



ADOPTED BY:
 Orange County Board of County Commissioners, November 1, 2022
 Durham-Chapel Hill-Carrboro MPO Board, December 14, 2022
 GoTriangle Board of Trustees, January 25, 2023

2022

orange county transit plan update

A 20-year strategy for investing Orange County's transit tax revenues.



The 2022 Orange County Transit Plan Update was approved by the Orange County Board of Commissioners by a vote of 7-0 on November 1, 2022.

ATTEST:

BY: Laura Jensen
TITLE: Clerk to the Board

ORANGE COUNTY, NORTH CAROLINA

BY: Lisa A. Price
TITLE: Chairperson, Board of County Commissioners

The 2022 Orange County Transit Plan Update was approved by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board by a vote of 9-0 on December 14, 2022.

ATTEST:

BY: Parah Kimney
TITLE: Town Clerk

DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION

BY: Gregory W. [Signature]
TITLE: Chairperson, Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board

The 2022 Orange County Transit Plan Update was approved by the Research Triangle Regional Public Transportation Authority d/b/a GoTriangle by a vote of 8-0 on Feb. 22, 2023.

ATTEST:

BY: Michelle Dawson
TITLE: Clerk to the Board / Assist. Secretary

RESEARCH TRIANGLE REGIONAL PUBLIC
TRANSPORTATION AUTHORITY D/B/A
GOTRIANGLE

BY: [Signature]
TITLE: Chairperson, Board of Trustees



The 2022 **Orange County Transit Plan Update** represents two years of review, study, outreach, consultation, and deliberation aimed at charting the best path forward for Orange County’s transit future. It is the second update—the first was in 2017—since the plan was adopted in 2012. As the plan’s Policy Steering Committee, we are pleased to present it to the Orange County community.

The Plan Update allocates Orange County’s transit tax district revenues over the next 20 years. It includes already programmed projects and investments described in previous versions of the plan as well as new projects to be funded with the revenue remaining after accounting for existing commitments.

Our work on the update underscored the reality that current funding streams, primarily the half-cent sales tax approved by voters in 2012, are simply inadequate to meet the critical transit needs of Orange County as a major employment hub. Accordingly, the update includes a vision for improving regional transit connections and enhancing transit service options beyond what current funding can support. These *Next Generation* projects will require further study and substantial additional funding. We hope the vision set forth in these pages—with refinements over the coming years—will provide a clear basis for future appeals for funding and inspire collaborative regional planning, particularly with Durham, Chatham, and Alamance counties.

Equity leads the values guiding the Plan Update. Past choices made by elected officials and public transportation agencies have deepened social inequity and racial injustice—in Orange County as throughout the United States. The investment commitments in this update acknowledge and address existing imbalances, and we expect future transit investments to go further to right historical wrongs.

Environmental sustainability is another essential value. The time we spend in our gas-powered automobiles is stealing a healthy climate future from our children. We must do our part to reduce carbon emissions by building a transportation infrastructure robust enough to provide viable alternatives to the car. This work includes building out bike path networks and safe sidewalks and other infrastructure to support nonmotorized transportation.

Other goals and values rounding out the Plan Update include supporting economic prosperity, promoting greater quality of life through facilitating travel in the region, easing access to our region’s wealth of colleges and universities, and ensuring transit service for as many residents as reasonably possible. Key to achieving these goals is the need to consistently and explicitly link transit planning to land use planning.

The Plan Update recommends that all Orange County jurisdictions incorporate the [Housing and Transportation Affordability Index](#) as a planning tool. The H+T® Index treats the cost of transportation—like the cost of housing itself—as a critical element of the cost of living, and in this way, it refines our understanding of affordable housing. Planning that favors the proximity of housing to transit, moreover, offers a collateral benefit. Coordinated transit and land use planning enhances the county’s ability to recruit world-class employers, with the promise of high-quality employment opportunities.

The transit system outlined and envisioned on these pages can be imagined, in the words of the nonprofit [Climate and Community Project](#), as “a strategic lever in the quest for climate, economic, and racial justice.” We invite you to join us in advancing Orange County’s work toward this better future.

On behalf of the Orange County Transit Plan Update Policy Steering Committee,

Sally Greene, Chair



Sally Greene
Orange County
Board of County Commissioners

GOVERNING BOARDS

ORANGE COUNTY BOARD OF COUNTY COMMISSIONERS

Renee Price, Chair
 Jamezetta Bedford, Vice-Chair
 Amy Fowler*
 Sally Greene*
 Jean Hamilton
 Anna Richards
 Earl McKee

GOTRIANGLE BOARD OF TRUSTEES

Sig Hutchinson, Chair
 Brenda Howerton, Vice Chair
 Vivian Jones
 Renée Price
 Will Allen III
 Corey Branch
 Mike Fox
 Valerie Jordan
 Elaine O'Neal
 Michael Parker*
 Jennifer Robinson
 Stelfanie Williams

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO) BOARD

Jenn Weaver, Chair
 Karen Howard, Vice-Chair
 Jamezetta Bedford
 Javiera Caballero
 Pam Hemminger
 Wendy Jacobs
 Valerie Jordan
 Michael Parker*
 Damon Seils
 Leonardo Williams

Mark Bell* (Alternate)
 Mike Fox (Alternate)
 Sally Greene* (Alternate)
 Brenda Howerton (Alternate)
 Lisa Mathis (Alternate)
 Danny Nowell (Alternate)
 Renee Price (Alternate)
 Charlie Reece (Alternate)
 Adam Searing (Alternate)
 John Sullivan (Non-Voting Member)

PARTICIPANTS IN THE PLANNING PROCESS

MEMBERS OF OUR COMMUNITIES LIVING, WORKING, AND SPENDING TIME IN ORANGE COUNTY.

ORANGE COUNTY

Sally Greene*
 Amy Fowler*
 Mark Dorosin*
 Craig Benedict (retired)
 Tom Altieri
 Thomas Ten Eyck
 Tina Love
 Travis Myren
 Brandy Beeker

UNC-CH

Cha'ssem Anderson
 Cheryl Stout
 Kristen Young

TOWN OF CHAPEL HILL & CHAPEL HILL TRANSIT

Michael Parker*
 Brian Litchfield
 Nick Pittman
 Bergen Watterson

TOWN OF CARRBORO

Barbara Foushee*
 Patricia McGuire
 Tina Moon

DCHC

Aaron Cain

RESEARCH TRIANGLE PARK (RTP)

Travis Crayton

GOTRIANGLE

Katherine Eggleston
 Meg Scully
 Jennifer Green
 Jay Heikes
 Sandra Freeman

CITY OF MEBANE

Patty Philipps*
 Montrena Hadley*
 Cy Stober

DURHAM COUNTY

Ellen Beckman

REGIONAL TRANSPORTATION ALLIANCE

Joe Milazzo II

ORANGE COUNTY PUBLIC TRANSPORTATION

Nishith Trivedi
 Theo Letman
 Allyson Coltrane
 TeLeishia Holloway

TOWN OF HILLSBOROUGH

Jenn Weaver
 Margaret Hauth
 Mark Bell*

TRIANGLE-J COG

John Hodges-Copple

*Members of Orange County Transit Plan Update Policy Steering Committee (PSC)

CONSULTANT TEAM



RENAISSANCE PLANNING

Project Manager
 Caroline Dwyer, AICP



Project Manager
 Scudder Waggoner



Bilingual Communications, Inc.

English / Spanish Translation • Interpretation • Video Voice-Over • Cultural Consultation

contents.

EQ transit equity. p. 2

00 executive summary. p. 7

01 introduction. p. 15

02 orange county. p. 23

03 transit. p. 31

04 funding. p. 39

05 projects. p. 47

06 vision. p. 67

07 implementation. p. 73

AP appendix. p. 77

Why does equity matter to transit planning?

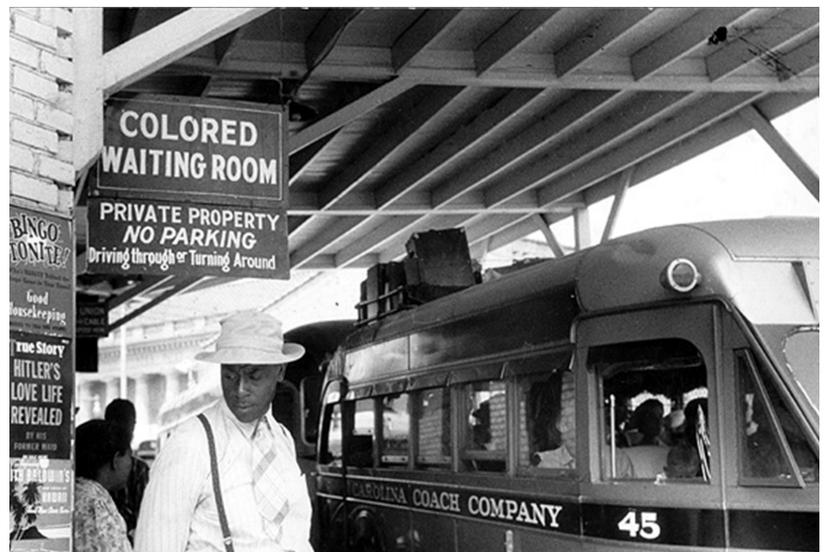
transit•equity
 “Equity does not imply sameness. It is built on proportionality and based on need – the transportation needs of some groups are more significant than others, even if they are not the majority of those using transportation.”

This section provides an overview of the concept of “transit equity,” its origins in the Civil Rights Movement, and the commitments needed to ensure ALL citizens benefit from investments in public transportation.

Transit equity and transit justice may be recent additions to the transportation lexicon but they are not new concepts to marginalized or socially vulnerable groups. For residents identifying as Black, African American, or People of Color, transit equity and transit justice hold even deeper meaning because they are inextricably linked to the history of the American Civil Rights Movement when the public battles forcing the end of legal segregation were waged on two primary fronts – lunch counters and transit vehicles.

Most Americans are familiar with Rosa Parks’ strategically publicized refusal to relinquish her seat to a white rider on a bus in Montgomery, Alabama in 1955. But Parks’ story is just one element of a sustained, organized campaign to end segregation on public transportation and in other public and private settings. In fact, the first organized transit boycott in the South occurred over two years before Parks’ protest, in Baton Rouge.

The legal basis for racial segregation was initially codified when Homer Plessy was charged with boarding a “whites only” railroad car, violating New Orleans’ “Separate Car Act” of 1890. Plessy fought his case all the way to the US Supreme Court who ruled that segregation based on race was not unconstitutional if each race was provided facilities that were “separate but equal” (Plessy v. Ferguson 1896). The “separate but equal doctrine” upheld and enforced legal discrimination and segregation long into the 20th century, until it was overturned in 1956 (Gayle v. Browder) as a direct result of Parks’ direct action and the subsequent Montgomery Bus Boycott.



“At the bus station in Durham,” 1940 by Jack Delano. [Library of Congress](#)

about the author.

Content in both the “Equity Connections” features and this chapter were adapted from a report authored for Orange County by Dr. Irma McClaurin. Dr. McClaurin is a past president of Shaw University, an award-winning author, and an activist anthropologist who has committed her life and career to helping others transform the world. She holds the PhD and MA in Anthropology and the Masters of Fine Arts (MFA) in English, both from the University of Massachusetts Amherst. As the Principal of Irma McClaurin Solutions (IMS), a consulting business, she specializes in helping others find immediate and sustainable solutions to emerging and urgent issues. Dr. McClaurin offers support as an asylum expert witness, leadership consultant and guru, speaker/facilitator, writer/editor, executive coach, researcher/evaluator, and diversity strategist.

The concept of “riding with dignity” remained a major organizing element of the Civil Rights Movement and major movement leaders like Dr. Martin Luther King, Jr. “made the case that transit systems did not do enough to help poor people access opportunities for gainful, meaningful employment, leading him to conclude that urban transit systems were ‘a genuine civil rights issue;’” an insight that has taken on new relevance in recent years.



For these reasons and more, equity is woven throughout the Orange County Transit Plan Update as a unifying theme. The Plan Update prioritizes projects that improve equitable outcomes and actively works to mitigate historical inequities related to transit and transportation. The Plan Update also seeks to cultivate a shared language for discussing issues of equity and builds capacity by describing less obvious connections between transit planning and equity. The blue “Equity Connection” signs identify the opportunity to learn more about transit equity.

“While some aspects of transit inequality have improved - Blacks and other non-whites are no longer relegated to the back of the bus - in other respects there are still significant barriers to the formation of transit policies and practices that will affirm that...transit is a fundamental public good that we all benefit from regardless of age, race, or class.”

- Dr. Irma McClaurin

Equality and Equity: What’s the difference?

Two words are used in the policy and planning arenas that are often confused or used interchangeably – equality and equity. These words are not the same and care should be taken when using either. *Equality* is simply the state of being “equal” (in number, value, rank, etc.) and most people equate equality with “fairness” and “sameness.” The (often unfounded) idea that people can be treated exactly the same and experience similar outcomes is often what drives debates about whether equity is needed.

The Concept of Equality

Sameness in the form of equality is considered fundamental to the democratic principles of the United States as embedded in the second paragraph of the United States’ Declaration of Independence. An implied, innate state of sameness among all people has been made an arguing point by those who prescribe to a more individualistic worldview. Attempts to address inequality may be countered with arguments about the “fairness” of our efforts.

But equality is only achieved when every unique need is addressed and people with differing needs are included in the decision-making process, not as cosigners but as co-creators, resulting in the equal outcomes, despite different starting points. A slightly different way of thinking about this is that true equality can only be achieved with genuine equity.

The Concept of Equity

Equity is one of those words that seems to trigger emotions from some who believe that somehow their rights are being infringed upon. Many people prefer to see

scenario.

Imagine a bus in which all the seats are spaced equally apart — equality exists. Or does it? There is the same leg room distance between two rows of seats and each seat is spaced equally apart from the other. That means that there is equality — there is *sameness*. But what about the initial determination of what is “equal” leg room or “equal” space between seats? If that decision was made by a person who is 5’5” and weighs only 110 pounds, how comfortable is such seating for a person who is 6 feet tall and weighs 250 pounds? The myth of equality is that all people have exactly the same needs, the same access, and the same chances for an equal outcome. But if, somewhere along the way, one person or group makes a decision in their own favor (privileging them) it impacts everyone. It benefits the decision maker but does not equally benefit others who were not involved in the decision-making process. Historically, too many voices have been left out of city and transportation planning resulting in highly unequal processes and decision making.

“We hold these truths to be self-evident, that all men are created equal, that they are endowed by their Creator with certain unalienable Rights, that among these are Life, Liberty and the pursuit of Happiness.”

“fairness” in the form of “sameness.” Anyone who gets something different is suspect. What most people fail to take into account is that under the guise of “fairness” and “equal,” some groups enjoy greater privilege.

Many people do not know the history of transit inequality that can be traced back to 1892, when Homer Plessy refused to sit in the segregated car assigned to Blacks. Plessy’s case was a landmark in challenging the “separate but equal” doctrine as practiced not only in southern states but in northern states as well. When the Supreme Court, in *Plessy v. Ferguson*, upheld segregation in public accommodations, they provided the legal justification and framework for segregation. Whites typically enjoyed the privilege of interpreting “equal” and in every area of social life (education, health, employment), Blacks received substandard equipment and inadequate resources, all deemed legal by virtue of the U.S. States Supreme Court.

Many of the gaps and disparities Blacks grapple with today in education, health, and employment, have roots in this landmark decision. America has always promoted “equality” in its social language, but the reality is that we are still grappling with 150 years of legalized inequality and unequal treatment after the dissolution of the slavery and 57 years after the passage of the 1964 Civil Rights Act that was meant to end segregation in public accommodations.

The principle of equity is not about sameness. It is built on proportionality and based on need — the transportation needs of some groups are more significant than others, even if they are not the majority of those using transportation. “Equity refers to proportional representation (by race, class, gender, etc.)...to achieve equity, policies and procedures may result in an unequal distribution of resources. For example, need-based financial aid reserves money specifically for low-income students. Although unequal, this is considered equitable because it is necessary to provide access to higher education for low-income students.”

assessing equitable transit outcomes.

Who determines success when it comes to measuring equity? Often the institutions that generated inequalities are the same institutions charged with the task of self-reporting success. If a metaphor is needed, it’s akin to asking the fox who raided the hen house to assess the hen house’s security upgrades.

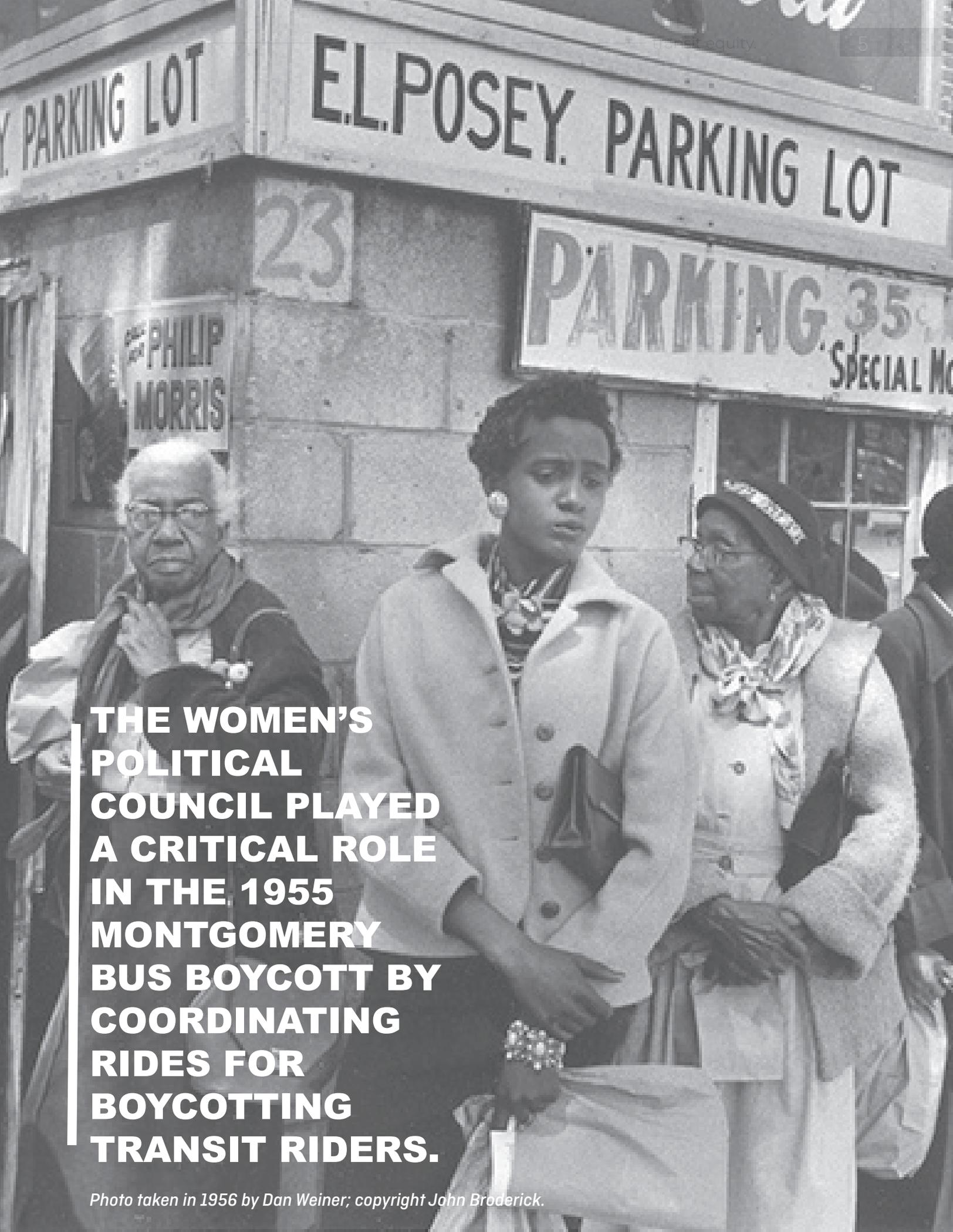
Breaking the cycle of power requires a different approach. It will take huge investments of resources (financial, human, time, etc.) to begin to undo harm that has unfolded over decades. Fifty-seven years after passage of the Civil Rights Act, and despite legal restrictions against discrimination in every aspect of American social life, it still exists and persists, showing up in transportation alongside housing and employment.

Equity cannot be measured exclusively through dashboards or policies. The only true indicator is radical improvement in the lives of the county’s most vulnerable residents. However, there are some metrics that can be used to guide more thoughtful consideration of potential adverse impacts:

- Race
- Sexual Orientation (LGBTQ)
- Minoritized status
- Formerly Incarcerated
- Health disparities
- Unemployed
- Homelessness
- Poverty-level
- Age
- Physical & Vision Impairment
- Living in minority neighborhoods disrupted by highways
- Gender (women have highest incidence of being at the poverty level)
- Immigrant
- Undocumented immigrant
- Non-English speaker
- Rural communities
- Environmental disparities



The reality is that we are still grappling with 150 years of legalized inequality and unequal treatment after the dissolution of the slavery and 57 years after the passage of the 1964 Civil Rights Act that was meant to end segregation in public accommodations.



**THE WOMEN'S
POLITICAL
COUNCIL PLAYED
A CRITICAL ROLE
IN THE 1955
MONTGOMERY
BUS BOYCOTT BY
COORDINATING
RIDES FOR
BOYCOTTING
TRANSIT RIDERS.**

Photo taken in 1956 by Dan Weiner; copyright John Broderick.

In other words, to achieve *equality*, there must be an imbalance. People and communities with the greatest need must be provided with relatively more resources, to allow them to catch up. *Equity* embraces this imbalance by acknowledging that a disproportionate allocation of resources is a necessary condition for change.

A Brief History of Transit Inequality

Like transit inequity, transit inequality derives from policy and planning decisions that have adversely impacted “vulnerable” and “marginalized” communities. Until the 1990s, people identifying as Black or African American, were the largest minority population group, comprising 12% of the national population. This group has also been the most disparately impacted in every area of social wellbeing (health, education, employment), including transit. These disparities were starkly evident in the impacts of the COVID-19 pandemic on minority populations as compared to the white population. National surveys indicate that Black residents, who make up an average of around 13% in most communities, represented over 50% of COVID-19 cases and nearly 58% of COVID-related deaths. In North Carolina, Black residents represent only 22% of the population and 38% of the COVID-19 deaths (2020). As Black residents also tend to depend more on public transportation than whites, their access to health care and employment opportunities has also been adversely impacted by the pandemic.

Marginalized groups have also disproportionately suffered adverse impacts generated by transportation policies and planning favoring majority-white communities. This preferential treatment of white communities has historically tied transportation access to opportunities to economic and political power. One notable example is the construction of highways through thriving Black communities under the guise of urban renewal. In many cases, highway corridors routes were selected based on the cost of land; areas selected were typically the cheapest or locations where political resistance was weakest. In practice, this meant that urban highways cut through low income and minority communities more often than not. The legacy of these projects is still felt today. Neighborhoods remain disinvested and disconnected from the rest of the community, contributing to transportation access and mobility challenges in marginalized communities that most need quality transit service.

Just before his assassination on April 4, 1968, Dr. Martin Luther King, Jr. astutely summarized the important role transportation plays in hindering the social mobility of Black Americans:

“Urban transit systems in most American cities... have become a genuine civil rights issue — and a valid one — because the layout of rapid-transit systems determines the accessibility of jobs to the Black community. If transportation systems in American cities could be laid out so as to provide an opportunity for poor people to get meaningful employment, then they could begin to move into the mainstream of American life.”

Acknowledging historical and existing transit inequality shines a light on aspects of transit planning and policy that have been in the shadows for far too long, causing harm to particular groups and communities.

Moving Towards Transit Equity

Transit equity is a solutions-driven model of change. Few people would disagree with this statement. However, it is not the historical reality for many vulnerable populations. Access to transit has not been “fair,” “equal,” or “equitable” for marginalized and the vulnerable individuals and communities in America. Accessible, affordable transportation is a critical resource. Shifting this historic dynamic requires focusing less on cost as a measure of system success and placing greater emphasis on access and a more equitable distribution of the benefits of transit investments.

While many residents in Orange County rely primarily upon automobiles as their primary means of transport, there are still many residents who depend upon public transportation for access to employment, health care, shopping, and more. The Orange County Transit Plan Update attempts to identify the needs of vulnerable groups in Orange County, acknowledge that needs have historically not been addressed, and identify equitable transit solutions moving people and place closer to the goal of transit equality.



The Montgomery bus boycott was organized by local ministers, including Martin Luther King, Jr. ultimately helping end segregation on public transit. [Image Credit: PBS](#)

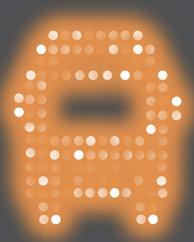
executive summary.



quick•take

Start here to learn more about the Orange County Transit Plan Update's purpose and organization.

SECTION 00



INFORMATION

...NOW BOARDING...ORANGE COUNTY TR
ORANGE COUNTY TRANSIT PLAN UPDATE

WELCOME TO THE ORANGE COUNTY TRANSIT PLAN UPDATE! WE ARE GLAD TO HAVE YOU ON BOARD.

The Executive Summary provides you with an overview of the Orange County Transit Plan Update including a description of the plan's purpose and motivating values, a timeline of the planning process, a "map" of the plan's contents to help you find the information you need, and a summary of new investments in the County's transit system including Orange County's vision for the next generation of transit investments.

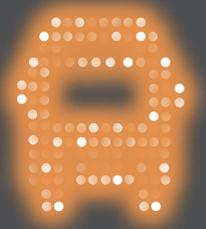


? WHAT IS THE ORANGE COUNTY TRANSIT PLAN UPDATE?

The Orange County Transit Plan Update allocates Orange County's **Transit Tax District** revenues over the next 20 years based on the community's needs, values, and priorities. It includes already programmed projects and investments described in previous plans (*Orange County Bus and Rail Investment Plan (2012)*, *Orange County Transit Plan (2017)*, and projects included in the County's annual transit work plans) and new projects to be funded with the revenue remaining after accounting for existing projects. The Orange County Transit Plan Update also ensures the benefits of public transportation investments support community members who are the most reliant on transit service and that public transportation investments support land use and development in Orange County that is resilient, sustainable, and attainable for all.

INFORMATION

TRANSIT PLAN UPDATE...NOW BOARDING...
E...NOW BOARDING...ORANGE COUNTY



→ **WHAT IS THE ORANGE COUNTY TRANSIT TAX?**

In 2012, voters in Orange County approved a half-cent sales tax (Article 43) to fund transit service and transit infrastructure improvements. Funding for transit is also collected through a vehicle rental tax and vehicle registration fees. In 2022, Orange County generated \$8,954,000 through these funding sources. The revenues support transit services provided by Orange County Public Transportation, Chapel Hill Transit, and GoTriangle. Revenues also help pay for infrastructure improvements related to transit in Orange County communities and support administrative and planning services.

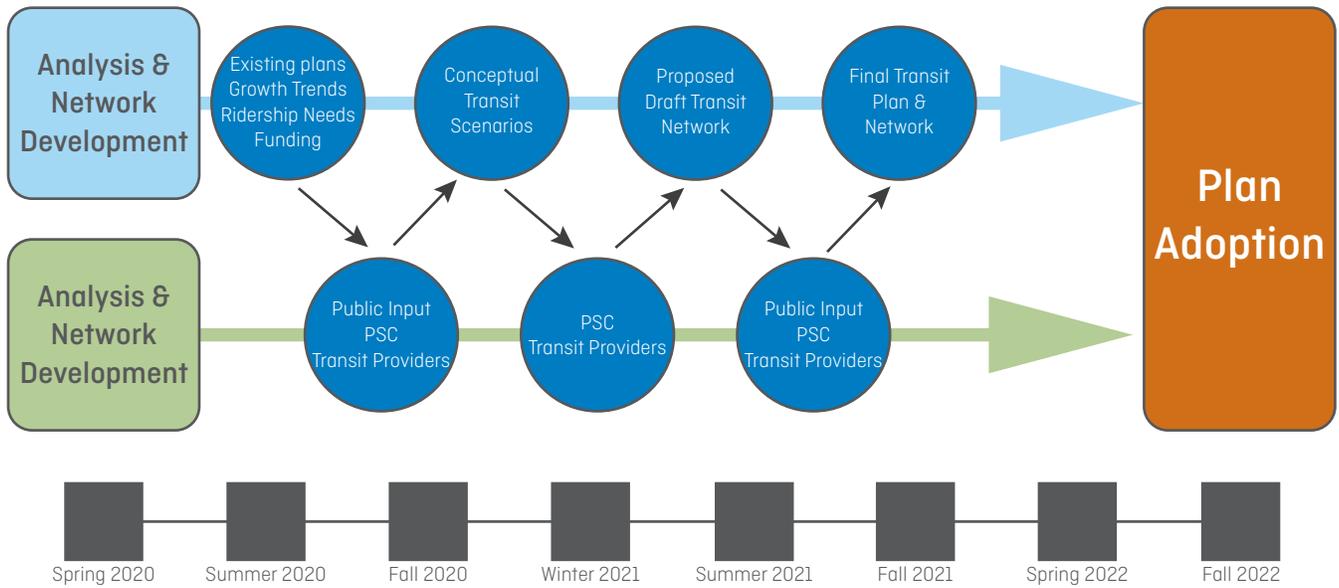
WHY IS IT IMPORTANT TO PLAN FOR TRANSIT?

Transit is more than just a way to get from one point to another. It connects people to employment opportunities, improves environmental outcomes by reducing the number of cars on the road, supports active transportation (walking, biking, rolling), and gives people the freedom to go *where* they want, *when* they want. Transit planning helps balance the needs of all transit riders and allocates available funding to meet these needs. Transit planning also guides important decisions in Orange County related to accommodating new growth and development and ensuring transportation options are available. These decisions directly and indirectly impact where people live, work, learn, shop, and play and the opportunities, services, and resources that are available.

HOW WAS THE TRANSIT PLAN UPDATE DEVELOPED?

The Orange County Transit Plan Update was developed between 2020 and 2022 and included reviewing existing transit, transportation, and land use plans; conducting public outreach and engagement; identifying and assessing transit projects; and creating an implementation plan, budget, and schedule for new transit projects.

PLAN TIMELINE



PLAN PARTNERS

The Plan Update was led by Orange County staff and a consultant team was hired to develop the plan. A Policy Steering Committee (PSC) of local elected officials was convened to guide the plan’s policy direction. Municipalities (Carrboro, Chapel Hill, Hillsborough, and Mebane), the University of North Carolina at Chapel Hill, transit service providers (Chapel Hill Transit, Orange County Public Transportation, and GoTriangle), and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) were also closely involved in the plan’s development.



PROJECT SELECTION

HOW WERE TRANSIT PROJECTS IDENTIFIED?

Transit projects were selected based on needs, priorities, and the recommendations of the public, local government staff, transit service providers, community stakeholders, and the Policy Steering Committee. The following were considered:

- Transit service provider's priority projects
- Public need
- Community values (equity, environmental sustainability, economic prosperity, affordable and attainable quality of life, and transportation and access for all)
- Regional connectivity
- Long-term transit vision.

WHAT VALUES GUIDED THE SELECTION OF PROJECTS?

The Orange County Transit Plan Update is guided by by five core community values.



EQUITY

Prioritize the transit needs of underserved or transit-dependent residents; includes historically disinvested communities of color, lower-income neighborhoods, seniors, and rural communities.



AFFORDABLE & ATTAINABLE QUALITY OF LIFE

Prioritize transit service connections to affordable housing, recreation, and arts and cultural opportunities.



ENVIRONMENTAL SUSTAINABILITY

Prioritize accessible and convenient transit service in areas with existing or planned higher density development.



TRANSPORTATION & ACCESS FOR ALL

Prioritize transit service that increases transit access for the most people to the most places.

