

Date	Comment	Name	Email	Tags	Source
1/29/2020 12:21	Great to hear about the Glenwood routes to Brier Creek. The traffic there is constant, without bus stops, shelters, crosswalks or sidewalks along much of the area between Crabtree and Brier Creek. Leesville Road is a major artery from Northwest Raleigh toward downtown and elsewhere, yet there is no bus route on it even as more and more neighborhoods are being built and several schools and shopping centers are on that road as well. People who live there have to walk 20 minutes to find a bus stop, so that major road could be considered for a bus route.			GoRaleigh, Infrastructure	Online
1/29/2020 14:58	I have concerns about the route change between downtown Cary and RTC. Currently, the 300 route can by-pass traffic backups on the shoulder of 40, keeping this route to 30 minutes at rush hour. I am concerned that the new 310 route, which takes back roads, will make the bus travel time between Cary and RTC longer. And I know you will lose riders if this route starts taking longer.			GoTriangle, Travel Times	Online
1/29/2020 14:58	Until New Bern BRT is completed in 3 years, is possible to have a least one late night run for Route 15? I take the bus to watch movies at the Alamo Drafthouse and the last bus back to GoRaleigh Station stops at 10:42. Which is too early for many movies that finish around midnight. Also maybe see if Alamo Drafthouse come cross-promote, their parking lot get very full on the weekends.	Francisco Sandoval	sweetwater88@gmail.com	GoRaleigh, Travel Times	Online
1/29/2020 15:08	The Holly Springs route to connect to Cary was suppose to start FY20. It has not happened. The FRX park and ride was to move from Food Lion to Wake Tech in FY20 and has not happened. I am concerned that with the roll-out of new projects for FY21 these 2 FY20 projects will be left behind. I find it extremely difficult to get updates on these two projects. I feel that we deserve this information and it should be as transparent & important as the completed and new projects. Best regards, Kathy			GoRaleigh, General	Online
1/29/2020 16:56	Generally, I'm supportive. I lived in Richmond when they implemented BRT, and it genuinely made travel better. I'd like to see more inclusion of bicycles, but that may be part of a general transportation plan.		brownt@gmail.com	GoRaleigh, BRT	Online
1/29/2020 17:12	I believe in the description of revised GoRaleigh 6 and especially GoRaleigh 6L that you mention that GoDurham Route 2 as revised effective Jan 25 operates Durham Station to Brier Creek and allows a Raleigh Durham Connection. Route 2 has a similar Saturday Sunday schedule to 6L but has 30 minute weekday headways 6 am to 6 pm. It looks like GoDurham 2 and GoRaleigh 6L have differing loops at Brier Creek, but I hope there are some common stops to allow transfers	Gerry Cohen	ger.cohen@gmail.com	GoDurham, General	Online
1/29/2020 18:28	Can't wait for the all-day 30 minute service on the 305!		ptong@g.clemson.edu	GoTriangle, General	Online
1/29/2020 19:35	This is all sooooo exciting! It is about time we start providing transit options for people who do not want to remained to cars. Please bring vast, expansive, dependable, transit system, one that we can be proud of! Bring us rail, BRT, buses, bike and ped infrastructure and all that fabulous human-scale, people-centered transportation planning.			BRT, Support	Online
1/29/2020 20:04	Overall I really like the work plan. I have one major comment. I think WakeTransit really needs to start harmonizing the route schedules so that routes that run along the same stretch of major corridors can be leveraged to increase service frequency. For example, right now, west-bound on Western Blvd, the 300, 301, and 305 all leave Moore Sq at similar times and travel on West one after another. Why not stagger them so that at peak times, there would be 10 minute headways along Western? A similar thing happens along Hillsborough street, but this time with GoTriangle routes 100 and 105, and GoRaleigh routes 4 and 12. If these were staggered properly, we could have ~8 minute headways during peak hours (and 15 minute headways in off-peak hours) along a heavily traveled transit corridor. Instead these buses are often bunched together within a 5-8 minute period, with no buses arriving for another 20 minutes. It makes no sense and is a completely sub-optimal use of resources. Is there a plan to try to improve coordination and scheduling of these routes?	Adam J Terando	adam.terando@gmail.com	GoRaleigh, Bus Service	Online
1/29/2020 20:51	The proposed changes for Route 6 and Route 70X are warmly welcomed. This area has a devastatingly low number of options for transit, considering the number of residents that live here and the current congestion. Looking forward to supporting these changes by riding these routes. Gratefull!			GoRaleigh, Bus Service	Online
1/30/2020 9:06	I love the plan for the improvements along the #6 GoRaleigh route, the improved shelters and new park and rides. This looks wonderful. Just wish it could all happen sooner.			GoRaleigh, Bus Service	Online
1/30/2020 10:46	I have concerns about the East Raleigh Transfer Facility. There is limited ability for pedestrians to safely travel in this area due to limited street connections, limited street crossings and lack of sidewalks. I would like to see additional funding and staffing in the plan to coordinate safety improvements in the New Bern Ave corridor around the final location of this station. This part of Raleigh has suffered many inequities and there is a lot of coordination that needs to occur to right some of the wrongs in East Raleigh. Is there also potential to connect to the greenway system? Add sidewalk across the New Bern Ave bridge to make a pedestrian connection with Wake Med? Safety and equity should be of great importance to the creation of this station that has the ability to benefit people who LIVE in East Raleigh, not just people who drive cars to the proposed parking lot or arrive on another bus.			GoRaleigh, Infrastructure	Online
1/30/2020 11:32	The Wake Transit Work Plan has a disappointing lack of solutions for RDU transit options. RDU is a 10 million passengers airport and deserves to have first class public transit solutions at this point. Please provide more transit options to RDU from Wake (and other) counties.	Marek Laska	tamcap@gmail.com	GoTriangle, Bus Service	Online
1/30/2020 11:36	Increased frequency (30 min headways) on the existing Wake Forest express should be an interim priority that could get implemented before BRT is figured out.		geopetrosky@gmail.com	GoRaleigh, Bus Service	Online

1/30/2020 12:32	<p>I am very much in favor of this money being used to speed up and improve the implementation of the planned BRT lines. There is no time to waste in improving transit in and around Raleigh's densifying core. This investment will allow Raleigh to *continue* densifying and reap all of the rewards that arise from it: decreased average infrastructure capital and maintenance costs per resident due to increased efficiencies of living unit density, better resident health due to increased feasibility of non-car trips, a positive feedback loop where more dense urban development better supports increasing public transit efficiency and availability, etc.</p> <p>People are demanding convenient, pedestrian-friendly living, and if Raleigh won't meet that demand, people and companies will move somewhere that will. Our ability to successfully enable more dense living (of which public, mass, non-personal-vehicle-based transit is a major cornerstone) will be one of the largest, if not *the* largest contributing factor to whether Raleigh continues to grow and flourish in the 2020s and beyond, or if it will stagnate as prices rise and, visionless, we stumble into Atlanta's historic "sprawl above all" development pattern.</p>	Mitch Campbell	mitchell.lee.campbell@gmail.com	GoRaleigh, Infrastructure	Online
1/30/2020 13:06	<p>Hi,</p> <p>I've sent a few emails back and forth with Andrea at the GoTriangle support desk. I'm also in contact with Bryan Coates with the City of Wendell and a Newland Homes representative in Wendell Falls. I'm currently utilizing the ZWX route from Wendell to Raleigh. I live in Wendell Falls and we have over 800 homes already and growing. It's basically going to end up more than doubling the entire population of Wendell (don't quote me on that but the community is large and growing). It sounds like Bryan and Newland have already started talks with the Transit system to add a stop and possibly more service for Wendell Falls. Please take this into consideration. I'd be more than happy to do what I can. To my knowledge the only real blocker for this is finding a safe spot for the bus to stop and potentially adding a safe cross walk (we need this anyway). There is already a day care center, new Fire Station and homes being built on both sides of Wendell Falls Parkway so this makes a lot of sense. Please feel free to reach out to me. Thanks,</p> <p>Taulbee Davis</p>	Taulbee Davis	taulcyn11@gmail.com	GoTriangle, Infrastructure	Online
