

EntryID	Comment	Date Created
1	We need to build a train system rather than just continuing to build more roads. The train system needs to include a stop at the airport	9/1/2023 8:17
2	Where is the funding dedicated for commuter rail going?  Also, GoTriangle should be disbanded. They have failed at every single project they have attempted. Hundreds upon hundreds of millions of tax dollars have been wasted. Funds should just go to the operators in the county where the funds are generated and the GoTriangle organization should be eliminated.	9/1/2023 8:42
3	Perhaps it may be better to shift some of the \$10 million art budget to the \$10 million build-out overruns, to meet the deadline of 2025 build-out, and create community-based art (from kids / schools / art schools/ art contests) instead of paid artists; then the Bus system can pledge to pay back the Art budget to integrate some really great artists work at a later date. This way, the program can borrow from its own budget rather than taxpayers...	9/1/2023 9:58
4	I (and everyone else I know) find it astonishing that Wake County refuses to consider a light-train solution as the primary (and arguably, the only) viable solution to the county's transit challenges.  A light-train line that'll connect downtown Raleigh to the airport (with several potential different routes through commercial hubs such as North Hills, the Crabtree Valley Mall, Crossroads Plaza... and several potential "feeder" lines that could be added over the years, e.g., from Wake Forest, Garner, Fuquay-Varina...) would present an incredibly efficient and compelling solution to: our transportation needs, quality-of-life, environment / pollution, safety... let alone offer major budget savings (eliminating or substantially reducing the need for hugely expensive expansions of roads, airport parking...)	9/1/2023 10:45
5	I'm a mathematical statistician with many potential tasks and jobs all over the Triangle and, so, moved to Boylan Heights because of plans for a light rail system serving the Triangle. I'm now retiring without ever fulfilling that role. The I-40 commute is too variable and wearing.  In Raleigh's development plan was reconstruction of the Martin St. bridge from the west end of Martin St. over the rails to the south end of the Boylan bridge for pedestrians and bicyclists. It could now connect to the train station. What happened to this plan?	9/1/2023 11:00
6	quit wasting money. More cops are good, scheduling them competently is good. The other bureaucratic stuff like more money because of covid is not needed. Accomplishments can be done by using current funds.  Quit wasting money.	9/1/2023 11:26

7	<p>As somebody who commutes into Wake County from Orange County, strong support for the CRX route is of primary importance to me. Pre-pandemic, the ridership was strong (full buses). Declining financial support for this route (bus frequency was halved) has meant that it is no longer a viable commuting option for many people who used to ride it.</p> <p>In addition, making sure that there is enough funding to maintain happy bus drivers, bus tracking, and bus maintenance are all key to reliability. Without out reliability (which has also been lacking), it is difficult to trust the buses will be there when we need them. This also contributes to loss of ridership.</p>	9/1/2023 14:17
8	<p>We need better, and more comprehensive public transport. Raleigh is growing and it can't create more streets out of thin air.</p>	9/1/2023 16:06
9	<p>Raleigh's amendments for security enhancements are very welcome. As a regular state employee commuter on the FRX line and occasional 40X rider, I have noticed an uptick in nondestination riders as well as criminal activity (including openly smoking pot) where our downtown bus picks up and drops off riders. Given recent events of physical violence at the corner where Taz's is plus in the bus terminal, I would feel much safer riding the bus and walking to my job. My husband has asked me not to ride the 40X bus until there is more security at the terminal. Likewise, at the Salisbury and Morgan stop, we have been accosted by homeless individuals who are either mentally ill or under the influence of alcohol or other substances. I rely on my bus to help with avoiding traffic and my personal budget. I should feel safe and comfortable on GoRaleigh and GoTriangle vehicles and when waiting or departing. Thank you for this proposal to enhance my and other riders' safety and security.</p>	9/1/2023 16:21
10	<p>find a way to engage the airport, who is afraid of any connection hurting their parking lot income</p>	9/1/2023 20:40