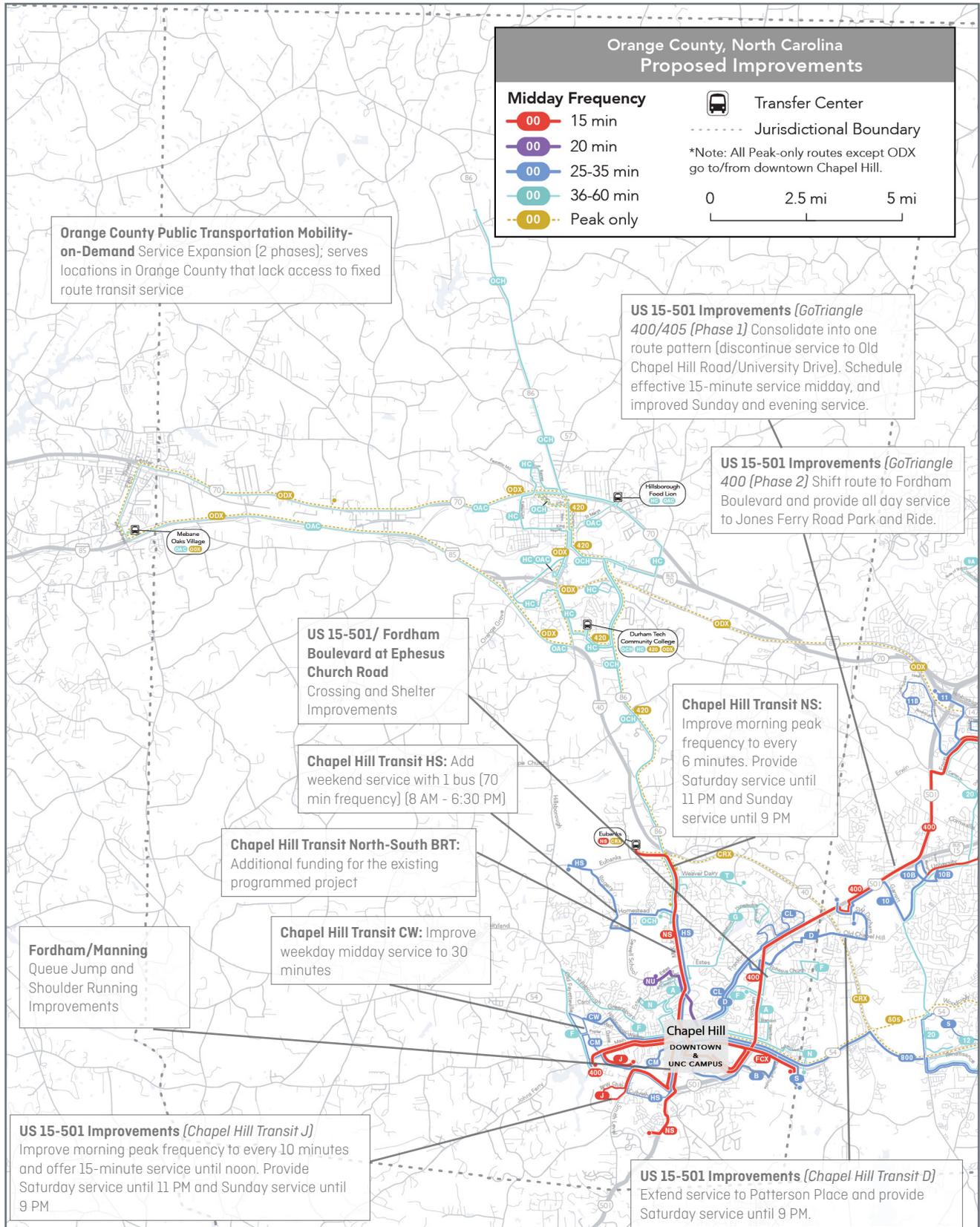


ECONOMIC PROSPERITY

Prioritize increasing access to jobs and opportunities.

PROJECTS

The Orange County Transit Plan Update recommends five transit service improvement projects and three capital investment projects to enhance transit connections, access, and reliability.



TRANSIT VISION

The Orange County Transit Plan Update also illustrates a long-term vision for "Next Generation" transit service and investments in Orange County.

LEGEND

Commuter Rail Transit (CRT) 

North-South Bus Rapid Transit (N-S BRT) 

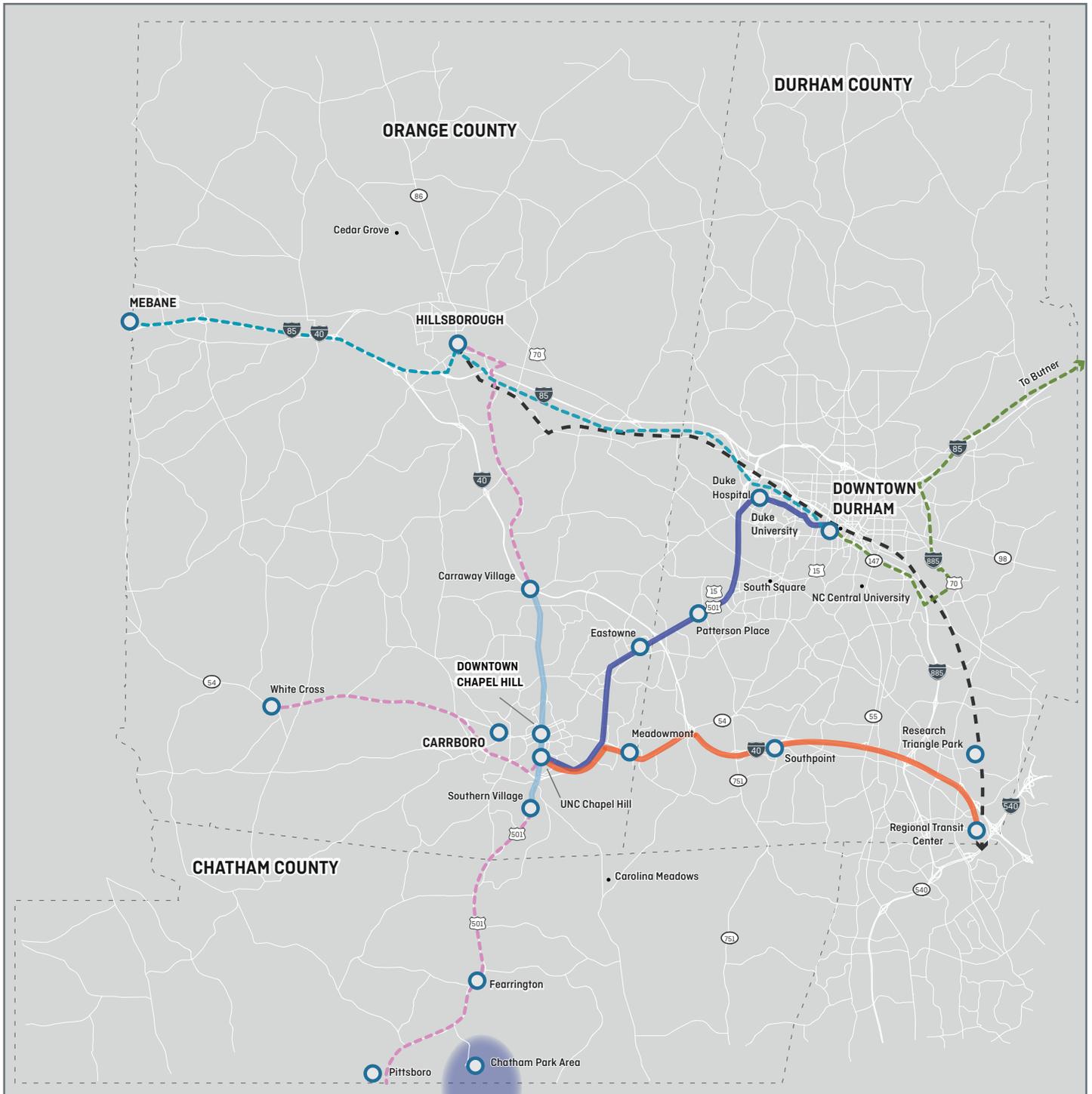
Durham/ Chapel Hill Bus Rapid Transit (BRT) 

Chapel Hill/ RTP Bus Rapid Transit (BRT) 

Express Bus Corridors (2040) 

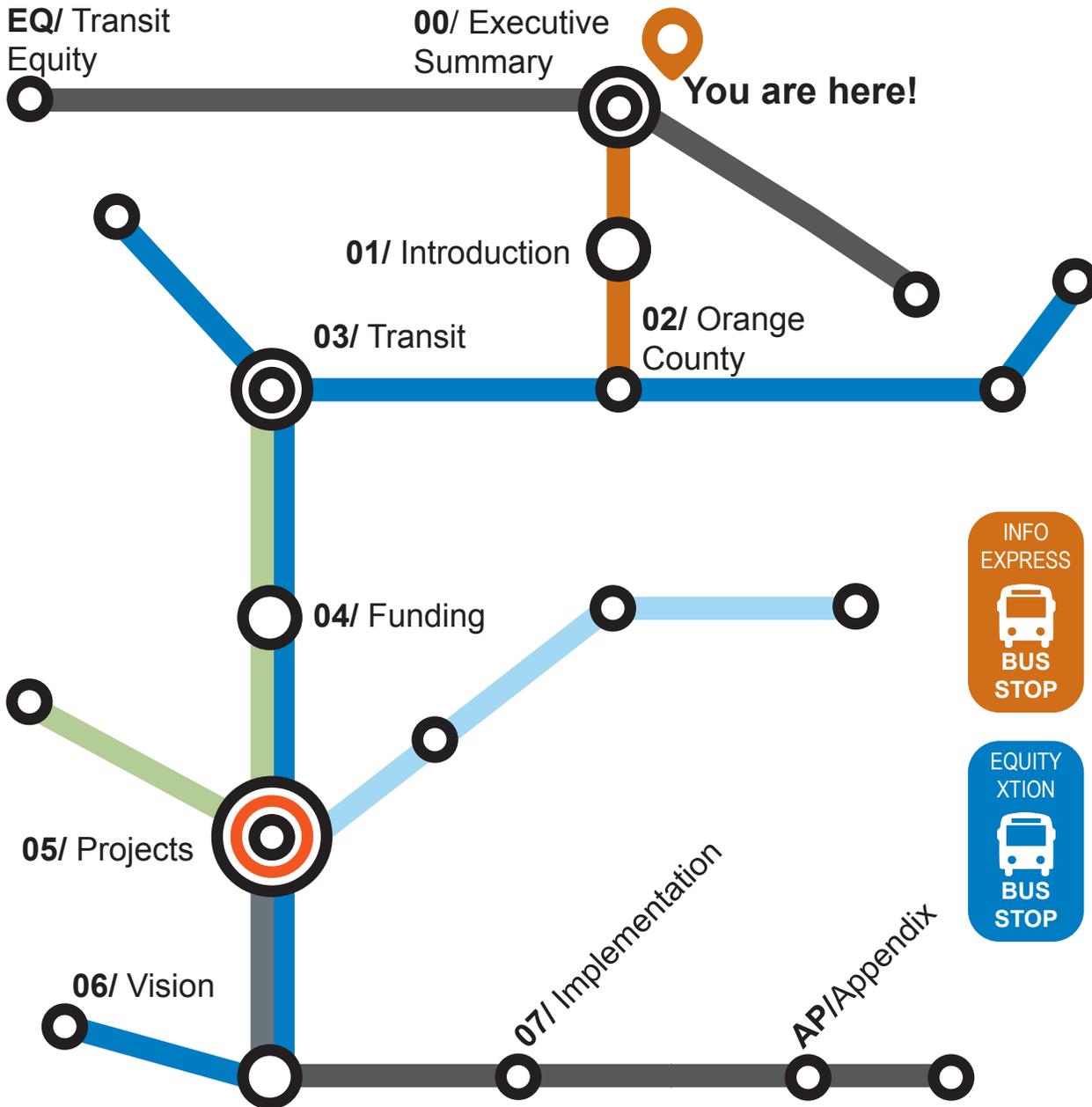
Express Bus Corridors (2050) 

Express Bus to Mebane 



ROUTE MAP

A guide to finding your way around the Orange County Transit Plan Update.



INFO EXPRESS
BUS STOP

Stop here for deeper dives into transit topics!

EQUITY ACTION
BUS STOP

Stop here for deeper dives into equity topics!

Stations

EQ/ Transit Equity: Learn more about transit equity’s origins in the Civil Rights Movement and what’s needed today to ensure ALL citizens benefit from investments in public transportation.

00/ Executive Summary: An overview of the Orange County Transit Plan Update’s purpose and organization.

01/ Introduction: The Orange County Transit Plan Update allocates the county transit tax revenues over the next 20 years.

02/ Orange County: Key characteristics of the people and places in Orange County and their influence on transit investments, and service.

03/ Transit: Orange County’s transit service providers, the existing

transit network, and transit system performance.

04/ Funding: Collection and allocation of transit funding, including the assumptions used to estimate expenses, costs, and revenues.

05/ Projects: Specifics for each project proposed in the Orange County Transit Plan Update.

06/ Vision: The next generation of transit investments envisioned in Orange County.

07/ Implementation: Next steps for implementing proposed projects.

API/Appendix: Supplemental information and resources.

introduction.



“

quick•take

The Orange County Transit Plan Update allocates the county transit tax revenues over the next 20 years.

SECTION

01

introduction.

01 What's a transit plan and why does Orange County need one?

“

transit•plan

A document and financial strategy describing public transportation investments that reflect the community's needs, values, and priorities.

This section describes the “nuts and bolts” of the planning process including the reasons Orange County plans for public transportation and the benefits of planning today for tomorrow's needs.

At its most basic level, the Orange County Transit Plan Update describes a strategy for using funding collected through the county's transit tax over the next 20 years. But, if we look closer, the Orange County Transit Plan Update also tells a story about people and places - how the county became what it is today and where the county is headed in the future.

The Transit Plan Update guides important decisions in Orange County related to how we will use developed and undeveloped land, where we can or should accommodate new growth and development, and what types of transportation options will be available to us. These decisions directly and indirectly impact where we live, work, learn, shop, and play and the opportunities, services, and resources available to us. Therefore, this plan is also concerned with equity, ensuring that 1) the benefits of public transportation investments support community members who are the most reliant on transit service; and 2) public transportation investments support land use and development that is resilient, sustainable, and affordable.

Why Plan for Transit?

Transit is more than just a way for riders to get from one point to another. Transit connects people to employment opportunities, improves environmental outcomes by reducing the number of cars on the road, supports active transportation (walking, biking, rolling), and gives people the freedom to go *where* they want, *when* they want. Transit planning requires understanding and balancing the needs of all transit riders (even

potential transit riders) and allocating available funding to meet these various needs. This is not a simple task and there are not “right” or “wrong” ways to do it. These decisions are informed by the community's values and “trade-offs” must be considered and weighed based on needs, goals, and resources.

Guided by **five core values**, the Orange County Transit Plan Update describes how the county will invest in improvements to the types (modes), locations (routes), and schedules (frequency and span) of transit services offered in Orange County.

core values.



Equity: Prioritize the transit needs of under-served or transit-dependent residents; includes historically disinvested communities of color, lower-income neighborhoods, seniors, and rural communities.



Environmental Sustainability: Prioritize accessible and convenient transit service in areas with existing or planned higher density development



Economic Prosperity: Prioritize increasing access to jobs and opportunities.



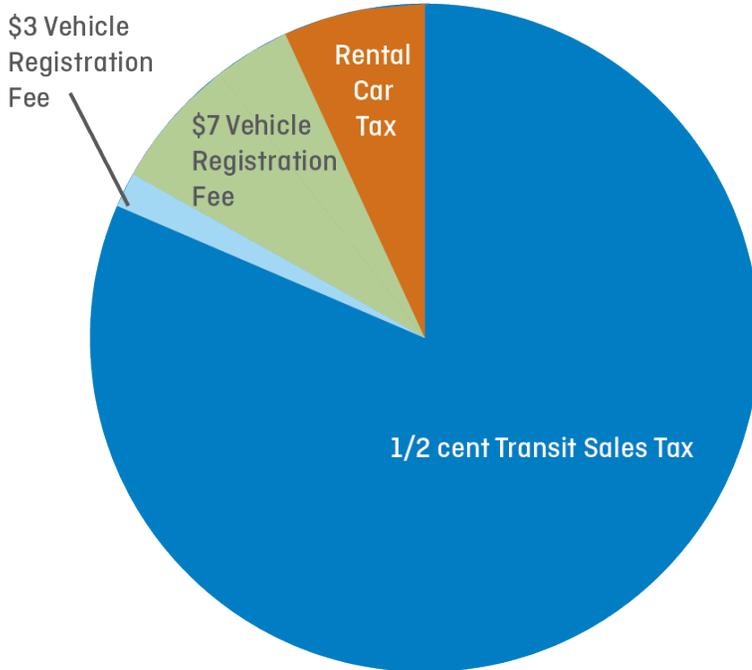
Affordable and Attainable Quality of Life: Prioritize transit service connections to affordable housing, recreation, and arts and cultural opportunities.



Transportation and Access for All: Prioritize transit service that increases transit access for the most people to the most places.

Investing in Transit

In 2012, residents of Orange County [approved a half-cent sales tax](#) to fund transit service and infrastructure improvements. Additional funding is generated for transit through a vehicle rental tax and vehicle registration fees. Transit revenues and expenses are discussed in more detail in the “Funding” section of this plan.



Revenue Sources Supporting Transit in Orange County

North Carolina’s General Statutes require the County to create a financial plan describing how transit tax revenues will be spent. Transit tax revenues **must be used to provide new or improved service** - they cannot be used to pay for transit service that is already being provided by the county. The first of these plans, the *Orange County Bus and Rail Investment Plan*, was adopted in 2012. The Orange County Board of County Commissioners (BOCC), GoTriangle, and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) also executed an Interlocal Implementation Agreement (ILA) in 2012, describing a process for the implementation and oversight of the *Orange County Bus and Rail Investment Plan*. The ILA established a Staff Working Group (SWG) including representatives from Orange County, GoTriangle, and DCHC MPO. The SWG reviews transit planning implementation progress and supports updates to the Plan in response to changing community needs and priorities or to make changes to projects or the implementation plan and schedule. The plan was last updated in [2017](#) as the *Orange County Transit Plan*.

Both the 2012 and 2017 Plans centered around the Durham-Orange Light Rail Transit (D-O LRT) project, with a significant portion of funding being allocated to its planning and implementation. When the D-O LRT project was discontinued in March of 2019, it was necessary to update to the county’s transit plan.

EQUITY CONNECTION



BUS STOP

equity or equality?

To understand what can be achieved through thoughtful transit planning, it is important to consider the differences between equality and equity. While they are similar, these concepts are not interchangeable. Equality means being exactly the same - most people associate this with the idea of “fairness” or “sameness.” Equity, on the other hand, acknowledges that systemic prejudices have led to social and structural imbalances and situations where some groups benefit (or experience adverse impacts) more than others. Rectifying imbalances requires unequal distribution of benefits or mitigation of adverse impacts.

Debates about the concept of equity often stem from the belief that similar treatment yields similar outcomes. But this perspective fails to acknowledge that unequal treatment in the past means that we’re not all starting out at the same place and some of our neighbors must struggle just to get to the starting line.

This means that without a deliberate focus on equity we will never achieve a condition of equality.

The Orange County Transit Plan Update attempts to move us closer to rectifying disparities in access to services, goods, and opportunities. Proposed projects were measured, assessed, and prioritized to determine who would benefit and where benefits would be experienced, ensuring a more equitable distribution of the benefits of transit investment.

This document (*Orange County Transit Plan Update*) is the product of the plan update process. The update process provided a valuable opportunity to ensure planned transit projects and investments reflect community values and meet community needs and goals. Within this plan update we introduce seven new transit projects supplementing the projects in the 2012 and 2017 plans, and enhancing the transit service and infrastructure currently provided by Orange County.

Service Providers

Transit services in Orange County are primarily provided by three agencies; each participates in the development and implementation of the county's transit plans.



Orange County Public Transportation (OCPT) is a county agency providing fixed route and demand response community transportation services to all residents of unincorporated Orange County, the Town of Hillsborough, Efland, and a portion of the City of Mebane with destinations within and beyond Orange County's borders. OCPT also provides circulator service within Hillsborough (in cooperation with the Town of Hillsborough), midday service connecting Chapel Hill to Hillsborough, and connections to Cedar Grove in northern Orange County.



Chapel Hill Transit (CHT) is a multi-jurisdictional agency formed by a partnership of the Town of Chapel Hill, Town of Carrboro, and the University of North Carolina - Chapel Hill (UNC-CH). CHT provides fare-free regular and express routes and demand response service in Chapel Hill, Carrboro, and UNC-

CH campus areas. CHT also provides regional express bus service to Hillsborough in cooperation with GoTriangle.



GoTriangle is a regional transit agency providing regional commuter express and demand response service connecting Wake, Durham, and Orange counties.

In addition to these three primary transit service providers, **Piedmont Authority for Regional Transit (PART)** also provides longer distance service between Greensboro, NC, and UNC-CH Hospitals with several stops in Alamance County.

policy steering committee.

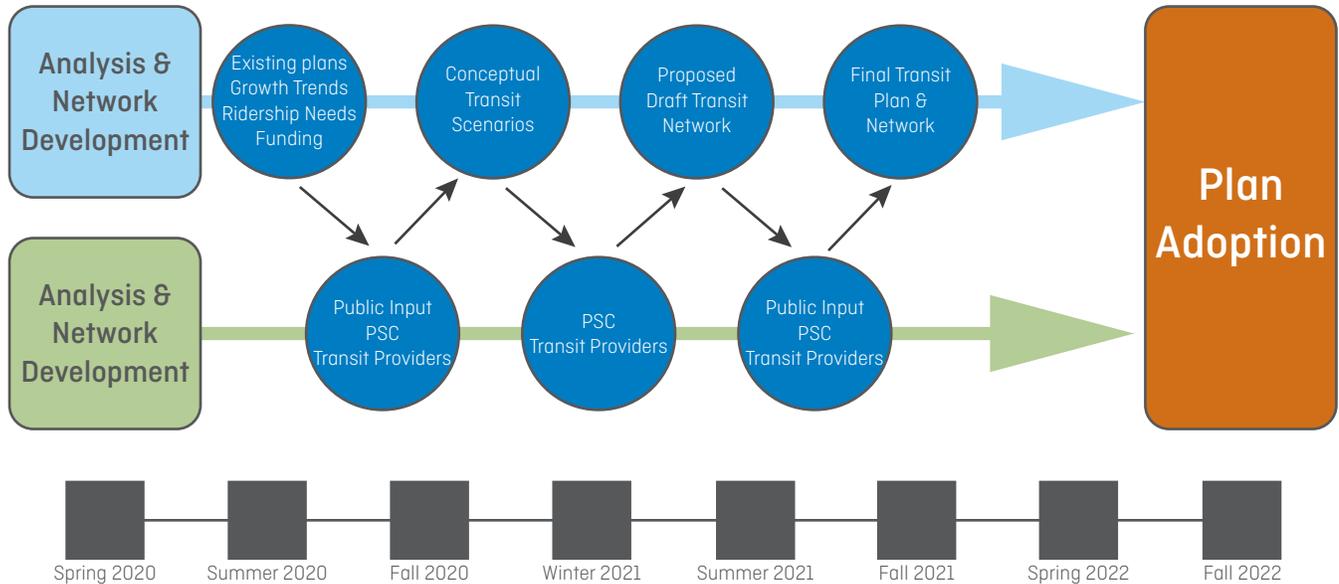
POLICY STEERING COMMITTEE MEMBERS

Member Name	Title/Organization
Sally Greene (Chair)	Orange County Board of County Commissioners
Amy Fowler (replaced Mark Marcoplos)	Orange County Board of County Commissioners
Michael Parker	Chapel Hill Town Council
Barbara Foushee	Carrboro Town Council
Mark Bell	Hillsborough Town Commission
Montrena Hadley (replaced Patty Phillips)	Mebane City Council

A Policy Steering Committee (PSC) helped guide the transit planning process. The Committee's six members included elected officials from Orange County and the towns and cities within the County's borders including Carrboro, Chapel Hill, Hillsborough, and Mebane. Meetings were held regularly to discuss transit priorities, community engagement, the plan's strategic direction, and to review work products and proposed projects. The consulting team and Orange County staff facilitated a four-hour strategic planning retreat for PSC members on July 24, 2021 in Hillsborough to reach consensus on core community values, confirm the transit goals, and to discuss conceptual transit scenarios. PSC members and the project team attended the retreat in person and the retreat was live-streamed on Zoom to accommodate additional participants while maintaining room capacity limits to prevent transmission of COVID. A primary outcome of the retreat was the identification of five "Core Values" used to identify and assess projects to include in the Transit Plan Update.

Updating the Plan

The Orange County Transit Plan Update was developed between 2020 and 2022 and included tasks such as reviewing existing transit, transportation, and land use plans; conducting two phases of public outreach and engagement; developing and assessing conceptual transit scenarios and proposed projects; and creating an implementation plan, budget, and schedule for new transit projects.



Project Timeline

Plan Review

The planning process also considered existing transit plans to better understand unmet transit needs and land use plans to ensure transit investments are aligned with county and municipal visions for growth and development. A full list of plans reviewed for this project is available in the appendix.

Key resource documents include:

- Orange County 2030 Comprehensive Plan (2008)
- Orange County Bus and Rail Investment Plan (2012)
- Orange County Transit Plan Update (2017)
- Chapel Hill Short Range Transit Plan (2020)
- Orange County Public Transportation Short Range Transit Plan (2018)
- GoTriangle Short Range Transit Plan (2018)
- FY20-29 State Transportation Improvement Plan (STIP) (2020)
- DCHC 2050 Metropolitan Transportation Plan (MTP) (draft, 2022)
- Chapel Hill 2020 Comprehensive Plan (2012)

Local government and transit agency staff actively participated in identifying unmet transit needs, balancing transit needs with available resources, and vetting proposals for transit improvements. Key partners included:

- Orange County Public Transportation
- Orange County
- Town of Chapel Hill
- GoTriangle
- Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO)
- Town of Carrboro
- Town of Hillsborough
- City of Mebane
- University of North Carolina - Chapel Hill

outreach & engagement.

The Orange County Transit Plan Updates centers community outreach and engagement, ensuring the plan reflects community values and meets the community's transit needs. Drawing on best practices and experience, the planning team designed an approach providing residents and other stakeholders with the information and tools needed to fully engage in the planning and decision-making process and offering ample and accessible opportunities to participate in the planning process. Two critical elements of this approach are redundancy (many ways to participate) and accessibility (engagement makes sense given the community's needs and resources).

The project's outreach and engagement were conducted in two phases. Phase 1 introduced important transit planning concepts and established a shared understanding of the transit planning process, purpose, and key players. The goal of Phase 1 was to identify community transit priorities and establish a broad vision for new transit investments. Phase 2 drilled down into proposed projects and investment options ensuring they reflected community priorities and the feedback gathered in Phase 1.

approaches.



project website

Launched and maintained throughout the process; served as a centralized location for information, questions, and feedback



virtual transit summit

Introduced the Plan Update process and the transit system and set expectations on project scopes and budgets; sought early input on transit goals; helped identify community priorities; shared information about existing transit services that may not be widely known; included simultaneous Spanish interpretation.



surveys

Gathered preliminary information on transit wants and needs; respondents asked to share ridership habits, including types of transit they use, trip purposes, and any reasons for not taking transit; survey was available online and in print form and was offered in both English and Spanish; the second survey sought to gather input on the set of proposed projects and identify any unmet needs or additional thoughts.



virtual focus groups

Invited community leaders and representatives to provide feedback on the proposed investment strategies and projects.



pop ups

In-person engagement at bus stops and park and ride lots to promote the second transit survey and gather additional feedback.

engagement phase 1.

TOOLS/ project website, survey, transit summit.

A project website was established to share and store project information. Launched early in the planning process, the website was a central location for important resources, and materials. A survey (available online or in print, in both Spanish and English) gathered information on community transit needs and priorities by asking questions about travel patterns, travel modes, trip purposes, reasons the respondent chooses not to use transit (if applicable), and what could change to make transit a more attractive option. Transit service providers and planning partners helped promote the first survey and over 200 responses were received. In October 2020, a virtual Transit Summit was held attracting over 50 participants. The summit provided an overview of the planning process, introduced Orange County’s transit system and providers, and set expectations in terms of the amount of funding available to support new transit investments. Participants were also asked about their transit goals and priorities, and this information was integrated into the planning process. The Transit Summit was promoted in both English and Spanish and featured simultaneous Spanish/English interpretation to help mitigate language barriers. A summary of feedback from Phase 1 is available in the appendix.

PHASE 1/ what did we learn?



Transit riders want expanded transit services – both in frequency and in hours of operation.



PHASE 2/ what did we learn?

Support was confirmed for the proposed improvements and transit vision.

engagement phase 2.

TOOLS/ focus groups, survey, pop-ups.

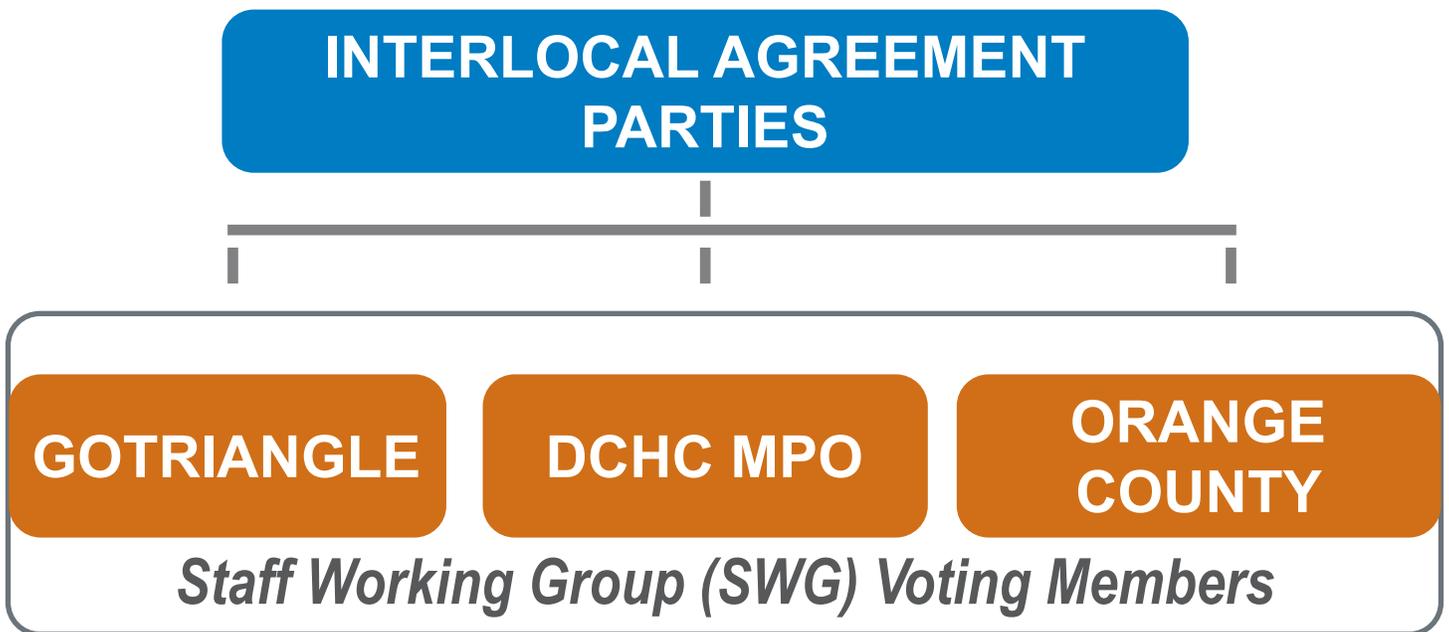
transit vision.

collaborated on community interests,

The project team, transit service providers, and the PSC collaborated on an invitation list of targeting participants representing organizations, and agencies. Groups were capped at 15 participants to allow for a productive virtual environment for open discussion. The Phase 2 survey sought feedback on proposed projects and the conceptual transit vision by asking respondents to provide feedback on unmet transit needs or other transit-related concerns. The survey was available online and in print, in both English and Spanish. Transit providers, county and municipal staff, and community organizations heavily promoted the survey on behalf of the planning team. Additionally, project staff conducted pop-up events at bus stops across Orange County, sharing plan information and promoting the opportunity to provide feedback on the proposed projects and the conceptual transit vision. Additionally, posters and postcards were distributed advertising the survey. These intensive advertising efforts paid off - over 1,000 responses were received. A final phase of outreach gathered feedback on the plan, proposed projects, and conceptual transit vision during public comment for the plan’s adoption.

