

Wake Transit
Community Engagement 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: *4/3/2023*

Table of Contents

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 survey are shown in Figure 1. With 1,672 Views of the Online Survey, plus 839 total surveys (both online and print) completed. This demonstrates a conversion rate of 50% for viewers who became commenters.

Figure 1. Survey Results.

Comments 839	Participants 762
Responses 6,590	Views 1,672

Online, print, text, mail, typed, handwritten, and emailed comments.

Engagement Approach

The purpose 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.

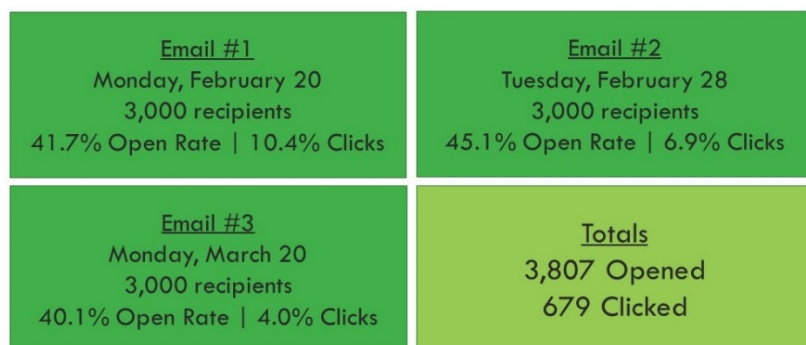
The joint community review and public comment period was promoted through the development of digital communications assets used in strategic concert with in-person engagement activities throughout most Wake Transit Plan partner communities. The materials included detailed information, as well as the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

Communications Tools

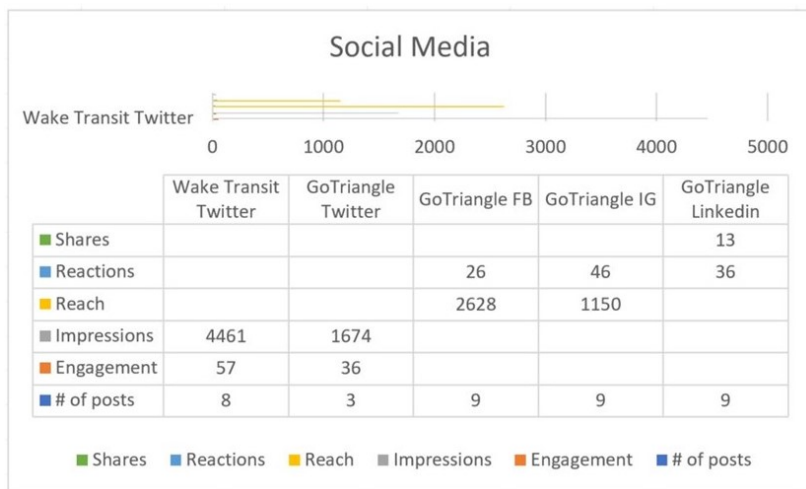
Digital communications tools delivered the campaign narrative during the community review and public comment period through the following tools: email, news release, social media, transit alert, and website. For example, Figure 2 reveals the awareness created by GoTriangle's email campaign, while Figure 3 demonstrates the impact of GoTriangle's social media outreach. All 16 Wake Transit partners were encouraged to collaborate and help distribute the campaign narrative through their own municipal and organizational communications channels. The result of Wake Transit lead agencies and partners working together to communicate the narrative was a rippling effect, which resulted in a high percentage of message saturation among targeted populations.

Figure 2. Email Awareness.



GoTriangle.

Figure 3. Social Media Outreach.



GoTriangle.

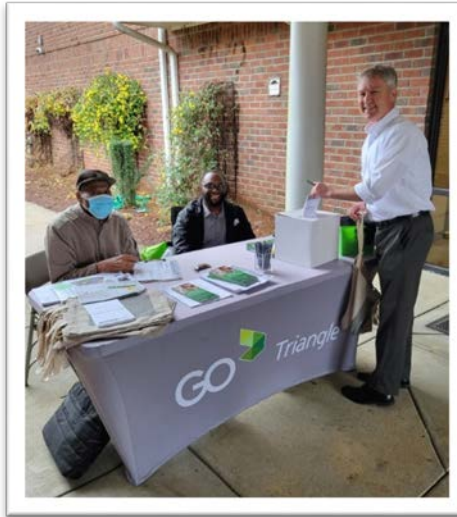
In-Person Tabling Activities

Wake Tech North Campus 6600 Louisburg Rd., Raleigh, NC 27616	March 1, 2023 11 a.m.-1 p.m.
Garner Senior Center 205 E Garner Rd., Garner, NC 27529	March 2, 2023 10 a.m.-Noon
Knightdale Station Park 810 N First Ave., Knightdale, NC 27545	March 2, 2023 2 p.m.-4 p.m.
Cary Depot 211 N Academy St., Cary, NC 27511	March 3, 2023 11 a.m.-1 p.m.
Triangle Town Center Mall Transfer Station 5959 Triangle Town Blvd. Raleigh, NC 27616	March 3, 2023 4 p.m.-6 p.m.
East Wake Senior Center 323 Lake Dr., Wendell, NC 27591	March 7, 2023 9 a.m.-11 a.m.
Wendell Falls Activity Center 320 Vintage Point Ln. Wendell, NC 27591	March 7, 2023 Noon-2 p.m.
GoRaleigh Station 214 S Blount St., Raleigh, NC 27601	March 9, 2023 2 p.m.-4 p.m.
Boxyard RTP 900 Park Offices Dr., RTP, NC 27709	March 10, 2023 2 p.m.-4 p.m.
Holly Springs Farmers Market 300 W Ballentine St, Holly Springs, NC 27540	March 11, 2023 9 a.m.-Noon
Fuquay-Varina Community Center 820 S Main St., Fuquay-Varina, NC 27526	March 14, 2023 1 p.m.-4 p.m.
Apex Senior Center 63 Hunter St, Apex, NC 27502	March 16, 2023 10 a.m.-Noon
Crabtree Valley Mall Transfer Station 4325 Glenwood Ave, Raleigh, NC 27612	March 17, 2023 4 p.m.-6 p.m.
Western Wake Farmers Market 280 Town Hall Dr, Morrisville, NC 27560	March 18, 2023 9 a.m.-Noon
Talley Student Union - Stafford Commons 2610 Cates Ave, Raleigh, NC 27606	March 20, 2023 10 a.m.-Noon
Dorcas Ministries 187 High House Rd, Cary, NC 27511	March 22, 2023 11 a.m.-Noon

Wake Transit Partner Collaboration



Wake Tech North Campus



Garner Senior Center



Holly Springs Farmers Market



Wendell Senior Center

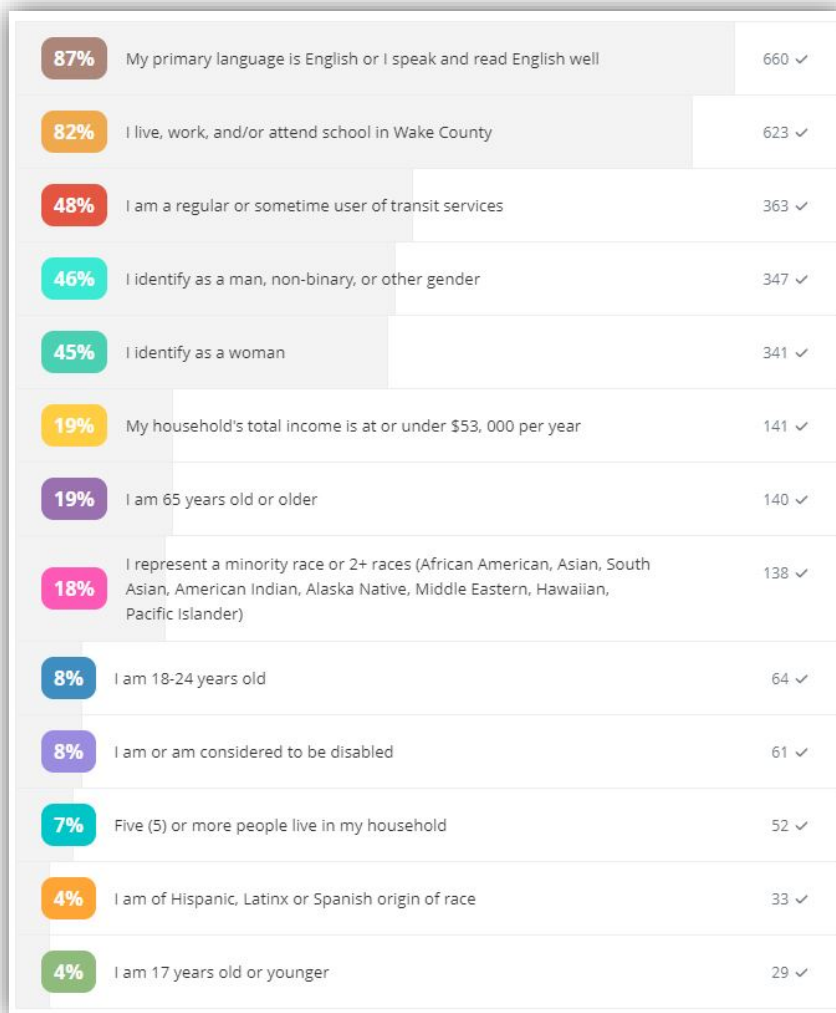
Engagement Results

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.

Figure 4. 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 5. Wake County Factors & Data.

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%

Wake County, NC
 US Census Bureau, July 2, 2021
<https://www.census.gov/quickfacts/fact/table/wakecountynorthcarolina/LFE041221#LFE041221>

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 also likely to be public 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,

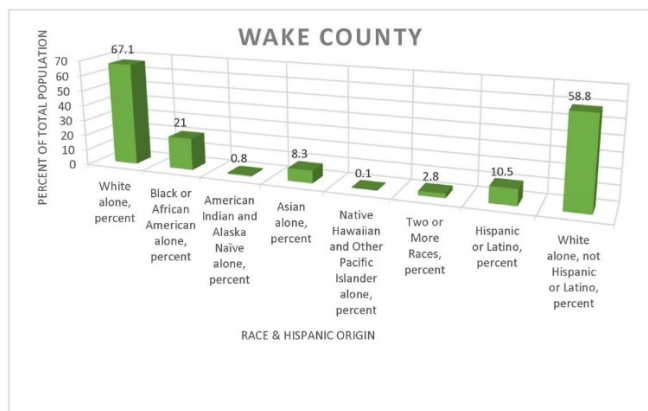
9.4% of persons were considered to be in poverty. Finally, 17.5% reported a language other than English being spoken at home.

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 Wake Bus Plan and the Wake Transit 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:

- College students (9.1% in Wake County)
- Individuals with disabilities (5.9% under age 65 in Wake County)
- Limited English Proficiency (LEP) populations (6.0% in Wake County)
- Low-income populations (9.4% Poverty Level in Wake County)
- Minority populations (33% in Wake County)
- Seniors above 65 (12.6% in Wake County)
- Youth under 17 (28.9% in Wake County)

Strategic outreach to communities with higher percentages of minority residents was conducted through digital communications strategies and in-person engagement activities, which included printed materials and Wake Transit partner assistance. Because Hispanic and Latino residents account for 10.5% of the Wake County population, Spanish language materials and interpretation services were available. Additionally, overall goals included enhanced efforts to increase awareness among the Limited English Proficient members of the community. Community engagement efforts also included reaching out to members of Wake County’s disabled community. Residents 65+ also represented a vital segment of engagement, among all others.

Figure 6. Wake County Race & Hispanic Origin.



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

Appendices

Communications Materials
Comments

Appendix 1-Communications Materials



**Draft FY 2024 Wake Transit Work Plan &
Recommended FY 2025-2030 Wake Bus Plan
Public Comment Period, February 20 – March 22, 2023
News Release #1**

Distribution Date(s): February 20, 2023

Lists: All Media

Plans to Implement and Expand Wake Bus, Transit Opportunities

Share your input by the March 22, 2023 deadline for public comments

We need your input on bus and other transit system improvements planned through 2030! Community members, stakeholders, and transit partners can help guide the work plan of Wake Transit by participating in a review and public comment period, February 20 – March 22. More information and a short community survey are available online at:
<https://www.goforwardnc.org/getinvolvedwake>

Two transit plans are open for public comment: 1) The Draft FY 2024 Wake Transit Work Plan; and, 2) The Recommended FY 2025-2030 Wake Bus Plan. Together, the Draft Work Plan and Wake Bus Plan are improving transit connections and expanding opportunities, while also helping blend the community's collective voice into the process.

Wake Bus Plan

The Wake Bus Plan presents the proposed specific transit service improvements from FY 2025-2030. The feedback collected during this phase will influence the final Wake Bus Plan. The process to update the Wake Bus Plan occurs every four years. It must identify, define, and prioritize transit investments in alignment with funding available through the Wake Transit Program and delivered through its annual Work Plan, which is the budget. The Wake Bus Plan is a collaborative effort developed with transit operators, stakeholders, and members of the community.

Core elements of the plan include a fiscally constrained, year-by-year, implementation plan for transit service expansion and related capital projects. In addition, a Short Range Transit Plan proposal is recommended for GoTriangle. Finally, the investments and schedule for recommendations are key resources used to guide the annual review and development of the multi-year investment strategies found in the Draft Work Plan.

Draft Work Plan

A Draft Work Plan is developed for each upcoming fiscal year, which runs from July 1 to June 30 of the next calendar year. The Draft Work Plan identifies service investments and capital projects to be funded, which are largely based on the recommendations included in the Wake Bus Plan. A total of \$242.8 million is budgeted in the Draft FY 2024 Wake Transit Work Plan.

Of that total, \$39 million is allocated to the operating budget and \$203.8 million to the capital budget. A more detailed summary of projected FY 2024 revenues and proposed expenditures is available at: <https://www.goforwardnc.org/getinvolvedwake>

Wake Transit Program Overview

The goal of the Wake Transit Program is to improve and expand Wake County's transit network. The vision for how that goal will be achieved is through continued investment in new and existing transit services and facilities that increase our ability to achieve the Four Big Moves:

1) To Connect the Region, 2) To Connect All Wake County Communities, 3) To Create Frequent and Reliable Urban Mobility; and, 4) To Enhance Access to Transit.

Let Your Voice Be Heard!

Transit riders, stakeholders, and community members are invited to review both plans and provide input on the proposals for transit services and planning in Wake County and its municipalities. Input from community members and other Wake Transit stakeholders is vital to this process. Comments and survey results will be used to finalize the extended set of recommendations presented for adoption later this spring for the FY 2024 Wake Transit Work Plan, and later this summer for the FY 2025-30 Wake Bus Plan. There are several ways to provide comments:

The GoForward Website: <https://www.goforwardnc.org/getinvolvedwake>

Email: publicengagement@gotriangle.org

U.S. Mail: GoTriangle, ATTN: Annual Work Plan & Wake Bus Plan, 4600 Emperor Blvd., Suite 100, Durham, NC 27703

Text FY24 to 73224 (charges may apply)

Call 855-925-2801 (toll-free) and enter code 4685 to leave a voicemail

Call 919-485-RIDE (7433)

**Draft FY 2024 Wake Transit Work Plan &
Recommended FY 2025-2030 Wake Bus Plan
Public Comment Period, February 20 – March 22, 2023
Email 1**

Distribution Date(s): Monday, February 20, 2023

Lists: GoForward, All Contacts

Subject Line: We Need Your Input on Wake Bus and Draft Work Plans

Dear Wake Transit friend,

We need your input on the bus and other transit system improvements through 2030! Community members, stakeholders, and transit partners can all help guide the work plan of Wake Transit by participating in a review and public comment period from February 20 – March 22, 2023.

Two transit plans are open for public comment: 1) The Draft FY 2024 Wake Transit Work Plan; and, 2) The Recommended FY 2025 - 2030 Wake Bus Plan Update. Together, the Wake Transit Work Plan and Wake Bus Plan are improving transit connections and expanding opportunities, while also helping blend the community's collective voice into the process.

Please take a few moments to share this message with others in the Wake Transit Community. Let your voice be heard by participating in the survey. More information and the short community survey are available online at: <https://www.goforwardnc.org/getinvolvedwake>

Thank you,

The Wake Transit Team

**Draft FY 2024 Wake Transit Work Plan &
Recommended FY 2025-2030 Wake Bus Plan
Public Comment Period, February 20 – March 22, 2023
Email 2**

Distribution Date(s): Tuesday, February 28, 2023

Lists: GoForward, All Contacts

Subject Line: We want to hear from you on bus and transit Improvements in Wake County

Dear Wake Transit friend,

We want to hear from you! Take the short online survey about bus and transit improvements in Wake County and the Triangle anytime through March 22. Your feedback improves planning and is important to this process!

Visit our [project webpage](#) to learn more about the proposed bus and transit system improvements through 2030.

More information and a short community survey are available online at:

<https://www.goforwardnc.org/getinvolvedwake>

There are also several ways to provide comments:

The GoForward Website: <https://www.goforwardnc.org/getinvolvedwake>

Email: publicengagement@gotriangle.org

U.S. Mail: GoTriangle, ATTN: Annual Work Plan & Wake Bus Plan, 4600 Emperor Blvd., Suite 100, Durham, NC 27703

Text FY24 to 73224 (charges may apply)

Call 855-925-2801 (toll-free) and enter code 4685 to leave a voicemail

Call 919-485-RIDE (7433)

Thank you,

The Wake Transit Team

**Draft FY 2024 Wake Transit Work Plan &
Recommended FY 2025-2030 Wake Bus Plan
Public Comment Period, February 20 – March 22, 2023
Email 3**

Distribution Date(s): Wednesday, March 8, 2023

Lists: GoForward, All Contacts

Subject Line: Your Voice Improves Wake Bus and Transit Opportunities

Dear Wake Transit friend,

Learn about planned bus service improvements included in the 2025-2030 Wake Bus Plan, such as increased frequency, increased hours of operation, and new routes. The feedback collected during this phase will guide the annual work plans for future years. Your input is important to this process!

Comments and survey results will be used to finalize the extended set of recommendations presented for adoption later this spring for the FY 2024 Wake Transit Work Plan, and later this summer for the FY 2025-30 Wake Bus Plan Update. There are several ways to provide comments:

The GoForward Website: <https://www.goforwardnc.org/getinvolvedwake>

Email: publicengagement@gotriangle.org

U.S. Mail: GoTriangle, ATTN: Annual Work Plan & Wake Bus Plan, 4600 Emperor Blvd., Suite 100, Durham, NC 27703

Text FY24 to 73224 (charges may apply)

Call 855-925-2801 (toll-free) and enter code 4685 to leave a voicemail

Call 919-485-RIDE (7433)

**Draft FY 2024 Wake Transit Work Plan &
Recommended FY 2025-2030 Wake Bus Plan
Public Comment Period, February 20 – March 22, 2023
Email 4**

Distribution Date(s): Monday, March 20, 2023

Lists: GoForward, All Contacts

Subject Line: Bus Plan Comment Period Wraps on March 22

Dear Wake Transit friend,

The March 22 deadline is rapidly approaching for comments on bus and transit improvements through 2030! How do you feel about the bus and transit opportunities in Wake County and the Greater Triangle? We need your input! Community members, stakeholders, and transit partners can add their voices to the conversation by participating in the survey. More information and the short community survey are available online at: <https://www.goforwardnc.org/getinvolvedwake>

Thank you,

The Wake Transit Team



DRAFT FY 2024 WAKE TRANSIT WORK PLAN AVAILABLE FOR PUBLIC REVIEW AND COMMENT FROM FEBRUARY 20-MARCH 22, 2023

The Draft FY 2024 Wake Transit Work Plan is available for public review and comment jointly with the Recommended FY2025-2030 Wake Bus Plan from February 20th - March 22nd, 2023. View the plans, submit feedback, scroll the story map, review the handouts and other informational materials by visiting, goforwardnc.org/getinvolvedwake or by scanning the QR code.

