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

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Executive Summary

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

Comments
839Participants
762ResponsesViews6,5901,672

Figure 1. Survey Results.

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

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

Communications Tools

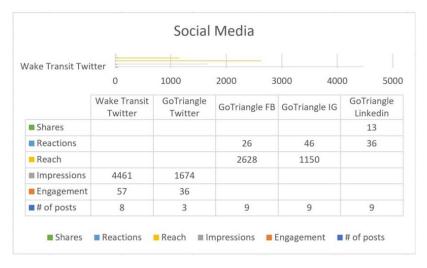
Digital communications tools delivered the campaign narrative during the community review and public comment period through the following tools: email, news release, social media, transit alert, and website. For example, Figure 2 reveals the awareness created by GoTriangle's email campaign, while Figure 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	March 1, 2023
6600 Louisburg Rd., Raleigh, NC 27616	11 a.m1 p.m.
Garner Senior Center	March 2, 2023
205 E Garner Rd., Garner, NC 27529	10 a.mNoon
Knightdale Station Park	March 2, 2023
810 N First Ave., Knightdale, NC 27545	2 p.m4 p.m.
Cary Depot	March 3, 2023
211 N Academy St., Cary, NC 27511	11 a.m1 p.m.
Triangle Town Center Mall Transfer Station	March 3, 2023
5959 Triangle Town Blvd. Raleigh, NC 27616	4 p.m6 p.m.
East Wake Senior Center	March 7, 2023
323 Lake Dr., Wendell, NC 27591	9 a.m11 a.m.
Wendell Falls Activity Center	March 7, 2023
320 Vintage Point Ln. Wendell, NC 27591	Noon-2 p.m.
GoRaleigh Station	March 9, 2023
214 S Blount St., Raleigh, NC 27601	2 p.m4 p.m.
Boxyard RTP	March 10, 2023
900 Park Offices Dr., RTP, NC 27709	2 p.m4 p.m.
Holly Springs Farmers Market	March 11, 2023
300 W Ballentine St, Holly Springs, NC 27540	9 a.mNoon
Fuquay-Varina Community Center	March 14, 2023
820 S Main St., Fuquay-Varina, NC 27526	1 p.m4 p.m.
Apex Senior Center	March 16, 2023
63 Hunter St, Apex, NC 27502	10 a.mNoon
Crabtree Valley Mall Transfer Station	March 17, 2023
4325 Glenwood Ave, Raleigh, NC 27612	4 p.m6 p.m.
Western Wake Farmers Market	March 18, 2023
280 Town Hall Dr, Morrisville, NC 27560	9 a.mNoon
Talley Student Union - Stafford Commons	March 20, 2023
2610 Cates Ave, Raleigh, NC 27606	10 a.mNoon
Dorcas Ministries	March 22, 2023
187 High House Rd, Cary, NC 27511	11 a.mNoon

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.

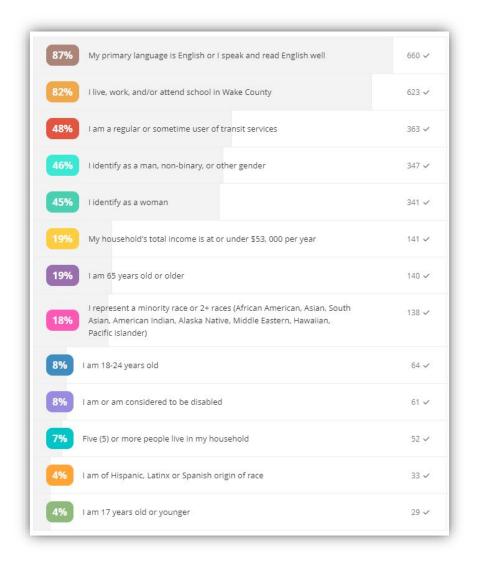


Figure 4. Demographic Data (new question beta-test)

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.

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/LFE0412	21#LFE041221

Figure 5. Wake County Factors & Data.

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,

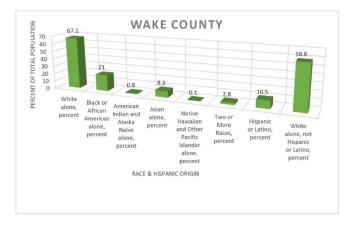
9.4% of persons were considered to be in poverty. Finally, 17.5% reported a language other than English being spoken at home.

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



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

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

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: <u>https://www.goforwardnc.org/getinvolvedwake</u> Email: <u>publicengagement@gotriangle.org</u> 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)

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

Thank you,

The Wake Transit Team

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 <u>project webpage</u> 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: <u>https://www.goforwardnc.org/getinvolvedwake</u> Email: <u>publicengagement@gotriangle.org</u> 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

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: <u>https://www.goforwardnc.org/getinvolvedwake</u> Email: <u>publicengagement@gotriangle.org</u> 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)

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

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:



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.



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 transitdedicated, 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 decided 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 <u>online survey</u> to let us know what you think! Learn more and comment: <u>https://www.goforwardnc.org/getinvolvedwake</u>

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 <u>online survey</u> to let us know what you think! Learn more and comment: <u>https://www.goforwardnc.org/getinvolvedwake</u>

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 <u>online survey</u> to let us know what you think! Learn more and comment: <u>https://www.goforwardnc.org/getinvolvedwake</u>

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 <u>online survey</u> to let us know what you think! Learn more and comment: <u>https://www.goforwardnc.org/getinvolvedwake</u>

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 <u>online survey</u> to let us know what you think! Learn more and comment: <u>https://www.goforwardnc.org/getinvolvedwake</u>

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 <u>online survey</u> to let us know what you think! Learn more and comment: <u>https://www.goforwardnc.org/getinvolvedwake</u>

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

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 <u>online</u> <u>survey</u> to let us know what you think! Learn more and comment: <u>https://www.goforwardnc.org/getinvolvedwake</u>

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 <u>online survey</u> to let us know what you think! Learn more and comment: <u>https://www.goforwardnc.org/getinvolvedwake</u>

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

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

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

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: <u>https://www.goforwardnc.org/getinvolvedwake</u> #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!

Appendices 1 - Comments by Date Received (first to last)

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	Do you agree with the proposed timeline of bus service		Additional Comments
27529	GoRaleigh; GoTriangle; GoDurham		service improvements for 2025-2030? Strongly Agree	improvements? Strongly Agree	easier for you to use transit? Agree	
						Please continue to fund these important investments in the future of Wake County and the Greater Triangle Region.
27518 27513	GoTriangle; GoCary; GoApex GoRaleigh; GoTriangle; GoCary; GoDurham	305	Strongly Agree	Strongly Agree	Strongly Agree	Thank you!
	GoRaleigh; NCSU	Buck Jones and Western Boulevard	Agree	Disagree	Agree	The sooner, the better!
						Many routes are still proposed as 30+
27609	GoRaleigh; GoTriangle	GoRaleigh 23L, 8, 4, 2	Agree	Agree	Agree	minutes when it would be helpful if they were more often and less capacity
27603 27560	GoRaleigh GoCary; GoTriangle	Garner and South Raleigh	Agree Agree	Undecided Agree	Agree Agree	
27609	GoRaleigh; GoTriangle	Midtown to Downtown				
27607	None		Disagree	Disagree	Strongly Disagree	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
27523	GoCary; GoRaleigh; GoWake ACCESS; GoTriangle		Strongly Agree	Agree	Strongly Agree	ROI. Instead, let's work with the high speed rail. We love the Apex Go shuttle and would
27502	GoApex	Apex area	Agree	Agree	Undecided	love to get familiar with services to Cary and Raleigh, since we support public transit improvements
						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
27607	None GoDurham		Strongly Disagree	Disagree Strongly Agrop	Strongly Disagree	back.
27705	oos sa filam		Strongly Agree	Strongly Agree	Strongly Agree	I want to see wake forest prioritized
26514	GoRaleigh	wake forest	Agree	Disagree	Undecided	higher. Need better connections between Raleigh and wake forest
		Knightdale Rout 33, I live in Wendell, they need a bus for				I want a route for my area in Wendell, I live on Wendell Falls Parkway, we need
27591 27529	GoRaleigh GoTriangle; GoWake ACCESS; GoRaleigh	us!	Agree Undecided	Strongly Agree	Agree	bus service.
27601	GoRaleigh; GoTriangle	100, 700, DRX	Undecided	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
27603	None		Agree	Agree	Undecided	
						The plans here are ambitious and a great diea, but the buses recently have been inconsistent and unreliable. Increasing bours 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 the before an expansion.
27519 27707	GoRaleigh; GoCary; GoTriangle GoTriangle; NCSU	Southeast Raleigh, Downtown DRX, 100, 700	Agree	Undecided	Strongly Agree	be successful.
27707 27312	GoTriangle; GoDurham GoRaleigh; GoCary; GoTriangle; GoDurham	Go triangle 405 and 800, go durham 5 and 12	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 vest side of the Triangle This plan appears to move the GriTriangle route to south Durham, meaning that Orange County will have ONE (11) Gortriangle 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
27510	GoTriangle; NCSU	CRX	Strongly Disagree	Undecided	Strongly Disagree	remove the proposed changes from this 2025 plan!
27511	None GoTriangle; GoRaleigh; GoCary; GoDurham		Undecided Agree	Undecided Undecided	Undecided Disagree	n/a
53703	GoCary	300	Agree	Disagree	Disagree	The routes to the airport need improvement and more availability yesterday.
27604	GoRaleigh; GoTriangle GoRaleigh; GoCary; NCSU; GoTriangle	Downtown Raleigh buses	Strongly Agree		Strongly Agree	
27610	None		Strongly Agree Agree	Agree Agree	Strongly Agree Agree	
27596	GoRaleigh; GoTriangle GoRaleigh	Wake Forest to North Raleigh Atlantic Ave	Undecided	Disagree	Strongly Disagree	
	GoRaleigh; GoTriangle GoRaleigh; GoTriangle; GoCary		Undecided		-	
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	west cary really needs bus routes and
27513 27518	GoCary; GoTriangle; GoRaleigh; GoApex GoCary; GoRaleigh	go cary door to door west cary #4 GoCary High House Road and #300 GoTriangle	Strongly Agree	Agree	Agree	stops
27713	GoCary; GoTriangle	Cary/Raleigh	Strongly Agree	Agree	Undecided	
	GoTriangle; GoDurham GoRaleigh	RTP, Brier Creek, to either DTR or DTD. Wendell and Eastern Wake	Agree	Agree	Undecided	
27526 28079	GoRaleigh; GoCary; GoTriangle; NCSU GoTriangle	Fuquay Varina ,downtown Raleigh, airport Garner				
27707	GoTriangle	Garner raleigh, wilson, goldsboro nc	Strongly Agree	Agree	Agree	
27597 27511 27713	None None 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.
						More stops for the FRX between Wake Tech and Fuquay downtown; consider reinstating the Food Lion stop at the
27526	GoRaleigh; GoTriangle	FRX, 100	Strongly Agree	Agree	Agree	corner of Hilltop Needmore and US 401.
27608	GoRaleigh; NCSU	I mostly take GoRaleigh 4, 12 and 16 and sometimes whichever Wolfline bus that goes up and down Hillsborugh 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	
	None		Undecided	Undecided	Undecided	

27607	GoRaleigh		Strongly Agree	Agree	Undecided	
08611	GoRaleigh; GoTriangle; GoDurham		Agree	Strongly Agree	Agree	
27526 27701	GoRaleigh; GoTriangle; GoCary GoTriangle; GoRaleigh; GoDurham		Strongly Agree Strongly Agree	Undecided Strongly Agree	Agree Agree	Purchase electric buses
2//01	Gonnaiger, Gonaegri, Goldman		300/gy Agree	Surviy Agree	Ag tre	For Linase recutine Loose, Garner and Fuquay continues to be extremely underserved by transit. Outside of peak hour park and ride service to WTCC Suth via FRX, there are absolutely no options for traveling to downtown Ralely without driving for all or nearly all of the way. If I wanted to downtown in the evening to enjoy dimer and entertainment, I must trive myself. I cannot enjoy a drink with finded without being irresponsible, or coughing up a massive Uber/lyft fee. Future BRT avoids this area, turning down USTO 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.
27602	Collector Catringto Neuro		Undersided	Diaman	Disease	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.
27603	GoRaleigh; GoTriangle; None	West Raleigh through RTP (ie PNC Arena / Blue Ridge Area	Undecided	Disagree	Disagree	There are no feasible transit options, Really looking forward to the commuter
27613	GoRaleigh; GoTriangle	through Davis Drive / Boxyard RTP area)	Agree	Agree	Undecided	rail personally
27607	GoRaleigh; GoTriangle	GoRaleigh 4 and 27, GoTriangle DRX	Disagree	Agree	Disagree	
27501	GoRaleigh; GoTriangle; GoCary GoApex; GoCary; GoRaleigh; GoTriangle;	Fuquay Varina, Weston Parkway	Agree	Agree	Agree	
27523	GoDurham	I'm between 55 and 64				
27527	GoTriangle GoRaleigh; GoTriangle; GoCary; GoDurham	GoRaleigh 2, 24L, 6; GoTriangle DRX	Strongly Agree	Strongly Agree Disagree	Strongly Agree	This plan doesn't go far enough. Most routes by 2020 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 32-minute headways and decent (and two-wayl) cross-town connections.
	GoRaleigh; GoTriangle; NCSU	GoRaleigh 12, Wolfline 52				
27615	None		Strongly Disagree	Strongly Disagree	Strongly Disagree	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.
22560	GoRaleigh		Agree	Agree	Strongly Agree	
		1	Agree	Undecided Agree	Disagree	
27604	GoRaleigh GoTriangle					
27604 27604	GoTriangle GoTriangle		Undecided	Disagree	Agree	
27604 27604	GoTriangle	Holly Springs to RDU Airport and back				connecting the downtown of small towns around Raleigh (e.g. Holly Springs, Apex, Cary, Wake Forest, Knightdale and in the future also Fuque yang dasaret (to RTP and RDU also prot using the already existing 1-540 corridor. That could be implemented right away and for a fraction of the cost of the proposed plans. I can only support increasing available stops as well as longer service on Sundary. When I worked in Raleigh It was a pain to be standed after 7 PM for the routes I rode, 4,7, and 11 believe.
27504 27504 27540 27513	GoTriangle GoTriangle GoRaleigh; GoCany; GoTriangle	Holly Springs to RDU Airport and back 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.				connecting the downtown of small towns around Ralegih (e.g. Holly Springs, Apex, Cary, Wake Forest, Knightdale and in the future also Fuquay and Garney 10 RTP and RDU airport using the already existing 1-540 corridor. That could be implemented right away and for a fraction of the cost of the proposed plans. I can only support increasing available stops as well as longer service on Sundary. When I worked in Ralegh It was a pain to be stranded after 7 PM for
27504 27604 27540 27513 27697	GoTriangle GoTriangle GoRaleigh, GoCary: GoTriangle GoRaleigh	Holly Springs to RDU Airport and back I do not ride any routes currently as it is more convenient for me to drive. However I would like to comment as these projects look great. Downtown to Gienwood	Disagree Strongly Agree	Disagree Strongly Agree	Disagree	connecting the downtown of small towns around Reliefy foe, Holfy Springs, Apex, Cary, Wake Forest, Knightdia and in the future also Fuquay and Gamer) to FTP and RDU airport using the already existing I-S40 corridor. That could be implemented right away and for a fraction of the cost of the proposed plans. I can only support increasing available stops as well as longer service on Sundays. When worked in Raleigh It was a pain to be stranded after 7 PM for the routes I rode 4,7, and 11 believe. More availability can only help in my
27604 27604 27540 27540 27513 27699 27609	GoTriangle GoTriangle GoRaleigh; GoCary; GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle; GoWake ACCESS; GoCary; GoDurham; GoApex	Holly Springs to RDU Airport and back I do not ride any routes currently as it is more convenient for me to drive. However I would like to comment as these projects look great. Downtown to Gienwood CRX 40X, 1, 25L, 11, 100, 300, WRX, CRX, DRX, 310, Morrisville Smart Shuttle	Disagree Strongly Agree Strongly Agree	Disagree Strongly Agree Agree	Disagree	connecting the downtown of small towns around Relief(h Eg. Holly Springs, Apex, Cary, Wake Forest, Knightdale and in the future also Fuguay and Gamer) to FTP and RDU airport using the already existing I-Sdu Corridor. That could be implemented right away and for a fraction of the cost of the proposed plans. I can only support increasing available stops as well as longer service on Sundays. When worked in Raleigh It was a pain to be stranded after 7 PM inter reutes Trode 4,7, and 11 believe. More availability can only help in my
27604 27604 27540 27540 27513 27607 27609 27609 27609	GoTriangle GoTriangle GoRaleigh; GoCary; GoTriangle GoRaleigh GoTriangle GoRaleigh; GoTriangle; GoWake ACCESS; GoCary; GoDurham; GoApex GoApex GoTriangle; GoCary; GoApex; GoDurham;	Holly Springs to RDU Airport and back I do not ride any routes currently as it is more convenient for me to drive. However I would like to comment as these projects look great. Downtown to Gienwood CRX. 40X, 1, 25L, 11, 100, 300, WRX, CRX, DRX, 310, Morrisville Smart Shuttle Apex Goriangle: 300, 310, 800, and formerly 311 when it was	Disagree Strongly Agree Strongly Agree	Disagree Strongly Agree Agree Strongly Agree	Disagree	connecting the downtown of small towns around Raliely fe.g. Holly Springs, Apex, Carry, Wake Forest, Knightdale and In the future also Fuquay and Gamer) to RTF and RDU airport using the already existing 1-540 corridor. That could be implemented right away and for a fraction of the cost of the proposed plans. I can only support increasing available stops as well as longer service on Sundays. When uvorked in Raliegh it was a pain to be stranded after 7 PM for the routes I rode, 4,7, and 11 believe. More availability can only help in my opinion. With Wake Tech's new Eastern Wake 4.0 campus scheduled to open in FY24. Its would be beneficial to have its enviced
27604 27604 27604 27540 27540 27513 27697 27609 27601 27502 27513	GoTriangle GoTriangle GoRaleigh; GoCary; GoTriangle GoRaleigh GoRaleigh GoTriangle GoRaleigh; GoTriangle; GoWake ACCESS; GoCary; GoDapex GoTriangle; GoCary; GoApex; GoDurham; GoTriangle; GoCary; GoCary; GoApex; GoDurham; GoTriangle; GoCary; GoC	Holly Springs to RDU Airport and back I do not ride any routes currently as it is more convenient for me to drive. However I would like to comment as these projects look great. Downtown to Glenwood CRX 40X, 1, 25L, 11, 100, 300, WRX, CRX, DRX, 310, Morrisville Smart Shuttle Apps GoTriangle: 300, 310, 800, and formerly 311 when it was rounding. GoZN, 4 & 5	Disagree	Disagree	Disagree	connecting the downtown of small towns around Raliely fe.g. Holly Springs, Apex, Carry, Wake Forest, Knightdale and In the future also Fuquay and Gamer) to RTF and RDU airport using the already existing 1-540 corridor. That could be implemented right away and for a fraction of the cost of the proposed plans. I can only support increasing available stops as well as longer service on Sundays. When uvorked in Raliegh it was a pain to be stranded after 7 PM for the routes I rode, 4,7, and 11 believe. More availability can only help in my opinion. With Wake Tech's new Eastern Wake 4.0 campus scheduled to open in FY24. Its would be beneficial to have its enviced
27604 27604 27604 27540 27540 27540 27607 27609 27609 27609 27502 27513	GoTriangle GoTriangle GoRaleigh; GoCary; GoTriangle GoRaleigh GoTriangle; GoWake ACCESS; GoCary; GoDurham; GoApex GoApex GoTriangle; GoTriangle; GoWake ACCESS; GoCary; GoDurham; GoApex GoRaleigh; GoTriangle; GoTriangle; GoTriangle; GoTriangle; GoRaleigh; GoTriangle	Holly Springs to RDU Airport and back I do not ride any routes currently as it is more convenient for me to drive. However I would like to comment as these projects look great. Downtown to Glenwood CRX 40X, 1, 25L, 11, 100, 300, WRX, CRX, DRX, 310, Morrisville Smart Shuttle Apex GorTangle: GoCary, 4 & 5 TTA: CRX, 100, 800, RalGo: 4,	Disagree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Disagree Undecided	Disagree Strongly Agree Agree Strongly Agree Disagree Disagree Disagree	Disagree	connecting the downtown of small towns around Raliely fe.g. Holly Springs, Apex, Carry, Wake Forest, Knightdale and In the future also Fuquay and Gamer) to RTF and RDU airport using the already existing 1-540 corridor. That could be implemented right away and for a fraction of the cost of the proposed plans. I can only support increasing available stops as well as longer service on Sundays. When uvorked in Raliegh it was a pain to be stranded after 7 PM for the routes I rode, 4,7, and 11 believe. More availability can only help in my opinion. With Wake Tech's new Eastern Wake 4.0 campus scheduled to open in FY24. Its would be beneficial to have its enviced
27604 27604 27540 27540 27540 27607 27609 27609 27609 27502 277513 277513 27752	GoTriangle GoTriangle GoRaleigh; GoCary; GoTriangle GoRaleigh GoTriangle; GoWake ACCESS; GoCary; GoDurham; GoApex GoApex GoTriangle; GoCary; GoApex; GoDurham; GoRaleigh GoTriangle; GoCary; GoApex; GoDurham; GoRaleigh GoTriangle; GoCary; GoApex; GoApex;	Holly Springs to RDU Airport and back I do not ride any routes currently as it is more convenient for me to drive. However I would like to comment as these projects look great. Downtown to Glenwood CRX 40X, 1, 251, 11, 100, 300, WRX, CRX, DRX, 310, Morrisville Smart Shuttle Apex Gorirangle GoCary, 4 & 5 Tran.CRX, 100, 800, Rafloc, 4, 11b, 6, 2, 400, 405, 100, 105	Disagree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Undecided Undecided	Disagree Strongly Agree Agree Strongly Agree Disagree Disagree Disagree Undecided	Disagree	connecting the downtown of small towns around Reliefs (e.g. Holly Springs, Apex, Cary, Wake Forest, Knightdale and in the future also Fuquay and Gamer) to RTP and RDU airport using the already existing 1-540 corridor. That could be implemented right away and for a fraction of the cost of the proposed plans. I can only support increasing available stops as well as longer sorike on the routes 1 rode 4,7, and 1 theixee. More availability can only help in my opinion. With Wake Tech's new Eastern Wake 4.0 campus scheduled to open in FY24. It would be beneficial to have it serviced by route 33 starting in FY25 over FY 27
27604 27604 27604 27540 27540 27540 27607 27609 27609 27609 27502 27513	GoTriangle GoRaleigh; GoCary; GoTriangle GoRaleigh; GoCary; GoTriangle GoRaleigh; GoTriangle; GoTriangle; GoCary; GoApex; GoDurham; GoApex GoTriangle; GoCary; GoApex; GoDurham; GoRaleigh; GoTriangle GoTriangle; GoCary; GoApex; GoDurham; GoRaleigh; GoTriangle; GoTriangle; GoCary; GoApex; GoDurham	Holly Springs to RDU Airport and back I do not ride any routes currently as it is more convenient for me to drive. However I would like to comment as these projects look great. Downtown to Glenwood CRX 40X, 1, 251, 11, 100, 300, WRX, CRX, DRX, 310, Morrisville Smart Shuttle Apex Gorirangle GoCary, 4 & 5 Tran.CRX, 100, 800, Rafloc, 4, 11b, 6, 2, 400, 405, 100, 105	Disagree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Disagree Undecided	Disagree Strongly Agree Agree Strongly Agree Disagree Disagree Disagree	Disagree	connecting the downtown of small towns around Rallely face, 140H Springs, Apex, Cary, Wake Forest, Knightdala and In the future also Fuguay and Gamer) to RTP and RDU airport using the already existing 1540 corridor. That could be implemented night away and for a fraction of the cost of the proposed plans. I can only support increasing available stops as well as longer service on Sundays. When unorked in Ralleigh It was a pain to be stranded after 7 PM for the routes I rode, 4,7, and 11 believe. More availability can only help in my opinion. With Wake Tech's new Eastern Wake 4.0 campus scheduled to have it serviced by route 33 starting in FV25 over FV 27
27604 27604 27604 27513 27540 27513 27607 27502 27513 27733 27733 27733 27753	GoTriangle GoRaleigh; GoCary; GoTriangle GoRaleigh; GoCary; GoTriangle GoRaleigh; GoTriangle; GoWake ACCESS; GoCary; GoAleigh; GoTriangle; GoCary; GoApex; GoDurham; GoRaleigh; GoTriangle; GoCary; GoApex; GoDurham GoRaleigh; GoTriangle; GoUrham GoRaleigh; GoTriangle; GoUrham GoRaleigh; GoTriangle; GoLurham; GoRaleigh; GoLurham; GoRaleigh; GoLurham; GoRaleigh; GoTriangle; GoLurham; GoRaleigh; GoTriangle; GoLurham; GoRaleigh; GoTriangle; GoLurham; GoRaleigh; GoTriangle; GoLurham; GoRaleigh; GoLurham; GoLurham; GoLurham; GoLurham; GoLurham;	Holly Springs to RDU Airport and back I do not ride any routes currently as it is more convenient for me to drive. However I would like to comment as these projects look great. Downtown to Glenwood CRX 40X, 1, 25L, 11, 100, 300, WRX, CRX, DRX, 310, Morrisville Smart Shuttle Apex GolTangle: 300, 310, 800, and formerly 311 when it was Training. GoCary: 4 & 5 TTA: CRX, 100, 800, RaiGo: 4, 11b, 6, 2, 400, 405, 100, 105	Disagree	Disagree	Disagree	connecting the downtown of small towns around Reliefy for, E. Holly Springs, Apex, Cary, Wake Forest, Knightdale and in the future also Fuquay and Gismer) to RTP and RDU alrport using the already existing 1-540 corridor. That could be implemented right away and for a fraction of the cost of the proposed plans. I can only support increasing available stops as well as longer service on Sundays. When worked in Raleigh it was a pain to be stranded after 7 PM for the routes I rode, 4,7, and 11 believe. More availability can only help in my opinion. With Wake Tech's new Eastern Wake 40 With Wake Tech's new Eastern Wake 40 by route 33 starting in P125 over FV 27 Buses connecting Cary to Raleigh and Durham
27504 27504 27540 27550 2750 27	GoTriangle GoTriangle GoRaleigh; GoCary; GoTriangle GoRaleigh; GoCary; GoTriangle GoRaleigh; GoTriangle; GoWake ACCESS; GoCary; GoDurham; GoApex GoAriangle; GoDurham; GoRaleigh; GoTriangle; GoCary; GoApex; GoDurham; GoRaleigh; GoTriangle; GoCary; GoApex; GoDurham; GoRaleigh; GoTriangle; SoCary; SoApex; GoTriangle; SoCary;	Holly Springs to RDU Airport and back I do not ride any routes currently as it is more convenient for me to drive. However I would like to comment as these projects look great. Downtown to Glenwood CRX 40X, 1, 251, 11, 100, 300, WRX, CRX, DRX, 310, Morrisville Smart Shuttle Apex Gorirangle GoCary, 4 & 5 Tran.CRX, 100, 800, Rafloc, 4, 11b, 6, 2, 400, 405, 100, 105	Disagree Strongly Agree Strongly Agree Strongly Agree Disagree Undecided Undecided Strongly Agree	Disagree Strongly Agree Agree Strongly Agree Disagree Disagree Undecided Agree	Disagree Agree Agree Strongly Agree Disagree Undecided Disagree Agree Agree	connecting the downtown of small towns around Reliefs (e.g. Holly Springs, Apex, Cary, Wake Forest, Knightdale and in the future also Fuquay and Gamer) to RTP and RDU airport using the already existing 1-540 corridor. That could be implemented right away and for a fraction of the cost of the proposed plans. I can only support increasing available stops as well as longer sorike on the routes 1 rode 4,7, and 1 theixee. More availability can only help in my opinion. With Wake Tech's new Eastern Wake 4.0 campus scheduled to open in FY24. It would be beneficial to have it serviced by route 33 starting in FY25 over FY 27
27604 27604 27604 27503 27513 27503 27609 27503 27503 27503 27503 27503 27503 27503 27503	GoTriangle GoRaleigh; GoCary; GoTriangle GoRaleigh; GoCary; GoTriangle GoRaleigh GoRaleigh GoTriangle; GoWake ACCESS; GoCary; GoDurham; GoApex GoTriangle; GoCary; GoApex; GoDurham; GoRaleigh; GoTriangle; GoCary; GoApex; GoDurham GoRaleigh; GoTriangle; GoCary; GoApex; GoDurham GoRaleigh; GoTriangle; GoWake ACCESS; GoTriangle; GoWake ACCESS; GoDurham GoR	Holly Springs to RDU Airport and back I do not ride any routes currently as it is more convenient far me to drive. However I would like to comment as these projects look great. Downtown to Gienwood CRX 40X, 1, 251, 11, 100, 300, WRX, CRX, DRX, 310, Morrisville Smart Shuttle Apex GoTriangie: 300, 310, 800, and formerly 311 when it was TTA: CRX, 100, 800, RalGo: 4, 11b, 6, 2, 400, 405, 100, 105 Go Raleigh 11, NCSU 20,40,41,52	Disagree	Disagree Strongly Agree Agree Disagree	Disagree	connecting the downtown of small towns around Reliefy Leg. Holly Springs, Apex, Cary, Wake Forest, Knightdia and in the future also Fuquay and Gameri to RTP and RDU airport using the aiready ensiting 1-30 corridor. That could be implemented right away and for a fraction of the cost of the proposed plans. I can only support increasing available stops as well as longer service on Sundays. When undred in Raleigh it was a pain to be stranded after 7 PM for the routes I rode, 47, and 11 beliexe. More availability can only help in my opinion. With Wake Tech's new Eastern Wake AD campus scheduled to open in FY2A. It would be beneficial to have it serviced by route 33 starting in FY2S over FH 22 Durham Releigh is in a unique position as one of the fastest growing municipalities in the additional headcount, the better off we additional headcount, the better off we additional head every single time even after living and mexical and its press.

