | Agree  | Agree   | I've never ridden a bus in Wake County<br>so I'm coming to this trying to decide if it   |
| 27612<br>27526<br>27529   | GoRaleigh GoRaleigh; GoTriangle; GoCary None   | From Crabtree Valley to downtown Fuquay Varina , Holly Springs   | Undecided Strongly Agree Undecided  | Agree<br>Undecided<br>Agree  | Agree Strongly Agree Undecided  | I've never ridden a bus in Wake County<br>so I'm coming to this trying to decide if it   |
| 27612<br>27526<br>27529<br>27502<br>28206   | GoRaleigh GoRaleigh; GoTriangle; GoCary None GoApex; GoRaleigh None  | From Crabtree Valley to downtown Fuquay Varina , Holly Springs   | Undecided<br>Strongly Agree<br>Undecided<br>Strongly Agree  | Agree<br>Undecided<br>Agree<br>Undecided   | Agree<br>Strongly Agree<br>Undecided<br>Undecided   | I've never ridden a bus in Wake County<br>so I'm coming to this trying to decide if it   |
| 27612<br>27526<br>27529<br>27502<br>28206<br>27526  | GoRaleigh GoRaleigh, GoTriangle; GoCary None GoApex; GoRaleigh None None GoCary; GoDurham  | From Crabtree Valley to downtown Fuquay Varina , Holly Springs   | Undecided Strongly Agree Undecided Strongly Agree Strongly Agree Strongly Disagree  | Agree<br>Undecided<br>Agree<br>Undecided   | Agree Strongly Agree Undecided Undecided Undecided Undecided Undecided  | I've never ridden a bus in Wake County<br>so I'm coming to this trying to decide if it   |
| 27612<br>27526<br>27529<br>27502<br>28206<br>27526<br>27513<br>27571  | GoRaleigh GoRaleigh; GoTriangle; GoCary None GoApex; GoRaleigh None None GoCary; GoDurham GoCary; GoDurham GoRaleigh   | From Crabtree Valley to downtown Fuquay Varina , Holly Springs From Apex to Raleigh  Cary to Durham or Cary to RDU  401  | Undecided Strongly Agree Undecided Strongly Agree Strongly Disagree Strongly Agree Strongly Agree Strongly Agree  | Agree Undecided  Agree Undecided Strongly Disagree  Strongly Agree Agree   | Agree<br>Strongly Agree<br>Undecided<br>Undecided<br>Undecided<br>Undecided<br>Undecided  | I've never ridden a bus in Wake County so o'm coming to this trying to decide if it is a possibility for me.   |
| 27612<br>27526<br>27529<br>27502<br>28206<br>27526<br>27526<br>27513<br>27571<br>27703                            | GoRaleigh GoRaleigh, GoTriangle; GoCary None GoApex; GoRaleigh None None GoCary; GoDurham  | From Crabtree Valley to downtown Fuquay Varina , Holly Springs From Apex to Raleigh  Cary to Durham or Cary to RDU  401  | Undecided Strongly Agree Undecided Undecided Strongly Agree Strongly Disagree Strongly Agree Strongly Agree   | Agree Undecided  Agree Undecided Strongly Disagree  Strongly Agree Agree   | Agree Strongly Agree Undecided Undecided Undecided Undecided Undecided  | I've never ridden a bus in Wake County so o'm coming to this trying to decide if it is a possibility for me.   |
| 27612<br>27526<br>27529<br>27502<br>28206<br>27526<br>27526<br>27513<br>27571<br>27703<br>28323                   | GoRaleigh GoRaleigh; GoTriangle; GoCary None GoApex; GoRaleigh None None  GoCary; GoDurham GoRaleigh GoRaleigh; GoTriangle; GoDurham   | From Crabtree Valley to downtown Fuquay Varina , Holly Springs From Apex to Raleigh  Cary to Durham or Cary to RDU  401  | Undecided Strongly Agree Undecided Strongly Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree  | Agree Undecided  Agree Undecided Strongly Disagree  Strongly Agree Agree Strongly Agree Strongly Agree   | Agree Strongly Agree Undecided Undecided Undecided Undecided Undecided Strongly Agree   | I've never ridden a bus in Wake County so o'm coming to this trying to decide if it is a possibility for me.   |
| 27612<br>27526<br>27529<br>27502<br>28206<br>27526<br>27513<br>27571<br>27703<br>28323<br>27609                   | GoRaleigh Gorlangle; GoCary None GoApex, GoRaleigh None None GoCary; GoDurham GoCary; GoDurham GoRaleigh GoTriangle; GoDurham GoTriangle   | From Crabtree Valley to downtown Fuguay Varina , Holly Springs From Apex to Raleigh  Cary to Durham or Cary to RDU 401 GOTriangle 400, 700 and GoDurham 6  i use GoRaleigh 11 most frequently, then the GoTriangle 100 -> 700, then the GoDurham 10/108. I use various other croutes in GoRaleigh, GoDurham, GoCary, and                           | Undecided Strongly Agree Undecided Strongly Agree Strongly Disagree Strongly Agree Strongly Agree Strongly Agree  | Agree Undecided  Agree Undecided Strongly Disagree  Strongly Agree Agree   | Agree<br>Strongly Agree<br>Undecided<br>Undecided<br>Undecided<br>Undecided<br>Undecided  | I've never ridden a bus in Wake County so o'm coming to this trying to decide if it is a possibility for me.   |
| 27612<br>27526<br>27529<br>27502<br>28206<br>27526<br>27513<br>27571<br>27703<br>28323<br>27609                   | GoRaleigh GoRaleigh; GoTriangle; GoCary None GoApex; GoRaleigh None None  GoCary; GoDurham GoRaleigh GoRaleigh; GoTriangle; GoDurham   | From Crabtree Valley to downtown Fuguay Varina , Holly Springs From Apex to Raleigh  Cary to Durham or Cary to RDU 401 GOTriangle 400, 700 and GoDurham 6  i use GoRaleigh 11 most frequently, then the GoTriangle 100 -> 700, then the GoDurham 10/108. I use various other croutes in GoRaleigh, GoDurham, GoCary, and                           | Undecided Strongly Agree Undecided Strongly Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree  | Agree Undecided  Agree Undecided Strongly Disagree  Strongly Agree Agree Strongly Agree Strongly Agree   | Agree Strongly Agree Undecided Undecided Undecided Undecided Undecided Strongly Agree   | I've never ridden a bus in Wake County so o'm coming to this trying to decide if it is a possibility for me.   |
| 27612<br>27526<br>27529<br>27502<br>28206<br>27526<br>27513<br>27571<br>27703<br>28323<br>27609                   | GoRaleigh Gorlangle; GoCary None GoApex, GoRaleigh None None GoCary; GoDurham GoCary; GoDurham GoRaleigh GoTriangle; GoDurham GoTriangle   | From Crabtree Valley to downtown Fuguay Varina , Holly Springs From Apex to Raleigh  Cary to Durham or Cary to RDU 401 GOTriangle 400, 700 and GoDurham 6  i use GoRaleigh 11 most frequently, then the GoTriangle 100 -> 700, then the GoDurham 10/108. I use various other croutes in GoRaleigh, GoDurham, GoCary, and                           | Undecided Strongly Agree Undecided Strongly Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Undecided Undecided Undecided   | Agree Undecided  Agree Undecided Strongly Disagree  Strongly Agree Agree Strongly Agree Agree Agree Agree  | Agree Strongly Agree Undecided Undecided Undecided Undecided Undecided Undecided Undecided Undecided Strongly Agree Strongly Agree  | I've never ridden a bus in Wake County so o'm coming to this trying to decide if it is a possibility for me.   |
| 27612<br>27526<br>27529<br>27520<br>27520<br>27520<br>27526<br>27513<br>27571<br>27703<br>28323<br>27609          | GoRaleigh GoTriangle; GoCary None GoAper; GoRaleigh None None GoAper; GoBurham GoCary; GoDurham GoRaleigh GoRaleigh; GoTriangle; GoDurham GoTriangle GoRaleigh; GoTriangle; GoDurham; NCSU GoRaleigh; GoTriangle; GoDurham; NCSU   | From Crabtree Valley to downtown Fuguay Varina , Holly Springs  From Apex to Raleigh  Cary to Durham or Cary to RDU  401  Gorriangle 400, 700 and GoDurham 6  i use GoRaleigh 11 most frequently, then the GoTriangle 100 -> 700, then the GoDurham 10/108. I use various other routes in GoRaleigh GoDurham, GoCary, and GoTriangle infrequently. | Undecided Strongly Agree Undecided Strongly Agree Strongly Agree Strongly Agree Strongly Agree Undecided Strongly Agree Strongly Agree Strongly Agree Strongly Agree                            | Agree Undecided  Agree Undecided Strongly Disagree  Strongly Agree Agree Agree Agree Strongly Agree Agree Strongly Agree                         | Agree Strongly Agree Undecided Undecided Undecided Undecided Undecided Undecided Strongly Agree Undecided Strongly Agree Strongly Agree   | I've never ridden a bus in Wake County so o'm coming to this trying to decide if it is a possibility for me.  I'm looking forward to the BRT projects  Please bring back the R-Line if possible  I live in Johnston County but work in Wake County (Wendell). I see how Wendell is growing and how locations such as the grocery store, library, and food locations are scattered (Wendell Falls, downtown Wendell, and the wendell sput on the budget is so small and why there is only a park and ide when cleary benopel need a way to connect to the aforementioned areas. The eastern side of the county has vulnerable populations who need access to services (especially since it is not easy to get to places in Rieligh which is where a lot of services are). But also, better transportation is needed to get around Wendell itself. A bus that goes to the county has when a lot of services are). Sut also, better transportation is needed to get around Wendell itself. A bus that goes to whendell fails, to whendel Bludy, to downtown Wendell, and the new Wake Texthourn and Ralleigh) would be ideal and would help the people of leideal and would help the people of  |
| 27612<br>27526<br>27529<br>27520<br>27502<br>28206<br>27526<br>27513<br>27703<br>28323<br>27609<br>27603          | GoRaleigh Gorlangle; GoCary None GoAges; GoRaleigh None None GoAges; GoRaleigh None GoCary, GoDurham GoRaleigh GoRaleigh GoRaleigh GoRaleigh; GoTriangle; GoDurham GoRaleigh; GoTriangle; GoDurham; NCSU GoRaleigh; GoTriangle; GoDurham; NCSU   | From Crabtree Valley to downtown Fuguay Varina , Holly Springs  From Apex to Raleigh  Cary to Durham or Cary to RDU  401  Gorriangle 400, 700 and GoDurham 6  i use GoRaleigh 11 most frequently, then the GoTriangle 100 -> 700, then the GoDurham 10/108. I use various other routes in GoRaleigh GoDurham, GoCary, and GoTriangle infrequently. | Undecided  Strongly Agree  Undecided  Strongly Agree  Undecided  Strongly Agree  Undecided      | Agree Undecided  Agree Undecided Strongly Disagree  Strongly Agree Agree Strongly Agree Agree Strongly Agree Agree Agree Agree                   | Agree Strongly Agree Undecided Undecided Undecided Undecided Undecided Undecided Undecided Strongly Agree Undecided Undecided Undecided Undecided Undecided Undecided Undecided | I've never ridden a bus in Wake County so I'm coming to this trying to decide if it is a possibility for me.  I'm looking forward to the BRT projects  I'm looking forward to the BRT projects  Please bring back the R-Line if possible  Ilive in Johnston County but work in Wake County (Wendell). I see how Wendell is growing and how locations such as the grocery store, library, and food locations are scattered (Wendell Falls, downtown Wendells and Wendell Brown and ride when clearly people need a way to connect to the aforementioned areas. The eastern side of the county has unlerable populations who need access to services (especially since it is not easy to get to places in Raleigh which is where a lot of services are). But also, better transportation is needed to get a word of the county factors where a lot of services are). But also, better transportation is needed to get a county where a lot of services are). But also, better transportation is needed to get a county where a lot of services are). But also, better transportation is needed to get a county where a lot of services are). But also, better transportation is needed to get a county where a lot of services are). But also, better transportation is needed to get a county where a lot of services are). But also, better transportation is needed to get a county where a lot of services are). But also, better transportation is needed to get a county where a lot of services are). But also, better transportation is needed to get a county where a lot of services are the lower where a lot of services are the lower where a lot of services are the lower when a lot of services aready when a lot of services are the lower when a lot of services  |
| 27612<br>27526<br>27529<br>27520<br>27502<br>28206<br>27526<br>27513<br>27703<br>28323<br>27609<br>27603          | GoRaleigh GoTriangle; GoCary None GoAper; GoRaleigh None None GoAper; GoBurham GoCary; GoDurham GoRaleigh GoRaleigh; GoTriangle; GoDurham GoTriangle GoRaleigh; GoTriangle; GoDurham; NCSU GoRaleigh; GoTriangle; GoDurham; NCSU   | From Crabtree Valley to downtown Fuguay Varina , Holly Springs  From Apex to Raleigh  Cary to Durham or Cary to RDU  401  Gorriangle 400, 700 and GoDurham 6  i use GoRaleigh 11 most frequently, then the GoTriangle 100 -> 700, then the GoDurham 10/108. I use various other routes in GoRaleigh GoDurham, GoCary, and GoTriangle infrequently. | Undecided Strongly Agree Undecided Strongly Agree Strongly Agree Strongly Agree Strongly Agree Undecided Strongly Agree Strongly Agree Strongly Agree Strongly Agree                            | Agree Undecided  Agree Undecided Strongly Disagree  Strongly Agree Agree Agree Agree Strongly Agree Agree Strongly Agree                         | Agree Strongly Agree Undecided Undecided Undecided Undecided Undecided Undecided Strongly Agree Undecided Strongly Agree Strongly Agree   | I've never ridden a bus in Wake County so o'm coming to this trying to decide if it is a possibility for me.  I'm looking forward to the BRT projects  Please bring back the R-Line if possible  I live in Johnston County but work in Wake County (Wendell). I see how Wendell is growing and how locations such as the grocery store, library, and food locations are scattered (Wendell Falls, downtown Wendell, and the wendell sput on the budget is so small and why there is only a park and ide when cleary benopel need a way to connect to the aforementioned areas. The eastern side of the county has vulnerable populations who need access to services (especially since it is not easy to get to places in Rieligh which is where a lot of services are). But also, better transportation is needed to get around Wendell fisted? A bus that goes to the county has where a lot of services are). But also, better transportation is needed to get around Wendell fisted? A bus that goes to the county has when the subject of the county has considered the county has the county of the county has the county of the county of the county of the county has the county of th |
| 27612<br>27526<br>27529<br>27520<br>27520<br>27520<br>27526<br>27513<br>27571<br>27703<br>28323<br>27609<br>27603 | GoRaleigh Gorfangle; GoCary None GoApex; GoRaleigh None None GoApex; GoRaleigh None GoCary; GoDurham GoRaleigh GoRaleigh GoRaleigh GoRaleigh; GoTriangle; GoDurham GoTriangle GoRaleigh; GoCary; GoTriangle; GoDurham; NCSU GoRaleigh; GoCary; GoTriangle; GoDurham; NCSU GoRaleigh; GoTriangle; GoCary; GoDurham; NCSU None                                   | From Crabtree Valley to downtown Fuguay Varina , Holly Springs  From Apex to Raleigh  Cary to Durham or Cary to RDU  401  Gorriangle 400, 700 and GoDurham 6  i use GoRaleigh 11 most frequently, then the GoTriangle 100 -> 700, then the GoDurham 10/108. I use various other routes in GoRaleigh GoDurham, GoCary, and GoTriangle infrequently. | Undecided  Strongly Agree  Undecided  Strongly Agree  Undecided  Strongly Agree  Undecided      | Agree Undecided  Agree Undecided Strongly Disagree  Strongly Agree Agree Strongly Agree Agree Strongly Agree Agree Agree Agree                   | Agree Strongly Agree Undecided Undecided Undecided Undecided Undecided Undecided Undecided Strongly Agree Undecided Undecided Undecided Undecided Undecided Undecided Undecided | I've never ridden a bus in Wake County so o'm coming to this trying to decide if it is a possibility for me.  I'm looking forward to the BRT projects  I'm looking forward to the BRT projects  I'l live in Johnston County but work in Wake County (Wendell). I see how Wendell is growing and how locations such as the grocery store, library, and food locations are scattered (Wendell Brdg. I. would like to know why Wendells and the wendell and why there is only a park and inde when cleary begold the see that the work of the |
| 27512<br>27526<br>27529<br>27520<br>27520<br>27520<br>27526<br>27513<br>27513<br>27609<br>27603                   | GoRaleigh; GoTriangle; GoCary None GoApex; GoRaleigh None  Social Comparity (Social Comparity Comparity) None  GoCary; GoDurham GoRaleigh GoRaleigh; GoTriangle; GoDurham GoRaleigh; GoTriangle; GoDurham; NCSU GoRaleigh; GoTriangle; GoCary; GoDurham; NCSU GoRaleigh; GoTriangle; GoCary; GoDurham; NCSU None GoRaleigh; GoTriangle; GoCary; GoDurham; NCSU | From Crabtree Valley to downtown Fuguay Varina , Holly Springs  From Apex to Raleigh  Cary to Durham or Cary to RDU  401  Gorriangle 400, 700 and GoDurham 6  i use GoRaleigh 11 most frequently, then the GoTriangle 100 -> 700, then the GoDurham 10/108. I use various other routes in GoRaleigh GoDurham, GoCary, and GoTriangle infrequently. | Undecided  Strongly Agree  Undecided  Strongly Agree  Strongly Agree  Strongly Agree  Strongly Agree  Strongly Agree  Strongly Agree  Undecided  Strongly Agree  Strongly Agree  Strongly Agree | Agree Undecided  Agree Undecided Strongly Disagree  Strongly Agree Agree Strongly Agree Agree Strongly Agree Agree Strongly Agree Strongly Agree | Agree Strongly Agree Undecided Undecided Undecided Undecided Undecided Undecided Strongly Agree Undecided Strongly Agree Undecided Strongly Agree Strongly Agree                | I've never ridden a bus in Wake County so o'm coming to this trying to decide if it is a possibility for me.  I'm looking forward to the BRT projects  Please bring back the R-Line if possible  Ilive in Johnston County but work in Wake County (Wendell). I see how Wendell is growing and how locations such as the grocery store, library, and food locations are scattered (Wendell Falls, downtown Wendell, and Wendell Falls, downtown Wendell, and the connect to the aforementioned areas. The eastern side of the county has vulnerable populations who need acress to services (especially since it is not easy to get to places in Reliejsh which is where a lot of services are). But also, better transportation is needed to get around Wendell Isself. A bus that goes to Wendell Falls, Wendell Buself, we will be deal and would help the people of Wendell gradul.  We don't need government running a bus route. This can be something run entirely by private companies. Please don't waste our tax dollars.  |
| 27612<br>27526<br>27529<br>27520<br>27502<br>28206<br>27526<br>27513<br>27573<br>28323<br>27609<br>27603          | GoRaleigh Gorfangle; GoCary None GoApex; GoRaleigh None None GoApex; GoRaleigh None GoCary; GoDurham GoRaleigh GoRaleigh GoRaleigh GoRaleigh; GoTriangle; GoDurham GoTriangle GoRaleigh; GoCary; GoTriangle; GoDurham; NCSU GoRaleigh; GoCary; GoTriangle; GoDurham; NCSU GoRaleigh; GoTriangle; GoCary; GoDurham; NCSU None                                   | From Crabtree Valley to downtown Fuguay Varina , Holly Springs  From Apex to Raleigh  Cary to Durham or Cary to RDU  401  Gorriangle 400, 700 and GoDurham 6  i use GoRaleigh 11 most frequently, then the GoTriangle 100 -> 700, then the GoDurham 10/108. I use various other routes in GoRaleigh GoDurham, GoCary, and GoTriangle infrequently. | Undecided  Strongly Agree  Undecided  Strongly Agree  Strongly Agree  Strongly Agree  Strongly Agree  Strongly Agree  Strongly Agree  Undecided  Strongly Agree  Undecided                      | Agree Undecided  Agree Undecided Strongly Disagree  Strongly Agree Agree Strongly Agree Agree Strongly Agree Agree Strongly Agree Strongly Agree | Agree Strongly Agree Undecided Undecided Undecided Undecided Undecided Undecided Strongly Agree Undecided Undecided Undecided Undecided Undecided Undecided Undecided Undecided | I'm looking forward to the BRT projects  Wendell I said to know why  Wendell' sportion of the budget is on which looking loo |

| Section   Sect   |  |   |   |                                  |  |                              |  |
|--|--|---|---|----------------------------------|--|------------------------------|--|
| The content of the    |  |   |   |                                  |  |                              | Lucanda libra ta ana tha an annan annina   |
| ## A TRANSPORT OF THE PROPERTY |  |   |   |                                  |  |                              | be available to community based  |
| ## A TRANSPORT OF THE PROPERTY |  |   |   |                                  |  |                              | support groups like 12 step groups and   |
| March   Marc   |  |   |   |                                  |  |                              | AA. There is a high number of wake   |
| Angle  |  |   |   |                                  |  |                              | county residents who attend these  |
| Annual Content of Co   |  |   |   |                                  |  |                              | meetings (or would like to) but don't  |
| Company and American   |  |   |   |                                  |  |                              | have access to reliable transportation.  |
| Description   Company      |  |   |   |                                  |  |                              | 12 step and community based peer led   |
|  |  |   |   |                                  |  |                              | recovery groups have been supported by   |
| 2006   1974      |  |   |   |                                  |  |                              |  |
| Company  | 27507  | GoRaloigh: GoWako ACCESS  | Go accord   | Strongly Agree                   | Strongly Agree   | Strongly Agroo               |  |
| Proc.   Proc   |  |   |   |                                  |  |                              | 300 and other related limesses.  |
| The content of the    |  |   |   |                                  |  |                              |  |
| March   Marc   |  |   |   |                                  |  |                              |  |
| 2006   Control Contr   | 27615  |   | Unsure! Hard to locate and schedule!  |                                  |  |                              |  |
| Part   | 27518  |   | South point or cary   |                                  |  |                              |  |
| Page   |  |   |   |                                  |  |                              |  |
| Part   |  |   |   |                                  |  |                              |  |
| Second Control (Control)   |  |   |   |                                  |  |                              |  |
| Part   Company   |  |   |   |                                  |  |                              |  |
| 1-20   |  |   |   |                                  |  |                              | am in favor of almost any investment in  |
| Page      | 27609  | GoWake ACCESS; GoRaleigh; GoTriangle  | willow spring/southern Wake/central Wake  | Agree                            | Agree  | Disagree                     | growing the public transit system  |
| Proc.   Cont.   Cont   |  |   |   |                                  |  |                              |  |
| 1985      | 27603  |   | Community College North   | Strongly Agree                   | Agree  | Strongly Agree               |  |
| 1925      |  |   |   |                                  |  |                              |  |
| The content of the    |  |   | Triangle  |                                  |  |                              |  |
| March   Marc   | 27697  | GoRaleigh; GoTriangle   |   | Undecided                        | Agree  | Disagree                     |  |
| 1-15   |  |   |   |                                  |  |                              |  |
| April  | 27612  | GoRaleigh: GoTriangle   |   | Undecided                        | Undecided  | Undecided                    |  |
| Transpare   Controlled   Controlled Contro   |  |   |   |                                  |  |                              | improvements.  |
|  | 27520  | GoTriangle  |   |                                  |  |                              |  |
| Sender Control, Conforcing Control and Security & Secur |  |   |   |                                  |  |                              |  |
| State Control of Contr |  |   |   |                                  |  |                              | Any additional allocation for bus lanes  |
| 1962   Selection Continued by Part   | 27604  | GoRaleigh; GoCary; GoTriangle; GoDurham   |   | Strongly Agree                   | Strongly Agree   | Strongly Agree               | and expanding the BRT system is crucial.   |
| Signal Schoolsen, Schriffer, Gerbriger, Gerb |  |   | Rt 40/41 on NCSU wolfline, or goraleigh busses that   |                                  |  |                              |  |
|  |  |   | connect NCSU with downtown Raleigh/village district   |                                  | Strongly Agree   | Strongly Agree               |  |
| The property of the property o |  |   |   |                                  | Undecided  | Undecided                    |  |
| The second of th | 27608  | GoRaleigh   | Glenwood, Whittaker mill  | Disagree                         |  |                              |  |
| The second of th |  |   |   |                                  |  |                              | Transportation is a key building block.  |
| The set of  |  |   |   |                                  |  |                              | for a vibrant, well oriented city. Similar   |
| Table of the company  |  |   |   |                                  |  |                              |  |
| page of the page o |  |   |   |                                  |  |                              | transportation is a bridge between   |
| Section of the control of the contro |  |   |   |                                  |  |                              | poverty and working/middle class.  |
| Section of the control of the contro |  |   |   |                                  |  |                              | Ensuring the frequency, reliability and  |
| Transport mode to the tops of the common and the co |  |   |   |                                  |  |                              | availability of multiple forms of public   |
| The content of the    |  |   |   |                                  |  |                              | transport needs to be the top priority of  |
| ue de cycle mit at limite livie de company of the c |  |   |   |                                  |  |                              | this work plan, and all work plans that  |
| Coursell, of Contrage of Processing Services  |  |   |   |                                  |  |                              | come after. As someone who doesn't   |
| these are the recognition of the base and the base an |  |   |   |                                  |  |                              |  |
| but site to the ore of Generated in the August (Contrary) and the Augu |  |   |   |                                  |  |                              |  |
| Process of the proc   |  |   |   |                                  |  |                              | these are the reasons I don't. The closest   |
| 2000 Collegely, Golfrangle Univer Undercided Undercided Undercided Undercided Undercided under the processor year 12 American the processor of the processor  |  |   |   |                                  |  |                              |  |
| 27577   Gallwigh, Coffringle   Storage   Sto   |  |   |   |                                  |  |                              |  |
| Sieu ph fare the service or service of the photograph of the photo |  |   |   |                                  |  |                              |  |
| get to be processed and the control of the control  |  |   |   |                                  |  |                              |  |
| Johnstein des deuts in the New Home Person 1975 (20 Confirmage 1975) (20 |  |   |   |                                  |  |                              |  |
| Carbody Garlangie Collangie Collangi |  |   |   |                                  |  |                              |  |
| Contacting Contacting   Undercided   Undercided   Undercided   Part National allow me to   Undercided   U   |  |   |   |                                  |  |                              |  |
| Agree   Agre   | 27607  | GoRaleigh; GoTriangle   | Unsure  | Undecided                        | Undecided  | Undecided                    | area that would allow me to safely walk.   |
| Golfraging   Gol   |  |   |   |                                  |  |                              |  |
| Diagree   Diagree   Diagree   Diagree   Diagree   Diagree   Strongly Diagree   |  |   |   |                                  |  |                              | Please put in a high speed rail system   |
| Discardy Contrangle NCOU   Inline Strongly   I   |  |   | Cary  |                                  |  |                              | 4  |
| The test Washings, for Verdinate American the GoTrangle (rode 20) Controlled (rode 20) Cont   |  |   | hillsharansh  | Disagree                         | Disagree   | Strongly Disagree            |  |
| Date 30 downtown first the fastest, the oily but on membershy and collected teach or single cut of love to a membershy and collected teach or single cut of love to a membershy and collected teach or single cut of love to a single cut of love and single cut or single cut of love to a single cut of love and single cut or sin | 2/513  | Gocary, Gornangie; NCSO   |   |                                  |  |                              |  |
| Agree   Agre   |  |   |   |                                  |  |                              |  |
| Selbalety Colfurings (Colfurings) (Colfuri   |  |   |   |                                  |  |                              |  |
| Consideration Continues   Cociange   Cocia   | 27606  | GoRaleigh: GoCarv: GoDurham: GoTriangle   |   | Agree                            | Agree  | Agree                        |  |
| NSUS, Collabelly, Colay, Golvake ACCESS   Southeast Carry and Southeast Rakeigh   Strongly Agree   Strongl   |  | GoRaleigh: GoTriangle: GoCary   |   |                                  |  |                              |  |
| Continueties Consultance   Strongly Agree   Strongly Ag   |  | NCSU; GoRaleigh; GoCary; GoWake ACCESS:   |   |                                  |  | -0.1.40                      | Please consider making the buses   |
| My son might neft the bas in the area of downtown Raleigh (Gerwood neer Heigh Charter High school, or any hour to the bus rook near Mesenth traingle High school, or any on the bus rook near Mesenth traingle High school, or any on the bus rook near Mesenth traingle High school, or any on the bus rook near Mesenth traingle High school, or any on the bus rook near Mesenth traingle High school, or any on the bus rook near Mesenth traingle High school, or any on the bus rook near Mesenth traingle High school, or any on the school of the bus rook near Mesenth traingle High school, or any on the school of the bus rook near Mesenth traingle High school, or any on the school of the bus rook near Mesenth traingle High school, or any on the school of the school of the bus rook near Mesenth traingle High school, or any on the school of the sc | 27610  |   | Southeast Cary and Southeast Raleigh  | Strongly Agree                   | Strongly Agree   | Strongly Agree               |  |
| the bus route near Research triangle High school, or any connection that picks up in high Spring and goes to downtown Raleigh or Apex.  Undecided  Undecided  Undecided  Undecided  Undecided  Undecided  Undecided  Undecided  Vommat certainly do a better opportunities and Ecological Components and Ecological Components are electrone, by Longor have a direct connection since my 311 signs for the St. Tom Key Long components are velocine, by Longor have a direct connection since my 311 signs for the St. Tom Key Long classified to the St. Tom Key Long components are velocine, by Longor have a direct connection since my 311 signs for the St. Tom Key Long disability (Colf Triangle, GoCary, GoDurham, on the St. Tom Key Long disability (Colf Triangle, GoCary, GoDurham, on the St. Tom Key Long disability (Colf Triangle, GoCary, GoDurham, on the St. Tom Key Long disability (Colf Triangle, GoCary, GoDurham, on the St. Tom Key Long disability (Colf Triangle, GoCary, GoTriangle Colfade)  Agree Agree  Agree Agree  Agree Agree  Strongly Agree  Triangle, GoCary, GoTriangle  ORA  NCSU Wolfline St. Hillsborough Street/GoRaleigh 4, 12:  Triangle, GoCary, GoTriangle  ORA  ORA  ORA  ORA  ORA  ORA  ORA  OR  |  |   | My son might ride the bus in the area of downtown   |                                  |  |                              |  |
| Connector that picks up in Holly Springs and goes to downtown Raleigh or Apex.  Undercided  Undercided  Undercided  Undercided  Undercided  Vou must contrainly do a better communicating the park and of experiments of the second of the secon |  |   | Raleigh (Glenwood) near Raleigh Charter High school, or   |                                  |  |                              |  |
| Continuity   Con   |  |   |   |                                  |  |                              |  |
| Vou must certainly do a better communicating the park and or opportunities and location. To improvements are witcome, or day a week. Took the 311 three days a week, and the 305 too days a week. Took the 311 to the RTC and usually hopped on the 105. To mix it up, cometimes took the Go Cary 4 Agree Agree Undecided overright, safe parking.  27637 Gokbeek, GoTrangle, GoWake ACCESS 27638 Gokbeek, GoTrangle, GoWake ACCESS 27639 Gokbeek, GoTrangle, GoWake ACCESS 27630 Gokbeek, GoTrangle 2 |  |   | connector that picks up in Holly Springs and goes to  |                                  |  |                              |  |
| communicating the park and of opportunities and Location. In improvements are welcome, but one of the 311 three days a week, and the 305 two days a week. Took the 311 three days a week, and the 305 two days a week. Took the 311 to the RTC and usually hopped of the 301 to the RTC and | 27540  | GoTriangle; GoRaleigh; GoWake ACCESS  | downtown Raleigh or Apex.   | Undecided                        | Undecided  | Undecided                    | 4  |
| Used to ride the 311 three days a week, and the 305 two days a week. Took the 311 three days a week, and the 305 two days a week. Took the 311 to the RTC and usually hopped on the 10.5 To mix true, sometimes took the Co.Cary 4 on the 10.5 To mix true, sometimes took the Co.Cary 4 on the 10.5 To mix true, sometimes took the Co.Cary 4 on the 10.5 To mix true, sometimes took the Co.Cary 4 on the 10.5 To mix true, sometimes took the Co.Cary 4 on the 10.5 To mix true, sometimes took the Co.Cary 4 on the 10.5 To mix true, sometimes took the Co.Cary 4 on the 10.5 To mix true, sometimes took the Co.Cary 4 on the 10.5 To mix true, sometimes took the Co.Cary 4 on the 10.5 To mix true, sometimes took the Co.Cary 4 on the 10.5 To mix true, sometimes took the Co.Cary 4 on the 10.5 To mix true, sometimes took the Co.Cary 4 on the 10.5 To mix true, sometimes took the Co.Cary 4 on the 10.5 To mix true, sometimes took the Co.Cary 4 on the 10.5 To mix true, sometimes to the true true, sometimes to the 10.5 To mix true, sometimes to t |  |   |   |                                  |  |                              | You must certainly do a better job of  |
| improvements are welcome, but of the service days a week, and the 305 two days a week. Took the 311 to the RTC and usually hopped on the 105. Ton ix fur, up, sometimes took the 60 cay 4 to the rain station and hopped the 300.  27613 GoRaleigh; GoTriangle; GoWake ACCESS 27614 GoRaleigh; GoTriangle; GoWake ACCESS 27615 GoRaleigh; GoTriangle; GoWake ACCESS 27616 GoRaleigh; GoTriangle; GoWake ACCESS 27616 GoRaleigh; GoTriangle; GoWake ACCESS 27617 GoRaleigh; GoTriangle; GoWake ACCESS 27618 GoRaleigh; GoTriangle; GoWake ACCESS 27619 GoRaleigh; GoTriangle; GoWake ACCESS 27610 GoRaleigh; GoTriangle; MoSU 27610 GoRaleigh; GoTriangle; GoWake ACCESS 27610 GoRaleigh; GoTriangle 27610 GoRaleigh; Go |  |   |   |                                  |  |                              |  |
| Used to ride the 311 three days a week, and the 305 two days a week. Took the 311 three days a week, and the 305 two days a week. Took the 311 three days a week, and the 305 two days a week. Took the 311 three days a week, and the 305 two days a week. Took the 311 three days a week, and the 305 two days a week. Took the 311 three days a going to have complete routed the approach of the 411 three days and the 411 three days a week. Took the 311 three days a going to have complete routed the 411 three days and the 411 three days a going to have complete routed and the 411 three days a going to have complete routed and the 411 three days a week. Took the 311 three Ages and Agree Agree Agree Agree Agree Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Torongly Agree Strongly Agree Torongly Agre |  |   |   |                                  |  |                              | opportunities and locations. The airport   |
| Used to ride the 311 three days a week, and the 305 two days a week. Took the 311 to the Text and usually hoped on the 105. To mix it up, sometimes I took the 60 Carry 4 to days a week. Took the 311 to the Text and usually hoped on the 105. To mix it up, sometimes I took the 60 Carry 4 to down the train station and hopped the 300. Agree Agr |  |   |   |                                  |  |                              |  |
| days a week. Took the 311 to the RTC and usually hopped foolaleight, GoTriangle; GoCany, GoDurham; GoRaleight, GoTriangle; GoCany, GoTriangle; GoWale ACCESS foolaleight, GoWale ACCESS, May and Raleigh foolaleight, GoWale ACCESS, May and Raleigh foolaleight, GoWale ACCESS, May and Raleigh or Durham foolaleight, GoWale ACCESS, May are foolaleight, GoWale ACCESS, May foolaleight, GoWale ACC |  |   | Used to ride the 311 three days a week and the 305 two  |                                  |  |                              | since my 311 is some. If you are not   |
| GoRaleigh; GoTriangle; GoCarry, GoLourham; countries took the Go Cary 4 to the 105. To mix it up, sometimes took the Go Cary 4 to the 105. To mix it up, sometimes took the Go Cary 4 to the 105. To mix it up, sometimes took the Go Cary 4 to the 105. To mix it up, sometimes took the Go Cary 4 to the 105. To mix it up, sometimes took the Go Cary 4 to the 105. To mix it up, sometimes took the Go Cary 4 to the 105. To mix it up, sometimes took the Go Cary 4 to the 105. To mix it up, sometimes took the Go Cary 4 to the 105. To mix it up, sometimes took the Go Cary 4 to the 105. To mix it up, sometimes took the Go Cary 4 to the 105. To mix it up, sometimes took the Go Cary 4 to the 105. To mix it up, sometimes took the Go Cary 5 to the 105. To mix it up, sometimes took the Go Cary 5 to the 105. To mix it up, sometimes took the Go Cary 5 to the 105. To mix it up, sometimes took the Go Cary 5 to the 105. To mix it up, sometimes took the Go Cary 5 to the 105. To mix it up, sometimes took the Go Cary 6 Agree Agree Agree Strongly Agree Agree Agree Agree Strongly Agree Undecided Undecided Structure of the Into Intrace Agree Strongly Agree Undecided Structure of the Intrace Agree Strongly Agree Undecided Strongly Agree Undecided Strongly Agree   |  |   |   |                                  |  |                              | going to have complete routes to service   |
| 2763   GoApex   the train station and hopped the 300. Agree    |  | GoRaleigh; GoTriangle; GoCary; GoDurham:  |   |                                  |  |                              | the airport, the RTC should allow  |
| Agree   Agre   | 27697  |   |   |                                  | Agree  | Undecided                    |  |
| Agree   Agre   | 27613  | GoRaleigh; GoTriangle; GoWake ACCESS  |   |                                  |  |                              |  |
| Strongly Agree   Agree   Agree   Agree   Agree   Agree   Strongly Agree   Strongly Agree   Agree   Agree   Agree   Strongly Agree   Strongly Agree   A   | 27513  | GoCary; GoTriangle  |   | Agree                            | Agree  | Agree                        |  |
| 27519   GoZary, GoTriangle   ROU and Downtown Raleigh or Durham   Agree   Agree   Strongly Agree   Strongl   |  |   |   |                                  |  |                              |  |
| 27507   GoRaleigh, GoTriangle (GoDurham   GoRaleigh 10 and 15; GoTriangle DRX; GoDurham 2   Agree   Agree   Strongly Agree   | 27519  | GoCary; GoTriangle  | RDU and Downtown Raleigh or Durham  | Agree                            | Agree  | Agree                        |  |
| 27667 GoRaleigh; GoCary; GoTriangle Downtown Cary to downtown Raleigh Strongly Agree IO0% due to this issue.  27613 None Disagree Disagree Disagree Disagree Disagree Disagree Disagree Disagree Undecided IV0 Construction Cons | 27609  | GoRaleigh; GoWake ACCESS; NCSU; GoTriangle  | 2 15 100 Cxs  | Strongly Agree                   | Agree  | Strongly Agree               |  |
| Are there budgeting plans in the proposal for recruitment and rof staffs? Service is not current of staffs? Service is not current and rof staffs? Service is not current of staffs. Service is not current of sta |  |   |   |                                  |  |                              |  |
| proposal for recruitment and rof of staffs. Service is not of undecided.  NCSU Wolfline S1; Hillsborough Street/GoRaleigh 4, 12; Strongly Agree Strongly Agree Strongly Agree Strongly Agree Disagree Disagree Disagree Disagree Disagree Disagree Undecided Undecided Service Strongly Agree Disagree Disagree Disagree Disagree Disagree Disagree Disagree Disagree Undecided You survey didn't include age systems.  27599 GoTriangle 800 and 805, Loved NRE when it was running Strongly Agree Strongly Agree Undecided Undecided You survey didn't include age systems.  27604 None Strongly Agree Undecided Undecided You survey didn't include age age undecided Strongly Agree Undecided Transpersion of the strongly Agree Undecided Transpersion of the strongly Agree Disagree Undecided Transportation Strongly Agree Disagree Undecided Transportation Strongly Agree Undecided Transportation Transportation Transportation Transportation Strongly Agree Undecided Transportation Trans | 27697  | GoRaleigh; GoCary; GoTriangle   | Downtown Cary to downtown Raleigh   |                                  |  | Strongly Agree               |  |
| proposal for recruitment and rof of staffs. Service is not of undecided.  NCSU Wolfline S1; Hillsborough Street/GoRaleigh 4, 12; Strongly Agree Strongly Agree Strongly Agree Strongly Agree Disagree Disagree Disagree Disagree Disagree Disagree Undecided Undecided Service Strongly Agree Disagree Disagree Disagree Disagree Disagree Disagree Disagree Disagree Undecided You survey didn't include age systems.  27599 GoTriangle 800 and 805, Loved NRE when it was running Strongly Agree Strongly Agree Undecided Undecided You survey didn't include age systems.  27604 None Strongly Agree Undecided Undecided You survey didn't include age age undecided Strongly Agree Undecided Transpersion of the strongly Agree Undecided Transpersion of the strongly Agree Disagree Undecided Transportation Strongly Agree Disagree Undecided Transportation Strongly Agree Undecided Transportation Transportation Transportation Transportation Strongly Agree Undecided Transportation Trans |  |   |   |                                  |  |                              |  |
| NSU Wolfline 51; Hillsborough Street/GoRaleigh 4, 12; Strongly Agree Disagree Disagree Disagree Disagree Disagree Optional Strongly Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Undecided 17 to 65, 1 am in that age group Strongly Agree Strongly Agree Strongly Agree Disagree Undecided 19, 12, 100, 4, 16 Agree Agree Disagree Undecided Strongly Agree Undecided  |  |   |   |                                  |  |                              |  |
| 27606   GoRaleigh; GOTriangle   NCSU   GOTriangle 200   Strongly Agree   Strongly Agree   Strongly Agree   100% due to this issue.   |  |   | NOTION IN THE PROPERTY OF THE |                                  |  |                              | proposal for recruitment and retainment  |
| 27613   Sone   DRX   Undecided   Undecid   | 27667  | Constitute Control to Name  | NCSU wolfline 51; Hillsborough Street/GoRaleigh 4, 12;  | Charles American                 | construction of the constr | ett. A                       | of staff? Service is not currently running   |
| 27613 None  Buses and light rail are not got No one really wants to use the into https://skytran.com/ or si yetems, rail are not got No one really wants to use the into https://skytran.com/ or si yetems, rail are not got No one really wants to use the into https://skytran.com/ or si yetems, rail are not got No one really wants to use the into https://skytran.com/ or si yetems, rail are not got No one Polity wants to use the into https://skytran.com/ or si yetems, rail are not got No one Polity wants to use the into https://skytran.com/ or si yetems, rail are not got No one Polity wants to use the into https://skytran.com/ or si yetems, rail are not got No one Polity wants to use the into https://skytran.com/ or si yetems, rail are not got No one really wants to use the into https://skytran.com/ or si yetems, rail are not got No one really wants to use the into https://skytran.com/ or si yetems, rail are not got No one really wants to use the into https://skytran.com/ or si yetems, rail are not got No one really wants to use the into https://skytran.com/ or si yetems, rail are not got No one really wants to use the into https://skytran.com/ or si yetems, rail are not got No one really wants to use the into https://skytran.com/ or si yetems, rail are not got No one really wants to use the into https://skytran.com/ or si yetems, rail are not got No one really wants to use the into https://skytran.com/ or si yetems, rail are not got No one rail wants to use the into https://skytran.com/ or si yetems, rail are not got No one rail wants to use the into https://skytran.com/ or si yetems, rail are not got No one rail wants to use the into https://skytran.com/ or si yetems, rail are not got No one rail wants to use the into https://skytran.com/ or si yetems, rail are not got No one rail wants to use the into https://skytran.com/ or si yetems, rail are not got No one rail wants to use the into https://skytran.com/ or si yetems, rail are not got No one rail wants to use the into https://skytran.com/ or si yetems, rail are |  | Goraleigh; GoTriangle; NCSU   |   |                                  | Strongly Agree   |                              | 100% due to this issue.  |
| Buses and light rail are not got No one really wants to use the into https://skytran.com/ or si systems.  94596 None Disagree Disagree Disagree Disagree Disagree Disagree Disagree Disagree Disagree Obsagree Obsagree Obsagree Over survey didn't include age 27599 GoTriangle Strongly Agree Strongly Agree Undecided 17 to 55, 1 am in that age grou 22 limits how often I use put a limit of the survey of the surv |  |   | DIA   | Unideciaea                       | Unidecided   | undecided                    |  |
| No ner really wants to use the into https://skyran.com/ or si systems.   Disagree   Disagree   Disagree   Disagree   Disagree   Disagree   Systems.  | 2/613  | None  |   |                                  |  |                              | Purer and light rail are not send a diver  |
| https://skytran.com/ or signere Disagree Disagree Disagree Disagree Disagree Disagree Disagree Systems.  45219 GoCary; GoTriangle Triangle/North Carty/East Cary/RDU  27599 GoTriangle 800 and 805, Loved NRE when it was running Strongly Agree Strongly Agree Undecided 17 to 55, 1 am in that age group 21 into 3 that age group 22 into 3 that age group 22 into 3 that age group 23 into 3 that age group 24 into 3 that age group 25 into 3 that age gro |  |   |   |                                  |  |                              |  |
| Strongly Agree   Disagree   Disagree   Disagree   Disagree   Disagree   Systems.   |  |   |   |                                  |  |                              |  |
| Agree   Agree   Undecided   Undecided   Carry Storogly Agree   Carry Storogly   |  |   |   | Disagree                         | Disagree   | Disagree                     |  |
| 27599 GOTriangle 800 and 805, Loved NRE when it was running Strongly Agree Strongly Agree Undecided 17 to 65, I am in that age group 27604 None Reality could use more frequent 22 lines. They recently decreas really limits how often use p. 2 lines. They recently decrease really limits how often use p. 2 lines. They recently decrease really limits how often use p. 2 lines. They recently decrease really limits how often use p. 2 lines. They recently decrease really limits how often use p. 2 lines. They recently decrease really limits how often use p. 2 lines. They recently decrease really limits how often use p. 2 lines. They recently decrease really limits how often use p. 2 lines. They recently decrease really limits how often use p. 2 lines. They recently decrease really limits how often use p. 2 lines have p. 2 lines have p. 2 lines have p. 2 lines have p | 94596  | None  |   | - magnet                         | - angrico  | g, cc                        | -,   |
| 2759 GOTriangle 800 and 805, Loved NRE when it was running Strongly Agree Strongly Agree Undecided 17 to 55, I am in that age group 27604 None Really could use more frequent 22 lines. They recently decreate really limits how often I use put a special property of the spe |  |   | Triangle/North Cary/East Carv/RDU   |                                  |  |                              |  |
| 2759 GOTriangle 800 and 805, Loved NRE when it was running Strongly Agree Strongly Agree Undecided 17 to 55, I am in that age group 27604 None Really could use more frequent 22 lines. They recently decreate really limits how often I use put a special property of the spe |  |   | Triangle/North Cary/East Cary/RDU   |                                  |  |                              | 4  |
| Really could use more frequent   Really could use more frequent   22 lines. They recently decrease   really limits how often I use put   27601   GoRaleigh; GOTriangle   19, 12, 100, 4, 16   Agree   Agree   Disagree   Transportation     27602   GoRaleigh   GOTRIAN   GOTRIAN   GOTRIAN     27603   GoWake ACCESS   Wake Forest Ciruclator   Agree   Agree   Undecided     27610   GoRaleigh; GOTRIAN   GOTRIAN     27610   GORALEIGH   GOTRIAN     27610   GOTRIAN     27   |  |   | Triangle/North Cary/East Cary/RDU   |                                  |  |                              | Your survey didn't include ages between  |
| Really could use more frequen 22 inners. They recently decrees 25 for a fine property for the property for t | 45219<br>27599                                     | GoCary; GoTriangle<br>GoTriangle  |   | Strongly Agree                   | Strongly Agree   | Undecided                    | Your survey didn't include ages between<br>17 to 65, I am in that age group.   |
| really limits how often I use put 27561 GoRaleigh; GoTriangle 19, 12, 100, 4, 16 Agree Agree Disagree transportation 27563 GoWake ACCESS Wake Forest Cirudator Agree Agree Undecided 275761 GoRaleigh; GoCary Strongly Agree Undecided 275761 GoRaleigh; GoCary Strongly Agree Strongly Agree Undecided  | 45219<br>27599                                     | GoCary; GoTriangle<br>GoTriangle  |   | Strongly Agree                   | Strongly Agree   | Undecided                    | 17 to 65, I am in that age group.  |
| 27601         GoRaleigh; GoTriangle         19, 12, 100, 4, 16         Agree         Agree         Disagree         transportation           28602         GoRaleigh         — <td>45219<br/>27599</td> <td>GoCary; GoTriangle<br/>GoTriangle</td> <td></td> <td>Strongly Agree</td> <td>Strongly Agree</td> <td>Undecided</td> <td>17 to 65, I am in that age group.  Really could use more frequency of 19 or</td>   | 45219<br>27599                                     | GoCary; GoTriangle<br>GoTriangle  |   | Strongly Agree                   | Strongly Agree   | Undecided                    | 17 to 65, I am in that age group.  Really could use more frequency of 19 or  |
| 28602         GoRaleigh         L         Agree         Undecided           27587         GOWake ACCESS         Wake Forest Ciruclator         Agree         Agree         Undecided           27610         GoRaleigh; GoCary         Strongly Agree         Strongly Agree         Undecided   | 45219<br>27599                                     | GoCary; GoTriangle<br>GoTriangle  |   | Strongly Agree                   | Strongly Agree   | Undecided                    | 17 to 65, I am in that age group.  Really could use more frequency of 19 or 22 lines. They recently decreased which                                      |
| 27587     GoWake ACCESS     Wake Forest Ciruclator     Agree     Agree     Undecided       27610     GoRaleigh, GoCary     Strongly Agree     Strongly Agree     Undecided   | 27599<br>27604                                     | GoCary; GoTriangle GoTriangle None  | 800 and 805, Loved NRE when it was running  |                                  |  |                              | 17 to 65, I am in that age group.  Really could use more frequency of 19 or 22 lines. They recently decreased which really limits how often I use public |
| 27610 GoRaleigh; GoCary Strongly Agree Strongly Agree Undecided  | 27599<br>27604<br>27601                            | GoCary; GoTriangle GoTriangle None GoRaleigh; GoTriangle  | 800 and 805, Loved NRE when it was running  |                                  |  |                              | 17 to 65, I am in that age group.  Really could use more frequency of 19 or 22 lines. They recently decreased which really limits how often I use public |
| 2/10,10   Gorriangler, Go.Cary   Strongly Agree   Strongly Agree   Undecided   | 27599<br>27604<br>27601<br>28602                   | GoCary; GoTriangle  GoTriangle  None  GoRaleigh; GoTriangle  GoRaleigh                                    | 800 and 805, Loved NRE when it was running  | Agree                            | Agree  | Disagree                     | 17 to 65, I am in that age group.  Really could use more frequency of 19 or 22 lines. They recently decreased which really limits how often I use public |
| 100- Iron Irongle; Godurnam; Gokaleigh 100- from Durham to Kaleigh, Crabtree route bus Agree Agree Strongly Agree  | 27599<br>27604<br>27601<br>28602<br>27587          | GoCary; GoTriangle  GoTriangle  None  GoRaleigh; GoTriangle  GoRaleigh  GoWake ACCESS                     | 800 and 805, Loved NRE when it was running  | Agree<br>Agree                   | Agree<br>Agree   | Disagree<br>Undecided        | 17 to 65, I am in that age group.  Really could use more frequency of 19 or 22 lines. They recently decreased which really limits how often I use public |
|  | 27599<br>27604<br>27601<br>28602<br>27587<br>27610 | GoCary; GoTriangle  GoTriangle  None  GoRaleigh; GoTriangle  GoRaleigh  GoWalee ACCESS  GoRaleigh; GoCary | 800 and 805, Loved NRE when it was running  19, 12, 100, 4, 16  Wake Forest Cirudator   | Agree<br>Agree<br>Strongly Agree | Agree<br>Agree<br>Strongly Agree   | Disagree Undecided Undecided | 17 to 65, I am in that age group.  Really could use more frequency of 19 or 22 lines. They recently decreased which really limits how often I use public |