THERE ARE SEVERAL WAYS TO SUBMIT QUESTIONS AND COMMENTS:

Email: publicengagement@gotriangle.org

U.S. Mail: GoTriangle, ATTN: Draft Work Plan & Wake Bus Plan, 4600 Emperor Blvd., Suite 100, Durham, NC 27703

Text: FY24 to 73224 (charges may apply)

Call: 855-925-2801 (toll-free) and enter code 4685 to leave a voicemail or 919-485-RIDE (7433)

Web: goforwardnc.org/getinvolvedwake



The FY 2024 Work Plan and updated Wake Bus Plan work together toward accomplishing the goal of the Wake Transit program, to improve and expand Wake County's transit network through continued investment in new and existing transit services and facilities that increase our ability to achieve the Four Big Moves:



**CONNECT
THE REGION**



**CONNECT ALL WAKE
COUNTY COMMUNITIES**



**CREATE FREQUENT,
RELIABLE URBAN MOBILITY**



**ENHANCE ACCESS
TO TRANSIT**

An annual Work Plan is developed for each upcoming fiscal year (July 1 to June 30). The Work Plan has two main parts.

1. The first part includes the projected FY2024 Wake Operating and Capital Budgets and details the specific projects proposed to receive funding throughout the year.
2. The second and larger part is the Appendix which outlines Wake Transit's multi-year investment strategy through FY2030.

The bus expansion projects included in both parts of the Work Plan were largely selected based upon the recommendations adopted in the FY18-27 Wake Bus Plan. This means that the recommendations available for review now for inclusion in the later adopted FY25-30 Wake Bus Plan will be incorporated into next year's FY25 Work Plan.

FY2024 Revenues and Expenditures

Wake Transit revenues come from a mixture of sources, the largest of which is a transit-dedicated, ½ cent sales tax. Other sources include portions of vehicle rental and registration taxes, local, federal, and state funds, reserved operating and capital fund balances, and projected fare box recovery. A total of \$242.8 million is projected to be available for Wake Transit investment in FY2024. \$120 million of which would come from sales tax collections.

The draft FY24 Work Plan allocates \$39 million to the Wake Operating Budget. \$31.9 million of that would be designated for the continuation of services that were funded in previous years. The remaining funds would be used to:

- Realign GoRaleigh Route 5 (Biltmore Hills) and add to the frequent network.
- Increase frequency and hours of service on GoTriangle Route 100 (Raleigh-Durham).
- Increase frequency and hours of service on GoTriangle Route 300 (Cary-Raleigh).
- Increase frequency and begin all-day service on GoTriangle Route 305 (Holly Springs-Apex-Raleigh)
- Increase Sunday service on select GoRaleigh and GoCary routes.
- Increase mid-day service on select GoCary routes.
- Support GoWake Access Rural, Elderly and Disabled services across the county.
- Continue Wake Transit Community Funding Area Program contributions to Apex Route 1, Morrisville's Smart Shuttle, and the Wake Forest Circulator.
- Allocate additional Community Funding Area Program funds to new projects selected through the FY2024 application process.

The draft FY24 Work Plan allocates \$203.8 million to the Wake Capital Budget. \$85.9 million of the total comes from a federal funding allocated for the Wake BRT: Southern Corridor project and \$19 million was allocated from the Wake Capital Fund balance. Capital funds will be used to support a variety of projects and purchases including:

- Construction phase of the new shared GoRaleigh Access and GoWake Access paratransit operations and maintenance facility
- Replacement of the current GoCary Operations Center.
- Wake County share for GoTriangle's expansion of the bus operations and maintenance facility.
- Design and construction of new bus stops and the improvement of amenities and access to existing bus stops serving GoRaleigh routes, GoCary routes and GoTriangle's Wake County routes.
- Improvements to GoTriangle's park-and-ride facilities.
- Phase II (Land acquisition, design and construction) of the new Regional Transit Center.
- Maintenance at GoRaleigh's transit facilities including bus stops, park-and-rides, stations and centers.
- Repowering buses as well as purchasing paratransit vehicles and buses and that are needed to support transit system expansion or to replace vehicles that have reached the end of their useful life.
- Technology upgrades and updates to support system-wide activities.

THANK YOU FOR HELPING TO SHAPE THE FUTURE OF PUBLIC TRANSPORTATION IN WAKE COUNTY.

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Frequently Asked Questions

Winter 2023

WAKE TRANSIT WORK PLAN

What is the Draft Work Plan?

As the next iteration of the annual Wake Transit Work Plan, the Draft FY 2024 Wake Transit Work Plan (Draft Work Plan) outlines the transit investments that will receive funding in the upcoming fiscal year, which begins July 1, 2023, and ends June 30, 2024. The Draft Work Plan balances the careful use of taxpayer dollars with thoughtful investment in transit. The document is a budget designed to improve the bus and transit network in Wake County and the Greater Triangle Region.

What is the mission of the Draft Work Plan?

The Draft FY 2024 Wake Transit Work Plan was developed to implement the most recent version of the Wake County Transit Plan, which was adopted by the CAMPO and GoTriangle governing boards in April 2021. The Plan is guided by the Four Big Moves: 1) Connect the Greater Triangle Region, 2) Connect all Wake County communities with fixed-route service, 3) Create frequent and reliable urban mobility, and 4) Enhance access to transit.

When is the public review and comment period?

The Draft FY 2024 Wake Transit Work Plan was released for public review and comment between February 20 and March 22, 2023. Input received will be carefully considered by the TPAC for incorporation into the Recommended FY 2024 Wake Transit Work Plan.

What is included in the Draft Work Plan?

The Work Plan has two main parts: 1) The projected FY 2024 Wake Operating and Capital Budgets, detailing the specific projects proposed to receive funding throughout the year. 2) The second and larger part is the Appendix which outlines Wake Transit's multi-year investment strategy through FY 2030.

Where does the Draft Work Plan receive its funding?

Wake Transit revenues come from a mixture of sources, the largest of which is a transit-dedicated, ½ cent sales tax. Other sources include portions of vehicle rental and registration taxes, local, federal, and state funds, reserved operating and capital fund balances, and projected fare box recovery.

How much is budgeted in the Draft Work Plan?

A total of \$242.8 million is projected to be available for Wake Transit investment in FY 2024. The Draft Work Plan allocates \$39 million to the Wake Operating Budget — \$31.9 million of that would be designated for the continuation of services that were funded in previous years. The Draft Work Plan allocates \$203.8 million to the Wake Capital Budget. A total of \$85.9 million comes from federal funding, which is allocated for the Wake BRT: Southern Corridor project.

How can I learn more and comment on the Draft Work Plan?

The GoForward Website: <https://www.goforwardnc.org/getinvolvedwake>

- Email: publicengagement@gotriangle.org
- U.S. Mail: GoTriangle, ATTN: Annual Work Plan & Wake Bus Plan, 4600 Emperor Blvd., Suite 100, Durham, NC 27703
- Text FY24 to 73224 (charges may apply)
- Call 855-925-2801 (toll-free) and enter code 4685 to leave a voicemail
- Call 919-485-RIDE (7433)

WAKE BUS PLAN

What is the Wake Bus Plan?

In 2016, voters in Wake County approved a tax package to invest \$2.3 billion in public transit services. This investment program is known as the Wake Transit Plan.

The Wake Bus Plan Update is part of the Wake Transit Plan. It is a year-by-year plan for how taxpayer money will be spent to improve bus services. The Wake Bus Plan includes investments in bus service and capital projects.

When was the first Wake Bus Plan prepared?

The first Wake Bus Plan was published in 2019.

Why is the Wake Bus Plan being updated?

The Wake Bus Plan is updated every four years. Updating the plan ensures the Wake Bus Plan adapts to changes in Wake County. It also gives the public and other stakeholders a chance to evaluate and re-prioritize how funds are spent and how transit services are changing.

What is the time period for the Wake Bus Plan?

The Bus Plan is a year-by-year implementation plan for projects that will be funded between 2024 and 2030. The plan is based on fiscal years, so the Bus Plan would begin on July 1, 2024.

While the Bus Plan identifies projects between Fiscal Years 2025 and 2030. There is more detail and information about projects scheduled for implementation between Fiscal Years 2025 and 2027 because there is more certainty in the shorter term. Detailed projects are described in Short Range Transit Plans that are prepared for each transit agency operating in Wake County (GoCary, GoRaleigh, GoTriangle and GoWakeAccess). The Short Range Transit Plans are included as appendices in the Wake Bus Plan.

Why does the plan start in 2024?

The Wake Bus Plan is developed according to a fiscal year calendar, that begins on July 1. The Wake Bus Plan includes projects scheduled for between July 1, 2024, and June 30, 2030.

Projects recommended for implementation in Fiscal Year 2024 (between July 1, 2023, and June 30, 2024) are included in the Wake Transit Plan Annual Work Program.

What are bus service projects?

Bus service projects are changes to bus routes. They can be new bus routes or changes to existing bus routes. For example, some bus routes will be lengthened, and some could be shortened. Others may operate for longer hours or with more frequent service.

Are any bus routes being eliminated in the Wake Bus Plan?

Sort of – in some cases, bus routes that are not carrying many people are replaced with different transit options. For example, one express route that provides service to Triangle Town Center with connections to downtown Raleigh is being changed to operate as on-demand service. Riders can still get to downtown Raleigh with one transfer.

What are bus capital projects?

Bus capital projects are investments in infrastructure that support bus service. It includes new transit centers, bus stops, and new buses.

Why is the Wake Bus Plan important?

The Wake Bus Plan is important because it shows the plan for investing tax dollars in transit services. It also shows you how transit service is being improved.

Was there public input into the Wake Bus Plan?

Yes! This is the second time we are asking members of the public what they think about the Wake Bus Plan. We held pop-up events and meetings in the Spring 2022 and talked to people about the types of bus service improvements they wanted to see. Information provided through this process helped us design bus services and prioritize projects.

How did you decide which projects would get implemented first?

The Bus Plan is designed to implement the Wake Transit Plan, which sets four main goals or Four Big Moves that guide implementation:

- **Connect Regionally:** Create cross-county connections by developing a combination of regional rail and bus investments. The investment plan reflects a Durham-Wake commuter rail project as well as a series of regional express routes.
- **Connect All Wake County Communities:** Connect all 12 municipalities in Wake County plus the Research Triangle Park (RTP) and Raleigh-Durham International Airport (RDU). This investment will include a combination of regional and express bus routes.
- **Frequent, Reliable Urban Mobility:** Develop a frequent transit network in Wake County's urban core. The frequent transit network will include development of bus rapid transit services, plus high frequency bus services along major corridors in the County's most developed communities.
- **Enhanced Access to Transit:** Includes expanding transit operating hours, such as providing more service on weekend days or increasing services on weeknights. Enhancing access to transit also increases the frequency of service on many routes and develops demand-response services in lower density areas.

We also used a combination of data and feedback from riders to prioritize which projects would be implemented first. The data included information about existing ridership on the bus routes – improvements to bus routes that carry a lot of riders will be implemented first. We also looked at

how we can improve service for the greatest number of people and historically disadvantaged communities.

Is it too late for me to tell you what I think?

It is not too late! We would love to know what you think. Please fill out a survey or comment card and let us know what you like and what you don't like as much.

Draft FY 2024 Wake Transit Work Plan &
Recommended FY 2025-2030 Wake Bus Plan
Public Comment Period, February 20 – March 22, 2023
Social Media: Facebook/Instagram, Twitter

Facebook/Instagram (FB posts geotargeted to reach minority audiences)

Option 1

We want to hear from you! GoTriangle is in the process of updating the Wake Bus Plan and developing the annual Wake Transit Work Plan. The plans improve bus service and transit opportunities in Wake County and the Triangle region. Learn more about proposed changes through 2030.

STORYMAP URL

Make sure to take the [online survey](https://www.goforwardnc.org/getinvolvedwake) to let us know what you think! Learn more and comment: <https://www.goforwardnc.org/getinvolvedwake>

Option 2

Two transit plans need your voice! 1) The Draft FY 2024 Wake Transit Work Plan. 2) The Recommended FY 2025 - 2030 Wake Bus Plan Update. Together, the Annual Work Plan and Wake Bus Plan are improving transit connections and expanding opportunities, while also helping blend the community's collective voice into the process. Please review the plans and submit your feedback by the deadline on March 22, 2023.

STORYMAP URL

Make sure to take the [online survey](https://www.goforwardnc.org/getinvolvedwake) to let us know what you think! Learn more and comment: <https://www.goforwardnc.org/getinvolvedwake>

Option 3

The Wake Bus Plan and the Annual Work Plan need your feedback! Be a transit influencer by reading and commenting on both plans during their combined public review and input period through March 22, 2023. The process to update the Wake Bus Plan occurs every four years. It must identify, define, and prioritize transit investments in alignment with funding available through Wake Transit and delivered through the Annual Work Plan.

STORYMAP URL

Make sure to take the [online survey](https://www.goforwardnc.org/getinvolvedwake) to let us know what you think! Learn more and comment: <https://www.goforwardnc.org/getinvolvedwake>

Option 4

Let your voice be heard on the Wake Bus Plan and the Wake Transit Work Plan through March 22, 2023. Comments and survey results will be used to finalize the extended set of recommendations presented for adoption later this spring for the FY 2024 Wake Transit Work Plan, and later this summer for the FY 2025-30 Wake Bus Plan Update.

Make sure to take the [online survey](https://www.goforwardnc.org/getinvolvedwake) to let us know what you think! Learn more and comment: <https://www.goforwardnc.org/getinvolvedwake>

Option 5

Be a transit influencer by reading and telling us what you think about the Wake Bus Plan and the Annual Work Plan! We need your input on both plans through just one short survey. Public comments improve planning and are accepted through March 22, 2023.

STORYMAP URL

Please complete the [online survey](https://www.goforwardnc.org/getinvolvedwake) to let us know what you think! Learn more and comment: <https://www.goforwardnc.org/getinvolvedwake>

Option 6

A total of \$242.8 million is budgeted in the Draft FY 2024 Wake Transit Work Plan. Of that total, \$39 million is allocated to the operating budget and \$203.8 million to the capital budget. Public comments improve planning and are accepted through March 22, 2023.

STORYMAP URL

Make sure to take the [online survey](https://www.goforwardnc.org/getinvolvedwake) to let us know what you think! Learn more and comment: <https://www.goforwardnc.org/getinvolvedwake>

Option 7

We want to hear from you! Learn about proposed bus service changes in Wake County - increased frequency, increased hours of operation, and new routes. Public comments are important to the process! Learn more and comment:

<https://www.goforwardnc.org/getinvolvedwake>

Option 8

Be a transit influencer! Read up and tell us what you think about the Wake Bus Plan and the Annual Work Plan! We need your input on both through just one short survey. Public comments improve planning and are accepted through March 22, 2023. Please complete the [online survey](https://www.goforwardnc.org/getinvolvedwake) to let us know what you think! Learn more and comment: <https://www.goforwardnc.org/getinvolvedwake>

Option 9

March 22 is the last day to comment! GoTriangle is in the process of updating the Wake Bus Plan and developing the annual Wake Transit Work Plan. The plans improve bus service and transit opportunities in Wake County and the Triangle region. Learn more about proposed changes through 2030. Make sure to take the [online survey](https://www.goforwardnc.org/getinvolvedwake) to let us know what you think! Learn more and comment: <https://www.goforwardnc.org/getinvolvedwake>

Twitter

Option 1

Let your voice be heard on bus and other transit system improvements through 2030! Public comments improve planning and are accepted through March 22, 2023. More information and a short community survey are available online at: <https://www.goforwardnc.org/getinvolvedwake> #WakeTransit #GoForward #WakeBus

Option 2

Now is the time to review the Wake Bus Plan and the Annual Work Plan and let us know what you think! Public comments improve planning and are accepted through March 22, 2023. More information and a short community survey are available online at: <https://www.goforwardnc.org/getinvolvedwake> #WakeTransit #GoForward #WakeBus

Option 3

Two transit plans are open for public comment: 1) The Draft FY 2024 Wake Transit Work Plan; and, 2) The Recommended FY 2025 - 2030 Wake Bus Plan Update. Public comments improve planning and are accepted through March 22, 2023 at: <https://www.goforwardnc.org/getinvolvedwake> #WakeTransit #GoForward #WakeBus

Option 4

Be a transit influencer by reading and telling us what you think about the Wake Bus Plan and the Annual Work Plan! We need your input on both plans. Public comments improve planning and are accepted through March 22, 2023 at: <https://www.goforwardnc.org/getinvolvedwake> #WakeTransit #GoForward #WakeBus

Option 5

Two transit plans need your voice! 1) The Draft FY 2024 Wake Transit Work Plan. 2) The Recommended FY 2025 - 2030 Wake Bus Plan Update. Together, they are improving transit connections and expanding opportunities. Learn more and comment: <https://www.goforwardnc.org/getinvolvedwake> #WakeTransit #GoForward #WakeBus

Option 6

A total of \$242.8 million is budgeted in the Draft FY 2024 Wake Transit Work Plan. Of that total, \$39 million is allocated to the operating budget and \$203.8 million to the capital budget. Public comments improve planning and are accepted through March 22, 2023. Learn more and comment: <https://www.goforwardnc.org/getinvolvedwake>

Option 7 (Bus Plan specific)

We want to hear from you! Learn about proposed bus service changes in Wake County. Public comments are important to the process! Learn more and comment:

<https://www.goforwardnc.org/getinvolvedwake>

Option 8

Be a transit influencer! We need your input on the Wake Bus Plan and the Annual Work Plan through just one short survey. Learn more and comment: <https://www.goforwardnc.org/getinvolvedwake>

Option 9

March 22 is the last day of the public comment period for bus and other transit system improvements through 2030! Please submit your comments now. More information and a short community survey are available online at: <https://www.goforwardnc.org/getinvolvedwake>
#WakeTransit #GoForward #WakeBus

Event Preview Posts

Facebook/Instagram

Want to learn more about how we're improving bus and transit service throughout Wake County and the Triangle? Stop by our booth at one of these pop-up events: (Note event details to be inserted)

You'll have the chance to learn more, ask questions, and provide your feedback.

Can't make it out? [Learn more and take the survey](#)

Make sure to take the online survey to let us know what you think!

Twitter

Want to learn more about how we're improving bus and transit service throughout Wake County and the Triangle? Stop by our table at the **LOCATION** on **DATE** from **TIME**. Can't make it? [Learn more](#)

Your feedback is important to this process!

