Draft to Recommended FY24 Wake Transit Work Plan Public Comments, Agency Comments, and Funding Requests Received

C-1: Draft FY24 Wake Transit Work Plan & Wake Bus Plan Preliminary Engagement Summary Report (Public Comments)

C-2: Agency Comments Received on the Draft FY24 Wake Transit Work Plan
C-3: Recommended FY24 Wake Transit Work Plan Funding Requests Received & Recommended by the PD
Subcommittee



C-1: Draft FY24 Wake Transit Work Plan & Wake Bus Plan Preliminary Engagement Summary Report (Public Comments)



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 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. 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 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 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
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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	
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Part							
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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		2	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
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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 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 27604	GoRaleigh; GoTriangle		WRIGE	D129R1 66	Disagree	уеъсегоау.
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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 Touguy Varina, Jowntown Raleigh, airport GoTriangle Touguy Varina, Jowntown Raleigh, airport Agree Agr							
# 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							
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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 27616 GoRaleigh; GoTriangle FRX, 100 Strongly Agree Agree Agree 27616 GoRaleigh; GoTriangle Strongly Agree Strongly Agree Strongly Agree Agree							
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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 GoTriangle; GoRaleigh; GoDurham	FRX, 100, 300	Strongly Agree Strongly Agree	Undecided Strongly Agree	Agree 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 through Fuquay Varina. Southeastern Wake County's growth is quieter than western Wake's or Raleigh's, but the area continues to develop and traffic continues to build. 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 GoRaleigh; GoTriangle; GoCary	GoRaleigh 4 and 27, GoTriangle DRX Fuquay Varina, Weston Parkway	Disagree Agree	Agree Agree	Disagree Agree	
	GoApex; GoCary; GoRaleigh; GoTriangle;		. 0			
27523	GoDurham GoTriangle	I'm between 55 and 64	Strongly Agree	Strongly Agree	Strongly Agree	
27609	GoRaleigh; GoTriangle; GoCany; GoDurham	GoRaleigh 2, 24L 6; GoTriangle DRX 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 GoRaleigh	L ynn	Strongly Disagree Agree	Strongly Disagree Agree	Strongly Disagree 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 Raileigh it
27540 (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 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
27540 (27540 (27533 (27697 (GoTriangle GoRaleigh; GoCary; GoTriangle GoRaleigh	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.	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-SAO 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 (27540 (27513 (27697 (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 (27540 (27513 (27609 (27609 (27601 (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 easisting 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 (27540 (27513 (27609 (27609 (27502 (27513 (27513 (27502 (27502 (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 (27540 (27540 (2753 (27601 (27601 (27513 (27513 (27513 (2775	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; 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 essising 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 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 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 27513 C 27520 C 27513 C 27520 C 27513 C 27520 C 27513 C 27520 C 27514 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 GoTriangle: 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 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 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. 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 provided to Volant Dr (North Ric
						provided to Volant Dr (North Rid 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 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 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 solution, no more should be spe
						routes. Communter rail isn't a v solution, no more should be spe Routes 26 and 27 should be
						routes. Communter rail isn't a v solution, no more should be spi Routes 26 and 27 should be discontinued and replaced with
607	None None		Strongly Disagree	Strongly Disagree Strongly Disagree	Strongly Disagree	routes. Communter rail isn't a v solution, no more should be sp Routes 26 and 27 should be
511	None None GoCary	#300 Raleigh to Cary	Disagree	Strongly Disagree Strongly Disagree Undecided	Strongly Disagree Strongly Disagree Agree	routes. Communter rail isn't a v solution, no more should be spi Routes 26 and 27 should be discontinued and replaced with
511 202 838	None GoCary GoRaleigh; GoTriangle	Routes 1 and 24		Strongly Disagree	Strongly Disagree	routes. Communter rail isn't a v solution, no more should be spi Routes 26 and 27 should be discontinued and replaced with
511 202 838 230	None GoCary GoRaleigh; GoTriangle GoCary; GoTriangle; GoDurham; GoRaleigh	Routes 1 and 24 Morrisville to Downtown Durham and/or Raleigh	Disagree Agree Agree	Strongly Disagree Undecided Agree	Strongly Disagree Agree Undecided	routes. Communter rail isn't a v solution, no more should be spi Routes 26 and 27 should be discontinued and replaced with
511 202 838 230 511	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 solution, no more should be spi Routes 26 and 27 should be discontinued and replaced with
511 202 838 230 511 519	None GoCary GoRaleigh; GoTriangle GoCary; GoTriangle; GoDurham; GoRaleigh GoCary; GoTriangle GoCary; GoTriangle	Routes 1 and 24 Morrisville to Downtown Durham and/or Raleigh	Disagree Agree Agree	Strongly Disagree Undecided Agree Agree Undecided	Strongly Disagree Agree Undecided	routes. Communter rail isn't a v solution, no more should be sp Routes 26 and 27 should be discontinued and replaced with
511 202 838 230 511	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 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 solution, no more should be spi Routes 26 and 27 should be discontinued and replaced with
511 202 838 230 511 519 502 705	None GoCary GoRaleigh; GoTriangle GoCary; GoTriangle; GoDurham; GoRaleigh GoCary; GoTriangle GoCary; GoTriangle GoCary; GoTriangle GoApex; GoTriangle; GoCary	Routes 1 and 24 Morrisville to Downtown Durham and/or Raleigh Cary to Raleigh and to the cary train station Cary to RDU, Raleigh, or Durham	Disagree Agree Agree Strongly Agree Agree 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 be spp. Routes 26 and 27 should be discontinued and replaced with demand services.
511 202 838 230 511 519 502	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 Morrisville to Downtown Durham and/or Raleigh Cary to Raleigh and to the cary train station Cary to RDU, Raleigh, or Durham	Disagree Agree Agree Strongly Agree Agree 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.
511 202 838 230 511 519 502 705	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 Morrisville to Downtown Durham and/or Raleigh Cary to Raleigh and to the cary train station Cary to RDU, Raleigh, or Durham	Disagree Agree Agree Strongly Agree Agree 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
511 202 838 230 511 519 502 705	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 Morrisville to Downtown Durham and/or Raleigh Cary to Raleigh and to the cary train station Cary to RDU, Raleigh, or Durham	Disagree Agree Agree Strongly Agree Agree Undecided	Strongly Disagree Undecided Agree Agree Undecided Agree Undecided Agree	Strongly Disagree Agree Undecided Agree Disagree Undecided	routes. Communiter rail isn't a visolution, no more should be ps. Routes 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 dc)
511 202 838 230 511 519 502 705	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 Morrisville to Downtown Durham and/or Raleigh Cary to Raleigh and to the cary train station Cary to RDU, Raleigh, or Durham	Disagree Agree Agree Strongly Agree Agree 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 sport of the provided and the provided with demand services. first restore GoRaleigh routes to frequencies shown on the curre (2) in the Route-Performance of three Local Routes are identified the control of the curre (2) in the Route-Performance of three Local Routes are identified the control of the current of the cu
511 202 838 230 511 519 502 705	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 Morrisville to Downtown Durham and/or Raleigh Cary to Raleigh and to the cary train station Cary to RDU, Raleigh, or Durham	Disagree Agree Agree Strongly Agree Agree Undecided	Strongly Disagree Undecided Agree Agree Undecided Agree Undecided Agree	Strongly Disagree Agree Undecided Agree Disagree Undecided	routes. Communter rail isn't a v solution, no more should be ps Routes 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 of three Local Routes are identifie "candidates for additional invest"
511 202 838 230 511 519 502 705	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 Morrisville to Downtown Durham and/or Raleigh Cary to Raleigh and to the cary train station Cary to RDU, Raleigh, or Durham	Disagree Agree Agree Strongly Agree Agree 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 be sp Routes 26 and 27 should be discontinued and replaced with demand services. first restore GoRaleigh routes trequencies shown on the curre (2) In the Route-Performance of three Local Routes are identifie "candidates for additional ineves (Routes 1, 12 and 22)" because the contract of th
511 202 838 230 511 519 502 705	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 Morrisville to Downtown Durham and/or Raleigh Cary to Raleigh and to the cary train station Cary to RDU, Raleigh, or Durham	Disagree Agree Agree Strongly Agree Agree Undecided	Strongly Disagree Undecided Agree Agree Undecided Agree Undecided Agree	Strongly Disagree Agree Undecided Agree Disagree Undecided	routes. Communter rail isn't a v solution, no more should be pRoutes 26 and 27 should be discontinued and replaced with demand services. first restore GoRaleigh routes to frequencies shown on the curr (2) in the Route-Performance d three Local Routes are identific "candidates for additional inve (Routes 11, 21 and 22)" because "(libser ortuses consistential).