|  |  | Really according side but within he interested in a Sucham   |  |   |                             | The bus just isn't fast enough to ma<br>worth the trade off of adhering to t<br>bus schedule instead of having the   |
|--|--|--|--|---|-----------------------------|--|
| 705 N  | CSU; GoTriangle  | Don't currently ride but might be interested in a Durham to NCSU ride (my commute to graduate school)  | Undecided                                      | Undecided   | Undecided                   | freedom to drive whenever. If ther<br>a faster train it might make it worth  |
|  |  |  |  |   |                             | It seems solid and we need to move   |
| i62 G  | oTriangle; GoDurham  | 800, 5, 12   | Agree  | Agree   | Agree                       | toward a more robust bus service a<br>the Triangle, which this does.   |
|  |  | Routes within Durham, Express between Durham and   |  |   |                             |  |
|  | oTriangle; GoDurham<br>oTriangle; GoRaleigh; GoDurham  | Raleigh or Durham and Chapel Hill  All of Durham, downtown Raleigh and in between  | Strongly Agree                                 | Agree   | Strongly Agree Undecided    |  |
|  | oRaleigh   | GoRaleigh 15   | Agree<br>Agree                                 | Agree   | Agree                       |  |
|  |  |  |  |   |                             | Funds should be made available to  |
|  |  |  |  |   |                             | accelerate the 4 BRT projects, and accelerate more bus routes and hig frequencies of the bus routes. Main the fare free program for the foreseeable future to attract more riders and aid the pandemic's econ impact to the lower income popula Suspend all significant funding of the commuter rail project until the rail state and federal agencies agree the should move forward in an expedit   |
| 519 G  | oTriangle; GoCary  | From west Cary to Raleigh  | Agree  | Strongly Disagree   | Agree                       | manner.  |
|  | oTriangle  |  |  |   |                             |  |
|  | oRaleigh; NCSU; GoTriangle   | 18, 19   | Strongly Agree                                 | Agree   | Agree                       |  |
| 539  |  |  |  |   |                             |  |
|  |  |  |  |   |                             | The rapid transit corridor for New E and Edenton St ignores the historic quality of the surrounding neighborhoods. It is a threat to the stability of existing residents. This has shown wonderful growth in the few years, but the new plan threat scrapt he New Bern Edenton plan a rebuild with maintaining the historic plan is the stability of the s |
| 7604 G   | oRaleigh   | the 10 (Longwood)  | Undecided                                      | Agree   | Undecided                   | character of these areas; see previ-   |
| 7612 G   | oRaleigh; GoTriangle   | Downtown Raleigh, North Hills, North Raleigh, Glenwood,<br>Southwest Raleigh   | Strongly Agree                                 | Agree   | Agree                       | incorporate this plan with the common rail plan  |
|  |  |  |  |   |                             | I think that this is a great plan and a<br>great use of funding. I hope that th  |
|  | oDurham; GoTriangle<br>oTriangle   | I don't ride any routes.  WRX  | Strongly Agree                                 | Strongly Agree  | Agree                       | work plan gets done.   |
| 7603 G   | oRaleigh; GoTriangle; GoWake ACCESS  |  | Undecided                                      | Undecided   | Disagree                    | sidewalls or pawed bike paths. The should be a bike path on no side croad and a side walk on the other final roads and goved walkingshike paths on as it least one side of the ro. connector roads (Road that connec many neighborhoods together, he leads to a main road). Adding route nice, but it is pointess without as walk or ride a bike there. I live 3.4 from Wake Tech. Loud walk/ride there to catch the bus, but there are sidewalls or pawed bike paths together. It is too dangerous to walk of which was never the connector roads and without sidewalls or pawed bike path tink you should be more focused or making sure there are sidewalks an pawed bike paths on main roads an connector roads, within 3 miles of bus top. Then it will make more se to add more bus stops services, be people will safely be able to access and use them.  |
| 501 G  | oRaleigh; GoTriangle   | 1,2,3,6,8,12,16,40x ,100   | Strongly Agree                                 | Strongly Agree  | Strongly Agree              |  |
| 87 N   | lone   |  |  |   |                             |  |
|  | oTriangle  | Triangle   | Agree  | Undecided   | Undecided                   |  |
|  | oTriangle<br>oTriangle   | Raleigh to Durham, RDU   | Agree<br>Strongly Agree                        | Agree Undecided   | Undecided<br>Strongly Agree |  |
| 13 Gr  | oTriangle<br>oRaleigh; GoTriangle; GoWake ACCESS;  | 800  | Undecided                                      | Undecided   |                             |  |
|  |  |  |  |   |                             |  |
|  | oDurham; GoCary  | 16 100 12 4  |  |   |                             |  |
| 06 G   | oRaleigh; GoTriangle; GoDurham   | 16, 100, 12, 4<br>11, 100, 300   | Undecided                                      | Agree   | Agree                       |  |
| 06 Go  |  |  | Undecided<br>Strongly Agree                    |   | Agree<br>Undecided          |  |
| 606 Gi<br>601 Gi<br>545 Gi   | oRaleigh, GOTriangle; GODurham<br>ORaleigh; GOTriangle<br>OWake ACCESS, GORaleigh; GOTriangle  | 11, 100, 300   | Strongly Agree                                 | Agree<br>Strongly Agree                                       | Undecided                   | Go Cary currently offers such infree service and at limited stops that it incalistic for many people to use to school, work or appts. With all of emphasis on density increase and development, we need to have the who profit from the luxury projects their fair share toward the transif this work of the support of the suppo |
| 606 Gi<br>601 Gi<br>645 Gi   | oRaleigh; GoTriangle; GoDurham<br>oRaleigh; GoTriangle   |  |  | Agree   |                             | service and at limited stops that it<br>realistic for many people to use to<br>school, work or appts.; With all of<br>emphasis on density increase and<br>development, we need to have the<br>who profit from the luxury project   |
| 606 G601 G6645 G645 G645 G645 G645 G645 G645 G64   | oRaleigh, GOTriangle; GODurham<br>ORaleigh; GOTriangle<br>OWake ACCESS, GORaleigh; GOTriangle  | Go Cary 22, 5, 100, 105, other GoTransit lines, and Durham local   | Strongly Agree                                 | Agree<br>Strongly Agree                                       | Undecided                   | service and at limited stops that it realistic for many people to use to school, work or appts; With all of emphasis on density increase and development, we need to have the who profit from the luxury project their fair share toward the transit if  |
| 606 Gr<br>601 Gr<br>545 Gr<br>511 Gr   | oRaleigh, GoTriangle; GODUrham<br>odkaleigh; GoTriangle<br>OWake ACCESS, GoRaleigh; GoTriangle   | Go Cary  22, 5, 100, 105, other GoTransit lines, and Durham local busses  CRX (Eubanks to NC State's D.H. Hill), WolfLine 60 (D.H. Hill to Centennial CVM campus); please ensure the CRX connects to Eubanks P&R and to Chaple Hill Transit's NS   | Strongly Agree  Strongly Agree  Strongly Agree | Agree Strongly Agree  | Undecided                   | service and at limited stops that it realistic for many people to use to school, work or appts. With all of emphasis on density increase and development, we need to have the who profit from the lucury project their fair share toward the transit with with a profit from the lucury project their fair share toward the transit with workers who support them.  I use the CRX. The proposed chang not improve the CRX (only restore pre-COVID service). I am also not so whether the proposed plans continonent the CRX to Eubanks P&R. E |
| 606 6,6 601 646 645 645 645 645 645 645 645 645 645  | oRaleigh, GoTriangle; GoDurrham Galaeigh, GoTriangle OWake ACCESS, GoRaleigh; GoTriangle  oTriangle; GoCary  oRaleigh; GoTriangle; GoCary; GoDurrham; NCSU   | Go Cary  22, 5, 100, 105, other GoTransit lines, and Durham local busses  CRX (Eubanks to NC State's D.H. Hill), Wolftine 60 (D.H. Hill to Centennial CVM campus); please ensure the CRX connects to Eubanks P&R and to Chapel Hill Transit S NS Quote. Both features are essential to my own use of the   | Strongly Agree  Strongly Agree  Strongly Agree | Agree Strongly Agree Strongly Agree Agree                     | Agree Agree                 | service and at limited stops that it realistic for many people to use to school, work or appts.; With all of emphasis on density increase and development, we need to have the who profit from the luxury project their fair share toward the transit stall workers who support them.  I use the CRK. The proposed chang not improve the CRX (only restore pre-COVID service). I am also not s whether the proposed plans continued to the CRK. The proposed plans continued to the CRK (and its connection to the MS Chappar Transits bus are essential to my use CRX route. I would allow me to see sential to my use CRX route. I would allow me to use the CRX modays. I currently ride 2-3 times per and plan to ride 4-3 next year. Mo frequent and/or midday cruires and plan to ride 4-3 next year. Mo frequent and/or midday service m and plan to ride 2-5 days, depending and the control of the  |
| 606 G 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6  | oRaleigh, GoTriangle; GODUrham<br>odkaleigh; GoTriangle<br>OWake ACCESS, GoRaleigh; GoTriangle   | Go Cary  22, 5, 100, 105, other GoTransit lines, and Durham local busses  CRX (Eubanks to NC State's D.H. Hill), WolfLine 60 (D.H. Hill to Centennial CVM campus); please ensure the CRX connects to Eubanks P&R and to Chaple Hill Transit's NS   | Strongly Agree  Strongly Agree  Strongly Agree | Agree Strongly Agree  | Agree Agree Disagree        | service and at limited stops that it realistic for many people to use to school, work or appts. With all of emphasis on density increase and development, we need to have the who profit from the lucury project their fair share toward the transit with with a profit from the lucury project their fair share toward the transit with workers who support them.  I use the CRX. The proposed chang not improve the CRX (only restore pre-COVID service). I am also not so whether the proposed plans continonent the CRX to Eubanks P&R. E |
| 606 G 61 G 601 G 6 | oRaleigh, GoTriangle; GoDurham Galaiegh, GoTriangle oWake ACCESS; GoRaleigh; GoTriangle oTriangle; GoCary oRaleigh; GoTriangle; GoCary; GoDurham; NCSU   | Go Cary  22, 5, 100, 105, other GoTransit lines, and Durham local busses  CRX (Eubanks to NC State's D.H. Hill), WolfLine 60 (D.H. Hill to Centennial CVM Campus); please ensure the CRX connects to Eubanks P&R and to Chaple Hill Transit's NS Route. Both features are essential to my own use of the CRX and also income ts sue bulley for others. | Strongly Agree  Strongly Agree  Strongly Agree | Agree Strongly Agree  Strongly Agree  Agree  Agree  Undecided | Agree Agree                 | service and at limited stops that it realistic for many people to use to school, work or appts. With all of emphasis on density increase and development, we need to have the who profit from the luxury project, their fair share toward the transit wital workers who support them.  I use the CRX. The proposed chang not improve the CRX (only restore pre-COVID service). I am also not swhether the proposed plans continoment the CRX to Eubanks P&R. Eu |
| 6606 Gi  | oRaleigh, GoTriangle; GoDurham Gollaeigh, GoTriangle OWake ACCESS, GoRaleigh; GoTriangle OTriangle; GoCary  OTriangle; GoCary  ORaleigh; GoTriangle; GoCary; GoDurham; NCSU  CSU; GoTriangle; GoCary; GoDurham; NCSU | Go Cary  22, 5, 100, 105, other GoTransit lines, and Durham local busses  CRX (Eubanks to NC State's D.H. Hill), WolfLine 60 (D.H. Hill to Centennial CVM Campus); please ensure the CRX connects to Eubanks P&R and to Chaple Hill Transit's NS Route. Both features are essential to my own use of the CRX and also income ts sue bulley for others. | Strongly Agree  Strongly Agree  Strongly Agree | Agree Strongly Agree  Strongly Agree  Agree  Agree  Undecided | Agree Agree Disagree        | service and at limited stops the realistic for many people to us school, work or appts; With a emphasis on density increase a development, we need to haw who profit from the luxury por their fair share toward the tra vital workers who support the training the training the training training the training training the training training the training traini |