			1			
						Too bus-centric. Busses 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
	GoRaleigh; NCSU	Trailwood, NCSU, Downtown	Agree	Agree	Disagree	doing that
27703	NCSU		Agree			I did not see anything about route 20
27529	GoRaleigh	20	Agree	Agree	Agree	garner
	GoRaleigh	8, 6, 16, 2	Strongly Agree	Strongly Agree	Strongly Agree	Burner
27000	Condician	North Durham to connect to downtown and surrounding	Stongly Agree	Ston Bry ABree	Stongry Agree	
27705	GoTriangle; GoDurham	areas, and beyond	Undecided	Undecided	Undecided	Make it happen.
						sounds like you could buy a car for each
27608	None		Strongly Disagree	Undecided	Disagree	rider for the same money
	GoRaleigh; GoTriangle; GoDurham	North Raleigh	Agree	Undecided	Agree	
	GoRaleigh; GoWake ACCESS		Undecided	Agree	Agree	
	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
27609	GoRaleigh	25L, 1; 25L, 1, 2	Agree	Agree	Undecided	neighborhood.
						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 "100X" sounds cool but isn't
27603	GoRaleigh; GoTriangle; NCSU	4, 8, 16, 100, 300, 700, 800,	Agree	Agree	Agree	described well, so I'm not sure I trust it.
		Mostly all routes in Raleigh and Cary; All the L bus in				
	GoApex	Raleigh hours should be extended.	Strongly Agree	Disagree Undecided	Strongly Agree Undecided	I don't have any additional comments. more direct routes
33433	GoTriangle	Clayton to Garner to Raleigh Crabtree Valley Mall area	Agree	ondecided	ondecided	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. Communter rail isn't a viable
						solution, no more should be spent on it.
						solution, no more should be spent on it. Routes 26 and 27 should be
27607	None		Strongly Disagree	Strongly Disagree	Strongly Disagree	solution, no more should be spent on it. Routes 26 and 27 should be discontinued and replaced with on
	None		Strongly Disagree	Strongly Disagree	Strongly Disagree Strongly Disagree	solution, no more should be spent on it. Routes 26 and 27 should be
27511		#300 Raleigh to Cary	Disagree	Strongly Disagree	Strongly Disagree	solution, no more should be spent on it. Routes 26 and 27 should be discontinued and replaced with on
27511 28202	None GoCary	#300 Raleigh to Carry Routes 1 and 24	Disagree Agree	Strongly Disagree Undecided	Strongly Disagree Agree	solution, no more should be spent on it. Routes 26 and 27 should be discontinued and replaced with on
27511 28202 23838	None	#300 Raleigh to Cary Routes 1 and 24 Morrisville to Downtown Durham and/or Raleigh	Disagree	Strongly Disagree	Strongly Disagree	solution, no more should be spent on it. Routes 26 and 27 should be discontinued and replaced with on
27511 28202 23838 76230 27511	None GoCary GoRaleigh, GOTriangle GoCary, GoTriangle; GoDurham; GoRaleigh GoCary; GoTriangle	Routes 1 and 24 Morrisville to Downtown Durham and/or Raleigh Cary to Raleigh and to the cary train station	Disagree Agree	Strongly Disagree Undecided Agree Agree	Strongly Disagree Agree	solution, no more should be spent on it. Routes 26 and 27 should be discontinued and replaced with on
27511 28202 23838 76230 27511 27519	None GoCary GoRaleigh; GoTriangle GoCary; GoTriangle; GoDurham; GoRaleigh GoCary; GoTriangle GoCary; GoTriangle	Routes 1 and 24 Morrisville to Downtown Durham and/or Raleigh Cary to Raleigh and to the cary train station Cary to RDU, Raleigh, or Durham	Disagree Agree Agree Strongly Agree Agree	Strongly Disagree Undecided Agree Agree Undecided	Strongly Disagree Agree Undecided Agree Disagree	solution, no more should be spent on it. Routes 26 and 27 should be discontinued and replaced with on
27511 28202 23838 76230 27511 27519 27502	None GoCary GoRaleigh; GOTriangle GoCary; GOTriangle; GoDurham; GoRaleigh GoCary; GOTriangle GoCary; GOTriangle GoApex; GOTriangle; GoCary	Routes 1 and 24 Morrisville to Downtown Durham and/or Raleigh Cary to Raleigh and to the cary train station	Disagree Agree Agree Strongly Agree Agree Undecided	Strongly Disagree Undecided Agree Undecided Agree Undecided Agree	Strongly Disagree Agree Undecided Agree Disagree Undecided	solution, no more should be spent on it. Routes 26 and 27 should be discontinued and replaced with on
27511 28202 23838 76230 27511 27519 27502 27705	None GoCary GoCary; GoTriangle GoCary; GoTriangle; GoDurham; GoRaleigh GoCary; GoTriangle GoCary; GoTriangle GoAper; GoTriangle; GoCary GoRaleigh; GoUrham	Routes 1 and 24 Morrisville to Downtown Durham and/or Raleigh Cary to Raleigh and to the cary train station Cary to RDU, Raleigh, or Durham	Disagree Agree Agree Strongly Agree Agree	Strongly Disagree Undecided Agree Agree Undecided	Strongly Disagree Agree Undecided Agree Disagree	solution, no more should be spent on it. Routes 26 and 27 should be discontinued and replaced with on
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27511 28202 23838 76230 27511 27519 27502 27705	None GoCary GoCary; GoTriangle GoCary; GoTriangle; GoDurham; GoRaleigh GoCary; GoTriangle GoCary; GoTriangle GoAper; GoTriangle; GoCary GoRaleigh; GoUrham	Routes 1 and 24 Morrisville to Downtown Durham and/or Raleigh Cary to Raleigh and to the cary train station Cary to RDU, Raleigh, or Durham	Disagree Agree Agree Strongly Agree Agree Undecided	Strongly Disagree Undecided Agree Undecided Agree Undecided Agree	Strongly Disagree Agree Undecided Agree Disagree Undecided	solution, on more should be spent on it. Routes 26 and 25 should be discontinued and replaced with on demand services.
27511 28202 23838 76230 27511 27519 27502 27705	None GoCary GoCary; GoTriangle GoCary; GoTriangle; GoDurham; GoRaleigh GoCary; GoTriangle GoCary; GoTriangle GoAper; GoTriangle; GoCary GoRaleigh; GoUrham	Routes 1 and 24 Morrisville to Downtown Durham and/or Raleigh Cary to Raleigh and to the cary train station Cary to RDU, Raleigh, or Durham	Disagree Agree Agree Strongly Agree Agree Undecided	Strongly Disagree Undecided Agree Undecided Agree Undecided Agree	Strongly Disagree Agree Undecided Agree Disagree Undecided	solution, on more should be spent on it. Routes 26 and 25 should be discontinued and replaced with on demand services.
27511 28202 23838 76230 27511 27519 27502 27705	None GoCary GoCary; GoTriangle GoCary; GoTriangle; GoDurham; GoRaleigh GoCary; GoTriangle GoCary; GoTriangle GoAper; GoTriangle; GoCary GoRaleigh; GoUrham	Routes 1 and 24 Morrisville to Downtown Durham and/or Raleigh Cary to Raleigh and to the cary train station Cary to RDU, Raleigh, or Durham	Disagree Agree Agree Strongly Agree Agree Undecided	Strongly Disagree Undecided Agree Undecided Agree Undecided Agree	Strongly Disagree Agree Undecided Agree Disagree Undecided	solution, no more should be spent on it. Routes 25 and 27 should be discontinued and replaced with on demand services.
27511 28202 23838 76230 27511 27519 27502 27705	None GoCary GoCary; GoTriangle GoCary; GoTriangle; GoDurham; GoRaleigh GoCary; GoTriangle GoCary; GoTriangle GoAper; GoTriangle; GoCary GoRaleigh; GoUrham	Routes 1 and 24 Morrisville to Downtown Durham and/or Raleigh Cary to Raleigh and to the cary train station Cary to RDU, Raleigh, or Durham	Disagree Agree Agree Strongly Agree Agree Undecided	Strongly Disagree Undecided Agree Undecided Agree Undecided Agree	Strongly Disagree Agree Undecided Agree Disagree Undecided	solution, no more should be spent on it. Routes 26 and 27 should be discontinued and replaced with on demand services.
27511 28202 23838 76230 27511 27519 27502 27705	None GoCary GoCary; GoTriangle GoCary; GoTriangle; GoDurham; GoRaleigh GoCary; GoTriangle GoCary; GoTriangle GoAper; GoTriangle; GoCary GoRaleigh; GoUrham	Routes 1 and 24 Morrisville to Downtown Durham and/or Raleigh Cary to Bolk Raleigh and to the cary train station Cary to RDU, Raleigh, or Durham Apex route 1	Disagree Agree Agree Strongly Agree Agree Undecided	Strongly Disagree Undecided Agree Undecided Agree Undecided Agree	Strongly Disagree Agree Undecided Agree Disagree Undecided	solution, no more should be spent on it. Routes 25 and 27 should be discontinued and replaced with on demand services.
27511 28202 23838 76230 27511 27519 27502 27705	None GoCary GoRalegh: GOTriangle GoCary, GOTriangle; GoDurham; GoRaleigh GoCary; GOTriangle; GoCary; GOTriangle; GoApex; GOTriangle; GoCary GoApex; GOTriangle; GoCary GoAleigh; GoDurham GoDurham; GOTriangle	Routes 1 and 24 Morrisville to Downtown Durham and/or Raleigh Cary to Baleigh and to the cary train station Cary to RDU, Raleigh, or Durham Apex route 1	Disagree Agree Agree Strongly Agree Agree Undecided	Strongly Disagree Undecided Agree Undecided Agree Undecided Agree	Strongly Disagree Agree Undecided Agree Disagree Undecided	solution, no more should be spent on it. Routes 26 and 27 should be discontinued and replaced with on demand services.
27511 28202 28838 76230 27519 27502 27705 27705 27705	None GoCary GoRalejbi, GoTriangle GoCary, GoTriangle GoCary, GoTriangle, GoOUrany GoRaev, GoTriangle, GoCary GoRaev, GoTriangle, GoCary GoRaleigh; GoOurham GoDurham, GoTriangle	Routes 1 and 24 Morrisville to Downtown Durham and/or Raleigh Cary to Bouk Raleigh and to the cary train station Cary to RDU, Raleigh, or Durham Apex route 1 (In descending frequency) Routes: GoRaleigh 12, 8, 2, 4, 16, GoTriangle 100, GoTriangle RDU, GoRaleigh 1, 1, 1,	Disagree Agree Agree Strongly Agree Undecided Strongly Agree	Strongly Disagree Undecided Agree Agree Undecided Strongly Agree Strongly Agree	Strongly Disagree Agree Undecided Agree Disagree Undecided Strongly Agree	solution, no more should be spent on it. Routes 25 and 27 should be discontinued and replaced with on demand services.
27511 28202 28303 76230 27511 27509 27705 27705 27705 27705	None GoCary GoRalegh; GoTriangle GoCary; GoTriangle GoCary; GoTriangle GoCary; GoTriangle GoApex; GoTriangle; GoCary GoApex; GoTriangle; GoCary GoAleigh; GoDurham GoDurham; GoTriangle	Routes 1 and 24 Morrisville to Downtown Durham and/or Raleigh Cary to Bouk Raleigh and to the cary train station Cary to RDU, Raleigh, or Durham Apex route 1 (In descending frequency) Routes: GoRaleigh 12, 8, 2, 4, 16, GoTriangle 100, GoTriangle RDU, GoRaleigh 1, 11, Wolfline (VCSU)	Disagree Agree Agree Agree Agree Agree Strongly Agree Agree Strongly Agree Strong	Strongly Disagree Undecided Agree Undecided Agree Undecided Agree	Strongly Disagree Agree Undecided Agree Uudecided Strongly Agree Agree Agree	solution, on more should be spent on it. Routes 26 and 25 should be discontinued and replaced with on demand services.
27511 28202 28383 76230 27519 27502 27505 27705 27705 27705	None GoCary GoRaleigh; GoTriangle GoCary; GoTriangle; GoOLary GoGary; GoTriangle; GoCary GoApex; GoTriangle; GoCary GoApex; GoTriangle; GoCary GoAleigh; GoTriangle; GoCary GoBaleigh; GoTriangle; NCSU; GoDurham GoTriangle	Routes 1 and 24 Morrisville to Downtown Durham and/or Raleigh Cary to Bolu, Raleigh, and to the cary train station Cary to BOU, Raleigh, or Durham Apex route 1 (In descending frequency) Routes: GoRaleigh 12, 8, 2, 4, 16, GoTriangle 100, GoTriangle RDU, GoRaleigh 1, 11, Wolfine (NCSU)	Disagree Agree Agree Strongly Agree Undecided Strongly Agree	Strongly Agree Strongly Agree Strongly Agree	Strongly Disagree Agree Undecided Agree Disagree Undecided Strongly Agree	solution, on more should be spent on it. Routes 26 and 25 should be discontinued and replaced with on demand services.
27513 28202 28303 76230 27519 27509 27705 27705 27705 27705 27705	None GoCary GoRalegh; GoTriangle GoCary; GoTriangle GoCary; GoTriangle GoCary; GoTriangle GoApex; GoTriangle; GoCary GoApex; GoTriangle; GoCary GoAleigh; GoDurham GoDurham; GoTriangle	Routes 1 and 24 Morrisville to Downtown Durham and/or Raleigh Cary to Bouk Raleigh and to the cary train station Cary to RDU, Raleigh, or Durham Apex route 1 (In descending frequency) Routes: GoRaleigh 12, 8, 2, 4, 16, GoTriangle 100, GoTriangle RDU, GoRaleigh 1, 11, Wolfline (VCSU)	Disagree Agree Agree Agree Agree Agree Strongly Agree Agree Strongly Agree Strong	Strongly Agree Strongly Agree Strongly Agree	Strongly Disagree Agree Undecided Agree Uudecided Undecided Strongly Agree	solution, on more should be spent on it. Routes 26 and 25 should be discontinued and replaced with on demand services.
27511 28202 28302 276230 27519 27502 27705 27705 27705 27705 27705 27705 27705	None GoCary GoCary GoCary GoTrangle GoCary, GoTrangle GoCary, GoTrangle GoCary, GoTrangle GoCary, GoTrangle GoCary, GoTrangle GoDurham GoTrangle GoDurham GoTrangle GoCary, GoTrangle, NSU; GoDurham GoTrangle GoCary, GoTrangle, NSU; GoDurham GoTrangle Mone	Routes 1 and 24 Morrisville to Downtown Durham and/or Raleigh Cary to Bouk Raleigh and to the cary train station Cary to RDU, Raleigh, or Durham Apex route 1 (In descending frequency) Routes: GoRaleigh 12, 8, 2, 4, 16, GoTriangle 100, GoTriangle RDU, GoRaleigh 1, 11, Wolfline (VCSU)	Disagree Agree Agree Agree Agree Strongly Agree Strongly Agree Agree Strongly Agree Agge Agree Agge Agg	Strongly Agree Strongly Agree Strongly Agree	Strongly Disagree Agree Undecided Agree Undecided Strongly Agree Agree Agree Agree Agree Agree	solution, on more should be spent on it. Routes 26 and 25 should be discontinued and replaced with on demand services.
27513 28202 28302 276230 27519 27509 27705 27705 27705 27705 27705 27705 27705 27705	None GoCary GoCary GoCary GoCary GoCary GoCary GoTriangle GoCary GoTriangle GoCary GoTriangle GoCary GoTriangle GoDurham GoDurham GoTriangle GoDurham GoTriangle GoCary GoTriangle GoTriangle GoDurham GoTriangle GoDurham GoTriangle GoCary GoTriangle GoTriangle GoDurham GoTriangle GoCary GoTriangle GoDurham GoTriangle GoTar GoTriangle GoTriangle GoTriangle GoTar GoT	Routes 1 and 24 Morrisville to Downtown Durham and/or Raleigh Cary to Bouk Raleigh and to the cary train station Cary to RDU, Raleigh, or Durham Apex route 1 (In descending frequency) Routes: GoRaleigh 12, 8, 2, 4, 16, Gofriangle 100, Gofriangle RDU, GoRaleigh 1, 11, Woffline (NCSU) Fuguay to Clayton to north hills to Cary/apex to RDU 300, 310, 7 Cary Avent Ferry/Gorman SL, Into Downtown	Disagree Agree Agree Agree Strongly Agree Agree Undecided Strongly Agree Agree Strongly Agree Agree Undecided Strongly Agree Agree Undecided Agree Agr	Strongly Agree Undecided Strongly Agree Undecided Strongly Agree Undecided Agree	Strongly Disagree Agree Undecided Agree Disagree Undecided Strongly Agree Agree Agree Agree Agree Strongly Agree	solution, on more should be spent on it. Routes 26 and 25 should be discontinued and replaced with on demand services.
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	27603 27603 27613 27613 277613 277613 27713 27513 27526 27526 27526 27526 27551 27551 27551 27551 27550 27551 27550	GoRaleigh, GoTriangle; GoCary; GoDurham GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoCary GoRaleigh; GoTriangle; SoCary; GoDurham; GoAleigh; GoTriangle; GoCary; GoDurham; GoAleigh GoTriangle GoRaleigh GoTriangle GoRaleigh GoTriangle; GoDurham; GoRaleigh; GoCary GoRaleigh GoTriangle; GoDurham; GoRaleigh; GoCary GoRaleigh GoTriangle; GoDurham; GoRaleigh; GoCary GoRaleigh, GoTriangle; GoDurham; GoRaleigh GoTriangle GoRaleigh GoTriangle; GoDurham; GoRaleigh; GoCary GoRaleigh; GoTriangle; GoDurham; GoRaleigh GoTriangle GoRaleigh; GoTriangle; GoDurham; GoRaleigh; GoCary GoRaleigh; GoTriangle; GoDurham; GoCary; GoApe; GoWake ACCES; KISU None GoRaleigh; GoTriangle; GoCary	18 and 19 140e GoT Route 300, GoR Route 10, GoR Route 3, GoR Route 1 GoT Route 300, GoR Route 10, GoR Route 3, GoR Route 1 Got 2, 11, Wolfline Routes. I ride from my residence near Fred Fletcher Park to Downtown and to my office on NCSU's campus. Fuquay-Varina DRX FRX, 401X, 7 WZX, Wendell Wendell to Raleigh Riding from Durham into Cary/Raleigh area, sometimes route 305 from work to Cary/Raleigh area, sometimes route 305 from work to Cary/Raleigh 2,5,12,100,310,700,805 400, ODX, 8 Go Raleigh 4, 8; Go Triangle 300, 305; Go Cary 5, 7	Undecided Undecided Strongly Agree Undecided Agree Agree Strongly Disagree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Agree Agree Agree Agree Agree Agree Agree Agree Strongly Agree Agree Agree Agree Strongly Agree Agree Strongly Agree Agree Strongly Agree	Strongly Agree Undecided Strongly Agree Undecided Undecided Undecided Undecided Agree Undecided Agree Strongly Agree Strongly Agree Oisagree Agree Agree Agree Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree	Disagree Undecided Strongly Agree Strongly Agree Undecided Undecided Strongly Agree Undecided Strongly Disagree Strongly Agree Strongly Agree Undecided Undecided Undecided Undecided Undecided Undecided Undecided Agree Undecided Agree	removing coverage in my neighborhood, and because the 16 is no longer poing downtown, I will no longer have access to either ordu: his proposed change is really limitingits great the 8 is going 15 minute service but is totally changing who both routes are serving doser to downtown. I like the plan a lot, but hope it actually happens and is a reliable service. Bus Plan: I would like to see some routes in Raleigh that cross through downtown connecting better East > West with a one seat ride. Having to transfer always tog from the east side to the west side adds a lot of time to the trip and is challenging tog et on and off the bus with kids, things in tow for this transfer as well. I think it's a great plan. The population in the triangle area is increasing and the east side of town.
27608 GoRaleigh 1,2,14 Strongly Agree	27603 27602 27613 27613 27511 27511 27526 27526 27591 27591 27591 27591 27591 27591 27591 27591 27591 27591 27591 27591	GoRaleigh; GoTriangle; GoCary; GoDurham GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoCary GoRaleigh; GoTriangle; NCSU GoRaleigh; GoTriangle; GoCary; GoDurham; GoRaleigh GoRaleigh GoRaleigh GoRaleigh GoRaleigh GoRaleigh GoRaleigh; GoTriangle GoRaleigh GoRaleigh; GoTriangle; GoCary; GoRaleigh; GoRaleigh; GoTriangle; GoCary; GoRaleigh; GoTriangle GoRaleigh; GoTriangle; GoCary; GoRaleigh; GoTriangle; GoCary; Go	18 and 19 140e GoT Route 300, GoR Route 10, GoR Route 3, GoR Route 1 G, 12, 11, Wolfline Routes. I ride from my residence near Fred Fickher Park to Downtown and to my office on NCSU's campus. Fuquay-Varina DRX FRX, 401X, 7 WZX, Wendell Wendell to Raleigh Raling from Durham into Cary/Raleigh area, sometimes route 305 from work to Cary/Raleigh 25,12,100,310,700,805 400, ODX, 8 Go Raleigh 4, 8; Go Triangle 300, 305; Go Cary 5, 7 Cary to RTP	Undecided Undecided Strongly Agree Undecided Strongly Agree Agree Strongly Disagree Strongly Agree Agree Strongly Agree Agree Strongly Agree Agree Strongly Agree Strongly Agree Agree Strongly Agree Str	Strongly Agree Undecided Strongly Agree Undecided Undecided Undecided Undecided Agree Undecided Agree Strongly Agree Strongly Agree Oisagree Agree Agree Agree Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree	Disagree Undecided Strongly Agree Strongly Agree Undecided Undecided Strongly Agree Undecided Strongly Disagree Strongly Agree Strongly Agree Undecided Undecided Undecided Undecided Undecided Undecided Undecided Agree Undecided Agree	removing coverage in my neighborhood, and because the 16 is no longer apply downtown, I will no longer have access to either route. This proposed change is really limiting This proposed change is really limiting This proposed change is nuture service but is totally changing who both routes are serving doser to downtown. I like the plan a lot, but hope it actually happens and is a reliable service. Bus Plan: I would like to see some routes in Raleigh that cross through downtown connecting better East > West with a one seat ride. Having to transfer always tog from the east side to the west side adds a lot of time to the trip and is challenging toget on and off the bus with kids, things in tow for this transfer as well. I di also like to see more connections to Raleigh Union Station, especially from the east side of town. I di also like to see more connections to Raleigh to VD, bus to the trip and is challenging toget on and off the bus with kids, things in tow for this transfer as well. I think it's a great plan. The population in the triangle area is increasing and with a better transful plan Would help with traffic. There is no mention of DRX bus route in your plans. What happened to the bus untet for Raleigh to VD, Duke University employees? Thank you for continued improvements I Need to have the Wendell Falls to Raleigh for commuters I will sell my car as soon as I cango to work and procert ystores using public transportation. So, the sooner this is and the size of the size of the size of the size of the size of the size of the size of the size of the Raleigh for commuters

27513	GoCary; GoTriangle GoCary	700	Strongly Agree	Strongly Agree	Strongly Agree	The Draft Work Plan appears to be focused on improving and expanding transit services, which can be beneficial for the community. The Operating gudget includes resources for operating projects, such as new and improved transit services for GoCarr, GoRaleigh, and GoTriangle, which can increase frequencies, extend operating hours, and more. The plan includes specific projects, such as the implementation of a new route operated by GoRaleigh and improvements to existing routes. The plan includes an expansion of services for rural and elderly and disabled individuals through GOWakeAccess. Weaknesses: It is uncleari the projected revenues will be enough to fund all the proposed projects. address environmental concerns, such as address environmental concerns, such as dardes environmental concerns, such as
27545	None	None	Strongly Disagree	Strongly Disagree	Undecided	
27545	GoWake ACCESS	Wendell	Agree	Agree	Agree	
	GoRaleigh	St marys street				
	GoTriangle; GoRaleigh; GoCary; GoDurham;					
27616	GoApex; NCSU	100, 300, 305, GoRaleigh 1, GoCary 4	Strongly Agree	Strongly Agree	Agree	
27610	None		Disagree	Disagree	Disagree	We should be spending this money on light rail transportation. Bus transportation is outdated and does nothing to attract new businesses. Light rail will make our area more appealing as a big city.
			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, Carty, Holly Springs, Apex. Opposite of where public transit options
27284	GoTriangle	Fuquay Varina	Disagree	Disagree	Strongly Disagree	are needed most.
						I would like to see more consideration
	GoWake ACCESS; NCSU	NC State	Undecided	Agree	Disagree	for bike riders. I've never ridden a bus in Wake County so I'm coming to this trying to decide if it
	GoTriangle; GoRaleigh	None at this time	Undecided	Agree	Agree	is a possibility for me.
27612	GoRaleigh		Strongly Agree	Undecided	Strongly Agree	
	GoRaleigh; GoTriangle; GoCary	Fuquay Varina , Holly Springs				
27529	None		Undecided	Agree	Undecided	
27502	GoApex; GoRaleigh	From Apex to Raleigh	Strongly Agree	Undecided	Undecided	
	None		Strongly Disagree	Strongly Disagree	Undecided	
			Strongly Agree			
	None	Consta Durkom or Consta DDU		Chennels Annon	Underided	I'm looking forward to the BRT projects
	GoCary; GoDurham	Cary to Durham or Cary to RDU	Strongly Agree	Strongly Agree	Undecided	The booking for ward to the bit projects
27571	GoRaleigh	401 Catrianala 400, 700 and Catriana 6	Agree	Agree	Undecided	
	GoRaleigh; GoTriangle; GoDurham	GoTriangle 400, 700 and GoDurham 6	Strongly Agree	Strongly Agree	Strongly Agree	
28323						
27609	GoTriangle	i use GoRaleigh 11 most frequently, then the GoTriangle 100 -> 700, then the GoDurham 10/10B. I use various other routes in GoRaleigh, GoDurham, GoCary, and	Undecided	Agree	Undecided	
27603	GoRaleigh; GoCary; GoTriangle; GoDurham; NCSU		Strongly Agree	Agree	Strongly Agree	
	GoRaleigh; GoTriangle; GoCary; GoDurham; NCSU	poraleigh 4, r-line (r.j.n), 100, dry, 300, pocoor 5	Strongly Agree	Strongly Agree	Strongly Agree	Please bring back the R-Line if possible
27576	None GoRaleigh; NCSU		Undecided	Agree	Disagree	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, Ilbrary, and food locations are scattered (Wendell Falls, downtown Wendell, and Wendell Bivd). I would like to thow why Wendell's portion of the budget is so small and why there is only a park and ride when clarity people need a way to connect to the aforementioned areas. The eastern side of the county has wuherable populations who need access to services (sepecally since it is not easy to get to places in Raleigh which is where a lot of services are). But aloo, better transportation is needed to get around Wendell itself. A bus that goes the charansy to Wendell Bivd, 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.
						We don't need government running a
27513	None		Strongly Disagree	Strongly Disagree	Strongly Disagree	bus route. This can be something run entirely by private companies. Please don't waste our tax dollars.
27511	GoRaleigh; GoCary; NCSU					
95054	None		Strongly Agree	Strongly Agree	Strongly Agree	.; Yes
	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
27587	GoRaleigh; GoWake ACCESS	Go access	Strongly Agree	Strongly Agree	Strongly Agree	SUD and other related illnesses.
27599 27562	GoTriangle GoTriangle	CRX when in operation 305	Agree Undecided	Agree Undecided	Agree Undecided	
27606 27615	GoTriangle GoRaleigh; GoTriangle	300 Unsure! Hard to locate and schedule!	Agree Agree	Agree Agree	Undecided 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 None are available from my location in Leesville to RTP and Durham. I often have to ride 5+ miles to get to a bus	Undecided	Agree	Disagree	The visual of the route plan is not easy to find and I cannot review the expected
27613	GoRaleigh; GoTriangle	stop.	Undecided	Undecided	Undecided	improvements.
27608 27520	GoRaleigh; GoTriangle GoTriangle	Capitol Blvd., Crabtree, Wake Med I currently do not ride the transit.	Agree Agree	Agree Agree	Undecided Undecided	
						Any additional allocation for bus lanes
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 wolfline, or goraleigh busses that connect NCSU with downtown Raleigh/village district	Strongly Agree	Strongly Agree	Strongly Agree	
27707 27608	GoDurham; GoTriangle; GoRaleigh; GoCary GoRaleigh	Glenwood, Whittaker mill	Strongly Agree Disagree	Undecided	Undecided	
27608	Goralegn	Genwood, whittaker min	Usagree			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
17603	GoRaleigh; GOTriangle	Unsure	Undecided	Underided	Underided	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 Gienwood is a half mile away, the bus only stops there on 35-45 minute intervals, it takes 2-hours in dre thas bus only stops there on doesn't line up for me to arrive on time, I can't get to the grocery store 1/A mile away, and back in less than an hour, and there are no sidewails along Glenwood in my are that would alow me to safely walk.
27607 27516	GoTriangle	100, CRX	Agree	Agree	Undecided	area that would allow me to safely walk.
30328 27513	GoTriangle GoCary; GoRaleigh; GoDurham	305 Cary	Agree			Please put in a high speed rail system
27607	None GoCary; GoTriangle; NCSU	hillsborough,	Disagree	Disagree	Strongly Disagree	
27513	docary, cornangie, NCSO	I live in SW Raleigh, so I've often taken the GoTriangle route 301 downtown (it's the fastest, the city bus meanders) and cabbed it back for a night out. I'd love to				
27606 27610	GoRaleigh; GoCary; GoDurham; GoTriangle GoRaleigh; GoTriangle; GoCary	take public transit all the way to Durham 7,5,300	Agree Agree	Agree Agree	Agree Strongly Agree	
	NCSU; GoRaleigh; GoCary; GoWake ACCESS;					Please consider making the buses
27610	GoTriangle; GoApex; GoDurham	Southeast Cary and Southeast Raleigh 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	Strongly Agree	Strongly Agree	Strongly Agree	permanently fee free
27540	GoTriangle; GoRaleigh; GoWake ACCESS	downtown Raleigh or Apex.	Undecided	Undecided	Undecided	
	GoRaleigh; GoTriangle; GoCary; GoDurham;	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				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
27697 27613	GoApex GoRaleigh; GoTriangle; GoWake ACCESS	the train station and hopped the 300.	Agree	Agree Agree	Undecided Agree	overnight, safe parking.
27513 27697	GoCary; GoTriangle	Convoid Palaidh	Agree	Agree	Agree	
27519	GoCary; GoRaleigh GoCary; GoTriangle	Cary and Raleigh RDU and Downtown Raleigh or Durham	Strongly Agree Agree	Strongly Agree Agree	Strongly Agree Agree	
27609 27610	GoRaleigh; GoWake ACCESS; NCSU; GoTriangle GoRaleigh; GoTriangle; GoDurham	2 15 100 Cxs GoRaleigh 10 and 15; GoTriangle DRX; GoDurham 2	Strongly Agree Agree	Agree Agree	Strongly Agree Strongly Agree	
27697	GoRaleigh; GoCary; GoTriangle	Downtown Cary to downtown Raleigh	Strongly Agree	Strongly Agree	Strongly Agree	
27606 27704	GoRaleigh; GoTriangle; NCSU GoTriangle	NCSU Wolfline 51; Hillsborough Street/GoRaleigh 4, 12; GoTriangle 100 DRX	Strongly Agree Undecided	Strongly Agree Undecided	Strongly Agree Undecided	Are there budgeting plans in the proposal for recruitment and retainment of staff? Service is not currently running 100% due to this issue.
27613	None					Description of the second s
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				Your survey didn't include ages between
27599 27604	GoTriangle None	800 and 805, Loved NRE when it was running	Strongly Agree	Strongly Agree	Undecided	17 to 65, I am in that age group.
		10 12 100 4 16	A		Disease	Really could use more frequency of 19 or 22 lines. They recently decreased which really limits how often I use public
27601 28602	GoRaleigh; GoTriangle GoRaleigh	19, 12, 100, 4, 16	Agree	Agree	Disagree	transportation
27587 27610	GoWake ACCESS GoRaleigh; GoCary	Wake Forest Ciruclator	Agree Strongly Agree	Agree Strongly Agree	Undecided Undecided	
	GoTriangle; GoDurham; GoRaleigh	100 - from Durham to Raleigh, Crabtree route bus	Agree	Agree	Strongly Agree	

						I
						The bus just isn't fast enough to make it
						worth the trade off of adhering to the
		Don't currently ride but might be interested in a Durham				bus schedule instead of having the freedom to drive whenever. If there was
27705	NCSU; GoTriangle	to NCSU ride (my commute to graduate school)	Undecided	Undecided	Undecided	a faster train it might make it worth it.
						It seems solid and we need to move
27562	GoTriangle; GoDurham	800, 5, 12	Agree	Agree	Agree	toward a more robust bus service across the Triangle, which this does.
27302	dornangie, dobumani	Routes within Durham, Express between Durham and	Agree	Agree	Agree	the mangle, which this does.
27701	GoTriangle; GoDurham	Raleigh or Durham and Chapel Hill	Strongly Agree	Agree	Strongly Agree	
	GoTriangle; GoRaleigh; GoDurham GoRaleigh	All of Durham, downtown Raleigh and in between GoRaleigh 15	Agree	Agree	Undecided Agree	
27610	Goraleign	Governigh 12	Agree	Agree	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
27519	GoTriangle; GoCary	From west Cary to Raleigh	Agree	Strongly Disagree	Agree	should move forward in an expeditious manner.
	GoTriangle	Tront west cary to kaleigh	ABIEC		Agree	manner.
27610	GoRaleigh; NCSU; GoTriangle	18, 19	Strongly Agree	Agree	Agree	
27539						
						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
27604	GoRaloigh	the 10 (Lenguaged)	Undecided	Arroo	Undecided	rebuild with maintaining the historic
27604	GoRaleigh	the 10 (Longwood)	ondeclued	Agree	Undecided	character of these areas; see previous Please try to move faster and
		Downtown Raleigh, North Hills, North Raleigh, Glenwood,				incorporate this plan with the commuter
27612	GoRaleigh; GoTriangle	Southwest Raleigh	Strongly Agree	Agree	Agree	rail plan
						I think that this is a great plan and a great use of funding. I hope that this
33132	GoDurham; GoTriangle	I don't ride any routes.	Strongly Agree	Strongly Agree	Agree	work plan gets done.
	GoTriangle	WRX			-	
						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
27603	GoRaleigh; GoTriangle; GoWake ACCESS		Undecided	Undecided	Disagree	and use them.
27601	GoRaleigh; GoTriangle	1,2,3,6,8,12,16,40x ,100	Undecided Strongly Agree	Undecided Strongly Agree	Disagree Strongly Agree	and use them.
27601 27587	GoRaleigh; GoTriangle None		Strongly Agree	Strongly Agree	Strongly Agree	and use them.
27601 27587 28202	GoRaleigh; GoTriangle None GoTriangle	Triangle		Strongly Agree Undecided	Strongly Agree Undecided	and use them.
27601 27587 28202 27606 27615	GoRaleigh; GoTriangle None GoTriangle GoTriangle GoTriangle	Triangle Raleigh to Durham, RDU	Strongly Agree Agree Agree Strongly Agree	Strongly Agree Undecided Agree Undecided	Strongly Agree	and use them.
27601 27587 28202 27606 27615	GoRaleigh; GoTriangle None GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle	Triangle	Strongly Agree Agree Agree	Strongly Agree Undecided Agree	Strongly Agree Undecided Undecided	and use them.
27601 27587 28202 27606 27615 27613	GoRaleigh; GoTriangle None GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle GoRaleigh; GoTriangle; GoWake ACCESS;	Triangle Raleigh to Durham, RDU	Strongly Agree Agree Agree Strongly Agree	Strongly Agree Undecided Agree Undecided	Strongly Agree Undecided Undecided	and use them.
27601 27587 28202 27606 27615 27613	GoRaleigh; GoTriangle None GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle	Triangle Raleigh to Durham, RDU	Strongly Agree Agree Agree Strongly Agree	Strongly Agree Undecided Agree Undecided	Strongly Agree Undecided Undecided	and use them.
27601 27587 28202 27606 27615 27613 28205 27606 27601	IonRaleigh; coTriangle GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle; GoWake ACCESS; GoDurham; GoCary GoRaleigh; CoTriangle; GoUrham GoRaleigh; CoTriangle	Triangle Raleigh to Durham, RDU 800	Strongly Agree Agree Agree Undecided Undecided	Strongly Agree Undecided Agree Undecided Undecided Agree	Strongly Agree Undecided Undecided Strongly Agree	and use them.
27601 27587 28202 27606 27615 27613 28205 27606 27601	Gokaleigh; GoTriangle None GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle Gokaleigh; Gotriangle; GoWake ACCESS; GoDurham; GoCary Gokaleigh; GoTriangle; GoDurham	Triangle Raleigh to Durham, RDU 800 16, 100, 12, 4	Strongly Agree Agree Agree Strongly Agree Undecided	Strongly Agree Undecided Agree Undecided Undecided Undecided	Strongly Agree Undecided Undecided Strongly Agree	and use them.
27601 27587 28202 27606 27615 27613 28205 27606 27601	IonRaleigh; coTriangle GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle; GoWake ACCESS; GoDurham; GoCary GoRaleigh; CoTriangle; GoUrham GoRaleigh; CoTriangle	Triangle Raleigh to Durham, RDU 800 16, 100, 12, 4	Strongly Agree Agree Agree Undecided Undecided	Strongly Agree Undecided Agree Undecided Undecided Agree	Strongly Agree Undecided Undecided Strongly Agree	
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27501 27587 28202 27615 27615 27615 27606 27601 27601 27501 27501 27501 27511 27510	GoRaleigh; GoTriangle GoTriangle <td>Triangle Triangle Raleigh to Durham, RDU 800 16, 100, 12, 4 11, 100, 300 Go Cany 22, 5, 100, 105, other GoTransit lines, and Durham local busses CRX (Eubanks to NC State's D.H. Hill), WolfLine 60 (D.H. Hill to Centennial CVM campus), ; please ensure the CRX connects to Eubanks P&R and to Chapel Hill Transi's NS conte. Both heures are essentiat to my own use of the</td> <td>Strongly Agree Agree Agree Undecided Undecided Strongly Agree Strongly Agree Strongly Agree Strongly Agree</td> <td>Strongly Agree Undecided Agree Undecided Agree Strongly Agree Agree Agree</td> <td>Strongly Agree Undecided Undecided Strongly Agree Agree Agree Agree Agree Agree</td> <td>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. I use the CRX. The proposed changes do not improve the CRX (only restore it to pre-CVVD service). I am also not sure whether the proposed plans continue to comert the CRX to Eubanks P&R. Eubanks P&R, both the parking option and its connection to the VS Chapel Hall Transit bus are essential to my use of the CRX route. I would be interrested in more frequent and/or midday cRX service; this would allow me to ide 25 days, depending on allow me to ide 25 days, depending on</td>	Triangle Triangle Raleigh to Durham, RDU 800 16, 100, 12, 4 11, 100, 300 Go Cany 22, 5, 100, 105, other GoTransit lines, and Durham local busses CRX (Eubanks to NC State's D.H. Hill), WolfLine 60 (D.H. Hill to Centennial CVM campus), ; please ensure the CRX connects to Eubanks P&R and to Chapel Hill Transi's NS conte. Both heures are essentiat to my own use of the	Strongly Agree Agree Agree Undecided Undecided Strongly Agree Strongly Agree Strongly Agree Strongly Agree	Strongly Agree Undecided Agree Undecided Agree Strongly Agree Agree Agree	Strongly Agree Undecided Undecided Strongly Agree Agree Agree Agree 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. I use the CRX. The proposed changes do not improve the CRX (only restore it to pre-CVVD service). I am also not sure whether the proposed plans continue to comert the CRX to Eubanks P&R. Eubanks P&R, both the parking option and its connection to the VS Chapel Hall Transit bus are essential to my use of the CRX route. I would be interrested in more frequent and/or midday cRX service; this would allow me to ide 25 days, depending on allow me to ide 25 days, depending on
27501 27587 28202 27615 27615 27615 27606 27601 27601 27501 27501 27501 27511 27510	IcoReleigh; coTriangle GorTriangle GorTriangle; GoCary GorTriangle; GoCary GorTriangle; GoCary GorTriangle; GoCary GoRaleigh; GoTriangle; GoCary; GoDurham; NCSU NCSU; GoTriangle	Triangle Raleigh to Durham, RDU Roleigh to Durham, RDU Roleigh to Durham, RDU Roleigh to Roleight Role	Strongly Agree Agree Strongly Agree Undecided Strongly Agree Strongly Agree Undecided Undecided Undecided Undecided Undecided Undecided Undecided	Strongly Agree Undecided Agree Undecided Agree Agree Strongly Agree Agree Undecided Undecided Undecided Undecided Undecided Undecided Undecided Undecided	Strongly Agree Undecided Undecided Strongly Agree Agree Agree Agree Agree Disagree Disagree	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. I use the CRK. The proposed changes do not improve the CRK (only restore it to pre-CVVD service). I am also not sure whether the proposed plans continue to connect the CRK to Eubanks P&R. Usans P&R, both the parking option and its connection to the NS Chapel Hill Transit bus are essential to my use of the CKR route. I would be interested in more frequent and/or midday CKX service; Iths uoud allow me to idee 25 days, depending on the service change and my schedule.
27601. 27587 28202 27615 27615 27615 27615 28205 27601 27601 27561 27561 27511 27510 27610	GoRaleigh; GoTriangle GoTriangle <td>Triangle Raleigh to Durham, RDU Roleigh to Durham, RDU Roleigh to Durham, RDU Roleigh to Roleight Role</td> <td>Strongly Agree Agree Strongly Agree Undecided Strongly Agree Strongly Agree Undecided Undecided Undecided Undecided Undecided Undecided Undecided</td> <td>Strongly Agree Undecided Agree Undecided Agree Agree Strongly Agree Agree Undecided Undecided Undecided Undecided Undecided Undecided Undecided Undecided</td> <td>Strongly Agree Undecided Undecided Strongly Agree Agree Agree Agree Agree Disagree Disagree</td> <td>Go Cary currently offers such infrequent service and at limited stops that it inst realistic for many people to use to get to school, work or appts.; With all of the emphasis on dersky increase and development, we need to have those whop profit from the lucury projects pay their fair share toward the transit for the vital workers who support them. I use the CRX. The proposed changes do not improve the CRX (only restore it to rec CVUB service). I am also nots ure 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 ruy use of the CXX route. I would be interretated in more frequent and/or midday service may allow me to ride 2-3 dines, depending on the service change and my schedule.</td>	Triangle Raleigh to Durham, RDU Roleigh to Durham, RDU Roleigh to Durham, RDU Roleigh to Roleight Role	Strongly Agree Agree Strongly Agree Undecided Strongly Agree Strongly Agree Undecided Undecided Undecided Undecided Undecided Undecided Undecided	Strongly Agree Undecided Agree Undecided Agree Agree Strongly Agree Agree Undecided Undecided Undecided Undecided Undecided Undecided Undecided Undecided	Strongly Agree Undecided Undecided Strongly Agree Agree Agree Agree Agree Disagree Disagree	Go Cary currently offers such infrequent service and at limited stops that it inst realistic for many people to use to get to school, work or appts.; With all of the emphasis on dersky increase and development, we need to have those whop profit from the lucury projects pay their fair share toward the transit for the vital workers who support them. I use the CRX. The proposed changes do not improve the CRX (only restore it to rec CVUB service). I am also nots ure 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 ruy use of the CXX route. I would be interretated in more frequent and/or midday service may allow me to ride 2-3 dines, depending on the service change and my schedule.