511 202 838 230 511 519 502 705	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 Morrisville to Downtown Durham and/or Raleigh Cary to Raleigh and to the cary train station Cary to RDU, Raleigh, or Durham	Disagree Agree Agree Strongly Agree Agree Undecided	Strongly Disagree Undecided Agree Agree Undecided Agree Undecided Agree	Strongly Disagree Agree Undecided Agree Disagree Undecided	routes. Communter rail isn't a v solution, no more should be pRoutes 26 and 27 should be discontinued and replaced with demand services. first restore GoRaleigh routes to frequencies shown on the curr (2) in the Route-Performance d three Local Routes are identific "candidates for additional inve (Routes 11, 21 and 22)" because "(libser ortuses consistential).
511 202 838 230 511 519 502 705	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 Morrisville to Downtown Durham and/or Raleigh Cary to Raleigh and to the cary train station Cary to RDU, Raleigh, or Durham	Disagree Agree Agree Strongly Agree Agree Undecided	Strongly Disagree Undecided Agree Agree Undecided Agree Undecided Agree	Strongly Disagree Agree Undecided Agree Disagree Undecided	routes. Communter rall isn't a valuation, no more should be possible to personal relationship to the 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 interest (Routes 1, 21 and 22)" becaus "(t) hese routes consistently me exceeded the Local Route Stan my review of the data, I don't understand this characterization
511 202 838 230 511 519 502 705	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 Morrisville to Downtown Durham and/or Raleigh Cary to Raleigh and to the cary train station Cary to RDU, Raleigh, or Durham	Disagree Agree Agree Strongly Agree Agree Undecided	Strongly Disagree Undecided Agree Agree Undecided Agree Undecided Agree	Strongly Disagree Agree Undecided Agree Disagree Undecided	routes. Communter rail isn't a v solution, no more should be proutes 25 and 27 should be proutes 25 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 of three Local Routes are identifie "candidates for additional invest (Routes 11, 21 and 22)" because "(t)nesse routes consistentional investigation of the Local Route Stant my review of the data, lot of the data, lot of the understand this characterization Route 22. More importantly, it
511 202 838 230 511 519 502 705	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 Morrisville to Downtown Durham and/or Raleigh Cary to Raleigh and to the cary train station Cary to RDU, Raleigh, or Durham	Disagree Agree Agree Strongly Agree Agree Undecided	Strongly Disagree Undecided Agree Agree Undecided Agree Undecided Agree	Strongly Disagree Agree Undecided Agree Disagree Undecided	routes. Communter rail isn't a valuation, no more should be pop Routes 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 identifies "candidates for additional invest (Routes 11, 21 and 22)" because "(t)hese routes consistently mel 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 plan test the world like to see the plan test.
511 202 838 230 511 519 502 705	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 Morrisville to Downtown Durham and/or Raleigh Cary to Raleigh and to the cary train station Cary to RDU, Raleigh, or Durham	Disagree Agree Agree Strongly Agree Agree Undecided	Strongly Disagree Undecided Agree Agree Undecided Agree Undecided Agree	Strongly Disagree Agree Undecided Agree Disagree Undecided	routes. Communter rall isn't a valuation, no more should be sport to the discontinued and replaced with demand services. first restore GoRaleigh routes the frequencies shown on the curre (2) In the Route-Performance of three Local Routes are identifie "candidates for additional investigations" (Routes 11, 21 and 22)" because "(tiphese routes consistently me exceeded the Local Route Standing with the content of the content
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						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 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 pay for bus drivers and having good
						benefits to keep them. If the buses were
· ·						more reliable and had greater frequency
	GoTriangle; GoRaleigh GoRaleigh; GoTriangle	Raleigh-Chapel Hill Express East new Bern area, Knightdale area	Disagree Strongly Agree	Agree Agree	Strongly Disagree 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 27604		Raleigh to Durham DRX which is suspended	Undecided Undecided	Agree Undecided	Agree Undecided	
	GoApex					
						No accessible bus transit on Capital Blvd.
						north of 540 needs to be addressed, 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, downtown Durham)	Agree	Agree	Undecided	
	GoRaleigh; GoRaleign; GoCary GoRaleigh; GoTriangle	down.com Duniani)	Strongly Agree	Agree Strongly Agree	Strongly Agree	
						No one should have to wait 30-60
						minutes for a bus: (weather conditions, 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 school in the case of emergencies, dr
						appts, etc. There should be designated
						"Express Bus" service to DPAC
	GoRaleigh 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 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	
2754-	Condition Continued					
		40 140	Character & America	Character & Control	Store of Acres	I like the plan a lot, but hope it actually
27610 27713	GoRaleigh; GoTriangle GoDurham	18 and 19	Strongly Agree Undecided	Strongly Agree Undecided	Strongly Agree Strongly Agree	happens and is a reliable service.
27610 27713	GoDurham				Strongly Agree 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	Goburgari, Gottlefige Goburham					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 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
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 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
27713 27603 27511 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 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
27603 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 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 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 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 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 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 consecution of
27713 27603 27511 27605 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 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 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
27713 27603 27511 27605 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 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 consecution of
27713 27603 27511 27605 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 routes in Raleigh that cross through downtown connecting better East >> West with a consecution of the consecution of
27603 27511 27605 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 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
27603 27511 27605 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 routes in Raleigh that cross through downtown connecting better East >> West with a consecution of the consecution of
27603 27511 27605 27526 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: I would 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 27511 27605 27526 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: twould 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 27511 27605 27526 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 feat > 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 27511 27605 27516 27526 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 27511 27605 27526 27545 27545 27591 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 27511 27605 27526 27526 27545 27591 27591 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 Disagree Strongly Agree Strongly Agree Undecided Undecided	happens and is a reliable service. Bus Plan: Iwould like see some route in Raleigh that cross through downtown connecting better East >> West with a nes seat tide. 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 27511 27605 27526 27526 27545 27591 27591 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 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 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 27503 27511 27605 27526 27540 27591 27591 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 Carly/Raleigh area, sometimes route 305 from work to Carly/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 Disagree Strongly Agree Strongly Agree Undecided Undecided	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 no seat rich earlying 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 go 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 Zebulon Express service Wendell Falls to Raleigh for commuters Livil sell my car as soon as I can go to work and grocery stores using public
27603 27503 27511 27605 27526 27540 27545 27591 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! Need to have the Wendell Zebulon Express service Wendell Falls ASAP Bus service is needed from Wendell Falls to 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 27503 27511 27605 27526 27540 27545 27591 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 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 route in Raleigh that cross through downtown connecting better East >> West with a no seat rich earlying 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 go 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 Zebulon Express service Wendell Falls to Raleigh for commuters Livil sell my car as soon as I can go to work and grocery stores using public
27603 27511 27605 27526 27526 27545 27591 27591 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! Need to have the Wendell Zebulon Express service Wendell Falls ASAP Bus service is needed from Wendell Falls to 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 27605 27511 27605 27526 27540 27545 27591 27540 27540 277540 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 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! Need to have the Wendell Zebulon Express service Wendell Falls ASAP Bus service is needed from Wendell Falls to 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