Plan Governance

The *Orange County Bus and Rail Investment Plan* was approved in 2012 by Orange County, DCHC MPO, and GoTriangle. Along with this plan, Orange County, GoTriangle, and DCHC MPO entered into an Interlocal Implementation Agreement (ILA) to provide for effective implementation and oversight of the transit plan on October 24, 2012. The ILA establishes a **Staff Working Group** (SWG) including representatives from Orange County, GoTriangle, and DCHC MPO. The SWG supports the annual project selection process and budget approval; reviews progress of plan implementation; and prepares updates to the Plan at least every four years, or due to identified changes to costs or revenues that are significant enough to require a plan update. The *Orange County Transit Plan (2017)* was the first plan update. In 2017, the parties to the ILA plus Durham County also approved an update to the ILA's Cost-Sharing Agreement governing the division of responsibility for costs associated with the D-0 LRT project, a key element of the 2012 and 2017 plans. The 2017 Cost-Sharing Agreement supersedes the original 2012 agreement. In 2021, these parties commenced a governance plan update process to review and possibly amend the governance structure for transit planning and implementation.



orange county.

“

quick•take

Home to nearly 150,000 residents, Orange County is the westernmost anchor of the Research Triangle.

SECTION
02

orange county.

What influences transit investments in Orange County?



spatial analysis

Methods of organizing and assessing data and information to identify patterns and trends based on geographic location.

This section summarizes key characteristics of the people and places in Orange County and describes their influence on transit decisions, investments, and service.

Orange County is centrally located in North Carolina's Piedmont, part of the Research Triangle Region. Four municipalities are located wholly or partially within the county - the Towns of Chapel Hill, Carrboro, and Hillsborough and the City of Mebane. A small part of Chapel Hill extends into Durham County. Orange County's population is largely concentrated within the urbanized areas of the towns and there are several rural communities like Efland and Cedar Grove, among others.

History

Orange County was originally inhabited by the Eno, Occaneechi, and Haw tribes of Native Americans. Later colonizers included the English, German, Scotch-Irish, and Welsh. The county played a pivotal role in the lead up to the American Revolution due to the Regulator Movement - North Carolina residents who instigated armed rebellion against corrupt colonial officials. In 1789, the flagship campus of the University of North Carolina system was established in Chapel Hill.

Like many areas in the American south, the county's development was rooted in agriculture (tobacco, cotton) and influenced by the railroad's arrival in the mid-1800s. The railroad's connections to national and international markets and the manufacturing advances of the Industrial Revolution combined to form the foundation of the Piedmont's textile industry. The region's strong grip on textiles manufacturing continued into the mid to late 20th century but then began a precipitous drop off, likely due to competition from overseas producers.

A strong agricultural tradition still exists in Orange County, though the county's economy has evolved and diversified to embrace new industrial sectors such as life sciences and

biotechnology. The establishment of Research Triangle Park (RTP) in 1959 solidified the county's place in the new global economy. Information and knowledge-based sectors are strongly supported by several research universities, a nearby international airport, the high quality of life, communities, and an entrepreneurial spirit.

People

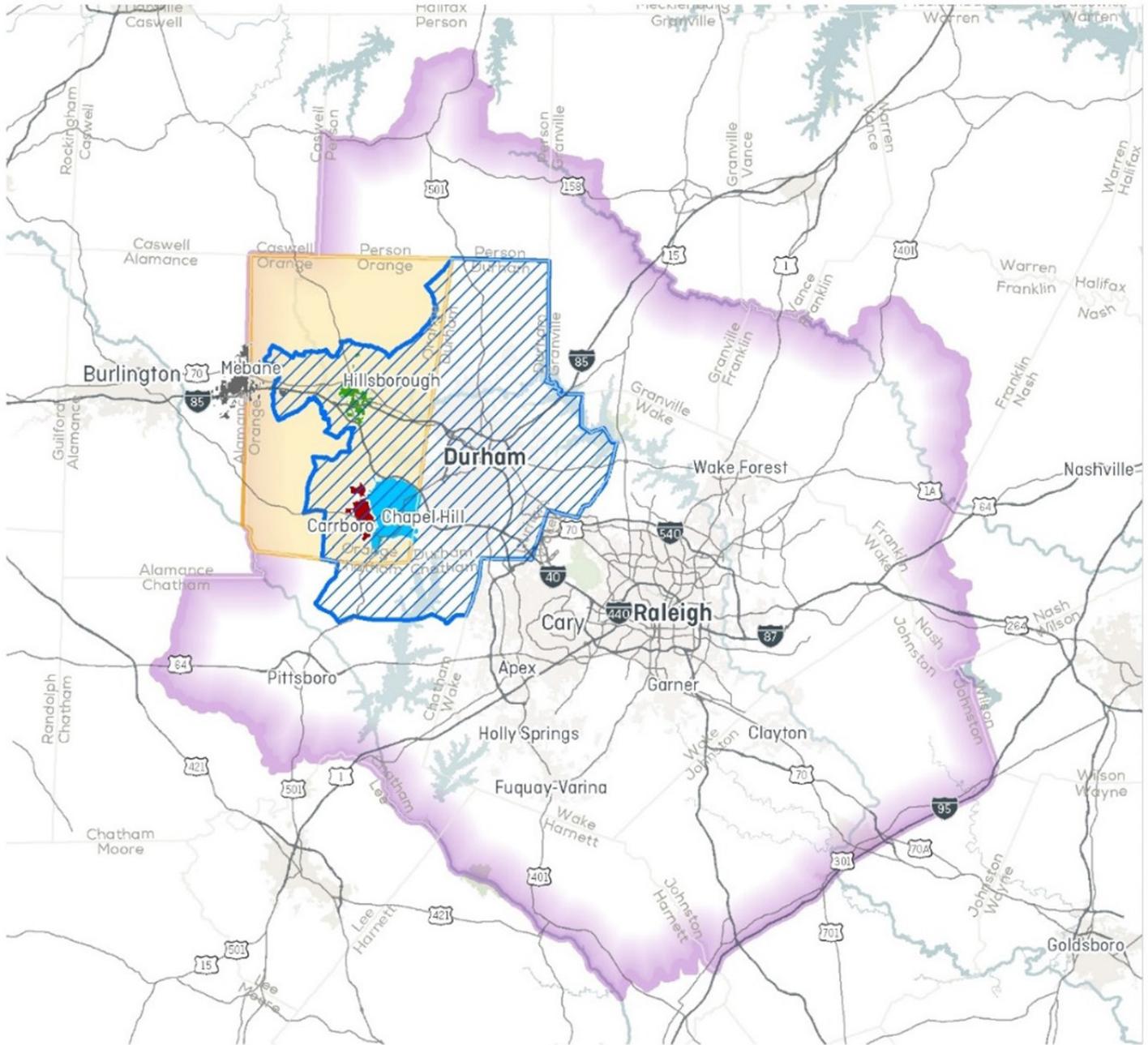
Nearly 149,000 residents were living in Orange County at the time of the 2020 Decennial US Census, an increase of approximately 15,000 residents since 2010. Median age remains relatively low (35.1) though the share of population aged over 65 has increased (9.4% in 2010, 14.1% in 2020). The share of residents under the age of 18 has remained stable over the last decade (20.0% in 2010 compared to 19.5% in 2020) (US Census, 2020 ACS 5-year estimates).

Trends indicate shifts in the racial distribution of the county's residents. The share of residents identifying as white (74.4% in 2010 and 66.6% in 2020) and residents identifying as Black or African American (11.2% in 2010 and 10.7% in 2020) have both decreased. Asian residents (6.7% in 2010 and 8.5% in 2020) and residents identifying as Hispanic or Latino of any race (8.2% in 2010 and 10.6% in 2020) have both increased.

Residents of Orange County tend to be highly educated. Over 26% of residents hold a bachelor's degree and the rate of master's degree attainment is near 34.8% - both representing increases over the last decade for residents aged 25 and older. Unemployment remains low (4.2% in 2010 and 2.5% in 2020).

Median household income (2020) is around \$7,000 higher than the national average but over 38% of households in Orange County report earning \$100,000 or more, annually.

PLANNING CONTEXT: Triangle region



LEGEND

- Orange County
- Carrboro
- Chapel Hill
- Hillsborough
- Mebane
- DCHC MPO Boundary
- Triangle (TRM area)

Housing

Residential density is generally concentrated in Chapel Hill, Carrboro, Durham, and areas along the Fordham Boulevard/ Durham-Chapel Hill Boulevard (US 15/501) corridor. Areas of higher density (over 10,000 residents per square mile) include Duke University and the University of North Carolina-Chapel Hill. Higher density areas typically feature multi-family housing and a more traditional development pattern with smaller lots and higher street network connectivity. There are also several pockets of higher residential density outside of downtown Chapel Hill on Fordham Boulevard/Durham-Chapel Hill Boulevard (US 15/501) and along the Martin Luther King, Jr. Boulevard corridor. Hillsborough also features a more traditional grid of streets but residential lots are larger and density tends to be much lower than Chapel Hill or Carrboro.

Outside of downtown Chapel Hill, Carrboro, and Hillsborough, development patterns shift to post-war suburban development featuring larger lot sizes, strict separation of uses, and disconnected, looping street patterns. These areas are significantly more difficult to serve by transit - higher-density, well-connected neighborhoods are much better suited for transit service .

Residential density drops significantly at the boundaries of incorporated communities like Chapel Hill and Carrboro and most of Orange County is rural and very low-density (less than 1,000 residents per square mile).

While the cost of living in North Carolina remains lower than the national average, over half of all renters in the state report spending more than 30% of their gross monthly income on housing each month. This figure only incorporates housing costs and likely underestimates the amount a household spends each month as it neglects to incorporate transportation costs (see box H+T Index).

Orange County has a relatively high median home value (\$346,200) as compared to Chatham County (\$333,100) or then Durham County (\$246,000) (ACS 2020 5-year estimates). Median value is a rough indicator of the relative affordability of the housing stock in each county. Durham County likely has a higher share of affordable and potentially affordable homes. Most housing falling into on the “affordable” range (based on Area Median Income) is between I-40 and US 15-501 (between Chapel Hill and Durham); south of NC-

INFO
EXPRESS



BUS STOP

H+T index.

The Housing and Transportation Affordability Index (H+T Index) was created by the Center for Neighborhood Technology (CNT) as a tool to provide a more comprehensive view of cost of living and housing affordability. Traditional metrics of affordability only consider housing costs and determine housing to be “affordable” when monthly rent or mortgage payments account for no more than 30% of household income. The flaw in this metric is that it does not account for transportation costs in the calculation of monthly expenses on housing.

The H+T Index acknowledges and accounts for the inverse relationship between housing costs and transportation costs. For example, in the Triangle Region, housing costs are typically higher near dense urban centers. These tend to be the same locations that enjoy greater access to jobs and better transit service, meaning transportation costs are typically lower.

In contrast, housing costs tend to be lower in locations further from urban centers but jobs are generally further away and there is less transit service available. Residents in these locations are generally more dependent on private vehicles and spend more time traveling to and from work each day.

The H+T Index includes both housing AND transportation costs when calculating affordability. If the combined costs are no more than 45% of household income, the living situation can be considered affordable.

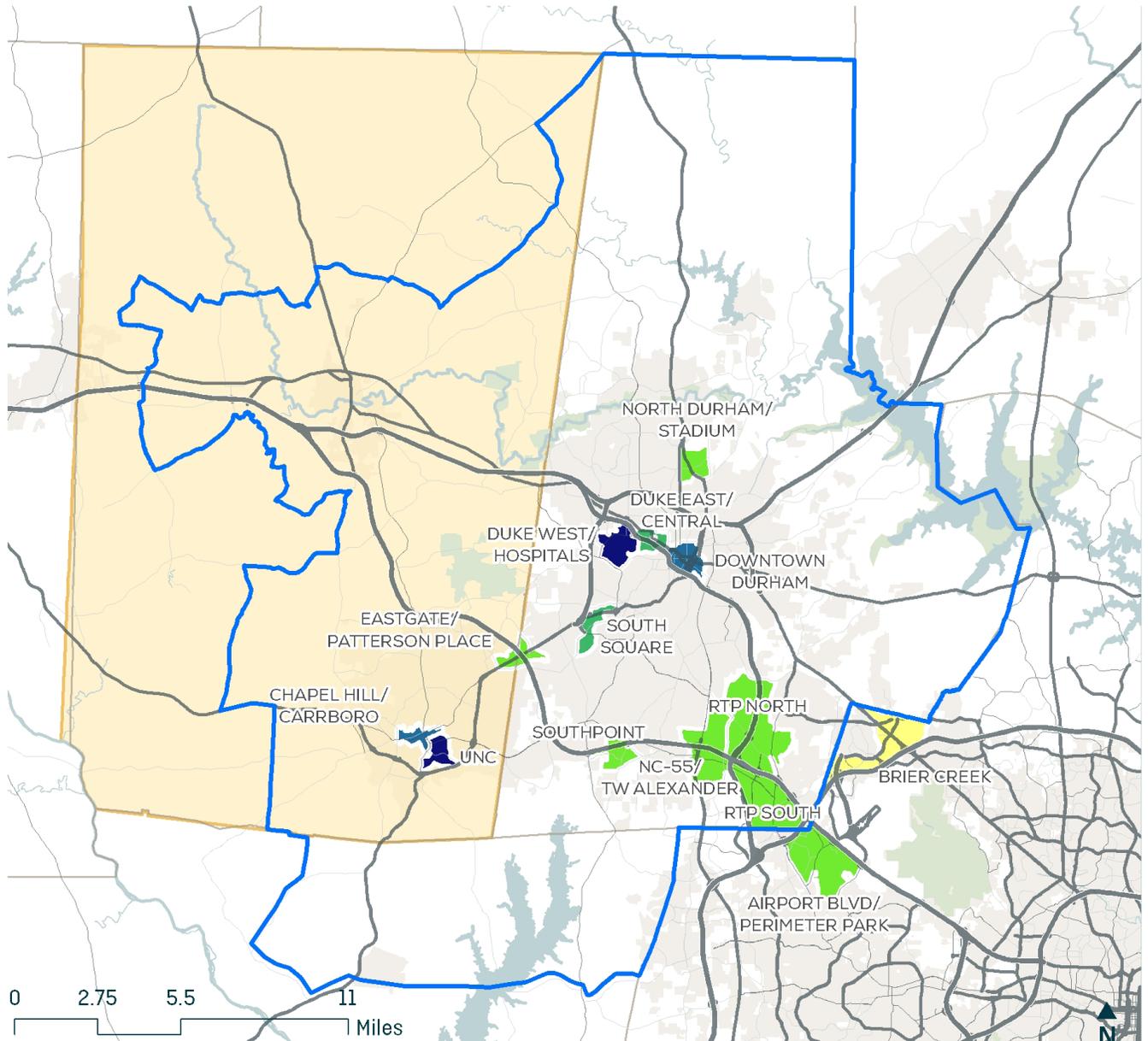
CNT also reports that neighborhoods that are “compact, mixed-use, and [have] convenient access to jobs, services, transit and amenities” have lower transportation costs, contributing to a higher level of affordability.

54; west of US 15-501 near Chapel Hill; and east of Hillsborough in Orange County. Notably, these areas with more affordable housing are more difficult to serve with useful transit service.

Jobs

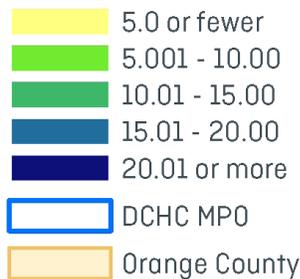
The county’s largest employers are UNC Chapel Hill, UNC Health Care, and Chapel Hill-Carrboro City Schools. The county’s largest private employer is Eurosport (Sports Endeavors, Inc.), a distributor of sports equipment and apparel. Like the region, most residents are employed

PLANNING CONTEXT: Regional Job Centers

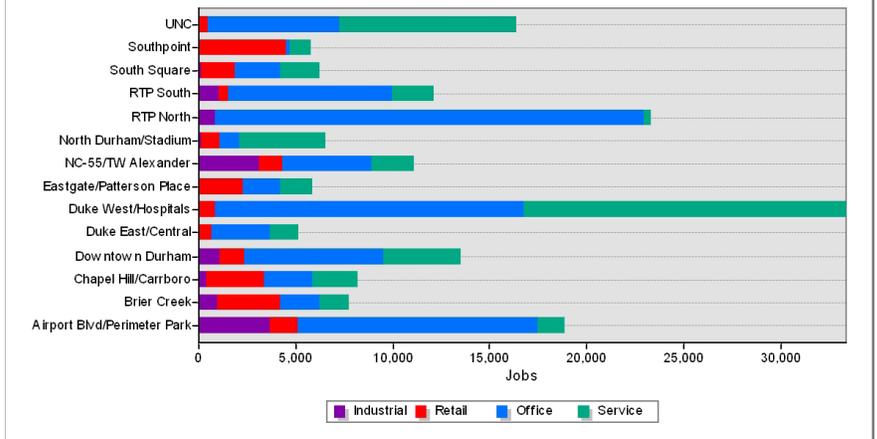


Jobs centers

Jobs per acre



Jobs by Type in Jobs Centers



in the educational services, and health care and social assistance sector (39.1%, 2018); followed by professional, scientific, and management; and administrative and waste management services (12.9%, 2018).

Most of the county's jobs are in and around downtown Chapel Hill, UNC-CH campus, and along the US 15-501 corridor. There are also pockets of job density in shopping centers like Meadowmont and the Mebane outlets. Employment generators outside of downtown districts and campuses are typically "big box" retailers. Usually surrounded by large parking lots, these locations are more difficult to serve by transit because in most cases, there is a long walk between on-street bus stops and the front entrance. In some cases, buses make a time-consuming deviation into these shopping centers to allow a shorter walk, slowing service on these routes.

Regionally, jobs are concentrated near higher education and research facilities, particularly around the Duke Hospital campus, the UNC Chapel Hill campus, and Research Triangle Park (RTP). The largest regional jobs centers (Duke Hospital, UNC, and RTP) are characterized by office and service (primarily health care) jobs.

Smaller jobs centers often offer a higher proportion of retail jobs and may be key destinations for commuters with limited mobility options apart from transit. In Orange County, Eastgate, Patterson Place, downtown Chapel Hill, and downtown Carrboro have notable shares of retail jobs. Southpoint, South Square, and Brier Creek are retail-heavy jobs centers located outside the county.

Travel Patterns

In Orange and Durham Counties, home-to-work commuter flows are characterized by strong pulls towards several key job centers including:

- North Durham to Duke/Downtown Durham
- East Durham to Duke/Downtown Durham
- Southpoint to Duke/Downtown Durham;
- Chapel Hill to Duke/Downtown Durham
- Carrboro to Chapel Hill
- Hillsborough to Durham.

Regional commuter flows are dominated by travel between Wake County and Research Triangle Park; between Wake County and Duke/Downtown Durham; and between Wake County and Chapel Hill. Relatively lighter flows exist between Chatham County and Chapel Hill; Alamance County and Chapel Hill; Alamance and Duke/Downtown Durham; and Alamance and Hillsborough.

INFO
EXPRESS



BUS STOP

transit & land use.

Integrating land use planning and transit planning contributes to smart growth by directing new growth and development to locations that currently, or are planned to, provide high-quality transit service and by setting policy that promotes higher density development in transit served locations. This "location-efficient" land use maximizes synergies and helps meet goals for both land use and transportation including:

- Walkability
- Multimodal safety
- Traffic calming
- Increased ridership
- More sustainable, environmentally friendly patterns of growth
- Decreased roadway congestion
- Transit-oriented development
- Decreased cost of living
- Accessibility to goods and services
- Job accessibility
- Predictable growth and development

Most residents travel to work alone in a car, truck, or van. Some workers carpool but the share of carpooling workers has decreased between 2010 and 2018 (11.3% and 7.1%, respectively). Notably, there have been no changes over the last decade in the share of workers using public transportation to reach work (7.1% in both 2010 and 2018).

There has been a small increase in the number of employees who walk to work (5.0% and 6.1% in 2010 and 2018, respectively) but no change in the share of residents cycling to work (1.8%). There has been a more significant increase in the share of employees working from home (6.3% and 9.1% in 2010 and 2018, respectively), a figure that is likely to increase further given continued technological innovations and the COVID-19 pandemic and quarantine. Mean travel time to work has increased by nearly one minute since 2010 (21.8 as compared to 22.9 minutes in 2018).

Transit Need

A robust travel market (i.e., potential for high ridership) does not always reflect the greatest transit need. In fact, many residents who live in rural and geographically distant areas are often those who need transit the most but who are often the most difficult transit customers to serve. There is also a need to avoid placing

the region.

A rapidly growing and deeply interconnected region like the Research Triangle benefits from investing in high quality public transit service. Local and regional transit service provides options for a range of transit riders including commuters, students, workers, travelers, and more. Transit relieves congestion and reduces travel times on the region's major transportation corridors, making connections between the places riders call home and the region's major employment hubs. Fare-free service provided by Chapel Hill reduces the need for parking on and near UNC Chapel Hill's campus, supporting higher and better uses of limited land resources. And, thanks to membership in the Burlington-Graham MPO, there are also connections in the County to western destinations via Piedmont Authority for Regional Transit (PART), a service that is expanding.

Regional demographic and economic trends impact the transportation system and transit services telling us who lives in our region, where they live, where they need to travel, and the choices they make about how they meet travel needs. Tracking patterns and trends guides the important decisions we make about transit investments.

- Some of the largest increases in growth are occurring in the region's more rural and suburban areas including southeast Durham County and northwest Chatham County
- Urban areas are also experiencing growth, but at a relatively slower rate
- Two industry sectors make up nearly 40% of the region's jobs: "educational services" and "health care and social assistance"
- 10% of jobs are in "professional, scientific, and technical services"
- Jobs tend to be concentrated near higher education and research facilities
- Average annual salaries in these industries range from around \$58,000 to \$96,000
- 25% of the region's jobs are in sectors that don't enjoy the same high salaries including "retail trade;" "accommodation and food services;" "administrative support;" "waste management;" "transportation and warehousing;" and "arts, entertainment, and recreation" Residents employed in these industries are more likely to be housing and transportation cost-burdened
- There has been significant growth in the region's share of older residents since 2012 (age 65 and over) who tend to concentrate in the far northern and southern parts of the region
- Households earning more than \$125,000 annually increased regionally and tend to be located in the region's northern and southwestern areas but there is a significant cluster in and around Chapel Hill's urban core
- There has been a regional decrease in households earning less than \$25,000 (the lowest reported income bracket), but extremely low-income households are increasing on the region's fringes, particularly in northern and eastern Durham County
- The region's minority populations are increasingly moving outside of urban centers including significant growth in African American and Hispanic populations in Orange County north of Chapel Hill and I-85 and I-40 and to the north and east of Hillsborough.

undue transportation burdens on minority population groups. Income, vehicle availability, and age are indicators that help identify transit need.

It is difficult to provide useful transit to residents in distant, harder-to-reach areas as the additional distance means that the cost per ride is much higher. There are several geographically-isolated, high-poverty neighborhoods in Orange County which are harder to serve with cost-effective transit (i.e., rural areas outside the town boundaries of Hillsborough, Mebane, Chapel Hill, Carrboro, and Durham). Providing residents with meaningful transit options requires supportive land use and housing policies that allow lower income residents to live closer to high-quality transit service.

People in households without vehicles are not necessarily “transit-dependent” but are more likely to use transit because they do not have a car in their driveway, always ready to go. Few people in and around Orange County live without a car, so overall densities of zero- car-households is low. The highest levels are found within and immediately around downtown Chapel Hill, where non-car options (transit, bike share and bike infrastructure, etc.) are most abundant. Beyond this area, there are a few pockets where zero-car household densities are higher, primarily rural areas between Hillsborough and Chapel Hill.

As a demographic group, seniors (65+) are less likely to own cars than the general population. The highest concentrations of seniors are on the outer edges of urban areas like Chapel Hill, Durham, and Mebane. Some areas with a higher density of older residents are home to retirement communities.

Seniors’ transit needs and preferences tend to be different from those of younger riders. For example, seniors tend to be *more* sensitive to walking distance, because of limits on their physical ability, or concerns for their personal safety but they are also *less* sensitive to long waits for transit, typically because they use transit for other reasons than commuting to/from work. Likewise, seniors are generally also less likely to be discouraged by slow or indirect routes. Because of these factors, transit service designed to meet the needs of seniors tends not to meet the needs of riders who are employed, in school, or caring for kids in school who find long waits to be intolerable.

Information about ethnicity or race does not alone tell us how likely someone is to use transit but we must avoid projects resulting in disproportionate burdens and ensure the equitable distribution of benefits. Rural parts of Orange County tend to have a higher percentage of white residents with fewer Black and Hispanic residents. Urbanized areas are more diverse and neighborhoods have a more even mix of Black, Hispanic, Asian, and white residents.

EQUITY CONNECTION



BUS STOP

equity & orange county.

Orange County is home to thriving communities that enjoy the benefits of proximity to major research universities and one of the world’s preeminent biotech industry hubs. However, Orange County also “has the largest income inequality for a county with more than 100,000 residents in the state” despite being one of the healthiest counties in North Carolina.

Children living in poverty are a useful indicator of inequality. While white residents represent 64% of Orange County’s population, only 4% of white children live below the poverty line. Hispanic and Black/African American residents constitute 5% and 11% of the Orange County population respectively, but 34% of Hispanic children and 24% of Black children are living in poverty.

Unfortunately, prospects for the lives of these children are not positive. Research indicates that children born into poverty have a substantially higher likelihood of remaining impoverished throughout their lives. Orange County’s Department of Health states that “69% of children born into poverty will remain in poverty unless there is significant change in the system.”

Hispanic and Black residents are most likely to be impacted by transit inequality. Transportation decisions most often benefit Orange County’s majority white population who are heavily invested in driving. More data are needed to fully understand how past transit planning has facilitated access to transit resources or increased barriers that further disadvantage the most vulnerable and solutions are needed to rectify inequities.

transit.



quick•take

The Research Triangle is a highly interconnected region requiring coordinated transit funding, planning, and service.

03

What do we know about transit in Orange County?



transit•network

The bus, rail, and other types of public transportation routes available in a region or area.

This section provides an overview of transit service providers, the existing transit network, and transit system performance.

Public transit service supports basic mobility for individuals who do not have access to a private vehicle or other means of transportation. Public transit service also supports overall transportation goals such as reduced congestion and reduced travel time and can help meet environmental goals including reduced emissions, improved air quality, and a decreased reliance on fossil fuels. These benefits impact both riders and non-riders making public transit a true public good. For these reasons alone, public transit investments are a foundational element of great communities.

Network Overview

Orange County has several transit providers including:

- **Orange County Public Transit (OCPT):** a department of Orange County, operates three circulator routes
- **Chapel Hill Transit (CHT):** a shared enterprise of the Town of Chapel Hill, Town of Carrboro, and the University of North Carolina – Chapel Hill; serves most of the town of Chapel Hill and runs a weekday rush hour service between Chapel Hill and Hillsborough (route 420)
- **GoTriangle:** operates regional bus and shuttle service, paratransit services, ride matching and vanpools; provides commuter resources and an emergency ride home program for the Raleigh-Durham-Chapel Hill area including Apex, Cary, Chapel Hill, Durham, Garner, Hillsborough, Knightdale, RDU International Airport, Raleigh, the Research Triangle Park, Wendell, Wake Forest, and Zebulon

Connecting services:

- **GoTriangle:** operates routes connecting Chapel Hill with Durham and provides regional transit services between Wake, Durham, Orange, and Alamance Counties; Orange-Durham Express route provides hourly peak only service between Durham Station and Mebane City Hall

- **GoDurham:** provides no service in Orange County but does offer some connections with GoTriangle routes near the county line
- **Piedmont Authority for Regional Transit (PART):** provides service in the Greensboro, Winston-Salem, and High Point Piedmont Triad, operates a bus that runs during rush hour and sparsely during midday connecting Chapel Hill and Mebane to Greensboro, with a timed connection a few times a day to GoTriangle service in Mebane.

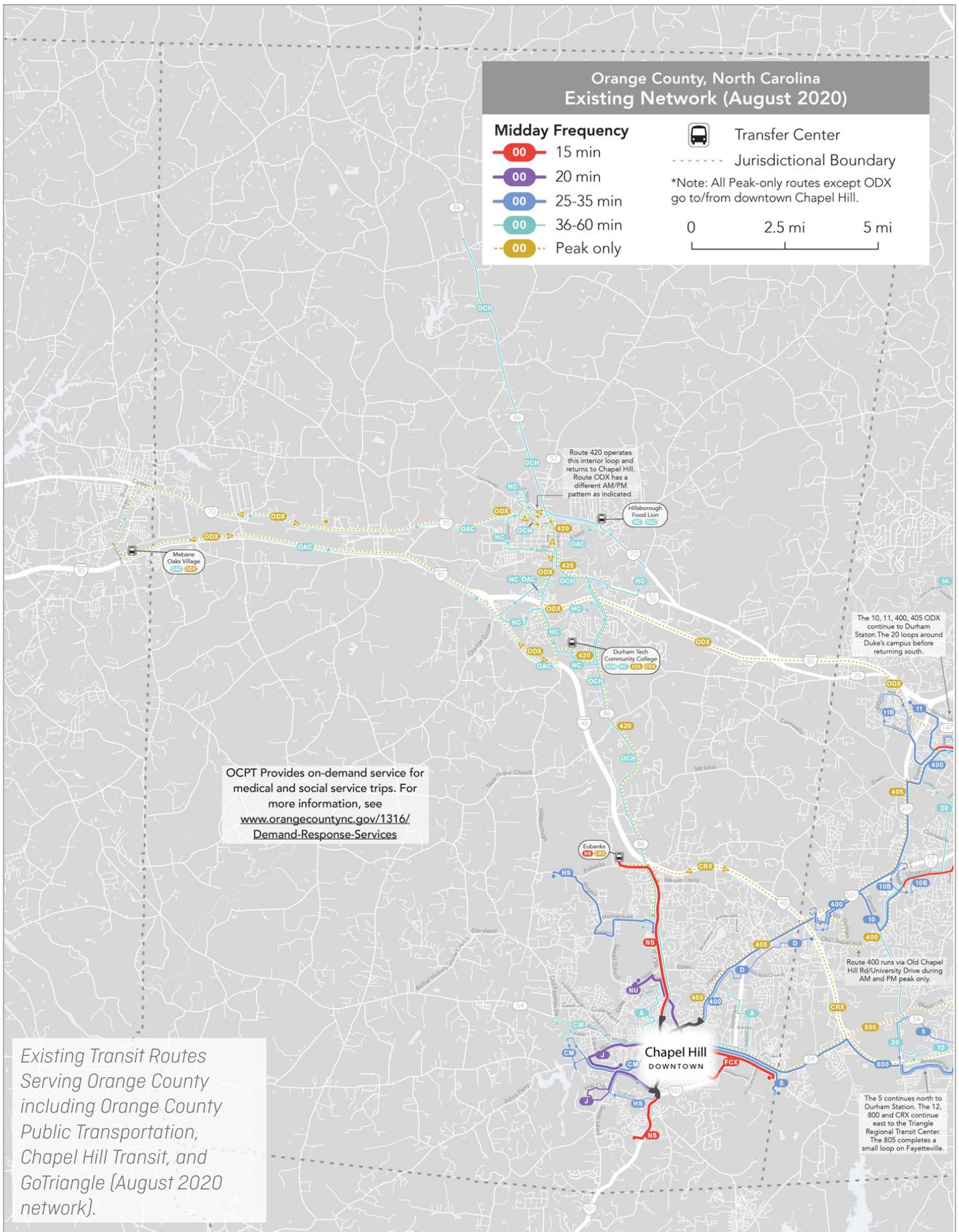
Transit System Performance

Several key indicators help us understand how well the current transit system is functioning. These include frequency of service, productivity of service, network coverage (the number of people currently near transit service) and transit network accessibility.

