



## Triangle Regional Transit Program Public Comments Received September 1 – October 31, 2010

Date	Round 2 public workshops	Attended	Commented
9/14/10	Chavis Community Center	62	27
9/15/10	Wake Forest Town Hall	19	1
9/16/10	Carrboro Century Arts Ctr.	37	8
9/21/10	Durham Station Transport Center	91	50
9/22/10	Morrisville Town Hall	82	29
9/23/10	Garner Historic Auditorium	27	10
Through 10/31/10	Comments submitted by email, website, postal mail		29
	<b>TOTAL</b>	<b>318</b>	<b>154</b>

A Comment ID was generated automatically when the comments were entered manually and verbatim from an original comment form into the Comments Database. Comments were edited for readability only. Inserted/edited words are marked with editor's [brackets.] All other abbreviations, misspellings, etc. were unchanged. Respondents were asked to rate importance of the Corridor Evaluation Criteria on a scale from 1 to 5 (1 = not important, 5 = very important)

Comment ID	Date Received	Comments Received	Mobility Rating	Socioeconomic Rating	Land Use Rating	Financial Rating	Zip
185	9/14/2010 12:00:00 AM	Spell out NERC.	4	5	4	4	27604
186	9/14/2010 12:00:00 AM	Better presentation this round! Appreciated Damien's presentation - helped dispel confusion. I'm not sure why people would check "no" in any of the boxes in reverse...some elaboration on the reasoning for opposing the three proposals might be better explained? The public should have access to the data used to formulate the [solid dark circle, half dark/half white circle, solid white circle drawn].	5	4	4	3	27603

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188	9/10/2010 12:00:00 AM	What objectives do you hope the Triangle Regional Transit Program will achieve? a community that is more ecologically based. What is one new thing you learned at today's workshop? I didn't attend and am not available on the day in Raleigh. Please write any additional comments or questions regarding the Project. I support a rail system and a functional bus system. The nearest bus stop to me is over 2 1/2 miles. I have an 85 years old father. I can't get him to stop driving because there is no way he can get around Durham without a car.	5	5	5	5	27707
189	9/7/2010 12:00:00 AM	What is one new thing you learned at today's workshop? Very Little...More talk.. Less Action. Please write any additional comments or questions regarding the Project. I would like to see More Bus Shelters Throughout the city of Raleigh and maps that show where you are going. Plus, more Night service. People do work Second and Third shift, Rather that at 6:00 p.m. Also Better weekend service as well.	5	5	5	5	27801
190	9/14/2010	[No comment written]	4	5	4	3	27601
191	9/14/2010 12:00:00 AM	#5 note: #7 is better, need to include RTP. It would make more sense to base proposed routes on where people are going. I work at NCSU & drive Western Boulevard every day. THOUSANDS of people commute from Cary to NCSU, and I don't see all that many vehicles continuing to Downtown. If you want to reduce traffic on roads, you need to know where the drivers are going. It is essential to include RTP.	0	0	5	0	27606
192	9/14/2010 12:00:00 AM	5. #7 is best, goes to RTP. 7. Yes and No checked with question, "to SE Wake?". There is no information describing the selection criteria and rankings. Need some way to identify destinations along the routes. Need to ask why people would use a particular route - again destinations! Realtors guide people to Cary - a Cary/Morrisville to NCSU and Morrisville & Downtown is essential. What is the draw for the route north - it is on every Wake Co. option. Maps lacked detail to tell where destinations, rail, are located. Many people work until 5:00 or later - RTP - getting to a meeting by 6:00 (the presentation) can be challenging.	4	4	5	3	27606
193	9/14/2010 12:00:00 AM	R-777 sticky note. I prefer downtown D - less impact of elevated transition to grade on street life and supports Fayetteville St./St. Gov axis. Support Trinity Road loop.	4	3	5	2	
194	9/14/2010 12:00:00 AM	I feel pessimistic after watching the slides. It looks like light rail is the anointed choice. I have seen busways in operation in Australia and they are fantastic. They would fit our region better than light rail (see my editorial in the News and Observer on Aug. 31 for details). It does not look like busways will be taken seriously during the rest of the study. Hope I am wrong...	2	3	4	5	27604

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195	9/14/2010 12:00:00 AM	[No comment written]	3	5	5	5	27601
196	9/14/2010 12:00:00 AM	5. Yes, Based on criteria offered. Sticky Note: Downtown Raleigh WYE. Need [illegible word] feeder buses from SE Raleigh.	4	5	5	5	27604
197	9/14/2010 12:00:00 AM	5-7: I am not convinced and have any info to decide if best options. Combo of light rail/bus important. Alignment priorities: not impinge on neighborhoods - add to not detract from. prioritize current needs/gaps with eye to future - and coord. with existing plans.	3	5	5	4	27608
198	9/14/2010 12:00:00 AM	A major criteria should be guidance or influence on future development. Transit should be an investment to assure achievement of the region's vision for the future. Good connection to the airport is critical to the region's image and worth the investment. Direct Raleigh-Chapel Hill corridor may be necessary to provide competitive transit for time of trip. I was recently in two European cities that had detailed current information on arrival of the next bus/train/tram (minutes to next bus/train tram). This was at selected stops, not every stop.	3	4	5	2	27608
199	9/14/2010 12:00:00 AM	[No comment written]	1	3	4	5	27610
200	9/14/2010 12:00:00 AM	[No comment written]	5	2	5	3	27603
201	9/14/2010 12:00:00 AM	Sticky note: If the majority of high paying jobs are in TRP wouldn't it make sense to link RTP to downtown to allow high density populations including low income and minority populations the opportunity to work in RTP without the lengthy bus commute? St. Augs & Shaw should be able to benefit it is a way for faster travel for those unable to afford a reliable car.	0	0	0	0	
202	9/14/2010 12:00:00 AM	Provide bus connection to RDU from Morrisville.	3	4	5	4	27602
203	9/14/2010 12:00:00 AM	[No comment written]	5	5	3	3	27606