27697 G	Softaleigh; GoTriangle; GoCary; GoApex Softaleigh; GoTriangle; GoCary; GoApex Softriangle; GoRaleigh; GoTriangle	25L, 1, WFX; #100 (from downtown Raleigh to RDU and back); #300, 301; #4, 12, 16 300, 310 CRX from Eubanks Road to NCSU. I live in Hillsborough, please don't move the CRX stop from EubankSI People come to Eubanks from a Sar as Burlington. We don't want to have to go further to get the CRX. Note that if you want to the 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 rides: can take the N and S Capel Hill Transit or the 100 from that stop. The Eubanks	Agree	Agree	Agree	The Draft Plan does now describe how the Driver shorage 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. 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. Altot of routes route you downtoon and back up which is longer than driving by hours and is not conventient. We need more faccus on rail. Its only going to be more expensive the longer we take to build this. Building it in smaller parts will ake longer and a full build out of a rail system and start building (till inso. Unit sue. We need a full build out of a rail system and start building full inso. Units use, We need a full build out of a rail system and start building till inso. Units use, We need rail to where it matters as well. Not just its (reaters. We need rail to the airport. We need rail to the other small towns and communities and to job centers. , Are we looking to incorparate the new developments like wheeld if fails to Downtown South into these plans? I strongly agree with increasing the frequency of service of the bus system, especially for heavily traveled corridors I also strongly way lafters that Gorringels airport bus, #100, return to "direct" connections at I limes between downtown Raielgh and BOL. This worked very well before the nonset of the pandemic. The added extra transfer now the Regional times between a blo fund motworks Raielgh less appealing, so I really want the restoration of "direct" connections to BOU from downtown Raielgh and back as soon as possible.
27616 G 27697 G	Soffaleigh; GoTriangle; GoCary; GoApex SoDurham; GoRaleigh; GoTriangle	#100 (from downtown Raleigh to RDU and back); #300, 301; #4, 12, 16 300, 310 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 reduce the CRX route, you could take out the part of the to jint Chapel Hill. Chapel Hill inders can take the N and S	Agree	Disagree	Disagree	I think there should more bus routes to the north and bus routes that runs arross 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 facus on rail. Its only going to be more expensive the longer we take to build this. Building it in smaller parts will kee longer and a lul build out of a rail system and start building till lines. Our ergoin is growing and there are not enough roads. We need rail to where it that to be anyout. We need rail to the other small towns and communities and to jbb centers. Jet we looking to incorparate the new developments like wheeld Fails to Downtown South into these plans? I strongly agree with increasing the frequency of service of the bus system, especially for heavity traveled corridors I alos strongly with that GoTinagle's airport bus, #100, return to "direct" connections at litens between downtown Raleigh and RDU. This worked very well before the noset of the panderim. The added extra transfer now at the Regional Transit Center has been a by hasise and makes ring to and from RDU to downtown Raleigh less appealing, so I return to all west for the restoration of "direct" connections to By hasise and working have the restoration of "direct" connections to By hasise and makes ring to and from RDU to downtown Raleigh and back
27697 G	SoDurham; GoRaleigh; GoTriangle	301: 44, 12, 16 300, 310 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 dirither to get the CRX. Note that if you want to reduce the CRX route, you could take out the part of the tip into Chapel Hill. Chapel Hill inders can take the N and S	Strongly Agree	Strongly Agree	Strongly Agree	Frequency of service of the bus system, sepacially for heavily traveled corridors 1. also strongly wish that GoTriangle's airport bus, #100, return or & direct* connections at all times between downtown Raieligh and RDU. This worked very well before the nonset of the pandemic. The addeed extra transfer now at the Regional Transit Center has been a big hassie and makes rinding to and from RDU to downtown Raieligh less appealing, so I really want the restoration of "direct" connections to RDU from downtown Raieligh and back
27604 G	50Triangle; GoRaleigh; GoCary	301: 44, 12, 16 300, 310 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 dirither to get the CRX. Note that if you want to reduce the CRX route, you could take out the part of the tip into Chapel Hill. Chapel Hill inders can take the N and S				Frequency of service of the bus system, sepacially for heavily traveled corridors 1. also strongly wish that GoTriangle's airport bus, #100, return or & direct* connections at all times between downtown Raieligh and RDU. This worked very well before the nonset of the pandemic. The addeed extra transfer now at the Regional Transit Center has been a big hassie and makes rinding to and from RDU to downtown Raieligh less appealing, so I really want the restoration of "direct" connections to RDU from downtown Raieligh and back
27511 G	soTriangle	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 inders can take the N and S	Agree	Agree	Undecided	
		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				
	50Triangle	Read 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 a Surington 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 Airde 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 Eubants 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 (frees can take Chapel Hill Transit N and 5 bus or use the 100 at that stop. Eubanks Road Park and Ride is a good facility, so use it. You could ad a bus to the Ariport from there as well. Please don't move the CRX stop!
27705 G	GoDurham; GoTriangle		Agree	Agree	Agree	
	GoTriangle; GoDurham; GoRaleigh GoTriangle; GoCary	310, 300, 100	Agree	Agree	Strongly Agree	
27516 G	GoDurham; NCSU; GoCary; GoTriangle		Strongly Agree	Strongly Agree	Strongly Agree	
27511 G 27545 G	GoTriangle; GoCary; GoDurham; GoRaleigh GoRaleigh		Strongly Agree Strongly Agree	Agree Agree	Strongly Agree Agree	
27516 G	soCary; GoTriangle Softaleigh; GoTriangle Softangle; GoDurham	Go Cary route 7 GoRaleigh 12, 4, 16 and 70X North Durham	Agree Undecided	Strongly Agree Undecided	Strongly Agree 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.
	5oRaleigh	2, 231.	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".
27614 G	SoRaleigh SoRaleigh		Agree	Agree	Undecided	
	SoRaleigh; GoTriangle SoRaleigh	Primarily GoRaleigh #4 and GoTriangle #100 Route 20				
27608 G	GoRaleigh	12, 16, 4, Wolfline	Strongly Agree	Strongly Agree	Agree	
	SoCary NCSU; GoRaleigh	All of Cary Parkway, Walnut, Maynard, Harrison				
	GoRaleigh; GoTriangle	Garner to Downtown				Please consider adding a bigger loop
	SoTriangle	Knightdale	Disagree	Agree	Undecided	route around the Knightdale area
	GoRaleigh; GoCary; GoTriangle GoCary; GoRaleigh; GoTriangle					
27609 G	GoRaleigh; GoTriangle GoRaleigh; GoTriangle; GoCary; GoDurham	FRX express	Agree	Agree	Undecided	I appreciate the bus service.
27603 N	NCSU	near McKinnon center since my wife works there	Agree	Agree	Undecided	
	SoTriangle; GoCary; GoDurham; GoRaleigh SoRaleigh; GoTriangle; GoDurham	DRX #100 #36 #15 #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	Strongly Agree	Strongly Agree	Strongly Agree	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						
	SoTriangle; GoDurham; GoRaleigh SoRaleigh; GoCary; GoTriangle			Strongly Agree	Agree	
27539 G G	50Triangle; GoDurham; GoRaleigh 50Raleigh; GoCary; GoTriangle 50Triangle; GoDurham; GoRaleigh; GoWake		Strongly Agree			
27539 G G 27609 A 27705 G	SoTriangle; GoDurham; GoRaleigh SoRaleigh; GoCary; GoTriangle SoTriangle; GoDurham; GoRaleigh; GoWake ACCESS; GoApex; NCSU; GoCary SoRaleigh; GoTriangle	None currently Nash county	Strongly Agree Strongly Agree	Strongly Agree	Strongly Disagree	
27539 G G 27609 A 27705 G	5oTriangle; GoDurham; GoRaleigh 5oRaleigh; GoCary; GoTriangle 5oTriangle; GoDurham; GoRaleigh; GoWake ACESS; GoApex; NCSU; GoCary	None currently		Strongly Agree Agree	Strongly Disagree Undecided	
27539 G 27609 A 27705 G 27502 G	SoTriangle; GoDurham; GoRaleigh SoRialeigh; GoCary; GoTriangle Orfrangle; GoDurham; GoRaleigh; GoWake XCCESS; GoApex; NCSU; GoCary SoRaleigh; GoTriangle SoApex	None currently Nash county Apez Avent Ferry, Oberlin, Rex Hospital, Crabtree. I travel mostly around West Raleigh, and around the NCSU/Village	Strongly Agree Undecided	Agree	Undecided	
27539 G G 27609 A 27705 G 27502 G 27502 G 27606 G 27591 G	SoTriangle; GoDurham; GoRaleigh SoRaleigh; GoCary; GoTriangle SoTriangle; GoDurham; GoRaleigh; GoWake ACCESS; GoApex; NCSU; GoCary SoRaleigh; GoTriangle	None currently Nash county Apex Avent Ferry, Oberlin, Rex Hospital, Crabtree. I travel	Strongly Agree		Strongly Disagree Undecided Agree Agree	

No. Statu S	27513	GoCary	GoCary Door to Door since GoCary 5 stops two miles short of where I work.		Chronoliu Annon	Strength Anno	
101 Barly Decision (C) Control (C) Contr							We need a much more robust transit
Solution of a start start with a start star				Undecided	Disagree	Disagree	system.
300 300-00 510-000-000 520-000-000 520-000-000 520-000-000-000 520-000-000-000-000-000-000-000-000-000-							What are plans for the DRX?; What are
Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix Matrix							the plans for the DRX?
Image North Mode Nort Mode North Mode No	27707	GoCary; GoDurham; GoTriangle; GoRaleigh	raleigh downtown				
Nome Nome <th< td=""><td></td><td>GoTriangle; GoCary; GoDurham</td><td>700, 310, 3, 7, RDU</td><td></td><td></td><td></td><td></td></th<>		GoTriangle; GoCary; GoDurham	700, 310, 3, 7, RDU				
Display Display Display Part of the par				Strongly Agree	Strongly Agree	Strongly Agree	
1000 1000 1000 1000 1000 1000 1000 1000 1010 1000 1000 1000 1000 1000 1000 1000 1010 1000 1000 1000 1000 1000 1000 1000 1010 1000 1000 1000 1000 1000 1000 1000 1010 1000 1000 1000 1000 1000 1000 1000 1010 1000 1000 1000 1000 1000 1000 1000 1010 1000 1000 1000 1000 1000 1000 1000 1010 1000 1000 1000 1000 1000 1000 1000 1010 1000 1000 1000 1000 1000 1000 1000 1010 1000 1000 1000 1000 1000 1000 1000 1010 1000 1000 1000 1000 1000 1000 1000 1010 1000 1000 1000 1000 1000 1000 1000 1010 1000 1000 10000 1000 10000 10000							More protected bus shelters and
No. No. Participant Children Participant Participant Children Paritipant Participant Children Paritipant<	27701	GoTriangle; GoDurham GoCarv: GoBaleigh: NCSU	Rdx			Agree	sidewalks/crosswalks near bus stops
Normal problem Special pro						Agree	The initial survey options do not include anyone between 24 & 65 year old, no option to select in the age group. It looks like commuting from SW Raleigh
130 131 132 <td>27610</td> <td>GoRaleigh; GoTriangle; NCSU</td> <td></td> <td>Undecided</td> <td>Agree</td> <td>Undecided</td> <td>to NCSU and Downtown is still fairly difficult, but will be slightly improved. As a region, this looks like a big</td>	27610	GoRaleigh; GoTriangle; NCSU		Undecided	Agree	Undecided	to NCSU and Downtown is still fairly difficult, but will be slightly improved. As a region, this looks like a big
Bito Option Product	27705	None	0.70				
NUM Note of the second secon		Gotriangie			Undecided		
7352 Kore Kong							Bus reliability is extremely important. If bus commute to work, I need to know the bus will pick me up in the afternoon A recent driver shortage made some routes unreliable, with routes being cancelled with little to no notice.; ; 1 commute from Hillsborough to NC State In Raleigh. I drive to EUabask 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 Eubank Rd stop is far more convenient for my needs. I am also not the only person commuting from that
Z610 None Undecided Undecided Strongly Agree Agree Z750 GoAper: GoYrangle Strongly Agree Undecided Undecided grantspace Z750 GoAper: GoYrangle Strongly Agree Undecided Undecided grantspace Z750 GoAper: GoYrangle Strongly Agree Undecided Undecided grantspace Z750 GoAper: GoYrangle Strongly Agree Mone grantspace grantspace Z760 None Undecided Undecided Strongly Agree grantspace Z760 Forogly Agree Mone Strongly Agree Agree grantspace Z760 GoAper: GoYrangle Strongly Agree Undecided Undecided grantspace Z760 GoAper: GoYrangle Strongly Agree Mone grantspace grantspace Z760 GoAper: GoYrangle Strongly Agree Mone grantspace grantspace Z760 GoAper: GoYrangle Strongly Agree Strongly Agree grantspace grattspace							Unfortunately, I cannot tell the merits of the plan until it's actually implemented. 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 routu even existed. But as word of mouth got out, more people were making uses of the location. There are many potential riders in Hilsborough riders will had having to drive to Highway 54 to be difficult. I am not one of them, but I can see that the Hilsborough riders will had
NoneUndecidedUndecidedStrongly AgreeInduce the greater Paleph Control on our are, betwee Rategin and Control on our are, betwee Rategin and Control on Paleph	27617	GoTriangle	CRX	Undecided	Undecided	Undecided	
ZPG03 GoRaleigh; GoTriangle Strongly Agree Undecided Agree ZPG03 GoRaleigh; GoTriangle restates trait of the new plant had bearing of the n			Holly Springes				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 live 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.
generation generation generation g							
the Triangle systems to get o page here to improve the us							pratest 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 + Wolfithe on the same real- time location tracking technology. Wolfither comendents the ransloc app a does (did?) GoTriangle but it is very unreliable. GoBaleigh has their own proprietary website and i'm not sure about the other triangle agencies I ideally all buses would have real time tracking data available on the Transt fuely all buses would have real time tracking data available on the Transt app. which is algobally preferred solution. [See Ashewille's system, for example]. If nid ti vitially important for a the Triangle systems to get on the same page here to improve the user experience of anyone who makes inter- system transfers.
27604 GoRaleigh, GoTriangle; NCSU 4, 8, 11, 20, 52, 100 Strongly Agree Agree Strongly Agree Thank you and good work!	27604	GoRaleigh: GoTriangle: NCCU	4 8 11 20 52 100	Strongly Agree	Agroe	Strongly Agree	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-
27516	GoTriangle; NCSU	CRX	Agree	Agree	Undecided	door commute would likely be close to 2 hours — not something commuters like
						Need to prioritize electric busses as replacements for busses that need to be
27697	GoCary; GoRaleigh; GoTriangle		Agree	Agree	Undecided	replaced. No more fossil fuel powered busses, please.
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
	out the Method		church Diversity		ci	eliminate this stop and consider other
27697 27610	GoTriangle; NCSU GoRaleigh; GoTriangle; GoDurham	CRX from Eubanks to NC State Downtown Raleigh and south from downtown	Strongly Disagree Agree	Undecided Agree	Strongly Disagree Agree	options.
27513	GoCary	Cary, Raleigh, Durham				
						Keep the buses free! Or at least have a reduced fare. I've ridden the bus so
						reduced fare. I've ridden the bus so much more now that it's free. Also I
30301	GoRaleich: GoTrianele	25L 1	Agree	Arree	Agree	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
30301 27697	GoRaleigh; GoTriangle None	25L 1	Agree	AgreeAgree	Agree	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?
		25L, 1				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? Eubanks P&R CRX stop. The Eubanks P&R predomiantly serves many riders
		251, 1				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? Eubanks P&R CRX stop. The Eubanks P&R predominantly serves many riders from northern Chapel Hill (e.g., Lake Hogan Farms and Wexdrod
		251, 1				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? Eubanks P&R CRX stop. The Eubanks P&& predominantly serves many riders from northern Chapel Hill (e.g., Lake Hogan Farms and Wesford neighborhoods), Carrboro, Hillsborogh and further west. If the P&Rs is moved to
		251,1				reduced fare. I've ridden the bus so much more now that it's free. Also I know this is a Wake County questionarie, but have you considered expanding into Johnston County? Eubanks P&R CRX stop. The Eubanks P&R predominantly serves many riders from northern Chapel Hill (e.g., Lake Hogan Farms and Wesford neighborhoods), Carrboro, Hillsborough and further west. If the P&R is moved to the southern part of Chapel Hill, we
		251, 1				reduced fare. I've ridden the bus so much more now that it's free. Also I know this is a Wake County questionarie, but have you considered expanding into Johnston County? Eubanks P&R CRX stop. The Eubanks P&R predominantly serves many ridese 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 storp. During rush hour,
		25L 1				reduced fare. I've ridden the bus so much more now that it's free. Also I know this is a Wake County questionarie, but have you considered expanding into Johnston County? Eubanks P&R CRX stop. The Eubanks P&R predominantly serves many riders from northern Chagel Hill (e.g., Lake Hogan Farms and Wecford neighborhoods), Carrboro, Hillsborough and further west. If the P&R is moved to the southern part of Chage 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
		25t, 1				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? Eubanks P&R CRX stop. The Eubanks P&& 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 ont the freeway to get to this stop. During rush hour, eastbound 1-40 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
		251, 1				reduced fare. I've ridden the bus so much more now that it's free. Also I know this is a Wake County questionarie, but have you considered expanding into Johnston County? Eubanks P&R CRX stop. The Eubanks P&R predominantly serves many riders from northern Chapel Hill (e.g., Lake Hogan Farms and Wedford 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 3 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 ridres would
		255, 1				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? 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 he southern part of Chapel Hill, we would have to drive onto the freeway to get to this stop. During rush hour, eastbound 1-40 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.
		251, 1				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? 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 S4 exit and this will be a hage incorvenience 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 Ralegh
		255, 1				reduced fare. I've ridden the bus so much more now that it's free. Also I know this is a Wake County questionarie, but have you considered expanding into Johnston County? Eubanks P&R CRX stop. The Eubanks P&R predominantly serves many riders from northern Chapel Hill (e.g., Lake Hogan Farms and Wedford 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 Sext and this will be a huge inconvenience and would add 20- 30 minutes to the already long commute just to get across form 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
		251, 1				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? Eubanks P&R CRX stop. The Eubanks P&R predominantly serves many riders from norther Chapel Hill (e.g., Lake Hogan Farms and Wedford 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 3 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 Faleigh (mostly NC State and government ergularly take advantage of the 800
		251, 1				reduced fare. I've ridden the bus so much more now that it's free. Also I know this is a Wake County questionarie, but have you considered expanding into Johnston County? Eubanks P&R CRX stop. The Eubanks P&R predominantly serves many riders from norther 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 3 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 Faleigh (mostly NC State and government ergularly take advantage of the 800 route.
		251, 1				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? 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 aiready long commute just to get across town to the bus stop. Also, I do not believe CRX ridres would take advantage of Route 800 for mid-day or after-hours travel. The CRX serves commuters fior a typical 8-5 workday, so it's unlikely that commuters would regularly take advantage of the 800 route afforded to curent CRX ridres is little to
		CRX				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? Eubanks P&R CRX stop. The Eubanks P&R predominantly serves many riders from norther 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 1-40 offen begins to back up in front of the S4 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 thes advantage of Route 800 for mid-day or after-hours travel. The CRX serves commuters for hoghel Hill to CRM and it's unlikely that commuters would regularly take advantage of the 800 route.
27697	None GoTriangle GoRaleigh; GoTriangle; GoDurham; NCSU		Disagree	Agree	Agree	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? Eubanks P&R CRX stop. The Eubanks P&R predominantly serves many riders from norther Chapel Hill (e.g., Lake Hogan Farms and Wedrof neighborhoods). Carrboro, Hillsborough and further west. If the P&R is moved to he southern part of Chapel Hill, we would have to drive onto the freeway to get to this stop. During rush hour, get to this stop. During rush hour, eastbound 1-40 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, 1 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 worday, so it's unlikely that commuters would regularly take advantage of the 800 route.
27516	GoTriangle	CRX Mainly centennial to main campus at NCSU, but I'd love a	Agree	Agree	Agree	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? Eubanks P&R CRX stop. The Eubanks P&R predominantly serves many riders from norther Chapel Hill (e.g., Lake Hogan Farms and Wexford neighborhoods). Carrboro, Hillsborough and further west. If the P&R is moved to he southern part of Chapel Hill, we would have to drive onto the freeway to get to this stop. During rush hour, buge inconvenience and would add 20- 30 minutes to the already long commute subsund 1-40 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 state advantage of Route 800 for mid-day or after-hours travel. The CRX serves commuters from Chapel Hill to Raliejh (mostly NC State and government employee) for a typical 8-5 wordday. so it's unlikely that commuters would regularly take advantage of the 800 route.
27597 27516 27606	GoTriangle GoRaleigh; GoTriangle; GoDurham; NCSU GoRaleigh; GoTriangle; NCSU	CRX Mainly centennial to main campus at NCSU, but I'd love a full Durham to Raleigh route	Agree	Agree	Agree Strongly Disagree	reduced fare. I've ridden the bus so much more now that it's free. Also I know this is a Wake County questionarie, but have you considered expanding into Johnston County? Eubanks P&R CRX stop. The Eubanks P&R predominantly serves many rider from northern Chapel Hill (e.g., Lake Hogan Farms and Wecford neighborhoods), Carrboro, Hillsorough and further west. If the P&R is moved to the southern part of Chapel Hill (e.g., Lake Hogan Farms and Wecford neighborhoods), Carrboro, Hillsorough 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 S 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 be leve CRX riders would take advantage of Route 800 for mid-day or after-hours travel. The CRX serves commuters from Chapel Hill to falleigh (most) M CS take advantage of the 800 route. The benefit of having the 800 route alforded to current CRX riders is little to none. For me, if I must make that extra effort to drive to Farrington and 54, I No comment I am a CRX bus rider from Eubanks park
27597 27516 27606	GoTriangle GoRaleigh; GoTriangle; GoDurham; NCSU GoRaleigh; GoTriangle; NCSU	CRX Mainly centennial to main campus at NCSU, but I'd love a full Durham to Raleigh route	Agree	Agree	Agree Strongly Disagree	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? 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 incornenience 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 words, so it's unlikely that commuters would afforded to current CRX riders is little to none. For me, if must make that extra effort to drive to Farrington and 54, 1 No comment
27597 27516 27606	GoTriangle GoRaleigh; GoTriangle; GoDurham; NCSU GoRaleigh; GoTriangle; NCSU	CRX Mainly centennial to main campus at NCSU, but I'd love a full Durham to Raleigh route	Agree	Agree	Agree Strongly Disagree	reduced fare. I've ridden the bus so much more now that it's free. Also I know this is a Wake County questionarie, but have you considered expanding into Johnston County? Eubanks P&R CRX stop. The Eubanks P&R predominantly serves many riders from northern Chapel Hill (e.g., Lake Hogan Farms and Wedford 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 Sexit and this will be a huge inconvenience and would add 2D 30 minutes to the already long commute just to get across fown 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 engloyees) for a typical 8-5 words, so it's unlikely that commuters would regularly take advantage of the 800 route. The benefit of having the 800 route alforded to current CRX riders is litte to none. For me, if I must make that extra effort to drive to Farrington and 54, I No comment I am a CRX bus rider from Eubanks park and ride is very
27597 27516 27606	GoTriangle GoRaleigh; GoTriangle; GoDurham; NCSU GoRaleigh; GoTriangle; NCSU	CRX Mainly centennial to main campus at NCSU, but I'd love a full Durham to Raleigh route	Agree	Agree	Agree Strongly Disagree	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? Eubanks P&R CRX stop. The Eubanks P&R predominantly serves many riders from northern Chapel Hill (e.g., Lake Hogan Farms and Wedford 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 S exit and this will be a huge inconvenience and would add 20- 30 minutes to He already long commute just to get across town to the bus stop. Also, I do not believe CRX riders would the 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 equilarly take advantage of the 800 route. The benefit of having the 800 route afforded to current CRX riders Si litle to none. For me, if 1 must make that extra effort to drive to Farrington and 54, 1 No comment Lam 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 dis who live in Chapel Hill, Hillsborough, Mabane or further west. However, I heard that
27597 27516 27606	GoTriangle GoRaleigh; GoTriangle; GoDurham; NCSU GoRaleigh; GoTriangle; NCSU	CRX Mainly centennial to main campus at NCSU, but I'd love a full Durham to Raleigh route	Agree	Agree	Agree Strongly Disagree	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? 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 Sext 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 Ralegh (mostly NC State and government employees) for thy total set workday, so it's unlikely that commuters would regularly take advantage of the 800 route. The benefit of having the 800 route afforded to current CRX riders is little to none. For me, if I must make that extra effort to drive to Farrington and 54, I is an a CRX bus rider from Eubanks park and ride. Eubanks park and ride is very conventent access point to the bus for myself and many of us who live in Chapel Hill, Hillsborough, Mabane or Chapel Hill, Hillsborough, Mabane or CRX is proposed to eliminate to stop at Eubans P&RX bus, which will become very
27516 27506 27506 28202	GoTriangle GoRaleigh; GoTriangle; GoDurham; NCSU GoRaleigh; GoTriangle; NCSU	CRX Mainly centennial to main campus at NCSU, but I'd love a full Durham to Raleigh route	Agree	Agree	Agree Strongly Disagree	reduced fare. I've ridden the bus so much more now that it's free. Also I know this is a Wake County questionarie, but have you considered expanding into Johnston County? Eubanks P&R CRX stop. The Eubanks P&R predominantly serves many rider from norther Chapel Hill (e.g., Lake Hogan Farms and Wedford neighborhoods), Carrboro, Hillsborough and further west. If the P&R is moved to the southern part of Chapel Hill (e.g., Lake Hogan Farms and Wedford neighborhoods), Carrboro, Hillsborough and further west. If the P&R is moved to get to this stop. During rush hour, eastbound I-40 often begins to back up in front of the 34 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 route. The benefit of having the 800 route alforded to current GRX riders is little to none. For me, if I must make that extra effort to drive to Farrington and 54, I 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, Hibborogh, Mabame or further west. However, I heard that CRX is proposed to eliminate to to at at the take stop set to the stop at the
27516 27506 27606 28202	None GoTriangle GoRaleigh: GoTriangle; CoDurham; NCSU GoRaleigh: GoTriangle; NCSU GoRaleigh	CRX Mainly centennial to main campus at NCSU, but I'd love a full Durham to Raleigh route	Agree Disagree Strongly Agree Agree	Agree	Agree	reduced fare. I've ridden the bus so much more now that it's free. Also I know this is a Wake County expanding into Johnston County? Eubanks P&R CRX stop. The Eubanks P&R predominantly serves many riders from northen 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 S 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 rifers would take advantage of Route 800 for mid-day or after-hours travel. The CRX senses commuters from Chapel Hill to Raleigh (mostly NC State and government employees) for a byicial 8-5 workday, so it's unlikely that commuters would regularly take advantage of 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 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 muyef and mary of us who live in Chapel Hill, Hillsborough, Mabane or Chapel Hill, Hillsborough, Mabane or the bave fork were, I heard that CRX is proposed to eliminate to stop at Eubans P&R X-8, which will become very inconvenient for myself and many other who have been using this service.
27516 27506 27506 28202	None GoTriangle GoRaleigh: GoTriangle; CoDurham; NCSU GoRaleigh: GoTriangle; NCSU GoRaleigh	CRX Mainly centennial to main campus at NCSU, but I'd love a full Durham to Raleigh route	Agree Disagree Strongly Agree Agree	Agree	Agree	reduced fare. I've ridden the bus so much more now that it's free. Also I know this is a Wake County expanding into Johnston County? Eubanks P&R CRX stop. The Eubanks P&R predominantly serves many riders from northen 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 S exit and this will be a huge inconvenience and would add 20- 30 minutes to the aiready long commute just to get across town to the bus stop. Also, I do not be leive CRX riters would take advantage of Route 800 for mid-day or after-hours travel. The CRX senses commuters from Chapel Hill to Faleigh (mostly NC State advantage of 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 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 mary of us who live in Chapel Hill, Hillsborough, Mabane or they have been using this service. You obviously can't roll out this program any faster and these stops are greatly appreciated bus, a someone tha lives s
27516 27506 27606 28202	None GoTriangle GoRaleigh: GoTriangle; CoDurham; NCSU GoRaleigh: GoTriangle; NCSU GoRaleigh	CRX Mainly centennial to main campus at NCSU, but I'd love a full Durham to Raleigh route	Agree Disagree Strongly Agree Agree	Agree	Agree	reduced fare. I've ridden the bus so much more now that it's free. Also I know this is a Wake County questionarie, but have you considered expanding into Johnston County? Eubants P&R CRX stop. The Eubanks P&R predominantly serves many riders from northen Chapel Hill (e.g., Lake Hogan Farms and Wedford neighborhoods), Carrboro, Hillsborough and further west. If the P&R is moved to the southern part of Chapel Hill (e.g., Lake Hogan Farms and Wedford neighborhoods), Carrboro, Hillsborough and further west. If the P&R is moved to be 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 34 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 (most) NC State and government employees) for a typical 8-5 workday, so I's unlikely that advantage of the 800 route. The benefit of having the 800 route alforded to current CRX riders is little to none. For me, J fi must make that extra effort to drive to Farrington and 54, I No comment I am a CRX bus rider from Eubanks park and ride. Eubanks park and ride is very convenient faces point to the bus for myself and many of us who live in Chapel Hill, Ibborough, Mabane or further west. However, I heard that CRX is proposed to eliminate to to pat Eubanks P&R 54, which will become very who have been using this service. You obviously can'r roll out this program any faster and thes setps are greatly
27516 27506 27606 28202	None GoTriangle GoRaleigh: GoTriangle; CoDurham; NCSU GoRaleigh: GoTriangle; NCSU GoRaleigh	CRX Mainly centennial to main campus at NCSU, but I'd love a full Durham to Raleigh route	Agree Disagree Strongly Agree Agree	Agree	Agree	reduced fare. I've ridden the bus so much more now that it's free. Also I know this is a Wake County questionarie, but have you considered expanding into Johnston County? Eubants P&R CRX stop. The Eubanks P&R predominantly serves many riders from norther Ichapel Hill (e.g., Lake Hogan Farms and Wedford neighborhoods), Carrboro, Hilbsbrough and further west. If the P&R is moved to be southern part of Chapel Hill (e.g., Lake Hogan Farms and Wedford neighborhoods), Carrboro, Hilbsbrough and further west. If the P&R is moved to be 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 34 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 Faleigh (mostly NC State and government employees) for a typical 8-5 workday, so if's unlikely that commuters would regularly take advantage of the 800 route. The benefit of having the 800 route alforded to current CRX riders is little to none. For me, If must make that extra effort to drive to Farrington and 54, I No comment I am a CRX bus rider from Eubanks park and ride. Eubanks park and ride is very convenient faces point to the bus for myself and many of us who live in CRX is proposed to eliminate to to at Eubanks P&R 54, which will become very who have been using this service. You obviously can't roll out this program any faster and these steps are greatly appreciated but, as someone that lives does to downtown and doesr't have a car l sincerely wish this wonderful plan babeen proposed ten years ago, so
27516 27506 27606 28202	GoTriangle GoRaleigh: GoTriangle; GoDurham; NCSU GoRaleigh GoTriangle; NCSU GoRaleigh GoRaleigh	CRX Mainly centennial to main campus at NCSU, but i'd love a full Durham to Raleigh route 11	Agree Disagree Strongly Agree Agree	Agree	Agree	reduced fare. I've ridden the bus so much more now that it's free. Also I know this is a Wake County questionarie, but have you considered expanding into Johnston County? Eubants P&R CRX stop. The Eubanks P&R predominantly serves many riders from northern Chapel Hill (e.g., Lake Hogan Farms and Wedford neighborhoods), Carrboro, Hilbsbrough and further west. If the P&R is moved to be southern part of Chapel Hill (e.g., Lake Hogan Farms and Wedford neighborhoods), Carrboro, Hilbsbrough and further west. If the P&R is moved to be 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 34 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 tawel. The CRX serves commuters from Chapel Hill to Raleigh (mostly NC State and government employees) for a typical 8-5 workday, so i's unlikely that commuters would regularly take advantage of the 800 route. The benefit of having the 800 route alforded to current CRX riders is little to none. For me, If must make that extra effort to drive to Farrington and 54, I No comment I am a CRX bus rider fom 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 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. You obviously car't roll out this program any faster and these steps are greatly appreciated but, as someone that lives dors to downtown and doesr't have a car laincerely wish this wonderful plan hab been proposed ten years ago, so we'd already be seeing the effects this as on development and growth within
27516 27506 27606 28202	None GoTriangle GoRaleigh: GoTriangle; CoDurham; NCSU GoRaleigh: GoTriangle; NCSU GoRaleigh	CRX Mainly centennial to main campus at NCSU, but I'd love a full Durham to Raleigh route	Agree Disagree Strongly Agree Agree	Agree	Agree	reduced fare. I've ridden the bus so much more now that it's free. Also I know this is a Wake County questionarie, but have you considered expanding into Johnston County? Eubants P&R CRX stop. The Eubanks P&R predominantly serves many riders from northern Chapel Hill (e.g., Lake Hogan Farms and Wedford neighborhoods), Carrboro, Hilbsbrough and further west. If the P&R is moved to be southern part of Chapel Hill (e.g., Lake Hogan Farms and Wedford neighborhoods), Carrboro, Hilbsbrough and further west. If the P&R is moved to be 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 34 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 tawel. The CRX serves commuters from Chapel Hill to Raleigh (mostly NC State and government employees) for a typical 8-5 workday, so i's unlikely that commuters would regularly take advantage of the 800 route. The benefit of having the 800 route alforded to current CRX riders is little to none. For me, If must make that extra effort to drive to Farrington and 54, I 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 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. You obviously car't roll out this program any faster and these steps are greatly appreciated but, as someone that lives close to downtown and doesrif have a car a sincerely wish this wonderful plan had been proposed ten years ago, so we'd already be seeing the effects this as on developed the years.
27516 27506 28202 27514	None GoTriangle GoTriangle GoRaleigh; GoTriangle; GoDurham; NCSU GoRaleigh GoTriangle; NCSU GoRaleigh GoTriangle GoTriangle	CRX Mainly centennial to main campus at NCSU, but I'd love a ful Durham to Raleigh route 11 CRX CRX Go Triangle 100, 700, 800, DRX, CRX, GoRaleigh 2, 4, 12,	Agree Disagree Strongly Agree Agree Strongly Disagree	Agree	Agree Strongly Disagree Undecided Undecided Strongly Disagree	reduced fare. I've ridden the bus so much more now that it's free. Also I know this is a Wake County questionarie, but have you considered expanding into Johnston County? Eubanks P&R CRX stop. The Eubanks P&R predominantly serves many riders from northern Chapel Hill (e.g., Lake Hogan Farms and Weadord neighborhoods), Carrboro, Hillsborough and further west. If the P&R is moved to be southern part of Chapel Hill (e.g., Lake Hogan Farms and Weadord neighborhoods), Carrboro, Hillsborough and further west. If the P&R is moved to be 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 S4 exit and this will be a huge inconvenience and would add 20- 30 mixutes to be leve CRX riders would take advantage of Route 800 for mid-day or after-hours tavel. The CRX serves commuters from Chapel Hill to Raleigh (mostly NC State and government employees) for a typical 8-5 workday, so it's unlikely that commuters would regularly take advantage of the 800 route. The benefit of having the 800 route afforded to current CRX riders is little to none. For me, If must make that extra effort to drive to Farrington and 54, I No comment I am a CRX bus rider from Eubanks park and ride Libbanks park and ride is very convenient access point to the bus for myealf and many of us who live in CRX is proposed to eliminate to stop at Eubanks P&R 54, which will become very von vaster and these steps are greatly appreciated but, as someone that lives fuctorse in the limit is service. You obviously car't roll out this program any faster and these steps are greatly appreciated but, as someone that lives car a linearely wish this wonderful plan had been proposed the years ago, so we'd already be seeing the effects this has on developed the years any faster and these steps are greatly appreciated but, as someone that lives car a linearely wish this wonderful plan had been proposed the years ago, so we'd already be seeing the effects this has on
27516 27516 27506 28202 27514 27607	None GoTriangle GoTriangle GoRaleigh; GoTriangle; GoDurham; NCSU GoRaleigh GoTriangle; NCSU GoRaleigh GoTriangle GoTriangle	CRX Mainly centennial to main campus at NCSU, but I'd love a full Durham to Raleigh route 11 CRX CRX Go Triangle 100, 700, 800, DRX, CRX, GoRaleigh 2, 4, 12,	Agree Disagree Strongly Agree Agree Strongly Disagree	Agree	Agree Strongly Disagree Undecided Undecided Strongly Disagree	reduced fare. I've ridden the bus so much more now that i's free. Also I know this is a Wake County questionarie, but have you considered expanding into Johnston County? Eubanks P&R CRX stop. The Eubanks P&R predominantly serves many riders from norther Chapel Hill (e.g., Lake Hogan Farms and Wedford neighborhoods), Carrboro, Hillsorough and further west. If the P&R is moved to be southern part of Chapel Hill (e.g., Lake Hogan Farms and Wedford neighborhoods), Carrboro, Hillsorough and further west. If the P&R is moved to get to this stop. During rush hour, eastbound i-40 often begins to back up in front of the 34 exit and this will be a huge inconvenience and would add 20- 30 minutes to the elized y long commute just to get across town to the bus stop. Also, I do not be leve CRX riders would take advantage of Route 800 for mid-day or after-hours tavel. The CRX serves commuters from Chapel Hill to Raleigh (mostly MC State and government employees) for a typical 8-5 workday, so it's unlikely that commuters would route. The benefit of having the 800 route afforded to current CRX riders is little to none. For me, if I must make that extra effort to drive to Farrington and 54, 1 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, Mabane or further west. However, I heard that CRX is proposed to eliminate to stop at Eubanks P&A 54, which will become very inconvenient for myself and many other with have been using this service. You obviously can't roll out this program any faster and these steps are greatly appreciated bus, a someone that lives close to downtown and doesn't have a cri sincerely with its wonderfets this has on development and growth within our communities that a huge improvement like this will impact.