1/30/2020 13:31	Will there be protected bike and micro mobility storage at all facilities? Will there be more hardened transit stops to increase rider comfort and safety?		director@bikewalknc.org	All, Bike	Online
1/30/2020 13:38	<p>I think it is important to increase the frequency before we increase routes, if long-term ridership growth is the goal. Along with improved stations, people need to see that the buses are coming frequently for them to consider trying BRT or switching to it more permanently. I am sure there are more scientific studies on this, but based on my anecdotal experience living in DC and Munich, there is a sharp-enough correlation to frequency and ridership to indicate that having something offered at 30 minute intervals is only going to be ridden by those who absolutely must (who also deserve better, like everyone else). We would be better off committing to four routes, for example, and running them well than have 15 poorly run, in my opinion.</p> <p>Additionally, I read in the N&amp;O that there is over \$2m set aside to build a park and ride station serving West Raleigh. I think it would be a great use of usually-vacant space to do something off Wade at PNC, since there is ample parking during most rush hours (State and Canes games might require some work), as well as creating that downtown-to-PNC route on game nights.</p>			GoRaleigh, Bus Service	Online
1/30/2020 14:02	BRT and rail service both sound very exciting!		LarterB@gmail.com	GoRaleigh, BRT	Online
1/30/2020 14:54	I'd love to see expanded service for Wendell, both non-peak and weekend. Currently, nothing is proposed in the plan for Wendell and very little for East Wake generally. At the very least creating more connections to the expanded service in Knightdale would give me more options when planning travel into Raleigh and around the region.		tre.allison@gmail.com	GoRaleigh, Bus Service	Online
1/30/2020 16:38	I support all of these service expansions! One change I would like to see is adding an airport shuttle that runs from the RTC to the airport and back. That way route 100 could go straight to the RTC, providing faster service during the mid-day.		eric.f900@gmail.com	GoTriangle, Bus Service	Online
1/30/2020 19:09	In conjunction to the free youth pass, could the poor apply for a free pass?	Kristen	KRISTEN.FRO@GMAIL.COM	All, General	Online
1/30/2020 19:38	<p>Overall, I agree with most of the changes proposed for this year and I'm very glad to see that GoRaleigh 6 is going to be kept with its current alignment and service up to Duraleigh and increased to 15 minute service. That said, I'm very concerned about the changes to the 70x. It's good to see it being moved to hourly service, but terminating it at Pleasant Valley instead of Crabtree Mall is a big step backwards. This cuts off a large number of current and future riders who would transfer to/from the 16 (while it exists), 23L, 26, 27, and 36 routes, along with transferring to the GoDurham 2 in Brier Creek, or going to Crabtree Mall itself. Going from one transfer to two (transfer to the 6, then to another route at Crabtree) explodes the average travel time and makes transit unreliable and non-viable to a very large service area.</p> <p>There is also a rider comfort and safety issue (both perceived and actual) with forcing the transfer at Pleasant Valley vs Crabtree Mall. People will feel far more comfortable waiting for a transfer at a major transit station vs. out in a large parking lot. I understand the need to bring the total trip time down to get in under an hour, but I believe dropping direct access to Crabtree Mall is not the right solution here.</p>			GoRaleigh, Travel Times	Online

1/30/2020 21:34	<p>The Midtown Transit transfer station sounds like a positive development. The plan describes it serving 1 local and 3 high frequency routes. I am a little disappointed to see that the current plan doesn't seem to do much for increased frequency and coverage of service in southwest Raleigh, but it is entirely possible that the density of employment destinations in that quadrant doesn't warrant such an expansion.</p> <p>Also, I note that the Midtown transfer station is planned as a staffed location. It seems to me that another goal should be to increase the hours of staffing at the GRS information booth to include at least some weekend hours and ideally to be open whenever coaches are in service. This seems to me to be a fairly low-cost improvement that is likely to enhance the experience of infrequent riders including visitors and tourists. I hope it will be considered going forward.</p> <p>Thank you for the opportunity to share my feedback.</p>	Josh McIntyre	mcintyre.josh@gmail.com	GoRaleigh, Bus Service	Online
1/31/2020 17:03	<p>I like that there is a stop and improvements to a/the stop off I-40 Exit 300 in SE Raleigh and that there will be a New Bern express bus to connect E. Raleigh to Knightdale. However, Southeast Raleigh High students struggle to get back to North Raleigh. There is one activity bus that leaves after 5:00 but it would be helpful to have more options. (E.g. Northeast-to-Southeast route) Thank you,</p>	Brian Post	brian@thencshp.org	GoRaleigh, Bus Service	Online
2/1/2020 11:06	<p>I read the entire plan and am encouraged by the expansion of service and passenger amenities. However there is one passenger necessity that is not addressed. There is no provision for conditioned space such as is provided in Durham. I was outraged when Raleigh spent millions of dollars on renovating the terminal near Moore Square and only provided conditioned space for the help desk. The bathrooms aren't even conditioned. GoRaleigh seems more concerned the the health of the buses than the health of the passengers. There are ways to provide conditioned space that don't involve building separate facilities. Buses should be provided for next to the shopping centers they serve, for example there is a mall entrance fairly near the existing Crabtree Valley transfer station. Simply moving the station a few hundred feet would put it close enough to the entrance that passengers could wait inside and still see the buses pull up.</p>	Helen Tart	helenleet@yahoo.com	GoRaleigh, Infrastructure	Online
2/2/2020 13:01	<p>too fricking complicated just to ride a bus. I got lost on the second bullet point. Here is an idea, just make a lot of bus stops and have it clearly posted on line and at all the bus stops. If you want busses to really work, and you want folks all over the city to consider using them, you have to make it simple. I should be able to find a bus stop easily. I should be able to put in an APP my starting address, and my destination address, and have the info I need to get from point A ti point B come up, without having to walk over a half mile after leaving neighborhood. Id use a bus every day if I had this info</p>	JT Cockerham	unclejoeraleigh@gmail.com	All, General	Online
2/2/2020 15:42	<p>Have a train go from North Raleigh to downtown. Also, have trains stop at PNC Arena.</p>			GoTriangle, CRT	Online
2/3/2020 7:50	<p>Please increase frequency of GoRaleigh route 8 from DTR to North Hills.</p>			GoRaleigh, Bus Service	Online
2/4/2020 15:38	<p>I would like to see more aggressive efforts in two areas: Speed up bus travel time by adding additional bus routes and frequency between all the Enhanced Transfer stations to make bus trips possible without going through the downtown GoRaleigh station; streamline and fund improving safe access to bus stops for at least 2 miles around all stops (sidewalks, lighting and bike lanes).</p>	Don Berryann	djberryann@gmail.com	GoRaleigh, Bus Service	Online
2/5/2020 11:23	<p>Public transport should be free in the triangle. Long standing residents are having to move further and further away from their work and life routines as well off people move to their old neighborhoods. Those people need access to get to their work and life in an affordable fashion. Free GoTriangle would be a small step to balance the scales of the impacts of gentrification. Also related to new growth in the area- free public transportation would help ease the traffic burde. Free transport needs to be partnered with better and more reliable routes. Also, please remember that not everyone has internet access! Please include phone numbers not just websites on your trip planning literature.</p>			GoTriangle, General	Online