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204	9/14/2010 12:00:00 AM	Sticky note: Downtown Raleigh WYE. Option "C" gets my vote. 1. Harrington currently less travelled. 2. West Street needs separation from rail as N-S corridor into Union Station. 3. Appears to be least expensive. 4. GlenSouth Station location is perfect!	0	0	0	0	
205	9/14/2010 12:00:00 AM	[No comment written]	5	4	5	4	27601
206	9/14/2010 12:00:00 AM	[No comment written]	5	5	4	5	27603
207	9/14/2010 12:00:00 AM	Please look at taking light rail out of the existing ROW and along the east side of Norfolk Southern tracks. This is a friendly amendment to Wake Corridor #8.	0	3	5	3	27603
208	9/14/2010 12:00:00 AM	1. What does this mean? Absolutely too confusing. 5-7: Don't know, 5. Maybe	0	4	5	4	27605
209	9/14/2010 12:00:00 AM	5. Yes, but stop it at I-440 going north. 7. Connect #8 and #4 with light rail. I can support #8 or #9 if and only if the stretch from I-440 North to the NERC is removed. Go from I-440 south and west to NW Cary for Leg #1, Leg #2 is Durham-Orange #4, finally connect the two legs and force the issue of connectivity to the airport. Development and political interests only want the one mile piece from downtown Raleigh north to I-440 so they can develop it - which is why it is part of every map. The arguments: 1) if we build it then it will spur redevelopment 2) We want instant ridership. You can't have it both ways! If the "one mile" piece gets built they won't care about anything else. Remove the stretch from I-440 north to NERC. Promote these [workshops] more!!	5	5	5	3	27607
210	9/16/2010 12:00:00 AM	While I do agree that Durham-Orange #4 is probably the best route going into CH, I still believe an extension into Carrboro should be considered, given its high population density, ridership rates, and land use to support a light rail line. It shouldn't be discounted just because it's close to Chapel Hill. A slight extension would capture a good amount of riders. Also to be considered: Carrboro and W. Chapel Hill businesses that would support such an extension and benefit from it.	4	5	4	5	27516
211	9/16/2010 12:00:00 AM	Unidentified sticky note: Chapel Hill/Durham RTP: Need to see a "Plan B" that incorporates existing routes in Chapel Hill Durham & north RTP. "Plan B" would use busy hybrid BRT/bus and BRT until LRTP available. Meadowmont Alignment: Preference Hwy 54. Durham/Chapel Hill: Priority 1 - strengthen link between Durham/Chapel Hill downtowns. Utilizing BRT/LRTP on 15-501 Align A routes. 2-4	0	0	0	0	

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		proposed.					
212	9/16/2010 12:00:00 AM	An extension into Carrboro would be ideal. Carrboro is a high-density area with high ridership rates that has become a destination location.	4	5	5	4	27516
213	9/16/2010 12:00:00 AM	Another thing that's important to consider is how soon people can start riding. We should try to be taking as many cars off the road and causing as much TOD as possible as soon as possible.	4	4	5	2	27510
214	9/16/2010 12:00:00 AM	added "5. Impact on Environment" rating "5" to the list of most important criteria. Most important criteria for me is what impact on our environment, including land, H2O, air, reducing car travel by any means would be most significant.	3	4	3	3	27510
215	9/16/2010 12:00:00 AM		5	4	5	4	27514
216	9/16/2010 12:00:00 AM	South Square alignments B&C do not take advantage of planned mixed use development east of Shannon Rd; alignment A does! Meadowmont-Leigh Village Alternate C is not consistent with the Durham Comprehensive Plan. That Plan identifies a high-density-mixed use ped. friendly neighborhood at Leigh Village to benefit from and take advantage of regional transit.	0	0	0	0	27701
217	9/16/2010 12:00:00 AM	Would like to see the preferred Durham-Orange County alignment extend to Carrboro.	4	3	5	3	27510
218	9/21/2010 12:00:00 AM	[No comment written]	4	3	3	4	27713
219	9/21/2010 12:00:00 AM	Customer svcs is the worst from most drivers and the routes are at the worst timing, accountability, length of some routes, punctual taking off at terminal when late buses come pulling off from customers, DATA has a 3 min rule. Bus drivers make it worse when the buses are late with bad attitudes.	3	3	3	3	27713
220	9/21/2010 12:00:00 AM	nothing, everything has been clearly explained.	5	5	4	5	27707
221	9/21/2010 12:00:00 AM	I love it.	5	1	5	5	27705