Frequency

The amount of time between transit vehicles on the same route. Frequencies of 15 minutes or less generate the greatest benefits for riders and service providers. Frequency should be considered relative to trip length [i.e., it makes less sense to wait a long time to travel a short distance].

Several transit routes in Orange County operate *only* during rush hours; other routes run more frequently during rush hour, including some very frequent routes including CHT routes U, RU, S and FCX. Few CHT routes run into the evening, and those that do have lower frequencies and often stop service at 9 PM. Fewer routes run on weekends, though more service is now available on weekends following CHT's August 2020 network update. OCPT serves a very large, mostly low-density area across much of the county making it difficult to provide service at useful frequencies. Service is primarily coverage-oriented, providing basic access for



Orange County, North Carolina
Existing Network (August 2020)

Middy Frequency

- 00 15 min
- 00 20 min
- 00 25-35 min
- 00 36-60 min
- 00 Peak only



Transfer Center

----- Jurisdictional Boundary

*Note: All Peak-only routes except ODX go to/from downtown Chapel Hill.



OCPT Provides on-demand service for medical and social service trips. For more information, see www.orangecountync.gov/1316/Demand-Response-Services

Existing Transit Routes Serving Orange County including Orange County Public Transportation, Chapel Hill Transit, and GoTriangle (August 2020 network).

Route 420 operates this interior loop and returns to Chapel Hill. Route ODX has a different AM/PM pattern as indicated.

The 10, 11, 400, 405 ODX continue to Durham Station. The 20 loops around Duke's campus before returning south.

Route 400 runs via Old Chapel Hill Rd/University Drive during AM and PM peak only.

The 5 continues north to Durham Station. The 12, 800 and CRX continue east to the Triangle Regional Transit Center. The 805 completes a small loop on Fayetteville.

shopping, services, and social trips. GoTriangle offers some late and weekend service providing people in and near downtown Chapel Hill with regional access.

Productivity

The number of riders compared to cost of service, measured in boardings per service hour; useful for assessing ridership goals.

The highest productivity service in Orange County is CHT's U route and its reverse route, the RU. Both operate at high frequencies and directly serve the core of downtown Chapel Hill and UNC. Most CHT routes have relatively high productivity; nearly all routes report 20 boardings per hour or more. Factors contributing to CHT's high productivity include service focused on the densest, most active parts of Orange County and fare-free service attracting more riders. Most GoTriangle routes achieve 10-20 boardings per hour. Both of GoTriangle's all-day services (Routes 400 and 800) achieve 16 boardings per hour. Three GoTriangle peak-only routes (420, CRX, ODX) achieve productivity levels below 13 boardings per hour and all three of OCPT's fixed route services average 10 boardings or less per hour. The Orange-Alamance Connector (OAC) has the lowest productivity with less than one (0.9) boarding per hour. But, because OCPT routes are coverage-oriented and provide service to less populated areas, productivity is not necessarily the best measure of their value to the community.

Coverage

The number of people living within a half-mile of a transit stop with service during the midday period. The Orange County Transit Plan Update assessed coverage based on proximity to any transit service and proximity to frequent transit service (20 minutes or less between vehicles).

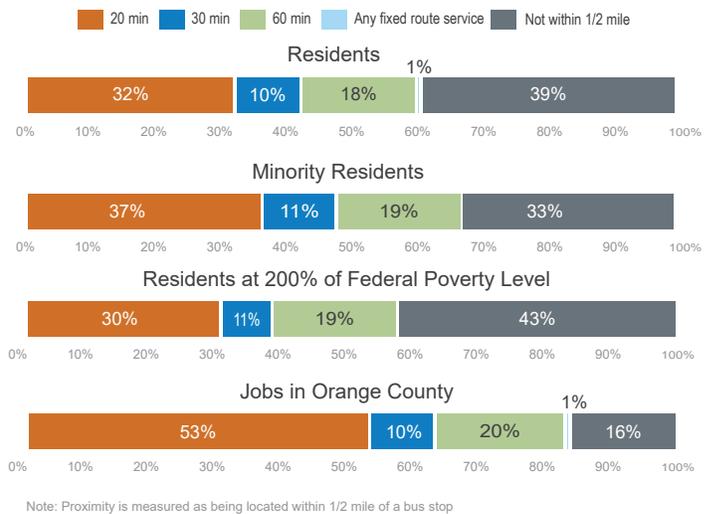
Over 50% of Orange County's jobs are located within a half-mile of a transit stop with frequent service at midday. Orange County residents living within a half-mile of a transit stop served by frequent transit service (20 minutes or less between vehicles at midday) include:

- 42% of *all* Orange County residents
- 48% of Orange County residents identifying as a *minority*
- 38% of Orange County residents who are living in poverty (200% of the federal poverty line)

While this indicates that a meaningful portion of Orange County's population can access frequent transit service, 43% of impoverished residents still live more than a half-mile away from a transit stop providing frequent, midday service. This disparity is due to relatively higher levels of poverty in the county's rural areas where it is more expensive to serve residents because buses must travel longer distances between customers.

Proximity to Transit at Midday - Weekday

What percentage of the service area is near transit?



Accessibility

The number of destinations (jobs, services, and community assets) residents can reach using transit service.

Transit access in Orange County is highest in Chapel Hill and Carrboro, reflecting the concentration of jobs and more robust transit connectivity in these areas. Higher accessibility extends along NC 54 to the Durham County line, from downtown Chapel Hill along US 15-501 in both directions towards the Blue Hill District and Southern Village, and northward along NC 86. More modest transit access is observed along the US 70/I-85 corridor, reflecting a lower density of destinations and overall lower levels of transit service. Most of the county's rural areas lack access to jobs via fixed route transit, though many are within the demand response service areas of regional transit providers.

Transit Trip-Making Potential

A person's likelihood of using transit when it's available depends on several factors like daily travel needs, place of residence, vehicle availability, and more. We can assess the general likelihood of a person using transit to meet a travel need ("transit trip making potential") by considering the amount of trip producers (like households), trip attractors (ex., jobs), and the time it takes to travel between all possible producer-attractor pairs using transit. We can also weight the analysis to prioritize pairs that have more units at the origin (ex., a pair connecting *many* households to *one* jobs center).

For trips beginning in Orange County, the highest trip-making potential is connections to regional employment centers: central Chapel Hill/Carrboro, (including UNC campus and hospitals) and the Duke Hospitals area in Durham. There is only one high-potential connection in Orange County north of I-40

(downtown Durham/Duke to Hillsborough.

For trips ending in Orange County, there are strong bi-directional connections between Chapel Hill and Duke University/Hospitals and connections between Chapel Hill and residential areas in southern Durham County. Overall, transit trip-making opportunities in Orange County are strongest in more urbanized areas like Chapel Hill and Carrboro, particularly to and from downtown areas to developments like Southern Village, the Blue Hill District, and Carraway/Weaver Dairy Road.

Transit Competitiveness

Transit competitiveness compares trip-making opportunities for transit versus traveling by automobile. For example, imagine a household that can reach a major office district in 15 minutes by car and in 30 minutes by transit. The same household can also reach a shopping center in 15 minutes by car and 45 minutes by transit. For this household, transit is a more attractive option when traveling to the office district than to the shopping center.

Carrboro and Chapel Hill's most transit-competitive areas provides transit access to around one-third of the jobs that can be reached by car. This is considered a reasonable level of connectivity to jobs, suggesting a relatively high share of transit commuters. A more moderate area of transit competitiveness exists along NC-86 between Chapel Hill and Hillsborough. Elsewhere, transit competitiveness is notably lower, suggesting transit is likely only used infrequently or primarily used by households with low rates of vehicle ownership (no cars or one car per household). Areas to the west of Orange County such as Burlington, Graham, Alamance County, and other Piedmont-Triad areas do not yet demonstrate an impact on transit competitiveness analyses but are worth keeping an eye on to track changes.

A *trip-making potential* analysis helps identify "underserved" origin-destination pairs. These are pairs with high auto trip-making potential but low transit trip-making potential representing regional opportunities to better-connect residents if transit service can be improved to provide travel times that are similar to car travel times.

For trips beginning in Orange County, there are opportunities to improve transit competitiveness for trips between residential areas in Chapel Hill and Carrboro (specifically the Blue Hill District and other in-town neighborhoods) and Downtown/UNC. There are more modest opportunities to improve transit competitiveness for trips between downtown/UNC and northern Carrboro/southern Hillsborough.

There are also opportunities to improve *regional* transit connections for trips beginning in Orange County including trips between central Chapel Hill/Carrboro to Raleigh; from

INFO
EXPRESS



BUS STOP

emerging technologies.

New technologies and concepts are emerging addressing transportation needs and shifting the role of the transit agency. A primary concept is that a trip must be approached from end to end and may include a range of services, public and private. For example, a trip could include walking, using a scooter, and a bus ride.

Mobility as a Service (MaaS): connecting multiple modes in a single trip and making it easier to plan and pay for trips through technology

Mobility on Demand (MoD): services and technologies like car sharing, ride sharing, ride sourcing, bike sharing, microtransit, dockless bike sharing, and even connected and autonomous vehicles

Transit Technology: mobile fare payment and cross-platform fare payment options (ex. using one mobile app to pay for multiple mobility services); also includes real-time information for bus location and arrivals

Microtransit: small-scale shared mobility services; may be public or private; typically use app-based services to extend or replace fixed-route transit service in areas with low ridership; typically cannot achieve high ridership relative to service levels; most successful if extending or supplementing existing paratransit service

Potential Challenges

- Limits to feasibility of emerging technologies
- May not meet the community's needs and values or mission of transit service providers, if goal is generating high ridership relative to cost and efficiency
- More labor-intensive and costly
- Full automation could reduce labor costs, but is still prohibitively far into the future
- Public-private partnerships may draw less cost-constrained riders away from traditional transit.

INFO
EXPRESS



BUS STOP

continuing pandemic impacts.

The COVID-19 pandemic has disrupted public health and quality of life throughout Orange County. Transit is particularly affected because operations and ridership are predicated on close proximity to many people.

COVID-19 is expected to disrupt our daily lives for another one to three years. COVID-19's effects on economic recovery will likely outlast direct public health impacts. Over the twenty-year horizon of the 2020 Orange County Transit Plan Update, the pandemic may impact economic growth forecasts; long-term impacts are more uncertain.

Short-term impacts are more volatile as public health and public transit officials continue to respond to virus-related issues. COVID-19 reduced transit ridership, affected operations by mandating vehicle capacity and fare collection changes; and generated operator shortages. Sales tax and other local funding sources that support the local and regional transit agencies are more unpredictable.

The process of developing the Orange County Transit Plan Update attempted to build in the flexibility needed to accommodate COVID-19 uncertainties including:

- The evolution of social distancing and individual levels of comfort with proximity to others affecting people's travel choices
- Changes in where and how we work and live
- Shifts in anticipated financial resources at all levels of government
- Disruptions in the recovery process due to new waves of outbreaks.

Even with these heightened levels of uncertainty, maintaining a useful transit system is critical to the lives of many people, and investing in the long-term success of transit is essential to the long-term success of Orange County.

Hillsborough to Duke Hospital; and from northern Carrboro/Chapel Hill (including the Blue Hill District) to Duke hospitals.

For transit trips ending in Orange County, there are opportunities to improve transit competitiveness for trips between southeastern Durham County, northern Durham, the Brier Creek area, eastern Cary, and northern Raleigh and ending in the Downtown/UNC area. It is currently possible to travel between these areas using transit, but it requires at least one transfer and routes tend to be indirect, both of which undermine the competitiveness of transit.

Transit Trends

Two kinds of transit trends (for the period 2012-2018) guided decisions for the Orange County Transit Plan Update. These trends, *direct* (trips, ridership, and revenue) and *indirect* (gas prices, economic factors, competing modes), help transit service providers focus investments and make decisions to improve service.

DIRECT

Total Annual Ridership

Chapel Hill Transit and GoTriangle had the most boardings in the region (6.0 and 1.7 million, respectively); Orange County Public Transit had notably fewer boardings on their fixed-route operations (17,852). Each provider served a similar number of trips in 2018 as they did in 2012. OCPT ridership fluctuated the most among the three providers over the time period considered (15,000 trips in 2012, about 24,000 in 2017, and 18,000 trips in 2018).

Service Hours

Service hours represent the total time during which a transit vehicle offers revenue service. Total annual service hours provide a general quantification of how much transit service an agency provides and is useful for understanding each agency's role in the regional transit network. CHT provides around 160,000 service hours per year - the most of the three Orange County providers. CHT's local routes are shorter relative to the other providers and focused on downtown Chapel Hill and UNC. GoTriangle provided 143,000 service hours in 2018, up 33% from 2012. Routes primarily operate during peak commuting periods with lengthier travel times between regional destinations. OCPT accrues the least service hours annually of the three providers (approximately 5,500 service hours annually), owing to a significantly smaller service portfolio.

Productivity

Measures of transit productivity offer a way to compare system performance while accounting for the varying sizes of transit agencies. **Boardings Per Service Hour** considers the number of people using an available transit service. A *higher* number of boardings per service hours indicates more productive service. **Cost Per Rider** considers the cost of each boarding relative to the transit service provider's annual operating costs. A *lower* cost per rider indicates more productive service. Cost per rider is impacted

by the size of the transit agency, the number of riders, and the nature of service provided (i.e., ridership oriented or coverage oriented). *Ridership-oriented service* (i.e., more passengers along concentrated, centralized routes) are inherently more productive than *coverage-oriented services* where vehicles must travel longer distances to serve fewer passengers.

Productivity: Boardings Per Service Hour

Chapel Hill Transit is the most productive provider, serving 39 riders per service hour (2018). GoTriangle served an average of 11 riders per service hour (2018). This lower productivity reflects the provider’s role in connecting regional centers, using fewer buses on longer routes. OCPT’s productivity is the lowest of the three providers (6.5 riders per hour in 2018), reflecting its more rural service context and coverage-oriented service.

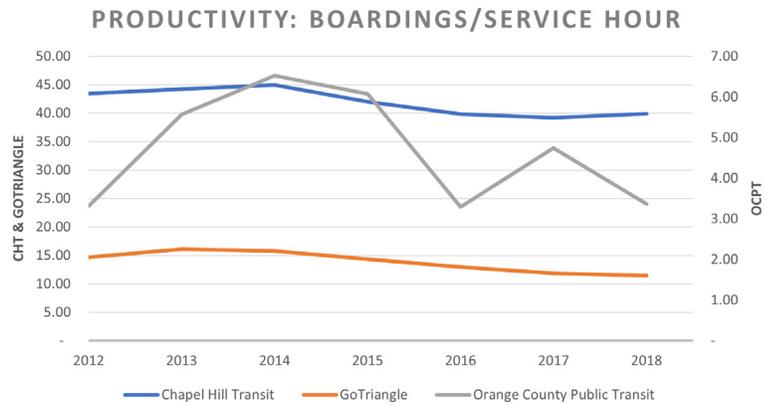
Productivity: Cost Per Rider

CHT’s costs per rider increased by 36% between 2012 and 2018 [\$0.34 per boarding in 2012 and \$0.46 per boarding in 2018] but they still have the lowest cost per rider of the three transit agencies serving Orange County. CHT’s higher productivity reflects shorter, higher-ridership routes (influenced by a fare-free system and parking restrictions on UNC’s campus). Between 2012 and 2018, GoTriangle’s cost per rider increased 250% from \$1.22 to \$2.81 and OCPT’s cost per boarding spiked in 2016 but stabilized to its 2013 level by 2018 (2012 data was unavailable for OCPT). Cost per rider is significantly higher for OCPT as compared to the other two services (ex. in 2016, OCPT’s cost per rider was nearly \$17; during the same period, costs per rider for CHT and GoTriangle were \$0.48 and \$2.70, respectively). The relatively higher costs per rider for OCPT reflects the system’s coverage orientation in a largely suburban and rural county with decentralized pockets of riders.

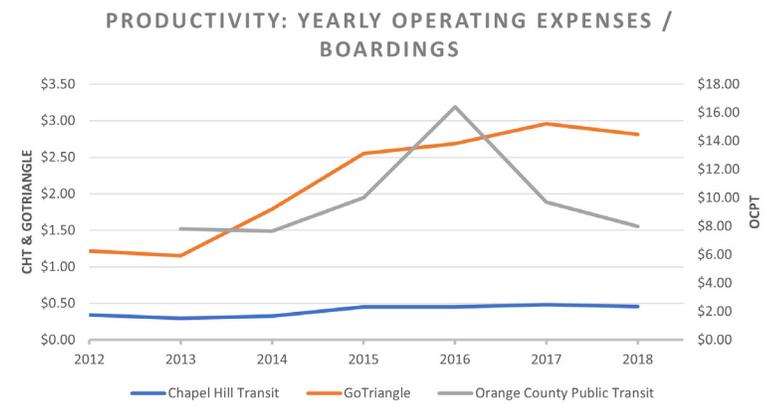
INDIRECT

Gas Prices

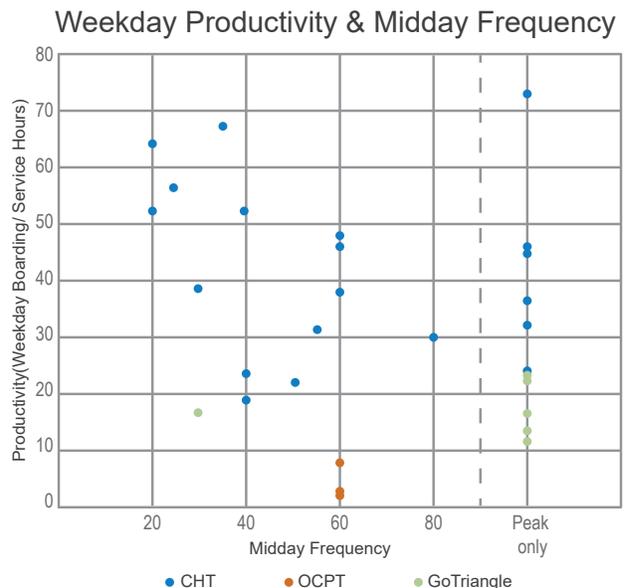
Gas prices directly affect the cost of travel. Very high gas prices, generally indicating international high demand, have historically led to nationwide reductions in personal automotive travel and increased transit utilization. The cost per gallon of gasoline has generally decreased in North Carolina since 2012 and average miles per gallon (MPG) have increased for both the typical passenger car fleet, including most sedans, coupes, and SUVs, and the light-duty truck fleet, including heavier vehicles that can tow more than 4,000 pounds. Efficiency improvements in the U.S. passenger fleet and declines in fuel prices have increased the use of personal vehicles for typical travel needs. Despite this systemic change in vehicle trends,



Productivity: Boardings Per Service Hour Unlinked passenger trips per vehicle revenue hour. Please note differences of scale between CHT/GoTriangle and OCPT



Productivity: Cost per Rider (NTD Reporting). Please note differences of scale between CHT/GoTriangle and OCPT.



Weekday productivity and midday frequency for all transit service in Orange County

regional transit ridership in the region has remained stable. Transit agencies with petroleum-powered vehicles are also sensitive to petroleum prices. Shifts to buses that rely on alternative energy (electric drivetrain, e.g.) may limit transit agency exposure to fluctuations in gas prices.

Shared Mobility & TNCs

Transportation network companies (TNCs), better known as ride hailing services, provide shared or distributed transportation opportunities and vehicles (“shared mobility”). TNCs include services like Uber and Lyft, both primarily mobile phone-based vehicle ride hailing companies. Other TNCs include bike and scooter-sharing companies, like Lime, Gotcha, and Byrd. The impacts of these players on transit (and transportation more generally) are difficult to quantify due to the novelty of shared mobility platforms and the reticence of privately-owned TNCs to share user data. Academic research has yielded mixed and sometimes contradictory findings about the impact TNCs are having on travel behavior.

There is some evidence that TNCs may help solve the “last-mile” problem, providing a bridge between fixed route transit services and trip origins/destinations. TNCs could also potentially help riders seamlessly switch between public transit service and shared mobility vehicles, centralizing transit services, enhancing frequency in key corridors, and reducing reliance on private vehicles.

There is also research suggesting that TNCs pull riders away from public transit service, making it more difficult for transit agencies to compete for riders. Other research indicates that TNCs may offer stopgaps for transit, such as when walk distances are very far or conditions are unreasonably crowded on transit routes.

A 2019 Transportation Research Board (TRB) manuscript presents mixed findings. Ride-hailing services like Uber and Lyft negatively impacted transit ridership but bike sharing positively impacted transit ridership (both at a statistically significant rate). Until more data are available and regulatory models mature, the case is incomplete on the effects of TNCs on transit utilization and/or how transit service design can effectively respond to their presence.

TNCs also may have a positive effect on *overall* accessibility. Examples of new partnerships between ride-sharing companies and transit agencies include DART in Dallas, Texas, partnering with Uber in 2015 to solve a “last mile” problem. The federal government has also invested in the development of technology solutions through programs such as Accelerating Innovative Mobility (AIM) grants.

INFO
EXPRESS



BUS STOP

electric transit vehicles.

Electric or “zero emissions” buses are the next generation of transit vehicles. They are quieter and more pleasant to ride, significantly reduce the carbon footprint of transit agencies, contribute to improved air quality in transit corridors, and improve community health outcomes.

Innovations in battery technology are making electric transit vehicles a more practical option. The cost of electric buses is decreasing (although they still cost about twice as much as a diesel vehicle) and the Federal Transit Administration continues to implement grant programs to help agencies purchase zero emissions transit vehicles.

Chapel Hill Transit was among the first agencies in North Carolina to acquire hybrid transit vehicles and now has 29 hybrid vehicles on the road. They continue to push the boundaries of innovation, working towards a goal of converting the agency’s core fleet of 93 vehicles to zero emission buses.



The agency acquired three all-electric vehicles in the fall of 2021 and will add eight more to their fleet over 2022.

The new electric buses can run 10 – 12 hours (200 – 250 miles) on a full battery charge. The new vehicles were pilot tested for several months before making their debut in regular service. Chapel Hill Transit also launched a solar feasibility study to investigate ways that solar panels could be installed in bus parking lots and park and rides to charge buses using renewable energy. This would further enhance the sustainability and cost efficiency of the zero emissions vehicles.

Revenues from Orange County’s Transit Tax could potentially help offset the costs of all-electric transit vehicles and supportive charging infrastructure.

funding.



quick·take

Transit Tax District Revenues in Orange County fund new and improved transit services.

How is transit funded in Orange County?

“

transit•tax

A half-cent sales and use tax levied by Orange County and used to improve or enhance the county's transit service.

This section describes the collection and allocation of transit funding, including the assumptions used to estimate expenses, costs, and revenues.

There are four dedicated revenue streams used to fund the local share of projects and services in this plan, referred to as Tax District Revenues. The revenues governed by this Plan are those collected in Orange County. These four dedicated Tax District Revenue streams are as follows:

- Article 43: Half-Cent Sales and Use Tax
- Article 50: Five-Percent Vehicle Rental Tax
- Article 51: Three-Dollar increase to GoTriangle Regional Vehicle Registration Fee
- Article 52: Seven-Dollar County Vehicle Registration Fee

The projects and services described in this plan update are primarily funded through these Tax District Revenues, with a small amount of funding for capital projects coming from federal sources. Because this is an update, the projects and services described within **supplement** [are in addition to] the program of projects and services to the 2012 *Orange County Bus and Rail Investment Plan* and the 2017 *Orange County Transit Plan*, with the exception of programmed expenses related to the discontinued D-0 LRT project.

Funding Sources

In 2012, Orange County voters approved a half-cent sales tax supporting transit funding [Article 43]. A regional transportation public authority, known as GoTriangle, was created to help administer these revenues and work on public transit service projects involving Orange, Durham, and Wake Counties.

Article 43 revenues are allocated by the North Carolina Department of Revenue to GoTriangle, which then allocates a portion of that money to Orange County through reimbursements for projects that either offer **new** public transit services or **expand** existing ones. There are three additional dedicated funding streams supporting transit in Orange County - a 5% Vehicle Rental Tax [Article 50] and two Vehicle Registration Fees [Article 51 and Article 52]. It is worth noting, and is explored in more detail later in this section, that the half-cent sales tax, vehicle registration, and rental car fees represent only a fraction of the local investment in public transit. Tax District Revenues are allocated to the three transit service providers

INFO
EXPRESS



BUS STOP

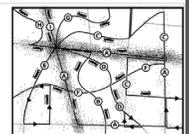
transit for more people or in more places?

Transit planning requires balancing the community's transit needs and objectives with the limited funding available. Equitably meeting transit needs and objectives is even more challenging in communities like Orange County, where coverage needs are greater and potential ridership is lower in rural parts of the county.

While trade-offs and decisions must be made, transit planning is not a zero sum exercise. Transit systems can be configured to meet goals along a *spectrum* of service orientations and most systems (including those operating in Orange County) fall somewhere in between the two extremes.



Ridership Goal



Coverage Goal



Image courtesy of Jarrett Walker & Associates

operating service in Orange County according to proportions established in the 2012 Interlocal Agreement (ILA):

- 64% Chapel Hill Transit
- 24% GoTriangle
- 12% Orange County Public Transportation.

The 2012 ILA also authorizes Chapel Hill Transit and OCPT to use 100% of the amount raised by the Seven-Dollar County Vehicle Registration Fee to cover the increased operating cost of services provided before the original plan took effect. This update continues to rely on this assumption.

The projects in this Plan Update are preliminary. The Staff Working Group produces an Annual Work Plan identifying specific transit projects, services, and activities to be implemented in the upcoming year and projects and time-frames are subject to change. For example, if upon further study a project is more costly than originally anticipated, or funding available from federal, state, or the amount of Tax District Revenue collected does not match the assumptions in this Plan, the project may be delayed or its scope reduced.

Assumptions

This Plan Update is fiscally restrained and relies on estimates and assumptions that have been developed by GoTriangle staff using current information and forecasting expertise. To calculate the cost of improvements, net new revenue hours have been converted to dollar costs using assumptions regarding current costs per revenue hour and inflation per year, for each transit service provider. The following formula determines the amount of Tax District Revenue available each year (Fiscal Years 2023- 2040) to support transit improvements:

$$\text{Fund Balance/Deficit} = (\text{Total Programmed Expenditures}) - (\text{Estimated Revenues})$$

Key Funding Assumptions

INPUT	ASSUMPTIONS
Sales tax revenue annual compound growth rate (Orange County, FY23-40)	3.7%
Inflation rate – capital costs/ operating costs (based on 2020 \$)	2.5%
Allocation of funding for bus operations according to Interlocal Agreement (2012)	
Chapel Hill Transit/ GoTriangle/Orange County Public Transportation	64%/ 24%/ 12%
Tax district revenue share of bus operating costs* (2012)	
Chapel Hill Transit/ GoTriangle/Orange County Public Transportation	64%/ 24%/ 12%
Bus operating cost per hour (2020 dollars)	
Chapel Hill Transit/ GoTriangle/Orange County Public Transportation	\$118/ \$133.70/ \$68
Cost of new transit vehicle	\$560,000
Tax district revenues funding increased cost of existing service**	
Chapel Hill Transit/ GoTriangle/Orange County Public Transportation	100%/ 0%/ 100%
*Expansion bus services only **\$7 vehicle registration fee proceeds only	



Identifying transit equity.

Transit inequities occur when transit and transportation resources do not support the needs of all members of the

community. Historically, many policies and practices related to transit and transportation adversely impacted communities with “majority-minority” populations. Racially discriminatory practices include:

- Segregated and substandard seating relegating Black riders to the back of the bus
- Segregated and poorly maintained rest stops, depots, stations, and shelters in high minority communities
- Inconvenient or inadequate bus routes impacting mobility and access to education, jobs, services, and more
- Discriminatory employment, hiring, and promotion practices

Orange County Transit Expenditures, Revenues, and Funds Balance FY 2023-2040

	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Operating	\$5,424,547	\$5,860,322	\$6,007,000	\$7,939,109	\$8,137,900	\$8,801,569	\$9,488,896	\$9,726,000
Capital	\$3,455,627	\$4,954,958	\$5,290,541	\$2,962,058	\$4,144,706	\$3,701,443	\$1,290,000	\$2,734,165
Total Expenditures	\$8,880,174	\$10,815,280	\$11,297,541	\$10,901,167	\$12,282,606	\$12,503,012	\$10,778,896	\$12,460,165
Estimated Revenues	\$10,556,653	\$10,955,819	\$11,314,868	\$11,683,594	\$12,016,055	\$12,332,159	\$12,739,395	\$13,208,008
Balance/ (Deficit)	\$1,676,479	\$140,539	\$17,328	\$782,427	\$(266,552)	\$(170,853)	\$1,960,499	\$747,844
Fund Balance Prior Year	0	\$1,676,479	\$1,817,017	\$1,834,345	\$2,616,772	\$2,350,221	\$2,179,368	\$4,139,867
Fund Balance End of Year	\$1,676,479	\$1,817,017	\$1,834,345	\$2,616,772	\$2,350,221	\$2,179,368	\$4,139,867	\$4,887,710
ORANGE COUNTY TRANSIT PLAN UPDATE: PROPOSED PROJECTS								
Operating Improvements								
	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30
CHT Route CW (midday frequency improvement)	\$190,610	\$195,375	\$200,300	\$205,300	\$210,400	\$215,700	\$221,100	\$226,600
CHT Route HS (weekend service)	\$160,038	\$164,039	\$168,100	\$172,300	\$176,600	\$181,000	185,500	\$190,100
OCPT Mobility on Demand (expanded hours, 2 phases)		\$438,741	\$449,700	\$650,588	\$666,900	\$683,600	\$700,700	\$718,200
CHT Route NS (service improvements)				\$314,741	\$322,600	\$330,700	\$339,000	\$347,500
CHT Route D (service expansion)				\$453,602	\$464,900	\$476,500	\$488,400	\$500,600
GoTriangle Route 400/405 (consolidation and improvement phase 1)				\$823,878	\$844,500	\$865,600	\$887,200	\$909,400
CHT Route J (service improvement)						\$460,069	\$471,600	\$483,400
GoTriangle Route 400/405 (consolidation and improvement phase 2)							\$467,296	\$479,000
Capital Improvements								
Vehicle acquisition, repower, replacement (Route NS improvements)				\$1,855,583				
Fordham Blvd./ Ephesus Church Rd. improvements (400/D/F connection)				\$1,000,000				
Fordham Blvd./ Manning Dr. queue jump and shoulder running improvements					\$2,000,000	\$2,000,000		
Vehicle acquisition, repower, replacement (Route 400, D, J improvements)					\$672,574			
North-South BRT					\$1,350,000	\$1,320,000	\$1,290,000	\$1,260,000

Orange County Transit Expenditures, Revenues, and Funds Balance FY 2023-2040 (cont'd)

FY31	FY32	FY33	FY34	FY35	FY36	FY37	FY38	FY39	FY40
\$9,969,200	\$10,218,700	\$10,474,300	\$10,736,000	\$11,004,300	\$11,279,400	\$11,561,300	\$11,850,200	\$12,146,400	\$12,450,100
\$1,230,000	\$3,993,918	\$4,097,764	\$2,888,555	\$3,786,617	\$1,566,966	\$1,050,000	\$1,020,000	\$1,960,161	\$1,291,471
\$11,199,200	\$14,212,618	\$14,572,064	\$13,624,555	\$14,790,917	\$12,846,366	\$12,611,300	\$12,870,200	\$14,106,561	\$13,741,571
\$13,694,663	\$14,183,876	\$14,666,548	\$15,164,856	\$15,704,541	\$16,320,714	\$16,989,579	\$17,689,316	\$18,419,706	\$19,184,994
\$2,495,463	\$(28,741)	\$94,484	\$1,540,301	\$913,624	\$3,474,348	\$4,378,279	\$4,819,116	\$4,313,144	\$5,443,423
\$4,887,710	\$7,383,173	\$7,354,432	\$7,448,916	\$8,989,217	\$9,902,841	\$13,377,189	\$17,755,468	\$22,574,584	\$26,887,728
\$7,383,173	\$7,354,432	\$7,448,916	\$8,989,217	\$9,902,841	\$13,377,189	\$17,755,468	\$22,574,584	\$26,887,728	\$32,331,151

ORANGE COUNTY TRANSIT PLAN UPDATE: PROPOSED PROJECTS (cont'd)

Operating Improvements (cont'd)

FY31	FY32	FY33	FY34	FY35	FY36	FY37	FY38	FY39	FY40
\$232,300	\$238,100	\$244,100	\$250,200	\$256,500	\$262,900	\$269,500	\$276,200	\$283,100	\$290,200
\$194,900	\$199,800	\$204,800	\$209,900	\$215,100	\$220,500	\$226,000	\$231,700	\$237,500	\$243,400
\$736,200	\$754,600	\$773,500	\$792,800	\$812,600	\$832,900	\$853,700	\$875,000	\$896,900	\$919,300
\$356,200	\$365,100	\$374,200	\$383,600	\$393,200	\$403,000	\$413,100	\$423,400	\$434,000	\$444,900
\$513,100	\$525,900	\$539,000	\$552,500	\$566,300	\$580,500	\$595,000	\$609,900	\$625,100	\$640,700
\$932,100	\$955,400	\$979,300	\$1,003,800	\$1,028,900	\$1,054,600	\$1,081,000	\$1,108,000	\$1,135,700	\$1,164,100
\$495,500	\$507,900	\$520,600	\$533,600	\$546,900	\$560,600	\$574,600	\$589,000	\$603,700	\$618,800
\$491,000	\$503,300	\$515,900	\$528,800	\$542,000	\$555,600	\$569,500	\$583,700	\$598,300	\$613,300

Capital Improvements (cont'd)

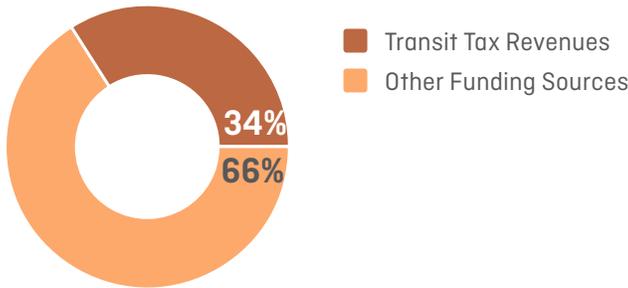
		\$133,846							
								\$970,161	
\$1,230,000	\$1,200,000	\$1,170,000	\$1,140,000	\$1,110,000	\$1,080,000	\$1,050,000	\$1,020,000	\$990,000	\$960,000

Transit Tax Revenues as a Share of Transit Budgets

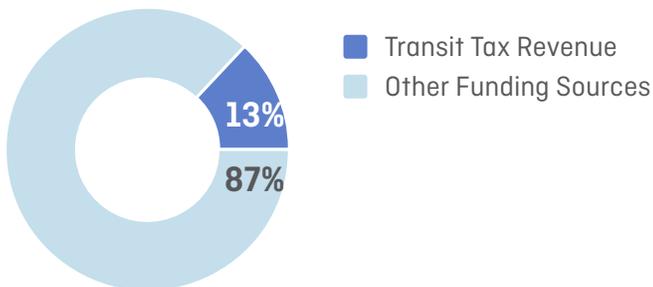
Orange County Public Transportation, Chapel Hill Transit, and GoTriangle all receive operations funding from Transit Tax Revenues. The service providers, DCHC MPO, and communities in Orange County also receive funding for bus rapid transit improvements, capital projects supporting transit, and for administrative services related to managing the taxing authority.