27545	GoCary; GoTriangle GoCary None GoWake ACCESS GoRaleigh GoCTriangle; GoTriangle; GoTriangle; GoTriangle;	700 None Wendell St manys street	Strongly Agree Strongly Disagree Agree	Strongly Agree Strongly Disagree Agree	Strongly Agree Undecided Agree	The Draft Work Plan appears to be focused on improving and expanding transit service, 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 hours, 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 GOWaleAccess. 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 adding emissions from transit whiches. It is possible that some communities or
27616		100 200 205 GoPalaigh 1 GoCany 4	Strongly Agree	Strongly Agroo	Agroo	
27610	GoApex; NCSU	100, 300, 305, GoRaleigh 1, GoCary 4	Strongly Agree Disagree	Strongly Agree Disagree	Agree Disagree	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 as a big city.
27513 27526	GoRaleigh; GoCary; GoTriangle GoRaleigh; GoTriangle	300, 310 FRX	Strongly Agree Strongly Agree	Agree Agree	Strongly Agree Agree	
30071	GoRaleigh; GoCary; GoTriangle; NCSU	10 16 6 100 300 60	Strongly Agree	Strongly Agree	Strongly Agree	
27529 27526	GoRaleigh; GoTriangle GoTriangle	Route21 27526	Agree	Agree	Undecided	
27526	None		Undecided	Undecided	Strongly Disagree	
27597	GoTriangle; GoRaleigh	Zebulon to Morrisville ; Zebulon to downtown Raleigh and Zebulo to RDU	Strongly Disagree	Undecided	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.
27204	GoTriangle	Euguay Varina	Diragrag	Dicarco	Strangly Disagrap	Opposite of where public transit options
27284	GoTriangle	Fuquay Varina	Disagree	Disagree	Strongly Disagree	are needed most. 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 so I'm coming to this trying to decide if it
27592 27612	GoTriangle; GoRaleigh GoRaleigh	None at this time From Crabtree Valley to downtown	Undecided Strongly Agree	Agree Undecided	Agree Strongly Agree	is a possibility for me.
27526	GoRaleigh; GoTriangle; GoCary	Fuquay Varina , Holly Springs		Anna		
27529 27502	None GoApex; GoRaleigh	From Apex to Raleigh	Undecided Strongly Agree	Agree Undecided	Undecided Undecided	
28206	None		Strongly Disagree	Strongly Disagree	Undecided	
27526	None		Strongly Agree			
27542	GoCary; GoDurham	Cary to Durham or Cary to RDU	Strongly Agree	Strongly Agree	Undecided	I'm looking forward to the BRT projects
27513 27571	GoRaleigh	401	Strongly Agree Agree	Strongly Agree Agree	Undecided	Till looking forward to the BKT projects
27703 28323	GoRaleigh; GoTriangle; GoDurham	GoTriangle 400, 700 and GoDurham 6	Strongly Agree	Strongly Agree	Strongly Agree	
	GoTriangle		Undecided	Agree	Undecided	
27603	GoRaleigh; GoCary; GoTriangle; GoDurham; NCSU	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.	Strongly Agree	Agree	Strongly Agree	
	GoRaleigh; GoTriangle; GoCary; GoDurham; NCSU		Strongly Agree	Strongly Agree	Strongly Agree	Please bring back the R-Line if possible
27576	None	A THE PROPERTY OF THE PROPERTY	Undecided	Agree	Disagree	Ities in Johnston (County) but work in Wake County Dut work of the Wake County But work of the Wake County and food locations are scattered (Wendell Bidd, Uwould like to know why Wendells and Wendell Bidd, Uwould like to know why Wendells portion of the budget is so small and why there is only a park and ride when clearly people 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 Raleigh which is where a lot of services are). But also, better transportation is needed to get around Wendell Istelf. A bus that goes to Wendell Falls, to Wendell Bidd, to downtown Wendell, and the new Wake Tach campus (allong with access to Knightdale, Zebulon and Raleigh) would be ideal and would help the people of Wendell grady.
	GoRaleigh; NCSU		Agree	Agree	Agree	
27513	None		Strongly Disagree	Strongly Disagree	Strongly Disagree	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.
27511	GoRaleigh; GoCary; NCSU					
95054 27616	None GoTriangle; GoRaleigh		Strongly Agree	Strongly Agree	Strongly Agree	.; Yes
	0/0				1	

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 1985	27603		Community College North	Strongly Agree	Agree	Strongly Agree	
1925 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
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2763 GoApex the train station and hopped the 300. Agree		GoRaleigh; GoTriangle; GoCary; GoDurham:					the airport, the RTC should allow
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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	
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Really could use more frequen 22 inners. They recently decrees 25 for a fine property for the property for t	45219 27599	GoCary; GoTriangle GoTriangle		Strongly Agree	Strongly Agree	Undecided	Your survey didn't include ages between 17 to 65, I am in that age group.
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28602 GoRaleigh Logorithm Agree Undecided 27587 GOWalke ACCESS Wake Forest Ciruclator Agree Agree Undecided 27610 GoRaleigh; GoCary Strongly Agree Strongly Agree Undecided	45219 27599	GoCary; GoTriangle 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 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 27604 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
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100- Iron Irongle; Godurnam; Gokaleigh 100- from Durham to Kaleigh, Crabtree route bus Agree Agree Strongly Agree	27599 27604 27601 28602 27587	GoCary; GoTriangle GoTriangle None GoRaleigh; GoTriangle GoRaleigh GoWake ACCESS	800 and 805, Loved NRE when it was running	Agree Agree	Agree Agree	Disagree 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 27604 27601 28602 27587 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 Agree Strongly Agree	Agree Agree 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 worth the trade off of adhering to t 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 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 the Triangle, which this does.
		Routes within Durham, Express between Durham and				
	oTriangle; GoDurham 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 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 property of the proper
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, Southwest Raleigh	Strongly Agree	Agree	Agree	incorporate this plan with the common rail plan
						I think that this is a great plan and a great use of funding. I hope that th
	oDurham; GoTriangle 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 pointless 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 thou should be more focused or making sure there are sidewalls an pawed bike paths on main roads an connector roads, within 3 miles of bus stop. 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 oTriangle	Raleigh to Durham, RDU	Agree Strongly Agree	Agree Undecided	Undecided Strongly Agree	
13 Gr	oTriangle oRaleigh; GoTriangle; GoWake ACCESS;	800	Undecided	Undecided		
	oDurham; GoCary	16 100 12 4				
06 G	oRaleigh; GoTriangle; GoDurham	16, 100, 12, 4 11, 100, 300	Undecided	Agree	Agree	
06 Go			Undecided Strongly Agree		Agree Undecided	
606 Gi 601 Gi 545 Gi	oRaleigh, GOTriangle; GODurham ORaleigh; GOTriangle OWake ACCESS, GORaleigh; GOTriangle	11, 100, 300	Strongly Agree	Agree 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 601 Gi 645 Gi	oRaleigh; GoTriangle; GoDurham oRaleigh; GoTriangle			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
606 G601 G6645 G645 G645 G645 G645 G645 G645 G64	oRaleigh, GOTriangle; GODurham ORaleigh; GOTriangle OWake ACCESS, GORaleigh; GOTriangle	Go Cary 22, 5, 100, 105, other GoTransit lines, and Durham local	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 luxury project their fair share toward the transit if
606 Gr 601 Gr 545 Gr 511 Gr	oRaleigh, GoTriangle; GODUrham odkaleigh; GoTriangle 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 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 odkaleigh; GoTriangle 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 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 for bushars PAR. Eubanss PAR. Eubanss PAR. Eubanss PAR. Eubans PAR. E
6606 Gi	oRaleigh, GoTriangle; GoDurham Gollaeigh, GoTriangle OWake ACCESS, GoRaleigh; GoTriangle OTriangle; GoCary OTriangle; GoCary ORaleigh; GoTriangle; GoCary; GoDurham; NCSU CSU; 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 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 CRV. Only result workers who support the training the CRV. Only result workers who support the proposed plans to connect the CRV forly result pre-COVID service). I am also rewell the proposed plans to connect the CRV to Eubanks PER, both the parking and its connection to the NS CT Transit bus are essential to my CRX route. I would be interest frequent and/or midday CRX so would allow me to use the CR days. I currently ride 2-3 times and plan to ride 1-3 next year, frequent and/or midday servical flow me to ride 2-5 days, ellow a school of the control