|  |  |  |  | I  |  | The Draft Plan does now describe how  |
|--|--|--|--|--|--|---|
|  |  |  |  |  |  | the Driver shortage will be addressed. Is   |
|  |  |  |  |  |  | there a plan to increase driver pay,<br>benefits, training opportunities, and   |
|  |  |  |  |  |  | other factors that may limit interest   |
|  |  |  |  |  |  | among potential employees? Without<br>the drivers, the plan can't be  |
| 28401  | GoTriangle   | DRX  | Agree  | Agree  | Agree  | implemented effectively.  |
|  |  |  |  |  |  |   |
|  |  |  |  |  |  | I think there should more bus routes to   |
|  |  |  |  |  |  | the north and bus routes that runs<br>across the city like east to west/west to   |
|  |  |  |  |  |  | east. Alot of routes route you downtown   |
|  |  |  |  |  |  | and back up which is longer than driving  |
|  |  |  |  |  |  | by hours and is not convenient. We need<br>more lateral routes.; We also need   |
|  |  |  |  |  |  | more focus on rail. Its only going to be  |
|  |  |  |  |  |  | more expensive the longer we take to<br>build this. Building it in smaller parts will   |
|  |  |  |  |  |  | take longer and the initial leg might not   |
|  |  |  |  |  |  | connect enough people to even support<br>its use. We need a full build out of a rail  |
|  |  |  |  |  |  | system and start building full lines. Our   |
|  |  |  |  |  |  | region is growing and there are not<br>enough roads. We need rail to where it   |
|  |  |  |  |  |  | matters as well. Not just city centers. We  |
|  |  |  |  |  |  | need rail to the airport. We need rail to<br>the other small towns and communities  |
|  |  |  |  |  |  | and to job centers.; Are we looking to  |
|  |  |  |  |  |  | incorparate the new developments like   |
| 27616  | GoRaleigh; GoTriangle; GoCary; GoApex  | 25L, 1, WFX,   | Agree  | Disagree   | Disagree   | Wendell Falls or Downtown South into<br>these plans?  |
| 27697  | GoDurham; GoRaleigh; GoTriangle  |  |  |  |  | I strongly agree with increasing the  |
|  |  |  |  |  |  | frequency of service of the bus system,   |
|  |  |  |  |  |  | especially for heavily traveled corridors. I  |
|  |  |  |  |  |  | also strongly wish that GoTriangle's<br>airport bus, #100, return to *direct*   |
|  |  |  |  |  |  | connections at all times between  |
|  |  |  |  |  |  | downtown Raleigh and RDU. This<br>worked very well before the onset of the  |
|  |  |  |  |  |  | pandemic. The added extra transfer now  |
|  |  |  |  |  |  | at the Regional Transit Center has been<br>a big hassle and makes riding to and   |
|  |  |  |  |  |  | from RDU to downtown Raleigh less   |
|  |  |  |  |  |  | appealing, so I really want the<br>restoration of *direct* connections to   |
|  |  | #100 (from downtown Raleigh to RDU and back); #300,  |  |  |  | RDU from downtown Raleigh and back  |
| 27604<br>27511   | GoTriangle; GoRaleigh; GoCary GoTriangle   | 301; #4, 12, 16<br>300, 310  | Strongly Agree<br>Agree  | Strongly Agree Agree   | Strongly Agree<br>Undecided  | as soon as possible.  |
|  |  |  |  |  |  |   |
|  |  | CRX from Eubanks Road to NCSU. I live in Hillsborough,<br>please don't move the CRX stop from Eubanks!! People   |  |  |  |   |
|  |  | come to Eubanks from as far as Burlington. We don't want   |  |  |  |   |
|  |  | to have to go further to get the CRX. Note that if you want<br>to reduce the CRX route, you could take out the part of the   |  |  |  |   |
|  |  | trip into Chapel Hill. Chapel Hill riders can take the N and S   |  |  |  |   |
|  |  | Chapel Hill Transit or the 100 from that stop. The Eubanks<br>Road P is a great facility, so use it. You could consider a  |  |  |  | Don't move the CRX bus stop from<br>Eubanks Road Park and Ride. We have   |
|  |  | bus to the Airport from there as well.; CRX from Eubanks   |  |  |  | people coming from as far as Burlington   |
|  |  | Park and Ride to Raleigh NCSU. Please don't move the CRX<br>from Eubanks Road!! We have people coming from as far  |  |  |  | to get on the CRX there, if you move the<br>stop further east we might as well just   |
|  |  |  |  |  |  |   |
|  |  | as Burlington to get on the CRX there, if you move the stop  |  |  |  | keep driving. If you want to reduce the   |
|  |  | further east we might as well just keep driving. If you want to reduce the route, take out the part in Chapel Hill.  |  |  |  | route, take out the part in Chapel Hill.  |
|  |  | further east we might as well just keep driving. If you want<br>to reduce the route, take out the part in Chapel Hill.<br>Chapel Hill CRX riders can take Chapel Hill Transit N and S  |  |  |  | route, take out the part in Chapel Hill.<br>Chapel Hill CRX riders can take Chapel<br>Hill Transit N and S bus or use the 100 at  |
|  |  | further east we might as well just keep driving. If you want to reduce the route, take out the part in Chapel Hill. Chapel Hill CRX riders can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanks Road Park and   |  |  |  | route, take out the part in Chapel Hill.<br>Chapel Hill CRX riders can take Chapel<br>Hill Transit N and S bus or use the 100 at<br>that stop. Eubanks Road Park and Ride is  |
|  |  | further east we might as well just keep driving. If you want to reduce the route, take out the part in Chapel Hill CARP dries can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanks Road Park and Ride is a good facility, so use it. You could add a bus to the Airport from there as well. Please don't move the CRX   |  |  |  | route, take out the part in Chapel Hill. Chapel Hill CRX riders can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanks Road Park and Ride is a good facility, so use it. You could add a bus to the Airport from there as well.  |
| 27516<br>27705   | GoTriangle GoDurham; GoTriangle  | further east we might as well just keep driving. If you want to reduce the route, take out the part in Chapel Hill. Chapel Hill CRX riders can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanks Road Park and Ride is a good facility, so use! It voic could add a bus to the Airport from there as well. Please don't move the CRX stop!   | Strongly Disagree<br>Agree   | Undecided<br>Agree   | Strongly Disagree Agree  | route, take out the part in Chapel Hill. Chapel Hill CRX riders can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanks Road Park and Ride is a good facility, so use it. You could add a   |
| 27705<br>28590   | GoDurham; GoTriangle<br>GoTriangle; GoDurham; GoRaleigh  | further east we might as well just keep driving. If you want to reduce the route, take out the part in Chapel Hill. Chapel Hill CRX riders can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanks Road Park and Ride is a good rafeility, so use it. You could add a bus to the Airport from there as well. Please don't move the CRX stop!  Northern Durham  | Agree  | Agree  | Agree  | route, take out the part in Chapel Hill. Chapel Hill CRX riders can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanks Road Park and Ride is a good facility, so use it. You could add a bus to the Airport from there as well.  |
| 27705  | GoDurham; GoTriangle<br>GoTriangle; GoDurham; GoRaleigh<br>GoTriangle; GoCary  | further east we might as well just keep driving. If you want to reduce the route, take out the part in Chapel Hill. Chapel Hill CRX riders can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanks Road Park and Ride is a good facility, so use! It voic could add a bus to the Airport from there as well. Please don't move the CRX stop!   | Agree Agree  | Agree<br>Agree   |  | route, take out the part in Chapel Hill. Chapel Hill CRX riders can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanks Road Park and Ride is a good facility, so use it. You could add a bus to the Airport from there as well.  |
| 27705<br>28590<br>27518<br>27516<br>27511  | GoDurham; GoTriangle GoTriangle; GoDurham; GoRaleigh GoTriangle; GoCary GoDurham; NCSU; GoCary; GoTriangle GoTriangle; GoCary; GoDurham; GoRaleigh   | further east we might as well just keep driving. If you want to reduce the route, take out the part in Chapel Hill. Chapel Hill CRX riders can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanks Road Park and Ride is a good Faility, so use! it You could add a bus to the Airport from there as well. Please don't move the CRX stop! Northern Durham 310, 300, 100 go cary, 1, 6, RTP 303  | Agree Agree Strongly Agree Strongly Agree  | Agree Agree Strongly Agree Agree   | Agree Strongly Agree Strongly Agree Strongly Agree   | route, take out the part in Chapel Hill. Chapel Hill CRX riders can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanks Road Park and Ride is a good facility, so use it. You could add a bus to the Airport from there as well.  |
| 27705<br>28590<br>27518<br>27516<br>27511<br>27545   | GoDurham; GoTriangle GoTriangle; GoDurham; GoRaleigh GoTriangle; GoCary GoDurham; NCSU; GoCary; GoTriangle GoTriangle; GoCary; GoDurham; GoRaleigh GoRaleigh   | further east we might as well just keep driving. If you want to reduce the route, take out the part in Chapel Hill. Chapel Hill CRX riders can take Chapel Hill Transit N and Ride is a good facility, so use it. You could add a bus to the Airport from there as well. Please don't move the CRX stop!  Northern Durham  310, 300, 100  go cary, 1, 6, RTP 303  for fuquay varina  | Agree Strongly Agree   | Agree Agree Strongly Agree   | Agree Strongly Agree Strongly Agree  | route, take out the part in Chapel Hill. Chapel Hill CRX riders can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanks Road Park and Ride is a good facility, so use it. You could add a bus to the Airport from there as well.  |
| 27705<br>28590<br>27518<br>27516<br>27511  | GoDurham; GoTriangle GoTriangle; GoDurham; GoRaleigh GoTriangle; GoCary GoDurham; NCSU; GoCary; GoTriangle GoTriangle; GoCary; GoDurham; GoRaleigh   | further east we might as well just keep driving. If you want to reduce the route, take out the part in Chapel Hill. Chapel Hill CRX riders can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanks Road Park and Ride is a good Faility, so use! it You could add a bus to the Airport from there as well. Please don't move the CRX stop! Northern Durham 310, 300, 100 go cary, 1, 6, RTP 303  | Agree Agree Strongly Agree Strongly Agree  | Agree Agree Strongly Agree Agree   | Agree Strongly Agree Strongly Agree Strongly Agree   | route, take out the part in Chapel Hill CRA (dres can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanks Road Park and Ride is a good facility, so use it. You could add a bus to the Airport from there as well.  Please don't move the CRX stop!  If improved services for all routes could  |
| 27705<br>28590<br>27518<br>27516<br>27511<br>27545   | GoDurham; GoTriangle GoTriangle; GoDurham; GoRaleigh GoTriangle; GoCary GoDurham; NCSU; GoCary; GoTriangle GoTriangle; GoCary; GoDurham; GoRaleigh GoRaleigh   | further east we might as well just keep driving. If you want to reduce the route, take out the part in Chapel Hill. Chapel Hill CRX riders can take Chapel Hill Transit N and Ride is a good facility, so use it. You could add a bus to the Airport from there as well. Please don't move the CRX stop!  Northern Durham  310, 300, 100  go cary, 1, 6, RTP 303  for fuquay varina  | Agree Agree Strongly Agree Strongly Agree  | Agree Agree Strongly Agree Agree   | Agree Strongly Agree Strongly Agree Strongly Agree   | route, take out the part in Chapel Hill CX Arders can take Chapel Hill CX Arders can take Chapel Hill CX Arders can take Chapel Hill Transit N and S bus or use the 100 at that stop, Eubanis Road Park and Ride did a bus to the Airport from there as well. Please don't move the CRX stop!  If improved services for all routes could ideally be under 30 minutes in   |
| 27705<br>28590<br>27518<br>27516<br>27511<br>27545   | GoDurham; GoTriangle GoTriangle; GoDurham; GoRaleigh GoTriangle; GoCary GoDurham; NCSU; GoCary; GoTriangle GoTriangle; GoCary; GoDurham; GoRaleigh GoRaleigh   | further east we might as well just keep driving. If you want to reduce the route, take out the part in Chapel Hill. Chapel Hill CRX riders can take Chapel Hill Transit N and Ride is a good facility, so use it. You could add a bus to the Airport from there as well. Please don't move the CRX stop!  Northern Durham  310, 300, 100  go cary, 1, 6, RTP 303  for fuquay varina  | Agree Agree Strongly Agree Strongly Agree  | Agree Agree Strongly Agree Agree   | Agree Strongly Agree Strongly Agree Strongly Agree   | route, take out the part in Chapel Hill. Chapel Hill CRx idens can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanis Road Park and Ride is a good facility, so use it. You could add a bus to the Airport from there as well. Please don't move the CRX stop!  If improved services for all routes could ideally be under 30 minutes in downtown routes that would make it easier for me to commute between   |
| 27705<br>28590<br>27518<br>27516<br>27511<br>27545   | GoDurham; GoTriangle GoTriangle; GoDurham; GoRaleigh GoTriangle; GoCary GoDurham; NCSU; GoCary; GoTriangle GoTriangle; GoCary; GoDurham; GoRaleigh GoRaleigh   | further east we might as well just keep driving. If you want to reduce the route, take out the part in Chapel Hill. Chapel Hill CRX riders can take Chapel Hill Transit N and Ride is a good facility, so use it. You could add a bus to the Airport from there as well. Please don't move the CRX stop!  Northern Durham  310, 300, 100  go cary, 1, 6, RTP 303  for fuquay varina  | Agree Agree Strongly Agree Strongly Agree  | Agree Agree Strongly Agree Agree   | Agree Strongly Agree Strongly Agree Strongly Agree   | route, take out the part in Chapel Hill CRA Chapel Hill CRA (fores can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanks Road Park and Ride is a good facility, so use it. You could add a bus to the Airport from there as well. Please don't move the CRX stop!  If improved services for all routes could ideally be under 30 minutes in downtown routes that would make it easier for me to commute between school and work as a student. TOX, the  |
| 27705<br>28590<br>27518<br>27516<br>27511<br>27545<br>27519  | GoDurham; GoTriangle GoTriangle; GoDurham; GoRaleigh GoTriangle; GoCary GoDurham; NCSU; GoCary; GoTriangle GoTriangle; GoCary; GoTriangle GoTriangle; GoCary; GoDurham; GoRaleigh GoRaleigh GoCary; GoTriangle GoRaleigh; GoTriangle   | further east we might as well just keep driving. If you want to reduce the route, take out the part in Chapel Hill. Chapel Hill CRX riders can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanks Road Park and Ride is a good facility, so use it. You could add a bus to the Airport from there as well. Please don't move the CRX stop!  Northern Durham  310, 300, 100  go cary, 1, 6, RTP 303  for fuquay varina  Go Cary route 7  GoRaleigh 12, 4, 16 and 70X   | Agree Agree Strongly Agree Strongly Agree Strongly Agree   | Agree Agree Strongly Agree Agree Agree Strongly Agree  | Agree Strongly Agree Strongly Agree Strongly Agree Agree Agree Strongly Agree  | route, take out the part in Chapel Hill CAMPS (Arders can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanis Road Park and Ride is a good facility, so use it. You could add a bus to the Airport from there as well. Please don't move the CRX stop!  If improved services for all routes could ideally be under 30 minutes in downtown routes that would make it easier for me to commute between  |
| 27705<br>28590<br>27518<br>27516<br>27511<br>27545<br>27519  | GoDurham; GoTriangle GoTriangle; GoUnham; GoRaleigh GoTriangle; GoCary GoDurham; NCSU; GoCary; GoTriangle GoTriangle; GoCary; GoTriangle GoTriangle; GoCary; GoDurham; GoRaleigh GoRaleigh GoCary; GoTriangle  | further east we might as well just keep driving. If you want to reduce the route, take out the part in Chapel Hill. Chapel Hill CRX riders can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanks Road Park and Ride is a good facility, so use it. Tou could add a bus to the Airport from there as well. Please don't move the CRX stop!  Northern Durham  310, 300, 100  go cary, 1, 6, RTP 303  for funquay varina  Go Cary route 7   | Agree Agree Strongly Agree Strongly Agree Strongly Agree   | Agree Agree Strongly Agree Agree Agree   | Agree Strongly Agree Strongly Agree Strongly Agree Agree   | route, take out the part in Chapel Hill CAMP Chapel Hill CRA (dres can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanis Road Park and Nide is a good facility, so use it. You could add a bus to the Airport from there as well. Please don't move the CRX stop!  If improved services for all routes could ideally be under 30 minutes in downtown routes that would make it easier for me to commute between school and works as student. 70X, the express route to 8 fire Creek could also  |
| 27705<br>28590<br>27518<br>27516<br>27511<br>27545<br>27519  | GoDurham; GoTriangle GoTriangle; GoDurham; GoRaleigh GoTriangle; GoCary GoDurham; NCSU; GoCary; GoTriangle GoTriangle; GoCary; GoTriangle GoTriangle; GoCary; GoDurham; GoRaleigh GoRaleigh GoCary; GoTriangle GoRaleigh; GoTriangle   | further east we might as well just keep driving. If you want to reduce the route, take out the part in Chapel Hill. Chapel Hill CRX riders can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanks Road Park and Ride is a good facility, so use it. You could add a bus to the Airport from there as well. Please don't move the CRX stop!  Northern Durham  310, 300, 100  go cary, 1, 6, RTP 303  for fuquay varina  Go Cary route 7  GoRaleigh 12, 4, 16 and 70X   | Agree Agree Strongly Agree Strongly Agree Strongly Agree   | Agree Agree Strongly Agree Agree Agree Strongly Agree  | Agree Strongly Agree Strongly Agree Strongly Agree Agree Agree Strongly Agree  | route, take out the part in Chapel Hill. Chapel Hill CRA inders can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanis Road Park and Ride is a good facility, so use it. You could add a bus to the Airport from there as well. Please don't move the CRX stop!  If improved services for all routes could ideally be under 30 minutes in downtown routes that would make it easier for me to commute between school and work as a student. 70X, the express route to brier Creek could also run a bit faster at times.  It'll take 7 years to get up to 22% from Six fear "Frequent" travel? That's   |
| 27705<br>28590<br>27518<br>27516<br>27511<br>27545<br>27519  | GoDurham; GoTriangle GoTriangle; GoDurham; GoRaleigh GoTriangle; GoCary GoDurham; NCSU; GoCary; GoTriangle GoTriangle; GoCary; GoTriangle GoTriangle; GoCary; GoDurham; GoRaleigh GoRaleigh GoCary; GoTriangle GoRaleigh; GoTriangle   | further east we might as well just keep driving. If you want to reduce the route, take out the part in Chapel Hill. Chapel Hill CRX riders can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanks Road Park and Ride is a good facility, so use it. You could add a bus to the Airport from there as well. Please don't move the CRX stop!  Northern Durham  310, 300, 100  go cary, 1, 6, RTP 303  for fuquay varina  Go Cary route 7  GoRaleigh 12, 4, 16 and 70X   | Agree  Strongly Agree  Strongly Agree  Strongly Agree  Strongly Agree  Undecided   | Agree Agree Strongly Agree Agree Strongly Agree Undecided  | Agree Strongly Agree Strongly Agree Strongly Agree Agree Agree Strongly Agree Agree Agree Agree  | route, take out the part in Chapel Hill CRA Chapel Hill CRA (feds can take Chapel Hill Transit N and S bus or use the 100 at that stop. Lubanks Road Park and Ride is a good facility, so use it. You could add a bus to the Airport from there as well. Please don't move the CRX stop!  If improved services for all routes could ideally be under 30 minutes in downtown routes that would make it easier for me to commute between school and work as a student. 70X, the express route to Brier Creek could also run a bit faster at times.  |
| 27705<br>28590<br>27518<br>27516<br>27511<br>27545<br>27519<br>27516<br>27712  | GoDurham; GoTriangle GoTriangle; GoDurham; GoRaleigh GoTriangle; GoLary GoDurham; NCSU; GoCary; GoTriangle GoTriangle; GoCary; GoDurham; GoRaleigh GoRaleigh GoCary; GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoDurham  | further east we might as well just keep driving. If you want to reduce the route, take out the part in Chapel Hill. Chapel Hill CRX riders can take Chapel Hill Transit N and S bus or use the 100 at that stops. Eubanks Road Park and Ride is a good facility, so use it. You could add a bus to the Airport from there as well. Please don't move the CRX stop!  Northern Durham  310, 300, 100  310, 300, 100  Goray, 1, 6, RTP 303  firs fuquay varina  Go Cary route 7  GoRaleigh 12, 4, 16 and 70X  North Durham  | Agree  Agree  Strongly Agree   | Agree Agree Strongly Agree Agree Agree Undecided Strongly Disagree   | Agree  Strongly Agree  Strongly Agree  Strongly Agree  Agree  Strongly Agree  Agree  Agree   | route, take out the part in Chapel Hill CRA Chapel Hill CRA (fines can take Chapel Hill Transit N and S bus or use the 100 at that stop. Cubants Road Park and Ride is a good facility, so use it. You could add a bus to the Airport from there as well. Please don't move the CRX stop!  If improved services for all routes could ideally be under 30 minutes in downtown routes that would make it easier for me to commute between school and work as a student. ToX, the express route to Brief Creek could also run a bif faster at times.  It'll take 7 years to get up to 22% from 8% near "frequent" travel? That's pathetic, 15min fin the ven frequent  |
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| 27705<br>28590<br>27518<br>27516<br>27511<br>27545<br>27519<br>27545<br>27519<br>27609<br>28226<br>27614<br>28215<br>27529<br>27608<br>27529<br>27608<br>27560<br>27560<br>27560   | GoDurham; GoTriangle GoTriangle; GoLary GoTriangle; GoLary GoTriangle; GoLary GoDurham; GoRaleigh GoTriangle; GoLary GoDurham; GoTriangle GoTriangle; GoCary; GoDurham; GoRaleigh GoRaleigh GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoRaleigh GoRaleigh; GoTriangle  | further east we might as well just keep driving. If you want to reduce the route, take out the part in Chapel Hill. Chapel Hill CRX riders can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eabhanks Road Park and Ride is a good facility, so use it. You could add a bus to the Airport from there as well. Please don't move the CRX stop!  Northern Durham  310, 300, 100  go cary, 1, 6, RTP 303  for fuquay varina  Go Cary route 7  GoRaleigh 12, 4, 16 and 70X  North Durham  2, 23L  Primarily GoRaleigh #4 and GoTriangle #100  Route 20  12, 16, 4, Wolfline  All of Cary Patway, Walnut, Maynard, Harrison  Garner to Downtown  Knightdale  | Agree Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree  Agree Undecided  Strongly Disagree  Strongly Agree   | Agree Agree Strongly Agree Agree Agree  Strongly Agree Undecided  Strongly Disagree Agree  Strongly Agree Agree  | Agree  Strongly Agree Strongly Agree Strongly Agree Agree  Strongly Agree Agree  Undecided  Undecided  | route, take out the part in Chapel Hill. Chapel Hill CRA (fores can take Chapel Hill Transit N and S bus or use the 100 at that stop. Lubanks fload Park and Ride is a good facility, so use it. You could add a bus to the Airport from there as well.  Please don't move the CRX stopi  If improved services for all routes could ideally be under 30 minutes in downtown routes that would make it easier for me to commute between school and work as a student. ToX, the express route to Brief Creek could also run as bit faster at times.  It'll take 7 years to get up to 22% from 8% near "frequent" travel? That's anthetic, 15min fir even frequent that's at best "regular".  Please consider adding a bigger loop route around the Knightdale area  |
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| 27705 27549  | GoDurham; GoTriangle GoTriangle; GoLary GoTriangle; GoLary GoTriangle; GoLary GoDurham; GoRaleigh GoTriangle; GoLary GoDurham; GoRaleigh GoTriangle; GoLary; GoDurham; GoRaleigh GoRaleigh GoCary; GoTriangle GoRaleigh; GoTriangle GoRaleigh GoRaleigh; GoTriangle  | further east we might as well just keep driving. If you want to reduce the route, take out the part in Chapel Hill. Chapel Hill CRX riders can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanks Road Park and Ride is a good facility, so use it. You could add a bus to the Airport from there as well. Please don't move the CRX stop!  Northern Durham  310, 300, 100  go cary, 1, 6, RTP 303  for X fuquay varina  Go Cary route 7  GoRaleigh 12, 4, 16 and 70X  North Durham  2, 23L  Primarily GoRaleigh #4 and GoTriangle #100  Route 20  2, 15, 4, Wolffline All of Cary Parkway, Walnut, Maynard, Harrison  Garner to Downtown  Knightdale  FRX. express  near McKinnon center since my wife works there   | Agree Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree  Long Agree  Agree Undecided  Strongly Disagree Agree  Disagree  Agree Agree  Agree  Strongly Agree  | Agree Agree Strongly Agree Agree Agree  Strongly Agree Undecided  Strongly Disagree Agree Agree Agree Agree Agree Agree Strongly Agree Strongly Agree  | Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Agree  Undecided Undecided Undecided Undecided Undecided Undecided Undecided Strongly Agree   | route, take out the part in Chapel Hill CRA Chapel Hill CRA (dres can take Chapel Hill Transit N and S bus or use the 100 at hat stop. Eubanks boad Park and filde is a good facility, so use it. You could add a bus to the Airport from there as well. Please don't move the CRX stopl  If improved services for all routes could ideally be under 30 minutes in downtown routes that would make it easier for me to commute between school and work as a student. 70X, the express route to Brier Creek could also run a bit faster at times.  I'll take 7 years to get up to 22% from 8% near "frequent" travel?! That's pathetio, 15min inn't even frequent that's at best "regular".  Please consider adding a bigger loop route around the Knightdale area  We need consistent drivers not shortages because they feel unsafe as do the passengers. Discrepect for the drivers by some ridders is not helpful. We want the drivers to be supported and   |
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| 27703  | GoDurham; GoTriangle GoTriangle; GoLary GoTriangle; GoLary GoUrham; GoStaleigh GoTriangle; GoLary GoDurham; GoRaleigh GoTriangle; GoLary GoTriangle; GoLary GoRaleigh GoRaleigh GoRaleigh GoTriangle GoRaleigh   | further east we might as well just keep driving. If you want to reduce the route, take out the part in Chapel Hill. Chapel Hill CRX riders can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanks Road Park and Ride is a good facility, so use it. You could add a bus to the Airport from there as well. Please don't move the CRX stop!  Northern Durham  310, 300, 100  go cary, 1, 6, RTP 303  for X fuquay varina  Go Cary route 7  GoRaleigh 12, 4, 16 and 70X  North Durham  2, 23L  Primarily GoRaleigh #4 and GoTriangle #100  Route 20  2, 15, 4, Wolffline All of Cary Parkway, Walnut, Maynard, Harrison  Garner to Downtown  Knightdale  FRX. express  near McKinnon center since my wife works there   | Agree Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree  Long Agree  Agree Undecided  Strongly Disagree Agree  Disagree  Agree Agree  Agree  Strongly Agree  | Agree Agree Strongly Agree Agree Agree  Strongly Agree Undecided  Strongly Disagree Agree Agree Agree Agree Agree Agree Strongly Agree Strongly Agree  | Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Agree  Undecided Undecided Undecided Undecided Undecided Undecided Undecided Strongly Agree   | route, take out the part in Chapel Hill CRA Chapel Hill CRA (dres can take Chapel Hill Transit N and S bus or use the 100 at hat stop. Eubanks boad Park and filde is a good facility, so use it. You could add a bus to the Airport from there as well. Please don't move the CRX stopl  If improved services for all routes could ideally be under 30 minutes in downtown routes that would make it easier for me to commute between school and work as a student. 70X, the express route to Brier Creek could also run a bit faster at times.  I'll take 7 years to get up to 22% from 8% near "frequent" travel?! That's pathetio, 15min inn't even frequent that's at best "regular".  Please consider adding a bigger loop route around the Knightdale area  We need consistent drivers not shortages because they feel unsafe as do the passengers. Discrepect for the drivers by some ridders is not helpful. We want the drivers to be supported and   |
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| 27705 27763 27763 27763 27763 27763 277613 2 | GoDurham; GoTriangle GoTriangle; GoLary GoTriangle; GoLary GoUrham; GoStaleigh GoTriangle; GoLary GoDurham; GoRaleigh GoTriangle; GoLary GoTriangle; GoLary GoRaleigh GoRaleigh GoRaleigh GoTriangle GoRaleigh   | further east we might as well just keep driving. If you want to reduce the route, take out the part in Chapel Hill. Chapel Hill CRX riders can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanks Road Park and Ride is a good facility, so use it. You could add a bus to the Airport from there as well. Please don't move the CRX stop!  Northern Durham  310, 300, 100  310, 300, 100  Goray, 1, 6, RTP 303  for fuquay varina  Go Cary route 7  GoRaleigh 12, 4, 16 and 70X  North Durham  2, 23L  Primarily GoRaleigh #4 and GoTriangle #100  Route 20  12, 15, 4, Wolfline  All of Cary Parkway, Walnut, Maynard, Harrison  Garner to Downtown  Knightdale  FRX express  near McKinnon center since my wife works there  DRX #100 #36 #15 #6; WAKE county Durham  I ride the bus from chapel Hill to Raleigh, then to Rex Hospital. It do the bus from Rex Hospital to NCSU, then back to Chapel Hill  None currently  Nash county  | Agree  Agree  Strongly Agree  Strongly Agree  Strongly Agree  Strongly Agree  Undecided  Strongly Disagree  Agree  Disagree  Disagree  Agree  Undecided  Undecided  Undecided  | Agree Agree Strongly Agree Agree  Strongly Agree Undecided  Strongly Agree Undecided  Agree Agree  Agree  Agree  Lington Agree | Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Agree  Undecided  | route, take out the part in Chapel Hill CRA Chapel Hill CRA (dres can take Chapel Hill Transit N and S bus or use the 100 at hat stop. Eubanks boad Park and filde is a good facility, so use it. You could add a bus to the Airport from there as well. Please don't move the CRX stopl  If improved services for all routes could ideally be under 30 minutes in downtown routes that would make it easier for me to commute between school and work as a student. 70X, the express route to Brier Creek could also run a bit faster at times.  I'll take 7 years to get up to 22% from 8% near "frequent" travel?! That's pathetio, 15min inn't even frequent that's at best "regular".  Please consider adding a bigger loop route around the Knightdale area  We need consistent drivers not shortages because they feel unsafe as do the passengers. Discrepect for the drivers by some ridders is not helpful. We want the drivers to be supported and   |
| 27705 27703  | GoDurham; GoTriangle GoTriangle; GoLary GoTriangle; GoLary GoDurham; GoRaleigh GoTriangle; GoLary GoDurham; GoRaleigh GoTriangle; GoCary; GoDurham; GoRaleigh GoRaleigh GoRaleigh GoTriangle GoTriangle GoRaleigh; GoTriangle GoRaleigh GoRaleigh; GoTriangle GoRaleigh; GoTriangle; GoCary; GoDurham NCSU GoTriangle; GoCary; GoTriangle GoRaleigh; GoTriangle; GoCary; GoDurham GoTriangle; GoCary; GoTriangle GoRaleigh; GoTriangle; GoCary; GoDurham GoTriangle; GoCary; GoTriangle GoRaleigh; GoTriangle; GoCary; GoTriangle; GoCary; GoTriangle; GoCary; GoTriangle; GoCary; GoTriangle; GoRaleigh; GoTriangle; GoCary; GoTriangle; GoRaleigh; GoTriangle; GoRaleigh; GoTriangle; GoCary; GoTriangle; GoCary; GoTriangle; GoCary; GoTriangle; GoRaleigh; GoTriangle; GoCary; GoTriangle; GoCa | further east we might as well just keep driving. If you want to reduce the route, take out the part in Chapel Hill. Chapel Hill CRX riders can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eabhanks Road Park and Ride is a good facility, so use it. You could add a bus to the Airport from there as well. Please don't move the CRX stop!  Northern Durham  310, 300, 100  go cary, 1, 6, RTP 303  for fuquay varina  Go Cary route 7  GoRaleigh 12, 4, 16 and 70X  North Durham  2, 23L  Primarily GoRaleigh #4 and GoTriangle #100  Route 20  12, 16, 4, Wolfline All of Cary Patway, Walnut, Maynard, Harrison  Garner to Downtown  Knightdale  FRX express  near McKinnon center since my wife works there  DRX #100 #36 #16 #6; WAKE county, Durham  I ride the bus from chapel Hill to Raleigh, then to Rex Hospital. I ride the bus from Rex Hospital to NCSU, then back to Chapel Hill  None currently  Nash county.  Apex.  Apex.  Apex.  Apex.  Apex.  Apex.  Larvel Tarvey, Oberlin, Rex Hospital, Crabtree. I travel  | Agree Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree  Agree Undecided  Strongly Disagree Agree  Disagree  Disagree  Agree Undecided  Disagree  Strongly Agree  Strongly Agree  Strongly Agree                                     | Agree Agree Strongly Agree Agree Agree Agree Agree Agree Undecided  Strongly Disagree Agree Agree Agree  Agree  Longly Agree Undecided  Strongly Agree Undecided  Strongly Agree  Longly Agree  Strongly Agree  Longly Agree  Strongly Agree  Longly Agree  Strongly Agree  Strongly Agree   | Agree  Strongly Agree  Strongly Agree  Strongly Agree  Strongly Agree  Agree  Strongly Agree  Agree  Undecided  Strongly Agree  Undecided  Undecided  Undecided  Strongly Agree                             | route, take out the part in Chapel Hill CAN Chapel Hill CRA Medis can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanks Boad Park and Ride is a good facility, so use it. You could add a bus to the Airport from there as well.  Please don't move the CRX stupp!  If improved services for all routes could ideally be under 30 minutes in downtown routes that would make it easier for me to commute between school and work as a student. 70X, the express route to Brief Creek could also run a bit faster at times.  If lake? years to get up to 22% from 8% near "frequent" travel?! That's pathetic, 15min isn't even frequent that's at best "regular".  Please consider adding a bigger loop route around the Knightdale area  We need consistent drivers not shortages because they feel unsafe as do the passengers. Dosespect for the drivers by some riders is not helpful. We need to shortages because they feel unsafe as do the passengers. Dosespect for the drivers by some riders is not helpful. We natt the drivers to be supported and |
| 27705 27703  | GoDurham; GoTriangle GoTriangle; GoLary GoTriangle; GoLary GoDurham; GoRaleigh GoTriangle; GoLary GoDurham; GoRaleigh GoTriangle; GoCary; GoDurham; GoRaleigh GoRaleigh GoRaleigh GoTriangle GoTriangle GoRaleigh; GoTriangle GoRaleigh GoRaleigh; GoTriangle GoRaleigh; GoTriangle; GoCary; GoDurham NCSU GoTriangle; GoCary; GoTriangle GoRaleigh; GoTriangle; GoCary; GoDurham GoTriangle; GoCary; GoTriangle GoRaleigh; GoTriangle; GoCary; GoDurham GoTriangle; GoCary; GoTriangle GoRaleigh; GoTriangle; GoCary; GoTriangle; GoCary; GoTriangle; GoCary; GoTriangle; GoCary; GoTriangle; GoRaleigh; GoTriangle; GoCary; GoTriangle; GoRaleigh; GoTriangle; GoRaleigh; GoTriangle; GoCary; GoTriangle; GoCary; GoTriangle; GoCary; GoTriangle; GoRaleigh; GoTriangle; GoCary; GoTriangle; GoCa | further east we might as well just keep driving. If you want to reduce the route, take out the part in Chapel Hill. Chapel Hill CRX riders can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanks Road Park and Ride is a good facility, so use it. You could add a bus to the Airport from there as well. Please don't move the CRX stop!  Northern Durham  310, 300, 100  310, 300, 100  Goray, 1, 6, RTP 303  for fuquay varina  Go Cary route 7  GoRaleigh 12, 4, 16 and 70X  North Durham  2, 23L  Primarily GoRaleigh #4 and GoTriangle #100  Route 20  12, 15, 4, Wolfline  All of Cary Parkway, Walnut, Maynard, Harrison  Garner to Downtown  Knightdale  FRX express  near McKinnon center since my wife works there  DRX #100 #36 #15 #6; WAKE county Durham  I ride the bus from chapel Hill to Raleigh, then to Rex Hospital. It do the bus from Rex Hospital to NCSU, then back to Chapel Hill  None currently  Nash county  | Agree  Agree  Strongly Agree  Strongly Agree  Strongly Agree  Strongly Disagree  Undecided  Disagree  Agree  Undecided  Disagree  Agree  Undecided  Strongly Agree  Strongly Agree  Strongly Agree  Undecided  | Agree Agree Strongly Agree Agree Agree Agree Agree Agree Undecided  Strongly Disagree Agree Agree Agree  Agree  Longly Agree Undecided  Strongly Agree Undecided  Strongly Agree  Longly Agree  Strongly Agree  Longly Agree  Strongly Agree  Longly Agree  Strongly Agree  Strongly Agree   | Agree  Strongly Agree  Strongly Agree  Strongly Agree  Strongly Agree  Agree  Strongly Agree  Agree  Undecided  Strongly Agree  Undecided  Undecided  Undecided  Strongly Agree                             | route, take out the part in Chapel Hill CAN Chapel Hill CRA Medis can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanks Boad Park and Ride is a good facility, so use it. You could add a bus to the Airport from there as well.  Please don't move the CRX stupp!  If improved services for all routes could ideally be under 30 minutes in downtown routes that would make it easier for me to commute between school and work as a student. 70X, the express route to Brief Creek could also run a bit faster at times.  If lake? years to get up to 22% from 8% near "frequent" travel?! That's pathetic, 15min isn't even frequent that's at best "regular".  Please consider adding a bigger loop route around the Knightdale area  We need consistent drivers not shortages because they feel unsafe as do the passengers. Dosespect for the drivers by some riders is not helpful. We need to shortages because they feel unsafe as do the passengers. Dosespect for the drivers by some riders is not helpful. We natt the drivers to be supported and |
| 27763 27516 27516 27517 27517 27519 27517 27519  | GoDurham; GoTriangle GoTriangle; GoLary GoTriangle; GoLary GoUrham; GoStaleigh GoTriangle; GoLary GoDurham; GoStaleigh GoTriangle; GoLary; GoDurham; GoRaleigh GoRaleigh GoRaleigh GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoRaleigh GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoTriangle; GoLary; GoDurham NCSU GoTriangle; GoCary; GoTriangle GoRaleigh; GoTriangle; GoCary; GoDurham NCSU GoTriangle; GoDurham; GoRaleigh GoRaleigh; GoTriangle; GoDurham GoRaleigh; GoTriangle; GoDurham;  | further east we might as well just keep driving. If you want to reduce the route, take out the part in Chapel Hill. Chapel Hill CRX riders can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanks Road Park and Ride is a good facility, so use it. You could add a bus to the Airport from there as well. Please don't move the CRX stop!  Northern Durham  310, 300, 100  go cary, 1, 6, RTP 303  firs fuquay varina Go Cary route 7  GoRaleigh 12, 4, 16 and 70X  North Durham  2, 23L  Primarily GoRaleigh #4 and GoTriangle #100  Route 20  12, 15, 4, Wolfline All of Cary Parkway, Walnut, Maynard, Harrison  Garner to Downtown  Knightdale  FRX express  near McKinnon center since my wife works there  DRX #100 #36 #15 #6; WAKE county Durham  I ride the bus from chapel Hill to Raleigh, then to Rex Hospital. In dee bus from Rex Hospital to NCSU, then back to Chapel Hill  None currently  Nash county  Apex  Avent Ferry, Oberlin, Rex Hospital, Crabtree. I travel mostly around West Raleigh, and around the NCSU/Village District areas.  | Agree Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree  Agree Undecided  Strongly Disagree Agree  Disagree  Disagree  Agree Undecided  Disagree  Strongly Agree  Strongly Agree  Strongly Agree                                     | Agree Agree Strongly Agree Agree Agree Agree  Strongly Agree Undecided  Strongly Agree Undecided  Strongly Agree  Strongly Agree  Undecided  | Agree  Strongly Agree  Strongly Agree  Strongly Agree  Strongly Agree  Agree  Strongly Agree  Agree  Undecided  Undecided  Undecided  Undecided  Undecided  Undecided  Strongly Agree  Undecided  Undecided | route, take out the part in Chapel Hill CAN Chapel Hill CRA Medis can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanks Boad Park and Ride is a good facility, so use it. You could add a bus to the Airport from there as well.  Please don't move the CRX stupp!  If improved services for all routes could ideally be under 30 minutes in downtown routes that would make it easier for me to commute between school and work as a student. 70X, the express route to Brief Creek could also run a bit faster at times.  If lake? years to get up to 22% from 8% near "frequent" travel?! That's pathetic, 15min isn't even frequent that's at best "regular".  Please consider adding a bigger loop route around the Knightdale area  We need consistent drivers not shortages because they feel unsafe as do the passengers. Dosespect for the drivers by some riders is not helpful. We need to shortages because they feel unsafe as do the passengers. Dosespect for the drivers by some riders is not helpful. We natt the drivers to be supported and |
| 27705 27516  | GoDurham; GoTriangle GoTriangle; GoLary GoTriangle; GoLary GoUrham; GoStaleigh GoTriangle; GoLary GoDurham; GoStaleigh GoTriangle; GoLary; GoDurham; GoRaleigh GoRaleigh GoRaleigh GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoRaleigh GoRaleigh; GoTriangle GoRaleigh; GoTriangle; GoCary; GoDurham NCSU GoTriangle; GoDurham; GoRaleigh GoRaleigh; GoTriangle; GoDurham GoRaleigh; GoTriangle; GoDurham; GoRaleigh; GoTriangle   | further east we might as well just keep driving. If you want to reduce the route, take out the part in Chapel Hill. Chapel Hill CRX riders can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eabhanks Road Park and Ride is a good facility, so use it. You could add a bus to the Airport from there as well. Please don't move the CRX stop!  Northern Durham  310, 300, 100  go cary, 1, 6, RTP 303  for fuquay varina Go Cary route 7  GoRaleigh 12, 4, 16 and 70X  North Durham  2, 23L  Primarily GoRaleigh #4 and GoTriangle #100  Route 20  12, 16, 4, Wolfline All of Cary Parkway, Walnut, Maynard, Harrison  Garner to Downtown  Knightdale  FRX express  near McKinnon center since my wife works there  DRX #100 #36 #16 #6; WAKE county Durham  tride the bus from chapel Hill to Raleigh, then to fex Hospital. I ride the bus from Rex Hospital to NCSU, then back to Chapel Hill  None currently  Nash county  Apex  Apex  Apex  Apex  Apex  Apex  Apex  Apex  12   | Agree Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree  Agree Undecided  Strongly Agree  Strongly Agree  Undecided  Strongly Agree  Undecided  Strongly Agree  Undecided  Strongly Agree  Strongly Agree  Strongly Agree  Undecided | Agree Agree Agree Strongly Agree Agree Undecided Strongly Agree Agree Agree Agree Agree Agree Agree Agree  Agree  Agree  Agree  Agree  Agree  Agree  Agree  Agree  Agree Agree Agree Agree Agree Agree Agree Agree Agree Agree Agree Agree Agree Agree Agree Agree Agree Agree   | Agree  Strongly Agree  Strongly Agree  Strongly Agree  Strongly Agree  Strongly Agree  Agree  Undecided  Agree  Undecided                            | route, take out the part in Chapel Hill CAN Chapel Hill CRA Medis can take Chapel Hill Transit N and S bus or use the 100 at that stop. Eubanks Boad Park and Ride is a good facility, so use it. You could add a bus to the Airport from there as well.  Please don't move the CRX stupp!  If improved services for all routes could ideally be under 30 minutes in downtown routes that would make it easier for me to commute between school and work as a student. 70X, the express route to Brief Creek could also run a bit faster at times.  If lake? years to get up to 22% from 8% near "frequent" travel?! That's pathetic, 15min isn't even frequent that's at best "regular".  Please consider adding a bigger loop route around the Knightdale area  We need consistent drivers not shortages because they feel unsafe as do the passengers. Dosespect for the drivers by some riders is not helpful. We need to shortages because they feel unsafe as do the passengers. Dosespect for the drivers by some riders is not helpful. We natt the drivers to be supported and |

|                | I   | GoCary Door to Door since GoCary 5 stops two miles short     |                               |                          |                         |   |
|----------------|---|--|-------------------------------|--------------------------|-------------------------|---|
| 27513          | GoCary  | of where I work.   | Strongly Agree                | Strongly Agree           | Strongly Agree          | We need a much more robust transit  |
| 28213          | GoRaleigh   | Unknown  | Undecided                     | Disagree                 | Disagree                | system.   |
| 27601          | GoRaleigh   | 1, 2, 4, 5, 6, 8, 12, 13, 15, 16, 19, 22, R Line when it ran |                               |                          |                         | What are plans for the DRX?; What are   |
| 27603<br>27560 | GoTriangle; GoRaleigh; NCSU<br>GoRaleigh                      | DRX, 100  16, 6 crabtree and pleasant valleypeace st         | Agree<br>Agree                | Agree<br>Agree           | Disagree<br>Agree       | the plans for the DRX?  |
| 27707          | GoCary; GoDurham; GoTriangle; GoRaleigh                       | raleigh downtown   | Undecided                     | Agree                    | Agree                   |   |
| 27560<br>27592 | GoTriangle; GoCary; GoDurham<br>GoTriangle; GoRaleigh; GoApex | 700, 310, 3, 7, RDU  | Agree<br>Strongly Agree       | Agree<br>Strongly Agree  | Agree<br>Strongly Agree |   |
| 27610          | GoRaleigh   |  |                               |                          |                         | More protected bus shelters and   |
| 27701          | GoTriangle; GoDurham  | Rdx  | Agree                         | Agree                    | Agree                   | sidewalks/crosswalks near bus stops   |
| 27502          | GoCary; GoRaleigh; NCSU                                       |  | Agree                         | Agree                    | A                       | The initial survey options do not include anyone between 24 & 65 year old, no option to select in the age group .   |
| 27608          | NOTE  | Go Raleigh: 11L, 300 NCSU Wolfline: Park and Go at Food      | Agree                         | Agree                    | Agree                   | It looks like commuting from SW Raleigh<br>to NCSU and Downtown is still fairly<br>difficult, but will be slightly improved. As<br>a region, this looks like a big  |
| 27610          | GoRaleigh; GoTriangle; NCSU<br>None                           | Lion   | Undecided                     | Agree<br>Agree           | Undecided<br>Agree      | improvement!  |
| 27705<br>27560 | GoTriangle  | RTP  | Agree<br>Strongly Agree       | Strongly Agree           | Strongly Agree          |   |
| 98160          |   | six forks has a bus but I know no details                    | Undecided                     | Undecided                | Undecided               |   |
|                |   |  |                               |                          |                         | Bus reliability is extremely important. If I bus commute to work, I need to know the bus will pick me up in the afternoon. A recent driver shortage made some routes unreliable, with routes being cancelled with little to no notice; ; 1 commute from Hilbsorough to NC State in Raliegh. I drive to Eubanks and take the CRX to NCU. Loning the CRX top would mean I would have to drive an additional 10.5 immutes down 40 to catch the CRX at 18 is new proposed stop near they 54. That would mean a 25-30 min drive to catch the CRX at 8 is new proposed stop near they 54. That would mean a 25-30 min drive to catch the closest bus for me. The Eubanks Rd stop is far more convenient for my needs. I am also not   |
| 27525          | GoTriangle; NCSU  | CRX, NCSU 41   | Strongly Disagree             | Undecided                | Strongly Disagree       | the only person commuting from that area.   |
|                |   |  |                               |                          |                         | Unfortunately, I cannot tell the ments of the plan until it's actually impelmented. I am thrilled that there is a plan, and that transit in the are is a being taken scriously; However, I am extremely disappointed that the CRX route is not going to have a stop at Eubanis Road. When I was riding the CRX, I saw that more and more riders were starting to use the Eubanis Location. However, many people didn't even know the route even existed But as word of mouth get out, more people were making use of the location. There are many potential riders in Hillsborough who will find having to drive to Highway 54 to be difficult. I am not one of them, but I can see that the Hillsborough dries will have quite a drive to get there before the bus   |
| 27617          | GoTriangle  | CRX  | Undecided                     | Undecided                | Undecided               | even starts to Raleigh.   |
| 27610          | None  |  | Undecided                     | Undecided                | Strongly Disagree       | I frequently see empty buses and do not see the greater Raleigh Durham area as needing an expansive public transportation. Prior to moving to this rarea, between Raleigh and Cary, we lived in Pittsburgh, PA where public transportation was widely utilized across an expansive network of buses that really helped people get to destinations. Tive traveled through The Netherlands that also has a system and culture that supports public transportation. This proposed plan seems insufficient to be a full system, and does not address the cultural lack of interest that exists in this region.  |
|                | GoApex; GoTriangle<br>GoRaleigh; GoTriangle                   | Holly Springs  | Strongly Agree Strongly Agree | Strongly Agree Undecided | Agree<br>Agree          |   |
|                |   |  |                               |                          |                         | greatest part of the new plan. I also think that departing from the peak/off peak schedule to a consistent, all-day headway is important and more representative of the new global standard. I also encourage more routes to operate later into the night.  The one thing if of really like to see an emphasis on is getting fall* of orlinging agencies + Wolftline roommends the Transisco app, as does (did?) GolTrangle but it is very unreliable. Golfacille has their own proprietary website and I'm not sure about the other trangle agencies. Ideally, all buses would have real time tracking data available on the Transist app, which is a globally preferred solution. (See Asheville's system, for example). If find it vitally important for all fraingle systems to get on the same page here to improve the user experience of anyone who makes inter- |
| 27604          | GoRaleigh; GoTriangle; NCSU                                   | 4, 8, 11, 20, 52, 100  | Strongly Agree                | Agree                    | Strongly Agree          | system transfers.  Thank you and good work!   |

|                | GoTriangle; NCSU   | CRX   | Agree                                  | Agree          | Undecided                              | daily user of the CRX bus stop at Eubanks Rd in Chapel Hill since 2011. I am writing in support of KEPNIVG the Lubanks Rd Park and Ride stop. This stop serves riders from northern Chapel Hill, Hillsborrugh, Mebane and further West. Without this stop on the CRX express line there would be no other way for riders, like myself, and others from that area to make it to Raleigh in a reasonable amount of time. The CRX in some some since the would read the stop of the Rd  |
|----------------|--|---|--|----------------|--|--|
| 27697<br>85285 | GoCary; GoRaleigh; GoTriangle<br>GoRaleigh; GoTriangle; GoDurham | N/A.  | Agree<br>Agree                         | Agree<br>Agree | Undecided<br>Undecided                 | busses, please.  |
| 27697          | GoTriangle; NCSU   | CRX from Eubanks to NC State  | Strongly Disagree                      | Undecided      | Strongly Disagree                      | I have used the CRX daily for a majority of my 13 years at NC State University. With the proposed changes in the location of the CRX stop in Chapel Hill, I would not be able to take advantage to bus transit to work. The proposed stop is located on the other side of town that is only accessible through a lot of traffic and would take over 20 minutes to get to (versus 6 minutes from the current stop). The Eubanks park and ride and the ease of commuting to work was important for my choice of housing in the area and choice of employers. Losing the express option from this part of town would also eliminate the option for hundreds of potential commuters—especially as more housing is being added in the north side of town, not to mention the folis that commute from Hillsborough, Mebane, and other parts of Alamance county, Please do not eliminate this stop and consider other options.  |
| 27610          | GoRaleigh; GoTriangle; GoDurham                                  | Downtown Raleigh and south from downtown  | Agree                                  | Agree          | Agree                                  | ориона.  |
|                | GoCary  GoRaleigh; GoTriangle                                    | Cary, Raleigh, Durham   | Agree                                  | Agree          | Agree                                  | Keep the buses free! Or at least have a<br>reduced fare. I've ridden the bus so<br>much more now that it's free. Also I<br>know this is a Wake County<br>questionnaire, but have you considered<br>expanding into Johnston County?   |
| 27516          | GoTriangle  GoRaleigh: GoTriangle: GoDurham: NCSU                | CRX Mainly centennial to main campus at NCSU, but I'd love a full Durham to Raleigh rouge | Disagree                               | Agree          | Strongly Disagree                      | Eubanks P&R CRX stop. The Eubanks P&R predominantly serves many riders from northern Chapel Hill (e.g., take Hogan Farms and Weeford Hogan Farms and Weeford Hogan Farms and Weeford the southern part of Chapel Hill, we would have to drive onto the freeway to get to this stop. During rush hour, eastbound 14-do of the begins to back up in front of the 54 ext and this will be a hoga inconvenience and would add 20-30 minutes to the already long commute just to get across town to the bus stop. Also, I do not believe CRX riders would are advantage of Route 800 for midday or after-hours travel. The CRX serves commuters from Chapel Hill to Raleigh (mostly NC State and government employees) for a typical 8-5 workday, so it's unlikely that commuters would regularly take advantage of the 800 route.  The benefit of having the 800 route afforded to current CRX riders is little to none. For me, If I must make that extra effort to drive to Farrington and 54, I |
|                | GoRaleigh; GoTriangle; GoDurham; NCSU                            | full Durham to Raleigh route  | Strongly Agree                         | Agrae          | Undecided                              |  |
| 28202          | GoRaleigh, GOTriangle; NCSU GORaleigh GOTriangle                 | 11 CRX  | Strongly Agree Agree Strongly Disagree | Agree Agree    | Undecided Undecided  Strongly Disagree | No comment  I am a CRX bus rider from Eubanks park and ride. Eubanks park and ride is very convenient access point to the bus for myself and many of us who live in Chaplel Hill, Hillborrough, Mabane or further west. However, I heard that CRX is proposed to eliminate to stop at Eubanks P&R S, which will become very inconvenient for myself and many other who have been using this service.   |
|                | GoRaleigh; GoTriangle; GoDurham; GoWake                          | Go Triangle 100, 700, 800, DRX, CRX, GoRaleigh 2, 4, 12,                                  |  | Agree          |  | You obviously can't roll out this program any faster and these steps are greatly appreciated but, as someone that lives close to downtown and doesn't have a car I sincerely wish this wonderful plan had been proposed ten years ago, so we'd already be seeing the effects this has on development and growth within our communities that a huge   |
| 27607          | ACCESS; GoCary   | 20, 25L GoDurham 4, 10, 11, 11b   | Agree                                  | Undecided      | Strongly Agree                         | improvement like this will impact.  Eubanks Road Park and Ride provides  |
|                | GoTriangle   | CRX   | Disagree                               | Undecided      | Disagree                               | most access to residents of Chapel Hill<br>and the unincorporated areas west of<br>Carrboro and Chapel Hill  |