		INCLUD sid. I do not exception side. I pood the commuter				
27520	GoRaleigh; GoTriangle; NCSU	I WOULD rid, I do not currently ride. I need the commuter rail.	Agree	Agree	Agree	
27520	donalelyn, dornangie, nedo	1 MIL	haree	Alice	- Agrice	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
		CRX parking a the Eubanks park & ride (DO NOT TAKE IT				majority of the riders that I knew came
27278	GoTriangle	AWAY!!!)	Strongly Disagree	Strongly Disagree	Strongly Disagree	from the west.
						more transit options are always good for
27697	None		Strongly Agree	Agree	Undecided	the communities they serve
						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
27513	GoTriangle	310	Undecided	Agree	Undecided	bus express routes. 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
27560	GoWake ACCESS; GoTriangle; GoRaleigh; GoCary; GoDurham; NCSU		Undecided	Arroo	Disagree	realistic for me to use the bus to commute to Durham County
27500	doburnani, NCSO		ondecided	Agree	Disagree	commute to burnam county
						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
						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
27697						that are wheelchair accessible.
						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 Branson Station then back
						South on Creemoor? 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
27614	GoTriangle; GoRaleigh	36 and 231 Ray Road is not served	Disagree	Undecided	Strongly Disagree	back tracking.
						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
	GoCary; GoTriangle	300 and would like to use 310 but it hasn't been available	Undecided	Undecided	Disagree	should be running currently.
90455 27703	None GoTriangle; GoDurham; GoCary	Cary area	Strongly Disagree	Strongly Disagree	Strongly Disagree	
	GoDurham; GoDurnam; GoCary GoDurham; GoTriangle	Durham	Agree	Disagree	Undecided	
			-	_		More access in Western Wake, western
		I don't currently ride, I would ride in Western				Cary near Davis Drive and Morrisville
27697	GoCary; GoTriangle	Cary/Morrisville	Disagree	Undecided	Undecided	Carpenter Rd. No provisons 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
22204	GoRaleigh; GoTriangle GoRaleigh; GoTriangle; GoDurham	#16 - #8 - #4 - #12 - #7 - #19 - #15	Undecided Agree	Undecided	Strongly Disagree	supposedly reserved for eldery
	GoRaleigh; GoTriangle; GoDurnam GoRaleigh; GoTriangle; GoCary; GoDurham	(2) Brier Creek, 70X, (6) Crabtree	Agree	Strongly Agree Undecided	Strongly Agree Agree	
	GoRaleigh; GoTriangle; GoDurham; GoCary;					
60618	GoApex					
						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
27215	GoTriangle	CRX	Strongly Disagree	Strongly Disagree	Strongly Disagree	proposed.
	GoRaleigh; GoTriangle	Downtown and to the airport Sandra carroll; No 1 no 7 no 2 no 12				
27529 27587	GoRaleigh GoTriangle; GoDurham	Sanura carroll; NO 1 NO 7 NO 2 NO 12				
	GoRaleigh	3,1	Agree			
27614	GoRaleigh; GoTriangle	Raleigh zebulon				
		70x there should be more bus's that goes up Strickland rd				
28202	GoRaleigh; GoCary; GoTriangle	and the 70x should run more often	Strongly Agree	Strongly Agree	Strongly Agree	
27545 27403	GoRaleigh; GoTriangle; GoCary GoCary; GoTriangle	Townhall; Chapel hill rd				
	GoWake ACCESS	Wendell Falls and Wendell				

ZPOD Bolkage B		
1910. Output formum Statutus for Statutus Statut	ndecided	I need to learn more about the BRT option that is replacing the 300 route. Nover frequent and faster service between Carry and Baleigh sounds great to me, but i'd want to know what stops are being lost too. More important to me personally, all the rendering of the BRT buses don't seem to show bike racks -1'm assuming that's just because the renderings are really simplified, but it's important for me to know 1'll still be able to take my bike on the bus because otherwise my commute just deesn't work.
JAND Option (Schlappin, Coll) Made in bolition Apre Appe		HOIN.
JRD2 coloring: Giory, Golrangie, MOU Geldergh, 4.3, 3, 18, 27, 755, coloringe 10, 30.3 ere Apre Apre Prese Apre Prese Apre Prese Apre Prese Apre Prese Apre Prese	rongly Agree	
J220 Gelakegh, GoTungle, MC3U GCGry S, 7, Wellme 40, 20, 20, 23 Agree Agree Agree Strongly Agree Agree Strongly Agree Strongly Agree Strongly Agree Strongly Agree Agree Agree Strongly Agree Agree Agree Agree Agree Agree Agree Strongly Agree		Improvements that can make transit easiest in my case is the expansion of BRT lines, specifically the proposed line from Raieigh to Cary and the current SS. Additional departures from the operations facility and Raieigh station would improve transis options for myself and others in my workplace. Apart from RST 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 dedicated bus lane along one side of Hillsborough Street to accomodate the Wolfline, additional lanes like this could trarese rideship and make frequenty
7/981 Goldsigh, Golfsingle 1,12,100,300 Agree Degree Underded 7/982 Goldsigh, Golfsingle, Golfsingle 11,13,14,100, cor 3 Underded Integration Strongly Agree Agree	rongly Agree	increases easier to implement.
27587 Goldalegh, GoTriangle Wrx and wfl Strongly Agree Agree Strongly Agree 27508 Goldalegh, GoTriangle 12 16 4 Image: Control of Control		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 travel across downtown. It won't be easier for me to use transit until Lan travel across downtown without needing to transfer busses. ; 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 203 and it's the only route in that area.
2750 GoCary Image: Comparison of the sector		
17560 Godany	rongly Agree	We definitely need more frequent busses and dedicated infrastructure to speed up busses and serve more residents
22562 GoRaleigh 4 Rex.6 Crabtree, 8 north Hills Image: Control of the second se	ongry Agree	readents
Zp11 GoRalegh, Goriangle, GoCary State, Downtown Baleigh and Downtown Durham. Strongly Agree Strongly Agree Agree Agree 2751 GoRalegh, Goriangle, GoCary, GoDurham, Garaner, downtown Raleigh, North Raleigh, Cary, Strongly Agree Agr		improvements implemented. These charges affect the efficiency of the system, and are long overfue. I use transit daily, and am grateful for all improvements that make my journey easier. However, I think the nder experience should also be addressed! The rules to be followed while you are a passenger are clearly posted for all rifers 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? Beople will continue to abuse the rules as long as they are allowed to! There is a need to have someone in Jace to enforce the rules of the bus. There should be penalties for ignoring ther rules. The will punish abusers, and serve as a deterrent to others. Improving service and efficiency is irrelevant, if no one wants to ride on a system where people ignore the rules 16 s tai dealine Irde ever dya, md i see people breaking every single on ed the rules. Thus one to stop this, it will continue to go on, and could develop
2751 GoRalegh; GoTiangle; GoCary State, Downtown Baleigh; and Downtown Durham. Strongly Agree Strongly Agree		The Cary to the State Fairgrounds
GoRalegh, GoTrangle; GoCarr, GoDurham; Garner, downtown Raleigh, North Raleigh, North Strongly Agree Agree Agree 28105 NCSU; GoRalegh; GoTriangle Strongly Agree Agree Agree Agree 28105 NCSU; GoRalegh; GoTriangle Strongly Agree Undecided Undecided <td< td=""><td>rongly Agree</td><td>connection is a great idea.</td></td<>	rongly Agree	connection is a great idea.
27602 GoApex Morrisville, Durham Strongly Agree Agree Agree 28105 NCSU; GoRaleigh; GoTriangle Strongly Agree Morrisville, Durham Strongly Agree Strongly Agree Strongly Agree Strongly Agree Morrisville, Durham Strongly Agree Morrisville, Durham Strongly Agree Morrisville, Durham Strongly Agree Agree Undecided Undecided Disagree Strongly Agree More Undecided Undecided Undecided Undecided Undecided Undecided Strongly Agree More	iee	
27697 GoTriangle Product Product 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 Undecided		
Z7502 GoApex, GoTriangle Apex 1 and Go Triangle 305 Strongly-Agree Agree Undecided 27511 GoCary 1,6 Undecided Undecided Diagree 28202 None Agree Agree Undecided Undecided	ongiy Agree	
28202 None Agree Agree Undecided		
	sagree ndecided	
27607 GoRaleigh; NCSU 11 41 111.40 42 50 I I ride the 11, the 100 (used to take it more often when it went (ifferth y to/from RDU), and sometimes the DRX. I I I		
27601 GoRaleigh; GoTriangle used to ride the R Line when it was running. Agree Agree Undecided		
	rongly Agree	It would be nice to be able to pay with a credit card when taking the bus.
27516 None		
27591 GoRalegh: GoWake ACCESS Strongly Agree Strongly Agree Agree 27513 GoTangle; GoRalegh; GoWake ACCESS Groups Agree A	ree	
27510 GoTriangle; GoDurham; NCSU; GoRaleigh Transit Route F Strongly Agree Strongly Agree Strongly Agree Strongly Agree		Prioritize BRT over the commuter rail.

27701 GoRalegh, GoRalegh, 27703 GoRalegh, GoRalegh, 27601 GoRalegh, GoRalegh, 27605 27514 GoTriangle 27607 GoRalegh, GoRalegh, 27615 GoRalegh, GoRalegh, 27515 27617 GoRalegh, GoRalegh, 27615 GoRalegh, GoRalegh, 27515 27519 GoAlegh, GoRalegh, 27519 GoApex, G 27519 GoApex, G 27502 None 27502 GoApex, G 27503 GoApex, G 27504 GoApex, G 27505 GoApex, G 27502 GoApex, G 27503 GoApex, G	eigh; GoTriangle; GoDurham eigh eigh; GoCary; GoTriangle; GoDurham; ex; NCSU	16 Gol 04 Gol 03 Gol 01 Gol 01 Gol 06 Gol 03 No	GoTriangle 400, 405; Chapel Hill Transit D, CL 5,7,11,17,19,21 All. CRX from Eubanks to Meredith College; Please keep the Eubanks stop for the CRX. Changing to Rte 54 would would make for more driving in heavy traffic. 1, 2, 4, 67, 8, 11, 12, 13, 15, 16, 19, 20, 26, 27, 36, 40X, 100, 300, Bus 21, DRX, RTP connect buses, bus to Durham VA, bus to Crabtree Valley Mall, bus to Triangle Town Center, bus to Cardy shuttle to Morrisville, bus to Chapel Hill, New Hope Road Raleigh and Cary		Agree Undecided Undecided Undecided Undecided Agree Strongly Agree Strongly Agree	Strongly Agree Agree Strongly Disagree Strongly Agree Undecided Undecided Strongly Agree	like a waste of resources. I love the proposed changes otherwise. Let's make transit between Durham and Raleigh more dependable. Please keep the Eubanks stop for the CRX I have not seen the plan, therefore I am undecided. As long as the buses are clean, safe, & comfortable with competent drivers.
27701 GoRalegh; 27703 GoRalegh; 27703 GoRalegh; 27704 GoRalegh; 27705 GoRalegh; 27601 GoRalegh; 27605 GoWate A 27703 None 27615 GoRalegh; 27606 GoWate A 27703 None 27615 GoRalegh; 27616 GoRalegh; 27517 GoRalegh; 27528 GoRalegh; 27519 GoApex; G 27502 GoApex; G 27504 GoRalegh; 10118 GoApex; G	eigh eigh; GoCary; GoTriangle; GoDurham; x; NCSU ngle eigh; GoTriangle; GoWake ACCESS; NCSU eigh; GoCary; GoTriangle; GoDurham; ke ACCESS; GoApex	04 Gol Gol 03 Gol 14 Go 01 Gol 06 Go 03 No	All. CRX from Eubanks to Meredith Colleger, Please keep the Eubanks stop for the CRX. Changing to Rte 54 would would make for more driving in heavy traffic. 1, 2, 4, 6, 7, 8, 11, 12, 13, 15, 16, 19, 20, 26, 27, 36, 40X, 100, 300, 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	Strongly Disagree Strongly Agree o Undecided Agree	Strongly Agree Undecided Strongly Agree Undecided Agree	Agree Strongly Disagree Strongly Agree Undecided Undecided	Raleigh more dependable. Please keep the Eubanks stop for the CRX I have not seen the plan, therefore I an undecided. As long as the buses are clean, sigt. & comfortable with competent drivers.
GoRalegh, 27703 GoAper, N 27514 GoTriangle 27505 GoRalegh, GoWate A 27606 GoRalegh, GoWate A 27607 GoRalegh, GoRalegh, Z7615 27616 GoRalegh, GoRalegh, Z7502 27617 GoRalegh, GoRalegh, Z7502 27519 GoAper, G 27520 GoRalegh, GoRalegh, Z7502 27502 GoAper, G 27503 GoAper, G 27504 GoAper, G 27502 GoAper, G 27503 GoAper, G 27504 GoAper, G	eigh; GoCary; GoTriangle; GoDurham; x; NCSU ingle eigh; GoTriangle; GoWake ACCESS; NCSU eigh; GoCary; GoTriangle; GoDurham; ke ACCESS; GoApex	03 Gol 04 Go 01 Gol 06 Go 03 No	All. CRX from Eubanks to Meredith Colleger, Please keep the Eubanks stop for the CRX. Changing to Rte 54 would would make for more driving in heavy traffic. 1, 2, 4, 6, 7, 8, 11, 12, 13, 15, 16, 19, 20, 26, 27, 36, 40X, 100, 300, 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	Strongly Disagree Strongly Agree o Undecided Agree	Strongly Agree Undecided Strongly Agree Undecided Agree	Agree Strongly Disagree Strongly Agree Undecided Undecided	Raleigh more dependable. Please keep the Eubanks stop for the CRX I have not seen the plan, therefore I an undecided. As long as the buses are clean, sigt. & comfortable with competent drivers.
27703 GoApeer, N 27514 GoTriangle 27601 GoRaleigh; 27605 GoWale A 27708 None 27615 GoRaleigh; 27605 GoWale A 27616 GoRaleigh; 27615 GoRaleigh; 2752 GoRaleigh; 2752 GoRaleigh; 27519 GoApeer, G 27510 GoApeer, G 27502 GoApeer, G 27504 GoApeer, G 2750	x; NCSU ingle eigh; GoTriangle; GoWake ACCESS; NCSU eigh; GoCary; GoTriangle; GoDurham; ke ACCESS; GoApex	03 Gol 14 Go 01 Gol 06 Go 03 No	CRX from Eubanks to Meredith College; Please keep the Eubanks stop for the CRX. Changing to Rts 54 would would make for more driving in heavy traffic. 1, 2, 4, 6, 7, 8, 11, 12, 13, 15, 16, 19, 20, 26, 27, 36, 40X, 100, 300, Bus 21, DRX, RTP connect buses, bus to Durham VA, bus to Crabtree Valley Wall, bus to Triangle Town Center, bus to Carly shuttle to Morrisville, bus to Chapel Hill, New Hope Road	Strongly Agree Undecided Agree	Undecided Strongly Agree Undecided Agree	Strongly Disagree Strongly Agree Undecided Undecided	Please keep the Eubanks stop for the CRX I have not seen the plan, therefore I am undecided. As long as the buses are clean, safe, & comfortable with competent drivers.
27601 GoRaleigh; GoRaleigh; 27605 GoWale A 27703 None 27615 GoRaleigh; 27615 GoRaleigh; 27616 GoWale A 27617 GoRaleigh; 27618 GoRaleigh; 27520 GoRaleigh; 27502 GoApex; G 27503 GoApex; G 27504 GoApex; G 27502 GoApex; G 27502 GoApex; G 27503 GoApex; G 27504 GoRaleigh; 10118 GoApex; G	eigh; GoTriangle; GoWake ACCESS; NCSU eigh; GoCary; GoTriangle; GoDurham; ke ACCESS; GoApex	01 Gol Gol 06 Go' 03 No	Eubanks stop for the CRK. Changing to Rte 54 would would make for more driving in heavy traffic. 1, 2, 4, 6, 7, 8, 11, 12, 13, 15, 16, 19, 20, 26, 27, 36, 40X, 100, 300, Bios 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	Strongly Agree Undecided Agree	Strongly Agree Undecided Agree	Strongly Agree Undecided Undecided	CRX I have not seen the plan, therefore I am undecided. As long as the buses are clean, safe, & comfortable with competent drivers.
27601 GoRaleigh; GoRaleigh; 27605 GoWale A 27703 None 27615 GoRaleigh; 27615 GoRaleigh; 27616 GoWale A 27617 GoRaleigh; 27618 GoRaleigh; 27520 GoRaleigh; 27502 GoApex; G 27503 GoApex; G 27504 GoApex; G 27502 GoApex; G 27502 GoApex; G 27503 GoApex; G 27504 GoRaleigh; 10118 GoApex; G	eigh; GoTriangle; GoWake ACCESS; NCSU eigh; GoCary; GoTriangle; GoDurham; ke ACCESS; GoApex	01 Gol Gol 06 Go' 03 No	would make for more driving in heavy traffic. 1, 2, 4, 6, 7, 8, 11, 12, 13, 15, 16, 19, 20, 26, 27, 36, 40X, 100, 300, Bus 31, DRX, RTP connect buses, bus to Durham VA, bus to Crabtee Valley Mall, bus to Traffiele Town Center, bus Cary, shutle to Morrisville, bus to Chapel Hill, New Hope Road	Strongly Agree Undecided Agree	Strongly Agree Undecided Agree	Strongly Agree Undecided Undecided	CRX I have not seen the plan, therefore I am undecided. As long as the buses are clean, safe, & comfortable with competent drivers.
27601 GoRaleigh; GoRaleigh; 27605 GoWale A 27703 None 27615 GoRaleigh; 27615 GoRaleigh; 27616 GoWale A 27617 GoRaleigh; 27618 GoRaleigh; 27520 GoRaleigh; 27502 GoApex; G 27503 GoApex; G 27504 GoApex; G 27502 GoApex; G 27502 GoApex; G 27503 GoApex; G 27504 GoRaleigh; 10118 GoApex; G	eigh; GoTriangle; GoWake ACCESS; NCSU eigh; GoCary; GoTriangle; GoDurham; ke ACCESS; GoApex	01 Gol Gol 06 Go' 03 No	1, 2, 4, 6, 7, 8, 11, 12, 13, 15, 16, 19, 20, 26, 27, 36, 40X, 100, 300, Bus 21, DRX, RTP connet 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	Strongly Agree Undecided Agree	Strongly Agree Undecided Agree	Strongly Agree Undecided Undecided	I have not seen the plan, therefore I am undecided. As long as the buses are clean, safe, & comfortable with competent drivers.
2760 GoRaleigh; 27615 GoRaleigh; 27615 GoRaleigh; 27615 GoRaleigh; 27616 GoRaleigh; 27617 GoRaleigh; 27627 GoRaleigh; 27528 GoRaleigh; 27519 GoRaleigh; 27519 GoRaleigh; 27520 GoRaleigh; 27502 GoApex; G 27502 GoApex; G 27502 GoApex; G 27503 GoApex; G 27504 GoApex; G 27502 GoApex; G 27503 GoApex; G 27504 GoApex; G 27502 GoApex; G 27503 GoApex; G 27504 GoApex; G 27502 None 27503 GoApex; G 27504 GoApex; G 27502 None	eigh; GoCary; GoTriangle; GoDurham; ke ACCESS; GoApex	Gol 06 Gol 03 No	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	0 Undecided Agree	Undecided Agree	Undecided Undecided	undecided. As long as the buses are clean, safe, & comfortable with competent drivers.
27500 Govlate A 27703 None 27703 None 27615 Gorlateigh 27616 Gorlateigh 27517 Gorlateigh 28202 Gorlateigh 27519 Gorlateigh 27520 Gorlateigh 27502 Gorlateigh 27502 Gorlateigh 27502 Gorlateigh 27502 Gorlateigh 27502 Gorlateigh 27503 Gorlateigh 27504 Gorlateigh 27502 Gorlateigh 27503 Gorlateigh 27504 Gorlateigh 27502 Gorlateigh 27503 Gorlateigh 27504 Gorlateigh 27502 None 27503 Gorlateigh 27504 Gorlateigh 27502 None 27503 Gorlateigh 27504 Gorlateigh 10113 Gorlateigh	ke ACCESS; GoApex	06 Go 03 No	Crabtree Valley Mall, bus to Triangle Town Center, bus to Cary, shuttle to Morrisville, bus to Chapel Hill, New Hope Road	Undecided Agree	Agree	Undecided	undecided. As long as the buses are clean, safe, & comfortable with competent drivers.
27500 Govlate A 27703 None 27703 None 27615 Gorlateigh 27616 Gorlateigh 27517 Gorlateigh 28202 Gorlateigh 27519 Gorlateigh 27520 Gorlateigh 27502 Gorlateigh 27502 Gorlateigh 27502 Gorlateigh 27502 Gorlateigh 27502 Gorlateigh 27503 Gorlateigh 27504 Gorlateigh 27502 Gorlateigh 27503 Gorlateigh 27504 Gorlateigh 27502 Gorlateigh 27503 Gorlateigh 27504 Gorlateigh 27502 None 27503 Gorlateigh 27504 Gorlateigh 27502 None 27503 Gorlateigh 27504 Gorlateigh 10113 Gorlateigh	ke ACCESS; GoApex	06 Go 03 No	Cary, shuttle to Morrisville, bus to Chapel Hill, New Hope Road	Undecided Agree	Agree	Undecided	competent drivers.
2763 None 27615 GoRaleigh 27615 GoRaleigh 27616 GoRaleigh 28202 GoRaleigh 28203 GoRaleigh 27519 GoRaleigh 27519 GoRaleigh 27502 None 27502 GoApex, G 27503 GoApex, G 27504 GoApex, G 27505 GoApex, G 27502 GoApex, G 27503 GoApex, G 27504 GoApex, G 27502 GoApex, G 27503 GoApex, G 27504 GoApex, G 27502 GoApex, G 27503 GoApex, G 27504 GoRaleigh 10113 GoApex		03 No		Agree	Agree	Undecided	
27615 GoRaleigh; 27637 GoTriangle 28202 GoRaleigh; 28202 GoRaleigh; 27519 GoRaleigh; 27526 GoRaleigh; 27519 GoApex; G 27502 None 27502 GoApex; G 27503 GoApex; G 27504 GoApex; G 27502 GoApex; G 27503 GoApex; G 27504 GoApex; G 27502 None 27503 GoApex; G 27504 GoApex; G 27502 None	eigh; GoTriangle; GoCary		Raleigh and Cary				have been a regular user of the CRX hus
27697 GoTriangle 28202 GoRaleigh, GoRaleigh, 27526 GoRaleigh, GoRaleigh, 27502 27502 GoApex, G 27503 GoApex, G 27504 GoApex, G 27502 GoApex, G 27503 GoApex, G 27504 GoApex, G 27502 None 27503 GoApex, G 27504 GoApex, G 27504 GoApex, G 27504 GoApex, G 10113 GoApex							have been a regular user of the CRX hus
22202 GoRaleigh, GoRaleigh, 27526 GoRaleigh, GoRaleigh, 27519 27519 GoApex, G 27502 None 27502 GoApex, G 27503 GoApex, G 27504 GoApex, G 27505 GoApex, G 27506 GoApex, G 27507 GoApex, G 27502 GoApex, G 27503 GoApex, G 27504 GoApex, G 27502 None 27503 GoApex, G 27504 GoApex, G 10118 GoApex							stop at Eubanks Rd in Chap-LetIII since 2008. I am writing in support of KEPING the Eubanks Rd Park and Rds stop. This stop serves riders from northern Chapel Hill, Hillborough, Mebane and Kurther West. It serves riders file me who live in neighborhoods of Estse or Priney Mountain Roads, who do not have easy access to the Frankin and Columbia stop. Without the Eubanks stop, on the CRX express line reases to make it to other way for riders like myself and others from these areas to make it to Raleigh in a reasonable amount of time. The proposed route change, with a stop at a new Park and Ride at I-40 and Hwy Sf erglaicing the Eubanks Park and Ride stop, would require commuters from the above areas to drive arcross town, thereby adding to the in-town traffic, gasoline consumption, and exhaust emisions that bus service is supposed to mitigate. Moreover, given the amount of time required, many commuters will no
22202 GoRaleigh, GoRaleigh, 27526 GoRaleigh, GoRaleigh, 27519 27519 GoApex, G 27502 None 27502 GoApex, G 27503 GoApex, G 27504 GoApex, G 27505 GoApex, G 27506 GoApex, G 27507 GoApex, G 27502 GoApex, G 27503 GoApex, G 27504 GoApex, G 27502 None 27503 GoApex, G 27504 GoApex, G 10118 GoApex							doubt simply opt to skip using the CRX
22202 GoRaleigh, GoRaleigh, 27526 GoRaleigh, GoRaleigh, 27519 27519 GoApex, G 27502 None 27502 GoApex, G 27503 GoApex, G 27504 GoApex, G 27505 GoApex, G 27506 GoApex, G 27507 GoApex, G 27502 GoApex, G 27503 GoApex, G 27504 GoApex, G 27502 None 27503 GoApex, G 27504 GoApex, G 10118 GoApex	ingle	97 Go	CRX	Strongly Disagree	Undecided	Strongly Disagree	bus and drive to Raleigh, again
27526 GoRaleigh, GoCary, Go 27519 GoApex; G 27519 GoApex; G 27502 None 27502 GoApex; G 27503 GoApex; G 27504 GoApex; G 27502 GoApex; G 27503 GoApex; G 27504 GoApex; G 27505 GoApex; G 27504 GoApex; G 10118 GoApex; G							We need routes covering Ligon Mills Rd
27526 GoCarry, Go 27519 GoApex; Go 27519 GoApex; Go 27502 None 27502 GoApex; Go 27503 GoApex; Go 27504 GoApex; Go 27502 None	eigh; GoTriangle eigh; GoTriangle; GoWake ACCESS; NCSU;		We need routes covering Ligon Mills Rd and Louisburg rd	Undecided	Undecided	Undecided	and Louisburg rd
27519 GoApex; G 27502 None 27502 GoApex; G 27503 GoApex; G 27504 GoApex; G 27505 GoApex; G 27506 GoApex; G 27604 GoApex; G 10118 GoApex; G	γ; GoDurham; GoApex	26 Go	Fuquay Varina	Agree	Agree	Undecided	
27502 GoApex 27502 GoApex 29745 GoApex; G 27502 None 27502 None 27502 GoApex; G 27502 GOApex; G 27504	2x; GoTriangle; GoCary	19 Go.		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. Today, the number one priority should
27502 GoApex 27502 GoApex 29745 GoApex; G 27502 None 27502 None 27502 GoApex; G 27502 GOApex; G 27504		02 No		Strongly Disagree	Strongly Disagree	Strongly Disagree	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; 29745 GoApex; G 27502 GoApex; G 27502 GoApex; G 27502 GoApex; G 27502 GoApex; 27502 None 27530 GoApex; 27504 Grakeigh 10118 GoApex							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 LidI drop off Peakway. Next one to try is Beaver
27502 GoApex 27502 GoApex; G 27502 GoWake A 27502 None 27503 GoApex; G 27504 GoApex 27505 GoApex 10118 GoApex	22	02 Go	Hwy 55 to downtown Apex.	Strongly Agree	Strongly Agree Strongly Disagree	Undecided Strongly Disagree	Creek route. Thank you. I don't know why our hard earned tax dollars are being used to fund something that is rarely used by aynow. I see the busses 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.
27502 GoApex; G 27502 GoWake A 27502 None 27539 GoApex; G 2754 GoRaleigh 10118 GoApex			Town of Apex				
27502 GoWake A 27502 None 27539 GoApex 27604 GoRaleigh 10118 GoApex	≥x; 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 None 27539 GoApex 27604 GoRaleigh 10118 GoApex			an year from a formangie 303	Undecided	Strongly Agree	Agree	angle oppression
27539 GoApex 27604 GoRaleigh 10118 GoApex							If the proposed improvements will
27604 GoRaleigh 10118 GoApex	x		apex area by senior center and loop	Undecided	Undecided	Disagree	increase taxes, I don't want them.
10118 GoApex			GoRaleigh 1, 3, 12. GoTriangle 100, 300, 305.	Undecided	Undecided	Undecided	
			To Beaver creek, to holly springs shopping, to downtown				
	x		Cary	Agree Undecided	Agree Undecided	Agree Agree	
							Shelters, seating and trash receptacles at
27502		02	Go Apoy route	Agree	0000	Undecided	all stops along the route to benefit
27502 GoApex 27523 None			Go Apex route	Agree Strongly Disagree	Agree Strongly Disagree	Undecided Strongly Disagree	riders.
28202 GoRaleigh	x		22&5 6 Crabtree, 300 Cary , 3 N. Harrison ; 12 Method, 6	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;		02 Gol	6 Crabtree, 300 Cary, 3 N. Harrison; 12 Method, 6 Crabtree, 300 Cary, 3 North Harrison	Agree	Strongly Agree	Strongly Agree	
38101 GoCary	eigh		Go cary; West cary door to door	Agree	Agree	Agree	
27502 GoCary; Go 27612 GoRaloigh	eigh eigh GoCary; GoTriangle Y		Apex; Steve Mitchell	Agree	Agree	Agree	
27612 GoRaleigh 27502 GoApex	eigh eigh; GoCary; GoTriangle Y Y; GGApex	02 Go	Route 6 Ap4ex. Cary, Holly Springs, Fuquay Varina	Undecided	Undecided	Undecided	
	eigh eigh; GoCary; GoTriangle y; GoApex eigh	02 Go 12 Go	I just started riding between NC State's Centenial Campus				
	eigh eigh; GoCary; GoTriangle Y y; GoApex eigh x	02 Go 12 Go 02 Go		Strongly Agree	Agree	Agree	
27502 None 27502 GoApex	eigh eigh; GoCary; GoTriangle y; GoApex eigh	02 Go 12 Go 02 Go 06 Go	and Downtown Raleigh	Undecided Strongly Agree	Undecided Agree	Agree Agree	
27502 GoApex	eigh eigh; GoCary; GoTriangle Y Y y; GoApex eigh eigh x eigh; NCSU; GoCary; GoDurham; GoTriangle	02 Gol 12 Gol 02 Gol 06 Gol 02 No					
27540 GoApex	eigh eigh; GoCary; GoTriangle y GoApex Eigh ex eigh; NCSU; GoCary; GoDurham; GoTriangle ex	02 Gol 12 Gol 02 Gol 06 Gol 02 No 02 Gol	and Downtown Raleigh GoApex route		Etropoly Apres		
11248 GoRaleigh; 27502 GoApex; G	eigh eigh; GoCary; GoTriangle y GoApex eigh sx eigh; NCSU; GoCary; GoDurham; GoTriangle ex ex ex ex	02 Got 12 Got 02 Got 02 No 02 Got 02 Got 02 Got 40 Got		Strongly Agree	Strongly Agree	Strongly Agree	