				I		The Draft Plan does now describe how
						the Driver shortage will be addressed. Is
						there a plan to increase driver pay, benefits, training opportunities, and
						other factors that may limit interest
						among potential employees? Without 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 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 more lateral routes.; We also need
						more focus on rail. Its only going to be
						more expensive the longer we take to build this. Building it in smaller parts will
						take longer and the initial leg might not
						connect enough people to even support 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 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 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 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 airport bus, #100, return to *direct*
						connections at all times between
						downtown Raleigh and RDU. This worked very well before the onset of the
						pandemic. The added extra transfer now
						at the Regional Transit Center has been a big hassle and makes riding to and
						from RDU to downtown Raleigh less
						appealing, so I really want the restoration of *direct* connections to
		#100 (from downtown Raleigh to RDU and back); #300,				RDU from downtown Raleigh and back
27604 27511	GoTriangle; GoRaleigh; GoCary GoTriangle	301; #4, 12, 16 300, 310	Strongly Agree Agree	Strongly Agree Agree	Strongly Agree Undecided	as soon as possible.
		CRX from Eubanks Road to NCSU. I live in Hillsborough, 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 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 Road P is a great facility, so use it. You could consider a				Don't move the CRX bus stop from 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 from Eubanks Road!! We have people coming from as far				to get on the CRX there, if you move the 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 to reduce the route, take out the part in Chapel Hill. Chapel Hill CRX riders can take Chapel Hill Transit N and S				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
		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. 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
		further east we might as well just keep driving. If you want to reduce the route, take out the part in Chapel Hill CAN 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				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 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 Agree	Undecided 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 28590	GoDurham; GoTriangle 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 rafelifty, 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 GoTriangle; GoDurham; GoRaleigh 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 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 28590 27518 27516 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 28590 27518 27516 27511 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 28590 27518 27516 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
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27705 28590 27518 27516 27511 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 28590 27518 27516 27511 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 28590 27518 27516 27511 27545 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 firs 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 CAMP Chapel Hill CAMP Chapes And CAMP 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 28590 27518 27516 27511 27545 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 28590 27518 27516 27511 27545 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 firs 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 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 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 Geral "Frequent" travel? I That's
27705 28590 27518 27516 27511 27545 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 firs 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 28590 27518 27516 27511 27545 27519 27516 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; 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 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 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 fide 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 Brief 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 27703	GoDurham; GoTriangle GoTriangle; GoLary GoTriangle; GoLary GoDurham; GoRaleigh GoTriangle; GoLary GoDurham; GoRaleigh GoTriangle; GoLary GoRaleigh GoRaleigh GoRaleigh GoTriangle GoRaleigh GoTriangle GoRaleigh GoRalei	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 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 Undecided Agree Agree Agree Agree Agree Strongly Agree Strongly Agree	Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Agree Strongly Agree Agree Undecided Strongly Agree 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
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	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 27560	GoTriangle; GoRaleigh; NCSU GoRaleigh	DRX, 100 16, 6 crabtree and pleasant valleypeace st	Agree Agree	Agree Agree	Disagree Agree	the plans for the DRX?
27707	GoCary; GoDurham; GoTriangle; GoRaleigh	raleigh downtown	Undecided	Agree	Agree	
27560 27592	GoTriangle; GoCary; GoDurham GoTriangle; GoRaleigh; GoApex	700, 310, 3, 7, RDU	Agree Strongly Agree	Agree Strongly Agree	Agree 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 to NCSU and Downtown is still fairly difficult, but will be slightly improved. As a region, this looks like a big
27610	GoRaleigh; GoTriangle; NCSU None	Lion	Undecided	Agree Agree	Undecided Agree	improvement!
27705 27560	GoTriangle	RTP	Agree 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 area, 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 GoRaleigh; GoTriangle	Holly Springs	Strongly Agree Strongly Agree	Strongly Agree Undecided	Agree 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. Golfateligh 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 Akhellie'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 CRX express of the control of the co
27697 85285	GoCary; GoRaleigh; GoTriangle GoRaleigh; GoTriangle; GoDurham	N/A.	Agree Agree	Agree Agree	Undecided 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 Eubands 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 reduced fare. I've ridden the bus so much more now that it's free. Also I know this is a Wake County questionnaire, but have you considered 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 14-00 often 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 and the unincorporated areas west of 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 Eubanks Park & Ride and replacing it with a park & ride off of Highway 54. For anyone coming from Carrboro, Hillsborrough, Efland, Mebane, or other places from the west, this is a disservice to those commuters. Prior to the pandemic I was a daily rider of the CRX for many years. The majority of the
1982 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 concerning. Hourly bus service is effectively no service for citizens. 30 minute service should be the floor for 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 Shuttle to be incorporated into the regular routes and for all the GoForwardNC branches to offer service as one whole, it would make it more 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 not be bus, and then strapped down. I would like for the bus to plaul prush with the curs so I can roll on, brake in 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 round. Washington D.C. and Toronto. Event if the fact that some buses have stairs is overlooked by ablementation.
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 up and back no same Creedmoor Rd route. Why not go up North on Creedmoor, West on Lynn, North on Ray, East on Strickland to Brasson Station then back South no Creemoor? Would serve a new area rather than just up and back on the same street. On Route 3 change. North or North on Ray, East on Strickland to Brandon Station. Then back south on Creedmoor. Serves new area instead of back tracking. It looks like more communities will be 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			I don't currently ride, I would ride in Western				
Strongly Agree Strongly Disagree Strongly Agree Stro	22204	Callalainh Callainne	#15 #8 #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 GoRlaiejth 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 2014. I park at the Eubanks Park and Ride. I drive from Guilford County and the Eubanks Park and Ride is halfway to Raleigh for me. I am in disagreement to move the Eubanks Park and Ride as 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 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 GoRaleigh	Inside the beltline	Strongly Agree Agree	Strongly Agree Agree	Strongly Agree 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 speed up busses and serve more 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 driver is concentrating on the safe operation of the bus, and cannot be expected to
	GoRaleigh; GoTriangle; GoCary; GoDurham; 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 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 27511 27511 27602	GoApex GoApex; GoCary; GoRaleigh; GoTriangle GoRaleigh; GoTriangle; GoCary GoCary; GoRaleigh; GoTriangle GoRaleigh; GoTriangle; GoCary; GoDurham; GoApex	305, GoApex 1 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 27511 27511 27602 28105 27697	GoApex GoApex; Gocary; GoRaleigh; GoTriangle GoRaleigh; GoTriangle; GoCary GoCary; GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoApex NCSU; GoRaleigh; GoTriangle GoTriangle	305, GADREY 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 27511 27511 27602 28105 27697 27502 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
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30071 27511 27511 27602 28105 27697 27502 27511 28202 27607 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	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 Cary 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 Ondecided Agree Agree Strongly Agree	Agree Agree Agree Agree Undecided 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 27551	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 Strongly Agree Undecided Agree Agree Agree Strongly 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 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 Crabtree Valley Mall, bus to Triangle Town Center, bus to				I have not seen the plan, therefore I am 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 27703	GoWake ACCESS; GoApex None	Road	Undecided Agree	Undecided Agree	Undecided 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 access 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 1-40 and hwy at new Park and Ride at 1-40 and hwy, thereby adding to the in-town traffic, good in the consumption, and exhaust emissions that bus service is supposed to mitgaet. Moreover, given the amount of time required, many commuters will not doubt simply opt to skip using the Libes and the Road of the Road of the Road of the Road outs simply opt to skip using the Kills All Road of Road outs simply opt to skip using the Road of Road of Road outs simply opt to skip using the Road outs simply opt to skip using the Road of Road of Road outs simply opt to skip using the Road outs simply opt to skip using the Road outs Road outs simply opt to skip using the Road outs Road outs Road outs Road Road outs Road outs Road Road Road Road Road Road Road Road
28202	GoRaleigh; GoTriangle	We need routes covering Ligon Mills Rd and Louisburg rd	Undecided	Undecided	Undecided	We need routes covering Ligon Mills Rd 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 ACX to 30-minute service every day of the week. Please consider providing timed transfers from ACX at the Cary Depot to RDU airport via a direct bus 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 senior 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 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 27502	GoApex; GoTriangle GoWake ACCESS	GoApex Route 1, GoTriangle 305	Agree Undecided	Agree Strongly Agree	Strongly Agree 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 enough and why is 22 always late I hope y'all reconsider this because it's going to
28202	GoRaleigh	22&5 6 Crabtree, 300 Cary , 3 N. Harrison ; 12 Method, 6	Undecided	Agree		be a mess
28202 38101	GoRaleigh; GoCary; GoTriangle GoCary	Crabtree , 300 Cary , 3 North Harrison Go cary; West cary door to door	Agree Agree	Strongly Agree Agree	Strongly Agree Agree	
27502	GoCary; GoApex	Apex; Steve Mitchell	Agree	Agree	Agree	
27612 27502	GoRaleigh GoApex	Route 6 Ap4ex. Cary, Holly Springs, Fuquay Varina	Undecided	Undecided	Undecided	
		I just started riding between NC State's Centenial Campus				
27606 27502	GoRaleigh; NCSU; GoCary; GoDurham; GoTriangle None	and Downtown Raleigh	Strongly Agree Undecided	Agree Undecided	Agree Agree	
27502 27502	GoApex 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 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) & 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 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 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 safety/location of stops. For example,
						the Walmart stop is several blocks up a
						slope from the store and only runs hourly. Just not safe for folks to be
						waiting so exposed with purchases. Also
						not reasonable to carry purchases that distance for someone who is older and
						disabled. I was so excited about the local
						bus coming, but the hourly loop and 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 GoRaleigh	2; 2,3,10 Anything starting in Apex or from the Cary Depot.	Agree Undecided	Disagree Agree	Agree Agree	rather than busy adults.
						The additional bus service on the
						The additional bus service on the 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 Strongly Agree	Agree Strongly Agree	Agree 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 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 GoRaleigh; GoTriangle	WRX, 25L DRX. GoR 3	Strongly Agree	Strongly Agree Undecided	Agree Strongly Agree	driving at all.
	GoRaleigh; GoTriangle None	WRX, 25L DRX, GoR 3	Agree Undecided	Undecided Undecided	Strongly Agree Undecided	driving at all. We need more frequency
	GoRaleigh; GoTriangle		Agree	Undecided	Strongly Agree	driving at all.
	GoRaleigh; GoTriangle None		Agree Undecided	Undecided Undecided	Strongly Agree Undecided	driving at all. We need more frequency The plan would increase service to
	GoRaleigh; GoTriangle None		Agree Undecided	Undecided Undecided	Strongly Agree Undecided	driving at all. We need more frequency
	GoRaleigh; GoTriangle None		Agree Undecided	Undecided Undecided	Strongly 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 busses
	GoRaleigh; GoTriangle None		Agree Undecided	Undecided Undecided	Strongly 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 busses are and when they are most in use was
	GoRaleigh; GoTriangle None		Agree Undecided	Undecided Undecided	Strongly 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 busses are and when they are most in use was provided to gauge the necessity. I practically always see empty Go Transit
	GoRaleigh; GoTriangle None		Agree Undecided	Undecided Undecided	Strongly 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 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 None		Agree Undecided	Undecided Undecided	Strongly 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 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 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 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 control of the control
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, Tor Gobaleigh Route 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
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, Tor Gobaleigh Route 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
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 60 Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On metter 5 Transit busses used the most and by whom? Details would have been helpful. Thanks. On metter 5 Transit of Comments of
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 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 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 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-Ride. The Cart and direct service from Eubanks to new NC S4 Far-and-Ride. For Goshaleigh 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 Eubanks Park and Ride and take the CRX to NC State 5 unit. Hill Eubanks Park and Ride and take the CRX to NC State 5 unit. Hill Eubanks Park and Ride and take the CRX to NC State 5 unit. Hill Eubanks Park and Ride and take the CRX to NC State 5 unit. Hill Eubanks Park and Ride and take the CRX to NC State 5 unit. Hill Eubanks Park and Ride and take the CRX to NC State 5 unit. Hill Eubanks Park and Ride and take the CRX to NC State 5 unit. Hill Eubanks Park and Ride and take the CRX to NC State 5 unit. Hill Eubanks Park and Ride and take the CRX to NC State 5 unit. Hill Eubanks Park and Ride and take the CRX to NC State 5 unit.
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 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 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, to for 60 Falley Robert State Commuters: I am an NC 54 Park-and-Ride. For 60 Falley Robust 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 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 drive 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 frest service 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 yown local housing in Raleigh, and reduce in playary striffic, reduce ne phayary striffic, reduce he could be could be neith. As the Triangle grows, I believe the work more important. Keeping the Eubanks Dark and Revenue Parks work and the counter transportation between hub cities will become even more important. Keeping the Eubanks
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 benefits. As the Triangle grows, I believe that fast, convenient transportation between hub cifficent transportation between hub cifficent transportation between hub cifficent 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 Chapter of Coffaleigh Route 11. Le stend the route to provide a transfer point to Gomman). 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 Wolffich shuttle to the Veterinary School. By taking the CRX, I cauche highway traffic, reduce my own local housing burden (I am living with family, 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 wore inportant. Keeping the Eubanks sop allows for efficient transportation between hub cities will become even more important. Keeping the Eubanks sop allows for efficient transportation between chapel fall in setting the busween Capael Full Sextensive bus
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 cauche 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 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 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 GoTaleigh Route 111, extend the route to provide a transfer point to Route 11 or to the Vollfine (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 O.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 in Raleigh), and reduce locing pollution. While these do have personal benefits, as the risnel grows, is believe that fast, convenient transportation between Chapel Hills extensive 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 surface and Raleigh, while also connecting those who do not tiw on a bus route through Eubanks Park and Ride because I do not
27502 27517 27517 27615	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 277502 277517 277615 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 Wolfline 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 rinage grows, believe that fast, convenient transportation between hub Cities will become even more important. Keeping the Eubanks stop allows for efficient transportation between Chapel III set he Park and Ride because I do not Whatever is going to alle
27502 27502 27517 27515 27516 27517 27615 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 thay clifficent 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 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 to the Park and Ride because 1 do not Mustever is going to alleviate traffic on Whatever is going to alleviate traffic on Mustever is going to alleviate traffic on the CRX in the Park and Ride because 1 do