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222	9/21/2010 12:00:00 AM	I think the "development potential" category for the UNC Hospitals to Alston Ave is wrong. It is actually a high performer - the consultant needs to look more closely at the Durham Comprehensive Plan and actual land use.	5	4	4	3	27701
223	9/21/2010 12:00:00 AM	[No comment written]	4	4	5	3	27701
224	9/21/2010 12:00:00 AM	[No comment written]	4	4	4	4	27713
225	9/21/2010 12:00:00 AM	Increase bus service to Wake Forest, Knightdale, Apex, Cary, North Raleigh, Wendell, Zebulon, also increase bus service on Saturday, add Sunday service, install drink & Nab machines in transit lobby at RTP, implement bus service to Morrisville.	0	0	0	0	27704
226	9/21/2010 12:00:00 AM	The only thing that makes sense at present as a top priority is commuter rail in the NCRR corridor between Selma and Burlington. Light rail is a LOW priority. Commuter rail should be operated by the NCRR as it transcends local boundaries. If local organizations try to do rail transit, they will totally screw it up.	5	3	3	1	27707
227		Everything clearly explained.	5	4	5	4	27707
228	9/21/2010 12:00:00 AM	[No comment written]	5	5	5	5	27705
229	9/21/2010 12:00:00 AM	I would like to see it expand into new developed areas.	3	2	5	4	27707
230	9/21/2010 12:00:00 AM	1/2 cent sales tax MUST pass. I personally commit my time & energy to whomever coordinates/leads this effort. 1st phase in my opinion must connect Duke and RTP with further extensions to NC State to the east and UNC to the southwest. Who suggested it go to [Veridea]?	3	4	5	2	27704
231	9/21/2010 12:00:00 AM	I am happy to join in this meeting. I am new here in Durham. My home country is China. I am very enjoy to live here. I am so happy to hearing the Transit future plan. The presentation is great. English is not my first language but with the photo and talk with the staff I am easy to understand. Look forward the coming public workshop.	5	5	4	5	27713
232	9/21/2010 12:00:00 AM	I believe the light rail/streetcar component of the plan has the most potential - to connect people and drive land use and density.	5	4	5	3	27701

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233	9/21/2010 12:00:00 AM	[No comment written]	5	5	5	5	
234	9/21/2010 12:00:00 AM	Serve middle class areas. Serve the airport and other inter city transit hubs. I think mass transit fails to get the necessary political support because its benefit is often limited to the least politically influential.	4	2	5	5	27705
235	9/21/2010 12:00:00 AM	[No comment written]	5	5	5	5	27705
236	9/21/2010 12:00:00 AM	To enhance existing service, bus stops, and bus shelters and then continue discussion regarding regional transit.	5	5	5	4	27703
237	9/21/2010 12:00:00 AM	The only other thing I would mention is to keep in mind the population growth of southern Wake/Johnston counties in future phases of the corridor. This has been one of the larger growing areas in the state. The commuters coming from Holly Springs, Apex, Fuquay-Varina have a limited # of corridors & routes to choose from. Also, I would agree w/ the presenter that improving bus service & making it more frequent is a good way to start.	5	4	4	5	27707
238	9/21/2010 12:00:00 AM	Day travel to and from work is important, but so is leisure. The Triangle could really benefit from transit to sports stadiums and performance venues on as needed basis to major events.	3	5	5	4	27705
239	9/21/2010 12:00:00 AM	[No comment written]	5	4	3	3	27701
240	9/21/2010 12:00:00 AM	[No comment written]	5	4	3	3	27701
241	9/21/2010 12:00:00 AM	[No comment written]	4	4	4	4	27703
242	9/21/2010 12:00:00 AM	I believe this would excellent for these areas, I believe that there would be less accidents on the roads. Some of the men I had to have to sell me the ideal ant talk to me like they believe it and could make me feel safe about riding it; because I did have some fears about. I also wanted to know if they believe in what they were saying and it was not about making money and 1/2 do the job.	5	5	5	5	27704

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243	9/21/2010 12:00:00 AM	You need a stop at the DATA station.	4	5	5	4	27604
244	9/21/2010 12:00:00 AM	Most of the staff were talking to each other.	3	4	5	5	27702
245	9/21/2010 12:00:00 AM	[No comment written]	2	4	4	3	27707
246	9/21/2010 12:00:00 AM	[No comment written]	4	5	5	3	27701
247	9/21/2010 12:00:00 AM	Buses need to be reliable, not necessarily available. Need run route schedules on time. And should offer weekend & night transportation.	5	3	5	5	27703
248	9/21/2010 12:00:00 AM	#7. Eventually. We need bus solutions now and rail for the future.	4	4	5	4	27510
249	9/21/2010 12:00:00 AM	[No comment written]	5	4	4	5	27701
250	9/21/2010 12:00:00 AM	I take Triangle Transit from Durham to Chapel Hill and return and I'm already ok with it.	4	3	4	5	27702
251	9/21/2010 12:00:00 AM	[No comment written]	2	0	2	2	27701
252	9/21/2010 12:00:00 AM	Wake alternatives all seem to beat D/O ones. Is this simply larger population? I like the airport link	4	4	4	4	27707
253	9/21/2010 12:00:00 AM	[No comment written]	0	5	5	5	27707

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254	9/21/2010 12:00:00 AM	[No comment written]	5	4	4	5	27701
255	9/21/2010 12:00:00 AM	need more buses; driver should be on time more regularly. Most helpful: seeing different buses.	5	4	4	1	27701
256	9/21/2010 12:00:00 AM	[No comment written]	4	3	5	3	27705
257	9/21/2010 12:00:00 AM	I think it is a wonderful idea that should be taken very seriously. We have waited too long for this to be talked about I hope that you guys get this going.	5	5	5	5	27701
258	9/22/2010 12:00:00 AM	Present auto alternatives of traffic projections how long will commute be & what would the cost of additional roads or convert existing roads to require smaller cars. These are the prices of non-action, plus pollution. Workshop location: crowded	5	2	3	4	27511
259	9/22/2010 12:00:00 AM	TTA bus service is excellent. I would like to see Hwy 54 converted to a rail/commuter bus/bike/pedestrian route - rather than expanding it to 3 lanes each way. We need a multi-modal transit station in Cary or Morrisville to expand TTA bus service to the exurbs. Raleigh/Cary & Morrisville need to stop widening their roads and convince their residents that they can't pave their way out of congestion. There is a leadership deficit in CAMPO & the municipalities on transit.	5	5	5	3	27513
260	9/22/2010 12:00:00 AM	Corridors #1 and #3 are best. This was better than Round One because of the presentation. But much better job could be done with give-and-take from audience. Questions should have been taken & transcribed after presentation. I talked to "men in ties" during round one w/out much sense of authentic listening & remembering of feedback. Why not use technology tool like Survey Monkey to give broader feedback?	4	4	5	3	27523
261	9/22/2010 12:00:00 AM	sticky note on downtown alignment Raleigh board: D - We need to get relatively close to Convention Center & Fayetteville St., but E is too much.	0	0	0	0	
262	9/22/2010 12:00:00 AM	[comment in box without other ID] I'd be willing to pay a small sales tax to pay for commuter rail. Signed: A Johnston County Resident	0	0	0	0	
263	9/22/2010 12:00:00 AM	I prefer #7. 1) Keep Durham-Chapel Hill #4 serving Meadowmont and St East, (ALTA). These have been planned with transit in mind let's reward that planning. 2) In Wake, I prefer alternate #7 that serves Triangle Metro Center. 3) Need station in downtown	4	3	5	2	27613