12	<p>I would like to see Wake Transit Bus Route not just have a Pick-up at Wake Technical College but also at the Food Lion Shopping Center, Corner of HillTop/Needmore and Hwy 401. With the current building ordinances and an approximate 500 Homes being built in the area, it seems only logical to have this Feature added to the Raleigh/Fuquay Route. Please re-consider this Feature that was removed a couple of years ago and Wake Tech was chosen. I believe by adding the Food Lion Shopping Center back would be very beneficial to the Wake Transit Plan.</p> <p>I have a friend who once used the Bus as transportation to and from work in Raleigh, as well as Fuquay. He is a single Dad/parent and with no transportation of his own, the Transit Bus was an important option for him. However; when the decision to move from the Food Lion Shopping Center to Wake Technical College, his options lessened and he was forced to find another way into Raleigh. It was very difficult for him. Since then, I've learned that by doing that has put a lot of others in a most difficult situation.</p> <p>Please, reconsider your decision and ADD the Food Lion Shopping Center back onto the Daily Route for the Transit Bus / Pick-up and Drop-off destination.</p> <p>Thank you, Jeannette Ferrell 919-614-4569 JFerrell.4569@gmail.com</p>	9/3/2023 16:23
13	This looks fine. Would still love consideration in future planning for a connector between Lynn Road at Creedmoor and the stops at the Grove Barton shopping center (connector traveling down Lynn Road).	9/4/2023 15:36
14	I support RUS Bus Phase 2! I also the Cary Intermodal Center!	9/5/2023 10:19
15	<p>Why is such a large area of land needed in Cary for transit? Home owners/renters in that area will not be able to find housing on equal size of land and convenience to services for the proposed amounts that are to be offered at the current prices that land and apartments are being sold in Cary. Other areas of the county are in need of transit funds to get to the level that places such as Cary already have.</p>	9/5/2023 16:22
16	<p>Security help for transit is needed. As well as administration assistance. Art areas could possibly be done on smaller budget. Service level should be of great importance over art being by a high end name.</p>	9/5/2023 16:26

17	<p>A new bus station in downtown Cary now estimated to cost taxpayers \$100M !! What about a partnership with Epic Games on the torn down Mall property? maybe more bus routes out to western Cary, around Maynard or Cary pkwy... at the Raleigh city council meeting Baldwin and Branch said they have excess money in the police budget, why are transit funds being used, use the money already allocated for police... and an expensive study by a MPO that will eventually get thrown in the trash, seems ridiculous ... more bus routes and more frequency on the current bus routes are needed, not pet projects by city/town council members</p>	9/7/2023 17:27
18	<p>Two comments:</p> <p>1) The request for increase for transit plan administration related to 'reinstatement of fares' is inappropriate. Fares are a policy decision set by the elected body, not an operational decision to be made by GoRaleigh or GoTriangle. Therefore, it is not justified to request budgetary amendment increases related to a particular policy outcome since it would imply that GoRaleigh has their thumb on the scale of a decision that is not theirs to make. Please adjust the request to reflect reduced costs related to this fact.</p> <p>2) What is the justification to participate in yet ANOTHER planning study? This time related to FAST, which, as far as I know, has not received official support from local elected bodies. Instead of spending over \$100,000 to contribute to consulting firms yet again, why aren't these funds being used to focus on restoring service and actually implementing the Wake Transit Plan that was endorsed by voters 7 years ago? The public deserves what was promised and it is incredibly disappointing to see more delay in the service expansions that were promised. Do not contribute funds to the FAST study until all service has been restored and the frequent bus network has been implemented.</p>	9/12/2023 17:31
19	<p>Bus rapid transit (or an express bus) to the airport from Downtown Raleigh is a must! It's disgraceful it takes two buses to get to Raleigh. A BRT extension to Brier Creek is must as well. There's no way to get to downtown outside rush hour, and impossible to get to the nearby airport by transit.</p>	9/13/2023 14:06