						Removing the Eubanks P&R from CRX
						makes my commute from Eubanks to NC State and back longer and less
						comfortable; I chose to live in the
						apartments next to the Eubanks stop, 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 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 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 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 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. The bus uses less gas, while 20 or more people greatly add				Eubanks Road Park and Ride like me 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 Eubanks Road Park and Ride like me already drive 20				would result in people just keeping 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 destinations. This is what we are trying to avoid. The new				The new facility at Eubanks Road is 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 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 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 least once a day. 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 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
27516 27610 27529 27510	GoRaleigh; GoTriangle 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 least once a day. The CRX before the pandemic and before the service problems in Fall 2023
27610 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 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
27610 27529 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 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 27529 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 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 27529 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 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 27529 27510 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 Undecided Agree	Undecided	Undecided 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 27529 27510 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 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 27529 27510 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 Undecided Agree	Undecided Agree	Undecided 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
27610 27529 27510 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 Undecided Agree	Undecided Agree	Undecided 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
27610 27529 27510 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 Undecided Agree	Undecided Agree	Undecided 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 27529 27510 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 Undecided Agree	Undecided Agree	Undecided 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 once the service problems in Fall 2023 was crowded, two to a seat in the least of the service problems in Fall 2023 was crowded, two to a seat in the least of the seat of th
27610 27529 27510 27529 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 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 27529 27510 27529 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 Undecided Agree	Undecided Agree	Undecided 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 27529 27510 27529 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 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 27529 27510 27529 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 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 1 am 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 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
27610 27529 27510 27529 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 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 27529 27510 27529 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 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, 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 Traingle, Parker and Go-friangle, 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 Chaple Hill. My husband works at UNC Medicine School, and I work at NCSU I have been a daily inder and relying on the CRX bus from Eubanks Pâx kto spince 2011. It provided tremendous support to me and my family. CRX rode me to work during
27610 27529 27510 27529 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 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 expande services on Sundays, as well as Gowake Access expande services on Sundays, as well as night 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 UNE 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 tremedious support to me and my family. CRX rode me to work during the pregnancy of my two boys, Louild
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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 organding 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, in cannot be consulted to the control of the