But the funding generated by Orange County’s half-cent transit sales tax remains a small part of each agency’s annual budget. The portion of each provider’s budget funded by the transit tax is shown below.

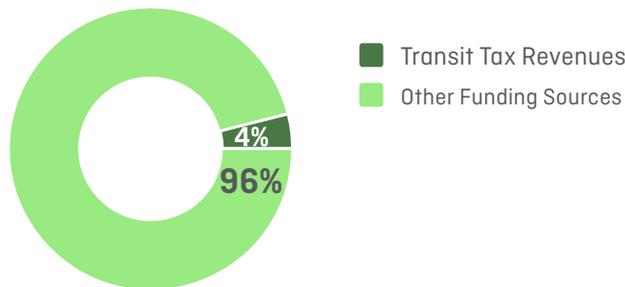
Orange County Public Transportation



Chapel Hill Transit



GoTriangle*



*Operating costs only

Year by Year Revenue Comparison (in thousands of \$\$)

YR	TAX DISTRICT REVENUE	ACTUAL	PROJ.*	DIFF.
FY 2017	Half cent sales tax	\$6,854	\$6,690	\$164
	GoTriangle vehicle rental tax	\$595	\$570	\$25
	\$3 vehicle registration fee	\$335	\$345	(\$10)
	\$7 vehicle registration fee	\$780	\$805	(\$25)
	TOTAL REVENUES	\$8,564	\$8,410	\$154
	ACTUAL VS. PROJECTED (%)			102%
FY 2018	Half cent sales tax	\$7,3445	\$7,000	\$345
	GoTriangle vehicle rental tax	\$615	\$595	\$20
	\$3 vehicle registration fee	\$330	\$360	(\$30)
	\$7 vehicle registration fee	\$770	\$840	(\$70)
	TOTAL REVENUES	\$9,060	\$8,795	\$265
	ACTUAL VS. PROJECTED (%)			103%
FY 2019	Half cent sales tax	\$7940	\$7,400	\$540
	GoTriangle vehicle rental tax	\$660	\$620	\$40
	\$3 vehicle registration fee	\$330	\$370	(\$40)
	\$7 vehicle registration fee	\$775	\$865	(\$90)
	TOTAL REVENUES	\$9,705	\$9,255	\$450
	ACTUAL VS. PROJECTED (%)			105%
FY 2020	Half cent sales tax	\$7,245	\$7,755	(\$510)
	GoTriangle vehicle rental tax	\$565	\$650	(\$85)
	\$3 vehicle registration fee	\$325	\$380	(\$55)
	\$7 vehicle registration fee	\$755	\$890	(\$135)
	TOTAL REVENUES	\$8,890	\$9,675	(\$785)
	ACTUAL VS. PROJECTED (%)			92%
FY2021	Half cent sales tax	\$8,533	\$8,000	\$533
	GoTriangle vehicle rental tax	\$480	\$675	(\$195)
	\$3 vehicle registration fee	\$350	\$390	(\$40)
	\$7 vehicle registration fee	\$820	\$915	(\$95)
	TOTAL REVENUES	\$10,183	\$9,980	\$203
	ACTUAL VS. PROJECTED (%)			102%
FY2022	Half cent sales tax	\$7,040	\$8,260	(\$858)
	GoTriangle vehicle rental tax	\$432	\$702	(\$270)
	\$3 vehicle registration fee	\$335	\$405	(\$70)
	\$7 vehicle registration fee	\$785	\$940	(\$155)
	TOTAL REVENUES	\$8,954	\$10,307	(\$1,353)
	ACTUAL VS. PROJECTED (%)			87%
*Projected revenues from 2017 Orange County Transit Plan				

Federal Transit Administration (FTA) Capital Investment Grants (CIG) Program.

FTA provides discretionary grant program funds for transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. **New Starts** and **Core Capacity** projects require completion of two phases prior to issuance of a construction grant agreement (Project Development and Engineering). **Small Starts** only requires Project Development in advance of the construction grant agreement. Projects are rated by FTA on a 5-point scale at specific milestone points during the process based on criteria assessing project justification and local financial commitment.

New Starts

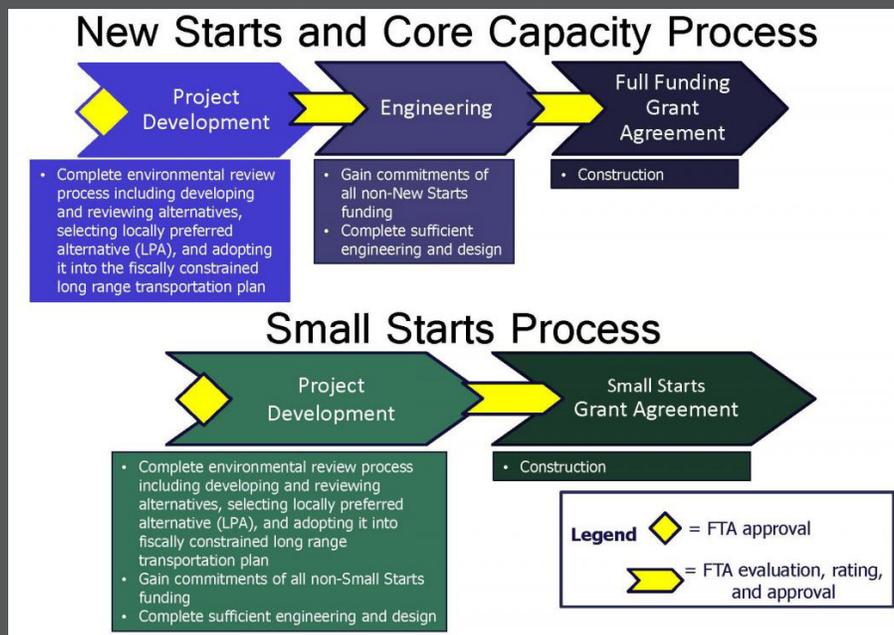
- Total project cost equal to or greater than \$300 million or total New Starts funding sought equals or exceeds \$100 million
- New fixed guideway system (light rail, commuter rail, fixed guideway BRT, etc.) or extension to existing system

Small Starts

- Total project cost is less than \$300 million and total Small Starts funding sought is less than \$100 million
- New fixed guideway systems (light rail, commuter rail etc.); extension to existing system; fixed guideway BRT system; corridor-based BRT system

Core Capacity

- Substantial corridor-based investment in existing fixed guideway system
- Project must: Be located in a corridor that is at or over capacity or will be in five years; increase capacity by 10%; “not include project elements designated to maintain a state of good repair”



Process: FTA New Starts, Small Starts and Core Capacity Improvements following entry into Project Development

LEFT BLANK FOR PRINT FORMATTING

projects.



quick•take

Five transit service improvements and two capital projects are proposed in the Plan Update.

SECTION 05

projects.

05

What transit improvements are included in the update?



core values

Five community values identified by the Policy Steering Committee and informing the identification of projects included in the Plan Update.

This section describes the program of improved services and projects recommended to be funded using Orange County's available Tax District Revenues.

The program of transit projects and services was developed based on the needs, priorities, and recommendations of the public, staff from local governments, transit service providers, key community stakeholders, and the Policy Steering Committee. Guided by five core values (see box), the Plan Update describes transit investments that will improve the types (modes), locations (routes), and schedules (frequency and span) of transit services available in Orange County. The Plan Update recommends five operational (service) oriented projects and two capital improvement projects enhancing transit connections, access, and reliability. As noted, the projects in this Plan Update supplement the projects and investments described in the 2012 *Orange County Bus and Rail Investment Plan* and the 2017 *Orange County Transit Plan* and projects included in the Annual Work Plans of the Staff Working Group (SWG). This update allocates the Orange County Transit Tax District revenues that remain after accounting for these already-programmed expenditures (with the exception of projects related to the discontinued D-O LRT).

Project Selection

The projects included in the Orange County Transit Plan Update can primarily be funded using Transit Tax Revenues projected to be generated between FY2022 and FY2040. The two capital improvement projects recommended in the update likely require a supplemental source of funding such as a federal grant, state funding, or local funding from a source other than the Tax District Revenue. Projects are intended to be implemented in phases between 2022 and 2040, as Tax District Revenues are generated. While these projects are near-term investments, they are individually and collectively intended to help achieve the county's longer-term transit vision [see section 6].

During the planning process, the project team considered

core values.

Equity: Prioritize the transit needs of under-served or transit-dependent residents; includes historically disinvested communities of color, lower-income neighborhoods, seniors, and rural communities.

Environmental Sustainability: Prioritize accessible and convenient transit service in areas with existing or planned higher density development

Economic Prosperity: Prioritize increasing access to jobs and opportunities.

Affordable and Attainable Quality of Life: Prioritize transit service connections to affordable housing, recreation, and arts and cultural opportunities.

Transportation and Access for All: Prioritize transit service that increases transit access for the most people to the most places.

various strategies for investing and maximizing Tax District Revenue, beginning with "big picture" priorities (ex. Is transit service in Orange County focused on generating higher ridership or is it focused on providing service to more places, regardless of how many people use the service?) and narrowing down project options based on more specific transit needs and goals. Community members, staff, and policy makers were engaged throughout the process, providing critical input and feedback for all major decisions and milestones.

A set of guiding questions helped identify the final set of

projects recommended in the Plan Update. Each of the seven projects can affirmatively answer the following:

1. **Is the project identified as an unfunded or emerging priority by transit service providers?**
2. **Does the project help meet an expressed public need?**
3. **Does the project reflect, incorporate, or further the identified core values?**
4. **Does the project advance the conceptual transit vision and/or improve regional connectivity?**

The five service improvements and two capital investment projects included in this Plan Update meet all the objectives.

Transit Enhancements Summary

The Orange County Transit Plan Update recommends seven projects - five enhancements to existing transit service (operations) and two capital investment projects enhancing transit connections, access, and reliability. New bus services (including increased service span and frequency on existing routes) are proposed to be implemented by Chapel Hill Transit, GoTriangle and Orange County Public Transportation using Tax District Revenues. Costs to purchase, maintain, and replace buses required for service improvements are also included. The service costs shown represents the estimated cost of service in the year of projected implementation; these costs are adjusted for inflation over time. As applicable, cost-share assumptions between Durham and Orange Counties are described. Costs for capital improvement projects are estimated based on the cost of similar projects but final project costs estimates require more comprehensive planning, engineering, and design studies.

A summary of the projects included in the Plan Update is included below and each project is described in more detail in the following pages. Section 4 (Funding) provides an overview of the funding assumptions used to develop the scope, cost, and implementation of each project including rate of inflation, cost per vehicle, and cost per hour for each transit service provider.

Transit Project/ Service	Net New Revenue Hours	Additional Peak Vehicles
Service Improvements		
Chapel Hill Transit CW: Improve weekday midday service to 30 minutes	1,500	0
Chapel Hill Transit HS: Add weekend service with 1 bus (70 min frequency) (8 AM - 6:30 PM)	1,177	0
Orange County Public Transportation: Mobility-on-Demand Service Expansion (2 phases)	4,400	N/A
Chapel Hill Transit NS: Improve morning peak frequency to every 6 minutes. Provide Saturday service until 11 PM and Sunday service until 9 PM	2,300	3
US 15-501 Service Improvements (GoTriangle 400/405, Chapel Hill Transit D, Chapel Hill Transit J)		
<i>GoTriangle 400/405 (Phase 1):</i> Consolidate into one route pattern (discontinue service to Old Chapel Hill Road/University Drive). Schedule effective 15-minute service midday, and improved Sunday and evening service.	10,663*	0
<i>GoTriangle 400 (Phase 2):</i> Shift route to Fordham Boulevard and provide all day service to Jones Ferry Road Park and Ride.	5,616*	1*
<i>Chapel Hill Transit D:</i> Extend service to Patterson Place and provide Saturday service until 9 PM.	8,833**	1
<i>Chapel Hill Transit J:</i> Improve morning peak frequency to every 10 minutes and offer 15-minute service until noon. Provide Saturday service until 11 PM and Sunday service until 9 PM	3,200	2
Capital Projects		
Crossing and Shelter Improvements on US 15-501/ Fordham Boulevard at Ephesus Church Road		
Fordham/Manning Queue Jump and Shoulder Running Improvements		
Chapel Hill Transit North-South BRT additional funding for the existing, programmed project		
*Subject to a 50/50 cost share with Durham County **Subject to a 60/40 cost share with Durham County		

Projects from 2012 and 2017 Transit Plans

Most of the Transit Tax revenues collected in Orange County (approximately \$9 million in FY2021) are used to fund “programmed” projects, services, and administrative needs (i.e., approved for funding in the 2012 or 2017 Orange County Transit Plans), with the exception of projects that have been removed due to the D-O LRT’s discontinuation. The projects in this Transit Plan Update are **new projects**. They are being added to the **projects that are already being funded with transit tax revenue** (shown below). When determining how much transit tax revenue was available for new projects, these projects are included in “existing expenses.”

Operating Projects

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization	
Transit Plan Administration	Staff Working Group Administrator
GoTriangle	
Tax District Administration	Tax District Admin - Financial Oversight Staff
Tax District Administration	Tax District Admin - Financial Oversight - Support Services (0)
Transit Plan Administration	Transit Plan Admin - Program Management Staff
Transit Plan Administration	Transit Plan Admin - Project Implementation Staff
Transit Plan Administration	TPA - Transit Planning - Support Services
Transit Plan Administration	TPA - Legal and Real Estate - Support Staff
Transit Plan Administration	TPA - Marketing Communication and PE - Support Staff
Transit Plan Administration	TPA - Marketing, Communication and PE - Support Services
Transit Plan Administration	TPA - Regional Technology and Administration - Support Staff
Transit Plan Administration	Customer Surveys

GoTriangle (cont'd)	
Transit Operations	Route 800 Improvements
Transit Operations	Route 400 Improvements
Transit Operations	Route ODX
Transit Operations	Route CRX Improvements
Transit Operations	Route 405 Improvements
Transit Operations	Paratransit expansion
Transit Operations	Youth GoPass
Transit Operations	Fare Collection Improvements (D)
Orange County Public Transportation	
Transit Operations	Continuation of Transit Services
Transit Operations	Increased Cost of Existing Services
Transit Operations	Hillsborough Circulator Expansion
Transit Operations	Hillsborough Circulator II
Chapel Hill Transit	
Transit Operations	Increased Cost of Existing Services
Transit Operations	Existing Service Expansion FY13-FY20

Capital Projects

GoTriangle	
Capital Planning	ERP System - Transit Plan
LRT	Light Rail Transit Closeout Costs
Transit Infrastructure	Hillsborough Park and Ride
Transit Infrastructure	New Transfer Center (Location TBD, Hillsborough or RTC)
Transit Infrastructure	Mebane Bus Stop Improvement
Transit Infrastructure	Bus Stop Improvements (Orange County)
Transit Infrastructure	Priority Transit Access Improvements
Transit Infrastructure	RTC Facility Feasibility Study - Orange
Transit Infrastructure	Mobile Ticket Validators - Orange share (includes Route 420)
Vehicle Acquisition	Vehicle acquisition and replacement
Capital Planning	Origin Destination Survey
Capital Planning	GoTriangle Short Range Transit Plan
Capital Planning	Transit Facilities Study
Transit Infrastructure	Bus Stop Improvement (5 OPT Stops) Short Term
Orange County Public Transportation	
Transit Infrastructure	15 OPT Bus Stop Signs
Transit Infrastructure	Hillsborough Park-and-Ride - 3(Orange County -Construction)
Capital Planning	AVL
Capital Planning	Planning for new Transit Plan

Chapel Hill/ Chapel Hill Transit	
BRT	North-South BRT
BRT	North-South BRT Supplemental
Transit Infrastructure	CHT ADA Bus Stop Upgrades
Transit Infrastructure	UNC Manning Drive Bus Station
Transit Infrastructure	Lighting in bus shelters
Transit Infrastructure	Bus Stop Sign Design and Replacement
Vehicle Acquisition	Programmed Expansion Bus Renewals Based on Useful Life
Town of Carrboro	
Transit Infrastructure	Estes Drive Bike-Ped Improvements
Transit Infrastructure	Estes Drive Transit Access/Corridor Study
Transit Infrastructure	Morgan Creek Greenway
Transit Infrastructure	South Greensboro St. Sidewalk
Transit Infrastructure	Carrboro West Main Street Sidewalk
Transit Infrastructure	NC 54 signalized pedestrian crossings (Westbrook Drive, Abbey Road, Kingsmill/Laurel)
Town of Hillsborough	
Transit Infrastructure	Hillsborough Train Station
Transit Infrastructure	Hillsborough Train Station Bus Stop Improvements

Orange County, North Carolina Proposed Improvements

Midday Frequency

- 00 15 min
- 00 20 min
- 00 25-35 min
- 00 36-60 min
- 00 Peak only

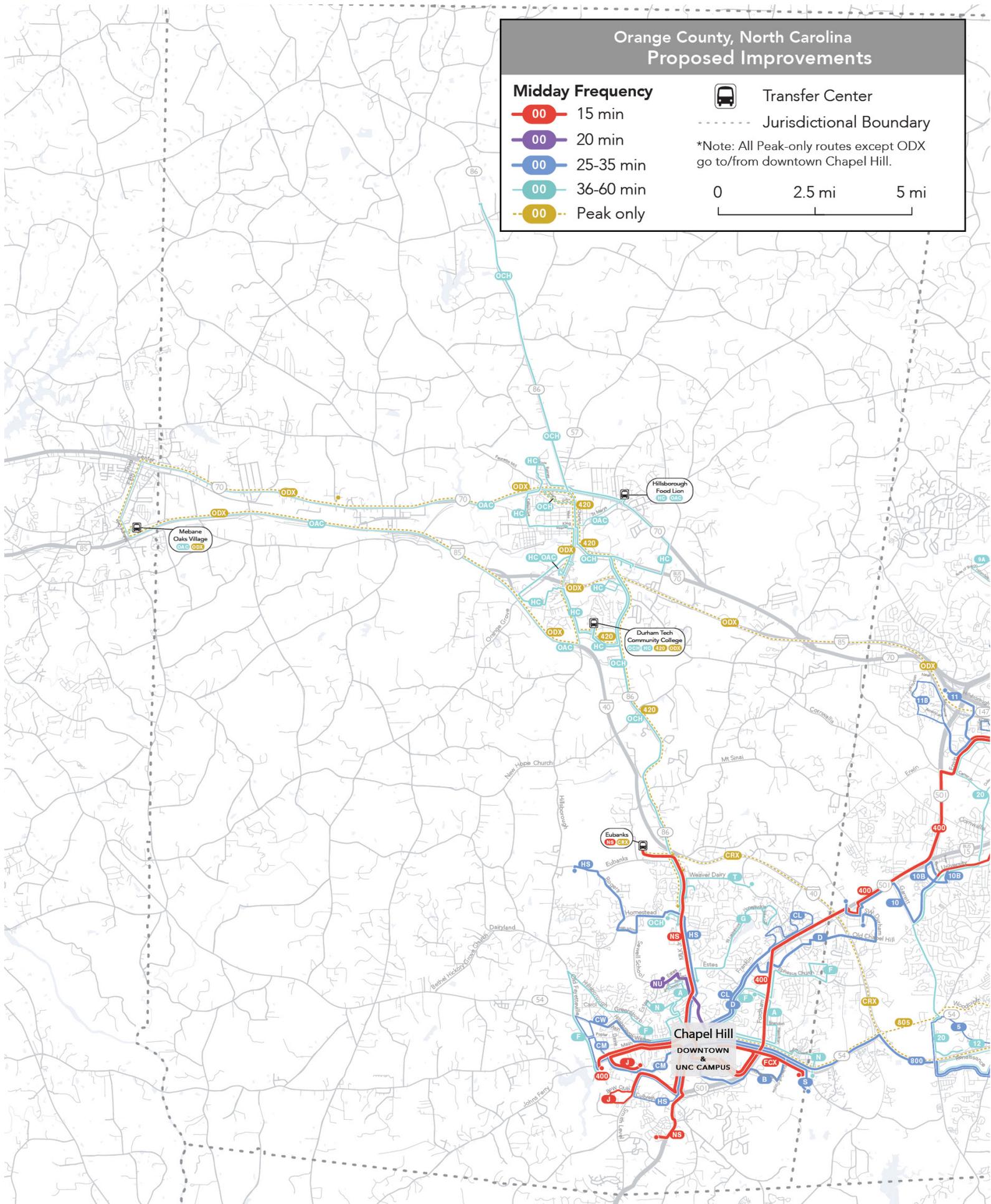


Transfer Center

----- Jurisdictional Boundary

*Note: All Peak-only routes except ODX go to/from downtown Chapel Hill.

0 2.5 mi 5 mi





SERVICE IMPROVEMENT

The CW route provides service between Carrboro and UNC-CH via West Main Street, Weaver Street, and West Franklin Street.

Route: Chapel Hill Transit CW

Improvement: Frequency

Description: Increases midday service frequency to every 30 minutes on weekdays

Cost: \$190,610

Net New Revenue Hours: 1,500

Implementation Year: 2023

Frequency improvements on Chapel Hill Transit's CW route provides more frequent service between major employment and recreational centers in Carrboro and Chapel Hill. The route serves the historically African American Northside neighborhood promoting more equitable access to opportunity. The project also increases transit access near multifamily and lower-income housing. Denser development in these locations, combined with more convenient transit service, helps reduce the need for private vehicles and supports environmental benefits. Investing Transit Tax District revenues in this project also helps address one of Chapel Hill Transit's unfunded transit priorities.

core values.



Equity: Provides more frequent transit service near areas with lower-income housing and in/near historically African American neighborhoods.



Environmental Sustainability: Route serves an area with higher density development with opportunities to reduce use of single occupancy vehicle.



Economic Prosperity: Improves transit access to an area with many jobs and improves connectivity by better connecting Carrboro and Chapel Hill.



Affordable and Attainable Quality of Life: Improves transit access near multifamily housing developments.

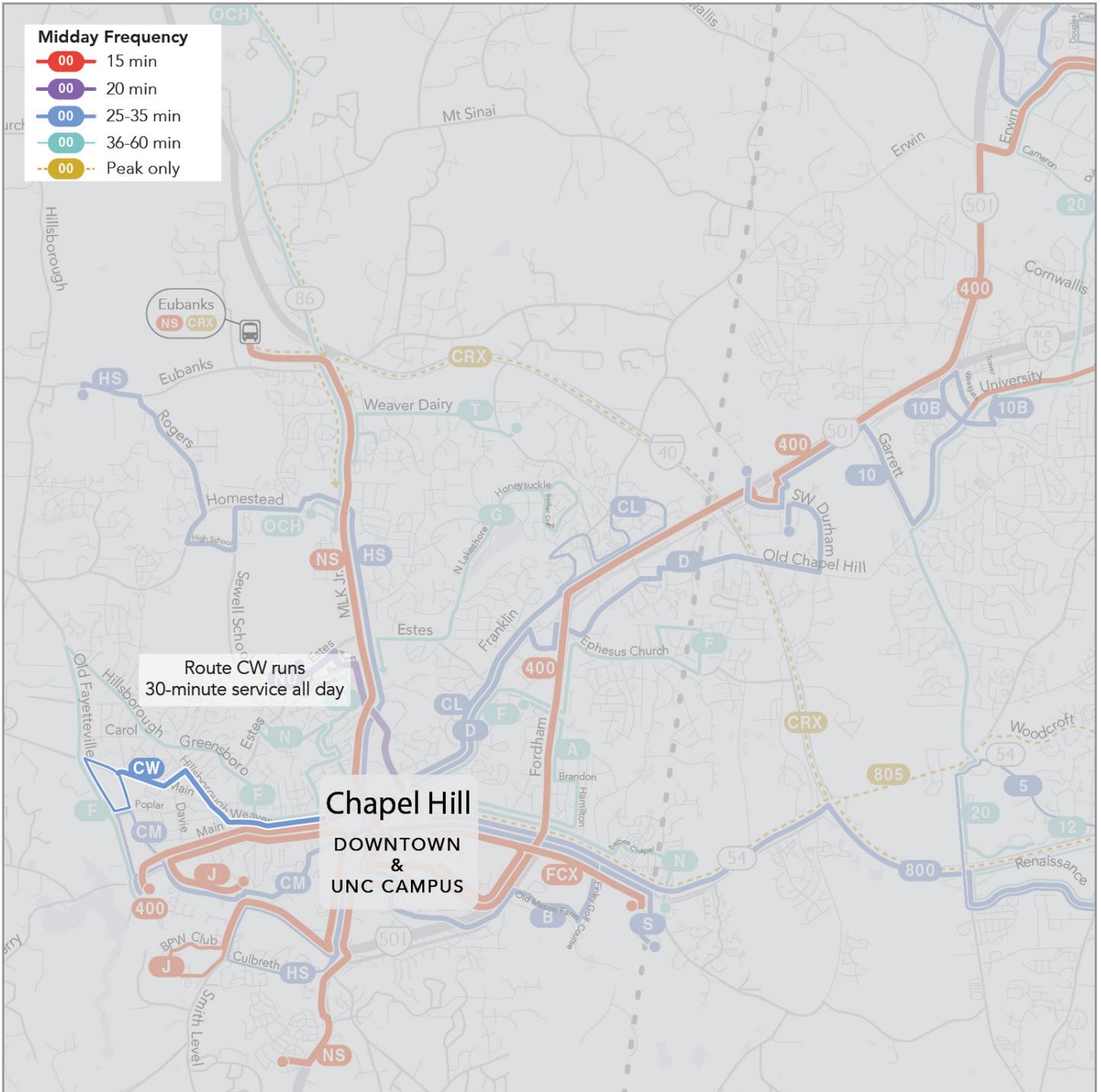


Transportation and Access for All: Service enhancement is an unfunded priority project for Chapel Hill Transit.

 **SERVICE IMPROVEMENT**

CW

CHAPEL HILL TRANSIT



HS

CHAPEL HILL TRANSIT



SERVICE IMPROVEMENT

The HS route provides weekday-only service between Morris Grove Elementary School and Smith Level Road via Rogers Road, Homestead Road, and Martin Luther King Jr. Boulevard.

Route: Chapel Hill Transit HS

Improvement: Add weekend service

Description: Adds weekend service every 70 minutes from 8 AM - 6:30 PM

Cost: \$160,038

Net New Revenue Hours: 1,177

Implementation Year: 2023

Improvements to the HS route adds weekend transit services and provides connections to higher-density neighborhoods and multifamily housing. The HS route covers a large area of Chapel Hill and this project improves transit access to key destinations along Martin Luther King Jr. Boulevard. The service improvement benefits lower-income communities and fulfills a stated public need for weekend service in transit reliant neighborhoods.

core values.



Equity: Provides improved transit service near lower-income housing and in/near historically African-American neighborhoods



Environmental Sustainability: Improves transit access along corridors with existing higher-density development



Economic Prosperity: Improves access to jobs



Affordable and Attainable Quality of Life: Improves transit service near multifamily housing and naturally-occurring affordable housing.



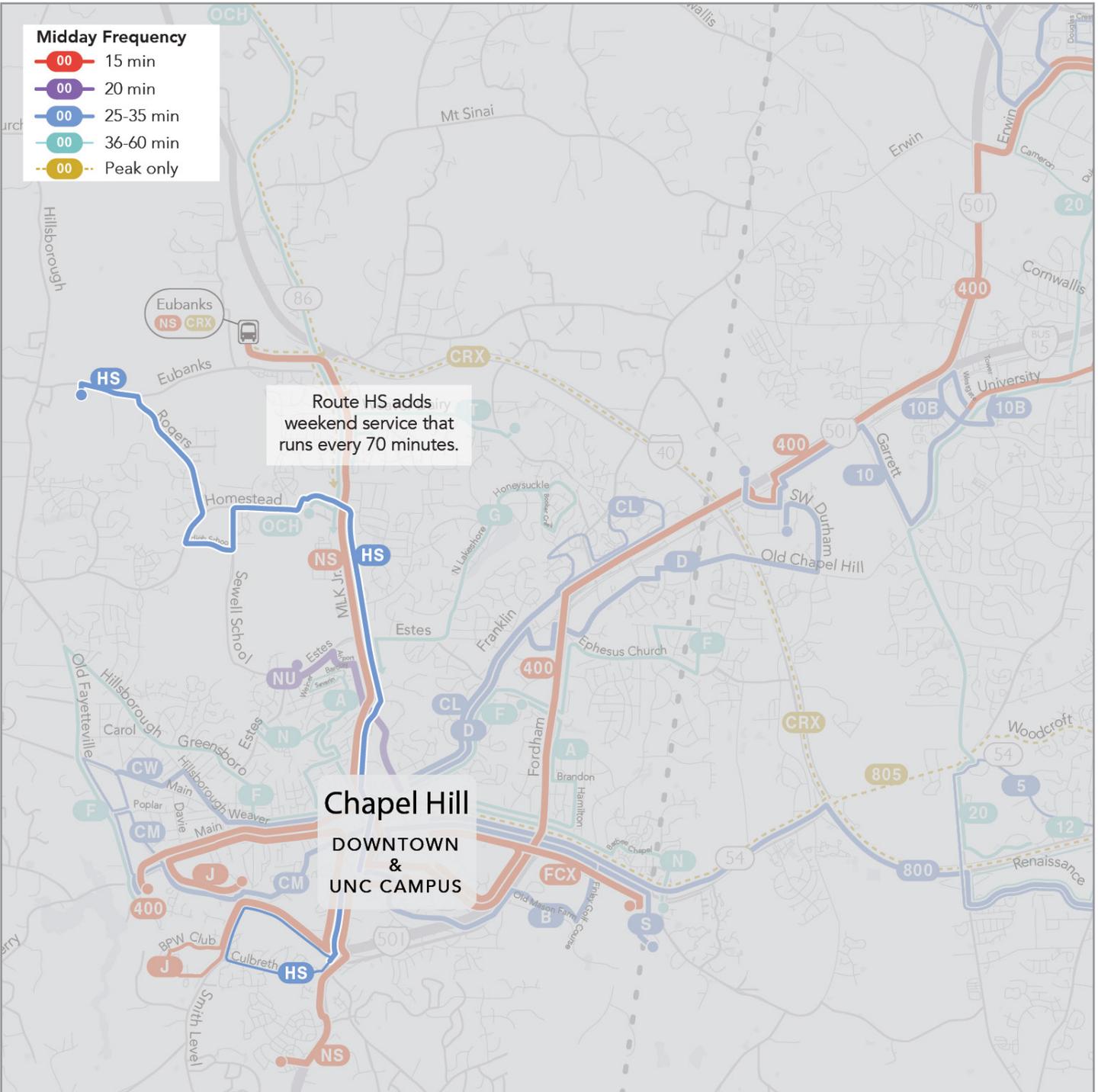
Transportation and Access for All: Fulfills stated need for weekend service in transit-reliant neighborhoods.