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		Durham.					
264	9/22/2010 12:00:00 AM	I would like to see transit service to Morrisville seven days per week to serve the shopping center Walmart & the Cracker Barrel restaurant. I would like to see Morrisville included in the light-rail transit stops.	0	0	0	0	27704
265	9/22/2010 12:00:00 AM	Love to have light rail! Please look at Sacramento CA light rail system similar area. The Sacramento Light Rail works well. Started in Downtown area. Please consider light rail to bus express line to the airport!	4	3	5	2	27560
266	9/22/2010 12:00:00 AM	I am completely for this concept/planning. I hope that it will progress as quickly and as effectively as possible. I want NO waste of funding. And I would be willing for my tax to increase REASONABLY to get it done.	4	3	4	5	27560
267	9/22/2010 12:00:00 AM	Transit is NEEDED sooner than later when corridors can be acquired at less cost. Bicycle and pedestrian considerations should be weighted EQUALLY with cars, buses, and rail. For now Wake Alt 1 is BEST but for long term Alt #8 can get done sooner.	2	4	5	3	27513
268	9/22/2010 12:00:00 AM	Excellent effort. Missing = far reaching concept (50 years)	3	5	3	2	27513
269	9/22/2010 12:00:00 AM	#8 is my second best option. Alt #7 is the best. Primary concern is to have rails at above-grade street crossings so that motor vehicle traffic does not stop/interfere with rail traffic. I favor Wake Alt #7 to get closer to RTP/Durham but not all the way. *Stops in downtown Raleigh MUST be closer to Wilmington St., NOT on west side 6 blocks away - people WON'T walk that far.	5	2	5	3	27560
270	9/22/2010 12:00:00 AM	I prefer Wake Corridor #7, because it includes the Triangle Transit Center, so more riders from RTP can ride to/from work and ease traffic on I-40.	4	2	5	3	27511
271	9/22/2010 12:00:00 AM	We need more bus service within Morrisville. I am concerned about the displacement of businesses/churches already using parts of the corridor rights of way that they have used for years. In my view, the ONLY possible station location in Morrisville should be at Chapel Hill Rd. & McCrimmon Pkwy - if at all.	5	3	4	5	27560
272	9/22/2010 12:00:00 AM	[No comment written]	4	4	5	3	27513
273	9/22/2010 12:00:00 AM	Public transit options from the airport should be advertised to promote tourism.	4	5	5	4	27511

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274	9/22/2010 12:00:00 AM	RTP & the airport need to be factored into the process. Need to consider the densely populated areas, e.g. UNC Hospitals, RBC Center.	4	3	5	3	27560
275	9/22/2010 12:00:00 AM	There would be ore TTA bus riders if bus stops were more convenient to parking, and if there were decent (or any) bus shelters. The trip from Cary to Durham, for me, for example, involves waiting in the rain/heat/cold. These meetings need to be later in the evening, not during rush hour.	5	0	4	2	27513
276	9/22/2010 12:00:00 AM	Need train station in Morrisville McCrimmon @ 54	5	4	4	4	27560
277	9/22/2010 12:00:00 AM		5	3	4	2	27560
278	9/22/2010 12:00:00 AM	Options being evaluated has incorrect assumptions. High density area populations must be connected to work centers/employment centers, universities, sports facilities, regional centers, airports etc.. I prefer to see a map with major density areas and major centers.	3	3	5	4	27513
279	9/22/2010 12:00:00 AM	[No comment written]	5	4	3	4	27560
280	9/22/2010 12:00:00 AM	[added to form question #] 4a. Transit options/availability of non-congested route options - 1 [circled 1, not important, may have meant 5?]. I would like to see a 2035 plan that includes commuter rail between FUV and Cary and/or FUV and Raleigh.	2	3	5	4	27526
281	9/22/2010 12:00:00 AM	Question 4-Financial: Circled 4 & 2. Cost is very important, but not if it means a segment that is too small just so we get federal funds. Q5: DT Cary to Highwoods. DT Raleigh to RTP. Q7: Yes as commuter rail. How can you have corridors that don't start in downtown Raleigh and/or Durham and go to RTP?? (i.e.. #3 w/o UNC & #2 w/o Wake Forest). Highwoods/I-440 should be investigated as an endpoint. An elevated platform in DT Cary is not going to work. Strong support should be given to the near & mid-term bus service expansion. Option D to DT Raleigh. Workshop needs to be held in bigger space.	5	3	3	3	27607
282	9/21/2010 12:00:00 AM	The NW Cary site could support a Park & Ride lot which would benefit Morrisville residents. Extending the first phase Corridor farther to Morrisville (NC 54/McCrimmon Pkwy) could provide more direct/proximal access to RDU, RTP, commercial/office uses in Cary and Morrisville. [Regarding workshop]: Almost too much information. Presentation clear, good.	4	4	5	4	27560