2/5/2020 23:45	<p>Once again would love to see something more to connect Holly Springs via transit in FY2021 proposal. We had our first preview of the Holly Springs Express (HSX) commuter route at a town council meeting late 2019, and when asked what the estimated time to get from Holly Springs to downtown Raleigh would be, the answer was 1 hr, 30min to 1hr 45min, which is over 2x the time it would take during the busy periods. I'll wait to see what the final schedules look like, but I'm concerned we're setting ourselves up for failure by offering an express commuter route that is anything but express, and therefore continuing to provide little value to the residents of Holly Springs who all pay the .5% sales tax.</p>	Kyle	kyle.stittleburg@gmail.com	GoCary, Bus Service	Online

2/6/2020 13:18	<p>Title: Wake transit plan neglects much needed attention to I-40 commuter routes</p> <p>- The commuter rail between Raleigh and Durham is a laudable idea. But in practice I think it will only serve the privileged / high income commuters if rates are not set reasonably. Given the current pricing of parking already (it should be made purposely low for those riding the trains) and the inconvenient layout at the new Raleigh train station, it is clear that Wake county intends rail service to be only for those with high incomes, no kids / car seats to carry, or going long distance. I think a long term plan for commuter rail is likely to serve mostly high income or privileged commuters unless rates / pricing is made much more reasonable, and if service times actually align pragmatically with the work day.</p> <p>- The published transit plan does not actually spell out the reasoning behind the planned New Hope bus rapid transit corridor. It is unclear to me why this route is important.</p> <p>- I am very dismayed to note that there is nothing in the plan for the biggest and most problematic commuter route in the Triangle, namely I-40. Please plan to update aging, loud, septic and decrepit DRX and CRX buses. Please plan to add HOV lanes for the buses to use. The "bus on the shoulder" system is dysfunctional, high risk, and, frankly, doesn't often work. Bus rapid transit down dedicated HOV lanes on I-40 could serve thousands each day if properly implemented. I am very dismayed to find little or not plan for this on the part of wake county's transit experts.</p>	Kenneth McKenzie	kam39.duke.mail@gmail.com	GoTriangle, CRT	Online
2/6/2020 13:47	How can each senior center in Wake County, receive its own bus that's not on a fixed route?	Otis Agnew	Otisagnew@gmail.com	GoRaleigh, General	Online
2/6/2020 16:40	I want to congratulate the transit program for adding weekend service to the Wake Forest Loop along with an additional bus to operate in reverse direction. No more having to wait an hour and/or ride the entire route to go up the street from where you live. I would like to see more service for seniors and/group share for evening events in downtown Raleigh either from Wake Forest or Wakefield area.			GoRaleigh, Bus Service	Online
2/7/2020 18:34	Especially like the planning for a North Hills transfer facility. Would love to be able to get from the Millbrook Road or Crabtree area directly to North Hills. Also like the improvements to bus stops, expanded #6 service, and park and ride lots.		mtterrible@gmail.com	GoRaleigh, Infrastructure	Online
2/9/2020 9:25	Please add the Knightdale/Wendell/Zebulon area to a study. There is so much new construction out here and ubers and lift can cost up to 30 for a one way ride to downtown Raleigh. It would be so awesome to have another ride option into town. Could DT Wendell or even Wendell falls be considered for a stop? Thanks for your time!		t3dybear90@gmail.com	GoRaleigh, Bus Service	Online
2/11/2020 16:54	Apex does not want public transportation!			GoCary, Bus Service	Online
2/12/2020 10:14	Government subsidized transportation is acceptable as long as there are riders. Criteria must be established to determine when a route is underutilized so that route service times can be adjusted or route eliminated. Wake County does not have a hub and spoke employment topography like a Chicago or New York to support bus and rail as those cities do.			All, General	Online
2/12/2020 10:40	<p>I think there are many opportunities that are being missed to make our transit system better.</p> <p>For example:</p> <p>Route 100: It would make more sense to realign the route to go get off Wade at Edwards Mill, follow up to trinity rd, then continue it's normal route along Blue Ridge. There is a miss of potential ridership since the bus does not go by PNC arena, allow transfers from Route 26, and does not go by the Park and Ride near Carter Finley.</p> <p>Route 105: There are no matching return trips for the following morning take off times: 8:00AM (arrive GoRaleigh at 8:40), 8:30AM (GoRaleigh 9:10), and 9:00AM (GoRaleigh arrival at 9:35) times. If you figure an 8 hour workday with a 1 hour lunch in downtown Raleigh, then the corresponding return routes should be departing GoRaleigh station at 6:00PM, 6:30PM, and 7:00PM. This could be solved by increasing the 100 bus frequency to 30 minutes until 7:00PM.</p> <p>I frequently use the 105 bus in the mornings, but dread the ride back. I start work at 9:15AM (so I leave RTC at 8:30 and get off at the GoRaleigh bus station at 9:10). When I get off work at 6:15, I would love to have the chance to make a stop on Hillsborough St. before heading back to RTC. The problem is that if I don't catch the 100 bus at 6:40, then I have to wait a full hour to catch the 7:40 bus.</p> <p>I used to live near PNC Arena. I love that the new route 26 is available, but I won't move back to near PNC because it would take me longer to get to work since to get to downtown Raleigh. I would have to transfer to the 4 bus and the total trip would take about an hour which is longer and less convenient than coming from RTC. If the 100 connected from 26, then this would give that area a meaningful bus connection.</p>			GoTriangle, Bus Service	Online
2/12/2020 12:04	More frequent service from/to downtown Apex and Raleigh would be amazing. This long-time solo car commuter might actually take public transportation several times per week.	Phil Smith	bphillipsmith@gmail.com	GoCary, Bus Service	Online

2/12/2020 15:16	I like the idea of an express route between Holly Springs and Apex. Any interest in an express route between Holly Springs and downtown Raleigh?			GoCary, Bus Service	Online
2/13/2020 9:29	I ride the bus most every day from Cary to Raleigh and back on 301 or 300.			GoTriangle, General	Online
2/12/2020 0:00	Bus 70X need exstented hours - 6 - 7 am to 10 - 11 night No. 23 - need extended hours 6-7 am to 10-11 pm No. 2WX extended hours DRX - needs extender hours	Charles Jackson		All, Bus Service	In Person/Email
2/13/2020 16:01	6 better time of how run. the weekend schedule should be more often and better hours of runing. 8 extend the time it runs at night.			GoRaleigh, Bus Service	In Person/Email
2/13/2020 16:02	Bus shelter Whitaker Mill Road in front of the church Hayes Barton Baptist	Yvonne Massenburg	y.massenburg52176@gmail.com	GoRaleigh, Bus Service	In Person/Email
2/13/2020 16:03	Hi, yes I would like to see some changes to the number 6 and 21.	Rachel Farmer	rachelfarmer19@yahoo.com	GoRaleigh, Bus Service	In Person/Email
2/13/2020 16:04	Need more communication with Go Raleigh and Cary bus line's so they know that Go Raleigh buses are coming so wait a little longer so people don't miss the 300 bus to Cary	David Fullard	DavidFullard7@gmail.com	All, Bus Service	In Person/Email
2/13/2020 16:05	There was nothing wrong wit CAT I don't like name change	Beth Jensen		GoRaleigh, General	In Person/Email
2/13/2020 16:06	Love to see 21 run every 30 min can't wait to see the change route 6 is to long takes to long to get to point a to b	Jonathan MacDoncut		GoRaleigh, Bus Service	In Person/Email
2/13/2020 16:06	Need wifi on every bus. Quicker transitions for route 18.			All, General	In Person/Email
2/13/2020 16:07	I would really like to see the #20 run on the weekends			GoRaleigh, Bus Service	In Person/Email
2/13/2020 16:08	12 more frequently and also 11 Avent Ferry Rd and 12 Method. Cheaper day bus passes. Thank you.		mariahmccoy9393@gmail.com	GoRaleigh, Bus Service	In Person/Email
2/13/2020 16:09	I would love to see bus #20 run at lease on Saturdays to go shopping on the weekend!!	James Williams Jr.		GoRaleigh, Bus Service	In Person/Email
2/13/2020 16:09	Please increase the amount of rapid transit lines & BRT lines			GoRaleigh, Bus Rapid Transit	In Person/Email
2/13/2020 16:10	WFX needs noon service. or something besides just early morn and eve. Thanks		awdmonk@yahoo.com	GoRaleigh, Bus Service	In Person/Email
2/13/2020 16:11	I think Wake Med Route will be a good thing. I ride Wake Med all the time. Keep up the good work every 15 min.	Jerome Perry, Wake Co.		GoRaleigh, Bus Service	In Person/Email
2/13/2020 16:12	I would love to have the 21 to run every 15 minutes, and also have disruptions minimized, too much yelling, cussing and drugs on bus.	Alexander Harris	harrisalexander444@gmail.com	GoRaleigh, Bus Service	In Person/Email