HS

CHAPEL HILL TRANSIT



SERVICE IMPROVEMENT



NS

CHAPEL HILL TRANSIT



SERVICE IMPROVEMENT

The NS route provides high-frequency service between Eubanks Road Park & Ride and Southern Village Park & Ride via NC Highway 86 – a planned Bus Rapid Transit (BRT) route.

Route: Chapel Hill Transit NS

Improvement: Frequency and span

Description: Increases morning peak frequency to every 6 minutes; extends Saturday service until 11 PM; and extends Sunday service until 9 PM.

Operating Cost: \$314,741

Vehicle Costs: \$1,855,583

(3 vehicles - acquisition, repower, replacement for service enhancements)

Net New Revenue Hours: 2,300

Implementation Year: 2026

The NS route serves a corridor with existing high transit ridership numbers, particularly commuters. This improvement increases frequency at a time when many people travel to work. The route also connects to two commuter Park & Ride lots. More frequent transit service attracts more riders, helping to reduce congestion on key travel corridors. The longer hours in the evening and on Saturday help meet a stated public need.

core values.



Equity: Route serves areas with existing public housing and naturally-occurring affordable housing



Environmental Sustainability: Improves transit access and service along a high-ridership corridor with existing higher density development.



Economic Prosperity: Improves access to local and regional job centers.



Affordable and Attainable Quality of Life: Expands transit access for existing public housing and naturally-occurring affordable housing.

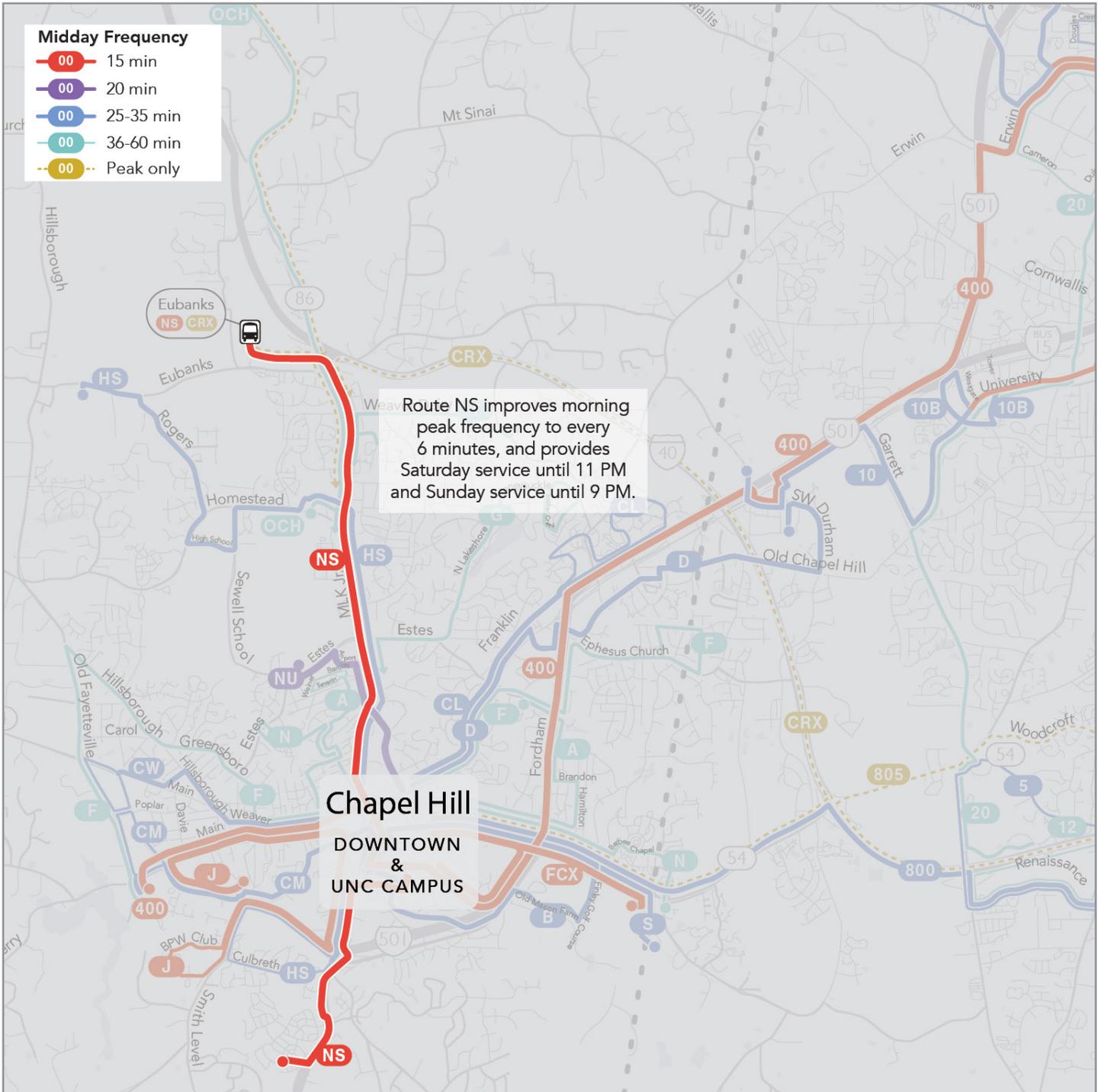


Transportation and Access for All: Fulfills a stated public need for more frequent transit and longer weekend service hours.



SERVICE IMPROVEMENT

NS CHAPEL HILL TRANSIT



MOD

ORANGE COUNTY PUBLIC TRANSPORTATION



SERVICE IMPROVEMENT

OCPT's Mobility-on-Demand (MOD) service provides life-line service in difficult to serve locations currently lacking transit options.

Route: Orange County Public Transportation MOD

Improvements: Two (2) phases extending service hours and coverage

Description:

Phase 1: Expand hours of service and coverage area;

Phase 2: Improve coverage area, expand hours and days of service

Cost: \$438,741 (*Phase 1*) increasing to \$650,588 (*Phase 2*)

Net New Revenue Hours: 4,400

Implementation Year: 2024 (*Phase 1*), 2026 (*Phase 2*)

The Mobility-On-Demand service provides a critical on-demand transit option for Orange County residents living in areas that lack fixed-route transit service. This projects expands the days and hours when this affordable transportation option is available for ALL residents of Orange County in two phases.



core values.



Equity: Provides transit service in locations that currently have little to no service, including lower income, rural communities.



Affordable and Attainable Quality of Life: Provides an affordable life-line transportation option for all.

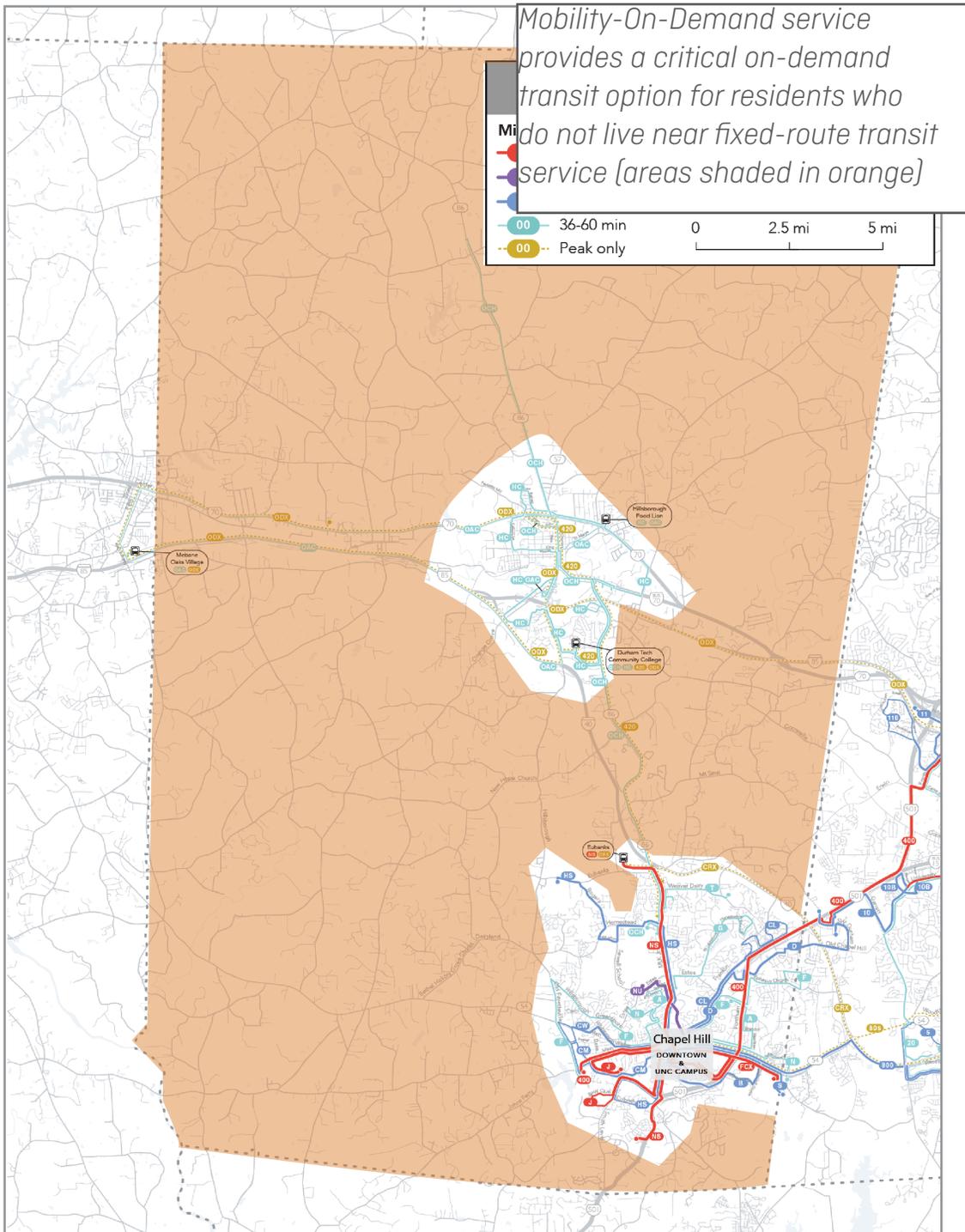


Transportation and Access for All: Provides a transit service option reaching all residents of Orange County.

MOD

ORANGE COUNTY PUBLIC TRANSPORTATION

 **SERVICE IMPROVEMENT**



US 15-501



MULTIPLE SERVICE IMPROVEMENTS

Bundled and phased service improvements for the US 15-501 corridor including GoTriangle routes 400/405 and Chapel Hill Transit D and J routes.

The service improvements proposed for US 15-501 prioritize routes with high ridership potential and regional connections between Chapel Hill and Durham. Collectively, the proposed projects increase transit services near naturally-occurring affordable housing, multifamily housing, and public housing in two counties and connect residents to employment and recreational centers. The projects also fulfill a stated need for more frequent transit service, longer weekend service hours, and improved commuter services.

GOTRIANGLE *PHASE 1 & 2*

400/ 405

CHAPEL HILL TRANSIT

D,J

core values.



Equity: Provide better transit service near lower-income housing and public housing in two counties.



Environmental Sustainability: Improves regional transit access along a high-ridership corridor with existing higher-density development.



Economic Prosperity: Improves access to local and regional employment and activity centers.



Affordable and Attainable Quality of Life: Expands transit access near multifamily housing and enhances connections between UNC-CH and Durham.



Transportation and Access for All: Fulfills a stated public need for more frequent transit, longer weekend service hours, and improved regional connections.

400/405 PHASE 1 GOTRIANGLE

SERVICE IMPROVEMENT

Routes 400 and 405 provide inter-county service between Carrboro and Durham Station via the UNC-CH campus and Patterson Place.

Routes: GoTriangle 400/405

Improvements:

Consolidate routes 400/405 into one pattern (discontinue service to Old Chapel Hill Road/University Drive); schedule effective 15-minute service midday and improved Sunday and evening service.

Operating Cost:

\$823,878

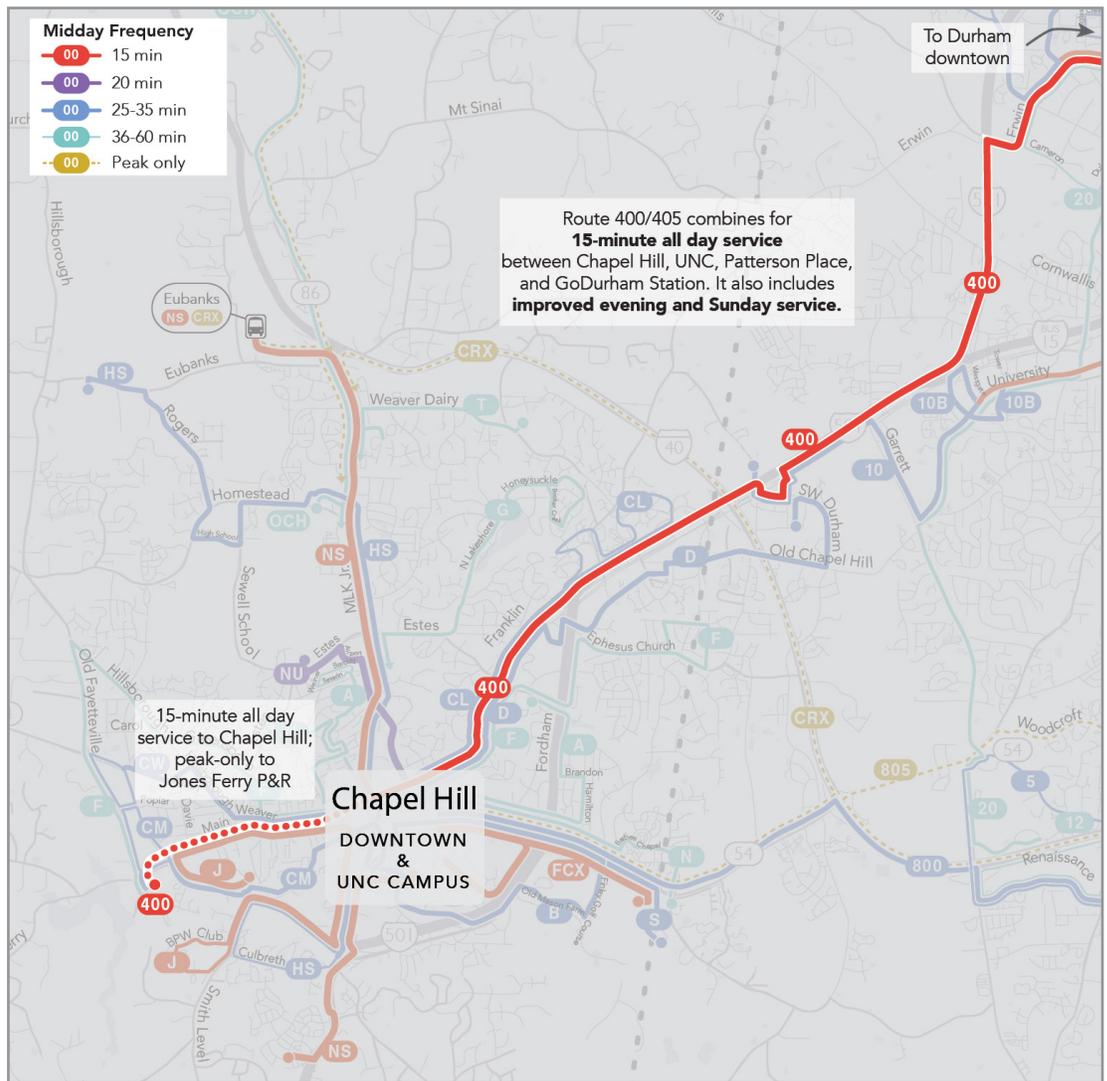
Net New Revenue

Hours: 10,663*

Implementation

Year: 2026

* 50/50 cost share with Durham County



400

GOTRIANGLE **PHASE 2**



SERVICE IMPROVEMENT

Route 400 provides inter-county service between Carrboro and Durham Station via the UNC-CH campus and Patterson Place.

Route: GoTriangle 400

Improvements: Provide all day service to Jones Ferry Park and Ride; shift route to Fordham Boulevard and Manning Drive

Operating Cost: \$467,296

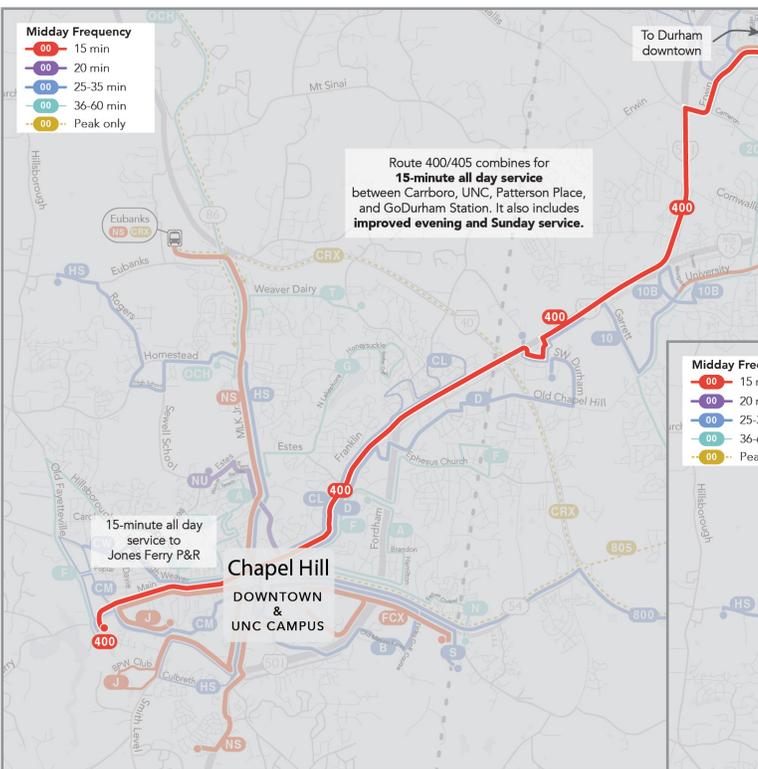
Vehicle Costs: \$1,642,735* **

Net New Revenue Hours: 5,616**

Implementation Year: 2029

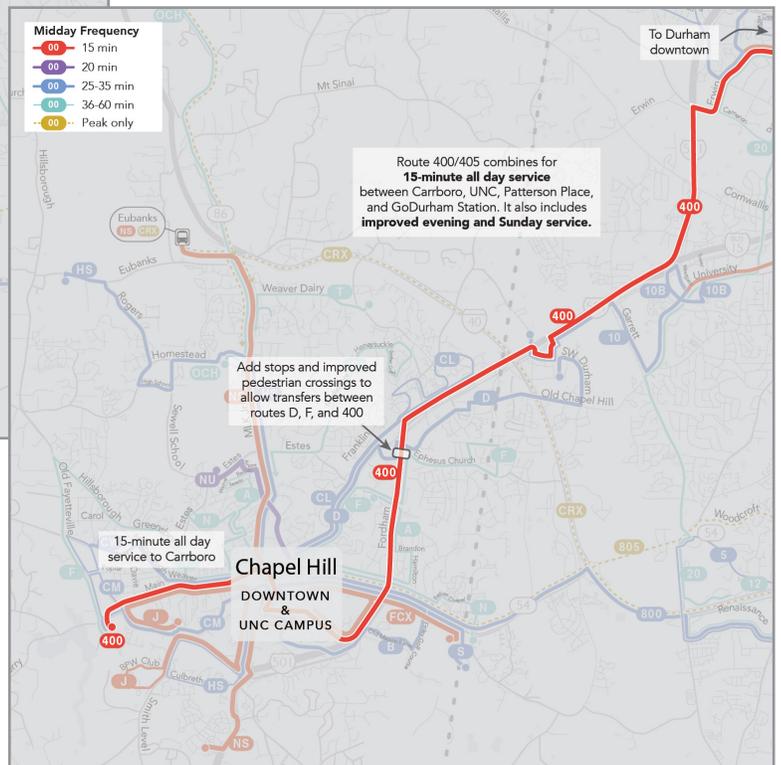
* Acquisition, repower, and replacement to serve improvements on routes 400, D, J (4 vehicles)

** 50/50 cost share with Durham County (service and 1 vehicle)



All day, 15-minute service to Jones Ferry Park and Ride via Franklin Street and Main Street (existing route)

All day service, 15-minute service to Jones Ferry Park and Ride via Fordham Boulevard, Manning Drive, and Main Street



15-minute all day service to Carrboro

 **SERVICE IMPROVEMENT**



CHAPEL HILL TRANSIT

The D route provides service between Mason Farm Road on the UNC-CH campus and Pope Road, west of Interstate 40.

Route: Chapel Hill Transit Route D

Improvements: Extend service to Patterson Place and provide Saturday service until 9 PM

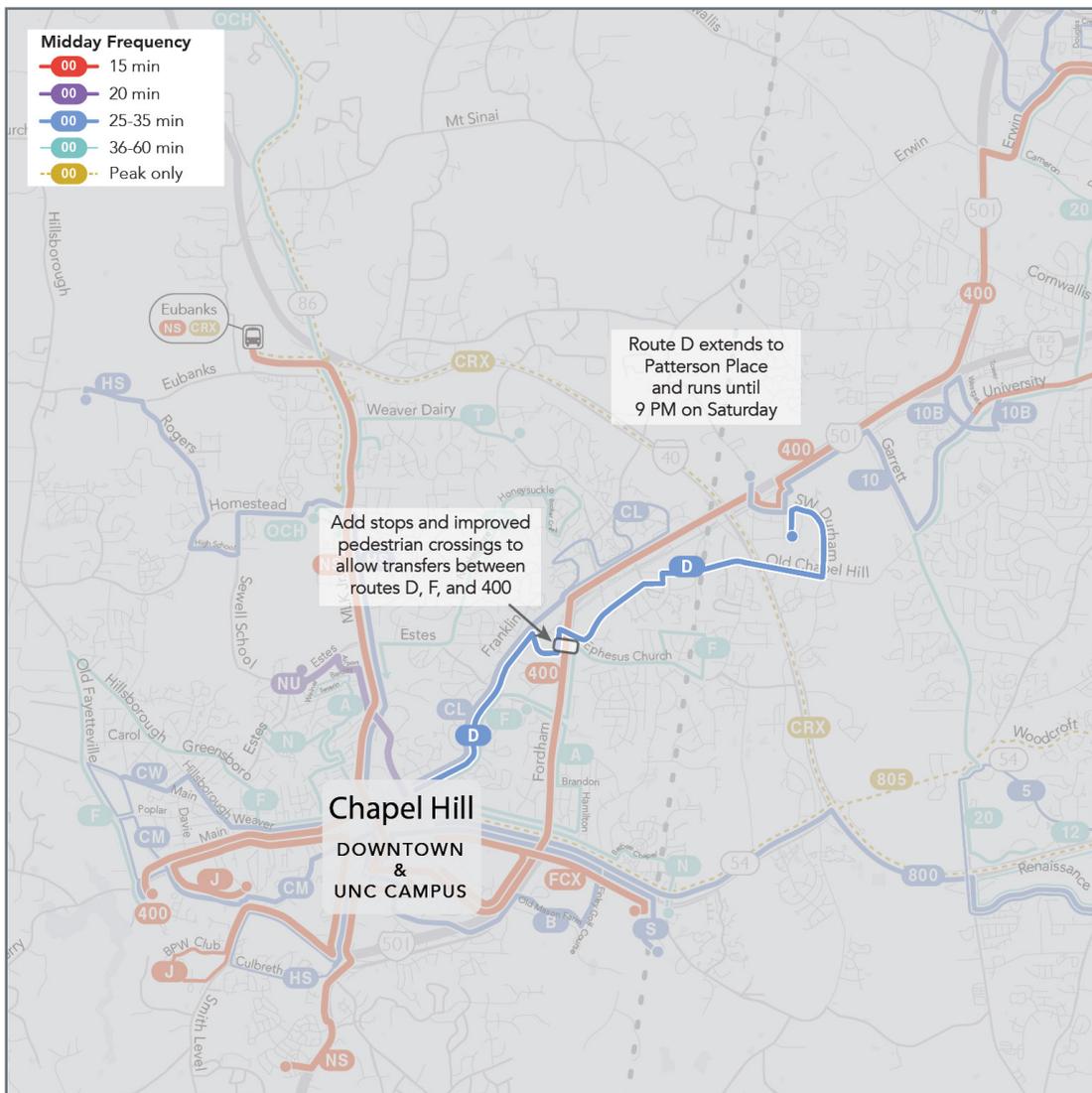
Operating Cost: \$453,602

Vehicle Costs: see Route 400 improvements

Net New Revenue Hours: 5,300

Implementation Year: 2026

** 60/40 cost share with Durham County



J

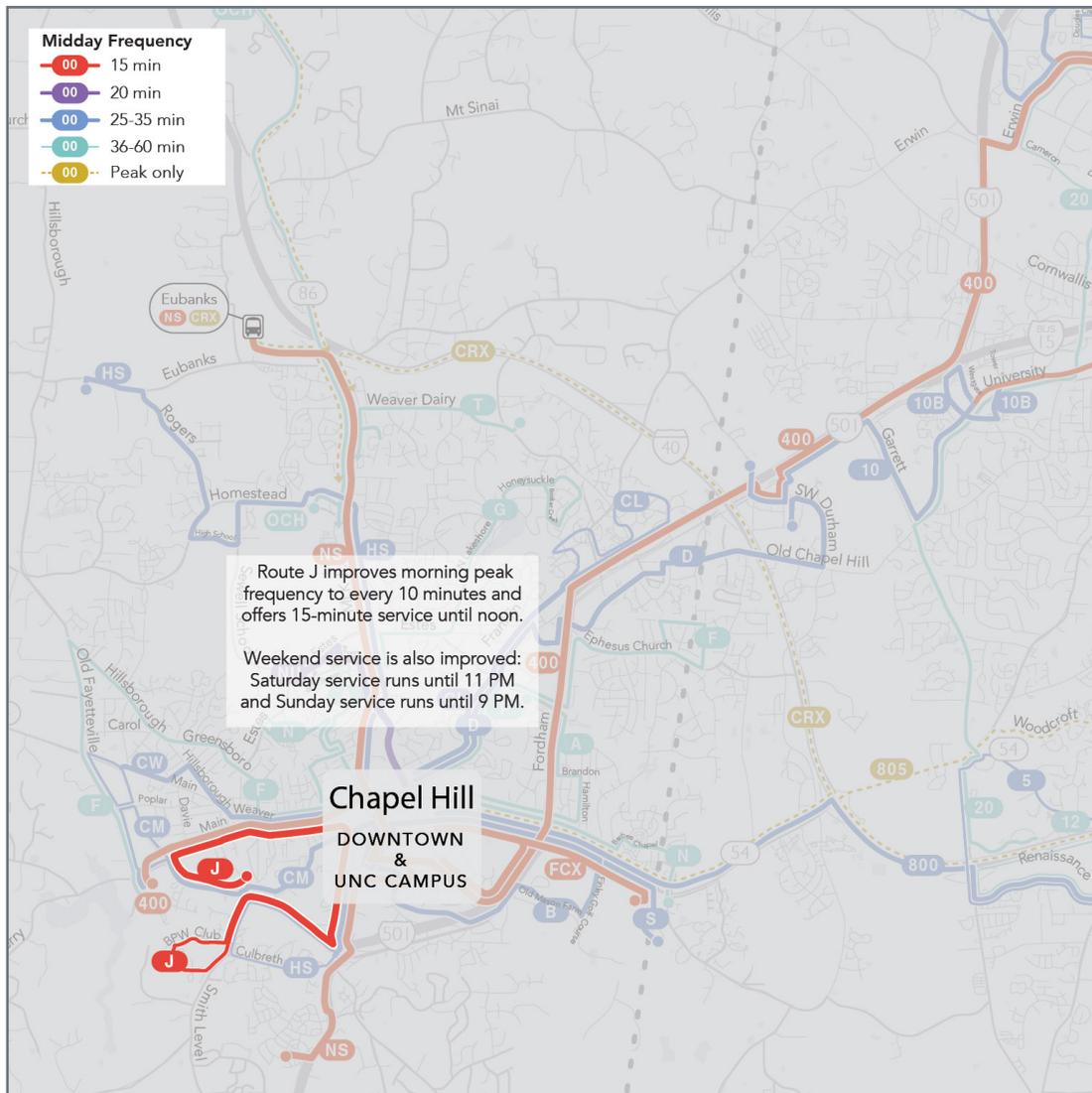
CHAPEL HILL TRANSIT



The J route provides service between Rock Haven Road and UNC-CH via Jones Ferry Road and Smith Level Road.

Route: Chapel Hill Transit Route J
Improvements: Improve morning peak frequency to every 10 minutes and offer 15-minute service until noon. Provide Saturday service until 11 PM and Sunday service until 9 PM.

Operating Cost: \$460,069
Vehicle Costs: see Route 400 improvements
Net New Revenue Hours: 3,200
Implementation Year: 2028



FORDHAM/ US 15-501 at MANNING



CAPITAL IMPROVEMENT

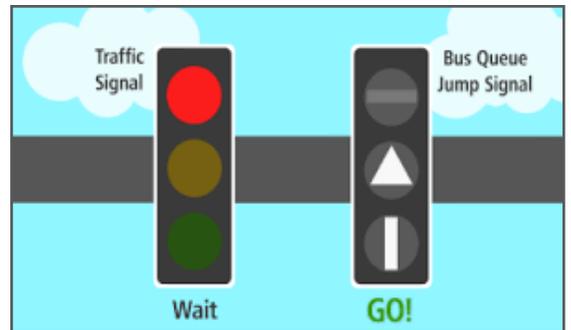
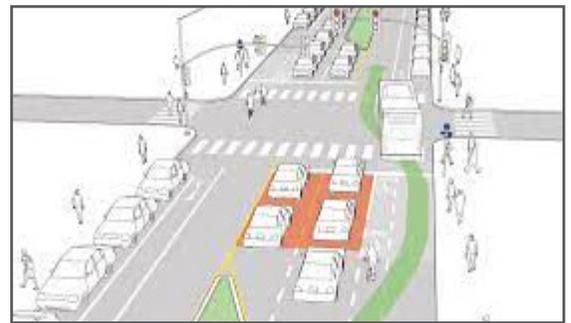
Improve service reliability and reduce travel times between Durham and Chapel Hill by constructing a queue jump lane and signal on Manning Drive and shoulder running bus lane on Fordham Boulevard.