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283	9/22/2010 12:00:00 AM	Bus service in Morrisville is needed and desired. In addition, traffic on NC54 continues to worsen for commuters - transit options are sorely needed; also TDD is planned for an area in town to support a transit station.	3	3	5	4	27560
284	9/21/2010 12:00:00 AM	Please include proximity of bike facilities (current & planned) in your analysis of station locations. Please ensure that bikes can be transported on trains & buses - "last mile" problem. [Sticky note left on LRT Technology Board]: Please make it possible for bicycles to be brought into trains and buses. This solves the "last mile" problem for many people. [Sticky note placed on D-O Conceptual Alignment Board]: 1)Please add bike facilities - existing & planned - to your detail maps. This is an important on-motorized transit nexus.	2	4	5	3	27705
285	9/21/2010 12:00:00 AM	[Sticky note left on Our Transit Future Board]: Suggest acquiring enough ROW to plan for future rail extension up to Franklinton just in case. Should the SEHSR system corridor get approved in this area, you will avoid future resistance from property owners on getting more ROW at that time than getting it now. Land use growth will be growing north from Wake Forest during next 25-30 years.	0	0	0	0	
286	9/21/2010 12:00:00 AM	[on D-O alignment Conceptual Board, arrow points to Memorial and Pettigrew St.]: Put a station where we are today (DATA)!	0	0	0	0	
287	9/21/2010 12:00:00 AM	More bicycle racks/all trains bicycles come free. Sticky note 1: Why aren't TTA/??? lobbying harder to make ALL trains in NC open to bicycle bring on? Boxing bikes = no bikes. Bicyclists LOVE trains & are a natural market. This would be a cheap & easy fix to promote train ridership. Sticky note 2: No transit direct to airport = BAD. Transit ??? isn't NEW anything substantial should be at airport. Sticky note 3: B ??? transit (bus or train) between Durham & Chapel Hill is essential. 1) Work with Duke & UNC to make ??? bus ??? to everyone. 2) Have express buses like between Raleigh & Durham. Sticky note 4: How expensive would it be to use existing Durham-Hillsborough-Carrboro rail line for light rail/trolley? I would like to see this looked into.	4	3	3	3	27701
288	9/21/2010 12:00:00 AM	[sticky note on Chapel Hill alignment] Is there a plan in the works to reach Carrboro/Hillsborough by 2060 or 2080?	0	0	0	0	
289	9/21/2010 12:00:00 AM	[sticky note on Chapel Hill alignment]: Prefer Route B for better access to Central Campus and Hospital. Prefer Route B because less environmental impacts.	5	0	0	0	
290	9/21/2010 12:00:00 AM	[unidentified Sticky note on Meadowmont Alignment]: Getting traffic north/south thru this area is already a bear & plans need to look at effect on local traffic here.	0	0	0	0	

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291	9/21/2010 12:00:00 AM	[Sticky note on Downtown Raleigh alignment]: It looks like the A/B/C alignments make more sense than "D". The traffic on Hargett/Wilmington is not worth dealing with for a long distance system.	0	0	0	0	
292	9/21/2010 12:00:00 AM	[note on Proposed Express Bus Map at Durham]; Expanded regional and express bus service (more trips and longer hours) would be a great thing. Taking a milk run from Chapel Hill to Raleigh is punishing if I miss the Express bus. The expanded web of Express lines looks great.	0	0	0	0	
293	9/21/2010 12:00:00 AM	[comment on fairgrounds alignment]: Avoid Youth Center A, go down Trinity to Blue Ridge instead.	0	0	0	0	
294	9/21/2010 12:00:00 AM	[Sticky note on Fairgrounds alignment]: To get so close to RBC and not actually go there seems penny wise and pound foolish.	0	0	0	0	
295	9/21/2010 12:00:00 AM	[note on Southsquare alignment]: I like Option A.	0	0	0	0	
296	9/21/2010 12:00:00 AM	[note on Southsquare alignment]: I prefer Option B. Thanks!	0	0	0	0	
297	9/21/2010 12:00:00 AM	[note on Southsquare alignment]: I prefer AB Station. 1) closer to me & my neighborhood; 2) Nearer to Forest at Duke; 3) More people; 4) More people.	0	0	0	0	
298	9/21/2010 12:00:00 AM	[note on Southsquare alignment]: Alignment A will serve more people. Likewise station should be closer to Shannon & University.	0	0	0	0	
299	9/17/2010 12:00:00 AM	Durham/metro to downtown should be our top priority. First phase Wake County top priority should be downtown to West Cary. SW Raleigh large low income census tract, NC State, vet school, art museum, RBC center. Cary has high population of NC State and downtown workers. NC State has over 40,000 students, faculty and staff ready for light rail & limited parking.	5	5	5	2	27607
300	9/17/2010 12:00:00 AM	Routes must include the airport!	5	3	5	5	27603
301	9/23/2010 12:00:00 AM	1) Triangle area way behind: Wash DC, Portland OR, & Denmark, etc. 2) Route needs to connect major city centers - Raleigh, Durham - with airport. 3) System needs integration so visitors can arrive, change modes of transportation easily, and not have	2	4	5	3	27606