Zip	Which system do you ride or would you ride?	Please list routes or a description of the area you ride	Do you agree with the proposed bus service improvements for 2025-2030?	Do you agree with the proposed timeline of bus service improvements?	Will the proposed changes make it easier for you to use transit?	Additional Comments
27529	GoRaleigh; GoTriangle; GoDurham		Strongly Agree	Strongly Agree	Agree	
27518	GoTriangle; GoCary; GoApex	305	Strongly Agree	Strongly Agree	Strongly Agree	Please continue to fund these important investments in the future of Wake County and the Greater Triangle Region. Thank you!
27513	GoRaleigh; GoTriangle; GoCary; GoDurham					
27606	GoRaleigh; NCSU	Buck Jones and Western Boulevard	Agree	Disagree	Agree	The sooner, the better!
27609	GoRaleigh; GoTriangle	GoRaleigh 23L, 8, 4, 2	Agree	Agree	Agree	Many routes are still proposed as 30+ minutes when it would be helpful if they were more often and less capacity
27603	GoRaleigh	Garner and South Raleigh	Agree	Undecided	Agree	
27560	GoCary; GoTriangle		Agree	Agree	Agree	
27609	GoRaleigh; GoTriangle	Midtown to Downtown				
27607	None		Disagree	Disagree	Strongly Disagree	
27523	GoCary; GoRaleigh; GoWake ACCESS; GoTriangle		Strongly Agree	Agree	Strongly Agree	Please avoid dedicated lane BRT. The dedicated lanes work well with very high frequency bus routes. Here the proposed frequency is 15 minutes, during day time. 4-8 buses per hour. That is wasted space and not enough ROI. Instead, let's work with the high speed rail.
27502	GoApex	Apex area	Agree	Agree	Undecided	We love the Apex Go shuttle and would love to get familiar with services to Cary and Raleigh, since we support public transit improvements
27607	None		Strongly Disagree	Disagree	Strongly Disagree	I would take the bus or train to PNC / Airport / Dean Dome / Downtown Durham. Every bus I see only has @ 5 people on it and is a waste of money. More people rode the R- Line bring that back.
27705	GoDurham		Strongly Agree	Strongly Agree	Strongly Agree	
26514	GoRaleigh	wake forest	Agree	Disagree	Undecided	I want to see wake forest prioritized higher. Need better connections between Raleigh and wake forest
27591	GoRaleigh	Knightdale Rout 33, I live in Wendell, they need a bus for us!	Agree	Strongly Agree	Agree	I want a route for my area in Wendell, I live on Wendell Falls Parkway, we need bus service.
27529	GoTriangle; GoWake ACCESS; GoRaleigh		Undecided			
27601	GoRaleigh; GoTriangle	100, 700, DRX	Undecided	Agree	Undecided	
27603	None		Agree	Agree	Undecided	While I cu I previously on occasion used the red line. I would agin should it restart. I anticipate using other bus lines as I age
27519	GoRaleigh; GoCary; GoTriangle	Southeast Raleigh, Downtown	Agree	Undecided	Strongly Agree	The plans here are ambitious and a great idea, but the buses recently have been inconsistent and unreliable. Increasing hours of service and decreasing time between buses is great, but only if the buses actually show up. The transloc app hasn't worked for weeks now. Sometimes the buses never show up or an hourly bus leaves early and you're completely stranded. You need to solve these problems before an expansion can be successful.
27707	GoTriangle; NCSU	DRX, 100, 700				
27707	GoTriangle; GoDurham	Go triangle 405 and 800, go durham 5 and 12				
27312	GoRaleigh; GoCary; GoTriangle; GoDurham		Agree	Agree	Agree	
27610	GoRaleigh; GoTriangle	7, 8, 11, 100	Agree	Disagree	Disagree	increase frequency and comfort on existing routes, add sidewalks and bike lanes to existing stations. The elimination of the CRX park-and-ride from Eubanks road effectively ends commuter options for the west side of the Triangle! This plan appears to move the GoTriangle route to south Durham, meaning that Orange County will have ONE (!!!) GoTriangle bus line (#800). That is really quite a sad reflection of how this plan ignores one of the Triangle's three main counties. Please reinstate the CRX line and Eubanks Road Park-and-Ride as soon as possible, and remove the proposed changes from this 2025 plan!
27510	GoTriangle; NCSU	CRX	Strongly Disagree	Undecided	Strongly Disagree	
27511	None		Undecided	Undecided	Undecided	n/a
40517	GoTriangle; GoRaleigh; GoCary; GoDurham		Agree	Undecided	Disagree	
53703	GoCary	300	Agree	Disagree	Disagree	The routes to the airport need improvement and more availability yesterday.
27604	GoRaleigh; GoTriangle	Downtown Raleigh buses				
27610	None		Strongly Agree	Agree	Strongly Agree	
27596	GoRaleigh; GoTriangle		Agree	Agree	Agree	
27596	GoRaleigh	Wake Forest to North Raleigh Atlantic Ave	Undecided	Disagree	Strongly Disagree	
27603	GoRaleigh; GoTriangle		Undecided			
27606	GoRaleigh; GoTriangle; GoCary					
27608	GoCary; GoTriangle	n/a; route 300 ,GoTriangle's Route 100; route 300 Cary	Strongly Agree	Agree	Undecided	
27603	GoRaleigh; GoTriangle	S Saunders - Downtown	Strongly Agree	Agree	Agree	
27513	GoCary; GoTriangle; GoRaleigh; GoApex	go cary door to door west cary	Strongly Agree	Agree	Agree	west cary really needs bus routes and stops
27518	GoCary; GoRaleigh					
27713	GoCary; GoTriangle	#4 GoCary High House Road and #300 GoTriangle Cary/Raleigh	Strongly Agree	Agree	Undecided	
27703	GoTriangle; GoDurham	RTP, Brier Creek, to either DTR or DTD.	Agree	Agree	Undecided	
27591	GoRaleigh	Wendell and Eastern Wake				
27526	GoRaleigh; GoCary; GoTriangle; NCSU	Fuquay Varina ,downtown Raleigh, airport				
28079	GoTriangle	Garner				
27707	GoTriangle	raleigh, wilson, goldsboro nc	Strongly Agree	Agree	Agree	
27597	None					
27511	None					
27713	GoRaleigh; GoTriangle	None usually, but could use routes that provide access from Garner to downtown Raleigh	Agree	Agree	Undecided	Hopefully Garner will obtain some new/extended services. I know several residents that would be very glad for that.
27526	GoRaleigh; GoTriangle	FRX, 100	Strongly Agree	Agree	Agree	More stops for the FRX between Wake Tech and Fuquay downtown; consider reinstating the Food Lion stop at the corner of Hilltop Needmore and US 401.
27608	GoRaleigh; NCSU	I mostly take GoRaleigh 4, 12 and 16 and sometimes whichever Woffline bus that goes up and down Hillsborough street.	Strongly Agree	Agree	Agree	
27616	GoRaleigh; GoTriangle; NCSU; GoWake ACCESS	Routes connecting the North Raleigh area (near Louisburg) to NCSU (Pullen Rd)	Strongly Agree	Strongly Agree	Agree	
27529	None		Undecided	Undecided	Undecided	

27607	GoRaleigh		Strongly Agree	Agree	Undecided	
08611	GoRaleigh; GoTriangle; GoDurham		Agree	Strongly Agree	Agree	
27526	GoRaleigh; GoTriangle; GoCary	FRX, 100, 300	Strongly Agree	Undecided	Agree	
27701	GoTriangle; GoRaleigh; GoDurham		Strongly Agree	Strongly Agree	Agree	Purchase electric buses
						the unincorporated area between Garner and Fuquay 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 travel into the city for a lunch meeting, I have to drive. If I wanted to travel into downtown in the evening to enjoy dinner and entertainment, I must drive myself. I cannot enjoy a drink with friends without being irresponsible, or coughing up a massive Uber/Lyft fee.
						Future BRT avoids this area, turning down US70 rather than continue down 401. Future Commuter Rail avoids this area, not even considering service on 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,
27603	GoRaleigh; GoTriangle; None		Undecided	Disagree	Disagree	Really looking forward to the commuter rail personally
27613	GoRaleigh; GoTriangle	West Raleigh through RTP (ie PNC Arena / Blue Ridge Area through Davis Drive / Boxyard RTP area)	Agree	Agree	Undecided	
27607	GoRaleigh; GoTriangle	GoRaleigh 4 and 27, GoTriangle DRX	Disagree	Agree	Disagree	
27501	GoRaleigh; GoTriangle; GoCary	Fuquay Varina, Weston Parkway	Agree	Agree	Agree	
	GoApex; GoCary; GoRaleigh; GoTriangle;					
27523	GoDurham	I'm between 55 and 64				
27527	GoTriangle		Strongly Agree	Strongly Agree	Strongly Agree	
						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 Raleigh 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 is to be a viable mode of transport for the area, we need 15-minute headways and decent (and two-way!) cross-town connections.
27609	GoRaleigh; GoTriangle; GoCary; GoDurham	GoRaleigh 2, 24L, 6; GoTriangle DRX	Disagree	Disagree	Undecided	
27606	GoRaleigh; GoTriangle; NCSU	GoRaleigh 12, Wolfline 52				
						I live in an unincorporated area of Wake 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.
27615	None		Strongly Disagree	Strongly Disagree	Strongly Disagree	
22560	GoRaleigh	Lynn	Agree	Agree	Strongly Agree	
27604	GoRaleigh	1	Agree	Undecided	Disagree	
27604	GoTriangle		Undecided	Agree	Agree	
						There should be express routes 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.
27540	GoTriangle	Holly Springs to RDU Airport and back	Disagree	Disagree	Disagree	
						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.
27513	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.	Strongly Agree	Strongly Agree	Agree	
27697	GoRaleigh	Downtown to Glenwood				
27609	GoTriangle	CRX	Strongly Agree	Agree	Agree	
						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
27601	GoRaleigh; GoTriangle; GoWake ACCESS; GoCary; GoDurham; GoApex	40X, 1, 25L, 11, 100, 300, WRX, CRX, DRX, 310, Morrisville Smart Shuttle	Agree	Agree	Agree	
27502	GoApex	Apex	Strongly Agree	Strongly Agree	Strongly Agree	
27513	GoTriangle; GoCary; GoApex; GoDurham;	GoTriangle: 300, 310, 800, and formerly 311 when it was running. GoCary: 4 & 5	Disagree	Disagree	Disagree	
27713	GoRaleigh; GoTriangle	TTA: CRX, 100, 800, RalGo: 4,	Undecided	Disagree	Undecided	
27520	GoTriangle; GoDurham	11b, 6, 2, 400, 405, 100, 105	Undecided	Undecided	Disagree	
	GoRaleigh; GoTriangle; GoCary; GoApex;					Buses connecting Cary to Raleigh and Durham
27513	GoDurham		Strongly Agree	Agree	Agree	
	GoRaleigh; GoTriangle; GoWake ACCESS;					
27591	GoDurham		Agree	Agree	Agree	
27603	GoRaleigh; GoTriangle; NCSU	Go Raleigh 11, NCSU 20,40,41,52	Agree	Disagree	Undecided	Needs Trains
						Raleigh is in a unique position as one of the fastest growing municipalities in the country. The quicker we can modernize our public transit infrastructure to fit this additional headcount, the better off we will be in the long run. I commute into the city on Capital Boulevard and it's an experience I dread every single time even after living here for years. I think we can alleviate the congestion by offering a denser, faster, cleaner alternative to driving and I'm excited to see it implemented in my community.
27604	GoTriangle	15L trawick	Strongly Agree	Strongly Agree	Strongly Agree	
27606	GoRaleigh; GoTriangle; NCSU; GoCary					
27609	GoRaleigh	North Raleigh	Undecided	Undecided	Agree	

						Too bus-centric. Buses get stuck in traffic, provide an inherently unreliable service that pushes people away from transit, emit foul smelling diesel fumes, and cost more to operate than trams (light rail). Bus routes are also less visible than rail-based routes which lowers public awareness of bus route options relative to rail, and the investment in rail-based transit infrastructure (such as trams) boosts confidence that service won't be cut at the whim of future political considerations. This confidence is key in a person's decision to utilize transit instead of driving because no one wants their life disrupted by a sudden drop in service. You have the money to start implementing more reasonable modes of transit and you should be doing that
27603	GoRaleigh; NCSU	Trailwood, NCSU, Downtown	Agree	Agree	Disagree	
27703	NCSU		Agree			I did not see anything about route 20 garner
27529	GoRaleigh	20	Agree	Agree	Agree	
27608	GoRaleigh	8, 6, 16, 2	Strongly Agree	Strongly Agree	Strongly Agree	
27705	GoTriangle; GoDurham	North Durham to connect to downtown and surrounding areas, and beyond	Undecided	Undecided	Undecided	Make it happen.
27608	None		Strongly Disagree	Undecided	Disagree	sounds like you could buy a car for each rider for the same money
27612	GoRaleigh; GoTriangle; GoDurham	North Raleigh	Agree	Undecided	Agree	
27587	GoRaleigh; GoWake ACCESS		Undecided	Agree	Agree	
27560	GoTriangle	800, 805	Strongly Agree	Agree	Strongly Agree	
						Would love additional service to be provided to Volant Dr (North Ridge Villas). I would ride the bus to work if it didn't take an hour or more to get to downtown Raleigh on the bus from our neighborhood.
27609	GoRaleigh	25L, 1; 25L, 1, 2	Agree	Agree	Undecided	
						Part of the reason that the #4 performance got better was because the route was shortened. An expanded route is going to make it late all the time again. The "100K" sounds cool but isn't described well, so I'm not sure I trust it.
27603	GoRaleigh; GoTriangle; NCSU	4, 8, 16, 100, 300, 700, 800,	Agree	Agree	Agree	
	GoRaleigh; GoTriangle; NCSU; GoCary; GoDurham; GoApex	Mostly all routes in Raleigh and Cary; All the L bus in Raleigh hours should be extended.	Strongly Agree	Disagree	Strongly Agree	I don't have any additional comments.
33433	GoTriangle	Clayton to Garner to Raleigh Crabtree Valley Mall area	Agree	Undecided	Undecided	more direct routes
						The BRT effort is on target and a wise investment. There is very little in plan to address the lack of ridership. There is almost nothing in plan to integrate ride sharing to supplement or replace fixed routes. Commuter rail isn't a viable solution, no more should be spent on it. Routes 26 and 27 should be discontinued and replaced with on demand services.
27607	None		Strongly Disagree	Strongly Disagree	Strongly Disagree	
27511	None		Disagree	Strongly Disagree	Strongly Disagree	
28202	GoCary	#300 Raleigh to Cary	Agree	Undecided	Agree	
23838	GoRaleigh; GoTriangle	Routes 1 and 24	Agree	Agree	Undecided	
76230	GoCary; GoTriangle; GoDurham; GoRaleigh	Morrisville to Downtown Durham and/or Raleigh	Strongly Agree	Agree	Agree	
27511	GoCary; GoTriangle	Cary to Raleigh and to the cary train station	Agree	Undecided	Disagree	
27519	GoCary; GoTriangle	Cary to RDU, Raleigh, or Durham	Agree	Undecided	Undecided	
27502	GoApex; GoTriangle; GoCary	Apex route 1	Undecided	Agree	Undecided	
27705	GoRaleigh; GoDurham		Strongly Agree	Strongly Agree	Strongly Agree	
27705	GoDurham; GoTriangle					
						first restore GoRaleigh routes to the frequencies shown on the current map. (2) In the Route-Performance document, three Local Routes are identified as "candidates for additional investment (Routes 11, 21 and 22)" because, "[t]hese routes consistently met or exceeded the Local Route Standard." In my review of the data, I don't understand this characterization of Route 22. More importantly, though, I would like to see the plan test the hypothesis that Local Routes meeting standards are the best candidates for investment by comparing a change in the performance metrics after investing in one of these routes with a contemporaneous and similar investment on a local route that is not quite meeting expectations. (3) At page 45 of the Route-Performance document, there is consideration of planning transit "through an equity lens ..." I definitely favor incorporating the criteria described, but I "strongly" agree that the equity metric should focus on how well the identified populations are being served NOT by an individual route, but
27608	GoRaleigh; GoTriangle; NCSU; GoDurham	(In descending frequency) Routes: GoRaleigh 12, 8, 2, 4, 16, GoTriangle 100, GoTriangle RDU, GoRaleigh 1, 11, Wolfline (NCSU)	Strongly Agree	Strongly Agree	Agree	
	GoTriangle	Fuquay to Clayton to north hills to Cary/apex to RDU	Agree	Undecided	Agree	
27513	GoCary; GoTriangle; GoDurham; GoRaleigh	300, 310, 7 Cary				
27513	None		Undecided			
27606	GoRaleigh; GoTriangle; NCSU	Avent Ferry/Gorman St, Into Downtown	Agree	Agree	Strongly Agree	
27545	GoRaleigh; GoTriangle; GoDurham; NCSU		Agree	Strongly Agree	Agree	
27615	GoRaleigh; GoTriangle	Go Raleigh :8,2,24L,18,, Go Triangle : 100				
27615	GoRaleigh; GoWake ACCESS; GoDurham		Agree	Strongly Agree	Strongly Agree	
27707	None		Agree	Strongly Agree	Strongly Disagree	
27697	GoRaleigh; GoCary; GoTriangle; GoDurham	Go Triangle 100, Go Raleigh 36, Go Cary S, Go Durham 2	Agree	Agree	Undecided	
27603	None		Strongly Agree	Strongly Agree	Strongly Agree	
27519	GoCary		Agree	Agree	Undecided	
27604	GoRaleigh		Strongly Agree	Strongly Agree	Strongly Agree	
27529	GoRaleigh; GoTriangle	N/A	Agree	Agree	Undecided	
27511	GoCary					
27697	None		Strongly Agree	Strongly Agree	Strongly Agree	