2/17/2020 6:42	As a Raleigh resident who lives near the intersection of Glenwood and Oberlin, over the past six months I have reduced my trips by automobile to destinations within the City of Raleigh by 50% by using GoRaleigh Routes 6 and 16. Simultaneously I have increased the frequency with which I visit downtown. Implementation of the proposed enhancements to Routes 6 and 16 will enable me to further reduce my reliance my utilization of my automobile for trips to destinations within the City to as low as 10% of my initial baseline. Accordingly, I support implementation of the proposed changes to Routes 6 and 16 ASAP. Thank you!	Steve	scworsley@yahoo.com	GoRaleigh, Bus Service	Online
2/17/2020 9:22	More dedicated cycle lanes, please. A lane that would connect downtown cary and downtown raleigh would be great. Love the cycle routes in wake but they need to be better connected. I just don't trust sharing the road with hostile, aggressive and/or poor drivers.			All, Infrastructure	Online
2/17/2020 13:26	I'm very excited to see more frequent service on Route 21/Caraleigh as well as Mobile ticketing, which is going to make it much easier to ride (and similar to other ways of paying for other ways to get around, like scooters, e-bikes, and ride shares).	Ken	kendixon2@gmail.com	GoRaleigh, Bus Service	Online
2/17/2020 14:00	Regarding the 5.1 mile New Bern Ave BRT line, with only 3.3 miles including exclusive bus lanes, leaving 1.8 miles for the buses to be in shared traffic, this is not a totally BRT line. Our half cent sales tax is for true BRT, not more buses sitting in traffic. Regarding the commuter rail line, the agencies should not be spending any more money beyond the feasibility study until iron-clad agreements are in place with NCR, NSR and CSX. These agreements need to lock the railroads into the project so they can't back out at a later date as they did for the Durham-Orange Light Rail Line.			All, Capital Investments	Online
2/18/2020 0:00	Love to see frequent bus service to RDU from area hot spots like North Hills. Last mile needs - back to CAT Connector? For neighborhoods not near bus stop.	Eve Vitaglione	vitaglione@att.net	GoRaleigh, Bus Service	In Person/Email
2/19/2020 11:27	Excited about expansion. What will be done to make current downtown station "friendlier". Noise level and exhaust fumes when awaiting transfer are really bad. Can you make sure there are crosswalks marked to be legal for crossing / stopping at bus stops on regular routes. Put cigarette butt containers at bench stops! Let's get bus stops "adopted" for clean up (with a thank you sign like highways). I would adopt one! Neighborhoods probably would. I already pick up at two but irregularly.			All, Infrastructure	In Person/Email
2/19/2020 11:28	Main streets don't have adequate (SAFE?!) crossing access.			All, Infrastructure	In Person/Email

2/20/2020 11:37	I would like to see bus service to & from Wake Forest during the mid-day. Currently you have morning and afternoon/evening service but nothing in between. Would be nice to have the option of leaving work mid-day.	Deborah Smith	deborah.smith@ncdor.gov	GoRaleigh, Bus Service	Online
2/23/2020 12:00	Although I see expanded to service to Apex and Holly Springs, I do not see any routes for the Town of Morrisville with the exception Wake Tech RTP. Morrisville could significantly benefit from a route that picks up at the Morrisville-Carpenter Road and Davis Dr. intersection and goes into RTP, RDU, or the closest the Regional Transit Center. I know many residents who would use this service if it were available.			GoCary, Bus Service	Online
2/23/2020 12:12	Do not take buses. Would like improved commuter trains into Raleigh- would go into the city much more often on weekends if there was train service from Cary Morrisville area.			GoTriangle, CRT	Online
2/23/2020 12:34	I'd sure love for Morrisville to be included in transit plans. I'd love some opportunities to leave my car in the driveway and hop on a bus or better yet, a light rail!	Elizabeth Oconnor	elizabethoconnor1971@yahoo.com	All, General	Online
2/23/2020 13:01	Morrisville needs public transportation options. Please.	Carol Lewis	Clewismda@gmail.com	All, Bus Service	Online
2/23/2020 13:32	I work from home, so probably not. When I go out it is usually to run errands or go to the grocery store so I'm carrying a lot of stuff. However, I know that many older citizens who no longer drive would appreciate more public transportation options.			All, General	Online
2/23/2020 21:30	Morrisville needs public transportation between the bordering municipalities. This might not decrease the congestion during peak travel times, but it has the potential to do so especially if public transportation in town connected with other municipalities and GoTriangle. This would increase overall utilization. It would be great to have more rapid transit options besides Amtrak.	B Coyne	bcoynercep@yahoo.com	All, Bus Service	Online
2/10/2020 0:00	<p>The only comment I have is that despite numerous petitions from the immigrant, senior and student community, GoCary5 will not be extended to TenTen Rd in order for people to get to Wake Tech Community College. If the consultants in Boston really did their research, they would have tested an extended route in the day and early evening for at least of month when they were deciding what routes to expand.</p> <p>I have talked with UBER drivers in the past year who said the Millpond Shopping Center is one of their most frequent destinations with many Wake Tech Students using these taxis from downtown Raleigh to The Millpond Shopping area where Wake Tech Western Campus is based. If they bothered to even visit the campus at 6:30 p.m. in the evenings, the carpool drop off is as bad as any drop off lane at a Wake County Public School.</p> <p>Extend GoCary5 from the Cary Train Depot, make it stop once at Millpond Shopping Center and then turn left onto TenTen Rd. in order for it to connect to the 40X at Fayetteville Rd. This way students can attend classes at both campuses.</p> <p>In addition, with the National Association for Community College Entrepreneurship headquarters now residing at the Western Campus at Wake Tech, it is even more imperative that the is some mode of public transportation to get there.</p> <p>Jackie Kilberg Cary, NC</p>		jackiekilberg@gmail.com	GoCary, Bus Service	In Person/Email
2/9/2020 0:00	<p>Good Morning!</p> <p>With all of the momentum growing for the Downtown South project, had there been any thoughts about an in-fill station in South Raleigh?</p> <p>Pax tecum et munera magna (Peace and All Good)</p> <p>Dean D Blakeley MD Eastern Wake Internal Medicine 323 Hospital Road Zebulon NC 27597</p>	Danny Thomerson	dftthomer@earthlink.net	GoRaleigh, Bus Service	In Person/Email
2/3/2020 0:00	<p>Good Morning</p> <p>With the stakeholder meetings, what kind of contact with the RDU Airport Authority has happened, if any. I know that with Mayor Baldwin's tweet last week about the 01/30/20 press release, there was some pushback - if no RDU, then why bother.</p> <p>Thanks</p> <p>Dean D Blakeley</p> <p>Pax tecum et munera magna (Peace and All Good) Sent from my iPhone</p>	Dean Blakeley	dbearhug@earthlink.net	GoRaleigh, General	In Person/Email

2/24/2020 13:26	Is there an ability to add service to Route 100, for the airport, for earlier and later departures? Going to hourly service on route #1 GoRaleigh at 7:15pm is way too early. 15 min headways should be expanded by 1 hour each fiscal year. I'm not clear on the Route #6 improvement is this route getting more frequency? Right now it goes hourly during mid-day, will this route get 30 min service throughout the day? The service changes indicate that the high frequency network will be extended to Duraleigh rd, but hourly service isn't frequent. Route 7, just like Route 1 should get greatly expanded 15 min frequency service. To go to hourly at 6pm is too early. I would like to see the progress the transit agency is making to 15 min service headways on all BRT and high service routes. IE GoRaleigh routes 7, route 1, route 15, etc. Additionally, what is GoRaleigh doing to add a high frequency network to serve North Hills, to connect the proposed transit hub to Downtown? The location for the transit hub is not mentioned in the report, but it will be critical the North Hills transit hub is in a location that is walkable / bikeable to ensure safe access to transit.			All, Bus Service	Online
2/18/2020 0:00	The proposal for the # 6 & 70X is on point but will really need a two way route to connect to Durham	Vinnie Mitchell		GoRaleigh, Bus Service	In Person/Email
2/18/2020 0:00	Thank you for your time and presentation. I believe that your options for change are informative. Crabtree is a 2nd transit point for many of us hear at the healing transitions along with downtown & Pleasant Valley. These 3 places are greatly valued to us to catch meetings through various phases of the recovery program for those inside and outside of a program.	Stephanie Smith		GoRaleigh, General	In Person/Email