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 at least 30 minute service levels on all routes that were reduced to hourly. Hourly service means I cannot use the
27606 27703	GoRaleigh; GoTriangle 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 27606 27606 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 and driving to NC 54 bus stop to catch the CRX is much more dangerous than taking the back roads of Orange county. 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 the 100+700 but have the express timing 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 27701 27606		100, 700, DRX, 405, 400; 100, 700, DRX, 400, 405 DRX, 100, 700 11, 111; NC State	Agree Agree Disagree	Agree Agree 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 Disagree	Agree	Agree Agree	the 100+700 but have the express timing benefits of the DRX. I also like that it will eventually run at 15 min intervals.
27701 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 Disagree	Agree Disagree	Agree Agree Undecided	the 100-700 but have the express brining benefits of the DRI. 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 I sas 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 CRI and the CRX 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 commune to many riders that live west of Hillsborough, NC.
27701 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 so may 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. Southwest Religion, Inside the Belt Line, Cary, Raleigh to	Agree Disagree	Agree Disagree Undecided	Agree Agree Undecided Disagree	the 100-700 but have the express brining benefits of the DRI. 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 membrouse at NC State University and as the potential to be moved to the location near 54. Lourently live in Mebane, NC and drive down i-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 weet of Hillborough 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 suggest keeping the current locations specially since the Eubanis Park and Ride gives an easier commute to many riders that live west of Hillsborough, NC. Removing route 11L from campus will significantly burden off-campus students living near Lake Johnson and Franklin Jones road. They will have to take two buses to get to campus. From my experience, GoRaleigh never provider eliable 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.
27701 27606 27606 27302 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 Eubaniks Park and Ride location for the CRX bus bas 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 Eubaniks Park and Ride location. With this potential change, it would was the Eubaniks Park and Ride location. With this potential change, it would was the Eubaniks Park and Ride location. With this potential change, it would was the Eubaniks Park and Ride location which was the Eubaniks Park and Ride location would already be longer. I suggest keeping the current locations especially since the Eubaniks Park and Ride gives an easier commute to many riders that live west of Hillsborough, NC. Removing route 11L from campus students living near Lake Johnson and Franklin Jones road. They will have to take two buses to get to campus. From my esperience, Golfaeligh never provided reliable connections between buses. This can increase the total travel time from 15 minutes to over one hour. I sepect you to consider this in your changes.
27701 27606 27606 277302 27606 27606 27705 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 with the control of the contr	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 brining benefits of the DRI. 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 membrouse at NC State University and as the potential to be moved to the location near 54. Lourently live in Mebane, NC and drive down i-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 weet of Hillborough 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 suggest keeping the current locations specially since the Eubanis Park and Ride gives an easier commute to many riders that live west of Hillsborough, NC. Removing route 11L from campus will significantly burden off-campus students living near Lake Johnson and Franklin Jones road. They will have to take two buses to get to campus. From my experience, GoRaleigh never provider eliable 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.
27701 27606 27606 27606 27606 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 Eubaniks Park and Ride location for the CRX bus bas 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 Eubaniks Park and Ride location. With this potential change, it would was the Eubaniks Park and Ride location. With this potential change, it would was the Eubaniks Park and Ride location. With this potential change, it would was the Eubaniks Park and Ride location which was the Eubaniks Park and Ride location would already be longer. I suggest keeping the current locations especially since the Eubaniks Park and Ride gives an easier commute to many riders that live west of Hillsborough, NC. Removing route 11L from campus students living near Lake Johnson and Franklin Jones road. They will have to take two buses to get to campus. From my esperience, Golfaeligh never provided reliable connections between buses. This can increase the total travel time from 15 minutes to over one hour. I sepect you to consider this in your changes.
27701 27606 27606 277302 27606 27606 27705 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 with 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 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 chinoson 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 27606 27606 27606 27606 27606 27705 PO22 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 i-10 to acta 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 contro	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 coation here and the control of the CRX bus. I 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 suggest keeping the current locations especially since the Eubanis Park and Ride gives an easier commune to many inders that live west of Hillsborough, NC research with the work of the Eubanis Park and Ride gives an easier commune to many inders that live west of Hillsborough, NC research with the 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. The CRX changes would mean I would stop and go home around 5p.) I will be 9 and go home around 5p.) I will be