						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. 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 they'd probably be used more often.
27599	GoTriangle; GoRaleigh	Raleigh-Chapel Hill Express	Disagree	Agree	Strongly Disagree	
75007	GoRaleigh; GoTriangle	East new Bern area, Knightdale area	Strongly Agree	Agree	Undecided	
27519	GoCary	I would love to have the bus available to other parts of Cary or even Raleigh.				
27603	GoTriangle	Raleigh to Durham	Undecided	Agree	Agree	
27604	GoTriangle	DRX which is suspended	Undecided	Undecided	Undecided	
28203	GoApex					
27616	None		Agree	Agree		No accessible bus transit on Capital Blvd. north of 540 needs to be addressed, including accessibility infrastructure such as pedestrian over passes, bus stop set asides, etc.
28208	GoApex; GoTriangle; GoCary; GoRaleigh; GoWake ACCESS	None	Strongly Agree	Undecided	Agree	
27529	GoTriangle; GoRaleigh; GoCary	I would like to ride between Garner and other locations in the Triangle (ex. downtown Cary, downtown Raleigh, downtown Durham)	Agree	Agree	Undecided	
27529	GoRaleigh; GoTriangle		Strongly Agree	Strongly Agree	Strongly Agree	
27519	GoRaleigh	#8, 23L, 6, 27, 36	Undecided	Undecided	Disagree	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 area/Baseball.
27610	None					
27526	GoTriangle; GoWake ACCESS; GoApex	Holly springs	Undecided	Agree	Agree	
27529	None					
27613	GoRaleigh					
27523	GoApex; GoCary; GoRaleigh; GoTriangle	GoApex 1				
27513	GoCary		Agree	Agree	Agree	
27519	GoCary	Cary Pkwy&Hay 64/1 to downtown Cary	Undecided	Undecided	Agree	
27606	GoRaleigh; GoTriangle; NCSU	I ride the NCSU Woffline routes 20, 30, 40, 41, and 43.	Strongly Agree	Disagree	Agree	
27502	GoCary; GoTriangle; GoRaleigh		Strongly Agree	Agree	Agree	Frequent service is critical to successful transit. And parking needs to be more expensive or unavailable. We need to plan for people, not cars
27613	GoRaleigh					
27607	GoRaleigh; GoTriangle; NCSU					
27603	GoRaleigh; GoTriangle; GoCary; GoDurham		Strongly Agree	Strongly Agree	Strongly Agree	
27602	GoRaleigh; GoTriangle	GoRaleigh: Route 8, 4, 16, 6, & 2 GoTriangle: 100	Undecided	Strongly Agree	Disagree	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 limiting...its great the 8 is going 15 minute service but it is totally changing who both routes are serving closer to downtown.
27613	GoRaleigh		Undecided	Undecided	Undecided	
27610	GoRaleigh; GoTriangle	18 and 19	Strongly Agree	Strongly Agree	Strongly Agree	I like the plan a lot, but hope it actually happens and is a reliable service.
27703	GoDurham	I40e	Undecided	Undecided	Strongly Agree	
27603	GoRaleigh; GoTriangle	GoT Route 300, GoR Route 10, GoR Route 3, GoR Route 1	Agree	Agree	Strongly Agree	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 with kids / things in tow for this transfer as well.
27511	GoCary		Agree	Undecided	Undecided	I'd also like to see more connections to Raleigh Union Station, especially from the east side of town.
27605	GoRaleigh; GoTriangle; NCSU	6, 12, 11, Woffline Routes. I ride from my residence near Fred Fletcher Park to Downtown and to my office on NCSU's campus.	Strongly Disagree			
27526	GoRaleigh; GoTriangle; GoCary; GoDurham; GoApex	Fuquay-Varina	Strongly Agree	Agree	Strongly Agree	
27610	GoRaleigh		Strongly Agree	Agree	Undecided	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.
27545	GoTriangle	DRX	Strongly Disagree	Disagree	Strongly Disagree	There is no mention of DRX bus route in your plans. What happened to the bus route for Raleigh to VA, Duke University employees?
	GoRaleigh	FRX, 401X, 7	Strongly Agree	Strongly Agree	Strongly Agree	Thank you for continued improvements!
27591	GoRaleigh; GoTriangle	WZX, Wendell	Agree	Disagree	Strongly Agree	Need to have the Wendell Zebulon Express service Wendell Falls ASAP
27591	GoRaleigh	Wendell to Raleigh	Agree	Agree	Strongly Agree	Bus service is needed from Wendell Falls to Raleigh for commuters
27540	GoTriangle	Riding from Durham into Cary/Raleigh area, sometimes route 305 from work to Cary/Raleigh	Strongly Agree	Agree	Undecided	
	GoTriangle; GoDurham; GoRaleigh; GoCary	2,5,12,100,310,700,805	Agree	Agree	Undecided	
27278	GoRaleigh; GoTriangle; GoDurham; GoCary; GoApex; GoWake ACCESS; NCSU	400, ODX, 8	Strongly Agree	Strongly Agree	Strongly Agree	I will sell my car as soon as I can go to work and grocery stores using public transportation. So, the sooner this is implemented the better!
27560	None		Disagree	Strongly Disagree	Undecided	
27601	GoRaleigh; GoTriangle; GoCary	Go Raleigh 4, 8; Go Triangle 300, 305; Go Cary 5, 7	Agree	Agree	Agree	
28027	GoCary; GoTriangle	Cary to RTP	Strongly Agree	Strongly Agree	Agree	
27697	None		Agree	Undecided	Undecided	
27608	GoRaleigh	1,2,14	Strongly Agree			

						<p>The Draft Work Plan appears to be focused on improving and expanding transit services, which can be beneficial for the community.</p> <p>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.</p> <p>The plan includes specific projects, such as the implementation of a new route operated by GoRaleigh and improvements to existing routes.</p> <p>The plan includes an expansion of services for rural and elderly and disabled individuals through GoWakeAccess.</p> <p>Weaknesses:</p> <p>It is unclear if the projected revenues will be enough to fund all the proposed projects.</p> <p>There is no mention of any efforts to address environmental concerns, such as reducing emissions from transit vehicles.</p> <p>It is possible that some communities or</p>
27560	GoCary; GoTriangle	700	Strongly Agree	Strongly Agree	Strongly Agree	
27513	GoCary					
27545	None	None	Strongly Disagree	Strongly Disagree	Undecided	
27545	GoWake ACCESS	Wendell	Agree	Agree	Agree	
27610	GoRaleigh	St marys street				
	GoTriangle; GoRaleigh; GoCary; GoDurham; GoApex; NCSU					
27616		100, 300, 305, GoRaleigh 1, GoCary 4	Strongly Agree	Strongly Agree	Agree	
						We should be spending this money on light rail transportation. Bus transportation is outdated and does nothing to attract new businesses. Light rail will make our area more appealing as a big city.
27610	None		Disagree	Disagree	Disagree	
27513	GoRaleigh; GoCary; GoTriangle	300, 310	Strongly Agree	Agree	Strongly Agree	
27526	GoRaleigh; GoTriangle	FRX	Strongly Agree	Agree	Agree	
30071	GoRaleigh; GoCary; GoTriangle; NCSU	10 16 6 100 300 60	Strongly Agree	Strongly Agree	Strongly Agree	
27529	GoRaleigh; GoTriangle	Route21				
27526	GoTriangle	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. Opposite of where public transit options are needed most.
27284	GoTriangle	Fuquay Varina	Disagree	Disagree	Strongly Disagree	I would like to see more consideration for bike riders.
27540	GoWake ACCESS; NCSU	NC State	Undecided	Agree	Disagree	
27592	GoTriangle; GoRaleigh	None at this time	Undecided	Agree	Agree	I've never ridden a bus in Wake County so I'm coming to this trying to decide if it is a possibility for me.
27612	GoRaleigh	From Crabtree Valley to downtown	Strongly Agree	Undecided	Strongly Agree	
27526	GoRaleigh; GoTriangle; GoCary	Fuquay Varina , Holly Springs				
27529	None		Undecided	Agree	Undecided	
27502	GoApex; GoRaleigh	From Apex to Raleigh	Strongly Agree	Undecided	Undecided	
28206	None		Strongly Disagree	Strongly Disagree	Undecided	
			Strongly Agree			
27526	None					
27513	GoCary; GoDurham	Cary to Durham or Cary to RDU	Strongly Agree	Strongly Agree	Undecided	I'm looking forward to the BRT projects
27571	GoRaleigh	401	Agree	Agree	Undecided	
27703	GoRaleigh; GoTriangle; GoDurham	GoTriangle 400, 700 and GoDurham 6	Strongly Agree	Strongly Agree	Strongly Agree	
28323						
27609	GoTriangle		Undecided	Agree	Undecided	
		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.				
27603	GoRaleigh; GoCary; GoTriangle; GoDurham; NCSU		Strongly Agree	Agree	Strongly Agree	
	GoRaleigh; GoTriangle; GoCary; GoDurham; NCSU	goraleigh 4, r-line (r.i.p), 100, drx, 300, gocary 5	Strongly Agree	Strongly Agree	Strongly Agree	Please bring back the R-Line if possible
						I live in Johnston County but work in Wake County (Wendell). I see how Wendell is growing and how locations such as the grocery store, library, and food locations are scattered (Wendell Falls, downtown Wendell, and Wendell Blvd). I would like to know why Wendell's 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 itself. A bus that goes to Wendell Falls, to Wendell Blvd, to downtown Wendell, and the new Wake Tech campus (along with access to Knightdale, Zebulon and Raleigh) would be ideal and would help the people of Wendell greatly.
27576	None		Undecided	Agree	Disagree	
27591	GoRaleigh; NCSU		Agree	Agree	Agree	
						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.
27513	None		Strongly Disagree	Strongly Disagree	Strongly Disagree	
27511	GoRaleigh; GoCary; NCSU					
95054	None		Strongly Agree	Strongly Agree	Strongly Agree	.; Yes
27616	GoTriangle; GoRaleigh					

						I would like to see the go access service be available to community based support groups like 12 step groups and AA. There is a high number of wake county residents who attend these meetings (or would like to) but don't have access to reliable transportation. 12 step and community based peer led recovery groups have been supported by evidence based studies to show a significant impact on the recovery from SUD and other related illnesses.
27587	GoRaleigh; GoWake ACCESS	Go access	Strongly Agree	Strongly Agree	Strongly Agree	
27599	GoTriangle	CRX when in operation	Agree	Agree	Agree	
27562	GoTriangle	305	Undecided	Undecided	Undecided	
27606	GoTriangle	300	Agree	Agree	Agree	
27615	GoRaleigh; GoTriangle	Unsure! Hard to locate and schedule!	Agree	Agree	Agree	
27518	GoTriangle	South point or cary	Strongly Agree	Strongly Agree	Strongly Agree	
27609	GoWake ACCESS; GoRaleigh; GoTriangle	willow spring/southern Wake/central Wake	Agree	Agree	Disagree	the transit system will need to grow exponentially over time before it benefits residents like me who commute from the outlying parts of the county. I am in favor of almost any investment in growing the public transit system
27603	GoRaleigh; GoTriangle	Wilmington St Service Rd at Chapanoke Rd to Wake Tech Community College North	Strongly Agree	Agree	Strongly Agree	
27697	GoApex; GoWake ACCESS; GoDurham; GoTriangle; GoCary; GoRaleigh; NCSU	Triangle				
27697	GoRaleigh; GoTriangle	Intersection of 401 and 540 -- 5401 North subdivision	Undecided	Agree	Disagree	
27613	GoRaleigh; GoTriangle	None are available from my location in Leesville to RTP and Durham. I often have to ride 5+ miles to get to a bus stop.	Undecided	Undecided	Undecided	The visual of the route plan is not easy to find and I cannot review the expected improvements.
27608	GoRaleigh; GoTriangle	Capitol Blvd., Crabtree, Wake Med	Agree	Agree	Undecided	
27520	GoTriangle	I currently do not ride the transit.	Agree	Agree	Undecided	
27604	GoRaleigh; GoCary; GoTriangle; GoDurham	Route 1, Route 300	Strongly Agree	Strongly Agree	Strongly Agree	Any additional allocation for bus lanes and expanding the BRT system is crucial.
27607	GoRaleigh; GoTriangle; NCSU; GoApex	Rt 40/41 on NCSU woffline, or goraleigh busses that connect NCSU with downtown Raleigh/village district	Strongly Agree	Strongly Agree	Strongly Agree	
27707	GoDurham; GoTriangle; GoRaleigh; GoCary		Strongly Agree	Undecided	Undecided	
27608	GoRaleigh	Glenwood, Whittaker mill	Disagree			
						Transportation is a key building block for a vibrant, well oriented city. Similar to quality affordable housing, transportation is a bridge between poverty and working/middle class. Ensuring the frequency, reliability and availability of multiple forms of public transport needs to be the top priority of this work plan, and all work plans that come after. As someone who doesn't use the system that is in Raleigh currently, but desperately wants to, these are the reasons I don't. The closest bus stop to me on Glenwood is a half mile away, the bus only stops there on 35-45 minute intervals, it takes 2+hours to ride the bus to my job, but doesn't line up for me to arrive on time, I can't get to the grocery store 1/4 mile away, and back in less than an hour, and there are no sidewalks along Glenwood in my area that would allow me to safely walk.
27607	GoRaleigh; GoTriangle	Unsure	Undecided	Undecided	Undecided	
27516	GoTriangle	100, CRX	Agree	Agree	Undecided	
30328	GoTriangle	305				Please put in a high speed rail system
27513	GoCary; GoRaleigh; GoDurham	Cary	Agree			
27607	None		Disagree	Disagree	Strongly Disagree	
27513	GoCary; GoTriangle; NCSU	hillsborough,				
27606	GoRaleigh; GoCary; GoDurham; GoTriangle	I live in SW Raleigh, so I've often taken the GoTriangle route 301 downtown (it's the fastest, the city bus meanders) and cabbied it back for a night out. I'd love to take public transit all the way to Durham	Agree	Agree	Agree	
27610	GoRaleigh; GoTriangle; GoCary	7,5,300	Agree	Agree	Strongly Agree	
27610	NCSU; GoRaleigh; GoCary; GoWake ACCESS; GoTriangle; GoApex; GoDurham	Southeast Cary and Southeast Raleigh	Strongly Agree	Strongly Agree	Strongly Agree	Please consider making the buses permanently fee free
27540	GoTriangle; GoRaleigh; GoWake ACCESS	My son might ride the bus in the area of downtown Raleigh (Glenwood) near Raleigh Charter High school, or the bus route near Research triangle High school, or any connector that picks up in Holly Springs and goes to downtown Raleigh or Apex.	Undecided	Undecided	Undecided	
27697	GoRaleigh; GoTriangle; GoCary; GoDurham; GoApex	Used to ride the 311 three days a week, and the 305 two days a week. Took the 311 to the RTC and usually hopped on the 105. To mix it up, sometimes I took the Go Cary 4 to the train station and hopped the 300.	Agree	Agree	Undecided	You must certainly do a better job of communicating the park and ride opportunities and locations. The airport improvements are welcome, but I no longer have a direct connection there since my 311 is gone. If you are not going to have complete routes to service the airport, the RTC should allow overnight, safe parking.
27613	GoRaleigh; GoTriangle; GoWake ACCESS		Agree	Agree	Agree	
27513	GoCary; GoTriangle		Agree	Agree	Agree	
27697	GoCary; GoRaleigh	Cary and Raleigh	Strongly Agree	Strongly Agree	Strongly Agree	
27519	GoCary; GoTriangle	RDU and Downtown Raleigh or Durham	Agree	Agree	Agree	
27609	GoRaleigh; GoWake ACCESS; NCSU; GoTriangle	2 15 100 Cxs	Strongly Agree	Agree	Strongly Agree	
27610	GoRaleigh; GoTriangle; GoDurham	GoRaleigh 10 and 15; GoTriangle DRX; GoDurham 2	Agree	Agree	Strongly Agree	
27697	GoRaleigh; GoCary; GoTriangle	Downtown Cary to downtown Raleigh	Strongly Agree	Strongly Agree	Strongly Agree	
27606	GoRaleigh; GoTriangle; NCSU	NCSU Woffline 51; Hillsborough Street/GoRaleigh 4, 12; GoTriangle 100	Strongly Agree	Strongly Agree	Strongly Agree	Are there budgeting plans in the proposal for recruitment and retainment of staff? Service is not currently running 100% due to this issue.
27704	GoTriangle	DRX	Undecided	Undecided	Undecided	
27613	None					
94596	None		Disagree	Disagree	Disagree	Buses and light rail are not good options. No one really wants to use them. Look into https://skytran.com/ or similar systems.
45219	GoCary; GoTriangle	Triangle/North Cary/East Cary/RDU				
27599	GoTriangle	800 and 805, Loved NRE when it was running	Strongly Agree	Strongly Agree	Undecided	Your survey didn't include ages between 17 to 65, I am in that age group.
27604	None					
						Really could use more frequency of 19 or 22 lines. They recently decreased which really limits how often I use public transportation
27601	GoRaleigh; GoTriangle	19, 12, 100, 4, 16	Agree	Agree	Disagree	
28602	GoRaleigh					
27587	GoWake ACCESS	Wake Forest Ciruclator	Agree	Agree	Undecided	
27610	GoRaleigh; GoCary		Strongly Agree	Strongly Agree	Undecided	
27705	GoTriangle; GoDurham; GoRaleigh	100 - from Durham to Raleigh, Crabtree route bus	Agree	Agree	Strongly Agree	

27705	NCSU; GoTriangle	Don't currently ride but might be interested in a Durham to NCSU ride (my commute to graduate school)	Undecided	Undecided	Undecided	The bus just isn't fast enough to make it worth the trade off of adhering to the bus schedule instead of having the freedom to drive whenever. If there was a faster train it might make it worth it. It seems solid and we need to move toward a more robust bus service across the Triangle, which this does.
27562	GoTriangle; GoDurham	800, 5, 12	Agree	Agree	Agree	
27701	GoTriangle; GoDurham	Routes within Durham, Express between Durham and Raleigh or Durham and Chapel Hill	Strongly Agree	Agree	Strongly Agree	
30301	GoTriangle; GoRaleigh; GoDurham	All of Durham, downtown Raleigh and in between	Agree		Undecided	
27610	GoRaleigh	GoRaleigh 15	Agree	Agree	Agree	
27519	GoTriangle; GoCary	From west Cary to Raleigh	Agree	Strongly Disagree	Agree	Funds should be made available to accelerate the 4 BRT projects, and accelerate more bus routes and higher frequencies of the bus routes. Maintain the fare free program for the foreseeable future to attract more bus riders and aid the pandemic's economic impact to the lower income population. Suspend all significant funding of the commuter rail project until the railroads, state and federal agencies agree that it should move forward in an expeditious manner.
27510	GoTriangle					
27610	GoRaleigh; NCSU; GoTriangle	18, 19	Strongly Agree	Agree	Agree	
27539						
27604	GoRaleigh	the 10 (Longwood)	Undecided	Agree	Undecided	The rapid transit corridor for New Bren and Edenton St ignores the historic quality of the surrounding neighborhoods. It is a threat to the stability of existing residents. This area has shown wonderful growth in the past few years, but the new plan threatens it; scrap the New Bern Edenton plan and rebuild with maintaining the historic character of these areas; see previous
27612	GoRaleigh; GoTriangle	Downtown Raleigh, North Hills, North Raleigh, Glenwood, Southwest Raleigh	Strongly Agree	Agree	Agree	Please try to move faster and incorporate this plan with the commuter rail plan
33132	GoDurham; GoTriangle	I don't ride any routes.	Strongly Agree	Strongly Agree	Agree	I think that this is a great plan and a great use of funding. I hope that this work plan gets done.
27596	GoTriangle	WRX				
27603	GoRaleigh; GoTriangle; GoWake ACCESS		Undecided	Undecided	Disagree	It is hard to use the bus system, because on main roads like Hwy 401, Cary parkway, Kildare, Walnut st, Banks rd, etc there are places where there are no sidewalks or paved bike paths. There should be a bike path on one side of the road and a side walk on the other for main roads and paved walking/biking paths on at least one side of the road on connector roads (Road that connect many neighborhoods together, that leads to a main road). Adding routes is nice, but it is pointless without a way to walk or ride a bike there. I live 3.4 miles from Wake Tech. I could walk/ride a bike there to catch the bus, but there are no sidewalks or paved bike paths to get there. It is too dangerous to walk down Hwy 401 and other connector roads without sidewalks or paved bike paths. I think you should be more focused on making sure there are sidewalks and paved bike paths on main roads and connector roads, within 3 miles of each bus stop. Then it will make more sense to add more bus stops services, because people will safely be able to access them and use them.
27601	GoRaleigh; GoTriangle	1,2,3,6,8,12,16,40x,100	Strongly Agree	Strongly Agree	Strongly Agree	
27587	None					
28202	GoTriangle	Triangle	Agree	Undecided	Undecided	
27606	GoTriangle	Raleigh to Durham, RDU	Agree	Agree	Undecided	
27615	GoTriangle		Strongly Agree	Undecided	Strongly Agree	
27613	GoTriangle	800	Undecided	Undecided		
28205	GoRaleigh; GoTriangle; GoWake ACCESS; GoDurham; GoCary					
27606	GoRaleigh; GoTriangle; GoDurham	16, 100, 12, 4				
27601	GoRaleigh; GoTriangle	11, 100, 300	Undecided	Agree	Agree	
27545	GoWake ACCESS; GoRaleigh; GoTriangle		Strongly Agree	Strongly Agree	Undecided	
27511	GoTriangle; GoCary	Go Cary 22, 5, 100, 105, other GoTransit lines, and Durham local busses	Strongly Agree	Strongly Agree	Agree	Go Cary currently offers such infrequent service and at limited stops that it isn't realistic for many people to use to get to school, work or appts.; With all of the emphasis on density increase and development, we need to have those who profit from the luxury projects pay their fair share toward the transit for the vital workers who support them.
27610	GoRaleigh; GoTriangle; GoCary; GoDurham; NCSU		Strongly Agree	Agree	Agree	
27517	NCSU; GoTriangle	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 Chapel Hill Transit's NS Route. Both features are essential to my own use of the CRX and also improve its usability for others.	Undecided	Undecided	Disagree	I use the CRX. The proposed changes do not improve the CRX (only restore it to pre-COVID service). I am also not sure whether the proposed plans continue to connect the CRX to Eubanks P&R. Eubanks P&R, both the parking option and its connection to the NS Chapel Hill Transit bus are essential to my use of the CRX route. I would be interested in more frequent and/or midday CRX service; this would allow me to use the CRX more days. I currently ride 2-3 times per week and plan to ride 1-3 next year. More frequent and/or midday service may allow me to ride 2-5 days, depending on the service change and my schedule.
27540	GoWake ACCESS	Holly Springs to Raleigh and back	Strongly Agree	Agree	Strongly Agree	
27529	None					
98036	None		Disagree	Undecided	Disagree	I do not support some of the unnecessary rezoning that is being attached to changes in service