2/24/2020 13:42	If GoTriangle is head of operations as a more versatile pass for transporting buses would be nice example. My GoRaleigh pass should work on other systems GoTriangle, etc...etc...		jzmine.adolans@gmail.com	GoTriangle, General	In Person/Email
2/24/2020 13:43	Really think that adding the hourly 70x will improve things esp. making the transfer route closer	A. M.		GoRaleigh, Bus Service	In Person/Email
2/17/2020 0:00	I appreciate you coming to the Healing Transitions today! It was wonderful news to hear our bus needs will be met. Thank you - Karen Nemmus	Karen Nemmus		All, General	In Person/Email
2/18/2020 0:00	Thank you for your time and I really think making the bus hourly is a great idea for the ladies hear @ HT [Healing Transitions] in the future		RebeccaEdwards164@gmail.com	All, General	In Person/Email
2/24/2020 13:47	A stop going from HT [Healing Transitions] to Brier Creek w/o having to go into Raleigh.	Rebecca Helean	rebhelean67@gmail.com	GoRaleigh, Bus Service	In Person/Email
2/24/2020 13:48	I love the free wifi and I love riding the 36 bus route.	Jamal Booker	jmalbook319@gmail.com	GoRaleigh, Bus Service	In Person/Email
2/17/2020 0:00	There should be no way that if I get off work at 6 pm I don't get home til 10 pm. I have to catch 3 buses instead of 2.	Brandon Bird	Brandonbird1954@gmail.com	All, Travel Times	In Person/Email
2/17/2020 0:00	Changes to #10 longview needs to start [in the neighborhood?] around 5:00 am		loisyvette4040@yahoo.com	GoRaleigh, Travel Times	In Person/Email
2/17/2020 0:00	The possible extension of the bus times for the 70x and some of the other buses would be / is going to be so beneficial to the women at Healing Transitions. Thank you so much!			GoRaleigh, Travel Times	In Person/Email
2/24/2020 13:56	I think it is an awesome idea and hope other ares can benefit in the future.			All, General	Online
2/17/2020 0:00	The buses be late. Would like to expand the 6 bus line.			GoRaleigh, Travel Times	In Person/Email
2/17/2020 0:00	I feel that the number five route needs to be every 30 mins all the time		sunmoonstarmgmt@gmail.com	GoRaleigh, Bus Service	In Person/Email
2/24/2020 15:47	The Triangle Transit plans continue to fail in providing major access to the largest transit generator in the area. RDU. Full access to RDU will make the system viable to the region. Most great transit systems include major access to the airport. Without access, I do not approve of the plan.	Richard Moore	bcsnowman@aol.com	GoTriangle, Bus Service	Online
2/24/2020 18:21	Would be great to see a commuter rail available as a transportation option in the area!			GoTriangle, CRT	Online
2/24/2020 19:46	Most of the plans involve improvements at existing traffic generators (e.g. Cary Town Center). I am fearful this is short sighted. Look at the in fill development in Raleigh and Durham during the past 20 years. The goal and effort should be toward incentivizing new redevelopment and smart growth with TOD's.	craig groce	craiggro@msn.com	All, General	Online
2/25/2020 0:00	I think this is a blessing and I'm one happy mom that would love this for my kids. Thank you.		irikaelliott77@gmail.com	All, General	In Person/Email

2/25/2020 15:55	<p>Hi,  Thanks for letting me comment on the proposed FY2021 Draft Wake Transit Work Plan. As a matter of background, I have been using Go Triangle Route 305, almost exclusively, as my method of commuting to and from work (Lake Pine/Downtown Raleigh) for the last two and a half years. I have read the proposed changes and while I think most of the proposals, such as, the increased frequency of buses during peak hours and service through the day are great, I would like to voice my concern on the proposed elimination of the so-called "Government Loop" portion of the bus route that serves North Wilmington Street and North Salisbury Street in downtown Raleigh. Changing the bus route to no longer include these stops will make things more inconvenient for state government employees that work that general area to use the bus system. Unfortunately for myself, an additional six blocks to walk to and from the bus stop, the time necessary to guarantee getting to the bus on time (or business meetings, if heading the other direction), including making that walk in potentially inclement weather and/or after sunset would make it less likely for me to continue using the bus as my regular means of commuting to and from work. I don't know the total number of people that would be impacted by eliminating these stops, as I only have knowledge of the last bus in from Lake Pine / US-64 (8:50 am) and the second to last bus out (5:50 pm), but I would think that there are a number of people that work North of Moore Square would.  Thanks for your time and opportunity to comment,</p>	Matt W.	matt.wegner@ncdenr.gov	GoTriangle, Bus Service	Online
2/25/2020 18:38	<p>Super excited about the 305 service expansion. Could you also reroute the line through downtown Raleigh so it takes the same path as the 300/301? The little change causes a bad left turn and sometimes the drivers forget to take it</p>			GoTriangle, Bus Service	Online
2/25/2020 20:26	<p>I have said for years that this type of plan is what this area needs badly if we want to grow. All the major bus routes not just a few need more daily runs say every 20 minutes Monday - Saturday.</p>	Ann Marie Schoeller	amschoel@gmail.com	All, General	Online
2/17/2020 0:00	<p>The Board of Commissioners received an update regarding commuter rail, proposed FY 2021 Wake Transit projects, and the NCDOT S-Line project at its February 10, 2020 work session. As projects are prepared for the fourth year of Wake Transit implementation, the Board is pleased to see the groundwork laid in the beginning years of implementation begin to yield results. Ridership is up for a second year in a row, the Youth GoPass Program continues to be a success, and more communities are now connected to transit. However, much work remains to implement the 10-year vision of the Wake Transit Plan and Wake's residents need to see additional tangible results of its investment. The Board supports the additional fixed route services in the Draft Work Plan, especially the increase for the Caraleigh Route which serves the Oak City Cares facility, the additional frequency for the Glenwood Avenue bus routes, and additional services connecting Wake County communities such as improved service between Apex and Raleigh and Apex and Cary. The Board of Commissioners also supports the additional trips proposed for GoWake Access and is pleased to see the proposed microtransit study to design and test a geofenced service area between Zebulon, Wendell, Southern Rolesville, and the unincorporated areas of Knightdale included in the FY 2021 Draft Wake Transit Work Plan. These services and studies not only support implementing the Wake Transit Plan's big moves of connecting all Wake County communities and enhancing access to transit, but the expanded service also supports the Board's initiatives to increase mobility equity and address needs in vulnerable communities and rural areas. In addition, last year, the Board of Commissioners committed a portion of County federal funds it receives as a subrecipient of Raleigh FTA funding, through FFY 2022, to be used towards a new demand response operations and maintenance facility to be shared by the City of Raleigh and GoWake Access. The FY 2021 Draft Wake Transit Work Plan includes \$4 million of new Wake Transit funding for land acquisition and design in support of this facility. The Board is pleased to be partnering with Raleigh and Wake Transit for this project. At its work session, the Board also discussed the need to continue with actual implementation of capital projects that support the customer experience.</p>	Gregory D. Ford, Chair, Wake County Board of Commissioners		All, General	Letter