Estimated Cost: \$4,000,000 (local share)*

Implementation Year: 2027-2028

** May require additional funding sources based on final cost*

A queue jump lane and signal on Manning Drive and bus-on-shoulder lane(s) and signage along Fordham Boulevard from Manning Drive to Raleigh Road (or, ideally, north to Ephesus Church Road) will help outbound buses (from Chapel Hill) avoid backups on US 15-501 and Fordham Blvd. and support the service improvements to GoTriangle’s 400/405 route and Chapel Hill Transit’s D and J routes. This project strengthens transit connections between Orange County and the greater Triangle region.



core values.



Equity: Provides faster and more reliable transit service on corridors with lower-income and public housing and public housing.



Environmental Sustainability: Helps mitigate vehicle congestion in existing transit corridors.



Economic Prosperity: Provides faster and more reliable transit service to local and regional activity centers.



Affordable and Attainable Quality of Life: Provides faster and more reliable transit service near multifamily housing.



Transportation and Access for All: Fulfills a stated need for faster and more reliable transit service.

FORDHAM/ US 15-501 at EPHESUS CHURCH



CAPITAL IMPROVEMENT

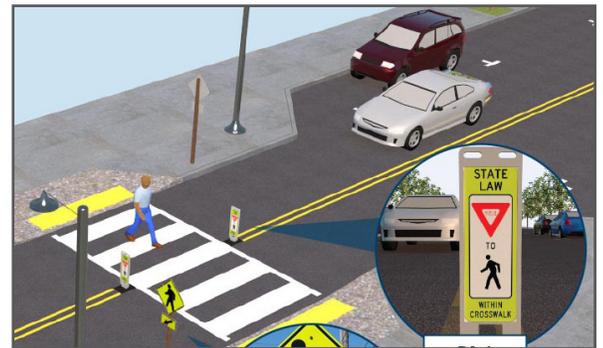
Improve regional transfer opportunities with crossing and bus shelter improvements on US 15-501/ Fordham Boulevard at Ephesus Church Road

Estimated Cost: \$1,000,000 (local share)*

Implementation Year: 2026

* May require additional funding sources based on final cost

Crossing and shelter improvements near the intersection of Ephesus Church Road and US 15-501/ Fordham Blvd. support service improvements to GoTriangle's 400/405 route and Chapel Hill Transit's D and J routes by enhancing pedestrian and transit safety along a corridor with transit dependent populations and high transit ridership.



core values.



Equity: Improves transit amenities and enhances safety.



Environmental Sustainability: Improves regional transit access along a high-ridership corridor with existing higher-density development.



Economic Prosperity: Improves access to local and regional employment and activity centers.



Affordable and Attainable Quality of Life: Enhances transit safety near multifamily housing and enhances regional connections.



Transportation and Access for All: Improves transit amenities and enhances safety in a high ridership transit corridor.

vision.



quick•take

The next generation of transit investments in Orange County require regional cooperation and innovative funding solutions.

SECTION

06 vision.

What is the future of transit in Orange County and the region?



vis·ion

a view into the future with hope and a positive outlook; an inspirational, long-term plan

This section describes a long-term, conceptual vision for transit service and investments in Orange County, including priority projects that remain unfunded for each transit provider.

While the Plan Update's primary aim is identifying improvements that can be implemented in the next twenty years using existing Transit Tax District revenues, it is also important to consider longer-term projects. Projects included in Orange County's *Next Generation* transit vision map (facing page) focus on improving regional transit connections and enhancing transit service options through investments in service like bus rapid transit (BRT). Projects were identified through discussions with staff and decision-makers and by regional long-range transportation plans like DCHC's 2050 Metropolitan Transportation Plan (MTP). All the *Next Generation* projects require further study, discussion, consideration, and funding beyond what is generated by Orange County's dedicated transit revenue sources.

Cost estimates are identified for projects on the Next Generation transit vision map. If a cost estimate was not available, a low-to-high range was estimated using industry averages. The cost ranges reflect the diversity of BRT service and infrastructure specifications such as bus-only lanes vs. mixed traffic; existing infrastructure and development; corridor length; type of vehicles and stations; supportive infrastructure; and more. The Institute for Transportation & Development Policy's (ITDP) [BRT Standard](#) scoring system provides additional information for a range of BRT best practices. Unless otherwise indicated, these costs reflect construction only; they do not include planning and other project development costs or annual costs of operating and maintaining premium transit service.

Next Generation Transit Vision Projects

LEAD AGENCY/ PROJECT	DESCRIPTION	TIME FRAME	ESTIMATED COST
GoTriangle Commuter Rail Transit (CRT)	About 40 miles of existing NCRR corridor; eight trips each direction peak; two trips each direction midday/evening	2030 (West Durham to Clayton) miles); 2050 extend to Hillsborough and Selma	\$1.7 - \$2.1 billion to build, \$37 million/year operations and maintenance; if extended, \$2.5-\$3.2 billion to build, \$57 million/year operations and maintenance
Chapel Hill Transit North-South Bus Rapid Transit (N-S BRT)	NC 86/ Martin Luther King, Jr. Blvd. in Chapel Hill; Eubanks Road to Southern Village; bus-only lanes and mixed traffic; approx. 8 miles	2026: Construction planned to begin; 2028: commence revenue service	\$150 million total (\$40 million local share - \$35 million requested from NCDOT, remainder from Orange County Transit Tax District); \$3.4 million/year operations and maintenance
DCHC MPO Durham/ Chapel Hill Bus Rapid Transit (BRT)	UNC to Duke University & Hospitals via US 15-501; bus-only lanes, possible bus-on-shoulder system (BOSS), and mixed-traffic; approx. 12 miles	2050	\$180-\$600 million total (construct) (\$15-50 million/mile)
DCHC MPO Chapel Hill/ RTP Bus Rapid Transit (BRT)	UNC to RTP/ Regional Transit Center via NC 54 and I-40; mixed traffic and bus-on-shoulder system (BOSS); approx. 12.5 miles	2050	\$187.5-625 million total (construct) (\$15-50 million/mile)
DCHC MPO Express Bus Corridors	Eubanks P&R/ Hillsborough (approx. 9.0 miles); UNC/ White Cross (approx. 9.5 miles); UNC/ Pittsboro (approx. 16.5 miles); Durham/ Butner (approx. 15.5 miles)	2040: Chapel Hill/ Hillsborough; White Cross/UNC; Chapel Hill/ Hillsborough; Chapel Hill/ Pittsboro 2050: Durham/Butner	Approx. \$5 million/ mile for upgrades to support express service (shoulder widening, transit signal priority, potential queue jump lanes, premium transit stations)
Lead TBD Express Bus to Mebane	Future express bus service between Durham and Mebane via Hillsborough	TBD (23 miles total)	Approx. \$5 million/ mile for upgrades to support express service (shoulder widening, transit signal priority, potential queue jump lanes, premium transit stations)

NEXT GENERATION TRANSIT VISION MAP

Legend

Commuter Rail Transit (CRT) - - -

North-South Bus Rapid Transit (N-S BRT) ———

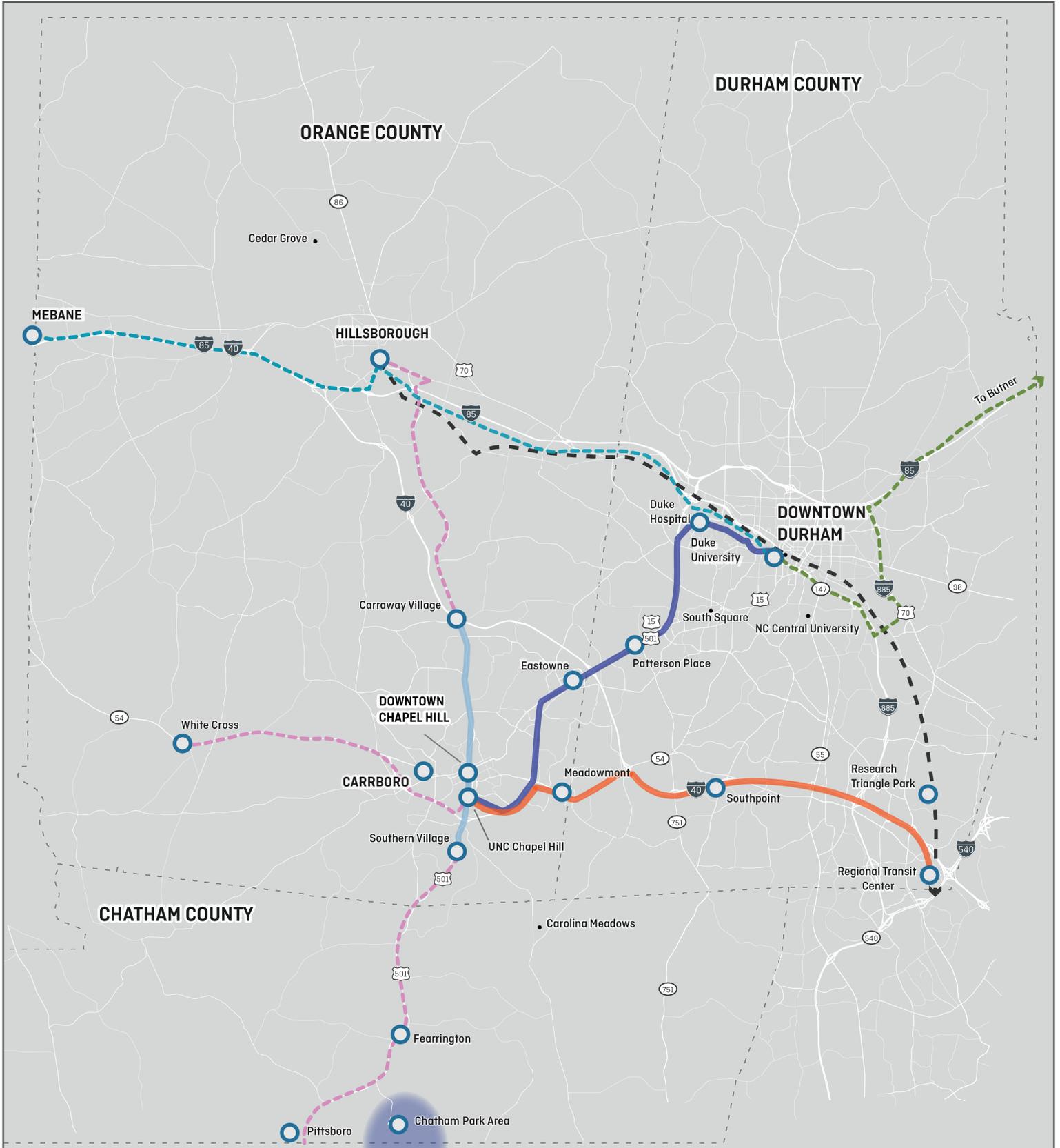
Durham/ Chapel Hill Bus Rapid Transit (BRT) ———

Chapel Hill/ RTP Bus Rapid Transit (BRT) ———

Express Bus Corridors (2040) - - -

Express Bus Corridors (2050) - - -

Express Bus to Mebane - - -



Unfunded Priorities

The revenue generated by the Transit Tax District is not enough to meet all of the region's transit needs. This section identifies those unfunded needs. Documenting these projects can help prioritize investments if additional transit funding becomes available. Projects were provided by transit service providers and by reviewing each agency's short range transit plan. Estimated project costs are provided when available. This list of projects is subject to changes as agencies and municipalities continue to evaluate transit need and available resources.

Type	Project	Description	Cost Estimate
Orange County Public Transportation			
Operations	Vanpool Subsidy Program	Provide additional vanpool subsidy for Orange County residents	
	Expand Hillsborough Circulator Service	Expand service span and frequency on existing route to operate Monday to Saturday from 7:00 AM - 8:00 PM	
	Additional Hillsborough Circulator Route	Alternative alignment for the Hillsborough Circulator with two partially overlapping loops	
	Hillsborough-Durham Connector	New fixed-route service between Hillsborough and Durham with connections to the Duke VA Hospital operating hourly on weekdays between 9:00 AM - 4:00 PM	
	Cedar Grove Peak Connector	New peak only fixed-route service between Hillsborough and Cedar Grove on weekdays between 6:00 AM - 9:00 AM and 3:30 PM - 7:00 PM	
	White Cross Commuter Service	New peak only fixed-route service between Chapel Hill and White Cross operating on weekdays between 6:30 AM - 9:30 AM and between 3:30 PM - 6:30 PM	
Capital	Transit Amenities	New transit amenities in Hillsborough including a new transfer center and a new park-and-ride facility	
Chapel Hill Transit*			
Operations	US 15-501 BRT Major Investment Study and Alternatives Analysis	Planning for potential BRT or high-capacity transit on US 15-501	
	Route CL**	Add weekend service 6:30 AM - 10:00 PM (M-F), 8:00 AM - 9:00 PM (Sat), 8:00 AM - 7:00 PM (Sun)	\$130,000
	New Service: West NC 54	New weekday peak-only service from White Cross to UNC-Chapel Hill 6:30 AM - 9:30 AM; 3:30 PM - 6:30 PM (M-F)	\$150,000
	New Service: Estes Drive Crosstown	New service connecting UNC-Chapel Hill, University Place, and Glen Lennox via Estes Drive 6:30 AM - 8:30 PM (M-F), 8:00 AM - 7:00 PM (Sat-Sun)	\$1,290,000
	EZ Rider	Same Day Customer Trips 6:30 AM - 10:00 PM (M-F) 8:00 AM - 7:00 PM (Sat) 8:00 AM - 7:00 PM (Sun)	\$624,000
	On-Demand Service	Midday/Evening trips to/from service area with no bus routes, 10:00 AM - 2:00 PM; 6:00 PM - 11:00 PM (M-F)	\$850,000
	Senior Shuttle	Bi-Directional Service utilizing 2nd vehicle, 8:00 AM - 7:00 PM	\$220,500
	Route A	Improve weekday service to 30 minutes frequency, 6:30 AM - 10:00 PM (M-F) 8:00 AM - 7:00 PM (Sat) 8:00 AM - 7:00 PM (Sun)	\$340,000
	Route CL	Improve weekday peak service to 10 minutes frequency, 6:30 AM- 10:00 PM	\$900,000
	Route D*	Improve weekday peak service to 10 minutes frequency, 6:00 AM - 11:00 PM	\$900,000
	Route F	Improve weekday service to 30 minutes frequency 6:30 AM - 10:00 PM (M-F); add Weekend service. 8:00 AM - 9:00 PM (Sat) 8:00 AM - 7:00 PM (Sun)	\$740,000 (weekday) \$130,000 (weekend)
	Route G	Extend evening service to 9:00 PM, 7:00 AM - 9:00 PM (M-F)	\$75,000
	Route HS***	Add weekend service, 8:00 AM - 9:00 PM (Sat) 8:00 AM - 7:00 PM (Sun)	\$130,000
	Route N	Improve weekday service to 30 minutes frequency, 6:30 AM - 10:00 PM (M-F) 8:00 AM - 7:00 PM (Sat) 8:00 AM - 7:00 PM (Sun)	\$330,000
	Route NS	Improve mid-day to 10 minutes frequency, 5:30 AM - 11:30 PM (M-F) 8:00 AM - 11:00 PM (Sat) 8:00 AM - 9:00 PM (Sun)	\$375,000
	N-S BRT	Operation of N-S BRT, 5:30 AM - 11:30 PM (M-F) 8:00 AM - 11:00 PM (Sat) 8:00 AM - 9:00 PM (Sun)	\$1,400,000
	Route T	Extend service to Fordham Boulevard, Improve peak service to 30 minutes, 7:00 AM - 6:00 PM (M-F)	\$400,000
	New Service: Chatham Park Express	Service to/ from Chatham Park and UNC campus (weekday only), 6:00 AM - 9:00 AM (M-F) 4:00 PM - 7:00 PM (M-F)	\$625,000

* Estimated costs are in 2020 dollars ** Identified by CHT as a priority unfunded project *** Connected to proposed projects

Type	Project	Description	Cost Estimate
Chapel Hill Transit continued*			
Operations	Improve Weekend Service**, ***	Improve weekend service on A, CM, CW, D, J, N, NS and NU (Saturday and Sunday; increased frequency on existing routes 8:00 AM - 9:00 PM (Sat) 8:00 AM - 7:00 PM (Sun)	\$1,200,000
	Improve Weekday Service	Improve weekday service; 7:00 PM - 11:30 PM (M-F)	\$500,000
	Seamless Regional Paratransit**	Partnership with GoTriangle to provide seamless paratransit service.	\$500,000
Town of Carrboro			
Capital	Homestead Road multi-use path and crossing	Short section of multi-use path and crossing; identified as a priority in Carrboro's bicycle plan update (2020)	\$938,437
	Old Fayetteville Road sidewalk connections	Complete the missing sections of sidewalk on Old Fayetteville Road (behind Carrboro Plaza); identified as an unfunded priority in 2017 transit plan	\$750,000
	Starlite Drive sidewalk	Pedestrian safety improvements on Starlite Drive, sidewalk on north side of roadway; identified as a priority by residents of Starlite Drive	\$270,106
	Baldwin Park connector	10-foot wide multi-use path, approximately 0.7 mi long, extending through Baldwin Park and connecting Carrboro and Chapel Hill.	\$299,000
	203 Connector	Bike and pedestrian connection from East Main Street to Roberson (new public facilities including library)	\$172,500
	Morgan Creek Greenway Phase 2	20% local match; provides off-road access to University Lake and eventually Carrboro High School for residents living in apartments along NC 54	\$366,800
	BPW Road sidewalk connections	Complete missing sections of sidewalk	\$170,000
GoTriangle			
	US 15-501 BRT Study	Major Investment Study, Alternatives Analysis, and design and operational concepts as a follow-on to the DCHC's draft 15-501 Corridor Study	\$1,000,000
Operations	Improvements to 400/405 service on 15-501 Corridor***	Incremental or phased service improvements on these routes (ex. adjust peak service to provide consistent 15-minute frequencies and improve early evening span)	
	Midday and Evening service on route 420	Make route more user friendly by providing a consistent service pattern between peak and off-peak service (coordinate with OCPT service)	
	Provide all day service on Route 805		
	Weekend Service on 420		
	Increase Frequency on Route 800	Increase route frequency to support higher ridership, future BRT as included in the 2050 MTP, and transit oriented development at Southpoint, HUB RTP and other locations in south Durham (medium - long term)	
Capital	Regional Transit Center (CON)	Included in 2050 MTP; funded in Durham and Wake Transit Plans; (10% of local share)	\$1,120,000
	Regional Bus Operations and Maintenance Facility	Feasibility Study funded by Orange, Wake, Durham plans; PE funded in Durham and Wake; (10% of local share)	\$50,000
	Regional Bus Operations and Maintenance Facility	Funded in Durham and Wake Plans; (10% of local share)	\$500,000
	Bus stop improvements (10 stops)	Planning and engineering, right of way, and construction of ten (10) bus stops serving GoTriangle, CHT and/or OCPT (selected based on ridership, demographics, and community assets); can be scaled and phased in batches	\$500,000
	Chapel Hill / Carrboro Layover and Electric Charging Facility	Shared charging facility with Chapel Hill Transit; local match (20/80) for federal grant application for Lo-No Emission vehicles and fleet transition, including on-route charging facilities; location/ scope to be determined in ongoing Regional Fleet and Facilities Study; cost accounts for escalation through 2030	\$2,000,000
	NC 54 / Farrington Park and Ride (property owned by GoTriangle)	Additional park and ride capacity in NC 54 / I-40 corridor serving UNC and Raleigh; includes bus ramp to I-40 EB; requires coordination with UNC, Durham, and NCDOT project I-6006; cost accounts for escalation through 2030	\$1,000,000 (Orange County portion of cost share)
	Arterial Bus Rapid Transit on US 15-501 (UNC Hospitals to Orange County Line) 2030+	Incremental step towards BRT on US 15-501 corridor; includes shoulder widening, transit signal priority, potential queue jump lanes, premium transit stations; coordinate with NCDOT Project (STIP ID U-5304); cost accounts for escalation.	\$25,000,000 (est. \$5,000,000 /mi.)
	Arterial Bus Rapid Transit on NC 54 East (US 15-501 to Orange County Line) 2027+	Incremental step towards BRT on NC 54 East corridor. Includes includes shoulder widening, transit signal priority, potential queue jump lanes, premium transit stations; coordinate with NCDOT project (STIP ID-U774); cost accounts for escalation.	\$5,000,000 (est. \$5,000,000 /mi.)
	Full BRT on NC 54 and US 15-501 2040+	Build on incremental projects to achieve full BRT build-out (silver or better on ITDP scale) as envisioned in the 2050 MTP Implement; cost accounts for escalation.	\$300,000,000 (est. \$50 million/mi.)

* Estimated costs are in 2020 dollars ** Identified by CHT as a priority unfunded project *** Connected to proposed projects

EQUITY
CONNECTION

BUS STOP

advancing transit equity.

Despite the fact that transit equity was a cornerstone of the American Civil Rights Movement, the concept did not join the policy lexicon until the 1990s. Since then, equity advocates have promoted deeper analysis to determine who is being impacted by, and benefiting from, transit investments and where those impacts and benefits are being actualized.

Practicing transit equity requires familiarity with the social characteristics that help identify those most in need of transit service. And it is not enough to rely on a single characteristic because vulnerable populations are often affected by multiple systems of oppression that intersect and overlap in their lives (“intersectionality”).

Discussions advancing transit equity are not intended to generate guilt or critique transportation systems simply for sake of criticism. Change requires transparency and honest reckoning with the past; corrective measures will not generate sustainable solutions without trust. We must openly acknowledge that our systems have treated people unfairly. Without reconciliation and restorative justice, transit equity in the present cannot hope to achieve transit equality in the future.

- 

EQUITY FACTOR 1:
Transportation investments will improve access to housing, jobs, services, recreation, and education, addressing remaining inequities created by redlining.
- 

EQUITY FACTOR 2:
Transportation investments will reconnect and revitalize communities to address inequities created by the highway system's dissection of neighborhoods.
- 

EQUITY FACTOR 3:
Transportation investments will improve neighborhood connectivity and revitalize the fabric of the communities negatively impacted by urban renewal.
- 

EQUITY FACTOR 4:
Transportation investments will improve access to housing, jobs, services, and education to address the isolation of low-income inner ring suburbs where families are pushed.
- 

EQUITY FACTOR 5:
Transportation investments will address gaps in the multimodal network and will utilize new planning tools to improve safety and accessibility deficiencies stemming from traditional car-centric planning.
- 

EQUITY FACTOR 6:
Transportation investments will equitably increase the safety and comfort of cyclists and pedestrians, connecting communities of concern to opportunities.
- 

EQUITY FACTOR 7:
Transportation investments will improve reliability of transit and other non-car services to increase access and remove barriers to opportunities for communities of concern.
- 

EQUITY FACTOR 8:
Transportation investments will prioritize the needs of socially vulnerable users and address climate and environmental equity (heat island effect, air-quality, water-quality) as identified in RVAGreen 2050.
- 

EQUITY FACTOR 9:
Transportation investments will prioritize densely populated areas of communities of concern including communities of color, low-income communities, senior and limited mobility populations, families traveling with children, and at-risk youth.
- 

EQUITY FACTOR 10:
Transportation improvements will focus on improving climate resiliency for the most impacted communities.



implement.



quick•take

Implementing proposed service and capital improvements requires next steps for coordination, planning, and programming.



What are the next steps?

annual work plan

Documentation and budget for allocating transit Tax District Revenues each year; developed by the Staff Working Group (SWG)

This section describes the steps and coordination needed to implement the projects proposed in Orange County's Transit Plan Update.

Service Improvements

Implementation steps for the transit service improvements should be relatively simple:

- Transit service provider coordination with the Staff Working Group (SWG) to finalize cost assumptions for each service improvement
- Program service improvements in Orange County's Annual Work Plan and financial model
- Develop new route schedules and promote new services through typical agency protocols
- Implement the new service and track performance; tweak service as needed to meet goals.

Proposed service improvements in the Plan Update can be fully funded with revenues Transit Tax District revenues between 2023 and 2029.

Capital Improvements

The proposed capital improvement projects require more significant coordination prior to implementation.

Improvements for Fordham Boulevard and Manning Drive include a queue jump lane and bus signal on Manning Drive for outbound buses from Chapel Hill to help avoid backups and more quickly reach Fordham Boulevard. Proposed improvements also include a bus-on-shoulder or similar bus-only lane along Fordham Boulevard at least from Manning Drive to Raleigh Road, but ideally further north to Ephesus Church Road. These improvements would substantially improve the reliability of bus service between Durham and Chapel Hill, allowing transit vehicles to bypass significant roadway congestion and reducing overall travel time.

Proposed improvements at Fordham Boulevard and Ephesus

EQUITY CONNECTION



BUS STOP

implementing transit equity.

Disparate access to transportation services also leads to unequal economic and social outcomes. Transit planning must seek to undo past harm by actively

working to improve and enhance access and opportunities for those who have been historically disadvantaged. This requires using metrics such as improved environmental, economic, and social outcomes instead of more traditional measures of success (ex. cost per rider). It also requires understanding community vulnerabilities, acknowledging network disparities, and considering solutions to mitigate disparities.

Successful examples include:

- BikeDurham Transit Equity Campaign
- The Minnesota Tribal Nations Government-to-Government Relationship with MnDOT
- CTUIR Public Transit Confederated Tribes of the Umatilla Indian Reservation

Church Road include an upgraded transit shelter and pedestrian crossing enhancements to facilitate transfer connections between Chapel Hill Transit routes D and F and GoTriangle Route 400.

The overlap between the two capital improvement projects creates synergies if the projects are implemented simultaneously, meaning there are benefits to combining the planning, design, engineering, funding acquisition, and construction for the projects.

More substantial coordination and planning is needed to refine the scope of the two proposed capital improvement projects. This includes:

- Discussions and coordination between the Town of Chapel Hill, City of Durham, Orange County, Durham County, DCHC MPO, and NCDOT for preliminary project scope, goals, cost share options, and funding streams
- Programming and funding a planning and design study to review and analyze alternatives for the proposed improvements (Major Investment Study, Alternatives Analysis, and design and operational concepts as a follow-on to the DCHC's draft 15-501 Corridor Study); this may require a formal National Environmental Policy Act (NEPA) assessment and determination
- Identification and description of preliminary specifications for each project
- Pursuit of formula or discretionary grant funding (including strategic coordination and/or application preparation) through the US Department of Transportation (US DOT); Federal Transit Administration (FTA); Federal Highway Administration; DCHC MPO; and/or NCDOT
- Development of final design, scope of work, bidding, and construction for each project.

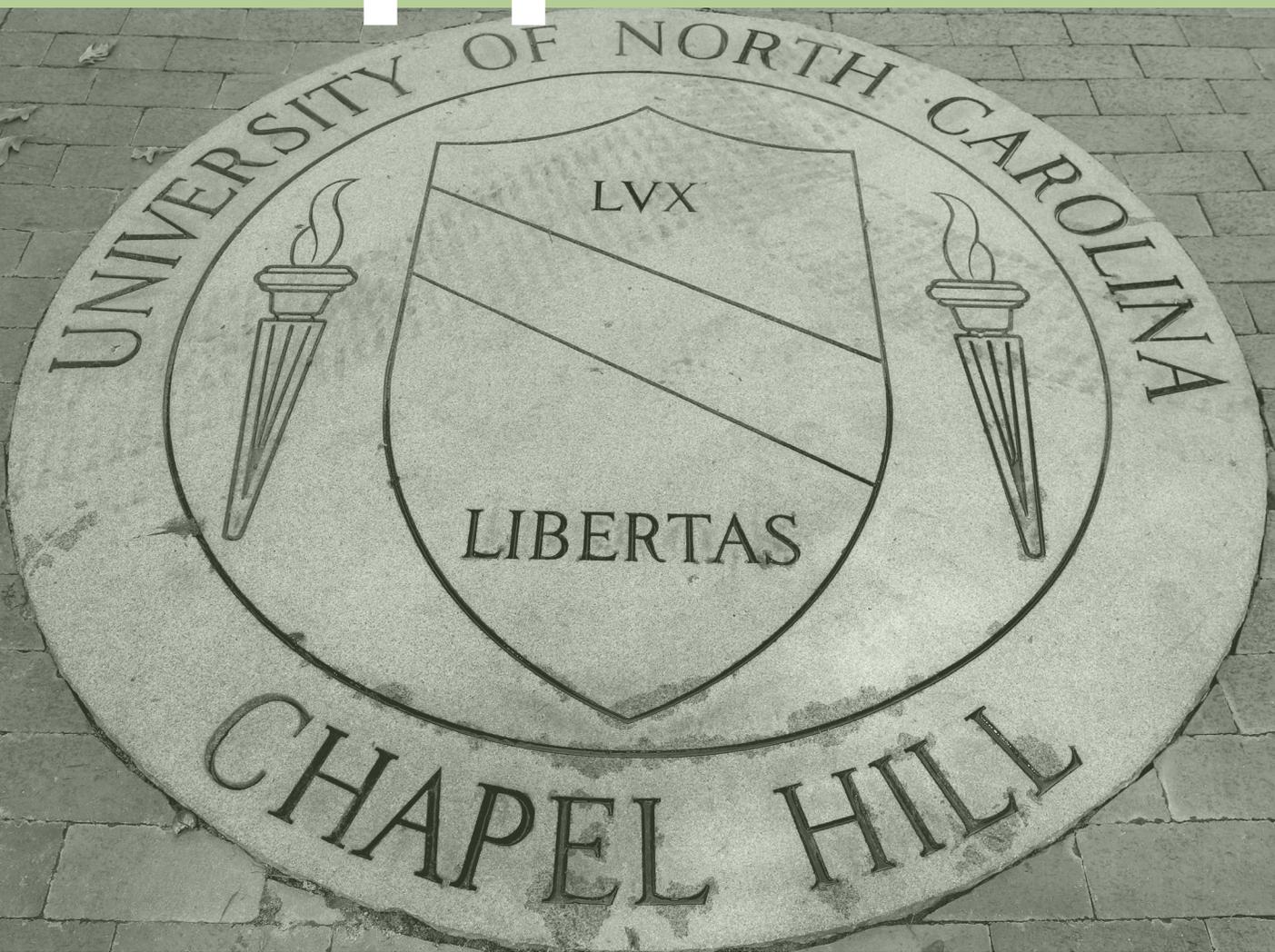
Implementation Summary

Transit Project/ Service	Net New Revenue Hours	Add. Vehicles	Vehicle/ Capital Cost	Service Cost	Funding Source	Implem. Year	Lead Agency
Service Improvements							
Chapel Hill Transit CW	1,500	0	N/A	\$190,610	Tax District Revenue	2023	Chapel Hill Transit (CHT)
Chapel Hill Transit HS	1,177	0	N/A	\$160,083	Tax District Revenue	2023	CHT
Orange County Public Transportation MOD	4,400	N/A	N/A	\$650,588 (two phases)	Tax District Revenue	2024 & 2026	Orange County Public Transportation (OCPT)
Chapel Hill Transit NS	2,300	3	\$1,855,583	\$314,741	Tax District Revenue	2026	CHT
GoTriangle 400/405 (Phase 1)	10,663*	0	\$1,642,735	\$823,878	Tax District Revenue	2026	GoTriangle
GoTriangle 400 (Phase 2)	5,616*	1*		\$467,296	Tax District Revenue	2029	GoTriangle
Chapel Hill Transit D	5,300**	1**		\$453,602	Tax District Revenue	2026	CHT
Chapel Hill Transit J	3,200	2		\$460,069	Tax District Revenue	2028	CHT
Capital Projects							
Crossing and Shelter Improvements on US 15-501/ Fordham Boulevard at Ephesus Church Road			\$1,000,000 (local share)	-	Tax District Revenue + additional TBD funding	2026	Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO)
Fordham/Manning Queue Jump and Shoulder Running Improvements			\$4,000,000 (local share)	-	Tax District Revenue + additional TBD funding	2027-2028	DCHC MPO
Chapel Hill Transit North-South BRT			\$15,000,000 (local share)	-	Tax District Revenue + additional TBD funding	2027	Chapel Hill Transit

* Half of these revenue hours and costs are assumed to be shared with Durham County

LEFT BLANK FOR PRINT FORMATTING

appendix.