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		to rely on a car.					
302	9/23/2010 12:00:00 AM	People do not understand that the plan has various components & how they work together. Selling this will depend on ensuring they do & that they can see how they might use it. Also keeping before them how this deals with congested areas we already have & how many roads would have to be built to deal with increase in population.	4	4	4	4	
303	9/23/2010 12:00:00 AM	[No comment written]	4	4	4	4	27529
304	9/23/2010 12:00:00 AM	[No comment written]	4	5	5	4	27540
305	9/23/2010 12:00:00 AM	short lead time; not much publicity	5	4	5	4	27529
306	9/23/2010 12:00:00 AM	Garner has more state employees, Progress Energy, and NCSU employees than any other municipality adjacent to Raleigh - rail transit from Garner to Raleigh would be a much utilized mode of transportation and one of the less costly segments of the plan to complete, due to Garner's proximity to Raleigh.	5	3	5	4	27529
307	9/23/2010 12:00:00 AM	Keep moving forward. We need creative ideas and innovative approaches if we are to maintain a credible transportation system.	4	4	5	4	27529
308	9/23/2010 12:00:00 AM	The plan so far seems helpful for the citizens, but transportation to the main ports/stations are most needed - local transportation to central rail points. When you provide bus etc. service from various locations in the triangle, do consider low income and senior citizens needs as well.	5	4	5	5	27529
309	9/23/2010 12:00:00 AM	Need commuter rail first before light rail, especially to Garner/Clayton.	5	5	3	2	
310	9/23/2010 12:00:00 AM	When you do your evaluations make sure the socio-economic criteria plays a MAJOR role in determining your corridor. Placing a transit system within an area with low-income and minority populations would have a positive impact on neighborhood growth in these areas.	5	5	5	5	27529

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311	9/22/2010 12:00:00 AM	Thank you for the very informative public session that you had in Durham on the regional transit program. I was unable to fill out a comment form at the location so wanted to email my comments now. 5. Wake Corridor #8 – Yes. Looks like a good corridor but most important is linkage from Raleigh to Durham with RTP / Airport in between. 6. Durham / Orange #4 – No. Not convinced this is the best. 7. Durham to Wake – Yes, this should be the top priority. 8. Wake alternative #12 is preferred which is the Durham to Wake connection. In downtown Raleigh; Option E looks best. Include stop at the convention center, route through the heart of downtown, Stop near state government. Consider mixing of light rail and traffic, to reduce costs and speed of implementation. This has been effective in other cities (Amsterdam for example). Include stop near RBC center / fairgrounds. Include airport ... the concept with the circulator that connects to RTP looks interesting. Include technology – wireless connectivity, etc. Thank you for including the link to Apex. While I know this one is a long way out we need to plan for it now so that land is planned properly. Thanks for the opportunity to provide input. 919 387 7009	3	4	5	4	27502
312	9/13/2010 12:00:00 AM	What objectives do you hope the TRTP will achieve? A system that will pay for itself rather than redistributing wealth to developers. Additional comments or questions: You people have no realistic idea of what you are proposing, or how to do it! You have a hidden agenda to enrich a few at the expense of the many. e.g. you get approval for rail, then put bus service on to spur ridership. Why not put bus service on to determine if rail is viable? Duh!	0	0	0	0	
313	9/14/2010 12:00:00 AM	Improving the availability of bus transit for college students and expanding your target audience seems logical. By creating an express that runs to the Northern Wake Technical College campus, congestion on Capital boulevard would be greatly reduced. This also would dramatically reduced the carbon footprint Raleigh is currently creating. Wake Tech increased from 13,000 to 18,000 students this year alone. Parking lots and ramps are being built due to an anti-environmental necessity of the non-carpooling students attending. It is understandable that they unlike myself can't afford an over 3 hour per day bus trip. I ride the bus to attend classes at the northern campus daily. Not only is there not even a bench to sit upon, but we are not even provided with shelter from the elements. I have witnessed a student, confined in a wheel chair, being soaked to the bone by heavy rains. Is it not an obligation of this program to promote the well fair of Wake County college students? I am temporarily disabled, but my injury will heal and I will be able to hold an umbrella and a bag at the same time again. There are those who will not heal, we can at least afford them dignity and respect for the effort they are putting in to attend college. And if anything reduce the amount of vehicles on our roads and set another example to surrounding communities that Raleigh is truly a Green city. Thank you.	0	0	0	0	27610

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314	9/19/2010 12:00:00 AM	Cary is large enough and sufficiently densely populated for the current train station to serve as a terminal, not simply part of a through route, for bus and train service to downtown Raleigh. There is a need for rush hour express service between these two destinations. I tried using the existing bus service, but it is crazy that it takes me over 1 hour during the morning and afternoon rush hours to travel between these two locations when I can drive by myself door to door in less than 30 minutes.	4	1	5	5	27513
315	9/19/2010 12:00:00 AM	A complex system that would also bring into existing highway infrastructures (such as 540 and 440) would be vital in the future of a sustainable Raleigh in forms of transit. It would also bring more citizens to the table in the discussion about Raleigh/Durham/CH's transit future, as more would be affected by change. I also believe that a long-term (30 years) plan would be brilliant to incorporate something with the Triad (WS, HP, Greensboro). By linking these two hotbeds of NC innovation for business and home life, as a state we could surpass all others around us in planning for the future.	5	4	3	1	27587
316	9/19/2010 12:00:00 AM	The idea of connecting Chapel Hill or ANY town to East Durham is absurd! People will not go there to board a train, nor get off there! Do you want the middle class to use this train as well, or not? A better solution that would encourage ALL socioeconomic groups to use it would be to connect UNC hospitals to Duke North, with feeder buses to and from transit parking lots and neighborhoods. Or some similar nodes that all groups would find convenient and perceive to be safe.	4	1	4	3	27705
317	9/20/2010 12:00:00 AM	[No comment written]	5	5	5	5	
318	9/21/2010 12:00:00 AM	The corridors seem like a rehash of what was scrapped by TTA before. This is overall a very shortsighted and weak-kneed plan. There is no direct rail link to the airport, and without that the expected utility of the plan is greatly diminished. Secondly, as a Carrboro resident, who works in RTP, it isn't practical for me to take a ride all the way through Durham, to then get to a bus terminal to get me to work. A closed access bus-route parallel to I-40 or NC 54 would be much more useful, and cheaper. Carrboro/Chapel Hill has the highest bus ridership in the state, the most willing group of people to ride (including myself) but not if two of my most likely destinations (work, airport) are difficult or impossible to get to. To make this work, spend more time, and money, and buy land in corridors that really work, not just assuming existing corridors are the only alternative.	4	3	4	2	27510
319	9/22/2010 12:00:00 AM	wasn't able to make the workshop. I am very interested in the triangle transit plan. I learned about the workshop tonight through Morrisville's Connection and "next week's" broadcast.	3	3	5	5	27560