2/17/2020 0:00	<p>The Board of Commissioners wants to reiterate its support for bus stops and shelters, and enhanced transit points and park and ride facilities, that support the fixed route bus network being established in the County as a result of the Wake Transit Plan. The Board reiterated that it wants to see these projects designed and built in a timely manner and wants to ensure that the projects are equitably distributed. The Board of Commissioners remains very supportive of the Community Funding Area Program and wants to see Wake County communities match Wake Transit Funding to plan and implement various transit solutions throughout the County. It is excited that two additional municipalities, Apex and Morrisville, have applied for Community Funding Area Program funding. The Board supports continued investment in this program. Finally, the Board of Commissioners remains keenly interested in the implementation of the Plan's major capital investment projects, especially Bus Rapid Transit and Commuter Rail. At its work session, the Board was pleased to see continued progress in the design of the New Bern Avenue Bus Rapid Transit Corridor. However, it reiterated the need for additional, corridor sensitive, public engagement for BRT corridors. The Board of Commissioners also supported moving forward with the next steps of additional study for Commuter Rail. The Board indicated its support for approving a memorandum of understanding for the next phase of the project and acknowledging a cost share methodology for the next phase of work at its March 16, 2020 board meeting. However, as updated cost estimates are prepared as part of early project development activities, the Board wants to ensure that a specific, targeted conversation is had with the Board of Commissioners regarding balancing the implementation of commuter rail against the other big moves included in the Wake Transit Plan. The Board reiterated that ultimately, the voters hold them accountable for the success of the Wake Transit Plan. As updates are made to the transit plan, it will be important to brief and consult with the Board of Commissioners to ensure the continued success of Wake Transit implementation. Thank you and the TPAC for the work that continues in structuring the planning and implementation of the Wake Transit Plan. Wake County continues to be a key partner and is committed to ensuring the implementation of the Wake Transit Plan. Through the County's participation on the TPAC, various project management teams and special study groups, and through the Wake Transit concurrence process, we look forward to the County's participation in these efforts.</p>	Gregory D. Ford, Chair, Wake County Board of Commissioners		All, General	Letter
2/27/2020 7:43	<p>This comment isn't in regards to new plans but relates to a current issue. I use go Raleigh \$25 passes to ride Go Triangle buses because I purchase the Go Raleigh passes in downtown Raleigh at the transit station. Occasionally these passes get deactivated by the card reader on the bus. I have taken the deactivated cards to the Raleigh transit station, where I purchase them from, to get a replacement only to be told I need to have Go Triangle fix the issue since it was their bus that caused the problem. The Go Triangle station is in Durham and I rarely travel to Durham which makes resolving the issue problematic. I end up writing it off as a loss. It would be nice if we could see cohesion and working together between Go Raleigh and Go Triangle to solve issues that arise rather than passing the issue on.</p>	Robert	robert.eaton@usda.gov	All, General	Online
2/27/2020 8:07	<p>I live at the corner of Tryon road and Avent Ferry Road. I wish that there was a bus line down Tryon Road connecting Apex, Cary, and Southwest Raleigh to Downtown along Tryon Road. There is already a bus lane on Tryon Road at my intersection that is unused.</p>		mmarom@outlook.com	All, Bus Service	Online



2/27/2020 8:30	<p>Greetings,</p> <p>It is my suggestion that you all consider a midday bus. This would be valuable to the citizens in the area. In addition, working downtown if I wanted to leave early, I could get off early and take care of things.</p> <p>If I had a doctor appointment in the morning, currently if I caught the bus I would have to stay in Raleigh until 4:00. Please advise. Thanking you in advance.</p>	Yolanda Davis	yolanda.davis@ncagr.gov	All, Bus Service	Online
2/27/2020 10:50	<p>The ability to safely walk or bike to every transit stop within a 15 minute radius of every stop should be a standard, required element of public transportation. For the investment in transit to be a benefit to everyone, sidewalks, street lights, appropriate speed limits and bike lanes are needed to enable people to safely reach transit stops and people should expect this level of safety will exist at every stop on the system.</p>		annieblazejack@gmail.com	All, Infrastructure	Online
2/27/2020 0:00	<p>I'm 75 years old and live at home alone in Wendell. I use GoWake for doctor's appointments. I have to rely on others to get to the grocery store and church. It would be helpful to have a more reliable bus service in Wendell. I would like to have a ride to Eastern Wake Senior Center. I go every day but have to get a ride from a friend. My address is 755 Marshburn Rd Wendell.</p>	Shirley Price		GoRaleigh, Bus Service	In Person/Email
2/27/2020 14:42	<p>I was so happy to see the extension of span and frequency for 305 until I realized you're cutting off the loop downtown that provides close access to government buildings and museums. That seems like a step back in accessibility when you are highlighting the big sum of money that's allowing for the other expansions. It may only be six blocks from the main downtown station to those stops being cut out, but that will limit accessibility for people who might otherwise want to use the bus to get to government buildings and museums, which is something that would be much more feasible with the expansion of the route except for that cutting of the downtown loop. People with mobility issues, disabilities, or even just large numbers of kids will really feel those 6 blocks or might not even be able to deal with that distance. Government employees using the bus are also being neglected with this removal of stops, and I could easily see this additional time and effort added to the commute making those employees less likely to use the bus. I strongly encourage a reconsideration of the removal of that downtown loop on the 305 route. Thanks for soliciting this feedback.</p>	Brandy Martin	scribble@yahoo.com	GoTriangle, Infrastructure	Online
2/28/2020 3:52	<p>I moved here from Denver a year ago and the light rail system there is amazing. Much faster and more efficient than the bus. It would be amazing to have something like that here in Raleigh in addition to the already great transit system that is in place!</p>	Rachelle	rachelleleu85@gmail.com	GoRaleigh, General	Online
2/28/2020 8:33	<p>I am really excited to see the increase in frequency for the #6 bus. I would like the city to consider adding a crosswalk at the stops at Rembert Dr/Fairhill Dr. Utilizing these stops for the #6 bus line requires riders to cross 7 lanes of Glenwood Ave without a crosswalk. I've seen people doing it and this intersection really needs pedestrian improvement.</p>	Shawn McKee	shawnamckee@gmail.com	GoRaleigh, Infrastructure	Online
2/28/2020 18:48	<p>I like the idea of more amenities at the transit stops, you leave out most important one--heated and air conditioned space for people to wait for the buses. As long as there are buses that only run every hour, there needs to be warm or cool spaces for people to wait. That can be accomplished by building those spaces into the stops, or even better, put the stops near businesses that could serve the bus riders. The system needs to be planned around what people need, not what is easiest for the vehicle. The city of Raleigh spent 3million dollars on a station that works great for the buses, but with no place for the people to get out of the cold or heat.</p>			GoRaleigh, Infrastructure	Online
2/28/2020 20:44	<p>On behalf of the Raleigh/Wake Continuum of Care (CoC), a network of agencies providing services to end and prevent homelessness, thank you for the opportunity to share our thoughts regarding the public transit system in the Triangle area. Transportation, or the lack thereof, is oftentimes one of the primary barriers that face the people we serve. Though we are grateful to be in an area of the state that has a high-quality public transportation system, we have some suggestions to share.</p> <p><b>Wake Forest to Raleigh Connector</b> We are delighted there is now a connection between Raleigh and Wake Forest in the morning and late afternoon. In the future, we would like to see it further expand to include midday services so that people may get to and from without having to wait all day for their next ride. This challenge is especially evident to our homeless neighbors who may need to access emergency shelters by a certain time to ensure they get a bed for the evening but without an added midday stop, obtaining shelter becomes increasingly difficult.</p> <p><b>Access to all Wake County Regional Centers</b> Our CoC utilizes the Regional Centers as Access Sites so that clients may get enrolled into the Coordinated Entry System and obtain mainstream benefits such as Medicaid/Medicare, Supplemental Nutrition Assistance Program (SNAP) benefits, Temporary Assistance for Needy Families (TANF), and/or Work First benefits. Additionally, the absence of bus stops directly in front of, or closer to, the Regional Centers makes it much more challenging for people with small children, disabilities, or other impairments to obtain access to such services. Extending stops to all the Wake County Regional Centers would improve the accessibility for clients in need of these mainstream benefits, homelessness prevention, or homeless services.</p> <p><b>Affordable/Reduced Fares</b> Because our CoC works with individuals and families with little to no income, we are always cognizant of the burdens they face as it relates to finances. Our team are always identifying ways to assist our clients in managing their limited resources. Programs that have been implemented to reduce or eliminate fares including free bus rides for seniors and youth are vital to the population we serve, and we are excited they exist in our community. Ensuring that programs like these remain stable allow our service providers to always have at least one resourceful option to share with our clients who have transportation barriers. Additionally, we hope that Go Triangle continues to be considerate to our population regarding fare changes as transportation barriers affect one's ability to improve socio-economic factors such as employment and housing opportunities.</p> <p>We are grateful that Go Triangle has made it a point to reach out to our community. We are pleased with the current quality of the public transportation system and we are excited to see the future improvements.</p>	The Raleigh/Wake Partnership to End and Prevent Homelessness		All, General	Letter