						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 implemented effectively.
28401	GoTriangle	DRX	Agree	Agree	Agree	
27616	GoRaleigh; GoTriangle; GoCary; GoApex	25L, 1, WFX,	Agree	Disagree	Disagree	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. A lot 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 incorporate the new developments like Wendell Falls or Downtown South into these plans?
27697	GoDurham; GoRaleigh; GoTriangle					
27604	GoTriangle; GoRaleigh; GoCary	#100 (from downtown Raleigh to RDU and back); #300, 301; #4, 12, 16	Strongly Agree	Strongly Agree	Strongly Agree	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 RDU from downtown Raleigh and back as soon as possible.
27511	GoTriangle	300, 310	Agree	Agree	Undecided	
27516	GoTriangle	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 bus to the Airport from there as well. ; CRX from Eubanks Park and Ride to Raleigh NCSU. Please don't move the CRX from Eubanks Road!! We have people coming from as far as Burlington to get on the CRX there, if you move the stop 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!	Strongly Disagree	Undecided	Strongly Disagree	Don't move the CRX bus stop from Eubanks Road Park and Ride. We have people coming from as far as Burlington to get on the CRX there, if you move the stop 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!
27705	GoDurham; GoTriangle	Northern Durham	Agree	Agree	Agree	
28590	GoTriangle; GoDurham; GoRaleigh					
27518	GoTriangle; GoCary	310, 300, 100	Agree	Agree	Strongly Agree	
27516	GoDurham; NCSU; GoCary; GoTriangle		Strongly Agree	Strongly Agree	Strongly Agree	
27511	GoTriangle; GoCary; GoDurham; GoRaleigh	go cary, 1, 6, RTP 303	Strongly Agree	Agree	Strongly Agree	
27545	GoRaleigh	frx fuquay varina	Strongly Agree	Agree	Agree	
27519	GoCary; GoTriangle	Go Cary route 7				
27516	GoRaleigh; GoTriangle	GoRaleigh 12, 4, 16 and 70X	Agree	Strongly Agree	Strongly Agree	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.
27712	GoTriangle; GoDurham	North Durham	Undecided	Undecided	Agree	
27609	GoRaleigh	2, 23L	Strongly Disagree	Strongly Disagree	Agree	It'll take 7 years to get up to 22% from 8% near "frequent" travel?! That's pathetic, 15min isn't even frequent that's at best "regular".
28226	GoRaleigh					
27614	GoRaleigh		Agree	Agree	Undecided	
28215	GoRaleigh; GoTriangle	Primarily GoRaleigh #4 and GoTriangle #100				
27529	GoRaleigh	Route 20				
27608	GoRaleigh	12, 16, 4, Woffline	Strongly Agree	Strongly Agree	Agree	
27513	GoCary	All of Cary Parkway, Walnut, Maynard, Harrison				
27529	NCSU; GoRaleigh					
27504	GoRaleigh; GoTriangle	Garner to Downtown				
27545	GoTriangle	Knightdale	Disagree	Agree	Undecided	Please consider adding a bigger loop route around the Knightdale area
27608	GoRaleigh; GoCary; GoTriangle					
27560	GoCary; GoRaleigh; GoTriangle					
27609	GoRaleigh; GoTriangle	FRX express	Agree	Agree	Undecided	I appreciate the bus service.
27610	GoRaleigh; GoTriangle; GoCary; GoDurham					
27603	NCSU	near McKinnon center since my wife works there	Agree	Agree	Undecided	
27703	GoTriangle; GoCary; GoDurham; GoRaleigh		Strongly Agree	Strongly Agree	Strongly Agree	
27613	GoRaleigh; GoTriangle; GoDurham	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	Undecided	Undecided	Undecided	We need consistent drivers not shortages because they feel unsafe as do the passengers. Disrespect for the drivers by some riders is not helpful. We want the drivers to be supported and valued at all times.
03020	GoTriangle; GoDurham; GoRaleigh					
27539	GoRaleigh; GoCary; GoTriangle					
27609	GoTriangle; GoDurham; GoRaleigh; GoWake					
27609	ACCESS; GoApex; NCSU; GoCary	None currently	Strongly Agree	Strongly Agree	Agree	
27705	GoRaleigh; GoTriangle	Nash county	Strongly Agree	Strongly Agree	Strongly Disagree	
27502	GoApex	Apex	Undecided	Agree	Undecided	
27606	GoRaleigh; NCSU	Avent Ferry, Oberlin, Rex Hospital, Crabtree. I travel mostly around West Raleigh, and around the NCSU/Village District areas.	Strongly Agree	Agree	Agree	
27591			Undecided	Undecided	Agree	
27606	GoRaleigh	12				
27697	None		Strongly Disagree	Strongly Disagree	Strongly Disagree	

27513	GoCary	GoCary Door to Door since GoCary 5 stops two miles short of where I work.	Strongly Agree	Strongly Agree	Strongly Agree	
28213	GoRaleigh	Unknown	Undecided	Disagree	Disagree	We need a much more robust transit system.
27601	GoRaleigh	1, 2, 4, 5, 6, 8, 12, 13, 15, 16, 19, 22, R Line when it ran				
27603	GoTriangle; GoRaleigh; NCSU	DRX, 100	Agree	Agree	Disagree	What are plans for the DRX?; What are the plans for the DRX?
27560	GoRaleigh	16, 6 crabtree and pleasant valley...peace st	Agree	Agree	Agree	
27707	GoCary; GoDurham; GoTriangle; GoRaleigh	raleigh downtown	Undecided	Agree	Agree	
27560	GoTriangle; GoCary; GoDurham	700, 310, 3, 7, RDU	Agree	Agree	Agree	
27592	GoTriangle; GoRaleigh; GoApex		Strongly Agree	Strongly Agree	Strongly Agree	
27610	GoRaleigh					
27701	GoTriangle; GoDurham	Rdx	Agree	Agree	Agree	More protected bus shelters and sidewalks/crosswalks near bus stops
27502	GoCary; GoRaleigh; NCSU		Agree	Agree		
27608	None		Agree	Agree	Agree	The initial survey options do not include anyone between 24 & 65 year old, no option to select in the age group .
27610	GoRaleigh; GoTriangle; NCSU	Go Raleigh: 11L, 300 NCSU Woffline: Park and Go at Food Lion	Undecided	Agree	Undecided	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 improvement!
27705	None		Agree	Agree	Agree	
27560	GoTriangle	RTP	Strongly Agree	Strongly Agree	Strongly Agree	
98160		six forks has a bus but I know no details	Undecided	Undecided	Undecided	
27536	GoTriangle; NCSU	CRX, NCSU 41	Strongly Disagree	Undecided	Strongly Disagree	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. ; ; I commute from Hillsborough to NC State in Raleigh. I drive to Eubanks and take the CRX to NCSU. Losing the CRX stop would mean I would have to drive an additional 10-15 minutes down 40 to catch the CRX at its new proposed stop near Hwy 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 the only person commuting from that area.
27617	GoTriangle	CRX	Undecided	Undecided	Undecided	Unfortunately, I cannot tell the merits of the plan until it's actually implemented. I am thrilled that there is a plan, and that transit in the area is being taken seriously. ; However, I am extremely disappointed that the CRX route is not going to have a stop at Eubanks Road. When I was riding the CRX, I saw that more and more riders were starting to use the Eubanks location. However, many people didn't even know the route even existed. But as word of mouth got 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 riders will have quite a drive to get there before the bus even starts to Raleigh.
27610	None		Undecided	Undecided	Strongly Disagree	I frequently see empty busses 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 busses that really helped people get to destinations. I've 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.
27502	GoApex; GoTriangle	Holly Springs	Strongly Agree	Strongly Agree	Agree	
27603	GoRaleigh; GoTriangle		Strongly Agree	Undecided	Agree	
27604	GoRaleigh; GoTriangle; NCSU	4, 8, 11, 20, 52, 100	Strongly Agree	Agree	Strongly 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 I'd really like to see an emphasis on is getting "all" GoTriangle agencies + WolfLine on the same real-time location tracking technology. WolfLine recommends the TransLoc app, as does (did?) GoTriangle but it is very unreliable. GoRaleigh has their own proprietary website and I'm not sure about the other triangle agencies. Ideally, all buses would have real time tracking data available on the Transit app, which is a globally preferred solution. (See Asheville's system, for example). I find it vitally important for all the Triangle systems to get on the same page here to improve the user experience of anyone who makes inter-system transfers. Thank you and good work!

						daily user of the CRX bus stop at Eubanks Rd in Chapel Hill since 2011. I am writing in support of KEEPING the Eubanks Rd Park and Ride stop. This stop serves riders from northern Chapel Hill, Hillsborough, 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 line is one of the main reasons I can keep my employment.
						I do not believe CRX riders would take advantage of the proposed route 800 line for mid-day or after-hours travel. The CRX serves mostly commuters who are NC State and government employees for a typical 8-5 workday, so I believe it is unlikely that commuters would regularly take advantage of the 800 route since it adds a lot of difficulty to the commute. The 800 makes frequent stops and would require Raleigh riders to make a transfer to get to Raleigh. The door-to-door commute would likely be close to 2 hours — not something commuters like
27516	GoTriangle; NCSU	CRX	Agree	Agree	Undecided	Need to prioritize electric buses as replacements for buses that need to be replaced. No more fossil fuel powered buses, please.
27697	GoCary; GoRaleigh; GoTriangle		Agree	Agree	Undecided	
85285	GoRaleigh; GoTriangle; GoDurham	N/A.	Agree	Agree	Undecided	
						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 of bus transit to work. The proposed stop is located on the other side of town that is only accessible through a lot of traffic and would take over 20 minutes to get to (versus 6 minutes from the current stop). The Eubanks park and ride and the ease of commuting to work was important for my choice of housing in the area and choice of employers. Losing the express option from this part of town would also eliminate the option for hundreds of potential commuters--especially as more housing is being added in the north side of town, not to mention the folks that commute from Hillsborough, Mebane, and other parts of Alamance county. Please do not eliminate this stop and consider other options.
27697	GoTriangle; NCSU	CRX from Eubanks to NC State	Strongly Disagree	Undecided	Strongly Disagree	
27610	GoRaleigh; GoTriangle; GoDurham	Downtown Raleigh and south from downtown	Agree	Agree	Agree	
27513	GoCary	Cary, Raleigh, Durham				
						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?
30301	GoRaleigh; GoTriangle	25L, 1	Agree	Agree	Agree	
27697	None		Agree	Agree	Agree	
						Eubanks P&R CRX stop. The Eubanks P&R predominantly serves many riders from northern Chapel Hill (e.g., Lake Hogan Farms and Wexford neighborhoods), Carrboro, Hillsborough and further west. If the P&R is moved to the southern part of Chapel Hill, we would have to drive onto the freeway to get to this stop. During rush hour, eastbound I-40 often begins to back up in front of the 54 exit and this will be a huge 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 take advantage of Route 800 for mid-day 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.
27516	GoTriangle	CRX	Disagree	Agree	Strongly Disagree	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
27606	GoRaleigh; GoTriangle; GoDurham; NCSU	Mainly centennial to main campus at NCSU, but I'd love a full Durham to Raleigh route				
	GoRaleigh; GoTriangle; NCSU		Strongly Agree	Agree	Undecided	
28202	GoRaleigh	11	Agree	Agree	Undecided	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 Chapel Hill, Hillsborough, Mebane or further west. However, I heard that CRX is proposed to eliminate to stop at Eubanks P&R 54, which will become very inconvenient for myself and many other who have been using this service.
27514	GoTriangle	CRX	Strongly Disagree	Agree	Strongly Disagree	
						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 improvement like this will impact.
27607	GoRaleigh; GoTriangle; GoDurham; GoWake ACCESS; GoCary	Go Triangle 100, 700, 800, DRX, CRX, GoRaleigh 2, 4, 12, 20, 25L GoDurham 4, 10, 11, 11b	Agree	Undecided	Strongly Agree	Eubanks Road Park and Ride provides most access to residents of Chapel Hill and the unincorporated areas west of Carrboro and Chapel Hill
27516	GoTriangle	CRX	Disagree	Undecided	Disagree	

27520	GoRaleigh; GoTriangle; NCSU	I WOULD rid, I do not currently ride. I need the commuter rail.	Agree	Agree	Agree	
27278	GoTriangle	CRX parking a the Eubanks park & ride (DO NOT TAKE IT AWAY!!!!)	Strongly Disagree	Strongly Disagree	Strongly Disagree	I strongly disagree with the proposed 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, Hillsborough, 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 riders got on at Eubanks, and the majority of the riders that I knew came from the west.
27697	None		Strongly Agree	Agree	Undecided	more transit options are always good for the communities they serve
27513	GoTriangle	310	Undecided	Agree	Undecided	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 bus express routes.
27560	GoWake ACCESS; GoTriangle; GoRaleigh; GoCary; GoDurham; NCSU		Undecided	Agree	Disagree	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 commute to Durham County
27697						I forgot to include a point in my survey response for the 2024-30 Bus Plan 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 onto the bus, wheeled into the bus, and then strapped down. I would like for the bus to pull up flush with the curb so I can roll on, brake in a designated area for wheelchairs, and then roll 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 GoForwardNC. These types of buses are used in Maryland, Washington D.C. and Toronto. Even if the fact that some buses have stairs is overlooked by able-bodied people, it is a complete game changer for people with disabilities! I hope future budgets in all counties include money to purchase new buses that are wheelchair accessible.
27614	GoTriangle; GoRaleigh	36 and 231 Ray Road is not served	Disagree	Undecided	Strongly Disagree	Ray Rd at Strickland Rd is not served. It makes not since to me that the bus goes up and back on same Creedmoor Rd route. Why not go up North on Creedmoor, West on Lynn, North on Ray, East on Strickland to Brandon Station then back South on Creedmoor? Would serve a new area rather than just up and back on the same street ; On Route 36 change: N on Creedmoor, West on Lynn, North on Ray, East on Strickland to Brandon Station. Then back south on Creedmoor. Serves new area instead of back tracking.
27513	GoCary; GoTriangle	300 and would like to use 310 but it hasn't been available	Undecided	Undecided	Disagree	It looks like more communities will be connected overall, but the routes I actually use won't be improved much. Any plan is great in theory but there aren't enough drivers to cover what should be running currently.
90455	None		Strongly Disagree	Strongly Disagree	Strongly Disagree	
27703	GoTriangle; GoDurham; GoCary	Cary area				
27703	GoDurham; GoTriangle	Durham	Agree	Disagree	Undecided	
27697	GoCary; GoTriangle	I don't currently ride, I would ride in Western Cary/Morrisville	Disagree	Undecided	Undecided	More access in Western Wake, western Cary near Davis Drive and Morrisville Carpenter Rd.
22204	GoRaleigh; GoTriangle	#16 - #8 - #4 - #12 - #7 - #19 - #15	Undecided	Undecided	Strongly Disagree	No provisions for no-show bus drivers that do not show up and the route is not run; no other comment; nothing. Some way to enforce that young adults don't sit in the front rows of the bus supposedly reserved for elderly
27610	GoRaleigh; GoTriangle; GoDurham		Agree	Strongly Agree	Strongly Agree	
27617	GoRaleigh; GoTriangle; GoCary; GoDurham	(2) Brier Creek, 70X, (6) Crabtree	Agree	Undecided	Agree	
60618	GoRaleigh; GoTriangle; GoDurham; GoCary; GoApex					
27215	GoTriangle	CRX	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.
27608	GoRaleigh; GoTriangle	Downtown and to the airport				
27529	GoRaleigh	Sandra carroll; No 1 no 7 no 2 no 12				
27587	GoTriangle; GoDurham					
27610	GoRaleigh	3.1	Agree			
27614	GoRaleigh; GoTriangle	Raleigh zebulon				
28202	GoRaleigh; GoCary; GoTriangle	70x there should be more bus's that goes up Strickland rd and the 70x should run more often	Strongly Agree	Strongly Agree	Strongly Agree	
27545	GoRaleigh; GoTriangle; GoCary					
27403	GoCary; GoTriangle	Townhall; Chapel hill rd				
27591	GoWake ACCESS	Wendell Falls and Wendell				

						I need to learn more about the BRT option that is replacing the 300 route. More frequent and faster service between Cary and Raleigh sounds great to me, but I'd want to know what stops are being lost too. More important to me personally, all the renderings of the BRT buses don't seem to show bike 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.
27513	GoTriangle; NCSU; GoRaleigh; GoCary	300	Undecided	Undecided	Undecided	
27601	GoRaleigh; GoTriangle; GoCary	Downtown Raleigh to RDU.	Strongly Agree	Strongly Agree	Strongly Agree	
27519	GoRaleigh; GoTriangle					
27608	GoRaleigh	Inside the beltline	Agree	Agree	Agree	
28202	GoRaleigh; GoCary; GoTriangle; NCSU	GoRaleigh 4, 12, 16, 26, 27, 55X, GoTriangle 100, 300, GoCary 5, 7, Wolfline 40, 20, 42, 52	Agree	Agree	Strongly Agree	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 55X. Additional departures from the operations facility and Raleigh station would improve transit options for myself and others in my workplace. Apart from BRT 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 accommodate the Wolfline, additional lanes like this could increase ridership and make frequency increases easier to implement.
27601	GoRaleigh; GoTriangle	1, 12, 100, 300	Agree	Disagree	Undecided	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 buses. ; More bus routes are needed in the area surrounding 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 that area.
27608	GoRaleigh; GoCary; GoTriangle	12,1,3,2,4,100, cary 3	Undecided			
27587	GoRaleigh; GoTriangle	Wrx and wfl	Strongly Agree	Agree	Strongly Agree	We definitely need more frequent busses and dedicated infrastructure to speed up busses and serve more residents
27560	GoCary					
27608	GoRaleigh	12 16 4				
28262	GoRaleigh	4 Rex, 6 Crabtree, 8 north Hills				
27610	GoRaleigh; GoTriangle; GoCary; GoDurham; GoApex	10, 3, 2, 8, 15, 7, 1, 6, 5	Strongly Agree	Strongly Agree	Agree	improvements implemented. These changes affect the efficiency of the system, and are long overdue. I use transit daily, and am grateful for all improvements that make my journey easier. However, I 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 blatantly ignored! The driver is concentrating on the safe operation of the bus, and cannot be expected to "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... I ride every day, and I 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; GoCary; GoRaleigh; GoTriangle	305, GoApex 1	Agree	Agree	Agree	
27511	GoRaleigh; GoTriangle; GoCary	Route 300, GoCary Route 1,5 and 6. ; East Cary to NC State, Downtown Raleigh and Downtown Durham.	Strongly Agree	Strongly Agree	Strongly Agree	The Cary to the State Fairgrounds connection is a great idea.
27511	GoCary; GoRaleigh; GoTriangle		Strongly Agree	Agree	Agree	
27602	GoRaleigh; GoTriangle; GoCary; GoDurham; GoApex	Garner, downtown Raleigh, North Raleigh, Cary, Morrisville, Durham	Strongly Agree	Agree	Agree	
28105	NCSU; GoRaleigh; GoTriangle		Strongly Agree	Strongly Agree	Strongly Agree	
27697	GoTriangle					
27502	GoApex; GoTriangle	Apex 1 and Go Triangle 305	Strongly Agree	Agree	Undecided	
27511	GoCary	1, 6	Undecided	Undecided	Disagree	
28202	None		Agree	Agree	Undecided	
27607	GoRaleigh; NCSU	11 41 111 40 42 50				
27601	GoRaleigh; GoTriangle	I ride the 11, the 100 (used to take it more often when it went directly to/from RDU), and sometimes the DRX. I	Agree	Agree	Undecided	
20132	GoRaleigh; GoTriangle; GoWake ACCESS	Route 4	Strongly Agree	Strongly Agree	Strongly Agree	
27560	GoCary; GoTriangle; GoRaleigh	morrisville , cary	Agree	Agree	Undecided	It would be nice to be able to pay with a credit card when taking the bus.
27516	None					
27591	GoRaleigh; GoWake ACCESS		Strongly Agree	Strongly Agree	Agree	
27513	GoTriangle; GoRaleigh; GoCary					
27514	GoTriangle; GoCary; GoApex	Cary to Chapel Hill / Apex to Chapel Hill and back				
27510	GoTriangle; GoDurham; NCSU; GoRaleigh	CRX, 400, 405, 800, Chapel Hill Transit route J, Chapel Hill Transit Route F	Strongly Agree	Strongly Agree	Strongly Agree	Prioritise BRT over the commuter rail, and do it well. Give the busses their own lanes, accessible stations, and work with municipalities to get the surrounding land use right.