| Company   Comp   |       |   | I WOULD rid, I do not currently ride. I need the commuter  |                   |                   |                   |   |
|--|-------|---|--|-------------------|-------------------|-------------------|---|
| Part   | 27520 | GoRaleigh; GoTriangle; NCSU                   |  | Agree             | Agree             | Agree             | I strongly disagree with the proposed   |
| Description  |       |   |  |                   |                   |                   | planning of doing away with the CRX<br>Eubanks Park & Ride and replacing it<br>with a park & ride off of Highway 54.<br>For anyone coming from Carrboro,<br>Hillsborrough, Efland, Mebane, or other<br>places from the west, this is a disservice<br>to those commuters. Prior to the<br>pandemic I was a daily rider of the CRX<br>for many years. The majority of the   |
| 1982      |       |   |  |                   |                   |                   | majority of the riders that I knew came   |
| Section  | 27278 | GoTriangle                                    | AWAY!!!)   | Strongly Disagree | Strongly Disagree | Strongly Disagree |   |
| The content of the    | 27697 | None  |  | Strongly Agree    | Agree             | Undecided         |   |
| Part      |       |   | 246  |                   |                   |                   | Frequency of service remains<br>concerning. Hourly bus service is<br>effectively no service for citizens. 30<br>minute service should be the floor for<br>any service, outside of longer range tour   |
| Page 1 house and page 2 house and page 2 house and page 3 house 3 house and page 3 house 3 hou |       | GoWake ACCESS; GoTriangle; GoRaleigh; GoCary; | 3.0  |                   |                   |                   | I would like for the Morrisville Smart<br>Shuttle to be incorporated into the<br>regular routes and for all the<br>GoForwardNC branches to offer service<br>as one whole, it would make it more<br>realistic for me to use the bus to   |
| Page      | 27560 | GoDurham; NCSU                                |  | Undecided         | Agree             | Disagree          | commute to Durham County  |
| makes not store to me that the but og and back on same control method to the company of the process of the same states that the same place of the process of the same states that the same place of the process of the same states that the same place of the process of the same states that the same place of the same states that the same states that the same place of the s | 27697 |   |  |                   |                   |                   | Update and it is an important one that greatly impacts my ability to utilize bus services. I would like for all buses purchased in the future to be wheelchair accessible. GoWake Access is just too busy to be reliable and as a young person in a wheelchair, I do not need to be lifted not the bus, wheelded into the bus, and then strapped down. I would like for the bus to plue lifted with the bus, wheeld with a designated area for wheelchairs, and then roil off. I dislike that for me and other wheelchair users, riding the bus is a whole "thing", an ordeal, just because of the kind of buses used by a whole "thing", an ordeal, just because of the kind of buses used by a mortal just because of the kind of buses used by a mortal just because of the kind of buses used by a mortal just because of the kind of buses used by a mortal just because of the kind of buses used by the buse same used in Manyland, Washington D.C. and Control. Even if the fact that some buses have stairs is overlooked by abilication of the performance of the purchase new buses that are wheelchair accessible. |
| Scary, GoTriangle 300 and would like to use 310 bit it han't been available 10ndecided 10ndecided 51rongly Disagree 51rongly Agree 51rongl | 27614 | GoTriangle; GoRaleigh                         | 36 and 23I Ray Road is not served                          | Disagree          | Undecided         | Strongly Disagree | makes not since to me that the bus gos<br>up and back no same Creedmoor Rd<br>route.  Why not go up North on Creedmoor,<br>West on Lynn, North on Ray, East on<br>Strickland to Brasson Station then back<br>South no Creemoor? Would serve a<br>new area rather than just up and back<br>on the same street. On Route 3 change. North or<br>North on Ray, East on Strickland to<br>Brandon Station. Then back south on<br>Creedmoor. Serves new area instead of<br>back tracking. It looks like more communities will be<br>connected overall, but the routes!   |
| Sociary, Coffriangle   300 and would like to use 310 but it hawn't been available   Undecided   Undecided   Undecided   Undecided   Undecided   Undecided   Strongly Disagree   Strongly   |       |   |  |                   |                   |                   | Any plan is great in theory but there   |
| Social    | 27513 | GoCary; GoTriangle                            | 300 and would like to use 310 but it hasn't been available | Undecided         | Undecided         | Disagree          |   |
| Southarn, GoTriangle   Undecided   Undecided   Undecided   Cary, GoTriangle   Undecided   Undecided   Cary, GoTriangle   Undecided   Undecided   Undecided   Cary, GoTriangle   Undecided   Cary, GoTriangle   Undecided   Undecided   Cary, GoTriangle   Undecided   Undecided   Cary, GoTriangle   Undecided   Undecided   Cary, GoTriangle   Undecided   Strongly Disagree   Undecided   Undecided   Strongly Disagree   Undecided      | 90455 | None  |  | Strongly Disagree |                   |                   |   |
| GoZary, GoTriangle   |       | GoTriangle; GoDurham; GoCary                  |  | Agree             | Diragrap          | Undecided         |   |
| A provision for no-show bus drive that do not show up and the care that do not show up and the care that the care that up and the care that the care that up and the care that up and the care that the care that up and the care that the care that the care that up and the care that the car   |       |   | I don't currently ride, I would ride in Western            |                   |                   |                   |   |
| Strongly Agree   Strongly Disagree   Strongly Agree   Strongly Agr   | 22204 | Callalainh Callainne                          | #15 #0 #4 #13 #7 #10 ****                                  |                   |                   | Standy Nicoro     |   |
| 27215 GoRaleigh; GoTriangle; GoDurham; GoCany; GoDurham; GoCany; GoRaleigh; GoTriangle; GoDurham; GoCany; GoRaleigh; GoTriangle; GoDurham; GoCany; GoRaleigh; GoTriangle; GoDurham; GoCany; GoTriangle; GoLange; GoLange |       |   | #10 - #0 - #4 - #12 - #/ - #15 - #15                       |                   |                   | Strongly Agree    | supposeury reserved for eldery  |
| GoRaleigh, GoTriangle; GoDurham; GoCary;  GORAPEX  GORAPE | 27617 | GoRaleigh; GoTriangle; GoCary; GoDurham       | (2) Brier Creek, 70X, (6) Crabtree                         |                   |                   |                   |   |
| I have been a rider of the CRX bus 2014, park at the Eubansk Park and Fide Is have been a rider of the CRX bus 2014, park at the Eubansk Park and Ride is have the Eubansk Park and Ride as proposed.    275613   GoRaleigh   Sandra carroll; No 1 no 7 no 2 no 12   |       | GoRaleigh; GoTriangle; GoDurham; GoCary;      |  |                   |                   |                   |   |
| 25259   GoRlaiejgh   Sandra carroll; No 1 no 7 no 2 no 12  | 27215 | GoTriangle                                    |  | Strongly Disagree | Strongly Disagree | Strongly Disagree | I have been a rider of the CRX bus since<br>2014. I park at the Eubanks Park and<br>Ride. I drive from Guilford County and<br>the Eubanks Park and Ride is halfway to<br>Raleigh for me. I am in disagreement to<br>move the Eubanks Park and Ride as<br>proposed.  |
| 27587   Sofriangle; Goldwam   Sofriangle;    |       |   | Sandra carroll: No 1 no 7 no 2 no 12                       |                   |                   |                   |   |
| 27610   GoRlaeigh   3,1   Agree  |       | GoTriangle; GoDurham                          |  |                   |                   |                   |   |
| 70x there should be more bus's that goes up Strickland rd 222222 GoRaleight, GoCary; GoTriangle and the 70x should run more often Strongly Agree Strongly Agree Strongly Agree Strongly Agree Oochaleigh; GoTriangle; GoCary GoTriangle Townhall; Chapel hill rd GoCary, GoCary, GoCary, GoCar | 27610 | GoRaleigh                                     |  | Agree             |                   |                   |   |
| 27403 GoCary; GoTriangle Townhall; Chapel hill rd  | 28202 | GoRaleigh; GoCary; GoTriangle                 | 70x there should be more bus's that goes up Strickland rd  | Strongly Agree    | Strongly Agree    | Strongly Agree    |   |
| 27591 GOWake ACCESS Wendell Falls and Wendell  | 27403 | GoCary; GoTriangle                            |  |                   |                   |                   |   |
|  | 27591 | GoWake ACCESS                                 | Wendell Falls and Wendell                                  |                   |                   |                   |   |

|  | GoTriangle; NCSU; GoRaleigh; GoCary<br>GoRaleigh; GoTriangle; GoCary   | 300 Downtown Raleigh to RDU.  | Undecided   | Undecided   | Undecided  | I need to learn more about the BRT option that is replacing the 300 route. More frequent and faster service between Carry and Ralleigh sounds great to me, but I'd want to know what stops are being lost to. More important to me personally, all the renderings of the BRT buses don't seem to show bite racks. I'm assuming that's just because the renderings are really simplified, but It's important for me to know I'll still be able to take my bike on the bus because otherwise my commute just doesn't work.   |
|--|--|---|---|---|--|--|
| 27519  | GoRaleigh; GoTriangle<br>GoRaleigh   | Inside the beltline   | Strongly Agree<br>Agree   | Strongly Agree<br>Agree   | Strongly Agree<br>Agree  |  |
|  |  | GoRaleigh 4, 12, 16, 26, 27, 55X, GoTriangle 100, 300,  |   |   |  | improvements that can make transit easiest in my case is the expansion of BRT lines, specifically the proposed line from Raleigh to Cary and the current SSX. Additional departures from the operations facility and Raleigh station would improve transit options for myself and others in my workplace. Apart from RRT line improvements, near-constant traffic along route 4/100/12 on Hillsborough Street causing frequent delays suggests a need for dedicated bus lanes in some of the highest traffic areas. Since NC State already operates a dedicated bus lane along one side of Hillsborough Street to accomodate the Wolfline, additional lanes like this could increase indership and make frequenty  |
|  | GoRaleigh; GoCary; GoTriangle; NCSU  | GoCary 5, 7, Wolfline 40, 20, 42, 52  | Agree   | Agree   | Strongly Agree  Undecided  | increases easier to implement.  We need immediate pay increases to retain and recruit more bus drivers to have a functional transit system. The hub and spokes model via Moore Square is great for people traveling into/ out of downtown but not great for people trying to cross downtown. It won't be easier for me to use transit until I can travel across downtown without needing to transfer busses; // More bus rounding 540 and 401. There is a huge influx of development in that area and not enough roads to handle the new traffic. The 40X route is still planned to be an hourly route in 2030 and it's the only route in 1030 and it's the only route in that area. |
|  | GoRaleigh; GoCary; GoTriangle  | 12,1,3,2,4,100, cary 3  | Undecided   |   |  | We definitely need more frequent   |
|  | Control Carrier  | Wrx and wfl   | 54  |   | Shows to Assess  | busses and dedicated infrastructure to<br>speed up busses and serve more<br>residents  |
| 27560  | GoRaleigh; GoTriangle GoCary GoRaleigh   | 12 16 4   | Strongly Agree  | Agree   | Strongly Agree   | residents  |
|  | GoRaleigh  | 4 Rex ,6 Crabtree, 8 north Hills  |   |   |  | improvements implemented. These changes affect the efficiency of the system, and are long overdue. I use transit daily, and are long overdue. I use transit daily, and argrateful for all improvements that make my journey easier. However, think the rider experience should also be addressed! The rules to be followed while you are a passenger are clearly posted for all riders to see, yet, they are continuously, and blatantity genored The drivers in concentrating on the safe operation of the bus, and cannot be expected to   |
|  | GoRaleigh; GoTriangle; GoCary; GoDurham;<br>GoApex   | 10.3.2.8.15, 7, 1, 6, 5   | Strongly Agree  | Strongly Agree  | Agree  | "police" individuals who ignore the nules People will continue to abuse the nules a long as they are allowed to! There is a need to have someone in place to enforce the rules of the bus. There should be penalties for ignoring a the rules. The will punish abusers, and serve as a deterrent to others. Improving service and efficiency is irrelevant, if no one wants to ride on a system where people ignore the rules! As said earlier. In ide every day, and is see people breaking every single one of the rules! With no one to stop this, it will continue to go on, and could develop   |
| 30071  | GoApex GoApex; GoCary; GoRaleigh; GoTriangle   | 305, GoApex 1<br>Route 300, GoCary Route1,5 and 6. ; East Cary to NC  | Agree   | Agree   | Agree  | "police" individuals who ignore the rules! People will continue to abuse the rules as long as they are allowed to! There is a need to have someone in place to enforce the rules of the bus. There should be penalties for ignoring the rules. This will punish abusers, and serve as a deterrent to others, improving service and efficiency is irrelevant, if no one wants to ride on a system where people ignore the rules! As I said earlier! ride every day, and is expected in the rules! With no one to stop this, it will continue to go on, and could develop.  The Cary to the State Fairgrounds  |
|  | GoApex; GoCary; GoRaleigh; GoTriangle GoRaleigh; GoTriangle; GoCary GoCary; GoRaleigh; GoTriangle  | 305, GoApex 1  Route 300, GoCary Route 1,5 and 6. ; East Cary to NC  State, Downtown Raleigh and Downtown Durham.   |   |   |  | "police" individuals who ignore the rulest People will continue to abuse the rules as long as they are allowed to! There is a need to have someone in place to enforce the rules of the bus. There should be penalties for ignoring the rules. This will junish abusers, and serve as a deterrent to others, improving service and efficiency is irrelevant, if no one wants to ride on a system where people ignore the rulest As said earlier I ride every day, and I see people breaking every single one of the rulest With one to stop this, it will continue to go on, and could develop   |
| 30071<br>27511<br>27511<br>27602   | GoApex GoApex; GoCary; GoRaleigh; GoTriangle GoRaleigh; GoTriangle; GoCary GoCary; GoRaleigh; GoTriangle GoRaleigh; GoTriangle; GoCary; GoDurham; GoApex   | 305, GoApex 1<br>Route 300, GoCary Route1,5 and 6. ; East Cary to NC  | Agree Strongly Agree Strongly Agree Strongly Agree  | Agree Strongly Agree Agree Agree  | Agree Strongly Agree Agree Agree   | "police" individuals who ignore the rules! People will continue to abuse the rules as long as they are allowed to! There is a need to have someone in place to enforce the rules of the bus. There should be penalties for ignoring the rules. This will punish abusers, and serve as a deterrent to others, improving service and efficiency is irrelevant, if no one wants to ride on a system where people ignore the rules! As I said earlier! ride every day, and is expected in the rules! With no one to stop this, it will continue to go on, and could develop.  The Cary to the State Fairgrounds  |
| 30071<br>27511<br>27511<br>27602<br>28105<br>27697   | GoApex GoApex; Gocary; GoRaleigh; GoTriangle GoRaleigh; GoTriangle; GoCary GoCary; GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoApex NCSU; GoRaleigh; GoTriangle GoTriangle   | 305, GADPE 1  Soute 300, GoCary Route 1,5 and 6.; East Cary to NC State, Downtown Raleigh and Downtown Durham.  Garner, downtown Raleigh, North Raleigh, Cary, Morrisville, Durham  | Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree   | Agree Strongly Agree Agree Strongly Agree Strongly Agree  | Agree Strongly Agree Agree Agree Strongly Agree  | "police" individuals who ignore the rules! People will continue to abuse the rules as long as they are allowed to! There is a need to have someone in place to enforce the rules of the bus. There should be penalties for ignoring the rules. This will punish abusers, and serve as a deterrent to others, improving service and efficiency is irrelevant, if no one wants to ride on a system where people ignore the rules! As I said earlier! ride every day, and is expected in the rules! With no one to stop this, it will continue to go on, and could develop.  The Cary to the State Fairgrounds  |
| 30071<br>27511<br>27511<br>27602<br>28105<br>27697<br>27502<br>27511                                   | GoApex GoApex; Gocary; GoRaleigh; GoTriangle GoRaleigh; GoTriangle; GoCary GoCary; GoRaleigh; GoTriangle; GoRaleigh; GoTriangle; GoRaleigh; GoTriangle; GoApex NCSU; Gotaleigh; GoTriangle GoApex; GoTriangle GoApex; GoTriangle GoApex; GoTriangle GoApex; GoTriangle GoApex; GoTriangle GoApex; GoTriangle GoCary  | 305, GoApex 1  Route 300, GoCary Route 1,5 and 6.; East Cary to NC State, Downtown Raleigh and Downtown Durham.  Garner, downtown Raleigh, North Raleigh, Cary,   | Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Undecided                       | Agree Strongly Agree Agree Agree Strongly Agree Agree Undecided                                 | Agree Strongly Agree Agree Strongly Agree Undecided Undecided Undecided                          | "police" individuals who ignore the rules! People will continue to abuse the rules as long as they are allowed to! There is a need to have someone in place to enforce the rules of the bus. There should be penalties for ignoring the rules. This will punish abusers, and serve as a deterrent to others, improving service and efficiency is irrelevant, if no one wants to ride on a system where people ignore the rules! As I said earlier! ride every day, and is expected in the rules! With no one to stop this, it will continue to go on, and could develop.  The Cary to the State Fairgrounds  |
| 27511<br>27511<br>27511<br>27602<br>28105<br>27697<br>27502<br>27511<br>28202                          | GoApex GoApex; Gotary; GoRaleigh; GoTriangle GoRaleigh; GoTriangle; GoCary GoCary; GoRaleigh; GoTriangle GoRaleigh; GoTriangle; GoCary; GoDurham; GoApex NCSU; GoRaleigh; GoTriangle GoApex, GoTriangle GoCary None GoRaleigh; NCSU   | 305, GoApex 1  Soute 300, GoCary Route 1,5 and 6.; East Cary to NC State, Downtown Raleigh and Downtown Durham.  Garner, downtown Raleigh, North Raleigh, Cary, Morrisville, Durham  Apex 1 and Go Triangle 305 1, 6  11 41 11 1.40 42 50  1 ride the 11, the 100 (used to take it more often when it went directly to/from RDU), and sometimes the DRX. I  | Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree  | Agree Strongly Agree Agree Agree Agree Agree Agree  | Agree Strongly Agree Agree Strongly Agree Undecided  | "police" individuals who ignore the rules! People will continue to abuse the rules as long as they are allowed to! There is a need to have someone in place to enforce the rules of the bus. There should be penalties for ignoring the rules. This will punish abusers, and serve as a deterrent to others, improving service and efficiency is irrelevant, if no one wants to ride on a system where people ignore the rules! As I said earlier! ride every day, and is expected in the rules! With no one to stop this, it will continue to go on, and could develop.  The Cary to the State Fairgrounds  |
| 30071<br>27511<br>27511<br>27602<br>28105<br>27697<br>27502<br>27511<br>28202<br>27607<br>27607        | GoApex GoApex; Gocary; GoRaleigh; GoTriangle GoRaleigh; GoTriangle; GoCary GoCary; GoRaleigh; GoTriangle GoRaleigh; GoTriangle; GoCary GoApex NCSU; GoRaleigh; GoTriangle GoApex GoTriangle GoApex GoTriangle GoApex GoGary None GoRaleigh; NCSU GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle   | 305, GoApex 1  Soute 300, GoCary Route 1,5 and 6.; East Cary to NC State, Downtown Raleigh and Downtown Durham.  Garner, Gowntown Raleigh, North Raleigh, Cary, Morrisville, Durham  Apex 1 and Go Triangle 305  1,6  1 inde the 11, the 100 (used to take it more often when it went directly to/from RDU), and sometimes the DEX. I used to ride the R Line when it was running.  Route 4             | Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Undecided Agree                                | Agree Strongly Agree Agree Agree Strongly Agree Agree Undacided Agree                           | Agree Strongly Agree Agree Strongly Agree Undecided Undecided Undecided Undecided Strongly Agree | "police" individuals who ignore the rulest a long as they are allowed for funes as long as they are allowed for Three is a need to have someone in place to enforce the rules of the bus. There is hould be penalties for ignoring the rules. This will jurnish abusers, and serve as a deterrent to others, and serve as a deterrent to others, in relevant, if no one wants to ride on a system where people ignore the rules! As I said earlier I ride every day, and the speepole penalting every single one of the rules! With no one to stop this, it will continue to go on, and could develop.  The Carry to the State Fairgrounds connection is a great idea.   |
| 30071 27511 27511 27602 28105 27697 27502 27511 28202 27607 27607 27601 20132                          | GoApex GoApex; Gocary; GoRaleigh; GoTriangle GoRaleigh; GoTriangle; GoCary GoCary; GoRaleigh; GoTriangle GoRaleigh; GoTriangle; GoCary GoApex NCSU; GoRaleigh; GoTriangle GoApex GoTriangle GoApex; GoTriangle GoApex; GoTriangle GoApex; GoTriangle GoApex; GoTriangle GoApex; GoTriangle GoCary None GoRaleigh; NCSU  GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle; GoWake ACCESS GoCary; GoTriangle; GoRaleigh None      | 305, GoApex 1  Soute 300, GoCary Route 1,5 and 6.; East Cary to NC State, Downtown Raleigh and Downtown Durham.  Garner, Gowntown Raleigh, North Raleigh, Cary, Morrisville, Durham  Apex 1 and Go Triangle 305  1,6  11 41 111. 40 42 50  1 ride the 11, the 100 (used to take it more often when it went directly to/from RDU), and sometimes the DRX. I used to ride the R Line when it was running. | Agree  Strongly Agree  Strongly Agree  Strongly Agree  Strongly Agree  Strongly Agree  Londecided  Agree  Agree  Strongly Agree | Agree Agree Agree Agree Undecided Agree Agree Agree   | Agree Strongly Agree Agree Strongly Agree Undecided Undecided Undecided                          | "police" individuals who ignore the rules! People will continue to abuse the rules as long as they are allowed to! There is a need to have someone in pleate to enforce the rules of the bus. There should be penalties for ignoring the rules. This will punish abusers, and serve as a deterrent to others. Improving service and efficiency is irrelevant, if no one wants to ride on a system where people ignore the rules! As I said earlier! ride every day, and is separated to the rules! With no one to stop this, it will continue to go on, and could develop.  The Cary to the State Fairgrounds connection is a great idea.  |
| 30071 27511 27511 27602 28105 27697 27502 27511 28202 27511 28202 27607 27601 20132 27560 27516 275513 | GoApex GoApex; GoCary; GoRaleigh; GoTriangle GoRaleigh; GoTriangle; GoCary GoCary; GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoTriangle GoTriangle GoApex, GOTriangle GoRaleigh; GoTriangle; GoWake ACCESS GoCary; GoTriangle; GoRaleigh | 305, GoApex 1  Soute 300, GoCary Route 1,5 and 6.; East Cary to NC State, Downtown Raleigh and Downtown Durham.  Garner, Gowntown Raleigh, North Raleigh, Cary, Morrisville, Durham  Apex 1 and Go Triangle 305  1,6  1 inde the 11, the 100 (used to take it more often when it went directly to/from RDU), and sometimes the DEX. I used to ride the R Line when it was running.  Route 4             | Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Ondecided Agree Agree Strongly Agree           | Agree Strongly Agree Agree  Agree  Strongly Agree Undecided Agree  Agree  Agree  Strongly Agree | Agree Strongly Agree Agree Strongly Agree Undecided Undecided Undecided Undecided Strongly Agree | "police" individuals who ignore the rules as long as they are allowed for funes as long as they are allowed for Three is a need to have someone in place to enforce the rules of the bus. There should be penalties for ignoring the rules. This will jurnish abusers, and serve as a deterrent to others, in improving service and efficiency is irrelevant, if no one wants to ride on a system where people ignore the rules! As I said earlier I ride every day, and I see people bracking every single not the rules! With no one to stop this, it will continue to go on, and could develop.  The Carry to the State Fairgrounds connection is a great idea.   |

|                |   |   |                          |                                  |                              | The challenge I have with the proposed plan is the inclusion of BRT when the existing facilities are inadequate. I would love BRT to be an option for me as a frequent transit user, but when there is a lack of real-time tracking, benches, sidewalks to the bus stops, safe places to   |
|----------------|---|---|--------------------------|----------------------------------|------------------------------|--|
|                |   |   |                          |                                  |                              | wait for the bus, or stop shelters, it feels   |
| 27514          | GoTriangle  | GoTriangle 400, 405; Chapel Hill Transit D, CL  | Chennels Asses           |                                  | Strongly Agen                | like a waste of resources. I love the  |
| 27516          | GoRaleigh; GoTriangle; GoDurham                       |   | Strongly Agree           | Agree                            | Strongly Agree               | proposed changes otherwise.  |
| 27704          | GoRaleigh<br>GoRaleigh; GoCary; GoTriangle; GoDurham; | 5,7,11,17,19,21   | Agree                    | Undecided                        | Agree                        | Let's make transit between Durham and  |
| 27703          | GoApex; NCSU  | All.  CRX from Eubanks to Meredith College; Please keep the   |                          | Strongly Agree                   | Agree                        | Raleigh more dependable.   |
|                |   | Eubanks stop for the CRX. Changing to Rte 54 would  |                          |                                  |                              | Please keep the Eubanks stop for the   |
| 27514          | GoTriangle  | would make for more driving in heavy traffic.  1, 2, 4, 6, 7, 8, 11, 12, 13, 15, 16, 19, 20, 26, 27, 36, 40X,         | Strongly Disagree        | Undecided                        | Strongly Disagree            | CRX  |
| 27601          | GoRaleigh; GoTriangle; GoWake ACCESS; NCSU            | 100, 300,   | Strongly Agree           | Strongly Agree                   | Strongly Agree               |  |
|                |   | Bus 21, DRX, RTP connect buses, bus to Durham VA, bus to<br>Crabtree Valley Mall, bus to Triangle Town Center, bus to |                          |                                  |                              | I have not seen the plan, therefore I am<br>undecided. As long as the buses are  |
| 27505          | GoRaleigh; GoCary; GoTriangle; GoDurham;              | Cary, shuttle to Morrisville, bus to Chapel Hill, New Hope  | 11. 4. 24. 4             | III. de ched                     | 11-1-21-1                    | clean, safe, & comfortable with  |
| 27606<br>27703 | GoWake ACCESS; GoApex<br>None                         | Road  | Undecided<br>Agree       | Undecided<br>Agree               | Undecided<br>Undecided       | competent drivers.   |
| 27615          | GoRaleigh; GoTriangle; GoCary                         | Raleigh and Cary  | Strongly Agree           | Strongly Agree                   | Strongly Agree               | have been a regular user of the CRX bus  |
| 27697          | GoTriangle  | CRX   | Strongly Disagree        | Undecided                        | Strongly Disagree            | stop at Eubanks Rd in Chaple Hill since 2008. I am withing in support of KEEPING the Eubanks Rd Park and Ride stop. This stop serves riders from northern Chaple Hill, Hillsborough, Mebane and further West. It serves riders from northern Chaple Hill, Hillsborough, Mebane and further West. It serves riders fine me who live ineighborhoods off Estes or Piney Mountain Roads, who do not have easy Mouth and Roads, who do not have easy cases to the Farnális and Columbia stop. Without the Eubanks stop, on the CR express line there would be no other way for riders like myself and others from these areas to make it to Raleigh in a reasonable amount of time. The proposed route change, with a stop at a new Park and Ride at I-40 and hwy at new Park and Ride at I-40 and hwy, thereby adding to the in-town traffic, good in the consumption, and exhaust emissions that bus service is supposed to timigeat. Moreover, given the amount of time required, many commuters Will no doubt simply opt to skip using the Ride Rd. |
| 28202          | GoRaleigh; GoTriangle                                 | We need routes covering Ligon Mills Rd and Louisburg rd   | Undecided                | Undecided                        | Undecided                    | We need routes covering Ligon Mills Rd<br>and Louisburg rd   |
|                | GoRaleigh; GoTriangle; GoWake ACCESS; NCSU;           |   |                          |                                  |                              |  |
| 27526          | GoCary; GoDurham; GoApex                              | Fuquay Varina   | Agree                    | Agree                            | Undecided                    | Please consider increasing the frequency   |
| 27519          | GoApex; GoTriangle; GoCary                            |   | Strongly Agree           | Agree                            | Agree                        | and span of service along the GoCary<br>ACX to 30-minute service every day of<br>the week. Please consider providing<br>timed transfers from ACX at the Cary<br>Depot to RDU airport via a direct bus<br>connection.   |
| 27502          | None  |   | Strongly Disagree        | Strongly Disagree                | Strongly Disagree            | Today, the number one priority should be in improving road capacity and flow of traffic through use of smart traffic signals. Population growth is increasing exponentially today as is the number of vehicles on the road. Adding transit services is noble but just adds to current traffic congestion. Lam 62 and really enjoy having bus service in Apex. Living here 37 years, happy with bus route and for a sension retired on fixed income, free really helps. Also, use it for all festivals or Apex downtown activities, no parking  |
|                |   |   |                          |                                  |                              | issues. I also use the Lidl drop off<br>Peakway. Next one to try is Beaver   |
| 27502          | GoApex  | Hwy 55 to downtown Apex.  | Strongly Agree           | Strongly Agree Strongly Disagree | Undecided  Strongly Disagree | Creek route. Thank you. I don't know why our hard earned tax dollars are being used to fund something that is rarely used by anyone. I see tho buses running and they are typically empty or nearly so. If you are so concerned about the environment, take them off the road and really help the environment.   |
| 29745          | GoApex; GoCary  |   | 0,                       | , , , ,                          |                              |  |
|                | GoApex GoTriangle                                     | Town of Apex  | Agree                    | Acres                            | Strongly Agree               | Please consider increasing the funding for the Community Funding Area Program and removing the 30% limit for single applicants   |
| 27502<br>27502 | GoApex; GoTriangle<br>GoWake ACCESS                   | GoApex Route 1, GoTriangle 305  | Agree<br>Undecided       | Agree<br>Strongly Agree          | Strongly Agree<br>Agree      | single applicants.   |
| 27502          | None  |   | Undecided                | Undecided                        | Disagree                     | If the proposed improvements will increase taxes, I don't want them.   |
| 27539          | GoApex  | apex area by senior center and loop   |                          |                                  |                              | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,  |
| 27604          | GoRaleigh   | GoRaleigh 1, 3, 12. GoTriangle 100, 300, 305.  To Beaver creek, to holly springs shopping, to downtown                | Undecided                | Undecided                        | Undecided                    |  |
| 10118          | GoApex  | Cary  | Agree                    | Agree                            | Agree                        |  |
| 27608          | None  |   | Undecided                | Undecided                        | Agree                        | Shelters, seating and trash receptacles at   |
| 27502          | GoApex  | Go Apex route   | Agree                    | Agree                            | Undecided                    | all stops along the route to benefit riders.   |
| 27523          | None  |   | Strongly Disagree        | Strongly Disagree                | Strongly Disagree            | Why get rid of the 22 the 5 is crowded<br>enough and why is 22 always late I hope<br>y'all reconsider this because it's going to   |
| 28202          | GoRaleigh   | 22&5<br>6 Crabtree, 300 Cary , 3 N. Harrison ; 12 Method, 6   | Undecided                | Agree                            |                              | be a mess  |
| 28202<br>38101 | GoRaleigh; GoCary; GoTriangle<br>GoCary               | Crabtree , 300 Cary , 3 North Harrison Go cary; West cary door to door  | Agree<br>Agree           | Strongly Agree Agree             | Strongly Agree<br>Agree      |  |
| 27502          | GoCary; GoApex  | Apex; Steve Mitchell  | Agree                    | Agree                            | Agree                        |  |
| 27612<br>27502 | GoRaleigh<br>GoApex                                   | Route 6 Ap4ex. Cary, Holly Springs, Fuquay Varina   | Undecided                | Undecided                        | Undecided                    |  |
|                |   | I just started riding between NC State's Centenial Campus   |                          |                                  |                              |  |
| 27606<br>27502 | GoRaleigh; NCSU; GoCary; GoDurham; GoTriangle<br>None | and Downtown Raleigh  | Strongly Agree Undecided | Agree Undecided                  | Agree<br>Agree               |  |
| 27502<br>27502 | GoApex<br>GoApex                                      | GoApex route  | Strongly Agree           | Agree                            | Agree                        |  |
| 27540          | GoApex  | peakway to beaver creek   | Strongly Agree           | Strongly Agree                   | Strongly Agree               |  |
| 11248          | GoRaleigh; GoTriangle; GoDurham                       |   |                          |                                  |                              |  |
| 27502          | GoApex; GoCary; GoRaleigh                             | Apex cary HS area   |                          |                                  |                              | -  |