2/29/2020 18:28	<p>Hello. East Wake county here. Anybody listening. Maybe I'm wrong but I don't see any improvements to transit to Knightdale, Wendell and Zebulon. Maybe you don't hear us because we have an older and poorer population that can't or doesn't get that involved. However we still need transit options. Especially since we are old and poor. Getting to a doctor and the store would be nice. Can't do it with the current situation and the future plans don't include us. Sure, you have GoWake. But have you tried to use it yourself. You wouldn't be pleased and most definitely you would be inconvenienced. How about throwing us some bones. More stops in each town would be a good start. And maybe shelters and access to those stops as well.</p> <p>There are a lot of new neighborhoods developing in eastern Wake county. Perhaps you could be proactive instead of reactive. But actually you are currently neglecting our part of the county.</p> <p>Thanks for taking the time to read this.</p>	Joe Caughlan	joe.caugh@gmail.com	GoRaleigh, Bus Service	Online

3/2/2020 8:56	<p>I agree with the allocation of FY2021 WTP funding to the service increases on Glenwood Avenue. However, I believe that additional revenue-neutral service changes are warranted at the same time. Doing so will help Raleigh implement the WTP more rapidly and reduce the number of service changes needed in a given area. Please consider making route changes as planned in the Wake Transit plan for these existing routes: 8, 16, 24L and also consider changes to #2. Specifically:</p> <ul style="list-style-type: none"> <li>- Route 8 via Capital, Wake Forest, and Six Forks to Midtown at existing frequency (implement route 8 package but at existing frequency)</li> <li>- Adjust 24L to be bi-directional between Wake Forest and Midtown along the current eastbound route</li> <li>- Reconfigure the 16 to serve the Midtown to Centennial Campus Route (implement route 16 package at existing frequency)</li> <li>- Consider re-routing GoRaleigh #2 directly to downtown Raleigh via Wake Forest Road and Capital Blvd, rather than the slower route via Whitaker Mill. The additional of service to the east and west ends of this corridor may make it acceptable to eliminate the local stops the low-density affluent area in between.</li> </ul> <p>The only places that will lose service following this suggestion are:</p> <ul style="list-style-type: none"> <li>- St. Mary's Street between Glenwood and Oberlin. This corridor is within walking distance of the now-high frequency Glenwood Service and is still served on the west side on Oberlin Road.</li> <li>- Whitaker Mill Road, which will have frequent service on the west end on Glenwood and on the east end with the combination of the #2 and #8 service along Wake Forest Road.</li> </ul> <p>Other benefits of the suggestion:</p> <ul style="list-style-type: none"> <li>- Elimination of redundant 16 service on Glenwood between Oberlin and Crabtree Valley.</li> <li>- Creation of frequent service (at least during peak hours) on Wake Forest Road, between downtown and Six Forks Road.</li> </ul> <p>Thank you for considering my suggestion.</p>			GoRaleigh, Bus Service	Online
3/2/2020 11:36	I need transportation locally. I need help walking. There are no sidewalks and I need help (a ride) going downtown and to medical appointments. I am 81 and need a ride to Raleigh or Wake Forest, etc. Travel by car or a van would be helpful. Sidewalks and a paved street are a necessity. I live on Old Oaktree Road in Wendell. A ride to the local senior center would allow me to attend more often. Rides to doctors who see you at unusual times would be great. This area is sadly lacking in things for seniors. HELP. Trips to the polls would help on election day.	John Saunders	jsaundersrph@gmail.com	GoRaleigh, Infrastructure	In Person/Email
3/3/2020 8:42	Wendell is in much need of an improved bus system. We also need sidewalks, better marked crosswalks, bus connections that would go from Raleigh, Garner to Knightdale and Zebulon. Service that connects main shopping center Walmart, Target, etc. The bus system needs to be handicap accessible. I am a retired senior.	Carolyn Murphy		GoRaleigh, Infrastructure	In Person/Email
3/3/2020 8:43	It does not do me any good. I need to carry my wife to hospital and doctors in Johnston Co (Clayton). She is wheelchair bound.	Wade Bender		All, General	In Person/Email
3/3/2020 8:49	I live in the County. Have to depend on my children to take me to the grocery store. I am retired have to depend on someone else. I have to walk to get wherever I go out to or have someone else. No bus is very needed.	Blanche Mitchell		All, General	In Person/Email
3/3/2020 8:52	I am retired and live near Johnston County/ mail come from Wendell, NC. My address is 1189 Lake Wendell Rd, Wendell, NC 27501. I like this place, Eastern Wake Senior Center. I depend on my family to get me here, store, and other places.	Katherine O'neal		All, General	In Person/Email
3/3/2020 8:56	I need a bus to take me from my house to the senior center in Wendell. Also to take me back home every Mondays to Fridays. I live in Wendell NC, at 701 Marshburn Road Wendell, NC 27591. I am 65 years old (1/28/1955). I always walk to the senior center every day and back home too. So, I need your help. Thanks. I work with the Senior Center at meals on wheels section every Monday - Fridays.	Helen Fregene	Helenefregene@gmail.com	GoRaleigh, General	In Person/Email
3/3/2020 8:58	Hello, to whom it may concern. I'm an 89 year senior. I drive, but how much longer. I would like to walk around a little. But it's no side walks or bus that I can take just to go out in the evening. I live in a senior development.	Annie Washenston		All, Infrastructure	In Person/Email
3/3/2020 9:20	We need side walks lowcost transportation or no cost. Events for seniors that are low cost.	Claudie Lackner	twopoodlepups@aol.com	All, Infrastructure	In Person/Email
3/3/2020 9:31	Please consider helping us with transportation as many of us are helpless without a way to get around -- also sidewalks and crosswalks would help when we try to walk -- caution signs etc. would be helpful. Glendale Blvd and Sally Brook Road please.	Donna Wall	dewall24@gmail.com	All, Infrastructure	In Person/Email
3/3/2020 9:40	Need a bus to go to the Wal-Mart store, senior center, see my daughter, son, Roses. Need to go and not have to be in a hurry to get back home.	Nellie Holmes	Nellieholmes2113@gmail.com	All, General	In Person/Email
3/3/2020 9:48	Need transportation from home to center and from the center back home. Also to the doctors or to stores and be picked up.	Martha Debram		All, General	In Person/Email
3/3/2020 9:52	We need rides to get EWSC and go to doctors, grocery shopping. Side walks those that walk to EWSC to visit loved ones that live in Wake County. Need rides to outings.	Avery O'Neal		GoRaleigh, Infrastructure	In Person/Email
3/3/2020 9:54	Wendell is in need of buses or vans with a lift for wheelchairs and seniors who cannot step up on high steps. Side walks, vans to pick up seniors for doctors appointments, grocery store.	Sarah Henderson		GoRaleigh, Infrastructure	In Person/Email
3/3/2020 9:57	I live in a senior living community and need transportation from my apartment to the grocery, doctor and Walmart for prescriptions. I also need transportation to the senior center for exercise, activities, socialization and nutrition. Age: 81 w/ visual disability.	Ofelia Rota		All, General	In Person/Email
3/3/2020 9:59	Transportation for doctors appts in Durham and Raleigh. Transportation to Senior Center for hot lunch. Knightdale, Wendell and Zebulon need to get together and combine funds for one MUCH LARGER Senior Center to service all 3 communities.	Martha Coley	mcoley51@gmail.com	All, Bus Service	In Person/Email