27610 27529	Construction (Construction)	10.011	Channel America	P	Change I. Annual	
	GoRaleigh GoRaleigh; GoTriangle	18 Poole rd	Strongly Agree	Disagree	Strongly Agree	
1						
						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
27612	GoRaleigh; GoTriangle	North Hills to Downtown	Agree	Disagree	Strongly Agree	improvements and the amount they do receive should be quick to build.
LIGIL	service (in the service of the servi				0.0.0.1.0.00	
						I clicked on the link (GoForwardNC.org)
						& could not find details of the plan, just 4 bullet points. So I can't make very
						informed choices.
						Commuter rail in Wake Co. would be a big waste of money.
						I am utterly disgusted at the
						demographic questions. What part of XX / XY do you not understand? As long
						as cultural Marxists are running your
						department, I have no confidence in
						your decisions. The state ought to step in and fire all you Sandersistas. I do not
27606	GoRaleigh; GoTriangle	#11L #300	Agree	Undecided	Undecided	want to live in WOKE County!
	None					
						Very important that the Apex circulator
						bus increase its frequency and the
						safety/location of stops. For example,
						the Walmart stop is several blocks up a slope from the store and only runs
						hourly. Just not safe for folks to be
						waiting so exposed with purchases. Also
						not reasonable to carry purchases that distance for someone who is older and
						disabled. I was so excited about the local
						bus coming, but the hourly loop and
						bad bus stop locations make it a big hassle. The only passengers seem to be
						teenagers going to the skateboard park,
27502	GoRaleigh; GoCary; GoApex	Anything starting in Apex or from the Cary Depot. 2; 2,3,10	Agree Undecided	Disagree	Agree	rather than busy adults.
27278	GoRaleigh	2, 2,2,20	ondeuleu	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
27606	GoTriangle	300, 305 At Western Blvd and Powell Dr. to NCSU at Western Blvd and Dan Allen Dr.	Agree	Agree	Agree	commitment to improved service would improve my ability to commute car-free.
	GoRaleigh; GoCary; GoTriangle; NCSU		Strongly Agree	Strongly Agree	Strongly Agree	
						Would love a route that connects Palaigh to Polospillo or WE. Line just in
						Raleigh to Rolesville or WF. I live just in the outskirts of all 3. Overall I would
						really love to see more accessible public
27047	GoBoloigh: GoTrissela: Califalia Access Maria	WRY 351	Strongly Agron	Strongly Agroe	Agroo	transit across Wake County. I don't like
27616	GoRaleigh; GoTriangle; GoWake ACCESS; NCSU GoRaleigh; GoTriangle	WRX, 25L DRX, GoR 3	Strongly Agree	Strongly Agree	Agree	driving at all.
			Agree	Undecided	Strongly Agree	We need more frequency
	None		Agree Undecided	Undecided	Strongly Agree Undecided	We need more frequency
27623						We need more frequency
27623	None		Undecided	Undecided	Undecided	The plan would increase service to
27623	None		Undecided	Undecided	Undecided	The plan would increase service to hourly going forward. Does the
27623	None	UNA, SUN S	Undecided	Undecided	Undecided	The plan would increase service to
27623	None		Undecided	Undecided	Undecided	The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was
27623	None		Undecided	Undecided	Undecided	The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I
27623	None	UNA, SUN S	Undecided	Undecided	Undecided	The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I practically always see empty Go Transit busses driving around. Where are the
	None GoTriangle; GoRaleigh		Undecided Undecided	Undecided Disagree	Undecided Disagree	The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I practically always see empty Go Transit busses driving around. Where are the busses used the most and by whom?
	None	Apex Route 1	Undecided	Undecided	Undecided	The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I practically always see empty Go Transit busses driving around. Where are the busses used the most and by whom?
	None GoTriangle; GoRaleigh		Undecided Undecided	Undecided Disagree	Undecided Disagree	The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I practically always see empty Go Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks On behalf of current NC State commuters:
	None GoTriangle; GoRaleigh		Undecided Undecided	Undecided Disagree	Undecided Disagree	The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I practically always see empty Go Transit busses driving around. Where are the busses driving mernet Nc State commuters: For GoTrangle CRX, please keep the
	None GoTriangle; GoRaleigh		Undecided Undecided	Undecided Disagree	Undecided Disagree	The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I practically always see empty Go Tranist busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks: On behalf of current NC State commuters: For GoTriangle CRX, please keep the Eubanks Park-and-Ride, at least until BR
	None GoTriangle; GoRaleigh		Undecided Undecided	Undecided Disagree	Undecided Disagree	The plan would increase service to hourly going forward. Does the ridership warran the increase in service? No data on how full the buses are and when the pare 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 On behalf of current NC State commuters: For GoTrangle CRX, please keep the Eubanks Park and kide, at least until BRT runs to downtown Chapel Hill or until CRT can add forct service from Eubanks
	None GoTriangle; GoRaleigh		Undecided Undecided	Undecided Disagree	Undecided Disagree	The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I practically always see empty Go Tranist busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks On behalf of current NC State commuters: for GoTriangle CRX, please keep the Eubanks Park-and-Ride, at least until BRT nas to downtoon Chaple Hill or until CHT can add direct service from Eubanks to new NC SA Park-and-Ride.
	None GoTriangle; GoRaleigh		Undecided Undecided	Undecided Disagree	Undecided Disagree	The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I practically always see empty Go Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On behalf of current NC State commuters: for GoTriangle CRX, please keep the Eubanks Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until CHT can add direct service from Eubanks to new NC SA Park-and-Ride. For GoRaleigh Route 11L, extend the route to porvide a transfer point to
	None GoTriangle; GoRaleigh		Undecided Undecided	Undecided Disagree	Undecided Disagree	The plan would increase service to hourly going forward. Does the ridership warran the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I aractically always see empty Go Tranit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On behalf of current NC State commuters: For GoTriangle CRX, please keep the Eubanks Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until CRT can add direct service from Eubanks to new NC SA Park-and-Ride. For GoRalleign Rout 111, extend the route to provide a transfer point to Route 11 or the Wolfline (without
27502	None GoTriangle; GoRaleigh GoApex; GoCary		Undecided Undecided	Undecided Disagree Agree	Undecided Disagree	The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I practically always see empty Go Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On behalf of current NC State commuters: for GoTriangle CRX, please keep the Eubanks Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until CHT can add direct service from Eubanks to new NC SA Park-and-Ride. For GoRaleigh Route 11L, extend the route to porvide a transfer point to
	None GoTriangle; GoRaleigh	Apex Route 1	Undecided Undecided	Undecided Disagree	Undecided Disagree Agree	The plan would increase service to hourly going forward. Does the ridership warran the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I practically always see empty Go Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On behalf of current NC State commuters: For GoTriangle GKX, please keep the Eubanks Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until CHT can add direct service from Eubanks to new NC 54 Park-and-Ride. For GoRaleigh Route 111, extend the route to provide a transfer point to Route 11 or tos the Wolfline (without disers having to cross Avent Ferry or Gorman).
27502	None GoTriangle; GoRaleigh GoApex; GoCary	Apex Route 1	Undecided Undecided	Undecided Disagree Agree	Undecided Disagree Agree	The plan would increase service to hourly going forward. Does the ridership warran the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I practicular Jahows see empty Go Tranit busses used the most and by whom? Dataits would have been helpful. Thanks. On behalf of current NC State commuters: Evabanis Park-and-Ride, at least until BRT runs to downtown Chapel Hild or until CHT can add direct service from Eubanks to new NC 54 Park-and-Ride. For GoR-light Rout 11L, extend the route to provide a transfer point to Route 11 or the Wolfline (without riders having to cross Avent Ferry or Gorman). I am an NC State student and have
27502	None GoTriangle; GoRaleigh GoApex; GoCary	Apex Route 1	Undecided Undecided	Undecided Disagree Agree	Undecided Disagree Agree	The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I practically always see empty Go Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On behalf of current NC State commuters: For GoTriangle GKX, please keep the Eubanks Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until CHT can add direct service from Eubanks to new NC S4 Park-and-Ride. For GoRallegin Route 11L, extend the route to provide a transfer point to Route 11 or to the Wolfline (without disers having to cross Avent Ferry or Gorman). I am an NC State student and have commuted: 23 days per week on the CRS
27502	None GoTriangle; GoRaleigh GoApex; GoCary	Apex Route 1	Undecided Undecided	Undecided Disagree Agree	Undecided Disagree Agree	The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I practically always see empty Go Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On behalf of current NC State commuters: For GoTriangle CRX, please keep the Eubanks Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until CRT can add direct service from Eubanks to new NC S4 Park-and-Ride. For GoBalleigh Route 11L, extend the route to provide a transfer point to foute 11 or to the Wolfline (without riders having to cross Avent Ferry or Gorman.). I am an NC State student and have commuted 2-3 days per week on the CR when it ran and the vanpools from Eubanks Park and Ride to NC State
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27502	None GoTriangle; GoRaleigh GoApex; GoCary	Apex Route 1	Undecided Undecided	Undecided Disagree Agree	Undecided Disagree Agree	The plan would increase service to hourly going forward. Does the ridership warran the increase in service? No data on how full the buses are and when the pare most in use was provided to gauge the necessity. I practically always see empty Go Trasit buses driving around. Where are the buses used the most and by whom? Details would have been helpful. Thanks. On behalf of current NC State commuters: For GoTraingle CRX, please keep the Eubanks Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until CPT can add direct service from Eubanks to new NC S4 Park-and-Ride. For GoRaliegin Route 111, extend the route to provide a transfer point to Gorman). I am an NC State student and have commuted 2-3 days per week on the CR0 when it ran and the vanpools from Eubanks Park and Ride and take the CRX to NC State's D.H. Hill Librar, followed by a quick WOTIIne shuttle to the
27502	None GoTriangle; GoRaleigh GoApex; GoCary	Apex Route 1	Undecided Undecided	Undecided Disagree Agree	Undecided Disagree Agree	The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I arracically always see empty Go Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks On behalf of current NC State Commuters: For GoTrangle CRX, please keep the Eubants Park-and-Hide, at least until BRT or GoTaleigh Route 111, extend the route to provide a transfer point to Boutton Chaple Hill or until CHT can add direct service from Eubanks to new IC 54 Park-and-Ride. For GoTaleigh Route 111, extend the route to provide a transfer point to Boutto 2.3 days per week on the CRX forma. I am an NC State student and have commuted 2.3 days per week on the CRX hen it ran and Ride to NC State furting the dosure. I drive the Eubanks Park and Ride to NC State to NC State Sudent and Ride to NC State to NC State Sude Nar All Ride and the tork. NC State Sude X and Ride to NC State Sude X and Ride to the Eubanks Park and Ride to the Current A Ride to the Current A Ride to the Current A Ride to the Current S Park and Ride to CRX.
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27502	None GoTriangle; GoRaleigh GoApex; GoCary	Apex Route 1	Undecided Undecided	Undecided Disagree Agree	Undecided Disagree Agree	The plan would increase service to hourly going forward. Does the ridership warran 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. On behalf of current NC State Commuters: Evo GoTriangle CKX, 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 GoTableigh Route 111, extend the route to provide a transfer point to Route 11 or the Wolfline (without riders having to cross Avent Ferry or Gorman). I am an NC State student and have commuted 2.3 days per week on the CRX when it ran and the vanpools from Eubanks Park and Ride an UK state during the dosure. I drive to the Eubanks Park and Ride and the the CRX to NC State's D.H. Hill Library, followed y a quick Wolfline, shuttle to the Veterinary School. By taking the CRX, I reduce highway traffic, reduce my own local housing burden (1 am long with femily, rather than getting my own
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27502	None GoTriangle; GoRaleigh GoApex; GoCary	Apex Route 1	Undecided Undecided	Undecided Disagree Agree	Undecided Disagree Agree	The plan would increase service to hourly going forward. Does the ridership warran 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 height. Thanks. On behalf of current NC State commuters: For GoTriangle GXX, please keep the Eubanks Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until CHT can add direct service from Eubanks to new NC S4 Park-and-Ride. For GoRaliegin Route 111, extend the route to provide a transfer point to for GoRaliegin Route 111, extend the route to provide a transfer point to Route 11 or the Wolfline (without riders having to cross Avent Ferry or Gorman). I am an NC State student and have commuted 2:3 days per week on the CRW when it ran and the vanpool from Eubanks Park and Ride and take the CRX to NC State's D.H. Hill Diary, followed by a quick Wolfline, shutte to the Veterinary School. By taking the CRX, I reduce highway traffic, reduce my own local housing burden (1 am Ining with family, rather than getting my own housing in Raliejth, and reduce local pollution. While these do have personal
27502	None GoTriangle; GoRaleigh GoApex; GoCary	Apex Route 1	Undecided Undecided	Undecided Disagree Agree	Undecided Disagree 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 Tranit buses driving around. Where are the buses used the most and by whom? Details would have been helpful. Thanks On behalf of current NC State commuters: Eubanks Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until CHT can add direct service from Eubanks to new NC S4 Park-and-Ride. For GoRaliegin Rout 111, extend the route to provide a transfer point to Route 11 or the Wolfline (without riders having to cross Avent Ferry or Gorman). I am an NC State student and have commuted 2:3 days per week on the CRW when it ran and Hide not NC State during the dozuse. I drive to the Eubanks Park and Ride and kake the CRX to NC State's DH-Hill Library, followed by a quick Wolfline shuttle to the Veterinary School. By taling the CRX, I to Housing burden (1 an Ining with Family, rather than getting my own housing in Raliegh), and reduce local benefits. As the there do have personal benefits. Not Friangle grous, believe
27502	None GoTriangle; GoRaleigh GoApex; GoCary	Apex Route 1	Undecided Undecided	Undecided Disagree Agree	Undecided Disagree Agree	The plan would increase service to hourly going Groward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I practically always see empty Go Transit busses driving around. Where are the busses used the most and by whom? Details would have been helpful. Thanks. On behalf of current NC State Commuters: For GoTriangle CRX, please keep the Eubanks Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until CRT can add direct service from Eubanks to new NC S4 Park-and-Ride. For GoBallegh Route 11L, estend the route to provide a transfer point to Route 31 or to the Wolfline (without riders having to cross Avent Ferry or Gorman.). I am an NC State student and have commuted 2-3 days per week on the CRX when it ran and the vanpools from Eubanks Park and Ride and take the CRX, to NC State's D.H. Hill Librar, followed by a guick Wolfline shutte to the Veterinary School. By taking the CRX, I reduce highway traffic, reduce my oan Load housing buden (1 am lining with family, rather than getting my own housing in Rallegh, and reduce local pollution. While these do have personal benefits, they have even greater societal benefits. As the Triangle grows, believe
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27502	None GoTriangle; GoRaleigh GoApex; GoCary GoTriangle; NCSU	Apex Route 1 GoTriangle Route 100 and NC State Wolfline I drive to the Eubanks Park and Ride (I live off of MLK) and take the CRX to NC State's D.H. Hill Library, followed by a	Undecided Undecided Undecided Disagree Strongly Disagree	Undecided Disagree Disagree Undecided Undecided	Agree	The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I arraticilly always see empty Go Transit busses driving around. Where are the busses used have been helpful. Thanks: On behalf of current NC State Committers: For GoTringle CRX, please keep the Eubanks Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until GTC cand adi entor the work of the the Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until GTC cand adi entor the work of the Craft Can add entor the Wolfline (without riders having to cross Avent Ferry or Gorman). I am an NC State student and have commuted 2.3 days per week on the CRX hwen it ran and He vanpools from Eubanks Park and Ride to NC State during the dosure. I drive to the Eubanks Park and Ride to NC State council (Joint on the lawapools from Eubanks Park and Ride to the VS the Useriany Schoule), al or facute moven that fact, convenient ransportation between the Triangle grows, I believe that fact, convenient transportation between that busing the Eubanks op allows for efficient transportation between that busing the Subarks on Bus route through Eubanks Park and Ride. I use the Park and Ride because 1 do not Whatever is going to alleviate taffic on a bus route through Eubanks Park and Ride.
27502	None GoTriangle; GoRaleigh GoApex; GoCary GoTriangle; NCSU	Apex Route 1 GoTriangle Route 100 and NC State Wolfline I drive to the Eubanks Park and Ride (I live off of MLK) and take the CRX to NC State's D.H. Hill Library, followed by a	Undecided Undecided Undecided Disagree Strongly Disagree Agree	Undecided Disagree Agree Disagree Disagree	Agree	The plan would increase service to hourly going forward. Does the indership warran 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. On behalf of current NC State commuters: Evansk Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until CHT can add direst service from Eubanks to new NC S4 Park-and-Ride. For GoTaleige ROUE 11L, extend the route to provide a transfer point to Route 11 or to the Wolfline (without riders having to cross Avent Ferry or Gorman). I am an NC State student and have commuted 23 days per week on the CRX when it ran and the vanpools from Eubanks Park-and Ride an toke the CRX to NC State's D.H. Hill Library, followed by a quick Wolfline shutte to the Veterinary School. By taking the CRX, 1 enduse highway traffic, reduce my own local housing burden (1 am ining with parkits, they have even protest sociatal benefits. As the Hill so tentis between hub cities will become even more important. Keeping the Ebanks stop allows for efficient transportation between that fills o tentis buse bus system and Raleigh, while also connecting those who do not live on a bus rout through Eubanks Park and Ride. I use the Park and Ride bacease I do not
27502 27713 27517 27615	None GoTriangle; GoRaleigh GoApex; GoCary GoTriangle; NCSU NCSU; GoTriangle None	Apex Route 1 GoTriangle Route 100 and NC State Wolfline I drive to the Eubanks Park and Ride (I live off of MLK) and take the CRX to NC State's D.H. Hill Library, followed by a	Undecided Undecided Undecided Disagree Strongly Disagree	Undecided Disagree Disagree Undecided Undecided Undecided Undecided Undecided	Undecided Disagree Undecided Strongly Disagree Agree	The plan would increase service to hourly going forward. Does the ridership warrant the increase in service? No data on how full the busses are and when they are most in use was provided to gauge the necessity. I arraticilly always see empty Go Transit busses driving around. Where are the busses used have been helpful. Thanks: On behalf of current NC State Committers: For GoTringle CRX, please keep the Eubanks Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until GTC cand adi entor the work of the the Park-and-Ride, at least until BRT runs to downtown Chapel Hill or until GTC cand adi entor the work of the Craft Can add entor the Wolfline (without riders having to cross Avent Ferry or Gorman). I am an NC State student and have commuted 2.3 days per week on the CRX hwen it ran and He vanpools from Eubanks Park and Ride to NC State during the dosure. I drive to the Eubanks Park and Ride to NC State council (Joint on the lawapools from Eubanks Park and Ride to the VS the Useriany Schoule), al or facute moven that fact, convenient ransportation between the Triangle grows, I believe that fact, convenient transportation between that busing the Eubanks op allows for efficient transportation between that busing the Subarks on Bus route through Eubanks Park and Ride. I use the Park and Ride because 1 do not Whatever is going to alleviate taffic on a bus route through Eubanks Park and Ride.

						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
27606	GoRaleigh; GoTriangle; NCSU	CRX, 100, Wolflines	Undecided	Disagree	Strongly Disagree	back will be of any help. It's just a too slow connection. Are these route's dependable because of the inconsistencies of these routes that
						are already supposed to be running every 30 minutes on the weekend. Sometimes I can't depend on these
27501	GoTriangle; GoCary; GoRaleigh; GoDurham; NCSU	100,800,400,305	Strongly Agree	Disagree	Strongly Agree	routes to get to work
27502	None		Strongly Disagree	Strongly Disagree	Strongly Disagree	
						Brier Creek is severely lacking transit options. There should be at least 30 minute all-day service from Brier Creek to Raleigh. Direct service from RDU
27617	GoRaleigh; GoTriangle; NCSU; GoCary	Brier Creek, 70X, 6, 11, 4, 9, 12, 100, 300, 310	Undecided	Agree	Undecided	Airport to DT Raleigh would also help. 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
27609	GoRaleigh	1, 2, 100, WRX, 23, 24	Agree	Undecided	Disagree	nearest park-and-ride lot (Triangle Town Center). Another 5 minutes driving time and I would be at my office downtown.
27009	Guivaleign	1, 2, 200, 1100, 23, 24	Agree		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?
		CRX It's nonsense to get rid of a great facility at Eubanks.				That really doesn't make sense. Many of the people who park at the Eubanks Road Park and Ride like me
		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				already drive 20 minutes to get there. Adding another 15 minutes on the very Route 40 that we are trying to avoid
		doesn't make sense. Many of the people who park at the Eubanks Road Park and Ride like me already drive 20 minutes to get there. Adding another 15 minutes on the				would result in people just keeping going, thus adding to traffic and pollution en route and parking pressure
		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				at their destinations. This is what we are trying to avoid. The new facility at Eubanks Road is
		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				great, easy access for the buses and plenty of room for people at the stops. My suggestion would be to use this
		would be to use this facility to its fullest and expand bus routes there, for example to include a run to Raleigh International Airport at least once a day. The CRX before				facility to its fullest and expand bus routes there, for example to include a run to Raleigh International Airport at
		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				least once a day. The CRX before the pandemic and before the service problems in Fall 2023
27516 27610	GoTriangle GoRaleigh; GoTriangle	again. 18,19,15, CRX	Strongly Disagree Undecided	Undecided Undecided	Strongly Disagree Undecided	was crowded, two to a seat in the
27529 27510	GoRaleigh GoRaleigh; NCSU; GoDurham; GoTriangle	305 CRX	Agree	Agree	Agree	
27529	GoRaleigh; GoTriangle	CRX and GoRaleigh 20				
						I would like to see buses ran hourly
						throughout the night, I work downtown until 1am and also work along the 7 line
28202	GoRaleigh: GoTriangle: NCSU	11.12. 7	Agree	Agree	Disagree	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.
28202	GoRaleigh; GoTriangle; NCSU	11,12,7	Agree	Agree	Disagree	until Tam and also work along the 7 line starting at 3am and don't have any transit options to get to work at these times. I would like to see Gotriangle 305 be expanded to Fuquay Varina, as well as Gowake Access expand services on Sundays, as well as night service, and
		11,12, 7 Gotriangle 305, Goraleigh FRX, Gowake Access ; Fuquay	Agree	Agree		until zam and also work along the 7 line starting at 3am and don't have any transit options to get to work at these times. I would like to see Gotriangle 305 be expanded to Fuquay Varina, as well as Gowake Access expand services on Sundays, as well as night service, and expand the call center to operate on Saturdays. I would like to see the Goraleigh FR4 be expanded to all-day
<u>28202</u> 27526	GoRaleigh; GoTriangle; NCSU GoRaleigh; GoCary; GoTriangle; GoWake ACCESS		Agree	Agree	Disagree Strongly Agree	until am and also work along the 7 line starting at 3am and don't have any transit options to get to work at these times. I would like to see Gotriangle 305 be expanded to Fuquay Varina, as well as Gowake Access expand services on Sundays, as well as night service, and expand the call center to operate on Sturdays. I would like to see the
		Gotriangle 305, Goraleigh FRX, Gowake Access ; Fuquay				until Tam and also work along the 7 line starting at 3am and don't have any transit options to get to work at these times. I would like to see Gotriangle 305 be expanded to Fuguay 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. I hope this message finds you well. I am reaching out to express my concern regarding the elimination of the Eubants Park & Ride in the 2025 SRTP-Project Go-
		Gotriangle 305, Goraleigh FRX, Gowake Access ; Fuquay				until zam and also work along the 7 line starting at 3am and don't have any transit options to get to work at these limes. I would like to see Gotriangle 305 be expanded to Fouquay Varina, as well as Gowake Access expand services on Sundays, as well as night service, and expand the call center to operate on Saturdays. I would like to see the Goraleigh FRX be expanded to all-day service and on weekends. Parker and Go triangle, I hope this message finds you well. I am reaching out to express my concern regarding the elimination of the Eubanks Park & Ride in the 2025 SRTP-Project Go- Triangle plan.
		Gotriangle 305, Goraleigh FRX, Gowake Access ; Fuquay				until zam and also work along the 7 line starting at 3am and don't have any transit options to get to work at these 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 FRV be expanded to all-day service and on weekends. Parker and Go-triangle, I hope this message finds you well. I am reaching out to express my concern regarding the elimination of the Eubanks Park & Ride in the 2025 SRTP-Project Go- Triangle plan.
		Gotriangle 305, Goraleigh FRX, Gowake Access ; Fuquay				until zam and also work along the 7 line starting at 3am and don't have any transit options to get to work at these 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 FRA be expanded to all-day service and on weekends. Parker and Go-triangle, I hope this message finds you well. I am reaching out to express my concern regarding the elimination of the Eubanks Park & Ride in the 2025 SRTP-Project Go- Triangle plan. My name is Jennifer Sun, and my family and I live in Chapel Hill. My husband works at UNC Medicine School, and I yrider
		Gotriangle 305, Goraleigh FRX, Gowake Access ; Fuquay				until zam and also work along the 7 line starting at 3am and don't have any transit options to get to work at these limes. I would like to see Gotriangle 3G5 be expanded to Fouquay Varina, as well as Gowake Access expand services on Sundays, as would like to see the Goraleigh FRX be expanded to all-day service and on weekends. Parker and Go-triangle, I hope this message finds you well. I am reaching out to express my concern regarding the elimination of the Eubanks Parke Ride Limination of the Eubanks Park Ride in the 2025 SRTP-Project Go- Triangle plan. My name is Jennifer Sun, and my family and Tive in Chapel Hill. My husband works at UNC Medicine School, and I works 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
		Gotriangle 305, Goraleigh FRX, Gowake Access ; Fuquay				until zam and also work along the 7 line starting at 3am and don't have any transit options to get to work at these limes. I would like to see Gotriangle 305 be expanded to Fouquay 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 Goralogip FRX be expanded to all-day service and on weekends. Parker and Go-triangle, I hope this message finds you well. I am reaching out to express my concern regarding the elimination of the Lubanks 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 works at NCSU. I have been a daily rider and rehying on the CRX bus from Eubanks P&R stop since 2011. It provided trenedous support to me and my family. CRX rode me to work during the pregnancy of my two boys, Loudd not imagine how I would survive butween my lob and life without CRX. I
		Gotriangle 305, Goraleigh FRX, Gowake Access ; Fuquay				until zam and also work along the 7 line starting at 3am and don't have any transit options to get to work at these 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 FRV be expanded to all-day service and on weekends. Parker and Go-triangle, I hope this message finds you well. I am reaching out to express my concern regarding the elimination of the Eubanks Park & Ride in the 2025 SRTP-Project Go- Triangle plan. My name is Jennifer Sun, and my family and I live in Chapel Hill. My husband works at UNC Medicine School, and I work at NCSU. I have been a daily rider and relying on the CRX bus from Eubanks PRR stop since 2011. It provided tremendous support to me and my family. CRX sode me to work during the pregnancy of my two boys, I could not imagine how I would survive between my loa hal file without CRX. I am writing to voice my support for Parkan Ride. This stop is crucial for riders from norther. Chapel Hil, Chapel
27526		Gotriangle 305, Goraleigh FRX, Gowake Access ; Fuquay				until zam and also work along the 7 line starting at 3am and don't have any transit options to get to work at these eignands to Fuguay Varina, as well as Glowake 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 FRV be expanded to all-day service and on weekends. Parker and Go-triangle, 300 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 NGSU. I have been addury identify the pregnancy to the school, and I work at NGSU. I have been addury iden and relying on the CRX bus from Eubanks PAR stop since 2011. It provided tremendous support for retaining the CRX stop at Eubanks Rd Park and Nide. This stop is roucial for retaining the CRX stop at Eubanks Rd Parkan Ride. This stop is roucial for retaining the CRX stop at Eubanks Rd Parkan Ride. This stop is roucial for retaining the CRX stop at Eubanks Rd Park and Ride. This stop is roucial for retaining the CRX stop at Eubanks Rd Parkan Ride. This stop is roucial for retaining the CRX stop at Eubanks Rd Park and Ride. This stop is roucial for retaining the CRX stop at Eubanks Rd Park and Ride. This stop is roucial for retaining the CRX stop at Eubanks Rd Park and Ride. This stop is roucial for retaining the CRX stop at Eubanks Rd Park and Ride. This stop is roucial for retaining the CRX stop at Eubanks Rd Park and Ride. This stop is roucial for retaining the CRX stop at Eubanks Rd Park and Ride. This stop on the CRX stop at user outbre option to reach Raleigh in a main Time panding routes and
27526	GoRaleigh; GoCary; GoTriangle; GoWake ACCESS	Gotriangle 305, Goraleigh FRX, Gowake Access ; Fuquay Varina NC	Strongly Agree	Strongly Agree	Strongly Agree	until zam and also work along the 7 line starting at 3am and don't have any transit options to get to work at these limes. I would like to see Gotriangle: 305 be expanded to Fougay Varina, as well as Gowake Access expand services on Sundays, as well as night service, and expand the call earter to operate on Saturdays. I would like to see the Goraleigh FRX be expanded to all-day service and on weekends. Parker and Go-triangle, I hope this message finds you well. I am reaching out to express my concern regarding the elimination of the Eubanks 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 UKC Medicine School, and I works at KCSU. I have been a daily rider and relying on the CRX bos from Eubanks P&R stop since 2011. It provided tremendous support for retaining the CIX stop at Eubanks Rd Park an Rider, Hilsborough, Loudl not imagine how I would survive between my job and life without CRX. I am writing to volce my support for retaining the CIX stop at Eubanks Rd Park and Rider, Hilsborough, Mebane, Greensboro, and further West. Without this stop is no unter CRX bergens line, commuters like myself would have no other option to reack Raleigh in a