| 27610  | GoRaleigh  | 18 Poole rd  | Strongly Agree  | Disagree   | Strongly Agree   |  |
|--|--|--|---|--|--|--|
| 27529  | GoRaleigh; GoTriangle  |  | 3.10  |  |  |  |
|  |  |  |   |  |  |  |
|  |  |  |   |  |  | I feel like the plan is too slow. Increasing frequency of bus routes shouldn't take  |
|  |  |  |   |  |  | almost as long as it does to build rail  |
|  |  |  |   |  |  | infrastructure for some countries. BRT is  |
|  |  |  |   |  |  | understandable because there is<br>infrastructure that needs to be built, but  |
|  |  |  |   |  |  | not all routes will get the same level of  |
|  | Condition Continued  | North Hills to Downtown  | A   |  | S  | improvements and the amount they do receive should be quick to build.  |
| 2/612  | GoRaleigh; GoTriangle  | NOTE AIRS TO DOMITOWN  | Agree   | Disagree   | Strongly Agree   |  |
|  |  |  |   |  |  | I clicked on the link (GoForwardNC.org)<br>& could not find details of the plan, just  |
|  |  |  |   |  |  | 4 bullet points. So I can't make very  |
|  |  |  |   |  |  | informed choices.  |
|  |  |  |   |  |  | Commuter rail in Wake Co. would be a<br>big waste of money.  |
|  |  |  |   |  |  | I am utterly disgusted at the  |
|  |  |  |   |  |  | demographic questions. What part of XX / XY do you not understand? As long   |
|  |  |  |   |  |  | as cultural Marxists are running your  |
|  |  |  |   |  |  | department, I have no confidence in<br>your decisions. The state ought to step   |
|  |  |  |   |  |  | in and fire all you Sandersistas. I do not   |
| 27606  | GoRaleigh; GoTriangle  | #11L #300  | Agree   | Undecided  | Undecided  | want to live in WOKE County!   |
|  | None   |  |   |  |  |  |
|  |  |  |   |  |  | Very important that the Apex circulator  |
|  |  |  |   |  |  | bus increase its frequency and the<br>safety/location of stops. For example,   |
|  |  |  |   |  |  | the Walmart stop is several blocks up a  |
|  |  |  |   |  |  | slope from the store and only runs<br>hourly. Just not safe for folks to be  |
|  |  |  |   |  |  | waiting so exposed with purchases. Also  |
|  |  |  |   |  |  | not reasonable to carry purchases that<br>distance for someone who is older and  |
|  |  |  |   |  |  | disabled. I was so excited about the local   |
|  |  |  |   |  |  | bus coming, but the hourly loop and<br>bad bus stop locations make it a big  |
|  |  |  |   |  |  | hassle. The only passengers seem to be   |
| 275.5  | contribution of the  | Anything starting in Apex or from the Cary Depot.  |   |  |  | teenagers going to the skateboard park,  |
|  | GoRaleigh; GoCary; GoApex<br>GoRaleigh   | 2; 2,3,10 Anything starting in Apex or from the Cary Depot.  | Agree<br>Undecided  | Disagree<br>Agree  | Agree<br>Agree   | rather than busy adults.   |
|  |  |  |   |  |  | The additional bus service on the  |
|  |  |  |   |  |  | The additional bus service on the<br>300/305 in early evening and weekends   |
|  |  |  |   |  |  | is great. The driver shortages summer of   |
|  |  |  |   |  |  | 2022 made the bus a very challenging option for transportation, so a   |
|  |  | 300, 305 At Western Blvd and Powell Dr. to NCSU at   |   |  |  | commitment to improved service would   |
|  | GoTriangle GoRaleigh; GoCary; GoTriangle; NCSU   | Western Blvd and Dan Allen Dr.   | Agree<br>Strongly Agree   | Agree<br>Strongly Agree  | Agree<br>Strongly Agree  | improve my ability to commute car-free.  |
| 2/610  | Gonaleigh, Godaly, Gorriangle, Neso  |  | Strongly Agree  | Strongly Agree   | Strongly Agree   | Would love a route that connects   |
|  |  |  |   |  |  | Raleigh to Rolesville or WF. I live just in  |
|  |  |  |   |  |  | the outskirts of all 3. Overall I would<br>really love to see more accessible public   |
|  |  |  |   |  |  | transit across Wake County. I don't like   |
|  |  |  |   |  |  | transit across water country. I don't like   |
| 27616  | GoRaleigh; GoTriangle; GoWake ACCESS; NCSU<br>GoRaleigh; GoTriangle  | WRX, 25L<br>DRX. GoR 3   | Strongly Agree  | Strongly Agree Undecided   | Agree<br>Strongly Agree  | driving at all.  |
|  | GoRaleigh; GoTriangle<br>None  | WRX, 25L DRX, GoR 3  | Agree<br>Undecided  | Undecided Undecided  | Strongly Agree<br>Undecided  | driving at all.  We need more frequency  |
|  | GoRaleigh; GoTriangle  |  | Agree   | Undecided  | Strongly Agree   | driving at all.  |
|  | GoRaleigh; GoTriangle<br>None  |  | Agree<br>Undecided  | Undecided Undecided  | Strongly Agree<br>Undecided  | driving at all.  We need more frequency  The plan would increase service to  |
|  | GoRaleigh; GoTriangle<br>None  |  | Agree<br>Undecided  | Undecided Undecided  | Strongly Agree<br>Undecided  | driving at all.  We need more frequency  |
|  | GoRaleigh; GoTriangle<br>None  |  | Agree<br>Undecided  | Undecided Undecided  | Strongly Agree<br>Undecided  | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses   |
|  | GoRaleigh; GoTriangle<br>None  |  | Agree<br>Undecided  | Undecided Undecided  | Strongly Agree<br>Undecided  | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was   |
|  | GoRaleigh; GoTriangle<br>None  |  | Agree<br>Undecided  | Undecided Undecided  | Strongly Agree<br>Undecided  | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I practically always see empty Go Transit  |
|  | GoRaleigh; GoTriangle<br>None  |  | Agree<br>Undecided  | Undecided Undecided  | Strongly Agree<br>Undecided  | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I practically always see empty Go Transit busses driving around. Where are the   |
| 27623  | GoRaleigh; GoTriangle<br>None  |  | Agree<br>Undecided  | Undecided Undecided  | Strongly Agree<br>Undecided  | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessty. I practically always see empty Go Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks.   |
| 27623  | GoRaleigh, GOTriangle None GOTriangle; GoRaleigh   | DRX, GoR 3   | Agree Undecided Undecided   | Undecided Undecided Disagree   | Strongly Agree Undecided Disagree  | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I practically always see empty 60 Transit busses driving around. Where are the busses used the most and by whom?   |
| 27623  | GoRaleigh, GOTriangle None GOTriangle; GoRaleigh   | DRX, GoR 3   | Agree Undecided Undecided   | Undecided Undecided Disagree   | Strongly Agree Undecided Disagree  | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I practically always see empty Go Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On behalf of current Nc State commuters:  For GoTriangle CRX, please keep the  |
| 27623  | GoRaleigh, GOTriangle None GOTriangle; GoRaleigh   | DRX, GoR 3   | Agree Undecided Undecided   | Undecided Undecided Disagree   | Strongly Agree Undecided Disagree  | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I practically always see empty 60 Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On behalf of current NC State Commuters:  For GoTriangle CRX, please keep the Ebbanks Park-and-Ride, at least until BRT  |
| 27623  | GoRaleigh, GOTriangle None GOTriangle; GoRaleigh   | DRX, GoR 3   | Agree Undecided Undecided   | Undecided Undecided Disagree   | Strongly Agree Undecided Disagree  | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the riddership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity in practically always see empty Go Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On behalf of current NC State commuters:  For GoTriangle CRX, please keep the Eubanks Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until   |
| 27623  | GoRaleigh, GOTriangle None GOTriangle; GoRaleigh   | DRX, GoR 3   | Agree Undecided Undecided   | Undecided Undecided Disagree   | Strongly Agree Undecided Disagree  | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No date on how full the busses are and when they are most in use was provided to gauge the necessity. I practically always see empty Go Transt busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On behalf of current NC State commuters:  For GoTriangle CRX, please keep the Eubanis Park and-Ride, at least until BRT uns to downtown Chapel Hill or until CHT can add direct service from Eubanis to the communication of the communica |
| 27623  | GoRaleigh, GOTriangle None GOTriangle; GoRaleigh   | DRX, GoR 3   | Agree Undecided Undecided   | Undecided Undecided Disagree   | Strongly Agree Undecided Disagree  | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Ones the ridership warrant the increase in service? No date on how full the busses are and when they are most in use was provided to gauge the necessity. I practically always see empty Go Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On behalf of current NC State commuters: For GoTriangle CRX, please keep the Eubanks Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until CHT can add direct service from Eubanks to new NC S4 Park-and-Ride. For GoRaleigh Route 111, extend the For GoRaleigh Route 111, extend the For GoRaleigh Route 111, extend the route to provide a transfer point to  |
| 27623  | GoRaleigh, GOTriangle None GOTriangle; GoRaleigh   | DRX, GoR 3   | Agree Undecided Undecided   | Undecided Undecided Disagree   | Strongly Agree Undecided Disagree  | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the buses provided to gauge the necessity. I practically always see empty 60 Transit busses driving around. Where are the busses used the most and by whom? Obtails would have been helpful. Thanks. On behalf of current Nc State commuters:  For GoTrangle CRX, please keep the Eubanks Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until CHT can add direct service from Eubanks to new NC S4 Park-and-Ride, Trans to provide the CRY of CoRaleigh Route 11L, extend the route to provide a transfer point to Route 11 or to the Wolffine (without  |
| 27623  | GoRaleigh, GoTriangle  SoTriangle; GoRaleigh  GoApex; GoCary   | DRX, GoR 3  Apex Route 1   | Agree Undecided Undecided  Undecided  | Undecided Undecided Disagree  Agree  | Strongly Agree Undecided Disagree  Agree   | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No date on how full the busses are and when they are most in use was provided to gauge the necessty. I practically always see empty 60 Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On behalf of current NC State commuters:  For GoTriangle CRX, please keep the Eubanks Park-and-field, at least until BRT runs to downtown Chapel Hill or until CHT can add direct service from Eubanks to new NC 54 Park-and-Ride.  For Goflaeigh Route 111, extend the route to provide a transfer point to Route 1 to r to the Wolffine (without riders having to cross Avent Ferry or  |
| 27623  | GoRaleigh, GOTriangle None GOTriangle; GoRaleigh   | DRX, GoR 3   | Agree Undecided Undecided   | Undecided Undecided Disagree   | Strongly Agree Undecided Disagree  | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I practically always see empty 60 Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On behalf of current NC State commuters:  For GoTriangle CRX, please keep the Eubanks Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until CHT can add direct service from Eubanks to new NC-54 Park-and-Ride.  For GoRaleigh Route 111, extend the route to provide a transfer point to Route I I or to the Wolfline (without riders having to cross Avent Ferry or Gorman).   |
| 27623  | GoRaleigh, GoTriangle  SoTriangle; GoRaleigh  GoApex; GoCary   | DRX, GoR 3  Apex Route 1   | Agree Undecided Undecided  Undecided  | Undecided Undecided Disagree  Agree  | Strongly Agree Undecided Disagree  Agree   | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the buse are and when they are most in use was provided to gauge the necessity. I practically always see empty Go Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On behalf or current NC State Common to the co |
| 27623  | GoRaleigh, GoTriangle  SoTriangle; GoRaleigh  GoApex; GoCary   | DRX, GoR 3  Apex Route 1   | Agree Undecided Undecided  Undecided  | Undecided Undecided Disagree  Agree  | Strongly Agree Undecided Disagree  Agree   | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busse are and when they are most in use was provided to gauge the necessity. I practically always see empty Go Transit busses driving around. Where are the busses used the most and by whom?  Details would have been helpful. Thanks. On behalf of current NC State commuters:  For GoTrangle CRX, please keep the Eubanks Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until CHT can add direct service from Eubanks to new NC 54 Park-and-Ride, at Teast until BRT consideration of the CHT and the CHT on the CHT and the point to provide a transfer point to Route 11 or to the Wolfline (without riders having to cross Avent Ferry or Gorman).  I am an NC State student and have commuted 2-3 days per week on the CRX when it ran and the vanpools from  |
| 27623  | GoRaleigh, GoTriangle  SoTriangle; GoRaleigh  GoApex; GoCary   | DRX, GoR 3  Apex Route 1   | Agree Undecided Undecided  Undecided  | Undecided Undecided Disagree  Agree  | Strongly Agree Undecided Disagree  Agree   | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to guest the necessity. I practically always see empty Go Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On behalf of current NC State commuters:  For GoTriangle CRX, please keep the Eubanks Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until CHT can add direct service from Eubanks to new NC 54 Park-and-Ride.  For GoTaleigh Route 111, extend the route to provide a transfer point to Route 11 or to the Wolfline (without riders having to cross Avent Ferry or Gorman).  I am an NC State student and have commuted 2-3 days per week on the CRX when it ran and the vanpools from Eubanks Park and Ride to NC State   |
| 27623  | GoRaleigh, GoTriangle  SoTriangle; GoRaleigh  GoApex; GoCary   | DRX, GoR 3  Apex Route 1   | Agree Undecided Undecided  Undecided  | Undecided Undecided Disagree  Agree  | Strongly Agree Undecided Disagree  Agree   | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busse are and when they are most in use was provided to gauge the necessity. I practically always see empty Go Transit busses driving around. Where are the busses used the most and by whom?  Details would have been helpful. Thanks. On behalf of current NC State commuters:  For GoTrangle CRX, please keep the Eubanks Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until CHT can add direct service from Eubanks to new NC 54 Park-and-Ride, at Teast until BRT consideration of the CHT and the CHT on the CHT and the point to provide a transfer point to Route 11 or to the Wolfline (without riders having to cross Avent Ferry or Gorman).  I am an NC State student and have commuted 2-3 days per week on the CRX when it ran and the vanpools from  |
| 27623  | GoRaleigh, GoTriangle  SoTriangle; GoRaleigh  GoApex; GoCary   | DRX, GoR 3  Apex Route 1   | Agree Undecided Undecided  Undecided  | Undecided Undecided Disagree  Agree  | Strongly Agree Undecided Disagree  Agree   | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the buse are and when they are most in use was provided to gauge the necessity. I practically always see empty Go Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. Commuter:  The Go Transite CRX, please keep the Eubanks Park and Ride, at least until BRT runs to downtown Chapel Hill or until CRT can and direct service from Eubanks to new NC 54 Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until CRT confideligh Rotte 11, to tend the route to provide a transfer point to Route 11 or to the Wolffline (without riders having to cross Avent Ferry or Gorman).  I am an NC State student and have commuted 2-3 days per week on the CRX when it ran and the vanpools from Eubanks Park and Ride to NC State during the dousry. I drive to the Eubanks Park and Ride and take the CRX NC NC State Studing Brd colours. I drive to the Eubanks Park and Ride and take the CRX NC NC States During He dousry Lifting to the Eubanks Park and Ride and take the CRX NC NC States During He dousry. I Hill Library, followed  |
| 27623  | GoRaleigh, GoTriangle  SoTriangle; GoRaleigh  GoApex; GoCary   | DRX, GoR 3  Apex Route 1   | Agree Undecided Undecided  Undecided  | Undecided Undecided Disagree  Agree  | Strongly Agree Undecided Disagree  Agree   | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the riddership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity in practically always see empty Go Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On behalf of current Nc State Commuters:  For GoTriangle CRX, please keep the Eubanks Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until CHT can add direct service from Eubanks to new NC 54 Park-and-Ride.  For GoRaleigh Route 11L, extend the route to provide a transfer point to Route 11 or the Wolffline (without riders having to cross Avent Ferry or Gorman).  I am an NC State student and have commuted 2-3 days per week on the CRX when it ran and the vanpools from Eubanks Park and Ride to NC State during the closure. I drive to the Eubanks Park and Ride and take the CRX to NC State's O.H. Hill Library, followed by a quick Wolffline shuttle to the  |
| 27623  | GoRaleigh, GoTriangle  SoTriangle; GoRaleigh  GoApex; GoCary   | DRX, GoR 3  Apex Route 1   | Agree Undecided Undecided  Undecided  | Undecided Undecided Disagree  Agree  | Strongly Agree Undecided Disagree  Agree   | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the riddership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I practically always see empty Go Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On behalf of current Nc State commuters:  For GoTriangle CRX, please keep the Eubanks Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until CHT can add direct service from Eubanks to new NC 54 Park-and-Ride.  For GoRaleigh Route 11L, extend the route to provide a transfer point to Route 11 or the Wolffline (without riders having to cross Avent Ferry or Gorman).  Jam an NC State student and have commuted 2-3 days per week on the CRX when it ran and the vanpools from Eubanks Park and Ride and take the CRX to NC State's D.H. Hill Library, followed by a quick Wolfflice shuttle to the Veterinary School. By taking the CRX, I reduce highway traffic, reduce my own years.   |
| 27623  | GoRaleigh, GoTriangle  SoTriangle; GoRaleigh  GoApex; GoCary   | DRX, GoR 3  Apex Route 1   | Agree Undecided Undecided  Undecided  | Undecided Undecided Disagree  Agree  | Strongly Agree Undecided Disagree  Agree   | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I practically always see empty Go Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On behalf of current NC State commuters:  For GoTriangle CRX, please keep the Eubanks Park-and-Ride. At least until BRT runs to downtown Chape! Hill or until CHT can add direct service from Eubanks to new NC S4 Pari-and-Ride. For Gofialeigh Route 111, extend the route to provide a transfer point to Route 1 to r to the Wolffine (without riders having to cross Avent Ferry or Gorman).  I am an NC State student and have commuted 2-3 days per week to nthe CRX when it ran and the vanpools from Eubanks Park and Ride and take the CRX to NC State during the closure. I drive to the Eubanks Park and Ride and take the CRX to NC State 5 unit. Hill Library, followed by a quick Wolfline shuttle to the Veteriany School, by taking the CRX, I   |
| 27623  | GoRaleigh, GoTriangle  SoTriangle; GoRaleigh  GoApex; GoCary   | DRX, GoR 3  Apex Route 1   | Agree Undecided Undecided  Undecided  | Undecided Undecided Disagree  Agree  | Strongly Agree Undecided Disagree  Agree   | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was revice? No data on how full the busses are and when they are most in use was provided to gauge the necessty. I practically always see empty Go Transit busses driving around. Where are the busses used the most and by whom?  Details would have been helpful. Thanks. On behalf of current NC State commuters:  For GoTriangle CRX, please keep the Eubanks Park-and-flied, at least until RRT runs to downtown Chapel Hill or until CHT can add direct service from Eubanks to new NC 54 Park-and-Ride.  For Goffaleigh Route 111, extend the route to provide at transfer point to Route 1 to rot the Wolffine (without riders having to cross Avent Ferry or Gorman).  I am an NC State student and have commuted 2-3 days per week on the CRX when it ran and the vanpools from Eubanks Park and Ride to NC State during the closure. I drive to the Eubanks Park and Ride and take the CRX to NC State's Dr. Hill Library, followed by a quick Wolffline shuttle to the Veterinary Schole.   |
| 27623  | GoRaleigh, GoTriangle  SoTriangle; GoRaleigh  GoApex; GoCary   | DRX, GoR 3  Apex Route 1   | Agree Undecided Undecided  Undecided  | Undecided Undecided Disagree  Agree  | Strongly Agree Undecided Disagree  Agree   | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the buses are and when they are most in use was provided to gauge the necessity.  Jeractically always see empty 60 Transit busses driving around. Where are the buses used the most and by whom?  Details would have been helpful. Thanks. On behalf of current Nc State commuters:  For 60 Triangle CRX, please keep the Eubanics Park-and-Ride, at least until BRT runs to downtown Chaple Hill or until CHT can add direct service from Eubanis to new NC 54 Park-and-Ride, at least until BRT runs to downtown Chaple Hill or until CHT can add direct service from Eubanis to new NC 54 Park-and-Ride.  For 60Raleigh Route 111, extend the route to provide a transfer point to Route 11 or to the Wolffline (without riders having to cross Avent Ferry or Gorman).  I am an NC State student and have commuted 2-3 days per week on the CRX when it ran and the vanpools from Eubanis Park and Ride to NC State during the dozure. I drive to the Eubanis Park and Ride to NC State during the dozure. I drine shuttle to the Veterinary School. By taking the CRX, I reduce highway traffic, reduce my own housing in Raleigh), and reduce local pollution. While these do have personal  |
| 27623  | GoRaleigh, GoTriangle  SoTriangle; GoRaleigh  GoApex; GoCary   | DRX, GoR 3  Apex Route 1   | Agree Undecided Undecided  Undecided  | Undecided Undecided Disagree  Agree  | Strongly Agree Undecided Disagree  Agree   | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the buses are and when they are most in use was provided to gauge the necessity. I practically always see empty 60 Transit busses driving around. Where are the busses used the most and by whom? Obtails would have been helpful. Thanks. On behalf of current Nc State commuters:  For GoTrangle CRX, please keep the Eubanics Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until CHT can add direct service from Eubanish to new NC 54 Park-and-Ride, to the CRX for GoRaleigh Route 11L, extend the route to provide a transfer point to Route 11 or to the Wolffline (without riders having to cross Avent Ferry or Gorman).  I am an NC State student and have commuted 2-3 days per week on the CRX when it ran and the vanpools from Eubanish Park and Ride to NC State during the closure. I drive to the Eubanish Park and Ride and take the CRX to NC State's OH. Hill Instruction to the CRX when it ran and the vanpools from Eubanish Park and Ride and take the CRX to NC State's OH. Hill Instruction to the Eubanish Park and Ride and take the CRX to NC State during the closure. I drive to the Eubanish Park and Ride and take the CRX to NC State than the surface of the Park and Ride and take the CRX to NC State than the surface in the surface in the surface in Ride Park and Ride and take the CRX to NC State than the surface in Ride Park and Ride and take the CRX to NC State than the surface in Ride Park and Ride and take the CRX to NC State than the surface in Ride Park and Ride and take the CRX to NC State than the surface in Ride Park and Ride and take the CRX to NC State than the surface in Ride Park and Ride and take the CRX to NC State than the Ride Ride Ride Ride Ride Ride Ride Rid  |
| 27623  | GoRaleigh, GoTriangle  SoTriangle; GoRaleigh  GoApex; GoCary   | DRX, GoR 3  Apex Route 1   | Agree Undecided Undecided  Undecided  | Undecided Undecided Disagree  Agree  | Strongly Agree Undecided Disagree  Agree   | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I practically always see empty 60 Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On behalf of current NC State commuters:  For GoTriangle CRX, please keep the Eubanks Park-and-Ride, at least until BRT runs to downtown Chape! Hill or until CHT and add first service for GoTaleigh Route 11L, extend the route to provide a transfer point to Route 11 or to the Wolffine (without inders having to coss Nevnt Ferry or Gorman).  I am an NC State student and have commuted: 2-3 days per week on the CRX when it ran and the vanpools from Eubanks Park and Ride and take the CRX to NC State's D.H. Hill Library, followed by a quick Wolfine shuffle to the Veterinary School. By taking the CRX, I reduce highway traffic, reduce my own louising in Raleigh, and reduce local pollution. While these do have personal pollution what fast, convenient transportation.   |
| 27623  | GoRaleigh, GoTriangle  SoTriangle; GoRaleigh  GoApex; GoCary   | DRX, GoR 3  Apex Route 1   | Agree Undecided Undecided  Undecided  | Undecided Undecided Disagree  Agree  | Strongly Agree Undecided Disagree  Agree   | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I practically always see empty 60 Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On behalf of current NC State Commuters:  For GoTriangle CRX, please keep the Eubanks Park-and-Ride, at least until BRT runs to downtown Chape! Hill or until CHT and add first estivice from Eubanks to new NC 54 Park-and-Ride.  For GoTaleigh Route 11L, extend the route to provide a transfer point to Route 11 to rot the Wolfline (without orders having to cross Avent Ferry or Gorman).  I am an NC State student and have commuted: 2-3 days per week on the CRX when it ran and the vanpools from Eubanks Park and Ride to NC State during the closure. I drive to the Eubanks Park and Ride and take the CRX to NC State's D.H. Hill Library, followed by a quick Wolfline shuttle to the Veterinary School. By taking the CRX, I and the house in State's D.H. Hill Library, followed by a quick Wolfline shuttle to the Veterinary School. By taking the CRX, I acknowledge from the CRX when it ran and the vengotal pollution. While these do have personal location, while these do have personal longing in Railegil, and reduce longing was the face of the pollution of the pollut |
| 27623  | GoRaleigh, GoTriangle  SoTriangle; GoRaleigh  GoApex; GoCary   | DRX, GoR 3  Apex Route 1   | Agree Undecided Undecided  Undecided  | Undecided Undecided Disagree  Agree  | Strongly Agree Undecided Disagree  Agree   | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busse are and when they are most in use was provided to gauge the necessity. I practically always see empty Go Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On behalf of current Nc State commuters:  For GoTrangle CRX, please keep the Eubanks Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until CHT can add direct service from Eubanks to new NC 54 Park-and-Ride, to the CRX for GoRaleigh Route 11L, extend the route to provide a transfer point to Route 11 or to the Wolfline (without riders having to cross Avent Ferry or Gorman).  I am an NC State student and have commuted 2-3 days per week on the CRX when it ran and the vanpools from Eubanks Park and Ride to NC State during the closure. I drive to the Eubanks Park and Ride and take the CRX to NC State's 0-H. Hill Library, followed by a quick Wolfline shuttle to the Utetin rany School. By taking the CRX, to NC State's 0-H. Hill Library, followed pollution. While these do have personal benefits, as the thread of the personal benefits, and the thread of the personal benefits, such the seed have personal benefits, they have even greater societal enefits. As the Triangle grows, I believe that fast, convenient transportation between hub differient transportation between hub differient transportation between hub differient transportation.  |
| 27623  | GoRaleigh, GoTriangle  SoTriangle; GoRaleigh  GoApex; GoCary   | DRX, GoR 3  Apex Route 1   | Agree Undecided Undecided  Undecided  | Undecided Undecided Disagree  Agree  | Strongly Agree Undecided Disagree  Agree   | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I practically always see empty Go Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On behalf of current NC State commuters:  For GoTriangle CRX, please keep the Eubanks Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until CHT can add direct service from Eubanks to new NC 54 Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until CHT can add direct service from Eubanks to new NC 54 Park-and-Ride, at Commuter 12 or the Wolffline (without niders having to cross Avent Ferry or Gorman):  I am an NC State student and have commuted 2-3 days per week on the CRX when it ran and the vanpools from Eubanks Park and Ride to NC State during the closure. I drive to the Eubanks Park and Ride and take the CRX to NC State's D.H. Hill Library, followed by a quick Wolffline shuttle to the Veterinary School. By taking the CRX, I cauche highway traffic, reduce my own local housing burden (I am living with failty, rather than getting my own housing in Raleigh), and reduce local pollution. While these do have personal benefits, they have even greater societal benefits. As the Triangle grows, believe the work entire stories for the town of more important. Keeping the Eubanks stop allows for efficient transportation between hub cities will become even more important. Keeping the Eubanks stop allows for efficient transportation between the Utter in sportation in the unit of the Utter in the Eubanks park and the State of the Utter in the Eubanks park and the State of the Utter in the Eubanks park an |
| 27623  | GoRaleigh, GoTriangle  SoTriangle; GoRaleigh  GoApex; GoCary   | DRX, GoR 3  Apex Route 1   | Agree Undecided Undecided  Undecided  | Undecided Undecided Disagree  Agree  | Strongly Agree Undecided Disagree  Agree   | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I practically always see empty Go Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On behalf of current Nc State Commuters:  For GoTriangle CRX, please keep the Eubanks Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until CHT can add direct service from Eubanks to new NC 54 Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until CHT can add direct service from Eubanks to new NC 54 Park-and-Ride, at Chapter of Coffaleigh Route 11L or the Wolffine (without iders having to cross Avent Ferry or Gorman).  I am an NC State student and have commuted 2-3 days per week on the CRX when it ran and the vanpools from Eubanks Park and Ride to NC State during the closure. I drive to the Eubanks Park and Ride and take the CRX to NC State's D.H. Hill Library, followed by a quick Wolffine shuttle to the Veterinary School. By taking the CRX, I caucke highway traffic, reduce my own local housing burden (I am living with family, rather than getting my own housing in Raleigh), and reduce local benefits. As the Triangle grows, believe that fast, convenient transportation between hub cities will become even more important. Keeping the Eubanks spra and Raleigh, while also connecting those who do not live on a  |
| 27623  | GoRaleigh, GoTriangle  SoTriangle; GoRaleigh  GoApex; GoCary   | Apex Route 1  GoTriangle Route 100 and NC State Wolfline   | Agree Undecided Undecided  Undecided  | Undecided Undecided Disagree  Agree  | Strongly Agree Undecided Disagree  Agree   | The plan would increase service to hourly going forward. Does the riddeship warrant the increase in service? No data on how full the busse are and when they are most in use was provided to gauge the necessity. I reartically always see empty Go Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On behalf of current NC State commuters:  For GoTrangle CRX, please keep the Eubanks Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until CHT can add direct service from Eubanks to new NC S4 Park-and-Ride, at teast until BRT runs to downtown Chapel Hill or until CHT can add direct service from Eubanks to new NC S4 Park-and-Ride, at teast until BRT runs to downtown Chapel Hill or until CHT can add direct service from Eubanks to new NC S4 Park-and-Ride, at teast until BRT runs to downtown Chapel Hill or until CHT con State (S4) and the Vision of the CRX when it and made to the Vision of Vis |
| 27502<br>27713   | GoRaleigh, GoTriangle None GoTriangle; GoRaleigh  GoApex; GoCary  GoTriangle; NCSU                           | DRX, GoR 3  Apex Route 1  GoTriangle Route 100 and NC State Wolfline  I drive to the Eubanks Park and Ride (I live off of MLK) and take the CRX to NC State's D.H. Hill Library, followed by a | Agree Undecided Undecided  Undecided  Disagree  | Undecided Undecided Disagree  Agree  | Strongly Agree Undecided Disagree  Agree  Undecided                                | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busse are and when they are most in use was provided to gauge the necessity. I practically always see empty Go Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On behalf of current NC State commuters:  Example 1. The state of th |
| 27502<br>27713   | GoRaleigh, GoTriangle  SoTriangle; GoRaleigh  GoApex; GoCary   | DRX, GoR 3  Apex Route 1  GoTriangle Route 100 and NC State Wolfline  I drive to the Eubanks Park and Ride (I live off of MLK) and   | Agree Undecided Undecided  Undecided  | Undecided Undecided Disagree  Agree  | Strongly Agree Undecided Disagree  Agree   | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the riddership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity in practically always see empty Go Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On behalf of current Nc State commuters:  For GoTriangle CRX, please keep the Eubanks Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until CHT can add direct service from Eubanks to new NC 54 Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until CHT can add direct service from Eubanks to new NC 54 Park-and-Ride, for GoRaleigh Route 11.1, ex the Wolffline (without riders having to cross Avent Ferry or Gorman).  I am an NC State student and have commuted 2-3 days per week on the CRX when it ran and the vanpools from Eubanks Park and Ride and take the CRX to NC State's O.H. Hill Library, followed by a quick Wolffline shuttle to the Eubanks Park and Ride and take the CRX to NC State's D.H. Hill Library, followed by a quick Wolffline shuttle to the Veterinary School. By taking the CRX, I reduce highway traffic, reduce my own lousing burden (I am Inving with family, rather than getting my own housing in Raleigh), and reduce local pollution. While these do have personal benefits, the threse de have personal benefits, the threse de bave personal benefits, they have even greater societal enefits, as the risnel grows, is believe that fast, convenient transportation between Chapel Hill se attensive bus system and Raleigh, while also connecting those who do not tiw on a bus route through Eubanks Park and Ride because I do not bus on the bus system and Raleigh, while also connecting those who do not tiw on a bus route through Eubanks Park and Ride because I do not  |
| 27502<br>27517<br>27515  | GoRaleigh, GoTriangle  SoTriangle; GoRaleigh  GoApex; GoCary  GoTriangle; NCSU                               | DRX, GoR 3  Apex Route 1  GoTriangle Route 100 and NC State Wolfline  I drive to the Eubanks Park and Ride (I live off of MLK) and take the CRX to NC State's D.H. Hill Library, followed by a | Agree Undecided Undecided  Undecided  Undecided  Strongly Disagree Agree                | Undecided Undecided Disagree  Agree  Disagree  Undecided Undecided Undecided Undecided Undecided           | Strongly Agree Undecided Disagree  Agree  Undecided                                | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busse are and when they are most in use was provided to gauge the necessity. I practically always see empty Go Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On behalf of current NC State commuters:  Example 1. The state of th |
| 27502<br>277502<br>277517<br>277615<br>27545                         | GoRaleigh, GoTriangle  SoTriangle; GoRaleigh  GoApex; GoCary  GoTriangle; NCSU  NCSU; GoTriangle  None  None | DRX, GoR 3  Apex Route 1  GoTriangle Route 100 and NC State Wolfline  I drive to the Eubanks Park and Ride (I live off of MLK) and take the CRX to NC State's D.H. Hill Library, followed by a | Agree Undecided Undecided  Undecided  Undecided  Strongly Disagree Agree Strongly Agree | Undecided Undecided Disagree  Agree  Disagree  Undecided Undecided Undecided Undecided Undecided Undecided | Strongly Disagree  Undecided  Disagree  Undecided  Strongly Disagree  Agree  Agree | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busse are and when they are most in use was provided to gauge the necessity. I reartically always see empty 60 Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On behalf of current NC State commuters:  For GoTrangle CRX, please keep the Eubanks Park-and-Ride, at least until BRT runs to downtown Chaple IIII or until CHT can and direct service from Eubanks to new NC 54 Park-and-Ride, at least until BRT runs to downtown Chaple IIII or until CHT can and direct service from Eubanks to new NC 54 Park-and-Ride, at least until BRT runs to downtown Chaple IIII or until CHT can and direct service from Eubanks to new NC 54 Park-and-Ride, at least until BRT runs to downtown Chaple IIII or until CHT can and direct service from Eubanks Park-and-Ride, at least until BRT runs to downtown Chaple IIII or until CHT can and direct service from Eubanks Park-and-Ride, to Comman).  I am an NC State student and have commuted 2-3 days per week on the CRX when it ran and the vanpools from Eubanks Park and Ride to NC State during the closure. I drive to the Eubanks Park and Ride and take the CRX to NC State's DL-Hill Library, followed: I run link provided in the Ride III or the Eubanks Park and Ride and Lake the CRX to NC State's DL-Hill Library, followed: I run link provided that fish greater societal by a quick Wolfiline shuttle to the Veterinary School, By taking the CRX, I reduce highway traffic, reduce my own bousing in Raleigh), and reduce local pollution. While these do have personal benefits, they have even greater societal benefits. As the ringing grows, believe that fast, convenient transportation between thu Distingel, while also connecting those who do not live on a bus route through Eubanks Park and Ride because I do not Whatever is going to allevate traffic on on Whatever is going to |
| 27502<br>27502<br>27517<br>27515<br>27516<br>27517<br>27615<br>27545 | GoRaleigh, GoTriangle  SoTriangle; GoRaleigh  GoApex; GoCary  GoTriangle; NCSU                               | DRX, GoR 3  Apex Route 1  GoTriangle Route 100 and NC State Wolfline  I drive to the Eubanks Park and Ride (I live off of MLK) and take the CRX to NC State's D.H. Hill Library, followed by a | Agree Undecided Undecided  Undecided  Undecided  Strongly Disagree Agree                | Undecided Undecided Disagree  Agree  Disagree  Undecided Undecided Undecided Undecided Undecided           | Strongly Disagree  Agree  Strongly Disagree  Agree  Agree                          | driving at all.  We need more frequency  The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the buse sey provided to gauge the necessity. I serve and when they are most in use so provided to gauge the necessity. I servatically always see empty Go Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On behalf of current NC State commuters:  For GoTrangle CRX, please keep the Eubanks Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until CHT can add direct service from Eubanks to new NC S4 Park-and-Ride. For Gotaleigh Rotte 11, extend the route to provide a transfer point to Route 11 or to the Wolfline (without riders having to cross Avent Ferry or Gorman).  I am an NC State student and have commuted 2-3 days per week on the CRX when it ran and the vanpools from Eubanks Park and Ride and take the CRX No NC State Sulving the CRX, I reduce highway traffic, reduce my own business Park and Ride and take the CRX to NC State Sulving the CRX, I reduce highway traffic, reduce my own bousing in Raleigh), and reduce local pollution. While these do have personal benefits, they have ever facilient transportation between chapel Hill's extensive bus system and Raleigh, while also connecting those who do not live on a system and Raleigh, while also connecting those who do not live to a system and Raleigh, while also connecting those who do not live to a system and Raleigh, while also connecting those who do not live to a system and Raleigh, while also connecting those who do not live to a system and Raleigh, while also connecting those who do not live to a hour system and Raleigh, while also connecting those who do not live to a system and Raleigh, while also connecting those who do not live to a hour to the Park and Ride because 1 do not Mustever is going to alleviate traffic on Mustever is going to alleviate traffic on Mustever is going to alleviate traffic on Mustev |

|  |   |   |  |                              |   | Removing the Eubanks P&R from CRX  |
|--|---|---|--|------------------------------|---|--|
|  |   |   |  |                              |   | makes my commute from Eubanks to NC<br>State and back longer and less  |
|  |   |   |  |                              |   | comfortable; I chose to live in the  |
|  |   |   |  |                              |   | apartments next to the Eubanks stop,<br>because of the good and direct   |
|  |   |   |  |                              |   | connection to Raleigh (and back).  |
|  |   |   |  |                              |   | I disagree that the 100 - 805 (during day  |
|  |   |   |  |                              |   | option) from Raleigh to Chapel Hill and<br>back will be of any help. It's just a too   |
| 27606  | GoRaleigh; GoTriangle; NCSU   | CRX, 100, Wolflines   | Undecided  | Disagree                     | Strongly Disagree                         | slow connection.   |
|  |   |   |  |                              | ,   | Are these route's dependable because of  |
|  |   |   |  |                              |   | the inconsistencies of these routes that   |
|  |   |   |  |                              |   | are already supposed to be running<br>every 30 minutes on the weekend.   |
|  |   |   |  |                              |   | Sometimes I can't depend on these  |
|  | GoTriangle; GoCary; GoRaleigh; GoDurham; NCSU   | 100,800,400,305   | Strongly Agree   | Disagree                     | Strongly Agree                            | routes to get to work  |
| 27502  | None  |   | Strongly Disagree  | Strongly Disagree            | Strongly Disagree                         |  |
|  |   |   |  |                              |   | Brier Creek is severely lacking transit  |
|  |   |   |  |                              |   | options. There should be at least 30<br>minute all-day service from Brier Creek  |
|  |   |   |  |                              |   | to Raleigh. Direct service from RDU  |
| 27617  | GoRaleigh; GoTriangle; NCSU; GoCary   | Brier Creek, 70X, 6, 11, 4, 9, 12, 100, 300, 310  | Undecided  | Agree                        | Undecided                                 | Airport to DT Raleigh would also help.   |
|  |   |   |  |                              |   | Hadas assessed assets as it takes  |
|  |   |   |  |                              |   | Under current system, it takes approximately 60 to 90 minutes  |
|  |   |   |  |                              |   | (including transfers) to get from my   |
|  |   |   |  |                              |   | home to downtown Raleigh. To take the  |
|  |   |   |  |                              |   | WRX I have to drive approximately 10 minutes (depending on traffic) to go to   |
|  |   |   |  |                              |   | nearest park-and-ride lot (Triangle Town   |
|  | Capalainh   | 1 3 100 MBV 33 34   |  | Underided                    | Diseases                                  | Center). Another 5 minutes driving time  |
| 27609  | GoRaleigh   | 1, 2, 100, WRX, 23, 24  | Agree  | Undecided                    | Disagree                                  | and I would be at my office downtown. improvements but it's nonsense to get  |
|  |   |   |  |                              |   | rid of a great facility at Eubanks. The bus  |
|  |   |   |  |                              |   | uses less gas, while 20 or more people   |
|  |   |   |  |                              |   | greatly add to traffic and pollution   |
|  |   |   |  |                              |   | getting to the proposed stop, or more<br>likely, continue driving cars to Raleigh?   |
|  |   |   |  |                              |   | That really doesn't make sense.  |
|  |   | COVAL   |  |                              |   | Many of the people who park at the   |
|  |   | CRX It's nonsense to get rid of a great facility at Eubanks.<br>The bus uses less gas, while 20 or more people greatly add  |  |                              |   | Eubanks Road Park and Ride like me<br>already drive 20 minutes to get there.   |
|  |   | to traffic and pollution getting to the proposed stop, or   |  |                              |   | Adding another 15 minutes on the very  |
|  |   | more likely, continue driving cars to Raleigh? That really  |  |                              |   | Route 40 that we are trying to avoid   |
|  |   | doesn't make sense. Many of the people who park at the<br>Eubanks Road Park and Ride like me already drive 20   |  |                              |   | would result in people just keeping<br>going, thus adding to traffic and   |
|  |   | minutes to get there. Adding another 15 minutes on the  |  |                              |   | pollution en route and parking pressure  |
|  |   | very Route 40 that we are trying to avoid would result in   |  |                              |   | at their destinations. This is what we are   |
|  |   | people just keeping going, thus adding to traffic and   |  |                              |   | trying to avoid.   |
|  |   | pollution en route and parking pressure at their<br>destinations. This is what we are trying to avoid. The new  |  |                              |   | The new facility at Eubanks Road is<br>great, easy access for the buses and  |
|  |   | facility at Eubanks Road is great, easy access for the buses  |  |                              |   | plenty of room for people at the stops.  |
|  |   | and plenty of room for people at the stops. My suggestion   |  |                              |   | My suggestion would be to use this   |
|  |   | would be to use this facility to its fullest and expand bus<br>routes there, for example to include a run to Raleigh  |  |                              |   | facility to its fullest and expand bus   |
|  |   |   |  |                              |   |  |
|  |   | International Airport at least once a day. The CRX before   |  |                              |   | routes there, for example to include a<br>run to Raleigh International Airport at  |
|  |   | International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023   |  |                              |   | run to Raleigh International Airport at least once a day.  |
|  |   | International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023 was crowded, two to a seat in the mornings and standing   |  |                              |   | run to Raleigh International Airport at<br>least once a day.<br>The CRX before the pandemic and  |
| 27516  | GoTriangle  | International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023   | Strongly Disagree  | Undecided                    | Strongly Disagree                         | run to Raleigh International Airport at least once a day.  |
| 27610  | GoRaleigh; GoTriangle   | International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023 was crowded, two to a seat in the mornings and standing room only sometimes in the afternoons; this will happen again.  18,19,15, CRX   | Strongly Disagree<br>Undecided                           | Undecided                    | Undecided                                 | run to Raleigh International Airport at<br>least once a day.<br>The CRX before the pandemic and<br>before the service problems in Fall 2023  |
| 27516<br>27610<br>27529<br>27510                   | GoRaleigh; GoTriangle<br>GoRaleigh  | International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023 was crowded, two to a seat in the mornings and standing room only sometimes in the afternoons; this will happen again.  | Strongly Disagree  |                              |   | run to Raleigh International Airport at<br>least once a day.<br>The CRX before the pandemic and<br>before the service problems in Fall 2023  |
| 27610<br>27529                                     | GoRaleigh; GoTriangle   | International Airport at least once a day. The CRX before the pandemic and before the service problems in Fill 2023 was crowded, two to a seat in the mornings and standing room only sometimes in the afternoons; this will happen again.  18,19,15, CRX 305   | Strongly Disagree<br>Undecided                           | Undecided                    | Undecided                                 | run to Raleigh International Airport at<br>least once a day.<br>The CRX before the pandemic and<br>before the service problems in Fall 2023  |
| 27610<br>27529<br>27510                            | GoRaleigh; GoTriangle GoRaleigh GoRaleigh; NCSU; GoDurham; GoTriangle   | International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023 was crowded, two to a seat in the mornings and standing room only sometimes in the afternoons; this will happen again.  18,19,15, CRX  305  CRX   | Strongly Disagree<br>Undecided                           | Undecided                    | Undecided                                 | run to Raleigh International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023 was crowded, two to a seat in the   |
| 27610<br>27529<br>27510                            | GoRaleigh; GoTriangle GoRaleigh GoRaleigh; NCSU; GoDurham; GoTriangle   | International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023 was crowded, two to a seat in the mornings and standing room only sometimes in the afternoons; this will happen again.  18,19,15, CRX  305  CRX   | Strongly Disagree<br>Undecided                           | Undecided                    | Undecided                                 | run to Raleigh International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023 was crowded, two to a seat in the  I would like to see buses ran hourly throughout the night, I work downtown   |
| 27610<br>27529<br>27510                            | GoRaleigh; GoTriangle GoRaleigh GoRaleigh; NCSU; GoDurham; GoTriangle   | International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023 was crowded, two to a seat in the mornings and standing room only sometimes in the afternoons; this will happen again.  18,19,15, CRX  305  CRX   | Strongly Disagree<br>Undecided                           | Undecided                    | Undecided                                 | run to Raleigh International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023 was crowded, two to a seat in the   |
| 27610<br>27529<br>27510<br>27529                   | GoRaleigh; GoTriangle GoRaleigh GoRaleigh; NCSU; GoDurham; GoTriangle GoRaleigh; NCSU; GoTriangle   | International Airport at least once a day. The CRX before the pandemic and before the service problems in Fial 2023 was crowded, two to a seat in the mornings and standing room only sometimes in the afternoons; this will happen again.  18.39.15, CRX 305 CRX CRX and GoRaleigh 20  | Strongly Disagree<br>Undecided<br>Agree                  | Undecided                    | Undecided<br>Agree                        | run to Raleigh International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023 was crowded, two to a seat in the was crowded, two to a seat in the least to the control of the cont |
| 27610<br>27529<br>27510<br>27529                   | GoRaleigh; GoTriangle GoRaleigh GoRaleigh; NCSU; GoDurham; GoTriangle   | International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023 was crowded, two to a seat in the mornings and standing room only sometimes in the afternoons; this will happen again.  18,19,15, CRX  305  CRX   | Strongly Disagree<br>Undecided                           | Undecided                    | Undecided                                 | run to Raleigh International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023 was crowded, two to a seat in the  I would like to see buses ran hourly throughout the night, I work downtown until 1am and also work along the 7 line starting at 3am and don't have any transit options to get to work at these times.  |
| 27610<br>27529<br>27510<br>27529                   | GoRaleigh; GoTriangle GoRaleigh GoRaleigh; NCSU; GoDurham; GoTriangle GoRaleigh; NCSU; GoTriangle   | International Airport at least once a day. The CRX before the pandemic and before the service problems in Fial 2023 was crowded, two to a seat in the mornings and standing room only sometimes in the afternoons; this will happen again.  18.39.15, CRX 305 CRX CRX and GoRaleigh 20  | Strongly Disagree<br>Undecided<br>Agree                  | Undecided<br>Agree           | Undecided<br>Agree                        | run to Raleigh International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023 was crowded, two to a seat in the was crowded, two to a seat in the least the control of the control |
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| 27610<br>27529<br>27510<br>27529                   | GoRaleigh; GoTriangle GoRaleigh GoRaleigh; NCSU; GoDurham; GoTriangle GoRaleigh; NCSU; GoTriangle   | International Airport at least once a day. The CRX before the pandemic and before the service problems in Fial 2023 was crowded, two to a seat in the mornings and standing room only sometimes in the afternoons; this will happen again.  18.39.15, CRX 305 CRX CRX and GoRaleigh 20  | Strongly Disagree<br>Undecided<br>Agree                  | Undecided<br>Agree           | Undecided<br>Agree                        | run to Raleigh International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023 was crowded, two to a seat in the  I would like to see buses ran hourly throughout the night, I work downtown until 1am and also work along the 7 line starting at 3am and don't have any transit options to get to work at these times.  I would like to see Gotriangle 305 be expanded to Fuquay Varina, as well as Gowake Access expand services on Sundays, as well as night service, and   |
| 27610<br>27529<br>27510<br>27529                   | GoRaleigh; GoTriangle GoRaleigh GoRaleigh; NCSU; GoDurham; GoTriangle GoRaleigh; NCSU; GoTriangle   | International Airport at least once a day. The CRX before the pandemic and before the service problems in Fial 2023 was crowded, two to a seat in the mornings and standing room only sometimes in the afternoons; this will happen again.  18.39.15, CRX 305 CRX CRX and GoRaleigh 20  | Strongly Disagree<br>Undecided<br>Agree                  | Undecided<br>Agree           | Undecided<br>Agree                        | run to Raleigh International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023 was crowded, two to a seat in the least once a day of the control of t |
| 27610<br>27529<br>27510<br>27529<br>27529          | GoRaleigh; GoTriangle GoRaleigh (GoTriangle) GoRaleigh, NCSU; GoDurham; GoTriangle GoRaleigh, GoTriangle GoRaleigh, GoTriangle GoRaleigh, GoTriangle; NCSU                                    | International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023 was crowded, two to a seat in the mornings and standing room only sometimes in the afternoons; this will happen again. 18,19,15, CRX 305 CRX CRX and GoRaleigh 20  11,12, 7  Gotriangle 305, Goraleigh FRX, Gowake Access; Fuquay         | Strongly Disagree Undecided Agree  Agree                 | Agree Agree                  | Undecided<br>Agree                        | run to Raleigh International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023 was crowded, two to a seat in the  I would like to see buses ran hourly throughout the night, I work downtown until Jam and also work along the 7 line starting at 3 am and don't have any transit options to get to work at these times.  I would like to see Gotriangle 305 be expanded to Fuquay Varina, as well as Gowake Access expand services on Sundays, as well as night services, and expand the call center to operate on Saturdays. I would like to see the Coraleigh FRX be expanded to all-day  |
| 27610<br>27529<br>27510<br>27529<br>27529          | GoRaleigh; GoTriangle GoRaleigh GoRaleigh; NCSU; GoDurham; GoTriangle GoRaleigh; NCSU; GoTriangle   | International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023 was crowded, two to a seat in the mornings and standing room only sometimes in the afternoons; this will happen again. 18,19,15, CRX 305 CRX CRX and GoRaleigh 20  11,12, 7  Gotriangle 305, Goraleigh FRX, Gowake Access; Fuquay         | Strongly Disagree<br>Undecided<br>Agree                  | Undecided<br>Agree           | Undecided<br>Agree                        | run to Raleigh International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023 was crowded, two to a seat in the least once a day of the control of t |
| 27610<br>27529<br>27510<br>27529<br>27529          | GoRaleigh; GoTriangle GoRaleigh (GoTriangle) GoRaleigh, NCSU; GoDurham; GoTriangle GoRaleigh, GoTriangle GoRaleigh, GoTriangle GoRaleigh, GoTriangle; NCSU                                    | International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023 was crowded, two to a seat in the mornings and standing room only sometimes in the afternoons; this will happen again. 18,19,15, CRX 305 CRX CRX and GoRaleigh 20  11,12, 7  Gotriangle 305, Goraleigh FRX, Gowake Access; Fuquay         | Strongly Disagree Undecided Agree  Agree                 | Agree Agree                  | Undecided<br>Agree                        | run to Raleigh International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023 was crowded, two to a seat in the  I would like to see buses ran hourly throughout the night, I work downtown until Jam and also work along the 7 line starting at 3 am and don't have any transit options to get to work at these times.  I would like to see Gotriangle 305 be expanded to Fuquay Varina, as well as Gowake Access expand services on Sundays, as well as night services, and expand the call center to operate on Saturdays. I would like to see the Coraleigh FRX be expanded to all-day  |
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| 27610<br>27529<br>27510<br>27529<br>27529          | GoRaleigh; GoTriangle GoRaleigh (GoTriangle) GoRaleigh, NCSU; GoDurham; GoTriangle GoRaleigh, GoTriangle GoRaleigh, GoTriangle GoRaleigh, GoTriangle; NCSU                                    | International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023 was crowded, two to a seat in the mornings and standing room only sometimes in the afternoons; this will happen again. 18,19,15, CRX 305 CRX CRX and GoRaleigh 20  11,12, 7  Gotriangle 305, Goraleigh FRX, Gowake Access; Fuquay         | Strongly Disagree Undecided Agree  Agree                 | Agree Agree                  | Undecided<br>Agree                        | run to Raleigh International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023 was crowded, two to a seat in the  I would like to see buses ran hourly throughout the night, I work downtown until Jam and also work along the 7 line starting at 3am and don't have any transit options to get to work at these times.  I would like to see Gotriangle 305 be expanded to Fuquay Varina, as well as Gowake Access expand services on Sturdays, a well as Ingist service, and expanded to Fuquay Varina, as well as Gowake Access expand services on Sturdays, a wuld like to see the Goraleigh FRX be expanded to all-day service and on weekends.  Parker and Go-triangle,  I hope this message finds you well. I am reaching out to express my concern regarding the Eubanks  |
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| 27610<br>27529<br>27510<br>27529<br>27529          | GoRaleigh; GoTriangle GoRaleigh (GoTriangle) GoRaleigh, NCSU; GoDurham; GoTriangle GoRaleigh, GoTriangle GoRaleigh, GoTriangle GoRaleigh, GoTriangle; NCSU                                    | International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023 was crowded, two to a seat in the mornings and standing room only sometimes in the afternoons; this will happen again. 18,19,15, CRX 305 CRX CRX and GoRaleigh 20  11,12, 7  Gotriangle 305, Goraleigh FRX, Gowake Access; Fuquay         | Strongly Disagree Undecided Agree  Agree                 | Agree Agree                  | Undecided<br>Agree                        | run to Raleigh International Airport at least once a day.  The CRX before the pandemic and  before the service problems in Fall 2023  was crowded, two to a seat in the   I would like to see buses ran hourly  throughout the night, I work downtown  until 1am and also work along the 7 line  starting at 3am and don't have any  transit options to get to work at these  times.  I would like to see Gotriangle 305 be  expanded to Fuquay Varina, as well as  Gowake Access expand services on  Sundays, as well as night service, and  expanded to Fuquay Varina, as well as  Gowake Access expand services on  Saturdays. I would like to see the  Goraleigh FRX be expanded to all-day  service and on weekends.  Parker and Go-triangle,  I hope this message finds you well. I am  reaching out to express my concern  regarding the elimination of the Eubanks  Park Ride in the 2025 SRTP-Project Go- Triangle plan.  My name is Jennifer Sun, and my family  |
| 27610<br>27529<br>27510<br>27529<br>27529          | GoRaleigh; GoTriangle GoRaleigh (GoTriangle) GoRaleigh, NCSU; GoDurham; GoTriangle GoRaleigh, GoTriangle GoRaleigh, GoTriangle GoRaleigh, GoTriangle; NCSU                                    | International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023 was crowded, two to a seat in the mornings and standing room only sometimes in the afternoons; this will happen again. 18,19,15, CRX 305 CRX CRX and GoRaleigh 20  11,12, 7  Gotriangle 305, Goraleigh FRX, Gowake Access; Fuquay         | Strongly Disagree Undecided Agree  Agree                 | Agree Agree                  | Undecided<br>Agree                        | run to Raleigh International Airport at least once a day. The CRX before the pandemic and before the service problems in fall 2023 was crowded, two to a seat in the least once a day of the control of t |
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| 27610<br>27529<br>27510<br>27529<br>27529          | GoRaleigh; GoTriangle GoRaleigh (GoTriangle) GoRaleigh, NCSU; GoDurham; GoTriangle GoRaleigh, GoTriangle GoRaleigh, GoTriangle GoRaleigh, GoTriangle; NCSU                                    | International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023 was crowded, two to a seat in the mornings and standing room only sometimes in the afternoons; this will happen again. 18,19,15, CRX 305 CRX CRX and GoRaleigh 20  11,12, 7  Gotriangle 305, Goraleigh FRX, Gowake Access; Fuquay         | Strongly Disagree Undecided Agree  Agree                 | Agree Agree                  | Undecided<br>Agree                        | run to Raleigh International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023 was crowded, two to a seat in the  I would like to see buses ran hourly throughout the night, I work downtown until 1am and also work along the 7 line starting at 3am and don't have any transit options to get to work at these times.  I would like to see Gotriangle 305 be expanded to Fuquay Varina, as well as Gowake Access expand services on Sundays, as well as Gowake Access expand services on Sundays, as well as inght service, and expand the call center to operate on Saturdays. I would like to see the Goraleigh FRX be expanded to all-day service and on weekends.  Parker and Go-triangle,  I hope this message finds you well. I am reaching out to express my concern regarding the elimination of the Eubanks Park & Ride in the 2025 SRTP-Project Go-Triangle plan.  My name is Jennifer Sun, and my family and I live in Chapel Hill. My husband works at UNC Medicine School, and I work at NCSU. I have been a daily rider and relying on the CRX bus from  |
| 27610<br>27529<br>27510<br>27529<br>27529          | GoRaleigh; GoTriangle GoRaleigh (GoTriangle) GoRaleigh, NCSU; GoDurham; GoTriangle GoRaleigh, GoTriangle GoRaleigh, GoTriangle GoRaleigh, GoTriangle; NCSU                                    | International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023 was crowded, two to a seat in the mornings and standing room only sometimes in the afternoons; this will happen again. 18,19,15, CRX 305 CRX CRX and GoRaleigh 20  11,12, 7  Gotriangle 305, Goraleigh FRX, Gowake Access; Fuquay         | Strongly Disagree Undecided Agree  Agree                 | Agree Agree                  | Undecided<br>Agree                        | run to Raleigh International Airport at least once a day. The CRX before the pandemic and before the service problems in fall 2023 was crowded, two to a seat in the least once a day of the control of t |
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| 27516  27516  27526                                | GoRaleigh, GoTriangle GoRaleigh, SoTriangle GoRaleigh, NCSU; GoDurham; GoTriangle GoRaleigh, GoTriangle GoRaleigh, GoTriangle; NCSU  GoRaleigh, GoTriangle; NCSU  GoRaleigh, GoTriangle; NCSU | International Airport at least once a day. The CRX before the pandemic and before the service problems in fall 2023 was crowded, two to a seat in the mornings and standing room only sometimes in the afternoons; this will happen again.  18.39.15, CRX  305  CRX  CRX  CRX  CRX  CRX  GRY  Gordriangle 305, Goraleigh FRX, Gowake Access; Fuquay Varina NC | Strongly Disagree Undecided Agree  Agree  Strongly Agree | Agree  Agree  Strongly Agree | Undecided Agree  Disagree  Strongly Agree | run to Raleigh International Airport at least once a day. The CRX before the pandemic and before the service problems in Fall 2023 was crowded, two to a seat in the  I would like to see buses ran hourly throughout the night, I work downtown until I am and also work along the 7 line starting at 3 man and don't have any transit options to get to work at these times.  I would like to see Gotriangle 305 be expanded to Fuquay Varina, as well as Gowake Access expand services on Sundays, as well as Gowake Access expand services on Sundays, as well as inght service, and expand the call center to operate on Saturdays. I would like to see the Goraleigh FRX be expanded to all-day service and on weekends.  Parker and Go-triangle,  I hope this message finds you well. I am reaching out to express my concern garding the delimination of the Eubanks Park & Ride in the 2025 SRTP-Project Go-Triangle plan.  My name is Jennifer Sun, and my family and I live in Chapel Hill. My husband works at UNC Medicine School, and I work at NCSU. I have been a daily rider and relying on the CRX bus from Eubanks P&R stop since 2011. It provided tremendous support to me and my family. CRX rode me to work during the pregnancy of my two boys, I could not imagine how I would survive between my job and life without CRX. I am writing to voice my support for reders from northern Chapel Hill, Chapel Hill Sernior Center, Hillsberouge, I can always and I mail for expanding routes and increasing frequency. Not that anyone asked but I believer iding should continue to be free. It's a huge help and   |