						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 like a waste of resources. I love the proposed changes otherwise.
27514	GoTriangle	GoTriangle 400, 405; Chapel Hill Transit D, CL	Strongly Agree	Agree	Strongly Agree	
27516	GoRaleigh; GoTriangle; GoDurham					
27704	GoRaleigh	5,7,11,17,19,21	Agree	Undecided	Agree	
27703	GoRaleigh; GoCary; GoTriangle; GoDurham; GoApex; NCSU	All.		Strongly Agree	Agree	Let's make transit between Durham and Raleigh more dependable.
27514	GoTriangle	CRX from Eubanks to Meredith College. Please keep the Eubanks stop for the CRX. Changing to Rte 54 would make for more driving in heavy traffic.	Strongly Disagree	Undecided	Strongly Disagree	Please keep the Eubanks stop for the CRX
27601	GoRaleigh; GoTriangle; GoWake ACCESS; NCSU	1, 2, 4, 6, 7, 8, 11, 12, 13, 15, 16, 19, 20, 26, 27, 36, 40X, 100, 300,	Strongly Agree	Strongly Agree	Strongly Agree	
27606	GoRaleigh; GoCary; GoTriangle; GoDurham; GoWake ACCESS; GoApex	Bus 21, DRX, RTP connect buses, bus to Durham VA, bus to Crabtree Valley Mall, bus to Triangle Town Center, bus to Cary, shuttle to Morrisville, bus to Chapel Hill, New Hope Road	Undecided	Undecided	Undecided	I have not seen the plan, therefore I am undecided. As long as the buses are clean, safe, & comfortable with competent drivers.
27703	None		Agree	Agree	Undecided	
27615	GoRaleigh; GoTriangle; GoCary	Raleigh and Cary	Strongly Agree	Strongly Agree	Strongly Agree	
27697	GoTriangle	CRX	Strongly Disagree	Undecided	Strongly Disagree	have been a regular user of the CRX bus stop at Eubanks Rd in Chapel Hill since 2008. I am writing in support of KEEPING the Eubanks Rd Park and Ride stop. This stop serves riders from northern Chapel Hill, Hillsborough, Mebane and further West. It serves riders like me who live in neighborhoods off Estes or Piney Mountain Roads, who do not have easy access to the Franklin and Columbia stop. Without the Eubanks stop, on the CRX 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.
28202	GoRaleigh; GoTriangle	We need routes covering Ligon Mills Rd and Louisburg rd	Undecided	Undecided	Undecided	The proposed route change, with a stop at a new Park and Ride at I-40 and Hwy 54 replacing the Eubanks Park and Ride stop, would require commuters from the above areas to drive across town, thereby adding to the in-town traffic, gasoline consumption, and exhaust emissions that bus service is supposed to mitigate. Moreover, given the amount of time required, many commuters will no doubt simply opt to skip using the CRX bus and drive to Raleigh, again
27526	GoRaleigh; GoTriangle; GoWake ACCESS; NCSU; GoCary; GoDurham; GoApex	Fuquay Varina	Agree	Agree	Undecided	We need routes covering Ligon Mills Rd and Louisburg rd
27519	GoApex; GoTriangle; GoCary		Strongly Agree	Agree	Agree	Please consider increasing the frequency 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.
27502	GoApex	Hwy 55 to downtown Apex.	Strongly Agree	Strongly Agree	Undecided	I am 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 Creek route. Thank you.
27502	GoApex		Strongly Disagree	Strongly Disagree	Strongly Disagree	I don't know why our hard earned tax dollars are being used to fund something that is rarely used by anyone. I see the 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					
27502	GoApex	Town of Apex				
27502	GoApex; GoTriangle	GoApex Route 1, GoTriangle 305	Agree	Agree	Strongly Agree	Please consider increasing the funding for the Community Funding Area Program and removing the 30% limit for single applicants.
27502	GoWake ACCESS		Undecided	Strongly Agree	Agree	
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.	Undecided	Undecided	Undecided	
10118	GoApex	To Beaver creek, to holly springs shopping, to downtown Cary	Agree	Agree	Agree	
27608	None		Undecided	Undecided	Agree	
27502	GoApex	Go Apex route	Agree	Agree	Undecided	Shelters, seating and trash receptacles at all stops along the route to benefit riders.
27523	None		Strongly Disagree	Strongly Disagree	Strongly Disagree	
28202	GoRaleigh	22&5	Undecided	Agree		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 be a mess
28202	GoRaleigh; GoCary; GoTriangle	6 Crabtree, 300 Cary , 3 N. Harrison , 12 Method, 6	Agree	Strongly Agree	Strongly Agree	
38101	GoCary	Crabtree, 300 Cary, 3 North Harrison	Agree	Agree	Agree	
27502	GoCary; GoApex	Apex; Steve Mitchell	Agree	Agree	Agree	
27612	GoRaleigh	Route 6				
27502	GoApex	Ap4ex. Cary, Holly Springs, Fuquay Varina	Undecided	Undecided	Undecided	
27606	GoRaleigh; NCSU; GoCary; GoDurham; GoTriangle	I just started riding between NC State's Centennial Campus and Downtown Raleigh	Strongly Agree	Agree	Agree	
27502	None		Undecided	Undecided	Agree	
27502	GoApex	GoApex route	Strongly Agree	Agree	Agree	
27502	GoApex					
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					
						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 improvements and the amount they do receive should be quick to build.
27612	GoRaleigh; GoTriangle	North Hills to Downtown	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 Sanderistas. I do not want to live in WOKE County!
27606	GoRaleigh; GoTriangle	#11L #300	Agree	Undecided	Undecided	
	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 teenagers going to the skateboard park, rather than busy adults.
27502	GoRaleigh; GoCary; GoApex	Anything starting in Apex or from the Cary Depot.	Agree	Disagree	Agree	
27278	GoRaleigh	2; 2,3,10	Undecided	Agree	Agree	
27606	GoTriangle	300, 305 At Western Blvd and Powell Dr. to NCSU at Western Blvd and Dan Allen Dr.	Agree	Agree	Agree	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 commitment to improved service would improve my ability to commute car-free.
27610	GoRaleigh; GoCary; GoTriangle; NCSU		Strongly Agree	Strongly Agree	Strongly Agree	
27616	GoRaleigh; GoTriangle; GoWake ACCESS; NCSU	WRX, 25L	Strongly Agree	Strongly Agree	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 driving at all.
	GoRaleigh; GoTriangle	DRX, GoR 3	Agree	Undecided	Strongly Agree	We need more frequency
	None		Undecided	Undecided	Undecided	
27623	GoTriangle; GoRaleigh		Undecided	Disagree	Disagree	
27502	GoApex; GoCary	Apex Route 1	Undecided	Agree	Agree	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 Go Transit buses driving around. Where are the buses used the most and by whom? Details would have been helpful. Thanks.
27713	GoTriangle; NCSU	GoTriangle Route 100 and NC State Wolfline	Disagree	Disagree	Undecided	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 to the Wolfline (without riders having to cross Avent Ferry or Gorman).
27517	NCSU; GoTriangle	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 quick WolfLine shuttle to the Veterinary School.	Strongly Disagree	Undecided	Strongly Disagree	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 reduce 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, I believe that fast, convenient transportation between hub cities will become even more important. Keeping the Eubanks stop allows for efficient transportation between Chapel Hill's extensive bus system and Raleigh, while also connecting those who do not live on a bus route through Eubanks Park and Ride. I use the Park and Ride because I do not
27615	None		Agree	Undecided	Agree	Whatever is going to alleviate traffic on highways in smaller roads
27545	None		Strongly Agree	Agree	Agree	
27610	GoRaleigh		Undecided	Undecided	Undecided	
27616	GoRaleigh	1, 25L	Undecided	Undecided	Undecided	

						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 slow connection.
27606	GoRaleigh; GoTriangle; NCSU	CRX, 100, Wolfines	Undecided	Disagree	Strongly Disagree	
27501	GoTriangle; GoCary; GoRaleigh; GoDurham; NCSU	100,800,400,305	Strongly Agree	Disagree	Strongly Agree	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 routes to get to work
27502	None		Strongly Disagree	Strongly Disagree	Strongly Disagree	
27617	GoRaleigh; GoTriangle; NCSU; GoCary	Brier Creek, 70X, 6, 11, 4, 9, 12, 100, 300, 310	Undecided	Agree	Undecided	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 Airport to DT Raleigh would also help.
27609	GoRaleigh	1, 2, 100, WRX, 23, 24	Agree	Undecided	Disagree	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 Center). Another 5 minutes driving time and I would be at my office downtown.
27516	GoTriangle	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 to traffic and pollution getting to the proposed stop, or more likely, continue driving cars to Raleigh? That really doesn't make sense. Many of the people who park at the Eubanks Road Park and Ride like me already drive 20 minutes to get there. Adding another 15 minutes on the very Route 40 that we are trying to avoid would result in people just keeping going, thus adding to traffic and pollution en route and parking pressure at their destinations. This is what we are trying to avoid. The new facility at Eubanks Road is great, easy access for the buses and plenty of room for people at the stops. My suggestion would be to use this facility to its fullest and expand bus routes there, for example to include a 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 mornings and standing room only sometimes in the afternoons; this will happen again.	Strongly Disagree	Undecided	Strongly Disagree	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. Many of the people who park at the Eubanks Road Park and Ride like me already drive 20 minutes to get there. Adding another 15 minutes on the very Route 40 that we are trying to avoid would result in people just keeping going, thus adding to traffic and pollution en route and parking pressure at their destinations. This is what we are trying to avoid. The new facility at Eubanks Road is great, easy access for the buses and plenty of room for people at the stops. My suggestion would be to use this facility to its fullest and expand bus routes there, for example to include a 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	GoRaleigh; GoTriangle	18,19,15, CRX	Undecided	Undecided	Undecided	
27529	GoRaleigh	305	Agree	Agree	Agree	
27510	GoRaleigh; NCSU; GoDurham; GoTriangle	CRX				
27529	GoRaleigh; GoTriangle	CRX and GoRaleigh 20				
28202	GoRaleigh; GoTriangle; NCSU	11,12, 7	Agree	Agree	Disagree	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.
27526	GoRaleigh; GoCary; GoTriangle; GoWake ACCESS	Gotriangle 305, Goraleigh FRX, Gowake Access ; Fuquay Varina NC	Strongly Agree	Strongly Agree	Strongly Agree	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.
27516	GoTriangle; NCSU	CRX	Strongly Disagree	Strongly Disagree	Strongly Disagree	Parker and Go-triangle, I hope this message finds you well. I am reaching out to express my concern regarding the elimination of the Eubanks Park & Ride in the 2025 SRTP-Project Go-Triangle plan. My name is Jennifer Sun, and my family and I live in Chapel Hill. My husband works at UNC Medicine School, and I work at NCSU. I have been a daily rider and relying on the CRX bus from 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 retaining the CRX stop at Eubanks Rd Park and Ride. This stop is crucial for riders from northern Chapel Hill, Chapel Hill Senior Center, Hillsborough, Mebane, Greensboro, and further West. Without this stop on the CRX express line, commuters like myself would have no other option to reach Raleigh in a
27697	GoRaleigh	1, 23, 2, 4	Strongly Agree	Strongly Agree	Strongly Agree	I'm all for expanding routes and increasing frequency. Not that anyone asked but I believe riding should continue to be free. It's a huge help and savings, especially these days when everything's so expensive.

							Hello - The proposed plan for the CRX lists the PM service times for existing and proposed as 3:30pm-7:30pm. Currently, there is a 3pm bus offered from Chapel Hill to Raleigh via 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 wasn't sure if the time listed was in error or if they plan to get rid of the 3pm bus and will only have 330 service.
27603	GoTriangle	CRX	Disagree	Undecided	Disagree		
30281	GoRaleigh; GoCary; GoTriangle	FRX and 405					
07828	GoTriangle; GoDurham	Morning: Route 100 from Downtown Raleigh to RTC in RTP; then either GoDurham 128 (NCCU route) or 805 (Chapel Hill) to Davis and 54. In the afternoon, the reverse	Agree	Strongly Agree	Strongly Agree		I would say a big (re)improvement would be to update or fix the TransLoc app. It has really become so unreliable lately that it is really no longer of any use. A reliable Mass Transit app is really key to both improving rider experience as well as de-mystifying 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 805 is going to be coming by my stop and neither of those routes seem to show up on TransLoc. Also, any increased frequency is a big improvement, buses every hour are really not much use to most people.
28792	GoRaleigh	Zebulon-Wendell - ZWX	Disagree	Strongly Disagree	Strongly Disagree		I live in Zebulon and work downtown Raleigh. I have been riding the ZWX for years 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 my commute and make it inefficient.
27606	GoRaleigh; GoTriangle	Goraleigh 27, 6, 16, 4 are my most frequent. Gotriangle 100 is another one I use.	Agree	Agree	Agree		We desperately need 15 minute service 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 bus.
27703	None						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.
27606	GoRaleigh; GoCary; NCSU	GoRaleigh Route 300, GoCary Routes 3, 4, 5, 7	Undecided	Agree	Disagree		Eliminating Eubanks Park & Ride for CRX is a terrible idea because it will affect Mebane, Hillsborough, and other Orange County commuters to Raleigh/NC State. I ride a motor scooter and driving to NC 54 bus stop to catch the CRX is much more dangerous than taking the back roads of Orange county. Thanks.
27707	GoTriangle	CRX, 100, 800, CRX (Chapel Hill to NC State University)	Strongly Disagree	Undecided	Strongly Disagree		
27606	GoTriangle	100					
27606	GoRaleigh; GoTriangle	11, 300, 100, 305	Undecided	Agree	Undecided		
28202	GoRaleigh; GoTriangle	100 & 105	Agree	Agree	Agree		
27617	GoCary; GoTriangle; NCSU						
27607	NCSU; GoRaleigh; GoTriangle						
27606	GoRaleigh; NCSU	from south raleigh/lake wheeler road to hillsborough street; route 11, 7	Disagree	Undecided	Disagree		we need more bus routes running to hillsborough street, nc state campus and downtown without transfers
27606	GoDurham; GoTriangle; NCSU	100, 700, DRX, 405, 400; 100, 700, DRX, 400, 405	Agree	Agree	Agree		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 eventually run at 15 min intervals.
27701	GoTriangle; NCSU; GoDurham; GoRaleigh	DRX, 100, 700	Agree	Agree	Agree		
27606	GoRaleigh; NCSU	11, 11L; NC State	Disagree	Disagree	Undecided		Please resume NC State for 11L!
27302	GoTriangle; NCSU	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 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.	Disagree	Undecided	Disagree		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 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.
27606	NCSU; GoRaleigh; GoTriangle; GoCary; GoApex	Southwest Raleigh, inside the Belt Line, Cary, Raleigh to RDU, Raleigh to Cary, Durham, or Chapel Hill	Agree	Disagree	Undecided		
27606	GoRaleigh; GoTriangle; NCSU	11L, 11, 100	Strongly Disagree	Undecided	Strongly Disagree		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 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.
27705	GoTriangle; NCSU	CRX	Strongly Disagree	Disagree	Strongly Disagree		The CRX changes would mean I would stop using GoTriangle.
PO22	GoTriangle; NCSU	CRX	Strongly Disagree	Disagree	Disagree		
27610	GoRaleigh; NCSU	11L, 11	Strongly Disagree	Undecided	Strongly Disagree		
27705	GoTriangle; NCSU	I park in at the Durham Transit Center and take the express bus to NC State University (historically on the DRX)	Agree	Agree	Agree		As long as an express bus runs between downtown Durham and NC State at rush hour times (so that I can be at work by 9a and go home around 5p), I will be happy!
27606	GoRaleigh; GoTriangle; NCSU	Raleigh, Cary	Strongly Agree	Agree	Agree		I think this is something that our county needs. At this point, the service is pretty deficient, and there's a lot of room for improvement.