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320	9/23/2010 12:00:00 AM	With the changing economic climate in our region, we must make sure that the lower income (homeowner) communities have dependable to our developed work centers. These communities may be silent, but they are the least able to contend with rising fuel costs that will continue to increase.	3	4	5	4	27610
321	9/21/2010 12:00:00 AM	Many issues stand to affect the success of a viable Regional Transit system in the Triangle. In particular how the regional bus and rail system will be organized and managed. The top issues, if not addressed, will result in an excessively expensive and unsustainable public transit system that is unaffordable, not user-friendly and which fails to meet the FULL NEEDS of the community at large. No one knows more about Public Transportation, than the public itself as well as those who are out in the field working the system to include the drivers, dispatchers, ticket takers etc. No pedantic Masters Degree, no demographic or feasibility study or third party evaluator can compete with the knowledge of the people who fully use, depend on and ride the transit system. Only they can speak to the effectiveness of the system, as holistic that goes beyond getting to and from work or school. For those who really use and depend on public transportation, the system means getting groceries, going to the Doctor or Pharmacy, attending a meeting, a playa restaurant, a museum, a weekend evening to dance at a venue that crosses two county lines, or getting home after arriving at RDU airport on a Sunday. If TTA is really serious about accounting for public input then the following issues need to be addressed: 1. All TTA meetings announcements need to be highly accessible to the public at large and to be publicized properly. A) Announced regularly on the public news in advance and daily prior to the Public Meeting to include Local Television and Radio, English and Spanish Stations. B) Highly graphic and simple announcements in the Newspapers -Large Print, Black and White, to the point. 3 Articles in the Newspapers, TV interviews. 4. Create a Triangle Wide e-mail list. 5. Posters that can be read easily with large print, high contrast. 6 Have a place on all buses where printed material can be posted for all citizens to read. 7. Have a place at bus gates for citizens to read. 8. Have prerecorded announcement describing meeting over speaker system at regular intervals prior to the meeting date. 9. Have several places at the bus station to post information. 10. Make certain all communications meet ADA standard and are designed to attract attention. ADA requirements effect printsize, web accessibility etc. Refer to CIL for advice -Center for Independent Living, "Alliance of Disability Advocates. The public need for RDU Airport must be included in the plans for the new rail corridor to be truly eligible for capital funding by the Federal Government. The provision of Regional Public Transit to the airport is purely proprietary and is not in the best interest of the people in the community at large. The suppression of viable Public Transit to the airport is to retain control of revenue generated by bloated Parking fees, and a tax on rental, taxis etc. There are many other ways this revenue could be generated but it is NOT OK to	0	0	0	0	27701

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		suppress the needs of the public for personal gain. The current provision of an irregular TTA shuttle bus is inefficient, time consuming, confusing, infrequent and doesn't run after 10pm on week days and not at all on the weekends. Not to mention there is no service on certain holidays and never on a Sunday. 5. The Federal Govt. understands the need to advocate for funding the most environmentally sustainable Regional Transit System. The Planet Earth is at risk and this is not a joke. Folks need to wake up to the fact that the use of the car in the face of a highly effective public transit system is politically incorrect and selfish. A fixed rail system does not allow for change. Once it is in place that is it and there is no fixing what could be a very expensive mistake. The solution is a hybrid rail that can run on both a fixed track as well as off the track. This would allow for expansion of a rail corridor if demand warrants it. It is also a solution to the problem of reaching areas whereby a track cannot be laid while incorporating a well needed or deserved fixed route as needed as a part of the rail corridor or system. This hybrid system of on/off rail train bus has been successfully implemented and used in several other countries such as Brazil. How is it that these "3rd world" countries can afford to do this and we can't? These countries that depend on public transit have set up a holistic system which meets the needs of the people. It is not treated as a half witted or inferior "COMMUTER" system, as the Regional Transit is currently handled in the Triangle. A "COMMUTER" system is NOT an effective way to gain greater use by the public at large. And will most likely FAIL. We need a FULL BLOWN, FULL TIME system that is efficient, effective, and usable and runs regularly throughout the entire week, both day and night. A successful transit system of this sort will require Capital Funding from the Federal Government.					
322	9/21/2010 12:00:00 AM	With 5 corridors in Wake Co. being studied, a N. Durham county corridor should be studied too. I would love to have Alternative #2, I can see that #4 is more economical. South Square Alignment A would serve a greater population and the station should be closer to University to do so.	0	0	0	0	
323	9/21/2010 12:00:00 AM	[presentation]: Quick and to the point, easily understandable. Excellent list of corridor alternatives and analysis - I especially am interested in Durham-Orange Alternative (best performing)! Alternative 6- Gateway to Alston! Concerned with stations to make sure stations available in low-income areas to bring economic development and housing to better area! ??? & all-inclusive of community! Good location!	0	0	0	0	
324	9/21/2010 12:00:00 AM	I really like this project.	5	5	5	5	27701