| 27603  | GoTriangle   | CRX  | Disagree   | Undecided  | Disagree   | Hello - The proposed plan for the CRX lists the PM service times for existing and proposed as 30pm 7-30pm. Currently, there is a 3pm bus offered from Chaple Hill to Rallely has the CRX and I wanted to ensure that this option remains as it is the option that allows me to get home from work and pick up my kids at school by 4pm. I want sure if the time listed was in error or if the plut to get if of the 3pm bus and will only have 330 service.  |
|--|--|--|--|--|--|--|
| 30281  | GoRaleigh; GoCary; GoTriangle  | FRX and 405  |  |  |  |  |
| 07828  | GoTriangle; GoDurham   | Morning: Route 100 from Downton Raleigh to RTC in RTP; then either GoDurham 128 (NCCU route) or 805 (Chapel Hill)! to Davis and \$45. In the afternoon, the reverse  | Agree  | Strongly Agree   | Strongly Agree   | I would say a big (re)improvement would be to update or fix the Transtoc app. It has really become so unreliable lately hat it is really no longer of any us. A reliable Mass Transit app is really key to both improving rider experience as well as de-mystriying the system for new riders. For me, trying to catch a bus back to the RTC in the afternoon is a crap shoot, because I never know when the 128 or the 801's spoing to be coming by my stop and neither of those routes seem to show up on Transtoc.  Also, any increased frequency is a big improvement, busses every hour are really not much us to most people.  |
|  |  |  |  |  |  | I live in Zebulon and work downtown Raleigh. I have been riding the ZWK for wears except during the pandemic when my office was closed and we worked from home. The fact that the new service will no longer drop me off near by building means I can no longer take the bus. Dropping me off at Wake Med and then having to take a connecting bus downtown will add too much time to  |
| 28792  | GoRaleigh  | Zebulon-Wendell - ZWX  | Disagree   | Strongly Disagree  | Strongly Disagree  | commute and make it inefficient.  We desperately need 15 minute service  |
|  |  | Goraleigh 27, 6, 16, 4 are my most frequent. Gotriangle  |  |  |  | levels on the Goraleigh 6. Please restore<br>at least 30 minute service levels on all<br>routes that were reduced to hourly.<br>Hourly service means I cannot use the  |
| 27606<br>27703   | GoRaleigh; GoTriangle<br>None  | 100 is another one I use.  | Agree  | Agree  | Agree  | bus.   |
| 27606  | GoRaleigh; GoCary; NCSU  | GoRaleigh Route 300, GoCary Routes 3, 4, 5, 7  | Undecided  | Agree  | Disagree   | These changes are unlikely to impact me directly, but I anticipate many people will want direct access to details, and may or may not be able to access this survey to do so.  Eliminating Eubanks Park & Ride For CRX is a terrible idea because it will affect Mebane, Hillsborough, and other Orange Country commuters to   |
| 27707<br>27606<br>27606<br>28202   | GoTriangle GoTriangle GoRalegh; GoTriangle GoRalegh; GoTriangle  | CRX, 100, 800; CRX (Chapel Hill to NC State University) 100 11, 300, 100, 305 100 & 105  | Strongly Disagree Undecided Agree  | Undecided  Agree Agree   | Strongly Disagree Undecided Agree  | Raleigh/NC State. I ride a motorscooter<br>and driving to NC 54 bus stop to catch<br>the CRX is much more dangerous than<br>taking the back roads of Orange county.<br>Thanks.   |
| 27617  | GoCary; GoTriangle; NCSU   | 100 & 103  | Agree  | Agree  | Agree  |  |
| 27607  | NCSU; GoRaleigh; GoTriangle  |  |  |  |  | we need more bus routes running to   |
|  |  | from south raleigh/lake wheeler road to hillsborough   |  |  |  | hillsborough street, nc state campus and   |
| 27606  | GoRaleigh; NCSU  | street; route 11, 7  | Disagree   | Undecided  | Disagree   | downtown without transfers   |
|  | connegr, more  |  |  |  |  | I like that the new 100X will condense<br>the 100+700 but have the express timing<br>benefits of the DRX. I also like that it will   |
| 27606  | GoDurham; GoTriangle; NCSU   | 100, 700, DRX, 405, 400; 100, 700, DRX, 400, 405   | Agree  | Agree  | Agree  | the 100+700 but have the express timing  |
| 27606<br>27701<br>27606  |  | 100, 700, DRX, 405, 400; 100, 700, DRX, 400, 405 DRX, 100, 700 11, 111; NC State   | Agree<br>Agree<br>Disagree   | Agree<br>Agree<br>Disagree   |  | the 100+700 but have the express timing benefits of the DRX. I also like that it will  |
| 27701  | GoDurham; GoTriangle; NCSU GoTriangle; NCSU; GoDurham; GoRaleigh   | DRX, 100, 700  11, 111; NC State  CRX; My name is Marcus Thompson, I'm an employee at NC State University and a frequent rider of the CRX bus. I came across information that the Eubanks Park and Ride location for the CRX bus has the potential to be moved to the location near 5-8. I currently live in Mebane, NC and drive down-il 0.10 catch the CRX bus at the Eubanks Park and Ride location. With this potential change, it would make it harder for individuals who live west of Hilliborough NC to catch this bus. I would most likely make the drive from home to work rather than catch the bus since the drive from home to work rather than catch the bus since the drive from home to work rather than catch the bus since the drive druration would already be longer. I suggest keeping the current locations especially since the Eubanks Park and Ride gives an easier commute to many riders that live west of Hillisborough, NC.   | Agree<br>Disagree  | Agree  | Agree<br>Agree   | the 100+700 but have the express timing<br>benefits of the DRX. I also like that it will<br>eventually run at 15 min intervals.  |
| 27701<br>27606   | GoDurham; GoTriangle; NCSU GoTriangle; NCSU; GoDurham; GoRaleigh GoRaleigh; NCSU   | DRX, 100, 700  11, 111; NC State  CRX; My name is Marcus Thompson, I'm an employee at NC State University and a frequent rider of the CRX bus. I came across information that the Eubanks Park and Ride location for the CRX bus has the potential to be moved to the location near 54. I currently live in Mebane, NC and drive down i-40 to catch the CRX bus at the Eubanks Park and Ride location. With this potential change, it would make it harder for individuals who live west of Hillsborough NC to catch this Dus. I would most likely make the drive from home to work rather than catch the bus since the drive duration would aiready be longer. I suggest keeping the current locations especially since the Eubanks Park and Ride gives an easier commute to many riders that   | Agree<br>Disagree  | Agree<br>Disagree  | Agree<br>Agree<br>Undecided  | the 100-700 but have the express limiting benefits of the DRIX also like that it will eventually run at 15 min intervals.  Please resume NC State for 11L!  My name is Marcus Thompson, I'm an employee at NC State University and a request rider of the CRX bus. I came across information that the Eubanis Part and Ride location for the CRX bus has the optential to be moved to the location near 54. I currently live in Mebane, NC and drive down i-40 to catch the CRX bus at the Eubanis Part and Ride location. With this potential change, it would make it harder for individuals who live west of Hillborough Act and Ride possible. I would make it harder for individuals who live west of Hillborough CX to acth this bus. I would most likely make the drive from home to work rather than catch the bus since the drive duration would already be longer. I suggest keeping the current locations especially since the Eubanis Parka and Ride gives an easier commute to many ridders that live west of Hillsborough, NC.   |
| 27701<br>27606   | GoDurham; GoTriangle; NCSU GoTriangle; NCSU; GoDurham; GoRaleigh GoRaleigh; NCSU  GoTriangle; NCSU  GoTriangle; NCSU   | DRX, 100, 700  11, 111; NC State  CRX; My name is Marcus Thompson, I'm an employee at NC State University and a frequent rider of the CRX bus. I came across information that the Eubanks Park and Ride location for the CRX bus has the potential to be moved to the location near 5-8. I currently live in Mebane, NC and drive down i-10 to catch the CRX bus at the Eubanks Park and Ride location. With this potential change, it would make it harder for individuals who live west of Hillsborough NC to catch this bus. I would most likely make the drive from home to work rather than catch the bus since the drive from home to work rather than catch the bus since the drive from home to work rather than catch the bus since the drive from home to work rather than catch the bus Park and Ride gives an easier commune to many riders that live west of Hillsborough, NC.  Southwest Reliefs, Inside the Belt Line, Cary, Raleigh to   | Agree Disagree   | Agree Disagree  Undecided  | Agree Agree Undecided  Disagree  | the 100-700 but have the express limiting benefits of the DRIX also like that it will eventually run at 15 min intervals.  Please resume NC State for 11L!  My name is Marcus Thompson, I'm an employee at NC State University and a membrone across information that the Lubanks Park and Ride location for the CRX bus has the potential to be moved to the location near 54. Lurrently live in Mebane, NC and drive down i-40 to catch the CRX bus at the Eubanks Park and Ride location. With this potential change, it would wast the State of the Mebane, NC and drive down down for the CRX bus and the CRY bus the State of the Mebane, NC and drive down in the Mebane and the Mebane a |
| 27701<br>27606<br>27606<br>27302<br>27606                                    | GoDurham; GoTriangle; NCSU GoTriangle; NCSU; GoDurham; GoRaleigh GoRaleigh; NCSU  GoTriangle; NCSU  MCSU; GoRaleigh; GoTriangle; GoCary; GoApex  GoRaleigh; GoTriangle; NCSU   | DRX, 100, 700  11, 111; NC State  CRX, My name is Marcus Thompson, I'm an employee at NC State University and a frequent rider of the CRX bus. I came across information that the Eubanks Park and its close to the Location near 54. Lucrently live in Mebane, NC and drive down i-40 to catch the CRX bus at the Eubanks Park and Ride location, with this ponetnial change, it would make it harder for individuals who live west of Hillsborough NC to catch this bus. I would most likely make the drive from home to work rather than catch the bus since the drive from home to work rather than catch the bus since the drive from home to work rather than catch the bus since the drive from home to work rather than catch the bus since the drive from home to work rather than catch the bus since the drive from home to work rather than catch the bus since the drive from home to work rather than catch the bus since the drive from home to work rather than catch the bus since the drive from home to work rather than catch the bus since the drive from home to work rather than catch the bus since the drive from home to work rather than catch the bus since the drive from home to work rather than catch the bus since the drive from home to work rather than catch the bus since the drive from home to work rather than catch the bus since the drive from home to work rather than catch the bus since the drive from home to work rather than catch the bus since the drive from home to work rather than the park that the catch the bus since the drive from home to work rather than the park rather than p | Agree Disagree  Disagree Agree  Strongly Disagree  | Agree Disagree  Undecided Disagree  Undecided Undecided  | Agree Agree Undecided  Disagree Undecided  Strongly Disagree   | the 100-700 but have the express limiting benefits of the DRIX. also like that it will eventually run at 15 min intervals.  Please resume NC State for 111.1  My name is Marcus Thompson, I'm an employee at NC State University and a frequent rider of the CRX bus. I came across information that the Eubanks Park and Ride location for the CRX bus Is at the potential to be moved to the location near 54. Eurenthy live in Mebane, NC and drive down i-40 to catch the CRX bus at the Eubanks Park and Ride location. With this potential change, it would was the Eubanks Park and Ride location. With this potential change, it would was the Eubanks Park and Ride location. With this potential change, it would ask the Eubanks Park and Ride location which was the Eubanks Park and Ride location which the source of the Ridborough Crown and Park Park Park Park Park Park Park Park   |
| 27701<br>27606<br>27606<br>277302<br>27606<br>27606<br>27705<br>27702        | GoDurham; GoTriangle; NCSU GoTriangle; NCSU; GoDurham; GoRaleigh GoRaleigh; NCSU  GoTriangle; NCSU  MCSU; GoRaleigh; GoTriangle; GoCary; GoApex  GoRaleigh; GoTriangle; NCSU  GoTriangle; NCSU  GoTriangle; NCSU   | DRX, 100, 700  11, 111; NC State  CRX; My name is Marcus Thompson, I'm an employee at NC State University and a frequent rider of the CRX bus. I came across information that the Eubanks Park and Ride location for the CRX bus has the potential to be moved to the location near 5-8. I currently live in Mebans, NC and drive down i-40 to catch the CRX bus at the Eubanks Park and Ride location. With this potential change, it would make it harder for individuals who live west of Hillsborough NC to catch this bus. I would most likely make the drive from home to work rather than catch the bus since the drive from home to work rather than catch the bus since the drive some to work rather than catch the bus since the drive some to work rather than catch the bus Schot well of the current locations especially since the Eubanks Very and the control of the CRX bus the state of Hillsborough, NC.  Southwest Ralegh, Inside the Belt Line, Cary, Raleigh to RDU, Raleigh to Cary, Durham, or Chapel Hill  111, 11, 100  CRX.  | Agree Disagree  Disagree  Agree  Strongly Disagree  Strongly Disagree  Strongly Disagree  Strongly Disagree                        | Agree Disagree  Undecided Disagree  Undecided Disagree  Disagree Disagree                              | Agree Agree Undecided  Disagree Undecided  Strongly Disagree Strongly Disagree Strongly Disagree Disagree                            | the 100-700 but have the express limiting benefits of the DRIX also like that it will eventually run at 15 min intervals.  Please resume NC State for 11L!  My name is Marcus Thompson, I'm an employee at NC State University and a membrone across information that the Lubanks Park and Ride location for the CRX bus has the potential to be moved to the location near 54. Lurrently live in Mebane, NC and drive down i-40 to catch the CRX bus at the Eubanks Park and Ride location. With this potential change, it would wast the State of the Mebane, NC and drive down down for the CRX bus and the CRY bus the State of the Mebane, NC and drive down in the Mebane and the Mebane a |
| 27701<br>27606<br>27606<br>27606<br>27606<br>277606                          | GoDurham; GoTriangle; NCSU GOTriangle; NCSU GOTriangle; NCSU GORaleigh; NCSU  GOTriangle; NCSU  MCSU; GoRaleigh; GoTriangle; GoCary; GoApex  GoRaleigh; GoTriangle; NCSU  GORaleigh; GoTriangle; NCSU  GOTriangle; NCSU                                    | DRX, 100, 700  11, 111; NC State  CRX; My name is Marcus Thompson, I'm an employee at NC State University and a frequent rider of the CRX bus. I came across information that the Eubanis Park and Ride location for the CRX bus has the potential to be moved to the location near 54. I currently live in Mebane, NC and drive down-il 40 to catch the CRX bus at the Eubanis Park and Ride location. With this potential change, it would make it harder for individuals who live west of Hillisborough NC to catch this bus. I would most likely make the drive from home to work rather than catch the bus since the drive from home to work rather than catch the bus since the drive from home to work rather than catch the bus since the drive from home to work rather than catch the bus since the drive duration would already be longer. I suggest the West of Hillisborough, NC. Southwest Raleigh, Inside the Belt Line, Cary, Raleigh to RDU, Raleigh to Cary, Durham, or Chapel Hill  | Agree Disagree  Disagree Agree  Strongly Disagree  Strongly Disagree   | Agree Disagree  Undecided Disagree  Undecided Disagree   | Agree Agree Undecided  Disagree Undecided  Strongly Disagree Strongly Disagree   | the 100-700 but have the express limiting benefits of the DRIX. also like that it will eventually run at 15 min intervals.  Please resume NC State for 111.1  My name is Marcus Thompson, I'm an employee at NC State University and a frequent rider of the CRX bus. I came across information that the Eubanks Park and Ride location for the CRX bus Is at the potential to be moved to the location near 54. Eurenthy live in Mebane, NC and drive down i-40 to catch the CRX bus at the Eubanks Park and Ride location. With this potential change, it would was the Eubanks Park and Ride location. With this potential change, it would was the Eubanks Park and Ride location. With this potential change, it would ask the Eubanks Park and Ride location which was the Eubanks Park and Ride location which the source of the Ridborough Crown and Park Park Park Park Park Park Park Park   |
| 27701<br>27606<br>27606<br>277302<br>27606<br>27606<br>27705<br>27702        | GoDurham; GoTriangle; NCSU GoTriangle; NCSU; GoDurham; GoRaleigh GoRaleigh; NCSU  GoTriangle; NCSU  MCSU; GoRaleigh; GoTriangle; GoCary; GoApex  GoRaleigh; GoTriangle; NCSU  GoTriangle; NCSU  GoTriangle; NCSU   | DRX, 100, 700  11, 111; NC State  CRX; My name is Marcus Thompson, I'm an employee at NC State University and a frequent rider of the CRX bus. I came across information that the Eubanks Park and Ride location for the CRX bus has the potential to be moved to the location near 5-8. I currently live in Mebans, NC and drive down i-40 to catch the CRX bus at the Eubanks Park and Ride location. With this potential change, it would make it harder for individuals who live west of Hillsborough NC to catch this bus. I would most likely make the drive from home to work rather than catch the bus since the drive from home to work rather than catch the bus since the drive some to work rather than catch the bus since the drive some to work rather than catch the bus Schot well of the current locations especially since the Eubanks Very and the control of the CRX bus the state of Hillsborough, NC.  Southwest Ralegh, Inside the Belt Line, Cary, Raleigh to RDU, Raleigh to Cary, Durham, or Chapel Hill  111, 11, 100  CRX.  | Disagree  Disagree  Disagree  Agree  Strongly Disagree  Strongly Disagree  Strongly Disagree  Strongly Disagree  Strongly Disagree | Agree Disagree  Undecided Disagree  Undecided Disagree  Disagree Disagree                              | Agree Agree Undecided  Disagree Undecided  Strongly Disagree Strongly Disagree Strongly Disagree Disagree                            | the 100-700 but have the express limiting benefits of the DRIX. also like that it will eventually run at 15 min intervals.  Please resume NC State for 111.1  My name is Marcus Thompson, I'm an employee at NC State University and a frequent rider of the CRX bus. I came carcos information that the Lubanks Park and Ride location for the CRX bus has the potential to be moved to the location near 54. I currently live in Mebane, NC and drive down I-40 to catch the CRX bus at the e ubanks Park and Ride location. With this potential catch the CRX bus at the Eubanks Park and Ride location. With this potential change, it would make it harder for individuals who live west of Hillsborough CX to actch this bus. I would most likely make the drive from home to work rather than catch the bus since the drive duration would already be longer. I suggest Keeping the current locations especially since the Eubanks Park and Ride gives an easier commute to many riders that live west of Hillsborough, NC.  Removing route 111 from campus will significantly burden off-campus students living near Lake chinson and Franklii Jones road. They will have to take two busses to get to campus. From my experience, Cofelalegh never provided reliable connections between buses. This can increase the total travel time from 15 minutes to over one hour. I expect you to consider this in your changes.  As long as an express bus runs between downtown Durham and NC State at two by 9a and go home around 5p), I will be happy!   |
| 27701<br>27606<br>27606<br>27606<br>27606<br>27606<br>27705<br>PO22<br>27610 | GoDurham; GoTriangle; NCSU GoTriangle; NCSU GoTriangle; NCSU GoTriangle; NCSU GoTriangle; NCSU NCSU; GoRaleigh; GoTriangle; GoCary; GoApex  GoRaleigh; GoTriangle; NCSU GoTriangle; NCSU GoTriangle; NCSU GoTriangle; NCSU GoRaleigh; NCSU GoRaleigh; NCSU | DRX, 100, 700  11, 111; NC State  CRX; My, name is Marcus Thompson, I'm an employee at NC State University and a frequent rider of the CRX bus. I came across information that the Eubanks Park and Ride location for the CRX bus has the potential to be moved to the location near 5-8. I currently live in Mebane, NC and drive down-il 0.10 catch the CRX bus at the Eubanks Park and Ride location. With this potential change, it would make it harder for individuals who live west of Hillsborough NC to catch this bus. I would most likely make the drive from home to work rather than catch the bus since the drive duration would already be longer. I suggested the drive from home to work rather than catch the bus since the drive duration would already be longer. I suggested the recommendation of the control of the contr | Disagree  Disagree  Disagree  Agree  Strongly Disagree  Strongly Disagree  Strongly Disagree  Strongly Disagree  Strongly Disagree | Agree Disagree  Undecided Disagree  Undecided Disagree Undecided Disagree Undecided Disagree Undecided | Agree Agree Undecided  Disagree Undecided  Strongly Disagree Strongly Disagree Strongly Disagree Strongly Disagree Strongly Disagree | the 100-700 but have the express limiting benefits of the DRIX. also like that it will eventually run at 15 min intervals.  Please resume NC State for 11L1  My name is Marcus Thompson, I'm an employee at NC State for 11L1  My name is Marcus Thompson, I'm an employee at NC State University and a frequent rider of the CRX bus. I came across information that the Louisins Part and Ride location for the CRX bus has the optential to be moved to the location near 54. I currently live in Mebane, NC and drive down i-40 to action the CRX bus at the Eubanis Part and Ride location. With this potential change, it would was the Eubanis Part and Ride location. With this potential change, it would was the Eubanis Part and Ride location. With this potential change, it would was the Eubanis Part and Ride please the CRY of the CRY o |