						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 the time
27602	GoRaleigh; GoTriangle	Downtown Raleigh, and West Raleigh	Agree	Agree	Agree	
27697	GoTriangle; NCSU; GoRaleigh					
27705	GoTriangle; GoDurham	100; DRX	Strongly Disagree	Disagree	Strongly Disagree	
43215	GoRaleigh; NCSU	Route 11L -Campus Edge Apartments to NC State and vice versa.	Strongly Disagree	Strongly Disagree	Strongly Disagree	Please keep Route 11L going to NC State. I rely on this bus to get to campus as a 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 proposal would be an improvement, but putting this proposal out during suspension of DRX seems even like more
27705	GoTriangle	DRX: I bike to Durham Station by bike, and then commute to NC State via the DRX.	Strongly Disagree	Strongly Disagree	Strongly Disagree	
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 longer.
27701	GoTriangle	DRX	Strongly Disagree	Undecided	Strongly Disagree	
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
27606	GoRaleigh; NCSU	11L and and Route 11	Disagree	Agree	Disagree	removing 11L will make it harder for me to commute to NCSU
27606	GoRaleigh; GoTriangle; NCSU	12, 100, wolffline 52	Disagree	Undecided	Disagree	
27704	GoTriangle	DRX	Strongly Agree	Strongly Disagree	Strongly Disagree	I strongly disagree with discontinuing 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	Keep the 100 route to the airport during all times of the day
27529	GoRaleigh; NCSU	Garner	Undecided	Undecided	Undecided	
						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 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 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 GREAT! All the Transit Centers Need a Call Center with Professional Staff that can address concerns / answer route questions. Train Your Staff - Call in Anonymously to see what is going on within your organization. Don't just Talk about it Be about it!!!! Passengers who
27713	GoTriangle	Bus 100 - From RTC to NCSU	Strongly Agree	Strongly Agree	Strongly Agree	
27603	GoTriangle	CRX	Agree	Agree	Agree	
27605	GoTriangle	Route 800	Undecided	Agree	Undecided	
27606	GoTriangle	CRX	Agree	Undecided	Agree	
28233	GoTriangle; GoDurham	CRX, 800, 805, 5				
27502	GoRaleigh; GoTriangle; GoDurham; NCSU	DRX, 100, 700	Agree	Agree	Agree	Please bring back the DRX. It cuts my commute in half
27597	GoTriangle	District Drive Park & Ride	Strongly Disagree	Strongly Disagree	Disagree	

						<p>- 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.</p> <p>- 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).</p> <p>- 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 discontinuation of the RDU Shuttle).</p>
27540	GoTriangle; NCSU	CRX - Woffline	Undecided	Undecided	Disagree	
27610	GoRaleigh; NCSU	Garner to downtown Raleigh, Garner to Cary, Garner to NCSU				
27707	GoTriangle; NCSU; GoRaleigh; GoDurham	DRX	Agree	Agree	Disagree	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 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			
27604	GoTriangle	CRX	Undecided	Strongly Agree	Agree	
27587	GoRaleigh; GoTriangle; NCSU	WRX (Wake Forest Express); 4 ; 16; 100	Undecided	Undecided	Undecided	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 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 increase driver salaries and retain good drivers ...
27713	GoTriangle; GoDurham	805, 5, 800	Strongly Agree	Strongly Agree	Agree	
27560	GoTriangle; GoWake ACCESS; NCSU; GoCary	800				
27610	GoRaleigh; GoTriangle; NCSU	everything near NCSU campus, Avent Ferry, Gorman, and from Hillsborough to RDU	Undecided	Undecided	Disagree	please do not remove options to travel to and from NCSU campus
27517	GoTriangle	I ride the 800 bus from Southpoint Mall to UNC every morning and evening	Undecided	Undecided	Undecided	
27701	GoTriangle	DRX	Strongly Disagree	Strongly Disagree	Strongly Disagree	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 express buses between employment hubs is not the way to do it.
27707	GoTriangle; GoDurham	400 and 800				
27613	GoTriangle	800	Undecided	Undecided	Undecided	
27606	GoRaleigh; GoTriangle; GoCary; NCSU	300, 12, 11, 51, 52, 100	Disagree	Undecided	Disagree	
27606	GoRaleigh; GoTriangle; NCSU; GoDurham	DRX, GoDurham #5, GoDurham #12 & #128	Strongly Agree	Strongly Agree	Strongly Agree	
27516	GoTriangle	crx	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	
27607	GoRaleigh; GoTriangle; NCSU	NCSU Routes 20, 40, 41. GoRaleigh 100/100X, GoTriangle DRX	Disagree	Disagree	Disagree	Please provide better headways on high-traffic bus routes like the 100 line and DVX which run by the only spots with actual density in this area
27545	GoRaleigh; GoTriangle	15, 11, 300, 305, 33				I don't have ridership data but am concerned about discontinuing 11L service to NC State. There's a lot of student housing along those routes and it travels beyond Woffline's range. Please look very closely at this before discontinuing 11L to NC State.
27599	GoRaleigh; GoTriangle	CRX, 100, 11	Undecided	Agree	Undecided	
27701	GoTriangle	DRX, 400, 405	Strongly Agree	Strongly Agree	Strongly Agree	
27603	GoTriangle; GoRaleigh	GoRaleigh 1, 4, 6, 8, 16. GoTriangle 100, RTC Shuttle	Agree	Agree	Disagree	<p>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.</p> <p>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.</p>
27707	GoDurham; GoTriangle	400, 405, Chapel Hill Routes - CL, D				As long as bus fare continues to be FREE, I am happy with the proposals.
27606	NCSU; GoRaleigh; GoTriangle	NCSU 42, 52, Go Raleigh 11, 11L	Undecided	Undecided	Undecided	
27606	GoTriangle	305- Jones Franklin and Crossroads	Undecided	Undecided	Undecided	The 305 busline has spotty or nonexistent service creating an issue where I spend from 25-30 a day just to get back and forth to work. Limiting service has cost me dearly.

						Changing the location of the CRX park and ride to NCS4 and I40 will make me unlikely to use the CRX park and ride option. The Eubanks location is a faster commute from Carrboro than NCS4 and I40. Sections of NCS4 in Chapel Hill are regularly back up and slow-moving and, in general, I avoid them when possible. When driving from Carrboro to Raleigh, it is better to drive down Eubanks to I40 than other options.
27520	GoTriangle; NCSU	CRX	Strongly Disagree	Undecided	Strongly Disagree	
27606	GoTriangle	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 daytime, M-F work schedule.	Agree	Agree	Agree	I live in Durham and primarily use Triangle Transit, but I'm starting to use Go Raleigh buses more.
27704	GoTriangle; NCSU; GoDurham	800				
27606	GoRaleigh; GoTriangle; NCSU	All Wolfines; 11, 11L, 4, 12, 300, CRX	Undecided	Undecided	Undecided	
27514	GoTriangle	400, 405				
27606	GoRaleigh; NCSU	11, 11L	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 system.
27603	GoRaleigh; GoTriangle	8, 16, 100	Disagree	Agree	Disagree	
27510	NCSU; GoTriangle	CRX from Eubanks Park and Ride in Chapel Hill	Undecided	Undecided	Strongly Disagree	Changing CRX pick up to HW 54 and I. 40 looks further away from Eubanks location
27606	GoRaleigh	11	Strongly Agree	Strongly Agree	Strongly Agree	route 11 being every 15 minutes will definitely increase the likelihood I use the transit system
27516	GoTriangle; NCSU	CRX	Agree	Agree	Agree	
27713	GoTriangle	800	Agree	Undecided	Agree	Better apps to track the location of the bus is a must and of utmost importance!
59100	GoRaleigh; NCSU	11L, All buses into that head from NCSU campus to downtown Raleigh		Agree	Disagree	I have no issues with the changes aside from the proposal of removing the campus service from the 11L route. I use that to get to and from campus from Raleigh, and it would be harder for me to transit if that was removed.
27606	None			Disagree		
27606	NCSU; GoRaleigh	Oberlin to downtown, all NCSU buses	Undecided	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 compromise.
27606	GoTriangle; GoDurham	DRX, 100, 700	Agree	Agree	Disagree	
33614	GoRaleigh; GoTriangle; NCSU	GoRaleigh 11L	Disagree	Strongly Agree	Strongly Disagree	
27606	GoRaleigh; GoTriangle; GoCary; GoDurham	300, 305, 11L, 26, 27				
27697	GoRaleigh; GoTriangle	Downtown Raleigh; GoTriangle to Durham and Chapel Hill	Undecided	Undecided	Undecided	
						services is not long enough and the hours when frequent service is offered are not long enough. The system should 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 who work 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 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,
27608	GoRaleigh; GoTriangle	I commute usually by the GoRaleigh 4 or the GoTriangle 100, but I often use other services to take other trips.	Agree	Agree	Agree	
27703	GoTriangle; GoDurham					
27604	None		Agree	Agree	Undecided	
						I have to learn more about the bus 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 places...especially Dr appointments.
27502	GoApex; GoWake ACCESS; GoDurham; GoTriangle; GoCary; GoRaleigh	I would like to ride transit but haven't yet.	Undecided	Undecided	Undecided	
27607	NCSU; GoRaleigh; GoTriangle; GoDurham					
27607	GoRaleigh; GoTriangle; NCSU	CRX, GoTriange 100, 800 NCSU 20,40,41	Undecided	Undecided	Undecided	
27278	GoTriangle	420 from Durham Tech to UNC campus (outside the social work building on Pittsboro street)	Undecided	Undecided	Undecided	
						Invest in the busses - they are the best transit option for out area. What happened to the proposed bus lane on 40?
27607	GoRaleigh; GoTriangle	CRX, DRX, FCX	Undecided	Undecided	Undecided	
		Routes CRX & 4, daily commute Raleigh-Chapel Hill, and semi-regular bus rides from home to down town Raleigh on route 4.				
27703	GoRaleigh; GoTriangle		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 regular commuter.
27707	GoTriangle; GoRaleigh; NCSU; GoDurham	DRX	Strongly Disagree	Disagree	Strongly Disagree	
27606	GoTriangle	CRX	Agree	Agree	Agree	
		8 or 23 for recreation (boyfriend lives in Village District), would ride more (work) but where I live is not convenient to a stop				
27610	GoRaleigh		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 great.
27514	None		Strongly Agree	Undecided	Agree	
	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					

						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 people to avoid personal car usage in downtown/crowded area and unload the roads. The other important task is to provide aged people the alternative to driving to keep an active life without slowing down of all restrict. If public transportation cannot provide such a service (too long wait time, inconvenient routes etc.) it just, in case of bases, adds mess on roads without any gain.
27560	GoTriangle; GoApex; GoCary; GoRaleigh	I'm interested in Apex-RTP routes as well internal Apex Route through Kelly Road to Apex Downtown and from Apex To Cary Railway station	Undecided	Disagree	Agree	
28277	GoRaleigh; GoTriangle; GoCary; NCSU	State Farmers Market area (or would, if buses came near enough to me)				
27610	GoRaleigh	Raleigh	Strongly Agree	Strongly Agree	Strongly Agree	I think the bus changes are much needed
						I agree as long as this is the plan that is actually adopted. I commute to work 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.
27606	GoTriangle	CRX	Agree	Agree	Undecided	
27607	GoTriangle		Agree	Undecided	Strongly Agree	More transit, more walking, less cars
	GoRaleigh; GoDurham; GoWake ACCESS; GoTriangle	Downtown	Agree	Undecided	Agree	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 and ideas to improve safety at bus stops.
27713	GoRaleigh	downtown Raleigh	Agree	Agree	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.
27601	None		Strongly Disagree	Strongly Disagree	Disagree	
02458	GoRaleigh; NCSU; GoDurham; GoTriangle; GoCary		Strongly Agree	Strongly Agree	Strongly Agree	
27697	GoRaleigh	Worthdale	Undecided	Undecided	Undecided	
27704	GoDurham	Unsure	Undecided	Undecided	Undecided	
27513	GoRaleigh; NCSU		Strongly Agree	Agree	Agree	
						I live outside of I-440 near Glenwood 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-Finley or District Drive on the way into downtown Raleigh?
27602	GoRaleigh; GoTriangle	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	Strongly Disagree	
27610	None		Undecided	Agree	Undecided	
						For me, whether the changes will be an 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 the 100X versus the current DRX.
27705	GoTriangle; GoDurham	DRX; 100; 700	Undecided	Agree	Undecided	
27610	GoRaleigh					
98036	None		Disagree	Disagree	Agree	The transit plan may be a bit premature, but the main problem is the inappropriate zoning changes.
	GoRaleigh; GoTriangle; NCSU	20A, 20B, 100, 800, CRX				
						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.
27612	GoTriangle	CRX	Strongly Disagree	Disagree	Strongly Disagree	
						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 complimentary for stays up to two weeks. The fare should be about \$5 per person. In addition, the bus driver should assist with luggage. The best example of this service is Disneys Magical Express.
28704	GoRaleigh; GoTriangle; GoDurham	Southwest Durham to the airport	Strongly Disagree	Agree	Strongly Disagree	
27519	GoCary; GoTriangle					
27511	GoCary	Carpenter village area to take downtown and other sites	Agree	Agree	Agree	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 Hill and near Hillsborough will be significantly inconvenienced by loosing access to Eubanks P+R. It also will limit non-motorized options for getting to the bus. Roads around Eubanks are "moderately" bike-friendly(ish), but biking anywhere near hwy 54 (the majority of which doesn't have bike infrastructure) feels like risking your life. GoTriangle needs to include bike/peed transit infrastructure in their transit plans as well.
27707	GoTriangle	CRX	Undecided	Agree	Strongly Disagree	
27519	None		Strongly Disagree	Strongly 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 monorail 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 seen 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.
27705	None		Disagree	Disagree	Strongly Disagree	
27587	GoWake ACCESS; GoRaleigh	Wake Forest Loop; I would like to see the Wake Forest Loop go to Triangle Town Center more frequently	Undecided	Strongly Disagree	Strongly Disagree	
28403	GoRaleigh	2, 6 and 8				
27278	GoTriangle	CRX	Strongly Disagree	Strongly Disagree	Strongly Disagree	I totally disagree with the proposed route realignment for the GoTriangle Route CRX Chapel Hill-Raleigh Express. Eliminating the Eubanks Road park and ride removes a vital option for commuters from northern Chapel Hill, Carrboro, Hillsborough, other western communities. This hurts commuters from those communities, making their commute to Raleigh longer, increasing single-driver time on the freeway and in stop an go traffic, adding to air pollution.
27713	GoRaleigh	2 from Millbrook area to downtown and back, and 25L from Carlos Dr. to Wake Tech and back	Disagree	Agree	Disagree	I don't like removing Carlos Dr. from the 25L route and forcing me to go up to Spring Forest to catch the 27L to get to Wake Tech.
27520	GoTriangle					
27609	GoRaleigh	Southeast Raleigh	Agree	Undecided	Undecided	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 size matches the volume (how do you capture that data?) The "art cute" shelters should be discontinued and "standard" 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 stop (vs. the 3/4 mile statistic you use a metric)?
27513	None		Undecided	Undecided	Undecided	
27587	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.
27608	GoRaleigh; GoTriangle	02, 06, Raleigh-UNC, Raleigh-Airport	Undecided			I want to see Wake Transit working with WCPSS on replacing school bus routes with city/county routes for middle/high 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	Downtown	Undecided			
27608	None		Disagree	Disagree	Undecided	
27604	GoRaleigh	I don't ride any of the routes.	Strongly Disagree	Disagree	Undecided	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.
19403	GoTriangle; GoCary; GoDurham; NCSU	The Triangle, including airport.	Undecided	Undecided	Undecided	Thank you for the opportunity to provide feedback on transit inside the Triangle
11248	GoRaleigh; GoTriangle; GoDurham	Please keep buses fare free	Undecided	Undecided	Undecided	Please keep buses fare free.
27610	GoRaleigh		Undecided	Undecided	Disagree	
27613	GoRaleigh; GoTriangle	Downtown Raleigh and RDU	Strongly Agree	Undecided	Strongly Agree	
27605	GoRaleigh	crx	Strongly Agree	Strongly Agree	Strongly Agree	
27605	GoRaleigh; GoTriangle	GoRaleigh 1, GoTriangle 100 (back when it went to the airport)	Agree	Agree	Agree	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 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 ETBs and would like to see even 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.
27516	GoTriangle; GoRaleigh; GoDurham					
27514	GoTriangle	CRX	Strongly Disagree	Undecided	Strongly Disagree	the Eubanks park and ride (especially with the upcoming BRT) is key to being able to access CRX
27516	GoTriangle	CRX, 800, 400, 105 (all coming from Chapel Hill)	Disagree	Disagree	Disagree	It's concerning that you're considering eliminating the downtown Chapel Hill stop for the CRX. While I don't have the opportunity to ride this route 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.
27609	GoTriangle	crx	Strongly Disagree	Undecided	Strongly Disagree	It is unlikely I would continue to ride the CRX (once it's back functioning anyway) with the proposed changes to bus stops in Chapel Hill
27516	GoTriangle					
27608	GoRaleigh	12, 16, 4, 8	Agree	Agree	Agree	
27519	GoTriangle; GoCary					

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 closer 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 GoTriangle 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	I think Eubanks must be kept in addition to 54.
27560	GoCary	310, and the Morrisville Smart Shuttle	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.
27514	GoTriangle	I primarily ride Chapel Hill Transit in and around Chapel Hill/Carrboro but will use CRX/DRX when reopen for weekly/monthly travel to Raleigh and Durham.	Undecided	Undecided	Strongly Disagree	Please DO NOT eliminate stops that serve Orange county residents in downtown Chapel Hill and the Eubanks Park and Ride!
27617	GoApex; NCSU	Brier Creek Parkway, MAA Preserves	Undecided		Strongly Disagree	
27591	GoRaleigh; GoDurham; 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	
28202	GoRaleigh; GoCary; NCSU	5; 300; various WolfLine busses to commute around campus	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). 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 accessible.
27697	GoDurham; GoTriangle	11,DRX; 11, DRX	Disagree	Undecided	Disagree	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 citizens have had any real notice or input.



Wake Transit Community Engagement Summary

Project Name: *Recommended FY 2024 Wake Transit Work Plan Community Engagement*

Project ID: *TO002-D*

Project Sponsor: *GoTriangle*

Project Start Date: *5/18/2023*

Prepared by: *Curtis Hayes*

Date: *6/16/2023*

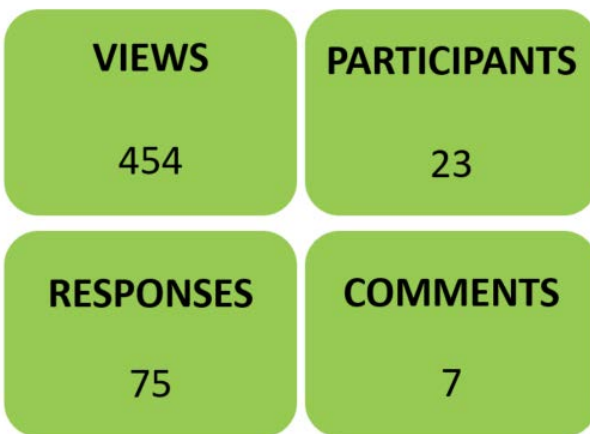
GO FORWARD

A COMMUNITY INVESTMENT IN TRANSIT

Executive Summary

A community review and public comment period for the Recommended FY 2024 Wake Transit Work Plan was originally scheduled for May 1-14, 2023. However, a financial adjustment resulted in the public comment period being rescheduled and held from May 18 to June 1, 2023. The results of the community engagement survey are shown in Figure 1. The online survey received 454 views, a total of 75 responses by 23 participants, and 7 total comments. This demonstrates a conversion rate of 30% for participants who became commenters.

Figure 1. Survey Results



Online comments.

Engagement Approach

The purpose 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 Recommended FY 2024 Wake Transit Work Plan. The community review and public comment period was promoted 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 > Wake website for download and use by the media, as well as Wake Transit partners and stakeholders. In addition, emails were distributed to several lists, as well as social media posts on Facebook, Instagram, and Twitter.