						Hello - The proposed plan for the CRX listst 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 wasnt sure if the
						time listed was in error or if they plan to get rid of the 3pm bus and will only have
27603	GoTriangle	CRX	Disagree	Undecided	Disagree	330 service.
30281	GoRaleigh; GoCary; GoTriangle	FRX and 405				
						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 12B or the 805 is going to be coming by my stop and neither of those routes
						seem to show up on TransLoc.
		Morning: Route100 from Downton Raleigh to RTC in RTP; then either GoDurham 12B (NCCU route) or 805 (Chapel				Also, any increased frequency is a big improvement, busses every hour are
07828	GoTriangle; GoDurham	Hill) to Davis and 54. In the afternoon, the reverse	Agree	Strongly Agree	Strongly Agree	really not much use to most people.
						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 t he 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 but downtown will add too much time to my
28792	GoRaleigh	Zebulon-Wendell - ZWX	Disagree	Strongly Disagree	Strongly Disagree	commute and make it inefficient.
						We desperately need 15 minute service levels on the Goraleigh 6. Please restore
						at least 30 minute service levels on all
		Goraleigh 27, 6, 16, 4 are my most frequent. Gotriangle				routes that were reduced to hourly. Hourly service means I cannot use the
27606	GoRaleigh; GoTriangle	100 is another one I use.	Agree	Agree	Agree	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
27606	GoRaleigh; GoCary; NCSU	GoRaleigh Route 300, GoCary Routes 3, 4, 5, 7	Undecided	Agree	Disagree	survey to do so. 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 motorscooter
						and driving to NC 54 bus stop to catch the CRX is much more dangerous than
	C.T.C	CDV 400 000 CDV (C)	Charles Diversion	no de sede d	character princ	taking the back roads of Orange county.
27606	GoTriangle GoTriangle	100	Strongly Disagree	Undecided	Strongly Disagree	taking the back roads of Orange county. Thanks.
27606 27606	GoTriangle GoRaleigh; GoTriangle	100 11, 300, 100, 305	Undecided	Agree	Undecided	
27606 27606 28202 27617	GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoCary; GoTriangle; NCSU	100				
27606 27606 28202 27617	GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle	100 11, 300, 100, 305 100 & 105	Undecided	Agree	Undecided	Thanks.
27606 27606 28202 27617 27607	GoTriangle GoRalegh; GoTriangle GoRalegh; GoTriangle GoCary; GoTriangle; NCSU NCSU; GoRaleigh; GoTriangle	100 11, 300, 100, 305 100 & 105 from south raleigh/lake wheeler road to hilbborough	Undecided Agree	Agree Agree	Undecided Agree	Thanks.
27606 27606 28202 27617 27607	GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoCary; GoTriangle; NCSU	100 11, 300, 100, 305 100 & 105	Undecided	Agree	Undecided	Thanks. we need more bus routes running to hillsborough street, nc state campus and downtown without transfers
27606 27606 28202 27617 27607	GoTriangle GoRalegh; GoTriangle GoRalegh; GoTriangle GoCary; GoTriangle; NCSU NCSU; GoRaleigh; GoTriangle	100 11, 300, 100, 305 100 & 105 from south raleigh/lake wheeler road to hilbborough	Undecided Agree	Agree Agree	Undecided Agree	Thanks. we need more bus routes running to hillsborough street, ne state campus and downtown without transfers I like that the new 100X will condense the 100+700 thave the express timing
27606 27606 28202 27617 27607 27606	GorTrangle GoRaleigh; GorTrangle GoRaleigh; GorTrangle, NCSU NCSU; GoRaleigh; GOrTriangle GoRaleigh; NCSU	100 11, 300, 100, 305 100 & 105 from south raleigh/fake wheeler road to hillsborough street; route 11, 7	Undecided Agree Disagree	Agree Agree Undecided	Undecided Agree Disagree	Thanks. we need more bus routes running to hillsborough street, nc state campus and downtown without transfers I like that the new 100X will condense the 100-700 but have the express timing benefits of the DRX. I also like that it will
27606 27606 28202 27617 27607 27606 27606 27701	GoTriangle GoRaleigh: GoTriangle GoRaleigh: GoTriangle SoCary, GoTriangle; NCSU NCSU; GoRaleigh; GoTriangle GoRaleigh; NCSU GoDurham; GoTriangle; NCSU GoTriangle; NCSU GoTriangle; NCSU; GoDurham; GoRaleigh	100 11, 300, 100, 305 100 & 105 from south raleigh/lake wheeler road to hillsborough street; route 11, 7 100, 700, DRX, 405, 400; 100, 700, DRX, 400, 405 DRX, 100, 700	Undecided Agree Disagree Agree Agree	Agree	Undecided Agree Disagree Agree Agree	Thanks. we need more bus routes running to hillsborough street, nc state campus and downtown without transfers 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.
27606 27606 28202 27617 27607 27606 27606 27701	GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoCary; GoTriangle; MCSU NCSU; GoRaleigh; GoTriangle GoRaleigh; NCSU GoDurham; GoTriangle; NCSU	100 11,300,100,305 100 & 105 from south raleigh/lake wheeler road to hillsborough street; route 11,7 100, 700, DRX, 405, 400; 100, 700, DRX, 400, 405	Undecided Agree Disagree Agree	Agree	Undecided Agree Disagree Agree	Thanks. we need more bus routes running to hillsborough street, nc state campus and downtown without transfers I like that the new 100X will condense the 100-700 but have the express timing benefits of the DRX. I also like that it will
27606 27606 28202 27617 27607 27606 27606 27701	GoTriangle GoRaleigh: GoTriangle GoRaleigh: GoTriangle SoCary, GoTriangle; NCSU NCSU; GoRaleigh; GoTriangle GoRaleigh; NCSU GoDurham; GoTriangle; NCSU GoTriangle; NCSU GoTriangle; NCSU; GoDurham; GoRaleigh	100 11, 300, 100, 305 100 & 105 from south raleigh/lake wheeler road to hillsborough street; route 11, 7 100, 700, DRX, 405, 400; 100, 700, DRX, 400, 405 DRX, 100, 700	Undecided Agree Disagree Agree Agree	Agree	Undecided Agree Disagree Agree Agree	Thanks. we need more bus routes running to hildsbrough street, nc state campus and downtown without transfers 1 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. Please resume NC State for 111! My name is Marcus Thompson, I'm an
27606 27606 28202 27617 27607 27606 27606 27701	GoTriangle GoRaleigh: GoTriangle GoRaleigh: GoTriangle SoCary, GoTriangle; NCSU NCSU; GoRaleigh; GoTriangle GoRaleigh; NCSU GoDurham; GoTriangle; NCSU GoTriangle; NCSU GoTriangle; NCSU; GoDurham; GoRaleigh	100 11, 300, 100, 305 100 & 105 from south raleigh/lake wheeler road to hillsborough street; route 11, 7 100, 700, DRX, 405, 400; 100, 700, DRX, 400, 405 DRX, 100, 700	Undecided Agree Disagree Agree Agree	Agree	Undecided Agree Disagree Agree Agree	Thanks. we need more bus routes running to hillsborough street, nc state campus and downtown without transfers like that the new 100X will condense the 100-700 but have the express timing herefits of the DKL 1 also like that it will eventually run at 15 min intervals. Please resume NC state for 1111 My name is Marcus Thompson, I'm an employee at NC State University and a
27606 27606 28202 27617 27607 27606 27606 27701	GoTriangle GoRaleigh: GoTriangle GoRaleigh: GoTriangle SoCary, GoTriangle; NCSU NCSU; GoRaleigh; GoTriangle GoRaleigh; NCSU GoDurham; GoTriangle; NCSU GoTriangle; NCSU GoTriangle; NCSU; GoDurham; GoRaleigh	100 11, 300, 100, 305 100 & 105 from south raleigh/lake wheeler road to hillsborough street; route 11, 7 100, 700, DRX, 405, 400; 100, 700, DRX, 400, 405 DRX, 100, 700	Undecided Agree Disagree Agree Agree	Agree	Undecided Agree Disagree Agree Agree	Thanks. we need more bus routes running to hildsbrough street, nc state campus and downtown without transfers like that the new 100X will condense the 100-700 but have the express timite herefts of the DKL 1 also like that it will eventually run at 15 min intervals. Please resume NC State for 111! 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 Lubanks Pari
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27506 27506 28202 27607 27606 27701 27606 27701 27506 27702 27506 27705 27506	GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle; NCSU GoDurham; GoTriangle; NCSU GoDurham; GoTriangle; NCSU GoTriangle; NCSU GoRaleigh; NCSU NCSU; GoRaleigh; GoTriangle; GoCary; GoApex GoRaleigh; GoTriangle; NCSU GoTriangle; NCSU GoTriangle; NCSU GoTriangle; NCSU	100 13, 300, 100, 305 100 & 105 100 & 105 from south raleigh/lake wheeler road to hillsborough street; route 11, 7 100, 700, DRX, 405, 400; 100, 700, DRX, 400, 405 DRX, 100, 700 IX, 11; NC State IX, 11; NC State IX, 11; NC State IX, 100, 700 IX, 11; NC State IX, 11; NC State IX, 100, 700 IX, 11; NC State IX, 11; NC State IX, 11; NC State IX, 11; NC State IX, 10; NC State IX, 11; NC State IX, 10; NC State IX, 10; NC State IX, 10; NC State IX, 11; NC State IX, 10; NC State	Undecided Agree Agree Agree Agree Agree Agree Strongly Disagree St	Agree Disagree Disagree Disagree Disagree Disagree Undecided Disagree Disagree Undecided Disagree Disa	Undecided Agree Disagree Disagree Undecided Undecided Strongly Disagree Strongly Disagree Strongly Disagree Strongly Disagree Strongly Disagree	Thanks. we need more bus routes running to hildsborough street, nc state campus and downtown without transfers like that the new 100X will condense the 100-700 but have the express timite benefits of the DKL 1 also like that it will eventually run at 15 min intervals. Please resume NC State for 1111 My name is Marcus Thompson, I'm an employee at NC State for 1111 My name is Marcus Thompson, I'm an employee at NC State for 1111 My name is Marcus Thompson, I'm an employee at NC State for 1111 My name is Marcus Thompson, I'm an employee at NC State for 1111 My name is Marcus Thompson, I'm an employee at NC State for 1111 My name is Marcus Thompson, I'm an employee at NC State for the CRX bus. I came across information that the £Ubanks Part and Ride location for the CRX bus has the potential to be moved to the location near 54. I currently live in Mehane, NC and five down i-d to catch this bus. I would most likely make the drive form 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 an ide gives an aesir commute to many riders that live west of Hillborough, NC. Removing route 111 from campus suill significantly burden off-campus students living near Lake Johnson and Franklin Jones road. They will have to take two buses to get to consider this in your changes. The CRX changes would mean I would stop using GoTriangle. As long as an express bus runs between downtown Durham and NC State 4 trush san go home around 5p, I will be an orgin han and to Campa. Form
27506 22506 28202 27607 27607 27606 27701 27606 27701 277606 27700 277606 27705	GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle; NCSU GoDurham; GoTriangle; NCSU GoDurham; GoTriangle; NCSU GoTriangle; NCSU GoRaleigh; NCSU NCSU; GoRaleigh; GoTriangle; GoCary; GoApex GoRaleigh; GoTriangle; NCSU GoTriangle; NCSU GoTriangle; NCSU GoTriangle; NCSU	100 13, 300, 100, 305 100 & 105 100 & 105 from south raleigh/lake wheeler road to hillsborough street; route 11, 7 100, 700, DRX, 405, 400; 100, 700, DRX, 400, 405 DRX, 100, 700 IX, 11; NC State IX, 11; NC State IX, 11; NC State IX, 100, 700 IX, 11; NC State IX, 11; NC State IX, 100, 700 IX, 11; NC State IX, 11; NC State IX, 11; NC State IX, 11; NC State IX, 10; NC State IX, 11; NC State IX, 10; NC State IX, 10; NC State IX, 10; NC State IX, 11; NC State IX, 10; NC State	Undecided Agree Agree Agree Agree Agree Agree Strongly Disagree St	Agree Disagree Disagree Disagree Disagree Disagree Undecided Disagree Disagree Undecided Disagree Disa	Undecided Agree Disagree Disagree Undecided Undecided Strongly Disagree Strongly Disagree Strongly Disagree Strongly Disagree Strongly Disagree	Thanks. we need more bus routes running to billsborough street, nc state campus and downtown without transfers the 100-700 bus have the express timing benefits of the DRX. I also like that it will eventually run at 15 min intervals. Please resume NC State for 1111 My name is Marcus Thompson, i'm an employee at NC state for 1111 My name is Marcus Thompson, i'm an employee at NC state for 1111 My name is Marcus Thompson, i'm an employee at NC state for 1111 My name is Marcus Thompson, i'm an employee at NC state for 1111 My name is Marcus Thompson, i'm an difeouting the the expression of the CRX bus. I came across information that the Eubanis Part and Ride location for the CRX bus has the potential to be moved to the location near 54. I currently live in Mehane, NC and rive down i-d0 to carbt the CRX bus at the Eubanis Part and Ride location for the CRX bus in the deviation would aready be longer. I suggest keeping the current locations expecially since the Eubanis Park and Ride gives an easier commute to many riders that live west of Hillsborough, NC incers Like Johnson and Franklin Long route 111 from campus will significantly burend of C-ampus students living near Lake Johnson and Franklin Long route 111 from campus will sign an easier borowide respiration covid and state threade from Simulate the drive solve and Franklin Long route 111 from campus will sign for any bury will have to take two buss to get to campus. From my experimence, GoRaligh newer provided respirations you to consider this in your changes. The CRK changes would mean I would stop using GoTriangle.

						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,
27602	GoRaleigh; GoTriangle	Downtown Raleigh, and West Raleigh	Agree	Agree	Agree	if it is only going to the airport some of the time
27697	GoTriangle; NCSU; GoRaleigh					
27705	GoTriangle; GoDurham	100; DRX	Strongly Disagree	Disagree	Strongly Disagree	Please keep Route 11L going to NC State
43215	GoRaleigh; NCSU	Route 11L -Campus Edge Apartments to NC State and vice versa.	Strongly Disagree	Strongly Disagree	Strongly Disagree	I rely on this bus to get to campus as a student and back home.
43213	Gonaleigh, NGGO	ver 3a.	Strongly Disagree	Strongly Disagree	Strongly Disagree	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
	GoTriangle	DRX: I bike to Durham Station by bike, and then commute to NC State via the DRX.	Strongly Disagree	Strongly Disagree	Strongly Disagree	putting this proposal out during suspension of DRX seems even like more
26513	GoRaleigh; GoTriangle; NCSU					
						I will not be able to use public transit
						under this new plan. I used the DRX to travel to/from the Durham downtown
						transit station and my work at NCSU on Hillsborough St. Under this new plan,
						using public transit to go to work will no
						longer be feasible for me as an option. I have tried using local routes (100 & 700)
						while the DRX was on hold, but that didn't prove to be feasible due to a
						variety of factors (increased travel time,
						less reliability in transfers, being exposed to elements during transfers-
						including during a tornado watch, and
						the sometimes dangerous behavior of passengers on the local routes - no
						masking, schizophrenic episodes,
						spitting, fighting, suicide attempts, etc.). I absolutely hate driving to/from
						Durham and Raleigh and far prefer to
						use public transit, but this revised plan
						use public transit, but this revised plan will not make that possible for me any
27701	GoTriangle	DRX DRX (when available), when not available I ride the 700 +	Strongly Disagree	Undecided	Strongly Disagree	
27701 27704	GoTriangle GoDurham; GoRaleigh; GoTriangle		Strongly Disagree Strongly Agree	Undecided Agree	Strongly Disagree Agree	will not make that possible for me any longer. no additional comments
27704	GoDurham; GoRaleigh; GoTriangle GoRaleigh; NCSU	DRX (when available), when not available I ride the 700 + 100; DRX when active; 700 + 100 when not 11L and and Route 11	Strongly Agree Disagree	AgreeAgree	Agree Disagree	will not make that possible for me any longer.
27704	GoDurham; GoRaleigh; GoTriangle	DRX (when available), when not available I ride the 700 + 100; DRX when active; 700 + 100 when not	Strongly Agree	Agree	Agree	will not make that possible for me any longer. no additional comments removing 11L will make it harder for me
27704	GoDurham; GoRaleigh; GoTriangle GoRaleigh; NCSU	DRX (when available), when not available I ride the 700 + 100; DRX when active; 700 + 100 when not 11L and and Route 11	Strongly Agree Disagree	AgreeAgree	Agree Disagree	will not make that possible for me any longer. no additional comments removing 11L will make it harder for me to commute to NCSU I strongly disagree with discontinuing
27704	GoDurham; GoRaleigh; GoTriangle GoRaleigh; NCSU	DRX (when available), when not available I ride the 700 + 100; DRX when active; 700 + 100 when not 11L and and Route 11	Strongly Agree Disagree	AgreeAgree	Agree Disagree	will not make that possible for me any longer. no additional comments removing 111 will make it harder for me to commute to NCSU I strongly disagree with discontinuing the DRX. If the bus does not stop a the Durham Station, will not use it at all, as
27704	GoDurham; GoRaleigh; GoTriangle GoRaleigh; NCSU	DRX (when available), when not available I ride the 700 + 100; DRX when active; 700 + 100 when not 11L and and Route 11	Strongly Agree Disagree	AgreeAgree	Agree Disagree	Will not make that possible for me any longer. no additional comments removing 111 will make it harder for me to commute to NCSU 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 a Duke to access bus. Not
27704 27606 27606	GoDurham; GoRaleigh; GoTriangle GoRaleigh; NCSU GoRaleigh; GoTriangle; NCSU	DRX (when available), when not available I ride the 700 + 100; DRX when active; 700 + 100 when not 111 and and Route 11 12, 100, wolfline 52	Strongly Agree Disagree Disagree	Agree Agree Undecided	Agree Disagree Disagree	Will not make that possible for me any longer. no additional comments removing 111 will make it harder for me to commute to NCSU 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 canot park a DUke to access bus. Not having the DRX will negatively affect students, graduate students, staff and
27704	GoDurham; GoRaleigh; GoTriangle GoRaleigh; NCSU	DRX (when available), when not available I ride the 700 + 100; DRX when active; 700 + 100 when not 11L and and Route 11	Strongly Agree Disagree	AgreeAgree	Agree Disagree	Will not make that possible for me any longer. In a dditional comments removing 11L will make it harder for me to commute to NCSU 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
27704 27606 27606 27606 27704 27704	GoDurham; GoRaleigh; GoTriangle GoRaleigh; NCSU GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle	DRX (when available), when not available I ride the 700 + 100; DRX when active; 700 + 100 when not 111 and and Route 11 12, 100, wolfline 52 DRX WRX, WFL	Strongly Agree Disagree Strongly Agree Agree	Agree Agree Undecided Strongly Disagree Agree	Agree Disagree Disagree Strongly Disagree Agree	Will not make that possible for me any longer. In a dditional comments removing 111 will make it harder for me to commute to NCSU 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.
27704 27606 27606 27704	GoDurham; GoRaleigh; GoTriangle GoRaleigh; NCSU GoRaleigh; GoTriangle; NCSU GoTriangle	DRX (when available), when not available I ride the 700 + 100; DRX when active; 700 + 100 when not 111 and and Route 11 12, 100, wolfline 52 DRX	Strongly Agree Disagree Strongly Agree	Agree Agree Undecided Strongly Disagree	Agree Disagree Disagree Strongly Disagree	will not make that possible for me any longer. no additional comments removing 11L will make it harder for me to commute to NCSU I strongly diagree with discontinuing the DRK. If the bus does not stop at the DUMam Station, Vill not use it at all, as I cannot park at Duke to access bus. Not having the DRK will negatively affect students, graduate students, staff and faculty who attend or work at NC State. Keep the 100 route to the airport during all times of the day anonymously to see firsthand what the
27704 27606 27606 27606 27704 27704	GoDurham; GoRaleigh; GoTriangle GoRaleigh; NCSU GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle	DRX (when available), when not available I ride the 700 + 100; DRX when active; 700 + 100 when not 111 and and Route 11 12, 100, wolfline 52 DRX WRX, WFL	Strongly Agree Disagree Strongly Agree Agree	Agree Agree Undecided Strongly Disagree Agree	Agree Disagree Disagree Strongly Disagree Agree	will not make that possible for me any longer. no additional comments removing 111 will make it harder for me to commute to NCSU I strongly disagree with discontinuing the DRX. If the bus does not stop at the Durham Station, will not use it at all, as I cannot park at Duke to access bus. Not Abaving the DRX will negatively affect students, graduate students, staff and faculty who attact Staff and anonymously to see firsthand what the drivers and other passengers encounter
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27704 27606 27606 27606 27704 27704	GoDurham; GoRaleigh; GoTriangle GoRaleigh; NCSU GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle	DRX (when available), when not available I ride the 700 + 100; DRX when active; 700 + 100 when not 111 and and Route 11 12, 100, wolfline 52 DRX WRX, WFL	Strongly Agree Disagree Strongly Agree Agree	Agree Agree Undecided Strongly Disagree Agree	Agree Disagree Disagree Strongly Disagree Agree	will not make that possible for me any longer. no additional comments removing 11L will make it harder for me to commute to NCSU I strongly diagnee with discontining the DRX. If the bus does not stop at the DRM. Will negatively affect students, graduate students, staff and faculty who attend or work at KC State. Keep the 100 route to the airport during all times of the day anonymously to see firsthand what the drivers and other passengers encounter on a daily basis. It can be scary at times! There needs to be more security (professional security- ake police) at the
27704 27606 27606 27606 27704 27704	GoDurham; GoRaleigh; GoTriangle GoRaleigh; NCSU GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle	DRX (when available), when not available I ride the 700 + 100; DRX when active; 700 + 100 when not 111 and and Route 11 12, 100, wolfline 52 DRX WRX, WFL	Strongly Agree Disagree Strongly Agree Agree	Agree Agree Undecided Strongly Disagree Agree	Agree Disagree Disagree Strongly Disagree Agree	will not make that possible for me any longer. no additional comments removing 111 will make it harder for me to commute to NCSU it strongly diagree with discontinuing the DRX. If the bux does not stop at the DUrham Station, I will not use it at all, as I cannot park at Duke to access bus. Not all cannot park at Duke to access bus. Not advang the DDX will negatively affect students, graduate students, staff and faculty who attend or work at NC State. Keep the 100 route to the airport during all times of the day anonymously to see firsthand what the drivers and other passengers encounter on a daily basis. It can be scary at times! There needs to be more security (professional security- ake police) at the Transit Center to deter various behavior and this would make the riding public
27704 27606 27606 27606 27704 27704	GoDurham; GoRaleigh; GoTriangle GoRaleigh; NCSU GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle	DRX (when available), when not available I ride the 700 + 100; DRX when active; 700 + 100 when not 111 and and Route 11 12, 100, wolfline 52 DRX WRX, WFL	Strongly Agree Disagree Strongly Agree Agree	Agree Agree Undecided Strongly Disagree Agree	Agree Disagree Disagree Strongly Disagree Agree	will not make that possible for me any longer. In a additional comments removing 111 will make it harder for me to commute to NCSU I strongly disagree with discontinuing the DRX. If the bus does not stop at the Durham Station, will not use it all, as I cannot park at Duke to access bus. Not Anaying the DRX will negatively affect students, graduate students, staff and faculty who attem or work at NC State. Reep the 100 route to the airport during all times of the day anonymously to see firsthand what the drivers and other passengers encounter on a daily basis. It can be scary at timesi There needs to be more security (professional security- ka police) at the Transit Center to deter various behavior
27704 27606 27606 27606 27704 27704	GoDurham; GoRaleigh; GoTriangle GoRaleigh; NCSU GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle	DRX (when available), when not available I ride the 700 + 100; DRX when active; 700 + 100 when not 111 and and Route 11 12, 100, wolfline 52 DRX WRX, WFL	Strongly Agree Disagree Strongly Agree Agree	Agree Agree Undecided Strongly Disagree Agree	Agree Disagree Disagree Strongly Disagree Agree	will not make that possible for me any longer. I no additional comments removing 111 will make it harder for me to commute to NCSU 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 faculty who attem or work at NC State. I keep the 100 route to the airport during all times of the day. I anonymously to see firsthand what the drivers and other passengers encounter on a daily basis. It can be sonry at Comme I pransite to a transite the airport during all times of the day.
27704 27606 27606 27606 27704 27704	GoDurham; GoRaleigh; GoTriangle GoRaleigh; NCSU GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle	DRX (when available), when not available I ride the 700 + 100; DRX when active; 700 + 100 when not 111 and and Route 11 12, 100, wolfline 52 DRX WRX, WFL	Strongly Agree Disagree Strongly Agree Agree	Agree Agree Undecided Strongly Disagree Agree	Agree Disagree Disagree Strongly Disagree Agree	will not make that possible for me any longer. I no additional comments removing 111 will make it harder for me to commute to NCSU I strongly disagree with discontinuing the DRX. If the bus does not stop a the Durham Station, I will not use it at all, as I cannot park at Duke to access bus. Not Anaring the DRX will negatively affect students, graduate students, staff and faculty who attend or work at NC State. Keep the 100 route to the airport during all times of the day.
27704 27606 27606 27606 27704 27704	GoDurham; GoRaleigh; GoTriangle GoRaleigh; NCSU GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle	DRX (when available), when not available I ride the 700 + 100; DRX when active; 700 + 100 when not 111 and and Route 11 12, 100, wolfline 52 DRX WRX, WFL	Strongly Agree Disagree Strongly Agree Agree	Agree Agree Undecided Strongly Disagree Agree	Agree Disagree Disagree Strongly Disagree Agree	will not make that possible for me any longer. no additional comments removing 111 will make it harder for me to commute to NCSU I strongly disagree with discontinuing the DRX. If the bus does not stop at the Durham Station, will not use it at all, as I cannot park at Duke to access bus. Not any the DRX will negatively affect students, graduate students, staff and faculty who attend or work at NC State. Keep the 100 route to the airport during all times of the day anonymously to see firsthand what the drivers and other passengers encounter on a daily basis. It can be scary at time3: feel safe. Stabbing, fights, profanity, and other behavioral issues make folls not work to be bothered to take tranity exprice if they don't feel safe and the experience is not good period. Given
27704 27606 27606 27606 27704 27704	GoDurham; GoRaleigh; GoTriangle GoRaleigh; NCSU GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle	DRX (when available), when not available I ride the 700 + 100; DRX when active; 700 + 100 when not 111 and and Route 11 12, 100, wolfline 52 DRX WRX, WFL	Strongly Agree Disagree Strongly Agree Agree	Agree Agree Undecided Strongly Disagree Agree	Agree Disagree Disagree Strongly Disagree Agree	will not make that possible for me any longer. no additional comments removing 111 will make it harder for me to commute to NCSU I strongly disagree with discontinuing the DRX. If the bus does not stop a the Durham Station, Will negatively affect students, graduate students, staff and faculty who attwit megatively affect transf centre does more security (professional security- aka police) at the service if the your feel stafe 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
27704 27606 27606 27606 27704 27704	GoDurham; GoRaleigh; GoTriangle GoRaleigh; NCSU GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle	DRX (when available), when not available I ride the 700 + 100; DRX when active; 700 + 100 when not 111 and and Route 11 12, 100, wolfline 52 DRX WRX, WFL	Strongly Agree Disagree Strongly Agree Agree	Agree Agree Undecided Strongly Disagree Agree	Agree Disagree Disagree Strongly Disagree Agree	will not make that possible for me any longer. no additional comments removing 111 will make it harder for me to commute to NCSU I strongly disagree with discontinuing the DRX. If the bus does not stop a the Durham Station, Will negatively affect students, graduate students, staff and faculty who attwit megatively affect transf centre does more security (professional security- aka police) at the service if the your feel stafe 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
27704 27606 27606 27606 27704 27704	GoDurham; GoRaleigh; GoTriangle GoRaleigh; NCSU GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle	DRX (when available), when not available I ride the 700 + 100; DRX when active; 700 + 100 when not 111 and and Route 11 12, 100, wolfline 52 DRX WRX, WFL	Strongly Agree Disagree Strongly Agree Agree	Agree Agree Undecided Strongly Disagree Agree	Agree Disagree Disagree Strongly Disagree Agree	will not make that possible for me any longer. In additional comments removing 11L will make it harder for me to commute to ACSU I strongly disagree with discontinuing the DRA. 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 all cannot park at Duke to access bus. Not faculty who attem of work at NC State. Keep the 100 route to the airport during all times of the day. anonymously to see firsthand what the drivers and other passengers encounter to advise the advectorial state students, staff adf anonymously to see firsthand what the drivers and other passengers encounter There needs to be more security (professional security- aka police) at the Transf. Center to deter various behavior and this would make the riding public feet stafe. Stabbing, fights, profanity, and other behavioral issues make folk for any to accelosins, i would like to see leadership engage in more public discussions with riders other than once a wear. Have meetings at libraries,
27704 27606 27606 27606 27704 27704	GoDurham; GoRaleigh; GoTriangle GoRaleigh; NCSU GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle	DRX (when available), when not available I ride the 700 + 100; DRX when active; 700 + 100 when not 111 and and Route 11 12, 100, wolfline 52 DRX WRX, WFL	Strongly Agree Disagree Strongly Agree Agree	Agree Agree Undecided Strongly Disagree Agree	Agree Disagree Disagree Strongly Disagree Agree	will not make that possible for me any longer. In additional comments removing 11L will make it harder for me to commute to NCSU I strongly disagree with discontinuing the DRA. If the bus does not stop at the Durham Station, I will not use it all, as I cannot park at Duke to access bus. Not all cannot park at Duke to access bus. Not all cannot park at Duke to access bus. Not faculty who attem of work at NC State. Keep the 100 route to the airport during all times of the day. anonymously to see firsthand what the drivers and other passengers encounter to advise bus to tea with the trainess that and at the bothered to take training public fed stafe. Stabbing, fights, profainly, and other behavioral issues make folk not want to be bothered to take trainis service if they don't fed stafe and the sequences in good period. Given the fact you are collecting demographics to drive ourd decisions, I would like to se leadership engage in more public discussions with riders, other than once a vear. Have meetings at libraries, hurches, shopping centers, etc. Listen to the tapapers that are riding the bus.
27704 27606 27606 27606 27704 27704	GoDurham; GoRaleigh; GoTriangle GoRaleigh; NCSU GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle	DRX (when available), when not available I ride the 700 + 100; DRX when active; 700 + 100 when not 111 and and Route 11 12, 100, wolfline 52 DRX WRX, WFL	Strongly Agree Disagree Strongly Agree Agree	Agree Agree Undecided Strongly Disagree Agree	Agree Disagree Disagree Strongly Disagree Agree	will not make that possible for me any longer. In a additional comments removing 111 will make it harder for me to commute to NCSU I strongly disagree with discontinuing the DRX. If the bus does not stop a the Durham Station, I will not use it at all, as I cannot park at Duke to access bus. Not faculty who attem the strong strong strong faculty who attem of work at KC State. Reep the 100 route to the airport during all times of the day anonymously to see firsthand what the drivers and other passengers encounter on a daily basis. It can be sory at timesi There needs to be more securit (professional security- aka police) at the generic fit day don't fiel stafe and the generic fit day don't fiel stafe and the generic fit day don't fiel stafe and the the readed to the pod period. Given the fat you are collecting demographics to drive your decisions, I would like to see leadenship engage in more public discussions with riders other than once a year. Have meetings at libraries, et L. Usten to the tapapers that are riding the bus.
27704 27606 27606 27606 27704 27704	GoDurham; GoRaleigh; GoTriangle GoRaleigh; NCSU GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle	DRX (when available), when not available I ride the 700 + 100; DRX when active; 700 + 100 when not 111 and and Route 11 12, 100, wolfline 52 DRX WRX, WFL	Strongly Agree Disagree Strongly Agree Agree	Agree Agree Undecided Strongly Disagree Agree	Agree Disagree Disagree Strongly Disagree Agree	will not make that possible for me any longer. In a additional comments removing 111 will make it harder for me to commute to NCSU I strongly disagree with discontinuing the DRX. If the bus does not stop a the Durham Station, I will not use it at all, as I cannot park at Duke to access bus. Not faculty who attem the airport during all times of the day. I danoty the 200 route to the airport during all times of the day. I professional security (a professional security (professional security) as policity at the strong and the base means that can be more security (professional security- ska policity at the security who attem the day and the strong and this would make the riding public related and the passengers encounter on a daily basis. It can be sorry at times! There needs to be more security (professional security- ska police) at the specience in to good period. Given the fact you are collecting demographics to drive gurd decisions, I would like to see leadenship engage in more public discussions with riders other than once a year. Have meetings at libraries, churches, shopping centers, etc. Listen to the tapapers that are riding the bus. Anything you can do to make the transit more convenient and safe would be GREATI. All the Transit Center have otas
27704 27606 27606 27606 27704 27704	GoDurham; GoRaleigh; GoTriangle GoRaleigh; NCSU GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle	DRX (when available), when not available I ride the 700 + 100; DRX when active; 700 + 100 when not 111 and and Route 11 12, 100, wolfline 52 DRX WRX, WFL	Strongly Agree Disagree Strongly Agree Agree	Agree Agree Undecided Strongly Disagree Agree	Agree Disagree Disagree Strongly Disagree Agree	will not make that possible for me any longer. In additional comments removing 11L will make it harder for me to commute to NCSU I strongly disagree with discontinuing the DRA. If the bus does not stop at the Durham Station, Vill not use it all, as I cannot park at Duke to access bus. Not Durham Station, Vill not use it all, as I cannot park at Duke to access bus. Not faculty who attude students, staff ad faculty who attude students, staff ad faculty who attude to a vice At NC State. Keep the 100 route to the airport during all times of the day. anonymously to see firsthand what the drivers and other passengers encounter to a daily basis. It can be scary at times! There needs to be more security (professional security- kake police) at the Transit Center to deter various behavior and this would make the ringing public fed safe. Stabbing fights, profainly, and other baharional issues make foll not want to be bothered to take transit service if they don't fed safe and the see leadership engage in more public discussions with riders other than once a vear. Have meetings at libraries, hurches, shopping centers, etc. Listen to the tapayers that are ring the buss.
27704 27606 27606 27606 27704 27704	GoDurham; GoRaleigh; GoTriangle GoRaleigh; NCSU GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle	DRX (when available), when not available I ride the 700 + 100; DRX when active; 700 + 100 when not 111 and and Route 11 12, 100, wolfline 52 DRX WRX, WFL	Strongly Agree Disagree Strongly Agree Agree	Agree Agree Undecided Strongly Disagree Agree	Agree Disagree Disagree Strongly Disagree Agree	will not make that possible for me any longer. In additional comments removing 111 will make it harder for me to commute to NCSU I strongly disagree with discontinuing the DRK. If the bus does not stop at the Durham Station, Vill not use it at all, as I cannot park at Duke to access bus. Not any the DRK will negatively affect students, graduate students, staff ad faculty who attude it adults at all, as I cannot park at Duke to access bus. Not faculty who attude in early will regatively affect students, graduate students, staff ad faculty who attude in aryort during all times of the ay anonymously to see firsthand what the drivers and other passengers encounter on a daily basis. It can be scarry at times! There needs to be more security (professional asceruity- aka police) at the Transit Center to deter various behavior 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 fiel aliar and the seprefince is not good period. Given the fact you are collecting demographic to the tapapers that are nding the bus, to chrie band edisons, i would like to see leadership engage in more public for the tapapers that are nding the bus, to the tapapers that are nding the bus, anything you can do to make the transit more convenient and safe would be GRATI. All the Transit Centers Need a Call Center with Professional Staff that an address concerns / answer route questions. Train Your Staff - Call in Anonymously to be ewhat is going on
27704 27606 27606 27704 27587 27529 27529	GoDurham; GoRaleigh; GoTriangle GoRaleigh; NCSU GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle GoRaleigh; NCSU GoTriangle	DRX (when available), when not available I ride the 700 + 100; DRX when active; 700 + 100 when not 111 and and Route 11 12, 100, wolfline 52 DRX WRX, WFL Garner Bus 100 - From RTC to NCSU	Strongly Agree Disagree Strongly Agree Agree Undecided Strongly Agree	Agree Agree Undecided Strongly Disagree Agree Undecided Strongly Agree Strongly Agree	Agree Disagree Strongly Disagree Agree Undecided Strongly Agree	will not make that possible for me any longer. In a additional comments removing 111 will make it harder for me to commute to ACSU 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 Anving the DRX will negatively affect students, graduate students, staff and faculty who attem of work at NC State. Reep the 100 route to the airport during all times of the day. I anonymously to see firsthand what the drivers and other passengere encounter on a daily basis. It can be sorry at times! I here needs to hermore succurit (professional security- aka police) at the experience in to detro various behaviors and this would make the riding public feels aff. Stabing, fights, profanity, and other behavioral issues make folk discussions with riders other than once a var. Have meetings at libraries, durit des dors and this voud on the set and the the anony discussions with riders other than once a var. Have meetings at libraries, durit des dors and the set and and would like to see leadership engage in more public discussions with dar and the police on the tapapers, etc. Listen to the tapapers that are riding the bus. Anything you can do to make the transit correct and the professional Staff that can address concerns / answer route questions. Tran Your Staff - Call in
27704 27606 27606 27704 27587 27529 27529	GoDurham; GoRaleigh; GoTriangle GoRaleigh; NCSU GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle GoRaleigh; NCSU GoTriangle GoTriangle	DRX (when available), when not available I ride the 700 + 100; DRX when active; 700 + 100 when not 111 and and Route 11 12, 100, wolfline 52 DRX WRX, WFL Garner Bus 100 - From RTC to NCSU CRX	Strongly Agree Disagree Strongly Agree Agree Undecided Strongly Agree Agree Agree	Agree Agree Undecided Strongly Disagree Agree Undecided Strongly Agree Agree Agree	Agree Disagree Disagree Strongly Disagree Agree Undecided Strongly Agree Agree	will not make that possible for me any longer. In a additional comments removing 111 will make it harder for me to commute to NCSU 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 Anying the DRX will negatively affect students, graduate students, staff and faculty who attem of work at NC State. I keep the 100 route to the airport during all times of the day. I anonymously to see firsthand what the drivers and other passengers encounter on a daily basis. It can be sarry at times! There needs to here execurity (professional security- aka police) at the experience is not good period. Given the fact you are collecting demographics and this would make the ringin gublic feets and there behavioral issues make folk discussions with riders other than once a war. Have meetings at libraries, Anything you can do to make the transit call center with Professional Staff that call calcer with Professional Staff that can ddress concerns / answer route guestions. Tran Vor Staff - Call in Anonymously to see what is going on within your comparisation. Don't you Taff - Call in Anonymously to see that is going on within your comparisation. Don't you Taff - Call in Anonymously to see what is going on
27704 27606 27606 27704 27587 27529 27529 27529 27529 27529 27529 27529 27529	GoDurham; GoRaleigh; GoTriangle GoRaleigh; NCSU GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle GoRaleigh; NCSU GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle	DRX (when available), when not available I ride the 700 + 100; DRX when active; 700 + 100 when not 111 and and Route 11 12, 100, wolfline 52 DRX WRX, WFL Garner Bus 100 - From RTC to NCSU CRX Route 800 CRX	Strongly Agree Disagree Strongly Agree Agree Undecided Strongly Agree	Agree Agree Undecided Strongly Disagree Agree Undecided Strongly Agree Strongly Agree	Agree Disagree Strongly Disagree Agree Undecided Strongly Agree	will not make that possible for me any longer. In a additional comments removing 111 will make it harder for me to commute to NCSU 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 Anying the DRX will negatively affect students, graduate students, staff and faculty who attem of work at NC State. I keep the 100 route to the airport during all times of the day. I anonymously to see firsthand what the drivers and other passengers encounter on a daily basis. It can be sarry at times! There needs to here execurity (professional security- aka police) at the experience is not good period. Given the fact you are collecting demographics and this would make the ringin gublic feets and there behavioral issues make folk discussions with riders other than once a war. Have meetings at libraries, Anything you can do to make the transit call center with Professional Staff that call calcer with Professional Staff that can ddress concerns / answer route guestions. Tran Vor Staff - Call in Anonymously to see what is going on within your comparisation. Don't you Taff - Call in Anonymously to see that is going on within your comparisation. Don't you Taff - Call in Anonymously to see what is going on
27704 27606 27606 27704 27587 27529 27559 2759 27	GoDurham; GoRaleigh; GoTriangle GoRaleigh; NCSU GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle GoRaleigh; NCSU GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle	DRX (when available), when not available I ride the 700 + 100; DRX when active; 700 + 100 when not 111 and and Route 11 12, 100, woffline 52 DRX WRX, WFL Garner Bus 100 - From RTC to NCSU CRX Route 800 CRX CRX, 800, 805; 5	Strongly Agree Disagree Disagree Strongly Agree Agree Undecided Strongly Agree Agree Undecided	Agree Agree Undecided Strongly Disagree Agree Undecided Strongly Agree Agree Undecided	Agree Disagree Strongly Disagree Agree Undecided Strongly Agree Agree Undecided Agree	will not make that possible for me any longer. In a dditional comments removing 111 will make it harder for me to commute to NCSU I strongly disagree with discontinuing the DK. 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 Anying the DK. Will negatively affect students, graduate students, staff and faculty who attent of work at NC State. Keep the 100 route to the airport during all times of the day.
27704 27606 27606 27529 27529 27529 27529 27529 27502	GoDurham; GoRaleigh; GoTriangle GoRaleigh; NCSU GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle GoRaleigh; NCSU GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle	DRX (when available), when not available I ride the 700 + 100; DRX when active; 700 + 100 when not 111 and and Route 11 12, 100, wolfline 52 DRX WRX, WFL Garner Bus 100 - From RTC to NCSU CRX Route 800 CRX	Strongly Agree Disagree Disagree Strongly Agree Agree Undecided Strongly Agree Agree Undecided	Agree Agree Undecided Strongly Disagree Agree Undecided Strongly Agree Agree Agree Agree Agree Agree	Agree Disagree Strongly Disagree Agree Undecided Strongly Agree Agree Undecided	will not make that possible for me any longer. no additional comments removing 11L will make it harder for me to commute to NCSU I strongly diagnee with discontinuing the DRX. If the bus does not stop at the DRM. If the bus does not stop at the DRM. If the bus does not stop at the DRM. Will negatively affect students, graduate students, staff and faculty who attack will negatively affect students, graduate students, staff and faculty who attack at all, as I cannot park at Duke to access bus. Not faculty who attack at all, as a nonymously 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- ska polici) at the Transit Center to deter various behavior and this would make the riding public fed stafe. Stabbing, fights, profanity, and other behavioral issues make folk not want to be bothered to take transit to drive your decisions. I would like to see leadership earges in more public discussions with riders other than once a viger. Have mettings at libraries, thurthes, shopping centers, etc. Listen to the tapoyaers that are niding the bus. Anything you consent and safe would be Charlt with Professional Safer That an address concerns / answer route questions. Train Your Staff - Call in Anonymously to see what is going on within your organization. Don'i yus Talik and this would not we what it light on the super- singer of the about it IIII. Passengers who