|   |   |   |   |   |   | Please bring the 100 back to the airport   |
|---|---|---|---|---|---|--|
|   |   |   |   |   |   | all the time. It is so convenient on the   |
|   |   |   |   |   |   | weekends and takes forever with the  |
|   |   |   |   |   |   | RDU shuttle on weekdays. You should<br>stop marketing it as a bus to the airport,  |
|   |   |   |   |   |   | if it is only going to the airport some of   |
|   | GoRaleigh; GoTriangle   | Downtown Raleigh, and West Raleigh  | Agree   | Agree                                       | Agree   | the time   |
| 27697<br>27705  | GoTriangle; NCSU; GoRaleigh<br>GoTriangle; GoDurham   | 100; DRX  | Strongly Disagree                               | Disagree                                    | Strongly Disagree                               |  |
|   |   |   | 3,7 2,000                                       |   |   | Please keep Route 11L going to NC State  |
|   |   | Route 11L -Campus Edge Apartments to NC State and vice  |   |   |   | I rely on this bus to get to campus as a   |
| 43215   | GoRaleigh; NCSU   | versa.  | Strongly Disagree                               | Strongly Disagree                           | Strongly Disagree                               | student and back home. route with 100X and DVX will mean for   |
|   |   |   |   |   |   | sure that I stop using public transit to   |
|   |   |   |   |   |   | commute from Durham to NC State -  |
|   |   |   |   |   |   | which I've been doing for about a  |
|   |   |   |   |   |   | decade now (at least until DRX was<br>suspended). The 100X route that I would  |
|   |   |   |   |   |   | have to take, having additional stops at   |
|   |   |   |   |   |   | NC Central and RTP, would extend the   |
|   |   |   |   |   |   | route's time to the point of no longer<br>being practical for me as a commuting  |
|   |   |   |   |   |   | option. I know I would not be alone in   |
|   |   |   |   |   |   | this regard, as it would essentially apply<br>to the number of folks I know who  |
|   |   |   |   |   |   | commute to NC State from Durham. This  |
|   |   |   |   |   |   | is an exceptionally poor proposal in my  |
|   |   |   |   |   |   | opinion, because it would thus reduce  |
|   |   |   |   |   |   | ridership further and contribute to rush<br>hour traffic congestion. The fact there'd  |
|   |   |   |   |   |   | be no practical (i.e. direct, non-stop)  |
|   |   |   |   |   |   | commuting option between Durham and  |
|   |   |   |   |   |   | NC State would be a massive failure of<br>public transit planning in the Triangle  |
|   |   |   |   |   |   | given all the immigration to the area. I   |
|   |   |   |   |   |   | don't why or what basis the outside  |
|   |   |   |   |   |   | consulting company decided this  |
|   |   | DRX: I bike to Durham Station by bike, and then commute   |   |   |   | proposal would be an improvement, but<br>putting this proposal out during  |
|   | GoTriangle  | to NC State via the DRX.  | Strongly Disagree                               | Strongly Disagree                           | Strongly Disagree                               | suspension of DRX seems even like more   |
| 26513   | GoRaleigh; GoTriangle; NCSU   |   |   |   |   |  |
|   |   |   |   |   |   | I will not be able to use public transit   |
|   |   |   |   |   |   | under this new plan. I used the DRX to   |
|   |   |   |   |   |   | travel to/from the Durham downtown   |
|   |   |   |   |   |   | transit station and my work at NCSU on<br>Hillsborough St. Under this new plan,  |
|   |   |   |   |   |   | using public transit to go to work will no   |
|   |   |   |   |   |   | longer be feasible for me as an option. I<br>have tried using local routes (100 & 700)   |
|   |   |   |   |   |   | while the DRX was on hold, but that  |
|   |   |   |   |   |   | didn't prove to be feasible due to a   |
|   |   |   |   |   |   | variety of factors (increased travel time,   |
|   |   |   |   |   |   | less reliability in transfers, being<br>exposed to elements during transfers-  |
|   |   |   |   |   |   | including during a tornado watch, and  |
|   |   |   |   |   |   | the sometimes dangerous behavior of  |
|   |   |   |   |   |   | passengers on the local routes - no<br>masking, schizophrenic episodes,  |
|   |   |   |   |   |   | spitting, fighting, suicide attempts, etc.).   |
|   |   |   |   |   |   | I absolutely hate driving to/from  |
|   |   |   |   |   |   | Durham and Raleigh and far prefer to<br>use public transit, but this revised plan  |
|   |   |   |   |   |   | will not make that possible for me any   |
| 27701   | GoTriangle  | DRX   | Strongly Disagree                               | Undecided                                   | Strongly Disagree                               | longer.  |
| 27704   | GoDurham; GoRaleigh; GoTriangle   | DRX (when available), when not available I ride the 700 +<br>100; DRX when active; 700 + 100 when not | Strongly Agree                                  | Agree                                       | Agree   | no additional comments   |
|   |   |   |   |   |   | removing 11L will make it harder for me  |
|   | GoRaleigh; NCSU<br>GoRaleigh; GoTriangle; NCSU  | 11L and and Route 11<br>12, 100, wolfline 52  | Disagree<br>Disagree                            | Agree<br>Undecided                          | Disagree<br>Disagree                            | to commute to NCSU   |
| 27606   | donaleigh, domangie, NCSO   | 12, 100, Wolline 32   | Disagree  | Ondecided                                   | Disagree  |  |
|   |   |   |   |   |   | I strongly disagree with discontinuing   |
|   |   |   |   |   |   |  |
|   |   |   |   |   |   | the DRX. If the bus does not stop at the   |
|   |   |   |   |   |   | the DRX. If the bus does not stop at the<br>Durham Station, I will not use it at all, as   |
|   |   |   |   |   |   | the DRX. If the bus does not stop at the   |
|   |   |   |   |   |   | the DRX. If the bus does not stop at the<br>Durham Station, I will not use it at all, as<br>I cannot park at Duke to access bus. Not<br>having the DRX will negatively affect<br>students, graduate students, staff and  |
| 27704   | GoTriangle  | DRX   | Strongly Agree                                  | Strongly Disagree                           | Strongly Disagree                               | the DRX. If the bus does not stop at the<br>Durham Station, I will not use it at all, as<br>I cannot park at Duke to access bus. Not<br>having the DRX will negatively affect<br>students, graduate students, staff and<br>faculty who attend or work at NC State.   |
| 27587   | GoRaleigh; GoTriangle   | WRX, WFL  | Agree   | Agree                                       | Agree   | the DRX. If the bus does not stop at the<br>Durham Station, I will not use it at all, as<br>I cannot park at Duke to access bus. Not<br>having the DRX will negatively affect<br>students, graduate students, staff and  |
| 27587   |   |   |   |   |   | the DRX. If the bus does not stop at the<br>Durham Station, I will not use it at all, as<br>I cannot park at Duke to access bus. Not<br>having the DRX will negatively affect<br>students, graduate students, staff and<br>faculty who attend or work at NC State.<br>Keep the 100 route to the airport during<br>all times of the day   |
| 27587   | GoRaleigh; GoTriangle   | WRX, WFL  | Agree   | Agree                                       | Agree   | the DRX. If the bus does not stop at the DRX. If the bus does not stop at the Durham Station, will not use it at all, as I cannot park at Duke to access bus. Not having the DRX will negatively affect students, gradules students, staff and faculty who attend or work at NC State. Keep the 100 route to the airport during all times of the day anonymously to see firsthand what the   |
| 27587   | GoRaleigh; GoTriangle   | WRX, WFL  | Agree   | Agree                                       | Agree   | the DRX. If the bus does not stop at the<br>Durham Station, I will not use it at all, as<br>I cannot park at Duke to access bus. Not<br>having the DRX will negatively affect<br>students, graduate students, staff and<br>faculty who attend or work at NC State.<br>Keep the 100 route to the airport during<br>all times of the day   |
| 27587   | GoRaleigh; GoTriangle   | WRX, WFL  | Agree   | Agree                                       | Agree   | the DRX. If the bus does not stop at the<br>DVAR. If the bus does not stop at the<br>Urah station, will not use it at all, as<br>Lannot park at Duke to access bus. Not<br>having the DRX will negatively affect<br>students, graduate students, staff and<br>faculty who attend or work at NC State.<br>Keep the 100 route to the airport during<br>all times of the day<br>anonymously to see firsthand what the<br>drivers and other passengers encounter<br>on a daily basis. It can be scary at times!  |
| 27587   | GoRaleigh; GoTriangle   | WRX, WFL  | Agree   | Agree                                       | Agree   | the DRX. If the bus does not stop at the DRX. If the bus does not stop at the Durham Station, will not use it at all, as I cannot park at Duke to access bus. Not having the DRX will negatively affect students, graduate students, staff and faculty who attend or work at NC State. Keep the 100 route to the airport during all times of the day  anonymously to see firsthand what the drivers and other passengers encounter on a daily basis. I can be scarry at times! There needs to be more security in professional security along policie) at the  |
| 27587   | GoRaleigh; GoTriangle   | WRX, WFL  | Agree   | Agree                                       | Agree   | the DRX. If the bus does not stop at the<br>DVAR. If the bus does not stop at the<br>DVAR station, will not use it at all, as<br>Lcannot park at Duke to access bus. Not<br>having the DRX will negatively affect<br>students, graduate students, staff and<br>faculty who attend or work at NC Stata.<br>Keep the 100 route to the airport during<br>all times of the day<br>anonymously to see firsthand what the<br>drivers and other passengers encounter<br>on a daily basis. It can be scary at times!<br>There needs to be more securify<br>professional security- also police) at the<br>Transti Center to deter various behaviors   |
| 27587   | GoRaleigh; GoTriangle   | WRX, WFL  | Agree   | Agree                                       | Agree   | the DRX. If the bus does not stop at the DRX. If the bus does not stop at the Durham Station, will not use if at all, as Lcannot park at Duke to access bus. Not having the DRX will negatively affect students, graduate students, staff and faculty who attend or work at NC State. Keep the 100 route to the airport during all times of the day  anonymously to see firishmand what the drivers and other passengers encounter on a daily basis. It can be scary at times! There needs to be more securify ( professional securify als police) at the Transt Center to deter various behaviors and this would make the riding public led safe. Stablong fights, profainty, field seed in the safe stafe in the profamily field seed in the safe stafe in the profamily field seed in the safe stafe in the profamily field seed in the safe stafe  |
| 27587   | GoRaleigh; GoTriangle   | WRX, WFL  | Agree   | Agree                                       | Agree   | the DRX. If the bus does not stop at the DRX. If the bus does not stop at the Durham Station, will not use it at all, as Lannot park at Duke to access bus. Not having the DRX will negatively affect students, graduate students, staff and faculty who attend or work at NC State. Keep the 100 route to the airport during all times of the day  anonymously to see firsthand what the drivers and other passengers encounter on a daily basis. It can be scary at times! There needs to be more security ( professional security-ala policie at the Transt Center to deter various behaviors and this would make the riding public field safe. Stabbing, fights, profanity, and other behavioral issues make folk.   |
| 27587   | GoRaleigh; GoTriangle   | WRX, WFL  | Agree   | Agree                                       | Agree   | the DRX. If the bus does not stop at the DRX. If the bus does not stop at the Durham Station, will not use it at all, as Lannot park at Duke to access bus. Not having the DRX will negatively affect students, graduate students, staff and faculty who attend or work at NC State. Keep the 100 route to the airport during all times of the day  anonymously to see firishhand what the drivers and other passengers encounter on a daily basis. It can be sarry at times! There needs to be more security ( professional security- also police) at the Transt Center to deter various behaviors and this would make the riding public felds see. Stabling, fights, profinity, and other behavioral issues make folk not want to be bothered to take transit  |
| 27587   | GoRaleigh; GoTriangle   | WRX, WFL  | Agree   | Agree                                       | Agree   | the DRX. If the bus does not stop at the DRX. If the bus does not stop at the Durham Station, will not use it at all, as Lannot park at Duke to access bus. Not having the DRX will negatively affect students, graduate students, staff and faculty who attend or work at NC State. Keep the 100 route to the airport during all times of the day all times of the day anonymously to see firsthand what the drivers and other passengers encounter on a daily basis. It can be scary at times! There needs to be more security ( professional security- also police) at the Transt Center to deter various behaviors and this would make the riding public feel safe. Stabbing, fights, profanity, and other behavioral issues make folk not want to be bothered to take transit service if they don't feel safe and the sperience is not good period. Given   |
| 27587   | GoRaleigh; GoTriangle   | WRX, WFL  | Agree   | Agree                                       | Agree   | the DRX. If the bus does not stop at the DRX. If the bus does not stop at the burham Station, will not use it at all, as Lannot park at Duke to access bus. Not having the DRX will negatively affect students, graduate students, staff and faculty who attend or work at NC State. Keep the 100 route to the airport during all times of the day anonymously to see firsthand what the drivers and other passengers encounter on a daily basis. It can be scary at times there needs to be more securify (professional security- also police) at the Transt Center to deter various behaviors and this would make the riding public feel safe. Stabbing, fights, profanity, and other behavioral issues make folk not want to be bothered to take transit service if they don't feel safe and for the safe various from the fact you are collecting demographics the fact you are collecting demographics the fact you are collecting demographics.  |
| 27587   | GoRaleigh; GoTriangle   | WRX, WFL  | Agree   | Agree                                       | Agree   | the DRX. If the bus does not stop at the DRX. If the bus does not stop at the Durham Station, will not use it at all, as Lannot park at Duke to access bus. Not having the DRX will negatively affect students, graduate students, staff and faculty who attend or work at NC State. Keep the 100 route to the airport during all times of the day anonymously to see firsthand what the drivers and other passengers encounter on a daily basis. It can be script at times! There needs to be more security ( professional security- also police) at the Transt Center to deter various behaviors and this would make the riding public feel safe. Stabbing, fights, profamity, and other behavioral issues make folk not want to be bothered to take transit service if they don't feel safe and the experience is not good period. Given the fact you are collecting demographic of drive your decisions, I would like to   |
| 27587   | GoRaleigh; GoTriangle   | WRX, WFL  | Agree   | Agree                                       | Agree   | the DRX. If the bus does not stop at the DRX. If the bus does not stop at the Durham Station, will not use it at all, as Lannot park at Duke to access bus. Not having the DRX will negatively affect students, graduate students, staff and faculty who attend or work at NC State. Keep the 100 route to the airport during all times of the day anonymously to see firsthand what the drivers and other passengers encounter on a daily basis. It can be scary at times! There needs to be more security ( professional security- also police) at the Transt Center to deter various behaviors and this would make the riding public feel safe. Stabbing, fights, profamity, and other behavioral issues make folk not want to be bothered to take transit service if they don't feel safe and the experience is not good period. Given the fact you are collecting demographic to drive your decisions, I would like to see leadership engage in more public secusions with riders other han once a  |
| 27587   | GoRaleigh; GoTriangle   | WRX, WFL  | Agree   | Agree                                       | Agree   | the DRX. If the bus does not stop at the DRX. If the bus does not stop at the Durham Station, will not use it at all, as Lannot park at Duke to access bus. Not having the DRX will negatively affect. Students, graduate students, staff and factions, and the students, graduate students, staff and factions. The staff and factions are staff and factions and the staff and factions and other passengers encounter on a daily basis. It can be scary at times! There needs to be more security (professional security- also police) at the Transt Center to deter various behaviors and this would make the riding public felds and the staff and the september of the staff and the experience is not good period. Given the fact you are collecting demographics to drive your decisions, I would like to be continued to the staff and the september of the  |
| 27587   | GoRaleigh; GoTriangle   | WRX, WFL  | Agree   | Agree                                       | Agree   | the DRX. If the bus does not stop at the DRX. If the bus does not stop at the DRA will not use it at all, as Lannot park at Duke to access bus. Not having the DRX will negatively affect students, graduate students, staff and faculty who attend or work at NC State. Keep the 100 route to the airport during all times of the day  anonymously to see firsthand what the drivers and other passengers encounter on a daily basis. It can be scary at times! There needs to be more security { professional security- ala policie at the Transt Center to deter various behaviors and this would make the riding public field safe. Stabbing, fights, profanity, and other behavioral issues make folk not want to be bothered to take transit service if they don't feel safe and the experience is not good period. Given the fact you are collecting demographics to drive your decisions, I would like to see leadership engage in more public discussions with riders other than once a year. Have meetings at libraries,   |
| 27587   | GoRaleigh; GoTriangle   | WRX, WFL  | Agree   | Agree                                       | Agree   | the DRX. If the bus does not stop at the DRX. If the bus does not stop at the Durham Station, will not use it at all, as Lannot park at Duke to access bus. Not having the DRX will negatively affect. Students, graduate students, staff and factions, and the students, graduate students, staff and factions. The staff and factions are staff and factions and the staff and factions and other passengers encounter on a daily basis. It can be scary at times! There needs to be more security (professional security- also police) at the Transt Center to deter various behaviors and this would make the riding public felds and the staff and the september of the staff and the experience is not good period. Given the fact you are collecting demographics to drive your decisions, I would like to be continued to the staff and the september of the  |
| 27587   | GoRaleigh; GoTriangle   | WRX, WFL  | Agree   | Agree                                       | Agree   | the DRX. If the bus does not stop at the DRX. If the bus does not stop at the Durham Station, will not use it at all, as Lcannot park at Duke to access bus. Not having the DRX will negatively affect students, graduate students, staff and faculty who attend or work at NC State. Keep the 200 route to the airport during all times of the day anonymously to see firsthand what the drivers and other passengers encounter on a daily basis. It can be scary at times! There needs to be more security ( professional security also policy) at the Transt Center to deter various behaviors and this would make the riding public feels as for the stability, and other behavioral issues make folk not want to be othered to take transit service if they don't feel safe and the experience is not good period. Given the fact you are collecting demographics to drive your decisions, I would like to see leadership engage in more public discussions with riders other than once a year. Have meetings at libraries, churches, shopping centers, etc. Listen to the taxpayers that are riding the bus. Anything you can do to make the transit more convenient and safe would be   |
| 27587   | GoRaleigh; GoTriangle   | WRX, WFL  | Agree   | Agree                                       | Agree   | the DRX. If the bus does not stop at the DRX. If the bus does not stop at the Durham Station, will not use it at all, as Lannot park at Duke to access bus. Not having the DRX will negatively affect students, graduate students, staf and faculty who attend or work at NC State. Keep the 100 route to the airport during all times of the day  anonymously to see firsthand what the drivers and other passengers encounter on a daily basis. It can be scary at times! There needs to be more security! or professional security-aka police) at the Transt Center to deter various behavior and this would make the riding public field safe. Stabbing, fights, profanity, and other behavioral issues make folk not want to be bothered to take transit service if they don't feel safe and the experience is not good period. Given the fact you are collecting demographics to drive your decisions, I would like to the fact you are collecting demographics to drive your decisions, I would like to work the safe you are collecting demographics to drive your decisions, I would like to Alvanor the safe your and the properties of the properties of the safe your and the properties of the properties of the safe your and the safe your and the properties of the safe your and you are safe you and you are safe your and you are |
| 27587   | GoRaleigh; GoTriangle   | WRX, WFL  | Agree   | Agree                                       | Agree   | the DRX. If the bus does not stop at the DRX. If the bus does not stop at the Durham Station, will not use it at all, as Lcannot park at Duke to access bus. Not having the DRX will negatively affect students, graduate students, staff and faculty who attend or work at NC State. Keep the 200 route to the airport during all times of the day anonymously to see firsthand what the drivers and other passengers encounter on a daily basis. It can be scary at times! There needs to be more security ( professional security also policy) at the Transt Center to deter various behaviors and this would make the riding public feels as for the stability, and other behavioral issues make folk not want to be othered to take transit service if they don't feel safe and the experience is not good period. Given the fact you are collecting demographics to drive your decisions, I would like to see leadership engage in more public discussions with riders other than once a year. Have meetings at libraries, churches, shopping centers, etc. Listen to the taxpayers that are riding the bus. Anything you can do to make the transit more convenient and safe would be   |
| 27587   | GoRaleigh; GoTriangle   | WRX, WFL  | Agree   | Agree                                       | Agree   | the DRX. If the bus does not stop at the DRX. If the bus does not stop at the Durham Station, will not use it at all, as Lcannot park at Duke to access bus. Not having the DRX will negatively affect students, graduate students, staff and faculty who attend or work at NC State. Keep the 100 route to the airport during all times of the day anonymously to see firsthand what the drivers and other passengers encounter on a daily basis. It can be scary at times! There needs to be more securify ( professional security- also police) at the Ternantic Center to deter various behaviors and this would make the riding public felds as. Stablonis, fights, profanity, and other behavioral issues make folk, not want to be othered to take transit service if they don't feel safe and the experience is not good period. Given the fact you are collecting demographic of the you good to the transit service if they don't feel safe and the experience is not the dop appears that are riding the bus. Anything you can do to make the transit content and safe would be GREAT! All the Transit Center Sked a Call Center with Professional Staff that can address concerns J answer route questions. Trans Your Staff - Call in   |
| 27587   | GoRaleigh; GoTriangle   | WRX, WFL  | Agree   | Agree                                       | Agree   | the DRX. If the bus does not stop at the DRX. If the bus does not stop at the Durham Station, will not use it at all, as Lannot park at Duke to access bus. Not having the DRX will negatively affect students, graduate students, staff and faculty who attend or work at NC State. Keep the 100 route to the airport during all times of the day anonymously to see firsthand what the drivers and other passengers encounter on a daily basis. It can be scary at times! There needs to be more security (professional security- also police) at the Transit Center to deter various behaviors and this would make the riding public feel safe. Stabbing, fights, profanity, and other behavioral issues make folk not want to be bothered to take transit service if they don't feel safe and the service if they don't feel safe and the service if they don't feel safe use for the fast you are collecting demographics to drive your decisions, I would like to the fast you are collecting demographics to drive your decisions, I would like to the taxapayers that are riding the bus. Anything you can do to make the transit more convenient and safe would be GRATI! All the Transit Centers Need a Call Center with Professional Staff that can address concernsy Janswer route questions. Train Your Staff - Call in Anonymously to see what is going on   |
| 27587<br>27529  | GoRaleigh, GOTriangle<br>GoRaleigh, NCSU  | WRX, WFL. Gamer   | Agree<br>Undecided                              | Agree<br>Undecided                          | Agree<br>Undecided                              | the DRX. If the bus does not stop at the DRX. If the bus does not stop at the Durham Station, will not use it at all, as Lcannot park at Duke to access bus. Not having the DRX will negatively affect students, graduate students, staff and faculty who attend or work at NC State. Keep the 100 route to the airport during all times of the day  anonymously to see firsthand what the drivers and other passengers encounter on a daily basis. It can be scary at times! There needs to be more security ( professional security also police) at the Ternant Center to deter various behaviors and this would make the riding public felds after. Stablein, fights, profrainty, and other behavioral issues make folk control will be supported to the program of the professions. I would like to see leadership engage in more public discussions with riders other then once a year. Have meetings at libraries, churches, shopping centers, etc. Listen to the taxpayers that are riding the bus. Anything you can do to make the transit more convenient and safe would be GREAT! All the Transit Center Need a Call Center with Professional Staff that can address concerns/ answer route questions. Transit out that is going on within your organization. Don't just Talk within your organization.  |
| 27587<br>27529<br>27713<br>27603  | GoRaleigh, GoTriangle GoRaleigh, NCSU  GoTriangle GoTriangle GoTriangle                       | WRX, WFL  | Agree<br>Undecided  Strongly Agree Agree        | Agree                                       | Agree   | the DRX. If the bus does not stop at the DRX. If the bus does not stop at the Durham Station, will not use it at all, as Lannot park at Duke to access bus. Not having the DRX will negatively affect students, graduate students, staff and faculty who attend or work at NC State. Keep the 100 route to the airport during all times of the day anonymously to see firsthand what the drivers and other passengers encounter on a daily basis. It can be scary at times! There needs to be more security (professional security- also police) at the Transit Center to deter various behaviors and this would make the riding public feel safe. Stabbing, fights, profanity, and other behavioral issues make folk not want to be bothered to take transit service if they don't feel safe and the service if they don't feel safe and the service if they don't feel safe use for the fast you are collecting demographics to drive your decisions, I would like to the fast you are collecting demographics to drive your decisions, I would like to the taxapayers that are riding the bus. Anything you can do to make the transit more convenient and safe would be GRATI! All the Transit Centers Need a Call Center with Professional Staff that can address concernsy Janswer route questions. Train Your Staff - Call in Anonymously to see what is going on   |
| 27587<br>27529<br>27629<br>27713<br>27603<br>27605  | GoRaleigh, GoTriangle GoRaleigh, NCSU  GoTriangle GoTriangle GoTriangle                       | Bus 100 - From RTC to NCSU CRX Route 800  | Agree Undecided  Strongly Agree Agree Undecided | Agree Undecided  Strongly Agree Agree Agree | Agree Undecided  Strongly Agree Agree Undecided | the DRX. If the bus does not stop at the DRX. If the bus does not stop at the Durham Station, will not use it at all, as Lcannot park at Duke to access bus. Not having the DRX will negatively affect students, graduate students, staff and faculty who attend or work at NC State. Keep the 100 route to the airport during all times of the day  anonymously to see firsthand what the drivers and other passengers encounter on a daily basis. It can be scary at times! There needs to be more security ( professional security also police) at the Ternant Center to deter various behaviors and this would make the riding public felds after. Stablein, fights, profrainty, and other behavioral issues make folk control will be supported to the program of the professions. I would like to see leadership engage in more public discussions with riders other then once a year. Have meetings at libraries, churches, shopping centers, etc. Listen to the taxpayers that are riding the bus. Anything you can do to make the transit more convenient and safe would be GREAT! All the Transit Center Need a Call Center with Professional Staff that can address concerns/ answer route questions. Transit out that is going on within your organization. Don't just Talk within your organization.  |
| 27587<br>27529<br>27529<br>27703<br>27603<br>27605<br>27605                                     | GoRaleigh, GoTriangle GoRaleigh, NCSU  GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle | Bus 100 - From RTC to NCSU CRX Route 800 CRX  | Agree<br>Undecided  Strongly Agree Agree        | Agree Undecided  Strongly Agree Agree       | Agree<br>Undecided  Strongly Agree Agree        | the DRX. If the bus does not stop at the DRX. If the bus does not stop at the Durham Station, will not use it at all, as Lcannot park at Duke to access bus. Not having the DRX will negatively affect students, graduate students, staff and faculty who attend or work at NC State. Keep the 100 route to the airport during all times of the day  anonymously to see firsthand what the drivers and other passengers encounter on a daily basis. It can be scary at times! There needs to be more security ( professional security also police) at the Ternant Center to deter various behaviors and this would make the riding public felds after. Stablein, fights, profrainty, and other behavioral issues make folk control will be supported to the program of the professions. I would like to see leadership engage in more public discussions with riders other then once a year. Have meetings at libraries, churches, shopping centers, etc. Listen to the taxpayers that are riding the bus. Anything you can do to make the transit more convenient and safe would be GREAT! All the Transit Center Need a Call Center with Professional Staff that can address concerns/ answer route questions. Transit out that is going on within your organization. Don't just Talk within your organization.  |
| 27587<br>27529<br>27529<br>27713<br>27603<br>27603<br>27605                                     | GoRaleigh, GoTriangle GoRaleigh, NCSU  GoTriangle GoTriangle GoTriangle                       | Bus 100 - From RTC to NCSU CRX Route 800  | Agree Undecided  Strongly Agree Agree Undecided | Agree Undecided  Strongly Agree Agree Agree | Agree Undecided  Strongly Agree Agree Undecided | the DRX. If the bus does not stop at the DRX. If the bus does not stop at the Durham Station, will not use it at all, as Lcannot park at Duke to access bus. Not having the DRX will negatively affect students, graduate students, staff and faculty who attend or work at NC State. Keep the 100 route to the airport during all times of the day  anonymously to see firsthand what the drivers and other passengers encounter on a daily basis. It can be scary at times! There needs to be more security ( professional security also police) at the Ternant Center to deter various behaviors and this would make the riding public felds after. Stablein, fights, profrainty, and other behavioral issues make folk control will be supported to the program of the professions. I would like to see leadership engage in more public discussions with riders other then once a year. Have meetings at libraries, churches, shopping centers, etc. Listen to the taxpayers that are riding the bus. Anything you can do to make the transit more convenient and safe would be GREAT! All the Transit Center Need a Call Center with Professional Staff that can address concerns/ answer route questions. Transit out that is going on within your organization. Don't just Talk within your organization.  |
| 27587<br>27529<br>27529<br>27703<br>27703<br>27605<br>27605<br>27605<br>27605<br>27502<br>27502 | GoRaleigh, GoTriangle GoRaleigh, NCSU  GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle | Bus 100 - From RTC to NCSU CRX Route 800 CRX  | Agree Undecided  Strongly Agree Agree Undecided | Agree Undecided  Strongly Agree Agree Agree | Agree Undecided  Strongly Agree Agree Undecided | the DRX. If the bus does not stop at the DRX. If the bus does not stop at the Durham Station, will not use it at all, as Lannot park at Duke to access bus. Not having the DRX will negatively affect students, graduate students, staff and faculty who attend or work at NC State. Keep the 200 for oute to the airport during all times of the day  anonymously to see firsthand what the drivers and other passengers encounter on a daily basis. It can be scary at times! There needs to be more securify ( professional security- also police) at the Transt Center to deter various behaviors and this would make the riding public related to the security of the security of the security of the security of the security, and other behavioral issues make folls not want to be bothered to take transit service if they don't feel safe and the experience is not good period. Given the fact you are collecting demographics to drive your decisions, I would like to be see leadership engage in more public discussions with riders other than once a year. Have meetings at libraries, churches, shopping centers, etc. Listen to the taxpayers that are finding the Professional Staff Call in Anonymously to see what is going on a within your organization. Don't just Tak about it file about it It!! Passengers who  |

|   |  |  |                             |                             |                             | - DVX is not a good investment as it is   |
|---|--|--|-----------------------------|-----------------------------|-----------------------------|---|
|   |  |  |                             |                             |                             | completely mono-directional and   |
|   |  |  |                             |                             |                             | doesn't benefit commuters who work in   |
|   |  |  |                             |                             |                             | Wake in the same way the DRX did.  - This Bus Plan does not include   |
|   |  |  |                             |                             |                             | additional routes connecting the  |
|   |  |  |                             |                             |                             | Crabtree/North Hills area with<br>South/West Raleigh (but increased   |
|   |  |  |                             |                             |                             | frequency on Route 11 is really good).  |
|   |  |  |                             |                             |                             | - From a regional connectiveness  |
|   |  |  |                             |                             |                             | perspective, is it more relevant for the  |
|   |  |  |                             |                             |                             | 100X to detour to serve NCSU/Durham<br>Tech or RDU airport? Which of the two  |
|   |  |  |                             |                             |                             | would most benefit Wake Transit (and  |
|   |  |  |                             |                             |                             | Durham) taxpayers? Perhaps since the  |
|   |  |  |                             |                             |                             | truly express service of the DRX is gone  |
|   |  |  |                             |                             |                             | regardless, both destinations can be<br>served (incorporating funds from the  |
| 27540                                     | GoTriangle; NCSU   | CRX - Wolfline   | Undecided                   | Undecided                   | Disagree                    | discontinuation of the RDU Shuttle).  |
|   | Condition Notes  | Garner to downtown Raleigh, Garner to Cary, Garner to  |                             |                             |                             |   |
| 27610                                     | GoRaleigh; NCSU  | NCSU   |                             |                             |                             | I simply want to get to work (Durham to   |
|   |  |  |                             |                             |                             | NCSU) via mass transit but don't want a   |
|   |  |  |                             |                             |                             | bus ride longer than 45 minutes. I am<br>concerned that the new route will be   |
|   |  |  |                             |                             |                             | longer than that. Not a dealbreaker   |
| 27707                                     | GoTriangle; NCSU; GoRaleigh; GoDurham  | DRX  | Agree                       | Agree                       | Disagree                    | though.   |
| 27529                                     | GoRaleigh  | Goraleigh  | Strongly Agree              | Strongly Agree              | Strongly Agree              | I think that this is great and good for the future  |
| 27597                                     | GoTriangle   | CRX. District Drive Park and Ride to UNC Chapel Hill   | Undecided                   | Strongly Agree              | Strongly Agree              | luture  |
| 27604                                     | GoTriangle   | CRX  | Undecided                   | Strongly Agree              | Agree                       |   |
|   |  |  |                             |                             |                             | The plans are confusing and not   |
|   |  |  |                             |                             |                             | The plans are confusing and not<br>transparent enough. I've tried to find   |
|   |  |  |                             |                             |                             | information about the Wake Forest   |
|   |  |  |                             |                             |                             | Express and found nothing. Is it going to   |
|   |  |  |                             |                             |                             | be guaranteed? Will it be reliable? I and several other people rely greatly on the  |
|   |  |  |                             |                             |                             | bus but have had experiences where the  |
|   |  |  |                             |                             |                             | bus does not come and we have to wait   |
|   |  |  |                             |                             |                             | another hour for the next bus, the bus<br>speeds past a stop and we are left in the   |
|   |  |  |                             |                             |                             | speeds past a stop and we are left in the<br>rain to wait another hour for the next   |
|   |  |  |                             |                             |                             | bus. The plan is full of too much   |
|   |  |  |                             |                             |                             | information but not what we are looking   |
|   |  |  |                             |                             |                             | for. I'm anxious because I rely greatly on<br>the bus services but all I see are lots of  |
|   |  |  |                             |                             |                             | numbers and no clear assurances of  |
|   |  |  |                             |                             |                             | reliable and regular service, plans to  |
| 27507                                     | GoRaleigh; GoTriangle; NCSU  | WRX (Wake Forest Express); 4 ; 16; 100   | Undecided                   | Undecided                   | Undecided                   | increase driver salaries and retain good drivers  |
| 27587<br>27713                            | GoTriangle; GoDurham   | 805, 5, 800  | Ondecided                   | Ondecided                   | Ondecided                   | unvers  |
| 27560                                     | GoTriangle; GoWake ACCESS; NCSU; GoCary                                      | 800  | Strongly Agree              | Strongly Agree              | Agree                       |   |
| 27540                                     | Condition Continued Maria  | everything near NCSU campus, Avent Ferry, Gorman, and  |                             | no do esta d                | p:                          | please do not remove options to travel  |
| 27610                                     | GoRaleigh; GoTriangle; NCSU  | from Hillsborough to RDU  I ride the 800 bus from Southpoint Mall to UNC every                             | Undecided                   | Undecided                   | Disagree                    | to and from NCSU campus   |
| 27517                                     | GoTriangle   | morning and evening  | Undecided                   | Undecided                   | Undecided                   |   |
|   |  |  |                             |                             |                             |   |
|   |  |  |                             |                             |                             | Removing the DRX and adding a line<br>with additional stops makes commuting   |
|   |  |  |                             |                             |                             | by public transit among Triangle  |
|   |  |  |                             |                             |                             | destinations impossible. It will ensure   |
|   |  |  |                             |                             |                             | more automobile use in my household   |
|   |  |  |                             |                             |                             | and will make certain there is more<br>traffic. Seems like a poor outcome. I  |
|   |  |  |                             |                             |                             | understand that the route map wants to  |
|   |  |  |                             |                             |                             | highlight currently underserved   |
|   |  |  |                             |                             |                             | locations, but it seems like eliminating  |
| 27701                                     | GoTriangle   | DRX  | Strongly Disagree           | Strongly Disagree           | Strongly Disagree           | express buses between employment<br>hubs is not the way to do it.   |
| 27707                                     | GoTriangle; GoDurham   | 400 and 800  | Strongly bladgree           | Strongly Bisagree           | Strongly Disagree           | nabs blice the way to do it.  |
| 27613                                     | GoTriangle   | 800  | Undecided                   | Undecided                   | Undecided                   |   |
| 27606<br>27606                            | GoRaleigh; GoTriangle; GoCary; NCSU<br>GoRaleigh; GoTriangle; NCSU; GoDurham | 300, 12, 11, 51, 52, 100<br>DRX, GoDurham #5, GoDurham #12 & #12B  | Disagree<br>Strongly Agree  | Undecided<br>Strongly Agree | Disagree<br>Strongly Agree  |   |
| 27516                                     | GoTriangle   | crx  | Undecided Undecided         | Undecided                   | Agree                       |   |
| 27517                                     | GoTriangle   | CRX, Chapel Hill to Raleigh  | Strongly Agree              | Strongly Agree              | Strongly Agree              |   |
| 27518                                     | GoTriangle   | CRX  | Agree                       | Agree                       | Agree                       |   |
| 27606                                     | GoTriangle; GoRaleigh; GoCary  | 305, CRX, GoCary 1, 100, 800, 300  | Undecided                   | Agree                       | Disagree                    | Please provide better headways on high-   |
|   |  |  |                             |                             |                             | traffic bus routes like the 100 line and  |
|   | Called Care Core   | NCSU Routes 20, 40, 41. GoRaleigh 100/100X, GoTriangle   |                             |                             |                             | DVX which run by the only spots with  |
| 27607                                     | GoRaleigh; GoTriangle; NCSU  | DRX  | Disagree                    | Disagree                    | Disagree                    | actual density in this area  I don't have ridership data but am   |
|   |  |  |                             |                             |                             | concerned about discontinuing 11L   |
|   |  |  |                             |                             |                             | service to NC State. There's a lot of   |
|   |  |  |                             |                             |                             | Lety don't have been along those and  |
|   |  |  |                             |                             |                             | student housing along those routes and  |
|   |  |  |                             |                             |                             | it travels beyond WolfLine's range.   |
| 27545                                     | GoRaleigh; GoTriangle  | 15, 11, 300, 305, 33   |                             |                             |                             |   |
| 27599                                     | GoRaleigh; GoTriangle  | CRX, 100, 11   | Undecided                   | Agree                       | Undecided                   | it travels beyond WolfLine's range.<br>Please look very closely at this before  |
|   | GoRaleigh; GoTriangle<br>GoRaleigh; GoTriangle<br>GoTriangle                 |  | Undecided<br>Strongly Agree | Agree<br>Strongly Agree     | Undecided<br>Strongly Agree | it travels beyond WolfLine's range.<br>Please look very closely at this before  |
| 27599                                     | GoRaleigh; GoTriangle  | CRX, 100, 11   |                             |                             |                             | it travels beyond WolfLine's range. Please look very closely at this before discontinuing 11L to NC State.  The changes to the 8 and 16 in FY2030   |
| 27599                                     | GoRaleigh; GoTriangle  | CRX, 100, 11   |                             |                             |                             | It travels beyond Wolfline's range. Please look very closely at this before discontinuing 11L to NC State.  The changes to the 8 and 16 in FY2030 are disappointing. Service should   |
| 27599                                     | GoRaleigh; GoTriangle  | CRX, 100, 11   |                             |                             |                             | It travels beyond Wolfline's range. Please look very closely at this before discontinuing 111 to NC State.  The changes to the 8 and 16 in FY2030 are disappointing. Service should remain along the St. Mary corridor. High  |
| 27599                                     | GoRaleigh; GoTriangle  | CRX, 100, 11   |                             |                             |                             | It travels beyond Wolfline's range. Please look very closely at this before discontinuing 11L to NC State.  The changes to the 8 and 16 in FY2030 are disappointing. Service should   |
| 27599                                     | GoRaleigh; GoTriangle  | CRX, 100, 11   |                             |                             |                             | It travels beyond Wolfline's range. Please look very closely at this before discontinuing 11L to NC State.  The changes to the 8 and 16 in FY2030 are disappointing. Service should remain along the St. Mary corridor. High frequency service along Six Forks should be accomplished through the Northern BRT to North Hills. The 16 ending in   |
| 27599                                     | GoRaleigh; GoTriangle  | CRX, 100, 11   |                             |                             |                             | It travels beyond Wolfline's range. Please look very closely at this before discontinuing 11L to NC State.  The changes to the 8 and 16 in FY2030 are disappointing. Service should remain along the 5t. Mary corridor. High frequency service along Six Forks should be accomplished through the Northern BRT to North Hills. The 16 ending in Centennial Campus rather than Raleigh   |
| 27599                                     | GoRaleigh; GoTriangle  | CRX, 100, 11   |                             |                             |                             | It travels beyond Wolfline's range. Please look very closely at this before discontinuing 11L to NC State.  The changes to the 8 and 16 in FY2030 are disappointing. Service should remain along the St. Mary corridor. High frequency service along Six Forks should be accomplished through the Northern BRT to North Hills. The 16 ending in   |
| 27599                                     | GoRaleigh; GoTriangle  | CRX, 100, 11   |                             |                             |                             | It travels beyond Wolfline's range. Please look very closely at this before discontinuing 111 to NC State.  The changes to the 8 and 16 in FY2030 are disappointing. Service should remain along the St. Mary corridor High frequency service along Six Forks should be accomplished through the Northern BRT to North Hills. The 16 ending in Centennial Campus rather than Raleigh Station is a terrible decision. I don't understand what ridership pattern this route is even trying to accomplish. Truly   |
| 27599                                     | GoRaleigh; GoTriangle  | CRX, 100, 11   |                             |                             |                             | It travels beyond Wolfline's range. Please look very closely at this before discontinuing 111 to NC State.  The changes to the 8 and 16 in FY2030 are disappointing. Service should remain along the St. Mary corridor. High frequency service along Six Forks should be accomplished through the Northern BRT to North Hills. The 16 ending in Centennial Campus rather than Raleigh Station is a terrible decision. I don't understand what ridership pattern this  |
| 27599                                     | GoRaleigh; GoTriangle  | CRX, 100, 11   |                             |                             |                             | It travels beyond Wolfline's range. Please look very closely at this before discontinuing 11L to NC State.  The changes to the 8 and 16 in FY2030 are disappointing. Service should remain along the St. Mary corridor. High frequency service along Six Forks should be accomplished through the Northern BRT to North Hills. The 16 ending in Centennial Campus stather than Raleigh Station is a terrible decision. I don't understand what ridership pattern this route is even trying to accomplish. Truly a waste of the existing routes.   |
| 27599                                     | GoRaleigh; GoTriangle  | CRX, 100, 11   |                             |                             |                             | It travels beyond Wolfline's range. Please look very closely at this before discontinuing 111 to NC State.  The changes to the 8 and 16 in FY2030 are disappointing. Service should remain along the St. Mary corridor High frequency service along Six Forks should be accomplished through the Northern BRT to North Hills. The 16 ending in Centennial Campus rather than Raleigh Station is a terrible decision. I don't understand what ridership pattern this route is even trying to accomplish. Truly   |
| 27599                                     | GoRaleigh; GoTriangle  | CRX, 100, 11   |                             |                             |                             | It travels beyond Wolfline's range. Please look very closely at this before discontinuing 111 to NC State.  The changes to the 8 and 16 in FY2030 are disappointing. Service should remain along the St. Mary corridor. High requency service along Sts Forts should be accomplished through the Northern BRT to North Hills. The 16 ending in understand what ridership pattern this route is even trying to accomplish. Truly a waste of the existing routes.  The GoTriangle 100 needs to stop at the Airport at all times of the day. The current RTC stop is circuitous and just a   |
| 27599                                     | GoRaleigh; GoTriangle  | CRX, 100, 11   |                             |                             |                             | It travels beyond Wolfline's range. Please look very closely at this before discontinuing 111 to NC State.  The changes to the 8 and 16 in FY2030 are disappointing. Service should remain along the St. Mary corridor. High frequency service along Six Forks should be accomplished through the Northern BRT to North Hills. The 16 ending in Centennial Campus rather than Raleigh Station is a terrible decision. I don't understand what ridership pattern this route is even trying to accomplish. Truly a waste of the existing routes.  The GOTriangle 100 needs to stop at the Airport at all times of the day. The current RTC stop is direutious and just a terrible service. The shuttle lacks any  |
| 27599                                     | GoRaleigh; GoTriangle  | CRX, 100, 11   |                             |                             |                             | it travels beyond Wolfline's range. Please look very closely at this before discontinuing 111 to NC State.  The changes to the 8 and 16 in FY2030 are disappointing. Service should remain along the 5t. Mary corridor. High requency service along 5ts Forst should be accomplished through the Northern BRT to North Hills. The 16 ending in Centennial Campus rather than Raleigh Station is a terrible decision. I don't understand what ridership pattern this route is even trying to accomplish. Truly a waste of the existing routes.  The GoTriangle 100 needs to stop at the Airport at all times of the day. The current RTC stop is circuitous and just a terrible service. The shuttle lacks any sluggage accommodations that make it a luggage accommodations that make it a  |
| 27599                                     | GoRaleigh; GoTriangle  | CRX, 100, 11   |                             |                             |                             | It travels beyond Wolfline's range. Please look very closely at this before discontinuing 111 to NC State.  The changes to the 8 and 16 in FY2030 are disappointing. Service should remain along the St. Mary corridor. High frequency service along Six Forks should be accomplished through the Northern BRT to North Hills. The 16 ending in Centennial Campus rather than Raleigh Station is a terrible decision. I don't understand what ridership pattern this route is even trying to accomplish. Truly a waste of the existing routes.  The GOTriangle 100 needs to stop at the Airport at all times of the day. The current RTC stop is direutious and just a terrible service. The shuttle lacks any  |
| 27599                                     | GoRaleigh; GoTriangle  | CRX, 100, 11   |                             |                             |                             | It travels beyond Wolfline's range. Please look very closely at this before discontinuing 11L to NC State.  The changes to the 8 and 16 in FY2030 are disappointing. Service should remain along the 5t. Mary corridor. High frequency service along Six Forks should be accomplished through the Northern BRT to North Hills. The 16 ending in Centennial Campus rather than Ralleigh Station is a terrible decision. I don't understand what ridership pattern this route is even trying to accomplish. Truly a waste of the existing routes.  The GoTriangle 100 needs to stop at the Airport at all times of the day. The current RTC stop is circuitous and just a terrible service. The shuttle lacks any luggage accommodations that make it shuttle, instead of a van acting as a glorified shuttle. Everyone talks about providing service to the airport from the   |
| 27599                                     | GoRaleigh; GoTriangle  | CRX, 100, 11   |                             |                             |                             | it travels beyond Wolfline's range. Please look very closely at this before discontinuing 111 to NC State.  The changes to the 8 and 16 in FY2030 are disappointing. Service should remain along the 5t. Mary corridor. High requency service along Six Forsk should be accomplished through the Northern 87t to North Hills. The 16 ending in Centennial Campus rather than Raleigh Station is a terrible decision. I don't understand what ridership pattern this route is even trying to accomplish. Truly a waste of the estisting routes.  The GoTriangle 100 needs to stop at the Airport at all times of the day. The current RTC stop is circuitous and just a terrible service. The shuttle lacks any luggage accommodations that make it a shuttle, instead of a van acting as a glorified shuttle. Everyone talks about providing service to the airport from the community of the this part of the marking in the sexting the |
| 27599                                     | GoRaleigh; GoTriangle  | CRX, 100, 11   |                             |                             |                             | It travels beyond Wolfline's range. Please look very closely at this before discontinuing 111 to NC State.  The changes to the 8 and 16 in FY2030 are disappointing. Service should remain along the 5t. Mary corridor. High frequency service along Six Forks should be accomplished through the Northern BRT to North Hills. The 16 ending in Centennial Campus rather than Raleigh Station is a terrible decision. I don't understand what ridership pattern this route is even trying to accomplish. Truly a waste of the existing routes.  The GoTriangle 100 needs to stop at the Airport at all times of the day. The current RTC stop is circuitous and just a terrible service. The shuttle lacks any luggage accommodations that make it abuttle, instead of a van acting as a glorified shuttle. Everyone talks about providing service to the airport from the commuter rail, but this is an existing service that we should focus on.  |
| 27599                                     | GoRaleigh; GoTriangle  | CRX, 100, 11   |                             |                             |                             | It travels beyond Wolfline's range. Please look very closely at this before discontinuing 111 to NC State.  The changes to the 8 and 16 in FY2030 are disappointing. Service should remain along the St. Mary corridor. High frequency service along Six Forks should be accomplished through the Northern BRT to North Hills. The 16 ending in Centennial Campus rather than Raleigh Station is a terrible decision. I don't understand what ridership pattern this route is even trying to accomplish. Truly a waste of the existing routes.  The GoTriangle 100 needs to stop at the Airport at all times of the day. The current RTC stops is crucitous and just a terrible service. The shuttle lacks any luggage accommodations that make it a shuttle, instead of a van acting as a glorified shuttle. Everyone talks about providing service to the airport from the commuter rail, but this is an existing service that we should focus on. Unfortunately, GoTriangle doesn't even do it well.   |
| 27599<br>27701                            | GoRaleigh; GoTriangle GoTriangle; GoTriangle; GoRaleigh                      | GRX, 100, 11  ORX, 400, 405  GoRaleigh 1, 4, 6, 8, 16. GoTriangle 100, RTC Shuttle                         | Strongly Agree              | Strongly Agree              | Strongly Agree              | It travels beyond Wolfline's range. Please look very closely at this before discontinuing 111 to NC State.  The changes to the 8 and 16 in FY2030 are disappointing. Service should remain along the 5t. Mary corridor. High requency service along Six Forst should be accomplished through the Northern 8RT to North Hills. The 16 ending in Centennial Campus rather than Raleigh Station is a terrible decision. I don't understand what ridership pattern this route is even trying to accomplish. Truly a waste of the existing routes.  The GoTriangle 100 needs to stop at the Airport at all times of the day. The current RTC stop is circultous and just a terrible service. The shuttle lacks any luggage accommodations that make it a shuttle, instead of a van acting as a glorified shuttle. Everyone talks about providing service to the airport from the commuter rail, but this is an existing service that we should focus on. Unfortunately, GoTriangle doesn't even do it well.  As long as bus fare continues to be FREE,   |
| 27599<br>27701<br>27603<br>27707          | GoRaleigh; GoTriangle GoTriangle  GoTriangle; GoRaleigh GoDurham; GoTriangle | GRX, 400, 405  GoRaleigh 1, 4, 6, 8, 16. GoTriangle 100, RTC Shuttle  400, 405, Chapel Hill Routes - CL, D | Agree                       | Agree                       | Strongly Agree  Disagree    | It travels beyond Wolfline's range. Please look very closely at this before discontinuing 111 to NC State.  The changes to the 8 and 16 in FY2030 are disappointing. Service should remain along the St. Mary corridor. High frequency service along Six Forks should be accomplished through the Northern BRT to North Hills. The 16 ending in Centennial Campus rather than Raleigh Station is a terrible decision. I don't understand what ridership pattern this route is even trying to accomplish. Truly a waste of the existing routes.  The GoTriangle 100 needs to stop at the Airport at all times of the day. The current RTC stops is crucitous and just a terrible service. The shuttle lacks any luggage accommodations that make it a shuttle, instead of a van acting as a glorified shuttle. Everyone talks about providing service to the airport from the commuter rail, but this is an existing service that we should focus on. Unfortunately, GoTriangle doesn't even do it well.   |
| 27599<br>27701<br>27603                   | GoRaleigh; GoTriangle GoTriangle; GoTriangle; GoRaleigh                      | GRX, 100, 11  ORX, 400, 405  GoRaleigh 1, 4, 6, 8, 16. GoTriangle 100, RTC Shuttle                         | Strongly Agree              | Strongly Agree              | Strongly Agree              | It travels beyond Wolfline's range. Please look very closely at this before discontinuing 111 to NC State.  The changes to the 8 and 16 in FY2030 are disappointing. Service should remain along the 5t. Mary corridor. High requency service along Six Forst should be accomplished through the Northern 8RT to North Hills. The 16 ending in Centennial Campus rather than Raleigh Station is a terrible decision. I don't understand what ridership pattern this route is even trying to accomplish. Truly a waste of the existing routes.  The GoTriangle 100 needs to stop at the Airport at all times of the day. The current RTC stop is circultous and just a terrible service. The shuttle lacks any luggage accommodations that make it a shuttle, instead of a van acting as a glorified shuttle. Everyone talks about providing service to the airport from the commuter rail, but this is an existing service that we should focus on. Unfortunately, GoTriangle doesn't even do it well.  As long as bus fare continues to be FREE,   |
| 27599<br>27701<br>27603<br>27707          | GoRaleigh; GoTriangle GoTriangle  GoTriangle; GoRaleigh GoDurham; GoTriangle | GRX, 400, 405  GoRaleigh 1, 4, 6, 8, 16. GoTriangle 100, RTC Shuttle  400, 405, Chapel Hill Routes - CL, D | Agree                       | Agree                       | Strongly Agree  Disagree    | It travels beyond Wolfline's range. Please look very closely at this before discontinuing 111 to NC State.  The changes to the 8 and 16 in FY2030 are disappointing. Service should remain along the 5t. Mary corridor. High requency service along 5tk Forst should be accomplished through the Northern 8RT to North Hills. The 16 ending in Centennial Campus rather than Raleigh Station is a terrible decision. I don't understand what ridership pattern this route is even trying to accomplish. Truly a waste of the existing routes.  The GoTriangle 100 needs to stop at the Airport at all times of the day. The current RTC stop is circuitous and just a terrible service. The shuttle lacks any largeage accommodations that make it a shuttle, instead of a van acting as a glorified shuttle. Everyone talk about providing service to the airport from the commuter rail, but this is an existing service that we should focus on. Unfortunately, GoTriangle doesn't even do it well.  As long as bus fare continues to be FREE, I am happy with the proposals.  The 305 busline has spottly or nonexident service creating an issue   |
| 27599<br>27701<br>27603<br>27707          | GoRaleigh; GoTriangle GoTriangle  GoTriangle; GoRaleigh GoDurham; GoTriangle | GRX, 400, 405  GoRaleigh 1, 4, 6, 8, 16. GoTriangle 100, RTC Shuttle  400, 405, Chapel Hill Routes - CL, D | Agree                       | Agree                       | Strongly Agree  Disagree    | It travels beyond Wolfline's range. Please look very closely at this before discontinuing 111 to NC State.  The changes to the 8 and 16 in FY2030 are disappointing. Service should remain along the 5t. Mary corridor. High frequency service along Six Forks should be accomplished through the Northern BRT to North Hills. The 16 ending in Centennial Campus rather than Raleigh Station is a terrible decision. I don't understand what ridership pattern this route is even trying to accomplish. Truly a waste of the existing routes.  The GoTriangle 100 needs to stop at the Airport at all times of the day. The current RTC stop is circuitous and just a terrible service. The shuttle lacks any luggage accommodations that make it a shuttle, instead of a van acting as a glorified shuttle. Everyone talks about providing service to the airport from the commuter rail, but this is an exist shout providing service to the airport from the commuter rail, but this is an exist shout providing service to the airport from the commuter rail, but this is an exist shout providing service to the airport from the oil twell.  As long as bus fare continues to be FREE, ann happy with the proposals.  The 305 busline has spotty or nonexistent service creating an issue where I spend from 25-30 aday just to   |
| 27599<br>27701<br>27603<br>27707          | GoRaleigh; GoTriangle GoTriangle  GoTriangle; GoRaleigh GoDurham; GoTriangle | GRX, 400, 405  GoRaleigh 1, 4, 6, 8, 16. GoTriangle 100, RTC Shuttle  400, 405, Chapel Hill Routes - CL, D | Agree                       | Agree                       | Strongly Agree  Disagree    | It travels beyond Wolfline's range. Please look very closely at this before discontinuing 111 to NC State.  The changes to the 8 and 16 in FY2030 are disappointing. Service should remain along the 5t. Mary corridor. High requency service along 5tk Forst should be accomplished through the Northern 8RT to North Hills. The 16 ending in Centennial Campus rather than Raleigh Station is a terrible decision. I don't understand what ridership pattern this route is even trying to accomplish. Truly a waste of the existing routes.  The GoTriangle 100 needs to stop at the Airport at all times of the day. The current RTC stop is circuitous and just a terrible service. The shuttle lacks any largeage accommodations that make it a shuttle, instead of a van acting as a glorified shuttle. Everyone talk about providing service to the airport from the commuter rail, but this is an existing service that we should focus on. Unfortunately, GoTriangle doesn't even do it well.  As long as bus fare continues to be FREE, I am happy with the proposals.  The 305 busline has spottly or nonexident service creating an issue   |
| 27599<br>27701<br>27603<br>27707<br>27606 | GoRaleigh; GoTriangle GoTriangle  GoTriangle; GoRaleigh GoDurham; GoTriangle | GRX, 400, 405  GoRaleigh 1, 4, 6, 8, 16. GoTriangle 100, RTC Shuttle  400, 405, Chapel Hill Routes - CL, D | Agree                       | Agree                       | Strongly Agree  Disagree    | it travels beyond Wolflune's range. Please look very closely at this before discontinuing 11L to NC State.  The changes to the 8 and 16 in PY2030 The changes to the 8 and 16 in PY2030 The changes to the 8 and 16 in PY2030 The changes to the 8 and 16 in PY2030 The changes to the 8 and 16 in PY2030 The changes to the 8 and 16 in PY2030 The changes to the 9 and 16 in PY2030 The frequency service along Six Forks should be accomplished through the Northern SIT to North Hills. The 15 ending in Centennial Campus rather than Rakelgh Station is a terrible decision. I don't understand what ridership pattern this route is even trying to accomplish. Truly a waste of the existing routes.  The GoTriangle 100 needs to stop at the Airport at all times of the day. The current RTC stop is circuitous and just a terrible service. The shiftle lacks any luggage accommodations that make it a shuttle, instead of a van acting as a glorified shuttle. Evenyone talks about providing service to the airport from the commuter rail, but this is an excising service that we should focus on. Unfortunately, of of traingle doesn't even do it well.  As long as bus fare continues to be FREE, Iam happy with the proposals.  The 305 busine has spotty or monexiatent service creating an issue where Is spend from 25-30 aday just to where Is spend from 25-30 aday just to get back and forth owork. Limiting  |