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325	9/21/2010 12:00:00 AM	Everything is very well designed. I congratulate you.	4	5	5	4	27707
326	9/21/2010 12:00:00 AM	[No comment written]	0	0	5	5	27703
327	9/21/2010 12:00:00 AM	[No comment written]	0	0	5	5	27703
328	9/27/2010 12:00:00 AM	Jonathan Parker and Damien Graham, My suggestions for Triangle Transit Authority (TTA) also involve the transportation systems of the communities that connect to the TAA systems, such as the Raleigh bus system and the North Carolina Department of Transportation (NCDOT). I believe it is a mistake to bring the High Speed train (connecting DC, Richmond, Raleigh and Charlotte) into the congested part of Raleigh (as seems to be in the current planning). With an efficient Light Rail, the connecting point can be elsewhere, such as at a Light Rail Stop near the Raleigh-Durham International Airport (or even at some other Light Rail stop between downtown Raleigh and the airport). [new paragraph] I also believe that at some major Light Rail stop near the airport (to handle services involving taxis, buses, airport passengers, Light Rail, rental cars...), four distinct but connected Light Rail routes should go to the four major communities of Raleigh, Durham, Chapel Hill and Wake Forest (with stops in North Raleigh). These four routes, connected at or near the airport, will allow (I believe) for a much more efficient use of tax dollars. After the initial RDU Airport HUB conception is put into use, additions can be put in place for "improving" the system. But the HUB near the RDU Airport will, I believe, save many millions of tax dollars and be the source of multiple efficiencies (cost savings for future "improvements" during later additions to the entire system). If this idea has not been discussed in the past by those interested, or even if it has been, I believe it is important that the RDU Airport HUB concept be posted on your website for the public to have a chance to consider it alongside the current "H" design you discussed at the meeting in Garner on Thursday afternoon.	0	0	0	0	27604
329	10/5/2010 12:00:00 AM	[No comment written]	4	3	4	5	27511
330	10/5/2010 12:00:00 AM	We need this sooner rather than later. There are a lot of serious things going on for people at this time so that makes the competition for information on rail transportation harder. There will need to be a rather consistent flow of transit	4	4	4	3	27529

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		information to the public on going.					
331	10/5/2010 12:00:00 AM	Damien did a nice presentation. September 27, 2010 General comments: Even though there seems to be a lot of "scientific" analysis, one could select which lines to build first by determining where one wants all the future development (even development that is not there right now). It's called (as you know) induced demand. The "problem" is that low density development based on car use has spread out all of the development of Raleigh/Durham/Chapel Hill almost evenly. At least that is what is seems on your maps at the public hearing. First lines to be built: downtown Raleigh to NC State. Second line: Franklin Street, Chapel Hill to Duke Hospital/University in Durham. The reason I say this is because there are lots of existing walkable communities at those four stops. and it would be a psychological boost to connect the three major universities with rail. Furthermore, 15-501 that connects Chapel Hill and Durham seem like a night mare as far as traffic is concerned. RBC Center shuttle stop: I like the idea of the stop at the NC State Fairgrounds and then having shuttle service to the RBC Center. Too bad the RBC Center doesn't have plans for transit oriented development...There are a lot of missed business opportunities by having RBC center accessible mostly only by car....Old Trolley routes in Raleigh: When locating the transit stops in downtown Raleigh, do consider the old trolley stops that existed pre-1900...I spoke with William A. Martin and I think he said that the trolley went down Glenwood Ave and turned onto Hillsborough St. That means that those routes are the flattest in grade change. Also from a tourism standpoint, would it be nice to have signs that mark the historic trolley route?.Park and Ride: Raleigh/Durham is primarily suburban. Make sure there is enough park and rides...Where will the suburbanites transition from their cars to rail?... "Commuter Rail": I just wish that any student from the three Universities (NC State, Duke and UNC) could easily take transit to get to each of the three major universities and three major downtowns of Raleigh, Durham, and Chapel Hill. That's where the (1) walkability, (2) historic development and (3) tourism are located.	0	0	5	0	27613
332	10/11/2010 12:00:00 AM	Population density should not be an issue for these corridors. Many of our municipalities will not even rezone for higher	5	2	3	3	27703
333	10/11/2010 12:00:00 AM	[No comment written]	5	5	5	5	27707

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334	10/11/2010 12:00:00 AM	1. commuter rail serves as the backbone	5	5	5	5	27707
335	10/11/2010 12:00:00 AM	I concur with the results of the study. Additionally I support the idea of early implementation of a commuter rail line and	4	3	5	2	27606
336	10/11/2010 12:00:00 AM	Having lived in Atlanta, I am partial to how that city implemented MARTA. People in "newer" cities tend to look down on	4	4	5	4	27607
337	10/11/2010 12:00:00 AM	[No comment written]	5	5	5	3	27601
338	10/11/2010 12:00:00 AM	In regard to light rail, the first line to be set up should be in SW Raleigh/Wake. The	3	3	4	2	27606
	9/15/2010	I think the most sensible regional transit plan would combine Wake Alternative 1, Duke Alternative 1, and leave out the "leg" from NERC to Wake Forest. This would connect every major population center in the region and merge well with existing transportation routes. It doesn't make sense to have a Durham/Chapel Hill route, a Raleigh/Cary route, and not have them connected.	3	3	4	4	27587