3/3/2020 10:06	I sorely need transport to my doctors appointments and sometimes here in Raleigh.	Sanchea Hassods		GoRaleigh, General	In Person/Email
3/3/2020 10:12	Although I drive myself, I am disabled and am mindful of my future needs and the needs of my fellow elders. There is a huge need for reliable, affordable, handicapped accessible transportation, preferably door-to-door. The area also requires side walks, crosswalks, and traffic lights so those within walking distance can be safe.	Paula Reich		All, Infrastructure	In Person/Email
3/3/2020 10:15	Desperate need for no cost or very low cost transportation, especially to the Senior Center in Wendell; Dr.'s appt. nearby and over to Rex Hospital area. Provide frequent times and many areas, along with many bus stops in many areas. Provide more safe walking areas especially sidewalks for seniors to get to nearby areas. Seniors need help to stay active.		mspycc@yahoo.com	All, General	In Person/Email
3/3/2020 10:19	Instead of "big buses" use cars so you can go to individual houses and pick up; maybe can coordinate rides with one or two or three people going to close places.	Eastern Wake Senior Center		GoRaleigh, General	In Person/Email

3/3/2020 10:22	Need transportation for grocery shopping, Dr. appt. So many of us need transportation to take advantage of Sr. Center. Private Transportation. Public Transportation. *Disability Transportation. Care sharing. Funding for Uber, Lyft.		fryjack9@yahoo.com	All, General	In Person/Email
3/3/2020 10:23	We as seniors need to be able to have available a way to go to the the doctor, grocery shopping, when they are not able to do it themselves. The best solution will be to provide private transportation to satisfy their need to do these important activities.	Sara Ortiz	sortiz955@gmail.com	All, General	In Person/Email
3/3/2020 10:26	I am 74 years old need affordable transportation for doctors appointment in Raleigh mostly. Also to dentist and grocery store. Would love to get out of town for a little day vacation but need transportation. Thank you in advance for anything that can be better.	Eastern Wake Senior Center2		GoRaleigh, General	In Person/Email
3/3/2020 10:27	Need less buses and more private business supported by medicare and medicaid. Not everyone can get to a bus stop; car can go to individual homes. A fleet of cars costs less than a bus.	Eastern Wake Senior Center3		GoRaleigh, Bus Service	In Person/Email
3/3/2020 10:43	Two weeks ago, the advisory group for our Transportation Plan met, and they had the following comments regarding Transit as they pertain to Zebulon. <ul style="list-style-type: none"> <li>â€¢Relocate the existing bus station to a visible location for convenience and safety. (Right now it is behind an auto parts store and is not visible from the public right of way).</li> <li>â€¢Increase frequency of both weekday and weekend service</li> <li>â€¢Extend service to the Wal Mart</li> <li>â€¢Extend service to the north side of US 264 to tap into the new growth occurring up there and as a possible park and ride option.</li> <li>â€¢Keep the East-Trans Commuter Rail as a potential future option with a park and ride facility at/near Five County Stadium</li> <li>â€¢Improved materials to show the location of the stations</li> <li>â€¢Improved materials to show the other transportation options including the last mile and pick up services for mobility impaired.</li> </ul>	Michael Clark	mclark@townofzebulon.org	GoRaleigh, General	In Person/Email
3/3/2020 11:31	We greatly appreciate the opportunity to provide input on the FY 2021 Wake Transit Work Plan. As you know, Habitat Wake partners with the community to provide affordable homeownership opportunities in Wake and Johnston Counties. Creating access to robust public transit options is one of Habitat Wake's priorities for FY 2021, as transportation costs can serve as a significant barrier to households who are struggling with housing affordability. Housing and transportation account for the largest percentage of the average household's budget. Access to reliable public transit reduces these costs and helps enable economic mobility for the families Habitat Wake serves. Thank you for your continued efforts to extend transportation options to all communities in Wake County.  After reviewing the draft 2021 work plan, we respectfully submit the following comments:  We support investment in construction for the new East Raleigh Transit Center. This transit center will provide access and critical connections for many of our homeowners that live in the area. Habitat Wake has over 100 homes in Maybrook Crossings, Augusta Landing, and Dowling Ridge neighborhoods south of Poole Road. In addition to the implementation of this transit center, our homeowners would greatly benefit from bus service up and down S New Hope Road to connect them to the East Raleigh Transit Center. This would vastly increase mobility, not just for Habitat homeowners, but also for hundreds of other residents living south of Poole Road and off of S New Hope Road. Looking toward the future, Habitat Wake is planning to build more than 90 homes off of Old Poole Road and S New Hope Road in the next couple of years. Added service up and down S New Hope Road will be increasingly impactful as Habitat homeowners further populate the area. Homeowners would also benefit from a stop at the intersection of Old Poole Road and S New Hope Road. Habitat Wake supports the \$6 million proposed allocation to improve bus stop locations. On a broader scale, we feel that standardized improvements to bus stop locations is an important need. Habitat Wake homeowners have raised concerns about inconsistencies between various bus stops that they frequent and have expressed a desire to know what to expect as far as safety and amenities when traveling between locations. Habitat Wake recommends implementing a standard baseline for bus stop safety across the service area, including lighting, sidewalk access, shelters, and other safety-related features. A system like this would help public transit users feel confident that they will have a safe walk to their next destination.	Bill Ahern	holly.gallagher@habitatwake.org	GoRaleigh, General	Letter
3/3/2020 11:31	Habitat Wake supports the \$1.6M allocation of funds to continue to enhance, design, and construct new and existing Enhanced Transfer Points, as well as the \$5.6M to support the Midtown and East Raleigh Transit Centers. We recognize that connecting bus service to these Transit Centers and Enhanced Transfer Points will allow for people to make connections without needing to travel into downtown Raleigh, ultimately boosting efficiency and lowering commute times. We continue to receive positive feedback from our homeowners with children who have been utilizing the Youth GoPass program. Habitat Wake is pleased to see that this program will continue to be funded for the next fiscal year. We also support investments in mobile ticketing. Habitat Wake has received positive feedback from homeowners and potential homebuyers about added service in Southeast Raleigh and East Wake as a result of the FY2020 Wake Transit Work Plan. In particular, we appreciate the Route 17 service that travels along Rock Quarry Road to the Shoppes at Battle Bridge. We would like to see an added stop at or near Laura Glen Drive. This would create better access for homeowners in Abington Ridge. Similarly, in Knightdale, we would support a stop for Route 33 on Robertson Street. This would provide closer bus stop access for 17 future Habitat families that will be purchasing new homes off of Flowers Street and Kelley Meadows Drive. As part of the broader transit planning process, we recommend establishing procedures and funding for NCDOT and local transit agencies to work together on critical projects in localized areas. For our homeowners, there are a variety of transit and neighborhood concerns that arise in areas with varying jurisdiction, leading to questions about how to move forward in addressing important projects. Thank you again for your consideration of our comments. For additional questions or information, please contact Holly Gallagher, Habitat Wake's Advocacy Coordinator, at (919) 744-2432 or holly.gallagher@habitatwake.org.	Bill Ahern	holly.gallagher@habitatwake.org	GoRaleigh, General	Letter
3/3/2020 11:41	We would really like a 6:30PM outbound 8 bus! It would be life changing. I can't walk home in the cold again. -2 riders.	GoRaleigh Rider		GoRaleigh, Travel Times	In Person/Email
3/3/2020 11:43	discounts for reentry community.		natalie.mabon@wakegov.com	All, General	In Person/Email
3/3/2020 11:45	I want the Garner route to be run on the weekends.		clint.graves@gmail.com	GoRaleigh, Travel Times	In Person/Email
3/3/2020 11:48	Build an indoor terminal for passengers please!!!	Mrs. Tina		All, Infrastructure	In Person/Email
1/30/2020 9:09	300000+	Brenton	brenton.leanhardt@gmail.com	All, General	Online