|                |   |   |                            |                         |                               | Changing the location of the CRX park and rise to NCS4 and 800 will make me unlikely to use the CRX park and rise option. The Etbanks location is a faster commute from Carrboro than NCS4 and 80. Sections of NCS4 in Chapel Hill are regularly back up and slow-moving and, in general, lavoid them when possible. When driving from Carrboro to Raleight is better to drive down Eubanks to 140  |
|----------------|---|---|----------------------------|-------------------------|-------------------------------|---|
| 27520          | GoTriangle; NCSU  | CRX DRX; I previously used the DRX to travel from home in Durham to work at NC State University. I currently use the 100 and 700 for this twice-daily journey following a typical | Strongly Disagree          | Undecided               | Strongly Disagree             | than other options.  I live in Durham and primarily use Triangle Transit, but I'm starting to use   |
| 27606          | GoTriangle  | daytime, M-F work schedule.   | Agree                      | Agree                   | Agree                         | Go Raleigh buses more.  |
| 27704<br>27606 | GoTriangle; NCSU; GoDurham<br>GoRaleigh; GoTriangle; NCSU         | 800<br>All Wolflines; 11, 11L, 4, 12, 300, CRX  | Undecided                  | Undecided               | Undecided                     |   |
| 27514          | GoTriangle  | 400, 405  |                            |                         |                               |   |
| 27606          | GoRaleigh; NCSU   | 11,111  | Disagree                   | Agree                   | Strongly Disagree             | The 100 airport stops should be kept and have increased frequency to include weekdays. The RDU airport shuttle drastically increases the amount of time to get from the airport to downtown Raleigh making it inefficient to take bus   |
| 27603          | GoRaleigh; GoTriangle   | 8, 16, 100  | Disagree                   | Agree                   | Disagree                      | system.  Changing CRX pick up up to HW 54 and 1- 40 looks further away from Eubanks   |
| 27510          | NCSU; GoTriangle  | CRX from Eubanks Park and Ride in Chapel Hill   | Undecided                  | Undecided               | Strongly Disagree             | route 11 being every 15 minutes will  |
| 27606          | GoRaleigh   | 11  | Strongly Agree             | Strongly Agree          | Strongly Agree                | definitely increase the likelihood I use<br>the transit system  |
| 27516          | GoTriangle; NCSU  | CRX   | Agree                      | Agree                   | Agree                         |   |
|                |   |   |                            |                         |                               | Better apps to track the location of the  |
| 27713          | GoTriangle  | 800   | Agree                      | Undecided               | Agree                         | bus is a must and of utmost importance!  I have no issues with the changes aside from the proposal of removing the campus service from the 111 route. I use   |
|                |   | 11L, All buses into that head from NCSU campus to   |                            |                         |                               | that to get to and from campus from<br>Raleigh, and it would be harder for me   |
| 59100          | GoRaleigh; NCSU   | downtown Raleigh  |                            | Agree                   | Disagree                      | to transit if that was removed.   |
| 27606<br>27606 | None<br>NCSU; GoRaleigh   | Oberlin to downtown, all NCSU buses   | Undecided                  | Disagree<br>Undecided   | Undecided                     |   |
| 28110          | GoRaleigh; NCSU   | 11L, NCSU's buses   | Undecided                  | Agree                   | Disagree                      | I would appreciate if the 11L was still able to be accessed from NCSU.  |
|                |   |   |                            |                         |                               | I really like taking the DRX from home to<br>work. I would prefer a plan that<br>increases the frequency of the DRX, but<br>the proposed 100X is a decent   |
| 27606<br>33614 | GoTriangle; GoDurham<br>GoRaleigh; GoTriangle; NCSU               | DRX, 100, 700<br>GoRaleigh 11L  | Agree<br>Disagree          | Agree<br>Strongly Agree | Disagree<br>Strongly Disagree | compromise.   |
| 27606          | GoRaleigh; GoTriangle; GoCary; GoDurham                           | 300, 305, 11L, 26, 27   | Disagree                   | Strongly Agree          | Strongly bisagree             |   |
| 27697          | GoRaleigh; GoTriangle   | Downtown Raleigh; GoTriangle to Durham and Chapel Hill  | Undecided                  | Undecided               | Undecided                     |   |
|                |   |   |                            |                         |                               | serve many potential riders that it does not, including:  - Those traveling in the evening for entertainment, dining, and nightlife.  - Those traveling to parks and cultural institutions on weekends.  - Those with own in the service industry, who often work on the weekends and late into the evening.  Without this kind of span, people cannot live a full life in Raleigh without a car, regardless of where they live. It also means that those who are least able to afford housing in central locations and the expense of owning and maintaining a car (service industry workers) are not served equitably by GoRaleigh service.  This comment may also apply to other |
| 27608<br>27703 | GoRaleigh; GoTriangle<br>GoTriangle; GoDurham                     | I commute usually by the GoRaleigh 4 or the GoTriangle<br>100, but I often use other services to take other trips.  | Agree                      | Agree                   | Agree                         | service providers within the Wake<br>Transit Plan Framework.; Even when the<br>Wake Transit Even when the Wake<br>Transit Plan is unable to fund frequent<br>service during the horizon of this plan,   |
| 27604          | None  |   | Agree                      | Agree                   | Undecided                     | I have to learn more about the bus  |
| 27502          | GoApex; GoWake ACCESS; GoDurham; GoTriangle;<br>GoCary; GoRaleigh | I would like to ride transit but haven't yet.   | Undecided                  | Undecided               | Undecided                     | routes & how I can use them. I'm 72 & have macular degeneration & my husband is 72 & has Parkinson's. The time is approaching in which we will need public transportation to get placesespecially Dr appointments.  |
| 27607          | NCSU; GoRaleigh; GoTriangle; GoDurham                             |   |                            |                         |                               | , ,,,   |
| 27607          | GoRaleigh; GoTriangle; NCSU                                       | CRX, GoTraiange 100, 800 NCSU 20,40,41<br>420 from Durham Tech to UNC campus (outside the social  | Undecided                  | Undecided               | Undecided                     |   |
| 27278          | GoTriangle  | work building on Pittsboro street)  | Undecided                  | Undecided               | Undecided                     | Invest in the busses - they are the best transit option for out area. What  |
| 27607          | GoRaleigh; GoTriangle   | CRX, DRX, FCX   | Undecided                  | Undecided               | Undecided                     | happened to the proposed bus lane on 40?  |
|                |   | Routes CRX & 4, daily commute Raleigh-Chapel Hill, and<br>semi-regular bus rides from home to down town Raleigh   |                            |                         |                               |   |
| 27703          | GoRaleigh; GoTriangle   | on route 4.   | Agree                      | Agree                   | Agree                         | I was hoping that as the pandemic waned, we would see a renewal of the previously very popular DRX service. It will be difficult to get from downtown durham to downtown Raleigh as a   |
| 27707<br>27606 | GoTriangle; GoRaleigh; NCSU; GoDurham<br>GoTriangle               | DRX<br>CRX  | Strongly Disagree<br>Agree | Disagree<br>Agree       | Strongly Disagree<br>Agree    | regular commuter.   |
|                |   | 8 or 23 for recreation (boyfriend lives in Village District),<br>would ride more (work) but where I live is not convenient  |                            |                         |                               |   |
| 27610          | GoRaleigh   | to a stop   | Undecided                  | Undecided               | Undecided                     | N/A Shopping and services are so spread out across the Triangle and are such a hassle to drive to. Anything that reduces traffic and increases options to get places is   |
| 27514          | None  |   | Strongly Agree             | Undecided               | Agree                         | great.  |
| 27610          | GoRaleigh; GoTriangle; GoWake ACCESS; NCSU;<br>GoDurham; GoCary   | Glenwood to Crabtree, glenwood downtown, whittake mill to no hills or other route   | Strongly Disagree          | Strongly Disagree       | Strongly Disagree             |   |
| 27603          | GoRaleigh; GoTriangle; NCSU                                       |   | Agree                      | Agree                   | Agree                         |   |
| 27713          | GoTriangle; GoDurham  |   |                            |                         |                               |   |

| 27560<br>28277<br>27610 | GoTriangle; GoApex; GoCary; GoRaleigh GoRaleigh; GoTriangle; GoCary; NCSU GoRaleigh                                   | I'm interested in Apex.RTP routes as well internal Apex. Route through Kelly Road to Apex Downtown and from Apex To Carry Rallway station State Farmers Market area (or would, if buses came near enough to me) Raleigh | Undecided  Strongly Agree                   | Disagree Strongly Agree          | Agree<br>Strongly Agree                            | There is no any sense in Bus routes that has more than half of hour interval. 15 minutes would be even better since it decreases risk to spend almost hour for waiting. Also bus routes should allow to visit important places of area starting from local neighborhoods. The most significant impact of public transportation can be observed in case when it reliably connects intercepting parking on the peripheral areas with crowded centers. In such a case it allows reported to avoid personal car vage in downtown/crowded area and unload the roads. The other important task is to provide aged people the alternative to driving to keep an active life without slowing down of all restrict. If public transportation cannot provide such a service (too long wait time, inconvenient routes etc.) it just, in case of basses, adds mess on roads without any gain.  I think the bus changes are much needed  |
|-------------------------|---|---|---|----------------------------------|--|---|
| 27606                   | GoTriangle  | CRX   | Agree                                       | Agree                            | Undecided  | using the CRX and sometimes DRX, and when it was canceled, that caused a major disruption to my ability to make it to work. If this plan will ensure the CRX and DRX are kept in circulation, I think it is fine.   |
|                         | GoTriangle  GoRaleigh; GoDurham; GoWake ACCESS;   |   | Agree                                       | Undecided                        | Strongly Agree                                     | More transit, more walking, less cars  I think ensuring buses are on schedule and are safe are two priorities for me. I'd also like to see better care of bus stops   |
|                         | GoTriangle  | Downtown Relain   | Agree                                       | Undecided                        | Agree  | and ideas to improve safety at bus stops.   |
| 27713                   | GoRaleigh   | downtown Raleigh  | Agree Strongly Disagree                     | Agree Strongly Disagree          | Agree  | The proposed plan will have a negative effect on existing, stable neighbors. These neighborhoods deserve support and protection from this new urban renewal plan. Lean from the past—don't destabilize existing neighborhoods—enhance them.   |
| 02458                   | GoRaleigh; NCSU; GoDurham; GoTriangle; GoCary   |   | Strongly Agree                              | Strongly Agree                   | Strongly Agree                                     |   |
| 27697                   | GoRaleigh   | Worthdale   | Undecided                                   | Undecided                        | Undecided  |   |
| 27704<br>27513          | GoDurham<br>GoRaleigh; NCSU   | Unsure  | Undecided<br>Strongly Agree                 | Undecided<br>Agree               | Undecided<br>Agree                                 |   |
| 27602<br>27610          | GoRaleigh; GoTriangle<br>None   | I would like to ride the CRX or DRX if they stopped at the<br>Carter-Finley or District Drive on the way to Downtown<br>Raleigh!  | Undecided<br>Undecided                      | Undecided<br>Agree               | Strongly Disagree<br>Undecided                     | I live outside of I-440 near Glerwood and Duraleigh. I am not in easy walking distance of a bus stop. I have tried to find a park and ride option to ride to work in downtown Raleigh but have been unable to find one Why doesn't the CRX or DRX stop at Carter-Firley or District Drive on the way into downtown Raleigh?  For me, whether the changes will be an   |
| 27705                   |   |   | Undecided                                   |                                  |  | improvement depend on whether the downtown Durham to downtown Raleigh travel times for the proposed 100X are comparable to the current DRX. I do like the enhanced frequency of   |
|                         | GoTriangle: GoDurham  | DRY: 100: 700   |   |                                  | Undecided  |   |
|                         | GoTriangle; GoDurham<br>GoRaleigh   | DRX; 100; 700   |   | Agree                            | Undecided  | the 100X versus the current DRX.  |
| 98036                   | GoTriangle; GoDurham GoRaleigh  None GoRaleigh; GoTriangle; NCSU  | DRX; 100; 700   | Disagree                                    | Disagree                         | Undecided  |   |
|                         | GoRaleigh  None   |   | Disagree Strongly Disagree                  |                                  |  | the 100X versus the current DRX.  The transit plan may be a bit premature, but the main problem is the  |
| 27612                   | CoRaleigh  None  GoRaleigh; GoTriangle; NCSU  GoTriangle  GoRaleigh; GoTriangle; GoDurham                             | 20A, 208, 100, 800, CRX   |   | Disagree                         | Agree  | the 100X versus the current DRX.  The transit plan may be a bit premature, but the main problem is the inappropriate zoning changes.  By eliminating the Franklin St. and Columbia stop on the CRX, Go Triangle is no longer an attractive commuter option for me. There are several other ridge.   |
| 27612                   | GoRaleigh  None GoRaleigh; GoTriangle; NCSU  GoTriangle   | 20A, 20B, 100, 800, CRX  CRX  | Strongly Disagree                           | Disagree  Disagree               | Agree Strongly Disagree                            | the 100X versus the current DRX.  The transit plan may be a bit premature, but the main problem is the inappropriate zoning changes.  By eliminating the Franklin St. and Columbia stop on the CRX, Go Triangle is no longer an attractive commuter option for me. There are several other riders for which I suspect this is also the case. There should be direct nonstop bus routes directly from secured parking lots to the airport. These secured lots should be lotated in areas surrounding Durham, Raleigh and Carry, Maybe these lots could be set up at the various malls. Parking at these secured lots should be concept and the secured parking lots to woweks. The fare should be about 55 per person. In addition, the bus driver should assist with luggage. The best example of thus service is Disneys   |
| 28704<br>27519<br>27511 | CoRaleigh  None  GoRaleigh; GoTriangle; NCSU  GoTriangle  GoRaleigh; GoTriangle; GoDurham  GoCary; GoTriangle  GoCary | 20A, 20B, 100, 800, CRX  CRX  Southwest Durham to the airport  Carpenter village area to take downtown and other sites  | Strongly Disagree  Strongly Disagree  Agree | Disagree  Disagree  Agree  Agree | Agree  Strongly Disagree  Strongly Disagree  Agree | the 100X versus the current DRX.  The transit plan may be a bit premature, but the main problem is the inappropriate zoning changes.  By eliminating the Franklin St. and Columbia stop on the CRX, Go Triangle is no longer an attractive commuter option for me. There are several other ridger for which I suspect this is also the case. There should be direct nonstop bus routes directly from secured parking lots to the airport. These secured lots should be located in areas surrounding Durham, Raleigh and Cary, Maybe these lots could be set up at the various lots could be set up at the various lab. Parking at these secured lots should be consultable. Parking at these secured lots should be consultable. Parking at these secured lots should be complimentary for salsy up to two weeks. The fare should be about 55 per person. In addition, the bus driver should assist with luggage. The best example of thus service is Disneys Magical Express.  By getting rid of CRX service to the Eubanks Rd Park and Ride, a large number of people are loosing or seeing a huge reduction in service. Residents living north of Chapel Hill and near Hillsborough will be significantly inconvenienced by loosing access to Eubanks PA. Rt also will limit non-motorized options for getting to the bus. Roads around Eubanks are "moderately" inconvenienced by loosing excess to Eubanks PA. Rt also will limit non-motorized options for getting to the bus. Roads around Eubanks Park and Ride, a large like infinity, but bilbing anywhere near huy 54 (the majority of which desent have before the mist infrastructure in feel.)  |
| 28704<br>27519<br>27511 | CoRaleigh  None  GoRaleigh, GoTriangle; NCSU  GoTriangle  GoRaleigh, GoTriangle; GoDurham  GoCary, GoTriangle         | 20A, 20B, 100, 800, CRX  CRX  Southwest Durham to the airport   | Strongly Disagree  Strongly Disagree        | Disagree  Disagree  Agree        | Agree  Strongly Disagree  Strongly Disagree        | the 100X versus the current DRX.  The transit plan may be a bit premature, but the main problem is the inappropriate zoning changes.  By aliminating the Franklin St. and Columbia stop on the CRX, Go Triangle is no longer an attractive commuter option for me. There are several other ridgers for which I suspect this is also the case. There should be direct nonstop bus routes directly from secured parking lots to the airport. These secured lots should be located in areas surrounding Durham, Raleigh and Cary, Maybe these lots could be set up at the various malls. Parking at these secured lots should be located in areas surrounding. Durham, Raleigh and Cary, Maybe these lots could be set up at the various malls. Parking at these secured lots should be located in areas surrounding. Durham, Raleigh and Cary, Maybe these lots could be set up at the various malls. Parking at these secured lots should be considered to the security of the security of the services of the security of the service is Disneys Magical Express.  As a senior more routes for western cary. By getting rid of CRX service to the Eubanks Rd Park and Ride, a large number of people are loosing or seeing a huge reduction in service. Residents living north of Chapel Hilliand near Hillsborough will be significantly inconvenienced by loosing access to Eubanks Park. It also will limit non-motorized options for getting to the bus Radas around Eubanks are "moderately" blike-friendly(sh), but biking anywhere are how \$5 defined freshor the majority of which doesn't have bike infrastructurel feels living north for the park the majority of which doesn't have bike friendly(sh), but biking anywhere mace have \$5 defined freshor the majority of which doesn't have bike friendly(sh), but biking anywhere mace have \$5 defined freshor to the first the proper and the park the proper and the proper are not single north the proper and the proper and the proper and the proper and the |

| 27705   | None   | Wake Forest Loop; I would like to see the Wake Forest   | Disagree   | Disagree   | Strongly Disagree   | They should not be bus routes at all. If you are trying to look towards the future. There should be some sort of light rail or monoral type system that runs in that entire bike lane that is clean and on a very particular schedule that runs throughout the city, putting new bus routes now seems like we're going back to 1940 the buses don't even look clean. I have one that passes by my house at least six times a day and I've never seem more than five people on the bus. I will never step foot on a bus, but I would step foot on an electric rail system.  |
|---|--|---|--|--|---|--|
| 27587   | GoWake ACCESS; GoRaleigh   | Loop go to Triangle Town Center more frequently   | Undecided  | Strongly Disagree  | Strongly Disagree   |  |
|   | GoRaleigh  | 2, 6 and 8  | Strongly Disagree  | Strongly Disagree  | Strongly Disagree   | I totally disagree with the proposed route realignment for the GoTrängle Route CRX Chapel Hill-Rateigh Express. Eliminating the Eubanks Road park and ride removes a vital option for commuters from northern Chapel Hill, Carrboro, Hillsborrough, other western communities. This burts commuters from those communities, making their commute to Radeigh longer, increasing single-driver time on the freeway and in stop an go traffic, adding to a ire pollution.   |
|   |  |   |  |  |   | I don't like removing Carlos Dr. from the  |
| 27713   | GoRaleigh  | 2 from Millbrook area to downtown and back, and 25L from Carlos Dr. to Wake Tech and back   | Disagree   | Agree  | Disagree  | 25L route and forcing me to go up to<br>Spring Forest to catch the 27L to get to<br>Wake Tech.   |
|   | GOTriangle   |   |  |  |   | Your presentation is an improvement over prior presentations. The amount of money budgeted is small. The box fare is obviously not going to sustain the service. I hope the new bus shelters are robust and the sixe matches the volume how do you capture that data?) The "art cute" shelters should be discontinued and "dandard" shelters (Ex: the one at the corner of Peartree/Donald ROSs & New Bern Ave) are more acceptable (color them a brighter color unless the brown/bronze is cheap and weather resistant). What are the statistics for 1/2 mile to each bus top (vs. the 3/4 mile statistic) ou use a   |
| 27609<br>27513  | GoRaleigh<br>None  | Southeast Raleigh   | Agree<br>Undecided   | Undecided<br>Undecided   | Undecided<br>Undecided  | metric)?   |
|   | GoTriangle   | CRX   | Strongly Disagree  | Strongly Disagree  | Strongly Disagree   | Terrible plan to remove the Eubanks<br>parking lot as part of the CRX route.<br>Might as well just drive to work.  |
|   |  |   |  |  |   | I want to see Wake Transit working with<br>WCPSS on replacing school bus routes<br>with city/county routes for middle/high   |
| 27608   | GoRaleigh; GoTriangle  | 02. 06. Raleish-UNC. Raleish-Airport  |  |  |   | school students particularly at the<br>magnet schools. This could require<br>some routes earlier/more frequently to<br>coincide with school start/stop times.<br>There is obviously a shortage of CDL<br>drivers, so making the best use of both<br>systems seems like a no-brainer  |
| 27606   | GoRaleigh, GoTriangle<br>GoRaleigh, GoTriangle   | 02, 06, Raleigh-UNC, Raleigh-Airport Downtown   | Undecided  |  |   | magnet schools. This could require some routes earlier/more frequently to coincide with school start/stop times. There is obviously a shortage of CDL  |
| 27606<br>27608  | GoRaleigh; GoTriangle GoRaleigh; GoTriangle None GoRaleigh   | 02, 06, Raleigh-UNC, Raleigh-Airport Downtown  I don't ride any of the routes.  | Undecided Disagree Strongly Disagree   | Disagree Disagree  | Undecided  Undecided  | magnet schools. This could require some routes earlier/more frequently to clinicide with school start/stop times. There is obviously a shortage of CDL drivers, so making the best use of both systems seems like a no-brainer  I think more information and community engagement is needed before the 2025-30 plan is implemented. I don't think coutes going into downtown should be the focus. Also, online surveys cater to people who typically don't utilize bus transportation. Please find other ways to engage with actual transit users.   |
| 27606<br>27608<br>27604   | GoRaleigh  GoRaleigh  GoTriangle  GoRaleigh  | Downtown  | Disagree   |  |   | magnet schools. This could require some routes earlier/more frequently to coincide with school start/stop times. There is obviously a shortage of CDL drivers, so making the best use of both systems seems like a no-brainer  I think more information and community engagement is needed before the 2025-30 plan is implemented. I don't think crucies going into downtown should be the focus. Also, online surveys cater to people who typically don't utilize bus transportation. Please find other ways to engage with actual transit users.  Thanky our for the opportunity to provide feedback on transit inside the Triangle.   |
| 27606<br>27608<br>27604<br>27604  | GoRaleigh; GoTriangle  GoRaleigh  GoTriangle; GoCary; GoDurham; NCSU  GoRaleigh; GoTriangle; GoDurham  | I don't ride any of the routes.   | Disagree  Strongly Disagree  Undecided Undecided   | Disagree Undecided Undecided   | Undecided Undecided Undecided Undecided   | magnet schools. This could require some routes earlier/more frequently to coincide with school start/stop times. There is obviously a shortage of CDL drivers, so making the best use of both systems seems like a no-brainer.  I think more information and community engagement is needed before the 2025-30 plan is implemented. I don't think routes going into downtown should be the focus. Also, online surveys cater to people who typically don't utilize bus transportation. Please find other ways to engage with actual transit users.  Thank you for the opportunity to provide feedback on transit inside the  |
| 27606<br>27608<br>27604<br>27604  | GoRaleigh  GoRaleigh  GoTriangle  GoRaleigh  | I don't ride any of the routes.  The Triangle, including airport.   | Disagree  Strongly Disagree  Undecided   | Disagree Undecided   | Undecided   | magnet schools. This could require some routes earlier/more frequently to coincide with school start/stop times. There is obviously a shortage of CDL drivers, so making the best use of both systems seems like a no-brainer.  I think more information and community engagement is needed before the 2025-30 plan is implemented. I don't think cruckes going into downtown should be the focus. Also, online surveys cater to people who typically don't utilize bus transportation. Please find other was transportation. Please find other busy to engage with actual transit users.  Thanky our for the opportunity to provide feedback on transit inside the Triangle.  |
| 27604  27604  27604  19403  11248  27615  27605   | GoRaleigh  GoRaleigh  GoTriangle; GoCary; GoDurham; NCSU  GoRaleigh, GoTriangle; GoDurham  | I don't ride any of the routes.  The Triangle, including airport.  Please keep buses fare free  | Disagree  Strongly Disagree  Undecided Undecided Undecided   | Disagree Undecided Undecided Undecided   | Undecided Undecided Undecided Disagree  | magnet schools. This could require some routes earlier/more frequently to clinicide with school start/stop times. There is obviously a shortage of CDL drivers, so making the best use of both systems seems like a no-brainer  I think more information and community engagement is needed before the 2025-30 plan is implemented. I don't think cruckes going into downtown should be the focus. Also, online surveys cater to people who typically don't utilize bus transportation. Please find other ways to engage with actual transit users.  Thanky our for the opportunity to provide feedback on transit inside the Triangle.  |
| 27604  27604  27604  19403  11248  27615  27605   | GoRaleigh, GoTriangle  GoRaleigh  GoTriangle; GoCary; GoDurham; NCSU  GoRaleigh; GoTriangle; GoDurham  GoRaleigh  | I don't ride any of the routes.  The Triangle, including airport. Please keep buses fare free  Downtown Raleigh and RDU  CX  GoRaleigh 1, GoTriangle 100 (back when it went to the  | Strongly Disagree  Undecided Undecided Undecided Strongly Agree Strongly Agree   | Disagree  Undecided Undecided Undecided Undecided Undecided Undecided Undecided  | Undecided Undecided Undecided Undecided Disagree Strongly Agree Strongly Agree  | magnet schools. This could require some routes earlier/more frequently to coincide with school start/stop times. There is obviously a shortage of CDI, drivers, so making the best use of both systems seems like a no-brainer.  I think more information and community engagement is needed before the 2025-30 plan is implemented. I don't think routes going into downtown should be the focus. Also, online surveys cater to people who typically don't utilize bus transportation. Please find other ways to engage with actual transit users. Thank you for the opportunity to provide feedback on transit inside the Triangle.  Would like to see these improvements move even faster—it's been 6 years since the sales tax started to be collected, and improving conventional bus service should be a higher priority. I would like to see some way to eliminate the diversion on Soute 2 caused by the tight geometry of Whitaker and Wake Forest-either route it up Capital or modify the intersection. There is a lot of development landing here and it needs to be served. Support more ETPs and would like to see seen gal to 1 of growth. More short lines might be a more cost-effective way to improve frequency in higher demand areas.   |
| 27605<br>27608<br>27608<br>27604<br>19403<br>11248<br>27613<br>27605<br>27516<br>27516<br>27514 | GoRaleigh, GoTriangle  GoRaleigh  GoTriangle; GoCary; GoDurham; NCSU  GoRaleigh; GoTriangle; GoDurham  GoRaleigh  | I don't ride any of the routes.  The Triangle, including airport. Please keep buses fare free  Downtown Raleigh and RDU  CX  GoRaleigh 1, GoTriangle 100 (back when it went to the  | Strongly Disagree  Undecided Undecided Undecided Strongly Agree Strongly Agree   | Disagree  Undecided Undecided Undecided Undecided Undecided Undecided Undecided  | Undecided Undecided Undecided Undecided Disagree Strongly Agree Strongly Agree  | magnet schools. This could require some routes earlier/more frequently to coincide with school start/stop times. There is obvoicily a shortage of CDL drivers, so making the best use of both systems seems like a no-brainer.  I think more information and community engagement is needed before the 2025-30 plan is implemented. I don't think routes going into downtown should be the focus. Also, online surveys cater to people who by pictagly don't tulties but transportation. Please find other ways to engage with actual transit users. Thank you for the opportunity to provide feedback on transit inside the Triangle.  Would like to see these improvements move even faster-it's been 6 years since the sales tax started to be collected, and improving conventional bus service should be a higher priority. I would like to see some way to eliminate the diversion on Route 2 caused by the tight converted to the collected, and improving conventional bus service should be a higher priority. I would like to see some way to eliminate the diversion on Route 2 caused by the tight convert of the proportion of the proposed 14 on Atlantic-again, this is an area seeing a lot of growth. More short lines might be a more cost-effective way to improve frequency in higher demand areas.  the Eubanks park and ride (especially with the upcoming BRT) is key to being able to access CRV.  Its Concerning that you're considering eliminating the downtown Chapel Hill sortical. Its critical.   |
| 27605<br>27608<br>27608<br>27604<br>19403<br>11248<br>27613<br>27613<br>27605<br>27516<br>27514 | GoRaleigh  Goraleigh  Gorriangle; GoCary, GoDurham; NCSU  GoRaleigh; GoTriangle; GoDurham  GoRaleigh; GoTriangle  GoRaleigh; GoTriangle  GoRaleigh; GoTriangle  GoRaleigh; GoTriangle  GoTriangle; GoRaleigh; GoDurham  GoTriangle  GoTriangle  GoTriangle  GoTriangle             | I don't ride any of the routes.  The Triangle, including airport.  Please keep buses fare free  Downtown Raleigh and RDU  CTX  GoRaleigh 1, GoTriangle 100 (back when it went to the airport)  CRX  CRX  CRX, 800, 400, 105 (all coming from Chapel Hill) | Strongly Disagree  Undecided Undecided Undecided Strongly Agree Strongly Agree Strongly Agree  Strongly Disagree               | Disagree  Undecided Undecided Undecided Undecided Strongly Agree  Agree  Undecided  Disagree                                   | Undecided Undecided Undecided Disagree Strongly Agree Strongly Agree Strongly Disagree  Disagree                            | magnet schools. This could require some routes earlier/more frequently to coincide with school start/stop times. There is obviously a shortage of CDL drivers, so making the best use of both systems seems like a no-brainer.  I think more information and community engagement is needed before the 2025-30 plan is implemented. I don't think routes poing into downtown should be the focus. Also, enline surveys cater to people who typically don't utilize bus transportation. Please find other ways to engage with actual transit users. Thank you for the opportunity to provide feedback on transit inside the Triangle.  Would like to see these improvements move even faster—it's been foyers remember the search of the sear |
| 27604  27604  19403  11248  27613  27605  27605  27605  27516  27516                            | GoRaleigh  Goraleigh  GoTriangle; GoCary; GoDurham; NCSU  GoRaleigh, GoTriangle; GoDurham  GoRaleigh  GoRaleigh  GoTriangle; GoTriangle  GoRaleigh; GoTriangle  GoRaleigh; GoTriangle  GoRaleigh; GoTriangle  GoTriangle; GoDurham  GoTriangle  GoTriangle  GoTriangle  GoTriangle | I don't ride any of the routes.  The Triangle, including airport.  Please keep buses fare free  Downtown Raleigh and RDU  CTX  GoRaleigh 1, GoTriangle 100 (back when it went to the airport)  CRX  CRX  CRX, 800, 400, 105 (all coming from Chapel Hill) | Strongly Disagree  Undecided Undecided Undecided Strongly Agree Strongly Agree  Strongly Disagree  Disagree  Strongly Disagree | Disagree  Undecided Undecided Undecided Undecided Strongly Agree  Agree  Undecided  Undecided  Undecided  Undecided  Undecided | Undecided Undecided Undecided Disagree Strongly Agree Strongly Agree Strongly Disagree  Strongly Disagree Strongly Disagree | magnet schools. This could require some routes earlier/more frequently to coincide with school start/stop times. There is obviously a shortage of CDL drivers, so making the best use of both systems seems like a no-brainer.  I think more information and community engagement is needed before the 2025-30 plan is implemented. I don't think routes going into downtown should be the focus. Also, online surveys cater to people who by picingly don't utilize bus transportation. Please find other ways to engage with a tutal transit users. Thank you for the opportunity to provide feedback on transit inside the Triangle.  Would like to see these improvements more even faster-it's been 6 years since the safets that started to be collected, and improving conventional bus service should be a higher priority, I would like to see some way to eliminate the safets tax started to be collected, and improving conventional bus service should be a higher priority, I would like to see some way to eliminate the callest tax started to be collected, and improving conventional bus service should be a higher priority, I would like to see some way to eliminate the stafest tax started to be collected, and improving conventional bus service. Support more ETPs and would like to see seem more frequency on the proposed 14 on Atlantic-again, this is an area seeing a lot of growth. More short lines might be a more cost-effective way to improve frequency in higher demand areas.  the Eubanks park and ride (especially with the upcoming BRT) is key to being allei to access CAV.  It's concerning that you're considering eliminating the downtown Chapel Hill scritical.  It is unlikely I would continue to ride the RTC and then 100/105 to downtown Alaeligh on the wash functioning anyway0  |
| 27605 27608  27604  19403 11248 27613 27605  27605  27516  27516  27516                         | GoRaleigh  GoRaleigh  GoTriangle; GoCary; GoDurham; NCSU  GoRaleigh; GoTriangle; GoDurham  GoRaleigh; GoTriangle  GoRaleigh; GoTriangle  GoRaleigh; GoTriangle  GoTriangle; GoRaleigh; GoDurham  GoTriangle  GoTriangle  GoTriangle  | I don't ride any of the routes.  The Triangle, including airport.  Please keep buses fare free  Downtown Raleigh and RDU  CTX  GoRaleigh 1, GoTriangle 100 (back when it went to the airport)  CRX  CRX  CRX, 800, 400, 105 (all coming from Chapel Hill) | Strongly Disagree  Undecided Undecided Undecided Strongly Agree Strongly Agree Strongly Agree  Strongly Disagree               | Disagree  Undecided Undecided Undecided Undecided Strongly Agree  Agree  Undecided  Disagree                                   | Undecided Undecided Undecided Disagree Strongly Agree Strongly Agree Strongly Disagree  Disagree                            | magnet schools. This could require some routes earlier/more frequently to coincide with school start/stop times. There is obviously a shortage of CDL drivers, so making the best use of both systems seems like a no-brainer.  I think more information and community engagement is needed before the 2025-30 plan is implemented. I don't think routes going into downtown should be the focus. Also, enline surveys cater to people who typically don't utilize bus transportation. Please find other ways to register that the stranger of the stranger with the stranger with the stranger with a trust users. Thank you for the opportunity to provide feedback on transit inside the Triangle.  Would like to see these improvements move even faster-it's been foyers since the sales that strated to be collected, and improving conventional bus service should be a higher priority. I would like to see some way to eliminate the diversion on floute? Laused by the tight geometry of Whitaker and Wake Forest-either route it up Capital or modify development landing here and it needs to be served. I support more EIPs and would like to see some way to eliminate the diversion on floute? Laused by the tight geometry of Whitaker and Wake Forest-either route it up Capital or modify the intersection. There is a lot of development landing here and it needs to be served. I support more EIPs and would like to see some way to eliminate the diversion on floute? Laused by the tight geometry of Whitaker and the seek on the frequency on the proposed 14 on Atlantic-again, this is an area seeing all of growth. More short lines might be a more cost-effective way to improve frequency in higher demand of the first outer very often (I instead have to take the 800 to the RTC and then 100/105 to downtown Raleigh on the weekends). I think retaining a stop in downtown chapel Hill is critical.  |

|       |   | *   |                   |                |                   |   |
|-------|---|---|-------------------|----------------|-------------------|---|
| 27514 | GoTriangle; NCSU                              | CRX to NCSU buses (40 to centennial)  | Strongly Disagree | Disagree       | Strongly Disagree | The changes to CRX would likely impact my commute. I suspect I would need to drive close to 100% of the time since the location of the proposed spot in Chapel Hill is more than 1/3 of the commute. I hope GoTrangle can keep a stop in the northern part of Chapel Hill. Even a couple of buses both ways would be better than nothing. |
| 28207 | GoTriangle                                    | Crx   | Disagree          | Agree          | Undecided         | to 54.  |
| 27560 | GoCary  | 310, and the Morrisville Smart Shuttle  I primarily ride Chapel Hill Transit in and around Chapel | Strongly Agree    | Strongly Agree | Agree             | I would like to see bus routes operational as soon as possible please. I would like them to be fare free. Please DO NOT eliminate stops that serve Orange county residents in   |
|       |   | Hill/Carrboro but will use CRX/DRX when reopen for  |                   |                |                   | downtown Chapel Hill and the Eubanks  |
| 27514 | GoTriangle                                    | weekly/monthly travel to Raleigh and Durham.  | Undecided         | Undecided      | Strongly Disagree | Park and Ride!  |
| 27617 | GoApex; NCSU                                  | Brier Creek Parkway, MAA Preserves  | Undecided         |                | Strongly Disagree |   |
| 27591 | GoRaleigh; GoDurham; GoTriangle<br>GoTriangle | The expansion of the Raleigh route would allow me to excess areas that you would need a car for.  | Strongly Agree    | Strongly Agree | Strongly Agree    |   |
|       |   |   |                   |                |                   | Having an additional route from Cary to<br>Downtown Raleigh via Hillsborough<br>street would be very helpful for those<br>who work on NC State's North Campus<br>(or additional Wolfline routes that run<br>from the current 300 route's stops along<br>Western to North Campus).   |
| 20202 |   | 5; 300; various Wolftine busses to commute around   | Shanak Assa       | Standy Area    | Shanak Assa       | Also, I think it would be great to have more routes that go to PNC Arena so that commuting to NC State/Hurricanes Games and Concerts could be more  |
| 28202 | GoRaleigh; GoCany; NCSU                       | campus  | Strongly Agree    | Strongly Agree | Strongly Agree    | accessible.  Calling this the Wake Bus Plan but making changes to routes that specifically affect Durham users — for example the DRX — is disingenuous. I'm a user of the DRX from Durham Station and these changes are definitely a net negative. But it doesn't seem like Durham dittens have had any real notice                       |
| 27697 | GoDurham; GoTriangle                          | 11,DRX; 11, DRX   | Disagree          | Undecided      | Disagree          | or input.   |