						- DVX is not a good investment as it is
						completely mono-directional and
						doesn't benefit commuters who work in
						Wake in the same way the DRX did. - This Bus Plan does not include
						additional routes connecting the
						Crabtree/North Hills area with
						South/West Raleigh (but increased
						frequency on Route 11 is really good).
						 From a regional connectiveness perspective, is it more relevant for the
						100X to detour to serve NCSU/Durham
						Tech or RDU airport? Which of the two
						would most benefit Wake Transit (and
						Durham) taxpayers? Perhaps since the
						truly express service of the DRX is gone regardless, both destinations can be
						served (incorporating funds from the
27540	GoTriangle; NCSU	CRX - Wolfline	Undecided	Undecided	Disagree	discontinuation of the RDU Shuttle).
		Garner to downtown Raleigh, Garner to Cary, Garner to				
27610	GoRaleigh; NCSU	NCSU				I simply want to get to work (Durham to
						NCSU) via mass transit but don't want a
						bus ride longer than 45 minutes. I am
						concerned that the new route will be
27707	CaTrianala, NCSU, CaBalaiah, CaDusham	DRX	A	A	Diseases	longer than that. Not a dealbreaker though.
27707	GoTriangle; NCSU; GoRaleigh; GoDurham		Agree	Agree	Disagree	I think that this is great and good for the
27529	GoRaleigh	Goraleigh	Strongly Agree	Strongly Agree	Strongly Agree	future
27597	GoTriangle	CRX. District Drive Park and Ride to UNC Chapel Hill	Undecided			
27604	GoTriangle	CRX	Undecided	Strongly Agree	Agree	
						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
375.07	GoRaleigh; GoTriangle; NCSU	WRX (Wake Forest Express); 4 ; 16; 100	Undecided	Undecided	Undecided	increase driver salaries and retain good drivers
	Goraleign; GoTriangle; NCSU GoTriangle; GoDurham	805, 5, 800	onactiveu	onaccideu	on de la construcción de	unrel3
	GoTriangle; GoWake ACCESS; NCSU; GoCary	800	Strongly Agree	Strongly Agree	Agree	
		everything near NCSU campus, Avent Ferry, Gorman, and				please do not remove options to travel
27610	GoRaleigh; GoTriangle; NCSU	from Hillsborough to RDU	Undecided	Undecided	Disagree	to and from NCSU campus
27517	GoTriangle	I ride the 800 bus from Southpoint Mall to UNC every morning and evening	Undecided	Undecided	Undecided	
2/51/	domangie	morning and evening	Chaechee	Ondecided	ondecided	
						Removing the DRX and adding a line
						with additional stops makes commuting
						by public transit among Triangle
						destinations impossible. It will ensure
						more automobile use in my household and will make certain there is more
						traffic. Seems like a poor outcome. I
						understand that the route map wants to
						highlight currently underserved
						locations, but it seems like eliminating
27701	GoTriangle	DRX	Strongly Disagroo	Strongly Disagroo	Strongly Disagree	express buses between employment hubs is not the way to do it.
27707	GoTriangle; GoDurham	400 and 800	Strongly Disagree	Strongly Disagree	Strongly Disagree	hubs is not the way to do it.
	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 & #12B	Strongly Agree	Strongly Agree	Strongly Agree	
27606 27516			Strongly Agree Undecided	Undecided	Strongly Agree Agree	
27606 27516 27517 27518	GoRaleigh; GoTriangle; NCSU; GoDurham GoTriangle GoTriangle GoTriangle	DRX, GoDurham #5, GoDurham #12 & #128 crx CRX, Chapel Hill to Raleigh CRX	Strongly Agree Undecided Strongly Agree Agree		Strongly Agree	
27606 27516 27517 27518	GoRaleigh; GoTriangle; NCSU; GoDurham GoTriangle GoTriangle	DRX, GoDurham #5, GoDurham #12 & #12B crx CRX, Chapel Hill to Raleigh	Strongly Agree Undecided Strongly Agree	Undecided Strongly Agree	Strongly Agree Agree Strongly Agree	
27606 27516 27517 27518	GoRaleigh; GoTriangle; NCSU; GoDurham GoTriangle GoTriangle GoTriangle	DRX, GoDurham #5, GoDurham #12 & #128 crx CRX, Chapel Hill to Raleigh CRX	Strongly Agree Undecided Strongly Agree Agree	Undecided Strongly Agree Agree	Strongly Agree Agree Strongly Agree Agree	Please provide better headways on high-
27606 27516 27517 27518	GoRaleigh; GoTriangle; NCSU; GoDurham GoTriangle GoTriangle GoTriangle	DRX, Golurham #5, Golurham #12 & #128 CX CRX, Chapel Hill to Raleigh CRX GRX, GoCary 1, 100, 800, 300	Strongly Agree Undecided Strongly Agree Agree	Undecided Strongly Agree Agree	Strongly Agree Agree Strongly Agree Agree	traffic bus routes like the 100 line and
27606 27516 27517 27518 27606	GoRaleigh; GoTriangle; NCSU; GoDurham GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle; GoRaleigh; GoCary	DRX, GoDurham #5, GoDurham #12 & #128 Crx Crx, Chapel Hill to Raleigh CRX 305, CRX, GoCary 1, 100, 800, 300 NCSU Routes 20, 40, 41. GoRaleigh 100/100X, GoTriangle	Strongly Agree Undecided Strongly Agree Agree Undecided	Undecided Strongly Agree Agree Agree	Strongly Agree Agree Strongly Agree Agree Disagree	
27606 27516 27517 27518 27606	GoRaleigh; GoTriangle; NCSU; GoDurham GoTriangle GoTriangle GoTriangle	DRX, Golurham #5, Golurham #12 & #128 CX CRX, Chapel Hill to Raleigh CRX GRX, GoCary 1, 100, 800, 300	Strongly Agree Undecided Strongly Agree Agree	Undecided Strongly Agree Agree	Strongly Agree Agree Strongly Agree Agree	traffic bus routes like the 100 line and DVX which run by the only spots with
27606 27516 27517 27518 27606	GoRaleigh; GoTriangle; NCSU; GoDurham GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle; GoRaleigh; GoCary	DRX, GoDurham #5, GoDurham #12 & #128 Crx Crx, Chapel Hill to Raleigh CRX 305, CRX, GoCary 1, 100, 800, 300 NCSU Routes 20, 40, 41. GoRaleigh 100/100X, GoTriangle	Strongly Agree Undecided Strongly Agree Agree Undecided	Undecided Strongly Agree Agree Agree	Strongly Agree Agree Strongly Agree Agree Disagree	traffic bus routes like the 100 line and DVX which run by the only spots with actual density in this area I don't have ridership data but am concerned about discontinuing 11L
27606 27516 27517 27518 27606	GoRaleigh; GoTriangle; NCSU; GoDurham GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle; GoRaleigh; GoCary	DRX, GoDurham #5, GoDurham #12 & #128 Crx Crx, Chapel Hill to Raleigh CRX 305, CRX, GoCary 1, 100, 800, 300 NCSU Routes 20, 40, 41. GoRaleigh 100/100X, GoTriangle	Strongly Agree Undecided Strongly Agree Agree Undecided	Undecided Strongly Agree Agree Agree	Strongly Agree Agree Strongly Agree Agree Disagree	traffic bus routes like the 100 line and DVX which run by the only spots with actual density in this area I don't have ridership data but am concerned about discontinuing 11L service to NC State. There's a lot of
27606 27516 27517 27518 27606	GoRaleigh; GoTriangle; NCSU; GoDurham GoTriangle GoTriangle GoTriangle GoTriangle GoTriangle; GoRaleigh; GoCary	DRX, GoDurham #5, GoDurham #12 & #128 Crx Crx, Chapel Hill to Raleigh CRX 305, CRX, GoCary 1, 100, 800, 300 NCSU Routes 20, 40, 41. GoRaleigh 100/100X, GoTriangle	Strongly Agree Undecided Strongly Agree Agree Undecided	Undecided Strongly Agree Agree Agree	Strongly Agree Agree Strongly Agree Agree Disagree	traffic bus routes like the 100 line and DVX which run by the only spots with actual density in this area I don't have ridership data but am concerned about discontinuing 11L service to NC State. There's a lot of student housing along those routes and
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27606 27516 27517 27518 27508 27606 27607 27545 27545 27599	GoRaleigh; GoTriangle; NCSU; GoDurham GoTriangle GoTriangle GoTriangle; GoTriangle; GoRaleigh; GoCary GoRaleigh; GoTriangle; NCSU GoRaleigh; GoTriangle GoRaleigh; GoTriangle	DRX, Golurham #5, Golurham #12 & #128 crx CRX, Chapel Hill to Raleigh CRX 305, CRX, GoCary 1, 100, 800, 300 NCSU Routes 20, 40, 41. GoRaleigh 100/100X, GoTriangle DRX 15, 11, 300, 305, 33 CRX, 100, 11	Stronghy Agree Undecided Stronghy Agree Agree Undecided Disagree Undecided	Undecided Strongty Agree Agree Disagree Agree Agree Agree Agree	Strongly Agree Agree Agree Strongly Agree Disagree Disagree Disagree Undecided Undecided	traffic bus routes like the 100 line and DVX which run by the only sposts with actual density in this area 1 don't have idensity data but am concerned about discontinuing 11. service to NC State. There's a lot of student housing along those routes and it travels beyond Wolfline's rage. Plesse look very closely at this before discontinuing 11.1 to NC State. The changes to the 8 and 16 in FY2030 are disappointing. Service should remain along the 51. More should be accomplished through the Northern RT to North Hile. The 16 ending in Centennial Campus rather than Raleigh Station is a terring to accomplish. Truly a waste of the existing routes. The GoTriangle 100 needs to stop at the Arport and Itms of the day. The current RTC stop is circulous and just a terrible service. The shuttle lacks any
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27605	GoRaleigh, GoTriangle; NCSU; GoDurham GoTriangle GoTriangle GoTriangle, GoRaleigh, GoCary GoRaleigh, GoTriangle; NCSU GoRaleigh, GoTriangle GoRaleigh, GoTriangle GoRaleigh, GoTriangle GoTriangle GoTriangle GoTriangle	DRX, GOUrham #5, GOUrham #12 & #128 crx CRX, Chapel Hill to Raleigh CRX GRX, GaCary 1, 100, 800, 300 NCSU Routes 20, 40, 41. GoRaleigh 100/100X, GoTriangle DRX 15, 11, 300, 305, 33 CRX, 100, 11 DRX, 400, 405 GoRaleigh 1, 4, 6, 8, 16. GoTriangle 100, RTC Shuttle 400, 405, Chapel Hill Routes - CL, D	Strongly Agree Undecided Strongly Agree Agree Agree Agree Agree	Undecided Strongly Agree Agree Disagree Agree Agree Agree Strongly Agree Agree	Strongly Agree Agree Strongly Agree Disagree Undecided Strongly Agree Disagree Disagree	traffic bus routes like the 100 line and DVK which run by the only spots with actual density in this area I don't have ridensip data but an concerned about discontinuing 11 service to NC State. There's a lot of student housing along those routes and it travels beyond Wolfline's range. Please look very closely at this before discontinuing 111 to NC State. The changes to the 8 and 16 in Fr/2030 are disappointing. Service should remain along the St. Mary corridor. High frequency service along Six Forks vortified. High Frequency service along Six Forks complished through the Northern RIT to North Hills. The 16 ending in Centennial Campus rather than Balejis Station is a terrible decision. I don't understand what ridership pattern this route is even trying to accomplish. Truly a waste of the easting routes. The GoTriangle 100 needs to stop at the Airport at all times of the day. The current RIC tops circuitous and just a terrible service. The shuttle lacks any Londerstand what idership pattern this route is evice 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.
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27605	GoRaleigh, GoTriangle; NCSU; GoDurham GoTriangle GoTriangle GoTriangle, GoRaleigh, GoCary GoRaleigh, GoTriangle; NCSU GoRaleigh, GoTriangle GoRaleigh, GoTriangle GoRaleigh, GoTriangle GoTriangle GoTriangle GoTriangle	DRX, GOUrham #5, GOUrham #12 & #128 crx CRX, Chapel Hill to Raleigh CRX GRX, GaCary 1, 100, 800, 300 NCSU Routes 20, 40, 41. GoRaleigh 100/100X, GoTriangle DRX 15, 11, 300, 305, 33 CRX, 100, 11 DRX, 400, 405 GoRaleigh 1, 4, 6, 8, 16. GoTriangle 100, RTC Shuttle 400, 405, Chapel Hill Routes - CL, D	Strongly Agree Undecided Strongly Agree Agree Agree Agree Agree	Undecided Strongly Agree Agree Disagree Agree Agree Agree Strongly Agree Agree	Strongly Agree Agree Strongly Agree Disagree Undecided Strongly Agree Disagree Disagree	traffic bus routes like the 100 line and DVK which run by the only spots with actual density in this area I don't have ridensip data but an concerned about discontinuing 11 service to NC State. There's a lot of student housing along those routes and it travels beyond Wolfline's range. Please look very closely at this before discontinuing 111 to NC State. The changes to the 8 and 16 in Fr/2030 are disappointing. Service should remain along the St. Mary corridor. High frequency service along Six Forks vortified. High Frequency service along Six Forks complished through the Northern RIT to North Hills. The 16 ending in Centennial Campus rather than Balejis Station is a terrible decision. I don't understand what ridership pattern this route is even trying to accomplish. Truly a waste of the easting routes. The GoTriangle 100 needs to stop at the Airport at all times of the day. The current RIC tops circuitous and just a terrible service. The shuttle lacks any Londerstand what idership pattern this route is evice 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.
27605	GoRaleigh, GoTriangle; NCSU; GoDurham GoTriangle GoTriangle GoTriangle, GoRaleigh, GoCary GoRaleigh, GoTriangle; NCSU GoRaleigh, GoTriangle GoRaleigh, GoTriangle GoRaleigh, GoTriangle GoTriangle GoTriangle GoTriangle	DRX, GOUrham #5, GOUrham #12 & #128 crx CRX, Chapel Hill to Raleigh CRX GRX, GaCary 1, 100, 800, 300 NCSU Routes 20, 40, 41. GoRaleigh 100/100X, GoTriangle DRX 15, 11, 300, 305, 33 CRX, 100, 11 DRX, 400, 405 GoRaleigh 1, 4, 6, 8, 16. GoTriangle 100, RTC Shuttle 400, 405, Chapel Hill Routes - CL, D	Strongly Agree Undecided Strongly Agree Agree Agree Agree Agree	Undecided Strongly Agree Agree Disagree Agree Agree Agree Strongly Agree Agree	Strongly Agree Agree Strongly Agree Disagree Undecided Strongly Agree Disagree Disagree	traffic bus routes like the 100 line and DV which run by the only spots with actual density in this area (don't here ricksrip data but an concerned about discontinuing 11 service to NC State. There's a lot of student housing along those routes and it travels beyond Wolfline's range. Please look very closely at this before discontinuing 111 to NC State. The changes to the 8 and 16 in Pr2030 are disappointing. Service should remain along the St. Mary corridor. High frequency service along Sis Forks et along Sis Station is a terrible decision. I don't understand what ridership pattern this route is even trying to accomplish. Trul wastes of the existing routes. The GoTriangle 100 needs to stop at the Airport at all times of the day. The current RTC Stop is circuitous and just a terrible service. The shuttle lacks any logified shuttle. Everyone talks about providing service to the airport from the k is shuttle, instead of a van acting as a glorified shuttle. Everyone talks about providing service to the airport from the Sit a shuttle, instead of a van acting as a glorified shuttle. Unit his ia nexisting service that we should focus on. Unfortunately, GoTriangle doesn't even do it well.

27520	GoTriangle; NCSU	CRX DRX, I previously used the DRX to travel from home in	Strongly Disagree	Undecided	Strongly Disagree	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 Carrbor othan 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.
27606	GoTriangle	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				
	GoRaleigh; GoTriangle; NCSU GoTriangle	All Wolflines; 11, 11L, 4, 12, 300, CRX 400, 405	Undecided	Undecided	Undecided	
	GoRaleigh; NCSU	11, 111	Disagree	Agree	Strongly Disagree	The 100 airport stops should be kept and have increased frequency to include weekdays. The RDU airport shuttle drastically increases the amount of time
27603	GoRaleigh; GoTriangle	8, 16, 100	Disagree	Agree	Disagree	to get from the airport to downtown Raleigh making it inefficient to take bus system. Changing CRX pick up up to HW 54 and 1-
27510	NCSU; GoTriangle	CRX from Eubanks Park and Ride in Chapel Hill	Undecided	Undecided	Strongly Disagree	40 looks further away from Eubanks location route 11 being every 15 minutes will
27606 27516	GoRaleigh GoTriangle; NCSU	11 CRX	Strongly Agree Agree	Strongly Agree Agree	Strongly Agree Agree	definitely increase the likelihood I use the transit system
27713	GoTriangle	800	Agree	Undecided	Agree	Better apps to track the location of the bus is a must and of utmost importance!
						I have no issues with the changes aside from the proposal of removing the campus service from the 11L route. I use that to get to and from campus from
59100	GoRaleigh; NCSU	11L, All buses into that head from NCSU campus to downtown Raleigh		Agree	Disagree	Raleigh, and it would be harder for me to transit if that was removed.
27606 27606	None NCSU; GoRaleigh	Oberlin to downtown, all NCSU buses	Undecided	Disagree Undecided	Undecided	
27606	NCSU; GoRaleigh	Oberlin to downtown, all NCSU buses	Undecided	Undecided	Undecided	I would appreciate if the 11L was still
28110	GoRaleigh; NCSU	11L, NCSU's buses	Undecided	Agree	Disagree	able to be accessed from NCSU. I really like taking the DRX from home to work. I would prefer a plan that increases the frequency of the DRX, but the proposed 100X is a decent
27606 33614	GoTriangle; GoDurham GoRaleigh; GoTriangle; NCSU	DRX, 100, 700 GoRaleigh 11L	Agree Disagree	Agree Strongly Agree	Disagree Strongly Disagree	compromise.
	GoRaleigh; GoTriangle; GoCary; GoDurham	300, 305, 11L, 26, 27	Diagree		Strongly Disagree	
27697	GoRaleigh; GoTriangle	Downtown Raleigh; GoTriangle to Durham and Chapel Hill	Underided	Undecided	Undecided	
						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, daning, 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 Ralegh 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 to Gotaleigh service. This comment may also apply to other
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	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,
27703	GoTriangle; GoDurham					
	None GoApex; GoWake ACCESS; GoDurham; GoTriangle;		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
	GoCary; GoRaleigh NCSU; GoRaleigh; GoTriangle; GoDurham	I would like to ride transit but haven't yet.	Undecided	Undecided	Undecided	placesespecially Dr appointments.
27607	GoRaleigh; GoTriangle; NCSU	CRX, GoTraiange 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	Investigation by second strength to the
17007	GeP-laight GoTriangle	CRX, DRX, FCX	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	Routes CRX & 4, daily commute Raleigh-Chapel Hill, and	onacciueu		onaccided	
27703	GoRaleigh; GoTriangle	semi-regular bus rides from home to down town Raleigh on route 4.	Agree	Agree	Agree	
	GoTriangle; GoRaleigh; NCSU; GoDurham	DRX	Strongly Disagree	Disagree	Strongly Disagree	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.
	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				
27610	GoRaleigh	to a stop	Undecided	Undecided	Undecided	N/A Shopping and services are so spread out across the Triangle and are such a hassle to drive to. Anything that reduces traffic
37544	None		Strongly Agree	Undecided	Agree	and increases options to get places is great.
27514	GoRaleigh; GoTriangle; GoWake ACCESS; NCSU;	Glenwood to Crabtree, glenwood downtown, whittake	Strongly Agree		Agree	0
27610 27603	GoDurham; GoCary GoRaleigh; GoTriangle; NCSU	mill to no hills or other route	Strongly Disagree Agree	Strongly Disagree Agree	Strongly Disagree Agree	
	GoTriangle; GoDurham					