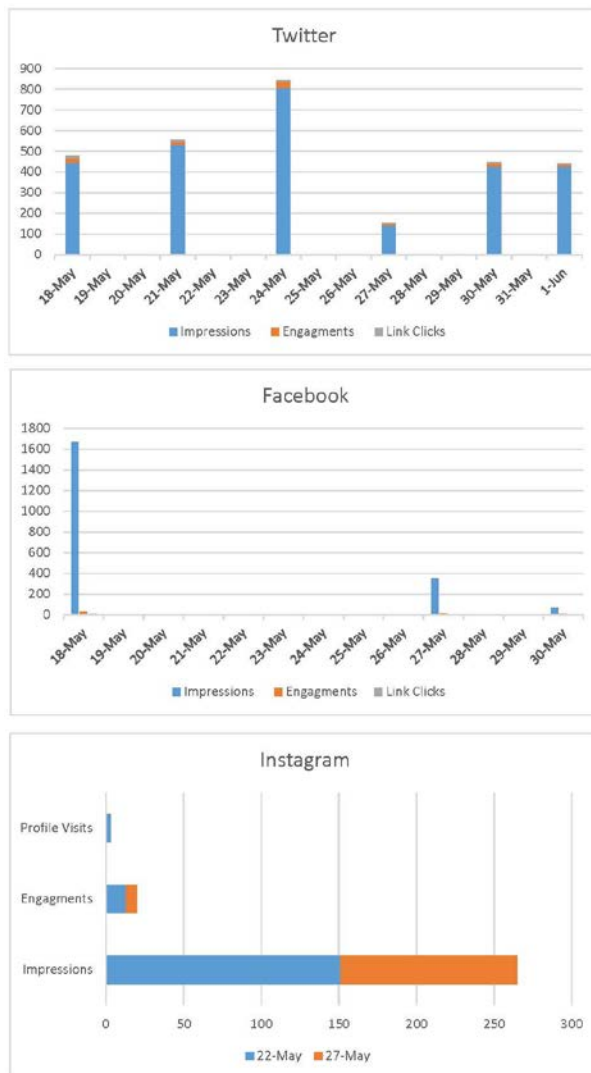
GO FORWARD

A COMMUNITY INVESTMENT IN TRANSIT

Communications Tools

Digital communications tools delivered the campaign narrative during the community review and public comment period through the following tools: news release, social media, and website. For example, Figure 2 reveals the awareness created by GoTriangle's social media outreach. Figure 3 reveals the awareness created by GoForward > Wake Website. All 16 Wake Transit partners were encouraged to collaborate and help distribute the campaign narrative through their own municipal and organizational communications channels. The result of Wake Transit lead agencies and partners working together to communicate the narrative was a rippling effect, which resulted in a high percentage of message saturation among targeted populations.

Figure 2. Social Media Outreach



GO FORWARD

A COMMUNITY INVESTMENT IN TRANSIT

Figure 3. GoForward > Wake Website

<div> <div> <div>←</div> <div>Analytics</div> </div> <div> <div>GoForward (NEW)</div> <div>GoForward (NEW)</div> <div>Generic</div> </div> </div>			
<div> <div>Date</div> <div>May 18, 2023 - Jun 1, 2023</div> </div>			
<div> <div>Filters</div> <div> <div>Page title exactly matches Recommended FY2024 Wake Transit Work Plan – GoForwardNC</div> </div> </div>			
<div> <div> <div>F</div> <div>Free form 1</div> </div> </div>			
Page title	↓ Views	Entrances	Total users
Totals	160 100% of total	72 100% of total	103 100% of total
1 Recommended FY2024 Wake Transit Work Plan – GoForwardNC	160	72	103

Community Review & Public Comment

The Recommended FY 2024 Wake Transit Work Plan was open for review and comment from May 18 to June 1, 2023. This engagement followed the 30-day community review and public comment period for the Draft Work Plan, which took place from February 20 to March 22, 2023. It resulted in 1,669 views and 839 public comments on the Draft FY2024 Wake Transit Work Plan. The Wake Transit Plan is dependent upon public input as part of the decision-making process. An inclusive and diverse level of public opinion helps ensure the investments developed and supported with budgets and personnel through the Wake Transit Work Plan are in line with the needs of the populations most in need. In addition, all members of the Wake Transit community are afforded an equal opportunity to access, review, and provide comments on the strategy, goals, and details of the plans and their possible touchpoints on communities of concern. Figure 4 reveals the comments received and Figure 5 shows the demographics of the individuals who participated in the online survey.

Figure 4. Comments Received

1) Not enough new bus routes outside of Raleigh and Cary...Funding for the Raleigh BRT routes seem way, way too expensive. Is this showing \$500M over the next several years? This could be better spent on new Bus Routes or Buses every 20-30 minutes on current routes.
2) Agreed 100%. New bus routes and/or more frequent service.
3) Is there a plan to add a new stop at the Cary Fenton shopping district?
4) I supported the last version of this, and still support this version, but I am disappointed to see the removal of funding (detailed on page 71) that seems to have been pulled in between those versions. I support the plan and investing in transit in general and would like to see the funding intended to be devoted to Wake Transit remain in the Wake Transit Work Plan. Wake County will never get high quality transit if we do not stand by our committed investments.

GO FORWARD

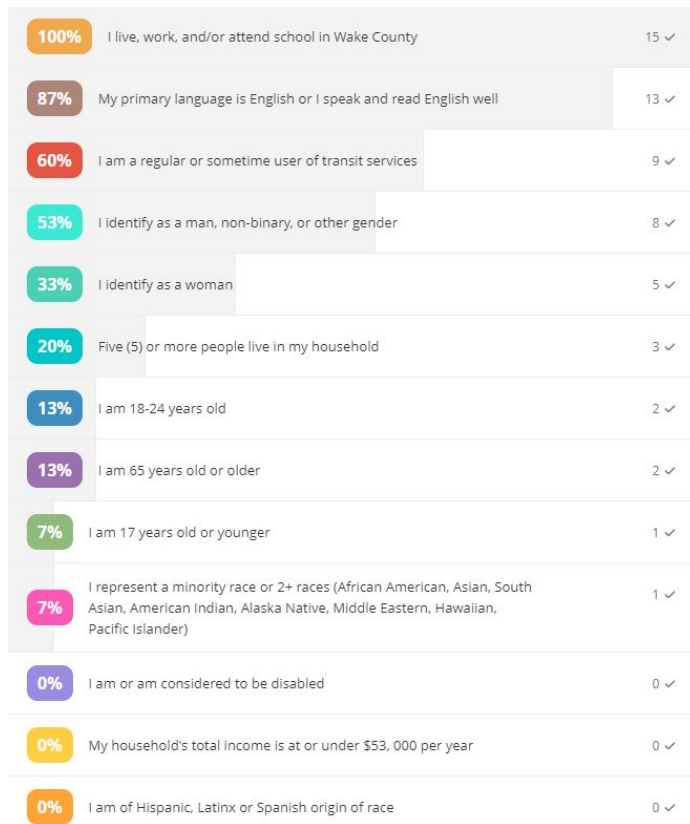
A COMMUNITY INVESTMENT IN TRANSIT

5) Great stuff. Would love some communication on the status of service restoration from the cuts last September. Also curious to know when we'll see the already-funded but currently delayed Glenwood and Hillsborough packages. Thanks!

6) Good stuff, as elaborated I would love to see what's the status of the routes that were cut and when they will be restored. A comment I'd like to add is that maybe a bus route should connect North Raleigh between 70X, 36 and GoTriangle Routes near Triangle Town Center.

7) Good to see stuff moving in right direction. But right now, buses are inconsistent and frequently late, and this needs to be fixed in order for buses to become a serious alt. transit option in Raleigh.

Figure 5. Online Survey Demographics



GO FORWARD

A COMMUNITY INVESTMENT IN TRANSIT

Recommended FY 2024 Wake Transit Work Plan
Public Comment Period, May 18 – June 1, 2023
Communications Tools

Digital & Non-Digital Communications Tools

- Email Campaign
- Graphics
- News Release
- Online survey (Print Version)
- Printed Flyer (Spanish, English)
- Public Hearing Notice
- Social Media Campaign
- Transit Alerts
- Website Content

**Recommended FY 2024 Wake Transit Work Plan
Public Comment Period, May 18 – June 1, 2023
Email 1**

Distribution Date(s): Thursday, May 18, 2023

Lists: GoForward, All Contacts

Subject Line: Your Input Needed on Wake Transit Work Plan Recommendations

Dear Wake Transit friend,

We need your input! The Recommended FY 2024 Wake Transit Work Plan is scheduled for community review and public comment from May 18-June 1, 2023. Your input will help guide the development of bus services and transit system capital investments as budgeted in the Recommended Work Plan.

The Recommended Work Plan is improving transit connections and expanding opportunities, while also helping blend the community's collective voice into the process. Continually connecting communities and working to offer the best public transit options possible, the program works toward transit services that are efficient, accessible, safe, and friendly. The program continually seeks public input to improve the transit network for all.

Please take a few moments to share this message with others in the Wake Transit Community. Let your voice be heard by participating in the survey. More information and the short community survey are available online at: <https://www.goforwardnc.org/getinvolvedwake>

Thank you,

The Wake Transit Team

Recommended FY 2024 Wake Transit Work Plan
Public Comment Period, May 18 – June 1, 2023
Email 2

Distribution Date(s): Monday, May 29, 2023

Lists: GoForward, All Contacts

Subject Line: Final Days to Comment on Wake Transit Recommendations

Dear Wake Transit friend,

Today begins the countdown for your input! The Recommended FY 2024 Wake Transit Work Plan is available for community review and public comment through June 1, 2023. Your input will help guide the development of bus services and transit system capital investments as budgeted in the Recommended Work Plan.

The Recommended Work Plan is improving transit connections and expanding opportunities, while also helping blend the community's collective voice into the process. The program continually seeks public input to improve the transit network for all.

Please take a few moments to share this message with others in the Wake Transit Community. Let your voice be heard by participating in the survey. More information and the short community survey are available online at: <https://www.goforwardnc.org/getinvolvedwake>

Thank you,

The Wake Transit Team

GO FORWARD

A COMMUNITY INVESTMENT IN TRANSIT

Recommended FY 2024 Wake Transit Work Plan Available for Review & Comment From May 18-June 1, 2023.

The Recommended FY 2024 Wake Transit Work Plan is available for community review and public comment during **May 18- June 1, 2023**. View the plan, submit your input, and review other informational materials by visiting the GoForward website:



- <https://goforwardnc.org/getinvolvedwake>
- Or, visit the page by scanning the QR code.

There are several ways to submit questions and comments:

- Email: publicengagement@gotriangle.org
- Mail: GoTriangle, ATTN: Wake Transit Work Plan & Bus Plan, 4600 Emperor Blvd., Suite 100, Durham, NC 27703
- Text Wake to 73224 (charges may apply)
- Call 855-925-2801 (toll-free) and enter code 4133 to leave a voicemail.

The Recommended Work Plan is designed to improve and expand Wake County's transit network through continued investment in new and existing transit services and facilities that increase our ability to achieve the program's Four Big Moves:



CONNECT
THE REGION



CONNECT ALL WAKE
COUNTY COMMUNITIES



CREATE FREQUENT,
RELIABLE URBAN MOBILITY



ENHANCE ACCESS
TO TRANSIT



The Recommended Work Plan will cover the upcoming fiscal year (July 1, 2023, to June 30, 2024). The Recommended Work Plan has two main parts:

1. The first part includes the projected FY2024 Wake Operating and Capital Budgets and details the specific projects proposed to receive funding throughout the year.
2. The second and larger part is the Appendix which outlines Wake Transit's multi-year investment strategy through FY2030.

The Recommended Work Plan allocates \$39 million to the Wake Operating Budget. About \$31.9 million of that total would be designated for the continuation of services funded in previous years. The Recommended Work Plan allocates \$203.8 million to the Wake Capital Budget, with \$85.9 million of the total from federal funding allocated for the Wake BRT: Southern Corridor project. Of that amount, \$19 million was allocated from the Wake Capital Fund balance.

FY 2024 Revenues and Expenditures

Wake Transit revenues come from a mixture of sources, the largest of which is a transit-dedicated, ½ cent sales tax. Other sources include portions of vehicle rental and registration taxes, local, federal, and state funds, reserved operating and capital fund balances, and projected fare box recovery. A total of \$242.8 million is projected to be available for Wake Transit investment in FY 2024. About \$120 million would be from sales tax collections.

Have your say on Wake County's FY2024 recommended transit investments!

The public is invited to comment on the Recommended FY2024 Wake Transit Work Plan

What is planned for transit investments in Wake County in the fiscal year that runs from July 1, 2023, through June 30, 2024? The public is encouraged to find out and weigh in by viewing the FY2024 Recommended Wake Transit Work Plan during a May 18-June 1 public engagement period.

Hearing from the community is critical to building a connected transit network and expanding opportunities for all who live in Wake County and the Triangle region as the area's population grows rapidly. The first round of public engagement from Feb. 20 through March 22 this year helped shape the recommended plan. Now, those recommendations are open for a second public review so that community input can help inform the final plan.

Some changes incorporated in the recommended plan for FY2024 include:

- Three new projects for the Town of Apex (Saunders Street and Hinton Street pedestrian improvements, GoApex Route 1 bus stop enhancements and a future transit prioritization study)
- A new project of pedestrian improvements for the Knightdale Boulevard Corridor
- Funding for GoWake Access's Northeast Microtransit Service
- Improvements to Route 305 (Holly Springs-Apex-Raleigh to realign service for bidirectional travel on Main Street in Holly Springs during peak hours, with 60-minute all-day service to Apex)

A public hearing is scheduled for June 21, prior to the Recommended FY 2024 Wake Transit Work Plan being considered for adoption by the Wake Transit governing boards. Once approved by the CAMPO Executive Board and the GoTriangle Board of Trustees, the adopted FY 2024 Wake Transit Work Plan will cover the fiscal year beginning July 1, 2023, and ending June 30, 2024.

Learn more about the Recommended FY2024 Wake Transit Work Plan, take a brief survey and submit comments here: goforwardnc.org/getinvolvedwake

Recommended FY2024 Wake Transit Work Plan
Public Comment Period, **May 18 – June 1, 2023**
Social Media: Facebook/Instagram, Twitter, LinkedIn

Facebook/Instagram (FB posts geotargeted to reach Latino and minority audiences)

Option 1 – May 18

We want to hear from you! View the Recommended FY2024 Wake Transit Work Plan designed to help improve connections and expand opportunities. Please review the plans and submit your feedback by June 1, 2023. Learn more and comment:

<https://www.goforwardnc.org/getinvolvedwake>

Option 2 – May 21

Become a transit influencer! By reading and commenting on the recommendations for the FY2024 Wake Transit Work Plan, you can help determine how funding is invested and bus services are adjusted. Be sure to provide your input during the public review and public comment period May18-June 1, 2023. Let us know what you think! Learn more and comment:

<https://www.goforwardnc.org/getinvolvedwake>

Option 3 – May 24

Let your voice be heard on the Wake Transit Work Plan through an online survey May 18 – June 1, 2023. The NC Capital Area Metropolitan Planning Organization (CAMPO) will host a Public Hearing on June 21 for additional feedback. Comments and survey results will be used to finalize the recommendations presented for adoption in June 2023. Let us know what you think! Learn more and comment: <https://www.goforwardnc.org/getinvolvedwake>

Option 4 – May 27

Be a transit influencer by reading and telling us what you think about the Wake Transit Work Plan! We need your input on the recommended plan. Public comments improve planning and are accepted online through June 1, 2023, and a CAMPO Public Hearing on June 21. Learn more and comment: <https://www.goforwardnc.org/getinvolvedwake>

Option 5 – May 30

A total of \$242.8 million is budgeted in the Recommended FY2024 Wake Transit Work Plan. Of that total, \$39 million is allocated to the operating budget and \$203.8 million to the capital budget. Public comments improve planning and are accepted through June 1, 2023. Complete the online survey at <https://www.goforwardnc.org/getinvolvedwake>

Option 6 – June 1

June 1 is the last day to comment on the FY2024 Wake Transit Work Plan. The plans aim to improve bus service and transit opportunities in Wake County and the Triangle region. Learn more and comment: <https://www.goforwardnc.org/getinvolvedwake>

Twitter/LinkedIn

Option 1

Let your voice be heard on bus and other transit system investments! Public comments improve planning and are accepted through June 1, 2023. More information and a short community survey are available online at: <https://www.goforwardnc.org/getinvolvedwake> #WakeTransit #GoForward #WakeBus

Option 2

Now is the time to review the Recommended FY2024 Wake Transit Work Plan and let us know what you think! Public comments improve planning and are accepted through June 1, 2023. More information and a short community survey are available online at: <https://www.goforwardnc.org/getinvolvedwake> #WakeTransit #GoForward #WakeBus

Option 3

A Wake County transportation plan is open for public comment through June 1, with a public hearing on June 21. The Recommended FY 2024 Wake Transit Work Plan includes Bus Rapid Transit and other projects. Public comments improve planning and are accepted through June 1, 2023, at: <https://www.goforwardnc.org/getinvolvedwake> #WakeTransit #GoForward #WakeBus

Option 4

Become a transit influencer! By telling us what you think about the changes to the FY2024 Recommended Wake Transit Work Plan, you can help improve the effectiveness of public transportation. Public comments improve planning and are accepted through June 1, 2023, at: <https://www.goforwardnc.org/getinvolvedwake> #WakeTransit #GoForward #WakeBus

Option 5

The Recommended FY2024 Wake Transit Work Plan needs your input! By including the public in the planning process, we improve transit connections and GoForward together. Learn more and comment: <https://www.goforwardnc.org/getinvolvedwake> #WakeTransit #GoForward #WakeBus

Option 6

\$242.8 million is budgeted in the Recommended FY2024 Wake Transit Work Plan. Of that total, \$39 million is allocated to the operating budget and \$203.8 million to the capital budget. Public comments improve planning and are accepted through June 1, 2023. Learn more and comment: <https://www.goforwardnc.org/getinvolvedwake> #WakeTransit #GoForward #WakeBus

Option 7

Be a transit influencer! We need your input on the Wake Transit Work Plan through just one short survey. Learn more and comment: <https://www.goforwardnc.org/getinvolvedwake> #WakeTransit #GoForward #WakeBus

Option 8

June 1 is the last day of the public comment period for bus and other transit system improvements! Please submit your comments now. More information and a short community

survey are available online at: <https://www.goforwardnc.org/getinvolvedwake> #WakeTransit
#GoForward #WakeBus

Public Hearing Preview Posts

June 21 (Post by June 7 or before)

Want to learn more about recommended bus and transit service improvements throughout Wake County and the Triangle? Attend the public hearing online where you'll have the chance to provide comments. Link to CAMPO.

GO FORWARD

A COMMUNITY INVESTMENT IN TRANSIT



Recommended FY 2024 Wake Transit Work Plan

Public Comment Period
May 18 – June 1, 2023



SURVEY RESULTS | GOFORWARDNC.ORG

VIEWS = 454

PARTICIPANTS = 23

RESPONSES = 75

COMMENTS = 7

COMMENTS

- 1) Not enough new bus routes outside of Raleigh and Cary...Funding for the Raleigh BRT routes seem way, way too expensive. Is this showing \$500M over the next several years? this could be better spent on new Bus Routes or Buses every 20-30 minutes on current routes
- 2) Agreed 100%. New bus routes and/ or more frequent service.
- 3) Is there a plan to add a new stop at the Cary Fenton shopping district?
- 4) I supported the last version of this, and still support this version, but I am disappointed to see the removal of funding (detailed on page 71) that seems to have been pulled in between those versions. I support the plan and investing in transit in general and would like to see the funding intended to be devoted to Wake Transit remain in the Wake Transit Work Plan. Wake County will never get high quality transit if we do not stand by our committed investments.
- 5) Great stuff. Would love some communication on the status of service restoration from the cuts last September. Also curious to know when we'll see the already-funded but currently delayed Glenwood and Hillsborough packages. Thanks!
- 6) Good stuff, as elaborated I would love to see what's the status of the routes that were cut and when they will be restored. A comment I'd like to add is that maybe a bus route should connect North Raleigh between 70X, 36 and GoTriangle Routes near Triangle Town Center.
- 7) Good to see stuff moving in right direction. But right now, buses are inconsistent and frequently late, and this needs to be fixed in order for buses to become a serious alt. transit option in Raleigh.

REPORTED DEMOGRAPHICS