						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 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 27705	GoTriangle; NCSU; GoRaleigh 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 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 being practical for me as a commuting
						option. I know I would not be alone in
						this regard, as it would essentially apply 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 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 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 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 Hillsborough St. Under this new plan,
						using public transit to go to work will no
						longer be feasible for me as an option. I 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 exposed to elements during transfers-
						including during a tornado watch, and
						the sometimes dangerous behavior of
						passengers on the local routes - no masking, schizophrenic episodes,
						spitting, fighting, suicide attempts, etc.).
						I absolutely hate driving to/from
						Durham and Raleigh and far prefer to 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 + 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 GoRaleigh; GoTriangle; NCSU	11L and and Route 11 12, 100, wolfline 52	Disagree Disagree	Agree Undecided	Disagree 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 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 Durham Station, I 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
27704	GoTriangle	DRX	Strongly Agree	Strongly Disagree	Strongly Disagree	the DRX. If the bus does not stop at the Durham Station, I 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.
27587	GoRaleigh; GoTriangle	WRX, WFL	Agree	Agree	Agree	the DRX. If the bus does not stop at the Durham Station, I 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
27587						the DRX. If the bus does not stop at the Durham Station, I 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
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 Durham Station, I 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
27587	GoRaleigh; GoTriangle	WRX, WFL	Agree	Agree	Agree	the DRX. If the bus does not stop at the DVAR. If the DVAR to the Company 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 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 DVAR. If the bus does not stop at the DVAR 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 Stata. 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 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 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 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 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 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 its
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 effect 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
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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 eleadership engage in more public discussions with riders other than once a year. New meetings at libraries.
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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 stage of the security, 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. Stablonic 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 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 tapaspears that are riding the bus. Anything you can do to make the transit more convenient and safe would be GRRAT1 All the Transit Centers Need a Call Center with Professional Staff that can address concerns/ Janware route questions. Transf Vour 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 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 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 not he stay engage in more public discussions with riders other than once a year. Have meetings at libraries, churches, shopping centers, etc. Listen to the taxapeare, that are riding the bus. Anything you can do to make the transit more convenient and safe would be GRATI! All he 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 27529	GoRaleigh, GOTriangle GoRaleigh, NCSU	WRX, WFL. Gamer	Agree Undecided	Agree Undecided	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 Transit Center to deter various behaviors and this would make the riding public felds after. Stablein, fights, profrainty, and other behavioral issues make folk control to the compared of the profession and the specifience 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 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 GRATI All the Transit Center Need a Call Center with Professional Staff that can address concerns/ answer route questions. Transit out 18 and 18 a
27587 27529 27713 27603	GoRaleigh, GoTriangle GoRaleigh, NCSU GoTriangle GoTriangle GoTriangle	WRX, WFL	Agree 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 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 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 not he stay engage in more public discussions with riders other than once a year. Have meetings at libraries, churches, shopping centers, etc. Listen to the taxapeare, that are riding the bus. Anything you can do to make the transit more convenient and safe would be GRATI! All he 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 27529 27629 27713 27603 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 Transit Center to deter various behaviors and this would make the riding public felds after. Stablein, fights, profrainty, and other behavioral issues make folk control to the compared of the profession and the specifience 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 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 GRATI All the Transit Center Need a Call Center with Professional Staff that can address concerns/ answer route questions. Transit out 18 and 18 a
27587 27529 27529 27713 27603 27605 27605	GoRaleigh, GoTriangle GoRaleigh, NCSU GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle	Bus 100 - From RTC to NCSU CRX Route 800 CRX	Agree Undecided Strongly Agree Agree	Agree Undecided Strongly Agree Agree	Agree 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. Stabling fights, profanity, and other behavioral issues make folk contract of the professional security also professional security and such scale 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 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 GRATI All the Transit Center Sheed a Call Center with Professional Staff that can address concerns/ answer route questions. Transit out its going on within your organization. Don't just Talk within your organization.
27587 27529 27529 27713 27603 27603 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. Stabling fights, profanity, and other behavioral issues make folk contract of the professional security also professional security and such scale 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 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 GRATI All the Transit Center Sheed a Call Center with Professional Staff that can address concerns/ answer route questions. Transit out its going on within your organization. Don't just Talk within your organization.
27587 27529 27529 27703 27703 27605 27605 27605 27605 27502 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 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 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 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 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 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 speeds past a stop and we are left in the
						speeds past a stop and we are left in the 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 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 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 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 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 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 27606	GoRaleigh; GoTriangle; GoCary; NCSU GoRaleigh; GoTriangle; NCSU; GoDurham	300, 12, 11, 51, 52, 100 DRX, GoDurham #5, GoDurham #12 & #12B	Disagree Strongly Agree	Undecided Strongly Agree	Disagree 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. Please look very closely at this before
	GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoTriangle		Undecided Strongly Agree	Agree Strongly Agree	Undecided Strongly Agree	it travels beyond WolfLine's range. 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
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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
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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 luggage 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
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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 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 existing service that we should focus on. Unfortunately, GoTriangle doesn't even do it well.
27599 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 27701 27603 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 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 existing service that we should focus on. Unfortunately, GoTriangle doesn't even do it well.
27599 27701 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,
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27599 27701 27603 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 27701 27603 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 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, I am happy with the proposals. The 305 busline has spottly or nonexident service creating an issue
27599 27701 27603 27707 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 27606	GoTriangle; NCSU; GoDurham GoRaleigh; GoTriangle; NCSU	800 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 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 Raleigh, and it would be harder for me
59100	GoRaleigh; NCSU	downtown Raleigh		Agree	Disagree	to transit if that was removed.
27606 27606	None NCSU; GoRaleigh	Oberlin to downtown, all NCSU buses	Undecided	Disagree 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 work. I would prefer a plan that increases the frequency of the DRX, but the proposed 100X is a decent
27606 33614	GoTriangle; GoDurham GoRaleigh; GoTriangle; NCSU	DRX, 100, 700 GoRaleigh 11L	Agree Disagree	Agree Strongly Agree	Disagree 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 27703	GoRaleigh; GoTriangle GoTriangle; GoDurham	I commute usually by the GoRaleigh 4 or the GoTriangle 100, but I often use other services to take other trips.	Agree	Agree	Agree	service providers within the Wake Transit Plan Framework.; Even when the Wake Transit Even when the Wake Transit Plan is unable to fund frequent 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; 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 20,40,41 420 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 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 27606	GoTriangle; GoRaleigh; NCSU; GoDurham GoTriangle	DRX CRX	Strongly Disagree Agree	Disagree Agree	Strongly Disagree Agree	regular commuter.
		8 or 23 for recreation (boyfriend lives in Village District), 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; 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 28277 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 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 thriving 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 27513	GoDurham GoRaleigh; NCSU	Unsure	Undecided Strongly Agree	Undecided Agree	Undecided Agree	
27602 27610	GoRaleigh; GoTriangle None	I would like to ride the CRX or DRX if they stopped at the Carter-Finley or District Drive on the way to Downtown Raleigh!	Undecided Undecided	Undecided Agree	Strongly Disagree 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 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 27519 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 27519 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 area havy \$5 (the majority of which doesn't have bike infrastructure) feels living north produced the produced by the services in the majority of which doesn't have bike friendly(sh), but biking anywhere mace have \$100 feels for the majority of which doesn't have bike friendly(sh), but biking anywhere mace have \$100 feels for factor trutturely feels the services are services and the majority of which doesn't have bike friendly(sh) for the factor trutturely feels.

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 Spring Forest to catch the 27L to get to 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 27513	GoRaleigh None	Southeast Raleigh	Agree Undecided	Undecided Undecided	Undecided Undecided	metric)?
	GoTriangle	CRX	Strongly Disagree	Strongly Disagree	Strongly Disagree	Terrible plan to remove the Eubanks parking lot as part of the CRX route. Might as well just drive to work.
						I want to see Wake Transit working with WCPSS on replacing school bus routes with city/county routes for middle/high
27608	GoRaleigh; GoTriangle	02. 06. Raleish-UNC. Raleish-Airport				school students particularly at the 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
27606	GoRaleigh, GoTriangle 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 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 27608 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 27608 27604 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 27608 27604 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 80 use? A 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 10 growth. More short lines might be a more cost-effective way to improve frequency in higher demand areas.
27605 27608 27608 27604 19403 11248 27613 27605 27605 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 27608 27608 27604 19403 11248 27613 27613 27605 27516 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 community of the provide feedback on transit inside the Triangle. Would like to see these improvements move even faster-it's been foyers and improving conventional bus service should be a higher priority. I would like to see some way to eliminate the diversion on floute 2 caused 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 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. 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 a lot of growth. More short lines might be a more cost-effective way to improve 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 of the first out 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 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 Downtown Raleigh via Hillsborough street would be very helpful for those who work on NC State's North Campus (or additional Wolfline routes that run from the current 300 route's stops along 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.