			1			
						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
		I'm interested in Apex-RTP routes as well internal Apex				transportation cannot provide such a service (too long wait time, inconvenient
		Route through Kelly Road to Apex Downtown and from				routes etc.) it just, in case of basses, adds
27560	GoTriangle; GoApex; GoCary; GoRaleigh	Apex To Cary Railway statiohn	Undecided	Disagree	Agree	mess on roads without any gain.
		State Farmers Market area (or would, if buses came near				
28277	GoRaleigh; GoTriangle; GoCary; NCSU	enough to me)				I think the bus changes are much
27610	GoRaleigh	Raleigh	Strongly Agree	Strongly Agree	Strongly Agree	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
27606	GoTriangle	CRX	Agree	Agree	Undecided	is fine.
	GoTriangle		Agree	Undecided	Strongly Agree	More transit, more walking, less cars
						I think ensuring buses are on schedule
	GoRaloinhi GoDurhami Califichic ACCCCC					and are safe are two priorities for me. I'd
27610	GoRaleigh; GoDurham; GoWake ACCESS; GoTriangle	Downtown	Agree	Undecided	Agree	also like to see better care of bus stops and ideas to improve safety at bus stops.
	GoRaleigh	downtown Raleigh	Agree	Agree	Agree	and ideas to improve salety at bus stops.
27715					5	
						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
27601	None		Strongly Disagree	Strongly Disagree	Disagree	neighborhoods—enhance them.
27001	THORE .		Shongry Blagree	Strongly Disagree	bisugree	neighborhoods' enhance them.
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
		I would like to ride the CRX or DRX if they stopped at the				the CRX or DRX stop at Carter-Finley or
		Carter-Finley or District Drive on the way to Downtown				District Drive on the way into downtown
27602 27610	GoRaleigh; GoTriangle None	Raleigh!	Undecided Undecided	Undecided Agree	Strongly Disagree Undecided	Raleigh?
27010	None		ondecided	Agree	ondecided	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
27705	CaTrianala: CaDurban	DRV: 100-700	Underided	A	Underided	DRX. I do like the enhanced frequency of
27705 27610	GoTriangle; GoDurham GoRaleigh	DRX; 100; 700	Undecided	Agree	Undecided	the 100X versus the current DRX.
27010						
	donaleign					The transit plan may be a bit premature.
	Gonaleign					The transit plan may be a bit premature, but the main problem is the
98036	None		Disagree	Disagree	Agree	
98036		20A, 20B, 100, 800, CRX	Disagree	Disagree	Agree	but the main problem is the
98036	None	20A, 20B, 100, 800, CRX	Disagree	Disagree	Agree	but the main problem is the inappropriate zoning changes.
98036	None	204, 208, 100, 800, CRX	Disagree	Disagree	Agree	but the main problem is the inappropriate zoning changes. By eliminating the Franklin St. and
98036	None	204, 208, 100, 800, CRX	Disagree	Disagree	Agree	but the main problem is the inappropriate zoning changes. By eliminating the Franklin St. and Columbia stop on the CRX, Go Triangle is
98036	None	204, 208, 100, 800, CRX	Disagree	Disagree	Agree	but the main problem is the inappropriate zoning changes. By eliminating the Franklin St. and
98036	None	20A, 20B, 100, 800, CRX CRX	Disagree Strongly Disagree	Disagree Disagree	Agree Strongly Disagree	but the main problem is the inappropriate zoning changes. By eliminating the Franklin St. and Columbia stop on the CRX, Go Triangle is no longer an attractive commuter option
	None GoRaleigh; GoTriangle; NCSU					but the main problem is the inappropriate zoning changes. By eliminating the Franklin St. and Columbia stop on the CRK, 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.
	None GoRaleigh; GoTriangle; NCSU					but the main problem is the inappropriate zoning changes. By eliminating the Franklin SL 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 supper this is also the crase. There should be direct nonstop bus
	None GoRaleigh; GoTriangle; NCSU					but the main problem is the inappropriate zoning changes. By eliminating the Franklin St. and Columbia stop on the CRX, Go Triangle is o longer an attractive commuter option for me. There are several other riders for which I suspect this is also the case. There should be direct nonstop bus routes directly from secured parking lots
	None GoRaleigh; GoTriangle; NCSU					but the main problem is the inappropriate zoning changes. By eliminating the Franklin SL and Columbia stop on the CRX, Go Triangle is no longer an attractive commuter option for me. There are several other råders for which I supper this is also the case. There should be direct nonstop bus routes directly from secured parking lots to the airport. These secured lots
	None GoRaleigh; GoTriangle; NCSU					but the main problem is the inappropriate zoning changes. By eliminating the Franklin St. and Columbia stop on the CKX. Go Triangle is no longer an attractive commuter option for me. There are several other riders for which I supper this is also the case. There should be direct nonstop bus routes directly from secured parking los to the airport. These secured los should be located in areas surrounding burham, Raleigh and Carx. Maybe these
	None GoRaleigh; GoTriangle; NCSU					but the main problem is the inappropriate zoning changes. By eliminating the Franklin St. and Columbia stop on the CRX, Go Triangle is no longer an attractive commuter option for me. There are several other riders for which I suspect this is also the case. There should be direct nonstop bus routes directly from secured parking lots to the airport. These secured lots should be located in areas surrounding Durham, Raleigh and Cary, Maybe these lots could be set up at the various malls.
	None GoRaleigh; GoTriangle; NCSU					but the main problem is the inappropriate zoning changes. By eliminating the Franklin St. and Columbia sito point he CRX, Go Triangle is no longer an attractive commuter option for me. There are several other riders for which I suspect this is also the case. There should be direct nonstop bus routes directly from secured parking lots to the airport. These secured lots should be located in areas surrounding Untrain, Raleign and Cary. Maybe these lots could be set up at the various malls.
	None GoRaleigh; GoTriangle; NCSU					but the main problem is the inappropriate zoning changes. By eliminating the Franklin St. and Columbia stop on the CRX, Go Triangle is to longer an attractive commuter option for me. There are several other riders for which i suppet this is also the case. There should be direct nonstop bus routes directly from secured parking loss should be located in areas surrounding Durham, Raleigh and Cary. Maybe these loss could be set up at the various mails. Parking at these secured lost should be complimentary for stays up to two
	None GoRaleigh; GoTriangle; NCSU					but the main problem is the inappropriate zoning changes. By eliminating the Franklin St. and Columbia stop on the CRX, Go Triangle is no longer an attractive commuter option for me. There are several other riders for which I suspect this is also the case. There should be direct nonstop bus routes directly from secured parking lots to the airport. These secured lots should be located in areas surrounding Untram, Raleign and Carx, Maybe these lots could be set up at the various mails. Parking at these secured lots should be acomplementary for stays up to two weeks. The far exhould be about 55 per
	None GoRaleigh; GoTriangle; NCSU					but the main problem is the inappropriate zoning changes. By eliminating the Franklin St. and Columbia stop on the CRX, Go Triangle is no longer an attractive commuter option for me. There are several other riders for which I supper this is also the case. There should be direct nonstop bus routes directly from secured parking lots should be located in areas surrounding Durham, Raleigh and Cary. Maybe these lots could be set up at the various mails. Parking at these secured lots should be complimentary for stays up to two weeks. The fare should be about 55 per person. In addition, the bus driver
	None GoRaleigh; GoTriangle; NCSU GoTriangle					but the main problem is the inappropriate zoning changes. By eliminating the Franklin St. and Columbia stop on the CRX, Go Triangle is no longer an attractive commuter option for me. There are several other riders for which 1 suspect this is also the case. There thould be direct nontop bus routes directly from secured parking lots to the airport. These secured lots should be located in areas surrounding Untram, Raleign and Carx, Maybe these lots could be set up at the various mails. Draking at these secured lots should be atom to the complementary for stays up to two weeks. The far exhould be about 55 per
27612	None GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle; GoDurham					but the main problem is the inappropriate zoning changes. By eliminating the Franklin St. and Columbia stop on the CRX, Go Triangle is no longer an attractive commuter option for me. There are several other riders for which 1 suspect this is also the case. There should be direct rontop bus routes directly from secured parking lots to the airport. These secured lots should be located in areas surrounding Untram, Ralely and Carx, Maybe these lots could be set up at the various mails. Commentary for stays up to two weeks. The far escured lots schuld be complimentary for stays up to two weeks. The far escured lots dould 55 per person. In addition, the bus driver should assist with lugges. The best
27612	None GoRaleigh; GoTriangle; NCSU GoTriangle	CRX	Strongly Disagree	Disagree	Strongly Disagree	but the main problem is the inappropriate zoning changes. By eliminating the Franklin St. and Columbia stop on the CRX, Go Triangle is no longer an attractive communer option for me. There are several other riders for which I supper this is also the case. There should be direct nonstop bus routes directly from secured parking loss to the airport. These secured lots should be located in areas surrounding Umham, Raleigh and Carx, 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 S5 per should assist with luggae. The best example of thus service is Disneys
27612 28704 27519	None GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle; GoDurham GoCary; GoTriangle	CRX Southwest Durham to the airport	Strongly Disagree	Disagree	Strongly Disagree	but the main problem is the inappropriate zoning changes. By eliminating the Franklin St. and Columbia stop on the CRX, Go Triangle is no longer an attractive commuter option for me. There are several other riders for which I suspect this is also the case. There should be direct nonstap bus routes directly from secured parking lots under beirport. These secured lots should be located in areas surrounding Durham, Releigh and Carx, Maybe these lots could be set up at the various mails. Parking at these secured lots should be complementary for stays up to two weeks. The far escured lots should be complementary for stays up to two should as set who ups to two should assist with luggage. The best example of thus service is Disneys Magical Express.
27612	None GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle; GoDurham	CRX	Strongly Disagree	Disagree	Strongly Disagree	but the main problem is the imapropriate zoning changes. By eliminating the Franklin St. and Columbia stop on the CRX, Go Triangle is no longer an attractive communer option for me. There are several other riders for which I supper this is also the case. There should be direct nonstop bus routes directly from secured parking loss should be located in areas surrounding Umham, Raleigh and Cayr. 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 S5 per should not have a single the secured lots should 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 S5 per should assist with luggge. The best example of thus service is Disneys
27612 28704 27519	None GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle; GoDurham GoCary; GoTriangle	CRX Southwest Durham to the airport	Strongly Disagree	Disagree	Strongly Disagree	but the main problem is the inappropriate zoning changes. By eliminating the Franklin St. and Columbia stop on the CIX, Go Triangle is no longer an attractive commuter option for me. There are several other riders for which I suspect this is also the case. There should be direct nonstap bus routes directly from secured parking lots under beirport. These secured lots should be located in areas surrounding Durham, Releigh and Cay. Maybe these lots could be set up at the various mails. Parking at these secured lots should be complementary for stays up to two weeks. The far escured lots should be complementary for stays up to two should as set who ups do the set should as set whould be about S5 per person. In addition, the bus driver should assist who luggae. The best example of thus service is Disneys Magical Express.
27612 28704 27519	None GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle; GoDurham GoCary; GoTriangle	CRX Southwest Durham to the airport	Strongly Disagree	Disagree	Strongly Disagree	but the main problem is the inappropriate zoning changes. By eliminating the Franklin St. and Columbia stop on the CIX, Go Triangle is no longer an attractive commuter option for me. There are several other inders for which I suspect this is also the case. There should be direct norstop bus routes directly from secured parking lots to the airport. These secured lots and/set these lots could be set up at the various mails. Durham, Ralegit and Cary, Maybe these lots could be set up at the various mails. Parking at these secured lots should be complementary for stays up to two weeks. The fare secured lots should be complementary for stays up to two weeks. The fare solud be about S5 per person. In addition, the bus driver should assist with luggage. The best example of thus service is Disneys Magical Express.
27612 28704 27519	None GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle; GoDurham GoCary; GoTriangle	CRX Southwest Durham to the airport	Strongly Disagree	Disagree	Strongly Disagree	but the main problem is the imapropriate zoning changes. By eliminating the Franklin St. and Columbia stop on the CRK. Go Triangle is no longer an attractive commuter option for me. There are several other riders for which 1 suppert this is also the case. There should be direct nonstop bus routes directly from secured parking lots to the airport. These secured lots should be located in areas surrounding Durham, Raleigh and Carv. Maybe these lots could be set up at the various malls. Parking at these secured lots should be compliamentary for stays up to two weeks. The fare secured lots should be set should be set up at the various malls. Magical Express. As a senior more routes for western carry By getting rid of CRX service to the Eubanks Rd Park and Ride, a large number of people are loosing or seeing
27612 28704 27519	None GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle; GoDurham GoCary; GoTriangle	CRX Southwest Durham to the airport	Strongly Disagree	Disagree	Strongly Disagree	but the main problem is the inappropriate zoning changes. By eliminating the Franklin St. and Columbia stop on the CIX, Go Triangle is no longer an attractive commuter option for me. There are several other inders for which I suspect this is also the case. There should be direct norstop bus routes directly from secured parking lots to the airport. These secured lots and/of the lots could be set up at the various mails. Durham, Relegit and Cary. Maybe these lots could be set up at the various mails. Newels. The fare secured lots should be complementary for stays up to two weeks. The fare secured lots should be complementary for stays up to two weeks. The fare solud be about 55 per person. In addition, the bus driver should assist with luggage. The best example of thus service is Disneys Magical Express.
27612 28704 27519	None GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle; GoDurham GoCary; GoTriangle	CRX Southwest Durham to the airport	Strongly Disagree	Disagree	Strongly Disagree	but the main problem is the imapropriate zoning changes. Imapropriate zoning changes. By eliminating the Franklin St. and Columbia stop on the CRK, Go Triangle is no longer an attractive commuter option for me. There are several other riders for which i suppert this is also ther acse. There should be direct nonstop bus routes directly from secured parking lots to the airport. These secured lots should be located in areas surrounding Untram, Raleigh and Cary. Maybe these lots could be set up at the various mails. Parking at these secured lots should be complimentary for stary up to two weeks. The far exolud be about \$5 per person. In addition, the bus driver should assist with luggage. The best example of thus service is Disneys Magical Express. As a senior more routes for western cary By getting rid of CRX service to the Eubanks RD Park and Ride, a largen number of people are loosing or seeing a huge reduction in service. Residents
27612 28704 27519	None GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle; GoDurham GoCary; GoTriangle	CRX Southwest Durham to the airport	Strongly Disagree	Disagree	Strongly Disagree	but the main problem is the inappropriate zoning changes. By eliminating the Franklin St. and Columbia stop on the CRK. Go Triangle is no longer an attractive commuter option for me. There are several other riders for which I suspect this is also the case. There should be direct nonstop bus routes directly from secured parking lots to the airport. These secured lots should be located in areas surrounding Durham, Baleigh and Cary. Marghe these lots could be set up at the various mails. Parking at these secured lots should be complementary for stays up to two weeks. The fare you to two weeks. The fare you to two descing the secured lots should be complementary for stays up to two weeks. The fare you at the secured lots double as out 55 per person. In addition, the bus driver should assist with luggage. The best example of thus service is Disneys Magical Express. By getting rid of CRX service to the Eubanks Rd Park and Ride, a large number of people are loosing or seeing a huge reduction in service. Residents living north of Chapel Hill and near Hilbstorough while significantly
27612 28704 27519	None GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle; GoDurham GoCary; GoTriangle	CRX Southwest Durham to the airport	Strongly Disagree	Disagree	Strongly Disagree	but the main problem is the imapropriate zoning changes. Imapropriate zoning changes. By eliminating the Franklin St. and Columbia sito on the CRK, Go Triangle is no longer an attractive commuter option for me. There are several other riders for which i suppert this is also the case. There should be direct nonstop bus routes directly from secured parking lots the airport. These secured lots should be located in areas surrounding Durham, Raleigh and Carv, 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 far exolud be about 55 per person. In addition, the bus driver should assist with luggage. The best example of thus service is Disneys Magical Express. As a senior more routes for western cary By getting rid of CRX service to the Eubanks RP ank and Ride, a large number of people will obsignificantly ling north of CAPM Hill and near Hilbborough will be significantly inconvenienced by loosing access to
27612 28704 27519	None GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle; GoDurham GoCary; GoTriangle	CRX Southwest Durham to the airport	Strongly Disagree	Disagree	Strongly Disagree	but the main problem is the imapropriate zoning changes. By eliminating the Franklin St. and Columbia stop on the CRX, GO triangle is no longer an attractive commuter option for me. There are several other riders for which I suspect this is also the case. There should be direct nonstop bus routes directly from secured parking lots to the airport. These secured lots should be located in areas surrounding Durham, Baleigh and Cary, Marghe these lots could be set up at the various malius bits could be set up at the various malius bits could be set up at the various malius bits could be set up at the various should be complementary for stars up to two weeks. The fare you at the set should assist with luggage. The best example of thus service is Disneys Magical Express. By getting rid of CRX service to the Eubanks R0 Park and Ride, a large number of people are loosing or seeing numer of people are loosing or seeing huge notth of Chapel Hill and near Hilbstorough while be significantly inconvenienced by loosing access to Eubanks PAR tak so will limit non-
27612 28704 27519	None GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle; GoDurham GoCary; GoTriangle	CRX Southwest Durham to the airport	Strongly Disagree	Disagree	Strongly Disagree	but the main problem is the imapropriate zoning changes. Imapropriate zoning changes. By eliminating the Franklin St. and Columbia stop on the CRX, Go Triangle is no longer an attractive commuter option for me. There are several other riders to which I suspect this is also the case. There should be direct nonstop bus routes directly from secured parking lots to the airport. These secured lots should be located in areas surrounding Unrham, Ralelip and Carx, 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 far exolud be about S5 per person. In addition, the bus driver should assist with luggage. The best example of thus service is Disneys Magical Express. As a senior more routes for western cary By getting rid of CRX service to the Eubanis AD Park and Ride, a large number of people will bosing reseing a huge reduction in service, Residents Hillsborough will be significantly inconvenienced by loosing access to Eubanks P4R. It also will limit non- motorized options for getting to the bus.
27612 28704 27519	None GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle; GoDurham GoCary; GoTriangle	CRX Southwest Durham to the airport	Strongly Disagree	Disagree	Strongly Disagree	but the main problem is the imapropriate zoning changes. By eliminating the Franklin St. and Columbia stop on the CRK, Go Triangle is no longer an attractive commuter option for me. There are several other riders for which I suspect this is also the case. There should be direct nonstop bus routes directly from secured parking lots to the airport. These secured lots should be located in areas surrounding Durham, Baleigh and Cary, Mayle these bits could be set up at the various malis. Parking at these secured lots should be complementary for stays up to two weeks. The far even up at the various strained bus driven the secured lots should be complementary for stays up to two weeks. The far even up at the various strained should assist with luggage. The best example of thus service is Disneys Magical Express. By getting rid of CRX service to the Eubanks RP drawa Ride, a large number of people are loosing or seeing numper of people are loosing or seeing hung north of Chapel Hill and near Hilborough while be significantly inconvenienced by loosing access to Boads around Eubanks are "moderately"
27612 28704 27519	None GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle; GoDurham GoCary; GoTriangle	CRX Southwest Durham to the airport	Strongly Disagree	Disagree	Strongly Disagree	but the main problem is the imapropriate zoning changes. By eliminating the Franklin St. and Columbia stop on the CRX, GO triangle is no longer an attractive commuter option for me. There are several other riders for which I suspect this is also the case. There should be direct nonstop bus routes directly from secured parking lots to the airport. These secured lots should be control of the secured lots should be complimentary for stays up to two bits could be set up at the various smalls. Parking at these secured lots should be complimentary for stays up to two sounds secured by a three secured lots should be complimentary for stays up to two should as sound be gabout S5 per person. In addition, the bus driver should assist with luggage. The best example of thus service is Disneys Magical Express. As a senior more routes for western cary By getting rid of CRX service to the Eubanis R4 Park and Ride, a large number of people are loosing or seeing number of people are loosing or seeing seaders more stude should be adjust the non- motorized options for getting to the bus Seaders around Evaluanks are "moderately" bike Friendly(sh), but biling anywhere means the seader seader sear how 54 dithe majority of which
27612 28704 27519	None GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle; GoDurham GoCary; GoTriangle	CRX Southwest Durham to the airport	Strongly Disagree	Disagree	Strongly Disagree	but the main problem is the imapropriate zoning changes. Imapropriate zoning changes. By eliminating the Franklin St. and Columbia stop on the CRX, Go Triangle is no longer an attractive commuter option for which 1 suspect this is also the case. There should be direct nonstop bus routes directly from secured parking lots to the airport. These secured lots should be located in areas surrounding Untrain, Raleigh and Carx, 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 far schuld be about 55 per person. In addition, the bus driver should assist with luggage. The best example of thus service is Disneys Magical Express. As a senior more routes for western cary By getting rid of CRX service to the Eubank RP Art and Ride, alarge number of people are loosing or sening a lunge roduction for getting to the bus. Roads around Eubanks are "moderately" like-friendlytich, bub king anywhere near hory 54 (the majority of which desart have like infrastructure] feels
27612 28704 27519	None GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle; GoDurham GoCary; GoTriangle	CRX Southwest Durham to the airport	Strongly Disagree	Disagree	Strongly Disagree	but the main problem is the imapropriate zoning changes. By eliminating the Frankin St. and Columbia stop on the CRK, Go Triangle is no longer an attractive commuter option for me. There are several other riders for which I suspect this is also the case. There should be direct nonstop bus routes directly from secured parking lots to the airport. These secured lots should be located in areas surrounding Durham, Raleigh and Cary, Maybe these lots could be set up at the various smalls. Parking at these secured lots should be complimentary for stays up to two weeks. The fare should be about 55 per person. In addition, the bus driver should as solved to bus driver should assist with lugges. The best example of thus service is Disneys Magical Express. As a senior more routes for western cary By getting rid of CRX service to the Eubanks RP dark and Ride, a large number of people are loosing or seeing number of people are loosing or seeing hus north of Chapel Hill and near Hillsborough will be significantly inconvenienced by loosing arcses to Evands 'sourd's loosing anywhere near hwy 54 the majority of which dees rith. Boord mile (file. Gorinngle needs to the risking your life. Gorinngle needs to
27612 28704 27519 27511	None GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle; GoDurham GoCary; GoTriangle GoCary	CRX Southwest Durham to the airport Carpenter village area to take downtown and other sites	Strongly Disagree	Disagree	Strongly Disagree	but the main problem is the imapropriate zoning changes. By eliminating the Franklin St. and Columbia stop on the CRX, Go Triagle is no longer an attractive commuter option for me. There are serveral other riders for which I suspect this is also the case. There should be direct nonstop bus routes directly from secured parking lots to the airport. These secured lots should be located in areas surrounding Untrans, Ralefand Carx, Maybe these lots could be set up at the various mails. These secured lots should be located in areas surrounding Untrans, Ralefand Carx, Maybe these lots could be set up at the various mails. They are the should be about 55 per person. In addition, the bus driver should assist with luggage. The best example of thus service is Disneys Magical Express. As a senior more routes for western cary By getting rid of CRX service to the Eubank RP Art and Ride, a large number of people are locating or sating a huge reduction in service. Residents Hilbscrough will be significantly linconvenienced by locating or sating and the significantly linconvenienced by locating or senior software rear here ys 4 (the majority of which desart have bik infrastructure line findue bike/people these links riding your life. Go Triangle needs to chude bike frastructure life.
27612 28704 27519 27511	None GoRaleigh; GoTriangle; NCSU GoTriangle GoRaleigh; GoTriangle; GoDurham GoCary; GoTriangle	CRX Southwest Durham to the airport	Strongly Disagree	Disagree	Strongly Disagree	but the main problem is the imapropriate zoning changes. By eliminating the Frankin St. and Columbia stop on the CRK, Go Triangle is no longer an attractive commuter option for me. There are several other riders for which I suspect this is also the case. There should be direct nonstop bus routes directly from secured parking lots to the airport. These secured lots should be located in areas surrounding Durham, Raleigh and Cary, Maybe these lots could be set up at the various smalls. Parking at these secured lots should be complimentary for stays up to two weeks. The fare should be about 55 per person. In addition, the bus driver should as solved to bus driver should assist with lugges. The best example of thus service is Disneys Magical Express. As a senior more routes for western cary By getting rid of CRX service to the Eubanks RP dark and Ride, a large number of people are loosing or seeing number of people are loosing or seeing hus north of Chapel Hill and near Hillsborough will be significantly inconvenienced by loosing arcses to Evands 'sourd's loosing anywhere near hwy 54 the majority of which dees rith. Boord mile (file. Gorinngle needs to the risking your life. Gorinngle needs to

27587	None GoWake ACCESS; GoRaleigh GoPlaich	Wake Forest Loop: 1 would like to see the Wake Forest Loop go to Triangle Town Center more frequently	Disagree Undecided	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 moonal 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. Thave on each that passes by my house at least six times a day and I've never seem more than five people on the bus. I will never step foot on a bus, but i would step foot on an electric rail system.
28403	GoRaleigh	2, 6 and 8				
27713	GoTriangle GoRaleigh GoTriangle	CRX 2 from Millbrook area to downtown and back, and 25L from Carlos Dr. to Wake Tech and back	Strongly Disagree	Strongly Disagree	Strongly Disagree	I totally disagree with the proposed route realignment for the GorTiangle Route CRX Chapel Hill-Ralquip Express. Eliminating the Eubanks Road park and ride removes a vital option for commutes from northern Chapel Hill, Carrboro, Hillborough, other western communities. This hurts commuters from those communities, making their commute to Ralleigh longer, increasing single-driver time on the freeway and in stop an go traffic, adding to air pollution. John Wills eromoning Carlos Dr. from the 2SL route and forcing me to go up to Spring Forest to catch the 27L to get to Wake Tech.
27520	ournangie					Your presentation is an improvement
	GoRaleigh None	Southeast Raleigh	AgreeUndecided	Undecided Undecided	Undecided Undecided	over prois presentations. The amount of money budgered 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 (b:: the on at the corner of Peartree/Donaid Ross & New Bern Avp) re 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)?
2/515	None		ondecided		ondecided	Terrible plan to remove the Eubanks
27587	GoTriangle	CRX	Strongly Disagree	Strongly Disagree	Strongly Disagree	parking lot as part of the CRX route. Might as well just drive to work.
						I want to see Wake Transit working with WCPSS on replacing school bus routes with city/county routes for middle/high
27608	GoRaleigh; GoTriangle	02, 06, Raleigh-UNC, Raleigh-Airport				school students particularly at the magnet schools. This could require some routes ariler/more frequently to coincide with school start/stop times. There is obviously a shortage of CDL drivers, so making the best use of both systems seems like a no-brainer
27606	GoRaleigh; GOTriangle GoRaleigh; GOTriangle None	02, 05, Raleigh-UNC, Raleigh-Airport Downtown	Undecided	Disarraa	Inderded	magnet schools. This could require some routes earlier/more frequently to coincide with school start/stop times. There is obviously a shortage of CDL
27606 27608 27604			Undecided Disagree Strongly Disagree Undecided	Disagree	Undecided	magnet schools. This could require some routes earlier/more frequently to coincide with school start/stop times. There is obviously a shortage of CDL drivers, so making the best use of both
27606 27608 27604 19403 11248	GoRaleigh GoRaleigh GoTriangle: GoCary; GoDurham; NCSU GoRaleigh, GoTriangle; GoDurham	Downtown	DisagreeStrongly Disagree	Disagree	Undecided Undecided Undecided	nagnet schools. This could require some routes search/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 like an obviously and the search of the engagement is needed before the 2025- 30 plan is implemented. I don't think routes going into downtown should be the focus. Also, online surveys cater to people who typically don't utilize bus transportation. Please find other ways to engage with actual transit users. Thank you for the opportunity to provide feedback on transit timise the
27606 27608 27604 19403 11248 27610 27613	GoRaleigh GoRaleigh GoTriangle; GoCary; GoDurham; NCSU	Downtown	Disagree Strongly Disagree Undecided Undecided Undecided Strongly Agree	Disagree Undecided Undecided Undecided Undecided	Undecided Undecided Undecided Disagree Strongly Agree	nagnet schools. This could require some routes arelier/more frequently to coincide with school start/stop times. There is obviously a shortage of CDL drivers, so analight the best use of both systems seems like a no-brainer I think more information and community engagement is needed before the 2025- 30 glan 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. These find other ways to engage with actual transit users. Thank you for the opportunity to provide feedback on transit inside the Triangle.
27606 27608 27604 19403 11248 27610 27605 27605	GoRaleigh, GoTriangle GoRaleigh GoTriangle; GoCary; GoDurham; NCSU GoRaleigh; GoTriangle; GoDurham GoRaleigh GoRaleigh GoRaleigh GoRaleigh GoRaleigh	Downtown I don't ride any of the routes. The Triangle, including airport. Please keep buses fare free Downtown Raleigh and RDU	Disagree Strongly Disagree Undecided Undecided Undecided	Disagree Undecided Undecided Undecided	Undecided Undecided Undecided Disagree	nagnet schools. This could require some routes areier/more frequently to coincide with school start/stop times. There is obviously a shortage of CDL drivers, so analise the best use of both systems seems like a no-brainer I think more information and community engagement is needed before the 2025- 30 glan is implemented. I don't think routes going into downtown should be the focus. Also, online surveys cater to people who typically don't utilize bus transportation. Please find other ways to engage with actual transit users. Thank you for the opportunity to provide feebaack on transit inside the Triangle.
27606 27608 27604 19403 11248 27610 27605 27605	GoRaleigh GoRaleigh GoRaleigh GoTriangle: GoCary: GoDurham; NCSU GoRaleigh, GoTriangle; GoDurham GoRaleigh, GoTriangle GoRaleigh, GoTriangle GoRaleigh	Downtown I don't ride any of the routes. The Triangle, including airport. Please keep buses fare free Downtown Raleigh and RDU Crx GoRaleigh 1, GoTriangle 100 (back when it went to the	Disagree Strongly Disagree Undecided Undecided Strongly Agree Strongly Agree	Disagree Undecided Undecided Undecided Strongly Agree	Undecided Undecided Disagree Strongly Agree Strongly Agree	nagnet schools. This could require some routes arely frome frequently to coincide with school start/stop times. There is obviously a shortage of CDL drivers, so andiang the best use of both systems seems like a no-brainer lithink 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 utilite bus transportation. Please find other ways to engage with actual transit users. Thank you for the opportunity to provide feedback on transit inside the Triangle. Please keep buses fare free. Please keep buses fare free. Please keep buses fare free. Would like to see these improvements mowe 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 intersection. There is a lot of development landing here and it needs to be service. Jusport more ETPs and would like to see en more frequency on the proposed 14 on Atlantic-again, this is an area sening to be a more cost- effective way to improve frequency in higher demand areas.
27605 27608 27604 19403 1128 27610 27605 27516 27516 27514	GoRaleigh, GoTriangle GoRaleigh GoTriangle; GoCary; GoDurham; NCSU GoRaleigh; GoTriangle; GoDurham GoRaleigh GoRaleigh GoRaleigh GoRaleigh GoRaleigh	Downtown I don't ride any of the routes. The Triangle, including airport. Please keep buses fare free Downtown Raleigh and RDU Crx GoRaleigh 1, GoTriangle 100 (back when it went to the	Disagree Strongly Disagree Undecided Undecided Strongly Agree Strongly Agree	Disagree Undecided Undecided Undecided Strongly Agree	Undecided Undecided Disagree Strongly Agree Strongly Agree	nagnet schools. This could require some routes averien/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 like school start/stop times. The school start school start/stop times. The school schoo
27605 27608 27604 19403 1128 27610 27605 27516 27516 27514	GoRaleigh, GoTriangle GoRaleigh GoRaleigh GoTriangle; GoCary; GoDurham; NCSU GoRaleigh; GoTriangle; GoDurham GoRaleigh GoRaleigh GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoTriangle; GoRaleigh; GoDurham GoTriangle	Downtown I don't ride any of the routes. The Triangle, including airport. Please keep buses fare free Downtown Raleigh and RDU Crx GoRaleigh 1, GoTriangle 100 (back when it went to the airport) CRX	Disagree Strongly Disagree Undecided Undecided Undecided Strongly Agree Strongly Agree Strongly Agree	Disagree Undecided Undecided Undecided Strongly Agree Agree Undecided Undecided	Undecided Undecided Undecided Undecided Strongly Agree Strongly Agree Strongly Disagree Strongly Disagree	nagnet schools This could require some routes avertien/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 like some start start and start start routes going into downtown should be the focus. Also, online surveys cater to people who typically don't utilise bus transportation. Please find other ways to engage with actual transit users. Thank you for the opportunity to provide feedback on transit inside the Triangle. Please keep buses fare free. Please keep buses fare free. Please 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 to see some way to eliminate the diversion on Route 2 caused by the tight to be served. I support more CFPs and would like to see even omer frequency on the proposed 1 on Atlantic-again, this is an area seeing a lot of growth. Nore short lines park and ride (especially with the upcoming RRT) is key to being able to access CXX. It's concerning that you're considering eliminating the downtown Chapel Hill scritter, CXX. While I don thave the opportunity to ride take the 800 to the RTC and then 100/105 to downtown Chapel photo the RTC and then 100/105 to downtown Chapel Hill cortical word for Hill cortical.
27606 27608 27604 19403 19403 19403 27610 27613 27605 27516 27516 27516 27516	GoRaleigh, GOTriangle GoRaleigh GoRaleigh, GOTriangle, GoDurham; MCSU GoRaleigh, GOTriangle, GoDurham GoRaleigh, GOTriangle GoRaleigh; GOTriangle GoRaleigh; GOTriangle GoTriangle GoTriangle GoTriangle GoTriangle	Downtown I don't ride any of the routes. The Triangle, including airport. Please keep buses fare free Downtown Raleigh and RDU Crx GoRaleigh 1, GoTriangle 100 (back when it went to the airport) CRX	Disagree Strongly Disagree Undecided Undecided Undecided Strongly Agree Strongly Agree Strongly Agree	Disagree Undecided Undecided Undecided Strongly Agree Agree Undecided Undecided	Undecided Undecided Undecided Undecided Strongly Agree Strongly Agree Strongly Disagree Strongly Disagree	nagnet schools. This could require some route savier service/more frequently to coincide with school start/stap times. There is obviously a shortage of OLI drivers, so making the best use of both systems seems like a no-brainer like school start/stap times. There is obviously a shortage of OLI drivers, so making the best use of both systems seems like a no-brainer like school start school start routes going into downtown should be the focus. Also, online surveys cater to people who typically don't utilize bus transportation. Please find other ways to engage with actual transit users. Thank you for the opportunity to provide feedback on transit tinside the Triangle. Please keep buses fare free. Would like to see these improvements move even faster-it's been 6 years since ther soute it to collected, and improving conventional bus service should be a higher priority. I vould like to see some way to eliminate the diversion on Nouze? 2 aused by the tight geometry of Whitaker and Wake Forest- tober sourd. Support more ETPs and would like to ease more frequency on the support 14 on Atlantic-again, this is an area seeing a lot of growth. Nore short lines might be a more cost- effective way to improve frequency in higher demand areas. the Eubants park and ride (especially with the upconing BRT) is key to being able to access CDW work considering liminang the downtown Chapel Hill sop for the CRX. While I downtown Ralegin on the weekends). I think retaining a stop in downtown Chapel Hill is critical.
27606 27608 27604 19403 19403 19403 19403 27610 27613 27605 27516 27516 27516 27516 27516	GoRaleigh, GoTriangle GoRaleigh GoRaleigh GoTriangle; GoCary; GoDurham; NCSU GoRaleigh; GoTriangle; GoDurham GoRaleigh GoRaleigh GoRaleigh; GoTriangle GoRaleigh; GoTriangle GoTriangle; GoRaleigh; GoDurham GoTriangle GoTriangle	Downtown I don't ride any of the routes. The Triangle, including airport. Please keep buses fare free Downtown Raleigh and RDU Crx GoRaleigh 1, GoTriangle 100 (back when it went to the airport) CRX. CRX, 800, 400, 105 (all coming from Chapel Hill)	Disagree Strongly Disagree Undecided Undecided Undecided Strongly Agree Strongly Agree Strongly Agree Disagree Disagree Disagree	Disagree Undecided Undecided Undecided Strongly Agree Agree Undecided Undecided Disagree Disagree	Undecided Undecided Undecided Undecided Strongly Agree Strongly Agree Strongly Disagree Disagree Disagree	nagnet schools. This could require some route same firmore frequently to coincide with school start/stap times. There is obviously a shortage of OLI drivers, so making the best use of both systems seems like a no-brainer like in the some information and community engagement is needed before the 2025- 30 plan is implemented. I don't think routes going into downtown should be the focus. Also, online surveys cater to people who typically don't utilize bus transportation. Please find other ways to engage with actual transit users. Thank you for the opportunity to provide feedback on transit tinside the Triangle. Please keep buses fare free. Would like to see these improvements mowe even faster-it's been 6 years since ther source to copilate or molify the intersection. There is a lot of development landing here and it needs to be served. I support more ETPs and would like to ease more frequency on the propage 14 on Atlantic-again, his is an area sensing a lot of development landing here and it needs to be streed. It and thantic-again, his is an area sensing a lot of development landing here and it needs to be streed. It and row the tight geometry of Whitaker and wake Forest- this is an area sensing a lot of development landing here and it needs to be streed. It and Atlantic-again, his is an area sensing a lot of development land row or the sing the Eubants park and ride (especially with the upconting BRT) is key to being able to acces. Cher Considering (I instead have to take the 800 to the RTC and then 100/105 to downtown Raleign on the weekends). I think retaining as top in downtown Chapel Hill a critical.

					1	
						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
27514	GoTriangle; NCSU	CRX to NCSU buses (40 to centennial)	Strongly Disagree	Disagree	Strongly Disagree	be better than nothing.
27514	domaigie, neso		Strongly Shagree	biogree	Strongly Disagree	I think Eubanks must be kept in addition
28207	GoTriangle	Crx	Disagree	Agree	Undecided	to 54.
20207	oo mangie		Disugree	- Broc	onacciaca	10 54.
						I would like to see bus routes
						operational as soon as possible please. I
27560	GoCary	310. and the Morrisville Smart Shuttle	Strongly Agree	Strongly Agree	Agree	would like them to be fare free.
27500	Gocary	510, and the Wornsville Smart Shuttle	Strongly Agree	Strongly Agree	Agree	Please DO NOT eliminate stops that
		I primarily ride Chapel Hill Transit in and around Chapel				serve Orange county residents in
		Hill/Carrboro but will use CRX/DRX when reopen for				downtown Chapel Hill and the Eubanks
27514	GoTriangle	weekly/monthly travel to Raleigh and Durham.	Undecided	Undecided	Strongly Disagree	Park and Ride!
27617	GoApex: NCSU	Brier Creek Parkway, MAA Preserves	Undecided		Strongly Disagree	Turk und nuc.
2/01/		The expansion of the Raleigh route would allow me to				
27591	GoRaleigh; GoDurham; GoTriangle	excess areas that you would need a car for.	Strongly Agree	Strongly Agree	Strongly Agree	
	GoTriangle					
						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
		5; 300; various WolfLine busses to commute around				Games and Concerts could be more
28202	GoRaleigh; GoCary; NCSU	campus	Strongly Agree	Strongly Agree	Strongly Agree	accessible.
						Calling this the Wake Bus Plan but
						making changes to routes that
						specifically affect Durham users - for
						example the DRX — is disingenuous. I'm
						a user of the DRX from Durham Station
						and these changes are definitely a net
						negative. But it doesn't seem like
						Durham citizens have had any real notice
27697	GoDurham; GoTriangle	11,DRX; 11, DRX	Disagree	Undecided	Disagree	or input.



Wake Transit Community Engagement Summary

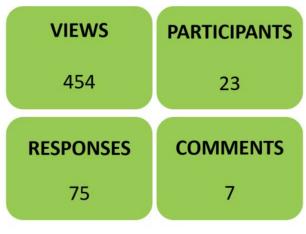
Project Name: Recommended FY 2024 Wake Transit Work Plan Community Engagement

Project ID: TO002-D Project Sponsor: GoTriangle Project Start Date: 5/18/2023 Prepared by: Curtis Hayes Date: 6/16/2023

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.

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.

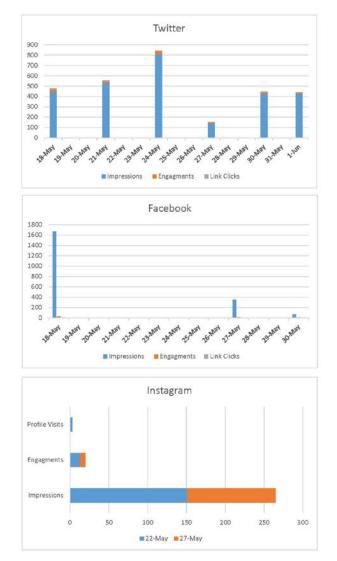


Figure 2. Social Media Outreach

Figure 3. GoForward > Wake Website

Analytics GoForward (NEW) Generic			
Date May 18, 2023 - Jun 1, 2023 Filters			
Page title exactly matches Recommended FY2024 Wake Transit Work P	lan – GoForw	ardNC	
Free form 1 🔹			
Page title	≁Views	Entrances	Total users
	Views 160 100% of total	Entrances 72 100% of total	Total users 103 100% of tota

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 decisionmaking 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.

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

100% I live, work, and/or attend school in Wake County	15 🗸
87% My primary language is English or I speak and read English well	13 🗸
60% I am a regular or sometime user of transit services	9 🗸
53% I identify as a man, non-binary, or other gender	8 🗸
33% I identify as a woman	5 🗸
20% Five (5) or more people live in my household	3 🗸
13% I am 18-24 years old	2 🗸
13% I am 65 years old or older	2 🗸
7% I am 17 years old or younger	1 🗸
7% I represent a minority race or 2+ races (African American, Asian, South Asian, American Indian, Alaska Native, Middle Eastern, Hawaiian, Pacific Islander)	1 🗸
0% I am or am considered to be disabled	0 🗸
0% My household's total income is at or under \$53, 000 per year	0 🗸
0% I am of Hispanic, Latinx or Spanish origin of race	0 ~

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

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

Thank you,

The Wake Transit Team

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:

- <u>https://goforwardnc.org/getinvolvedwake</u>
- 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:





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

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

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



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



SURVEY RESULTS | GOFORWARDNC.ORG

VIEWS = 454 RESPONSES = 75 PARTICIPANTS = 23 COMMENTS = 7

COMMENTS

- 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

100% I live, work, and/or attend scho	ol in Wake County
87% My primary language is English o	or I speak and read English well
60% I am a regular or sometime user	of transit services
53% I identify as a man, non-binary, c	r other gender
33% I identify as a woman	
Eive (5) or more people live in m	/ household
13% I am 18-24 years old	
13% I am 65 years old or older	
1 am 17 years old or younger	
7% I represent a minority race or 2+ r Asian, American Indian, Alaska Na Pacific Islander)	aces (African American, Asian, South tive, Middle Eastern, Hawaiian,
0% I am or am considered to be disab	led
0% My household's total income is at	or under \$53, 000 per year
0% I am of Hispanic, Latinx or Spanisł	n origin of race