C-2: Agency Comments Received on the Draft FY24 Wake Transit Work Plan



Agency Comments Submitted for the Draft Work Plan

No.	T	Organizatio	Pa	age 🔻	Comment	Response
					I am wondering why GoTriangle Route 310 is being branded as new service	•
	1	Morrisville			throughout the document when it has been operating for a couple years? Should it be treated more as service expansion? I was under the impression there would be more frequent service or expanded hours.	Thank you for bringing this up this is the title of the project dating to FY22, but CAMPO & GoT agree that it is confusing. The project name will be changed to "Route 310: RTC-Cary".
	2 1	Morrisville			For the Morrisville Smart Shuttle we are anticipating that our rate will go up by 5% with GoCary and projected are FY24 costs in that way. We should know before the end of February what the new rate will be with GoCary for sure. If the new rate does goes up by 5%, we anticipate half of the the operational costs, without any changes to service, will be \$365,892 in FY24 The FY24 work plan typically accounts for about a 2% increase and shows a slightly lower number of \$355,952 for FY24. I am just bring this to your attention as we await the service contract renewal number from GoCary.	
	3	Morrisville		8	Has there been any discussion about the continuation of fare suspension, or we know for sure that fare collection starts back-up this next fiscal year?	process of evaluating the possible reinstatement of transit fares in FY24. The financial model currently includes farebox revenue that is attributable to specific Wake Transit funded routes. The Fare Workgroup will discuss FY24 fare impacts, future year fare impacts and Wake Transit's participation if fares continue to be suspended on some or all systems. The first meeting of the workgroup will be scheduled in the near future.
	4 1	Morrisville		69	Should the titles "Bus Infrastructure," "Commuter Rail," and "Bus Rapid Transit" be bold or something similar to indicate they are subsections?	Yes changed.
	5 1	Morrisville		128	The map on this page is not reflective of the current service route. I am reading the "Area No Longer Served" as the existing route that will be modified to the new alignment in blue, however, the pink dotted line is not reflective of the current service route.	This image is from the original Bus Plan SRTP, until there is an update we recommend keeping it.
	6 1	Morrisville		135	supposed to have launched in June 2021, but it got delayed. - "Service Span" is M-F 7a-9p, Sat. 8a-8p, Sun. 8a-7p. The times are listed correctly in the project description section. - Suggested update to the "Major Destinations" section: "Shopping Centers Wake Tech, Library, Senior Center, Aquatic and Fitness Center, Perimeter Park office park area, and connections to larger neighborhoods and places of worship." - Updated map with nodes implemented to date: https://www.townofmorrisville.org/home/showpublisheddocument/6633/6: 7915973325570000	We will leave the October 2021 start date as it is correct and reflects when the project first received a Wake Transit allocation (33k in FY21),
					Request for our project description for GoApex on pg. 129. Could you change the last sentence to, "In FY24, an additional \$3,520 was allocated to this service to account for the increased cost of providing ADA	
	7 /	Apex		129	paratransit service with GoWake Access."?	Changed to reflect comments



C-3: Recommended FY24 Wake Transit Work Plan Funding Requests Received & Recommended by the PD Subcommittee



Project ID in FY 24 Draft Work Plan	Project Sponsor	Project Title	Modification	FY 24 Financial Impact	Page
TO005-BF*	Town of Apex	GoApex Route 1: Fixed- Route Circulator	This increase to \$440,607 in FY24 is based on: (1) an increase in GoCary's hourly service rate increasing from \$97.50 to \$105.00; (2) a reduction of trip level hours by 0.25; and (3) rightsizing of the allowable reimbursements for reimbursable employer paid benefits for Senior Transit Planner FTE.	+\$18,340	04
TO005-BG*	Town of Morrisville	Operation of Node- Based Smart Shuttle	This increase to \$375,012 in FY24 is based on an increase in GoCary's hourly service rate increasing from \$97.50 to \$105.00	+\$19,060	09
TO005-AA*	Town of Wake Forest	Wake Forest Loop: Reverse Circulator	This increase to \$415,457 in FY24 is based on an increase in GoRaleigh's hourly service rate increasing from \$96.59 in FY 2023 to \$109.39 in FY 2024.	+\$30,841	14
TC002- <i>TBD</i> *	Town of Apex	Saunders Street & Hinton Street Pedestrian Improvements	New Project: This access to transit project is located along Saunders Street and Hinton Street near downtown Apex. It will include the construction of approximately 2,065 linear feet of 5-foot, concrete sidewalk; the installation of approximately 1,285 feet of curb and gutter along the sidewalk; and with addition of two (2) high visibility crosswalks if NCDOT agrees that they fall under allowable LAPP reimbursable features.	+\$294,800	New CFAP Project
TC002- <i>TBD</i> *	Town of Apex	GoApex Route 1: Bus Stop Enhancements	New Project: This project will construct targeted bus stop improvements along the GoApex Route 1 alignment, which include: shelters, benches, trash cans, bike racks, and crosswalks, along with any grading, paving, or ADA accessibility improvements needed.	+\$110,000	New CFAP Project
TC003- <i>TBD</i> *	Town of Apex	Future Transit Prioritization Study	New Project: This study will set a path for the Town's future transit service growth, with the majority to be completed in house. The requested funding will purchase a 1-year subscription to Remix by Via and some consultant work to enhance technical aspects of the study and provide public outreach support.	+\$24,475	New CFAP Project
TC002- <i>TBD</i> *	Town of Knightdale	Knightdale Boulevard Corridor Pedestrian Improvements	New Project: This project includes sidewalk and crosswalk enhancements along Knightdale Boulevard and Old Knight Road, specifically along the Route 33 alignment. Specifically, this includes: four (4) crosswalk legs at three (3) intersections and 1,255 feet of sidewalk gaps.	+\$232,660	New CFAP Project

^{*}Denotes a Community Funding Area Project

Project ID in FY 24 Draft Work Plan	Project Sponsor	Project Title	Modification	FY 24 Financial Impact	Page
TO005-Z*	САМРО	Community Funding Area Program Reserve	This is a net zero expenditure. The reserve funding is reducing to \$837,785 to accommodate the expenses of the Community Funding Area Program's updated operating projects, and its new capital and planning projects.	-\$730,176	Admin. Adjust
ТС002-В	GoTriangle	Expansion of Bus Operations and Maintenance Facility (Wake County share)	This funding request delays the final allocation of funding year from FY 2026 to FY 2028. It decreases the amount of Wake Transit funding going to construction by \$3,645,160, while increasing the amount of funding going to design by \$1,645,000. The impact to funding in FY 2024 is reduced by \$280,000 and the overall reduction of the burden on Wake Transit is \$2,000,160. This funding request also increases the proportional funding burden of Wake County compared to Orange and Durham counties from 40% to 55%, based upon the proportional fleet requirement estimated in the Recommended Wake Transit Bus Plan.	-\$280,000	21
TC002-N	GoTriangle	New Regional Transit Center (Wake County share)	This updated funding request for GoTriangle's new Regional Transit Center is net zero over the course of the CIP. It delays construction from FY 2024 to FY 2025 and spreads the allocations over four (4) fiscal years, as opposed to three (3). The original FY 2024 allocation of \$4.9M is instead featured in FY25's \$1.4M and FY 26's \$3.5M.	-\$4,900,000	28
TO005-AC	GoTriangle	Improvements to Route 305: Holly Springs-Apex- Raleigh	This funding request moves the funding schedule in line with the expectations laid out in the Wake Transit Recommended Bus Plan's Short Range Transit Plan for GoTriangle. Currently, the 305 in funded to serve all-day, all week service from Raleigh to Holly Springs via Apex, but due to staffing constraints is only serving weekday peak service. Rightsizing for operator capacity this funding request provides FY2024 funding to realign the service for bi-directional travel on Main Street in Holly Springs during peak times with 60-minute all-day service to Apex. In FY2025, weekend service will be added and introduced at 60-minute frequency. In FY2027, all trips will increase frequency to 30-minute peak weekday and 60-minute off peak and weekend frequency.	-\$1,089,563	33

^{*}Denotes a Community Funding Area Project

FY 2024 Wake Transit Work Plan Recommended Funding Requests

Project ID in FY 24 Draft Work Plan	Project Sponsor	Project Title	Modification	FY 24 Financial Impact	Page
TO005- <i>TBD</i>	Wake County	Northeast Wake County Microtransit Service	New Project: This operating project is to provide continued microtransit service in the current Northeast Wake County SmartRide service area through the completion of FY 2024. After FY 2024, this service will continue as a CFAP funded project with local match, given a successful application during the FY 2025 CFAP Call for Projects.	+\$400,000	38

^{*}Denotes a Community Funding Area Project