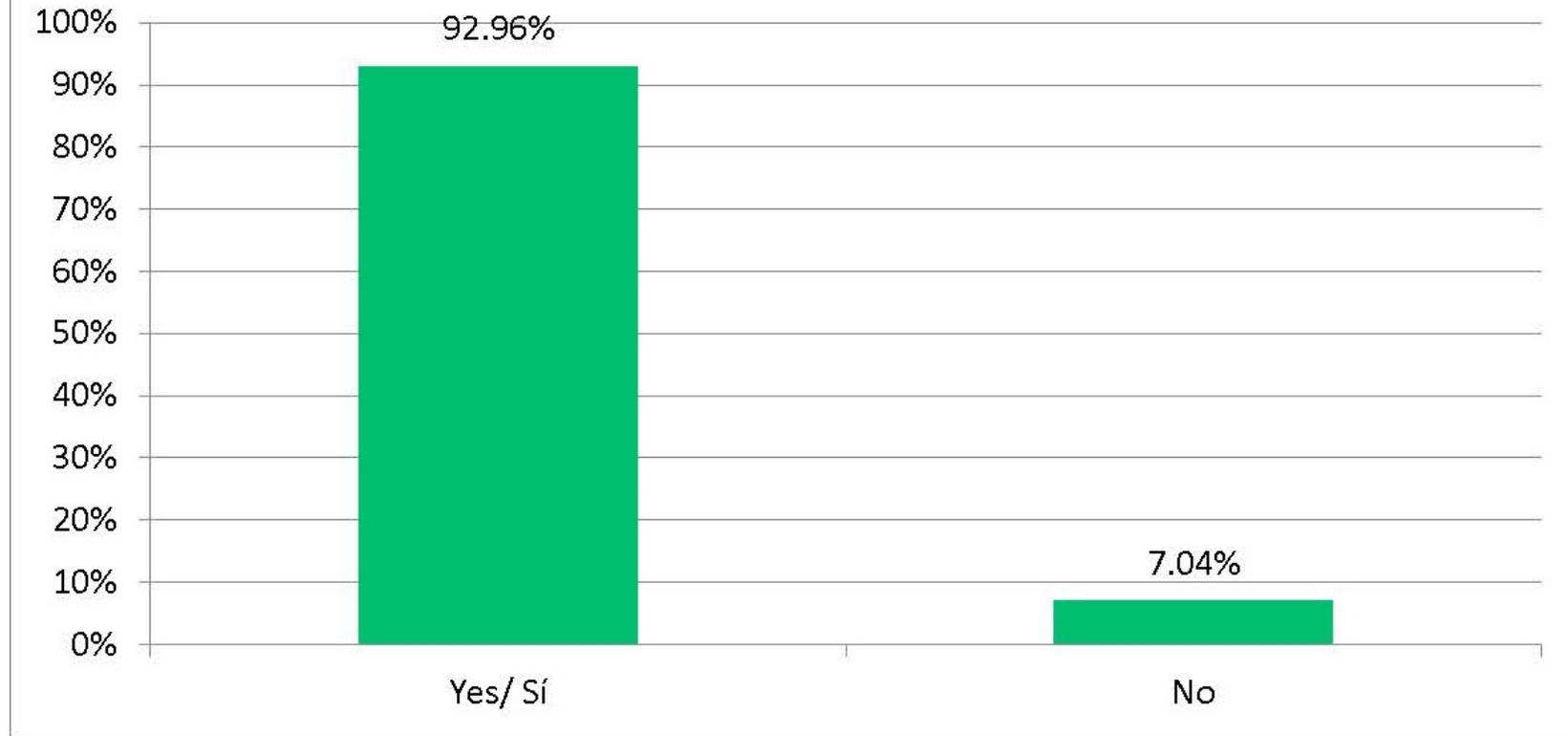
SECTION

AP

appendix.

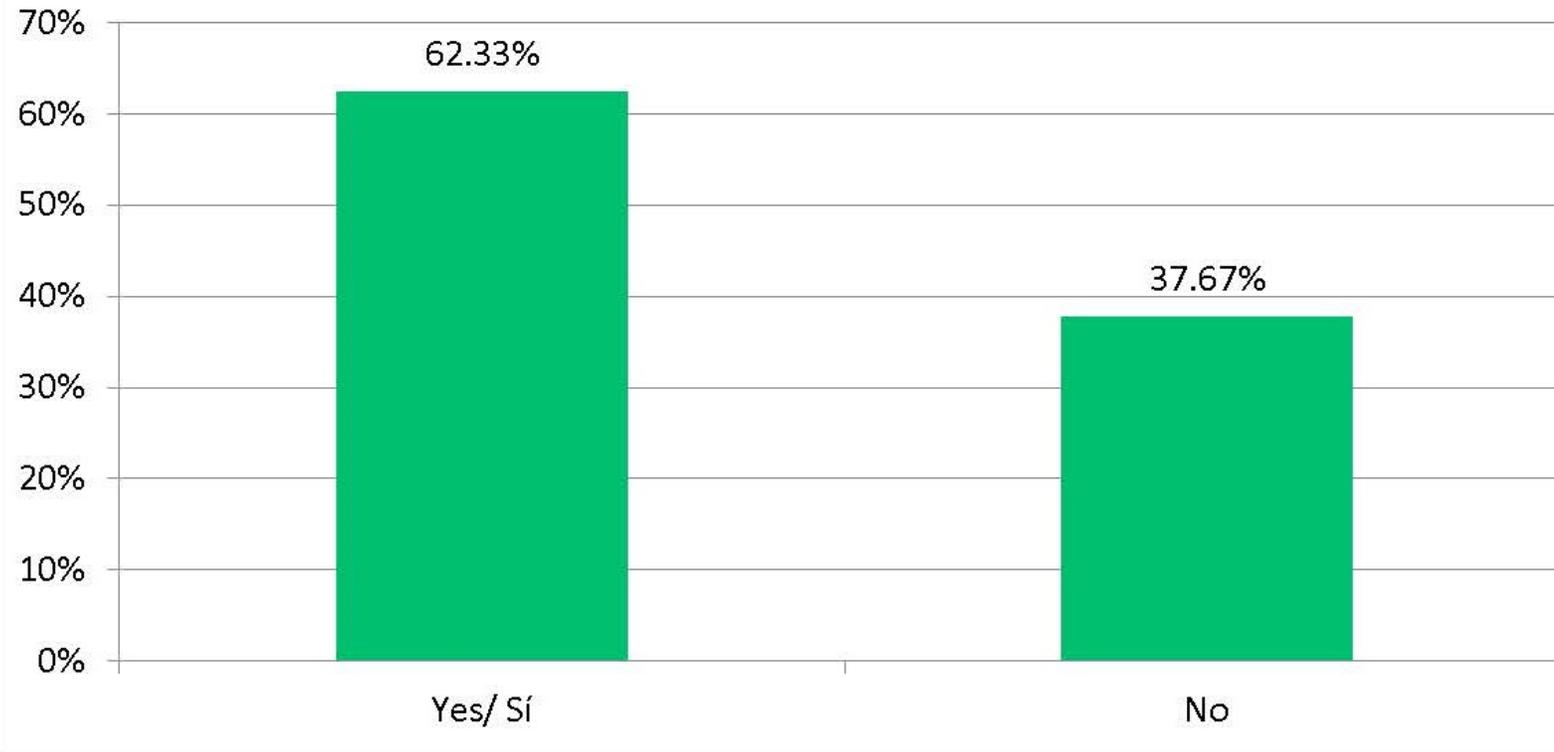
Transit Survey #1 October 2020

Q1: Do you live or work in Orange County?



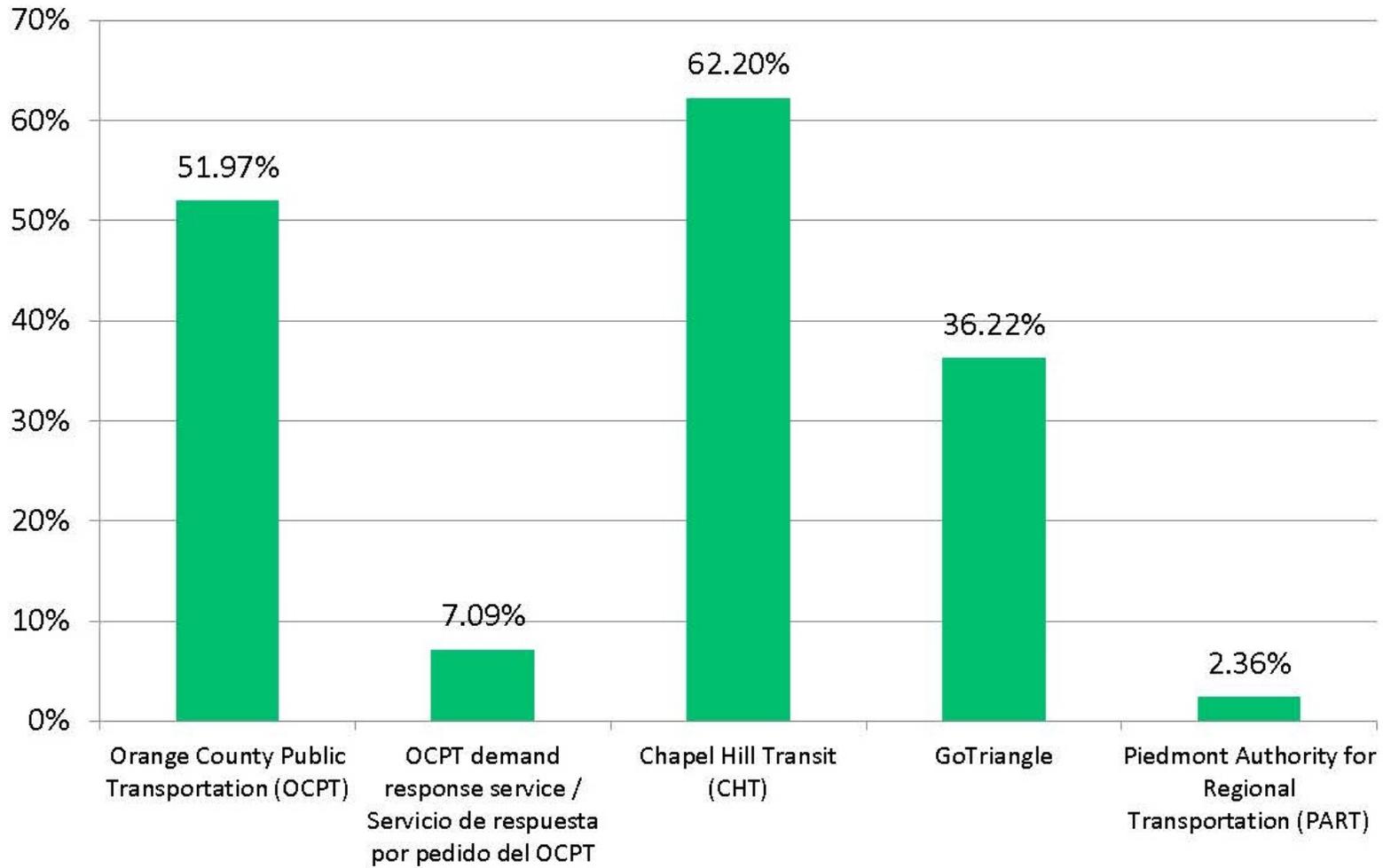
N=213

Q2: Do you currently ride transit in Orange County?



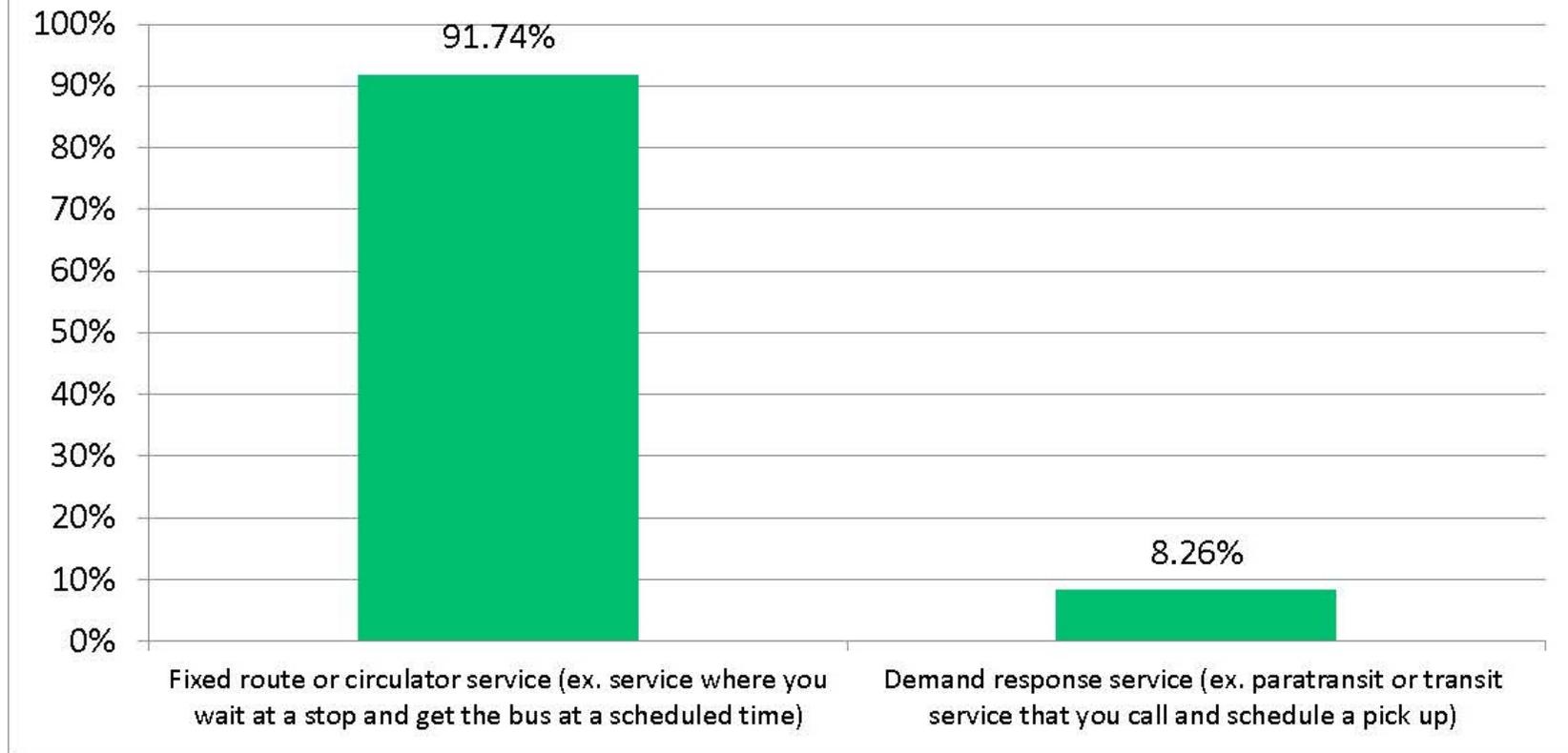
N=215

Q3: What public transit service(s) do you currently use in Orange County? Please check all that apply.



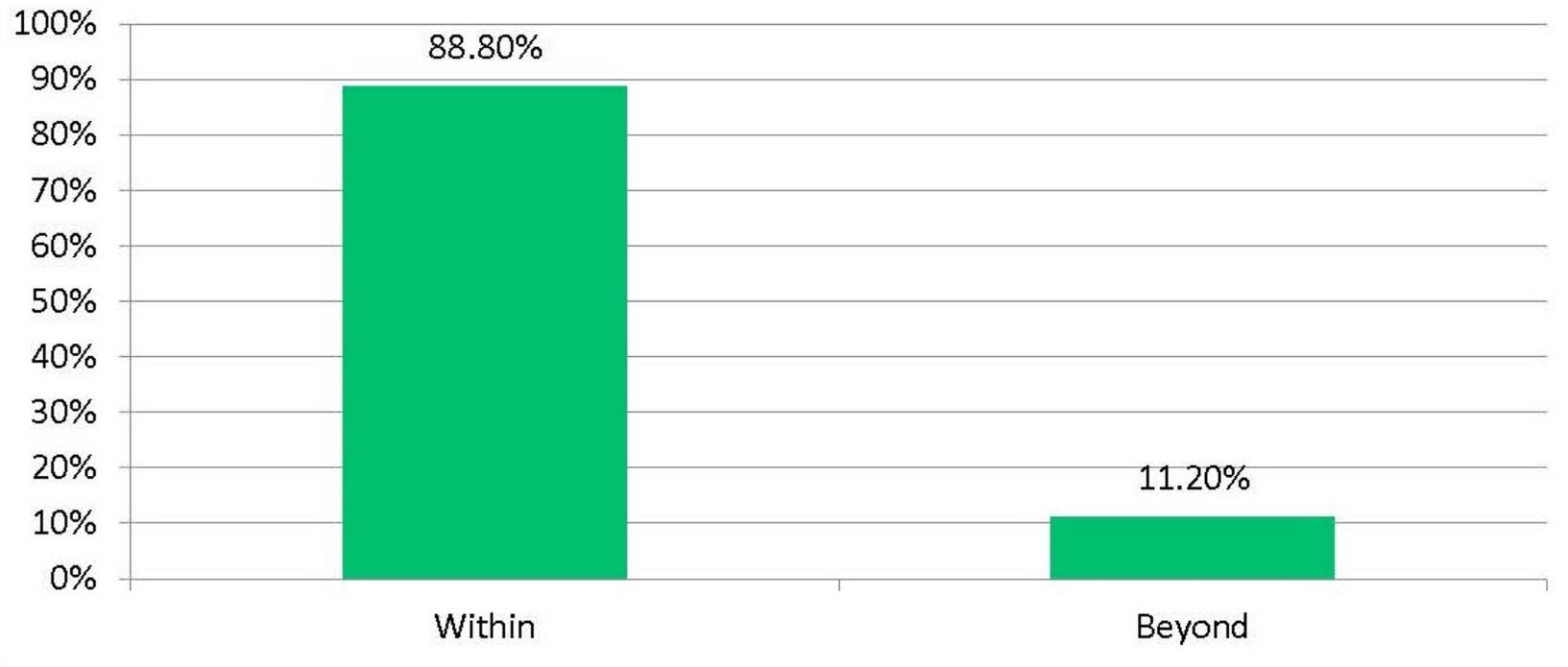
N= 127

Q4: What type of transit do you use?



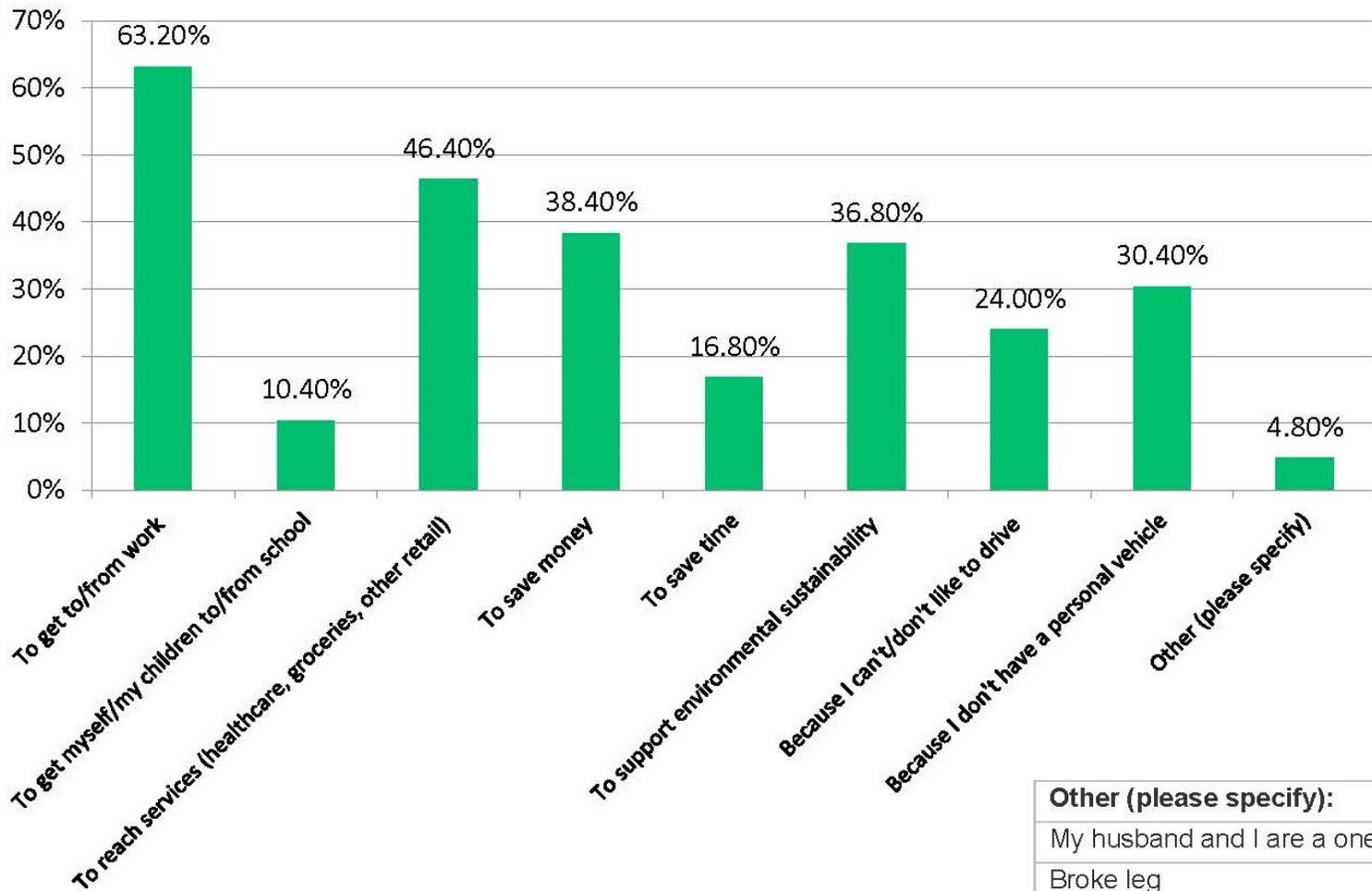
N = 121

Q5: Do you primarily use transit to travel within Orange County or do you primarily travel beyond Orange County?



N= 125

Q6: Do you use transit... (Check all that apply)



Other (please specify):

My husband and I are a one-car family.

Broke leg

Because UNC doesn't have many parking lots

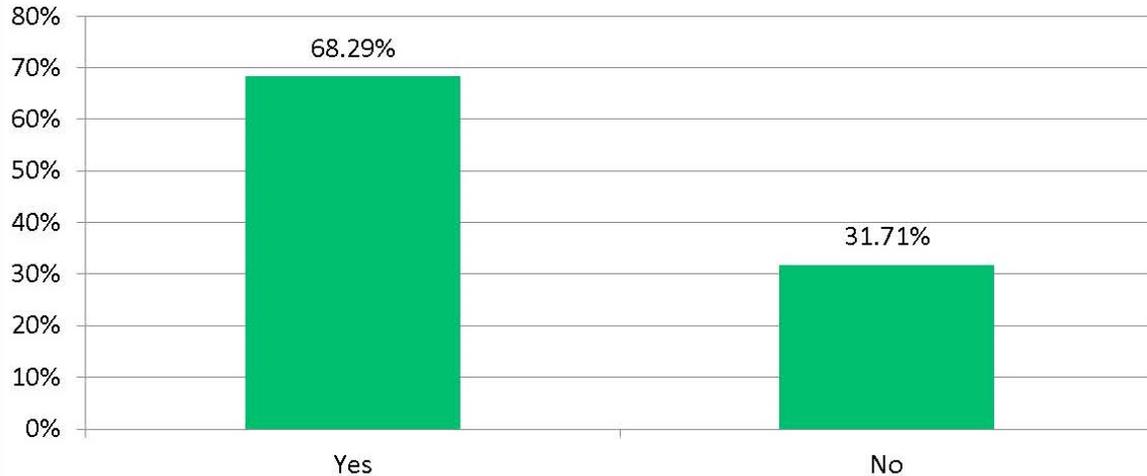
To decrease congestion on the roads, one car at a time.

Don't want to pay for parking where I work (UNC)

Transportation with my bike to places that are unsafe to ride to (like the tobacco trail)

N=125

Q7: Has your transit system use changed since the beginning of the COVID-19 pandemic?



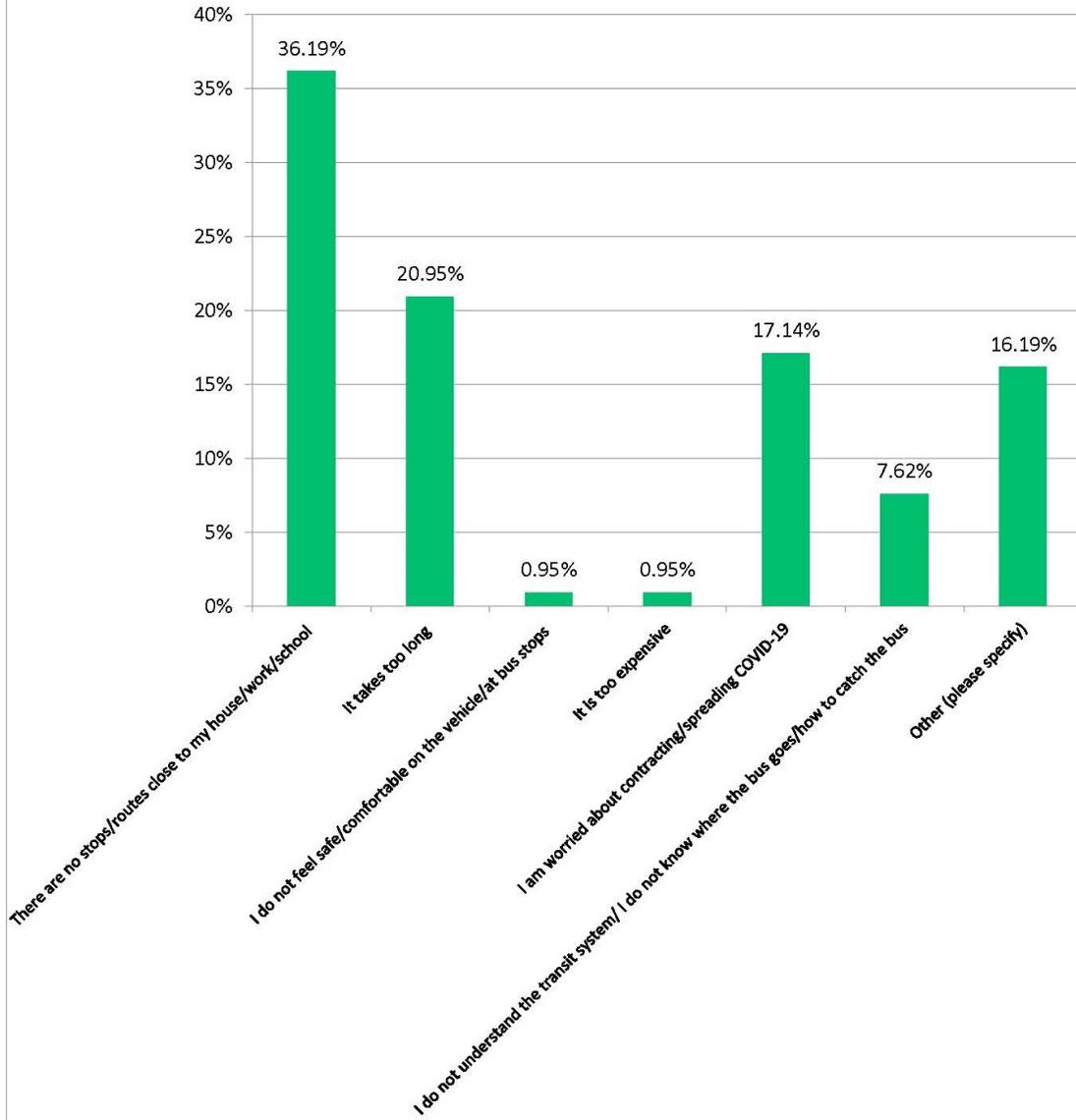
If yes, how has it changed?

Ride CH Transit less since F bus is suspended. Going to Hillsborough a lot less and Durham not at all
I work remotely and don't need to go anywhere for work.
Do not currently commute so no CHT rides
I do not commute to the office. I work from home since 3/17.
I stopped leaving the house lol.
Many less trips due to isolating
Use less frequently
avoid taking public transit
I have stopped taking public transit
I don't use public transit much since the pandemic, because I am still able to walk most places or drive when necessary
I no longer commute to work, because I must work from home.
I don't know I have only rode a month
I use the transit less because of concerns about covid. I am going fewer places
I have not ridden since start of COVID restrictions
Only taking absolutely essential trips
Have not used transit but 1 time

I don't ride it because I come in to work much less and I daisy chain errands when I do come in.
Working from home as much as possible
Less use.
I use the bus less often to go to the grocery store.
Almost completely stopped using transit.
Do not use it.
greatly reduced
Have not used public transit since the beginning of the pandemic
When I wasn't reporting to work, I wasn't riding transit. I resumed when I started reporting to work again.
JFX is not running
using personal vehicle more; only when traveling to UNC for extended period of time (where parking payment is a deterrent)
I have been working from home, no need to ride bus these days.
Route not running
I've been working from home.
I haven't been on it.
teleworking
I don't leave the house
Not using it at the moment
Working from home more than 99% of the time.
The F Route shut down, so now I only bike
I used to take public transit 5 days/week and now I have taken the bus 3 times in the last six months.
Work from home most of the time.
My office has been closed and employees are not allowed to return until next year at the earliest, so I have been 100% working from home since mid-March.
I have been riding much less to leave space for essential workers
I work from home now so ride much less often
Used much less since the Stay at Home order
Reduced use due to remote work
The meetings I attended are now virtual, so no need to travel

N= 123

Q8: If you do NOT use transit in Orange County, what is the PRIMARY reason? (Choose one)



Responses
Less travel, less visits to stores and restaurants.
I bought an e-bike so that I don't have to shower at work. I also work more days entirely from home than previously.
Staying at home a lot more.
I work from home, so I don't have reason to travel nearly as often. I've also been traveling by bicycle a lot more.
Yes, I am mostly at home, working remotely. Additionally, my husband's company has gone all remote and he is working remotely.
No travel
Working from home
Yes, working from home.
I don't drive to and from many places that I used to frequent.
Yes, my trips are greatly reduced
Not leaving home as much for anything
Use car more often
Yes, i no longer drive my son to school.
The pick up time and how many people can be on the bus at one time
Yes - when and where I go
Yes no job so I have to save \$
Wearing mask
Much less driving, no more commuting, more walking and biking.
Work from home has increased
I work remotely for one job, when I used to take public transit to the university several days a week. My other job is outside of Orange county and there is no public transit to it, so I drive.
I am now working 100% remotely
I travel to work 3 days a week instead of 5
I walk or drive more - normally, I would take the bus a lot to get to campus, etc.
Yes. Travel MUCH less because I'm working from home and not commuting from Hillsborough to RTP every day
Yes. I am teleworking.
I spend more time at home and do not commute to work.
Yes - less frequent riding because of COVID
Morning route changed to Chapel Hill Transit 420
Yes. When the insanity of a mild flu was foisted upon us as a dangerous killer, the buses were reduced to such an extent that prohibited using them much. I plan on going back to normal routines but the government is bent on destroying society. What will they do next to damage us?
The buses do not come as they used to
Times
I work from home 3 days a week.
I travel much less now due to COVID-19.
I travel less
Yes - not being able to go in buildings; too many restrictions
Go to work less often
We go to town a lot less often.
Yes, I have not used bus since social distancing restrictions began.
Staying home more. Driving much less.
I live north of town (in Carrboro's Northern Transition Area), and I go into town a lot less.
We go out less.
No longer go to Chapel Hill from Hillsborough on a weekly basis.
less travel, light rail wouldn't help
Yes - working from home
Not taking the bus
Yes. See answer to #3.
Not traveling as much, working remotely...for now.
If I can't walk there, I don't go. I get groceries and laundry done via delivery services
Yes, I only come in to the office occasionally and I daisy-chain errands when I do come in.

(Continued)

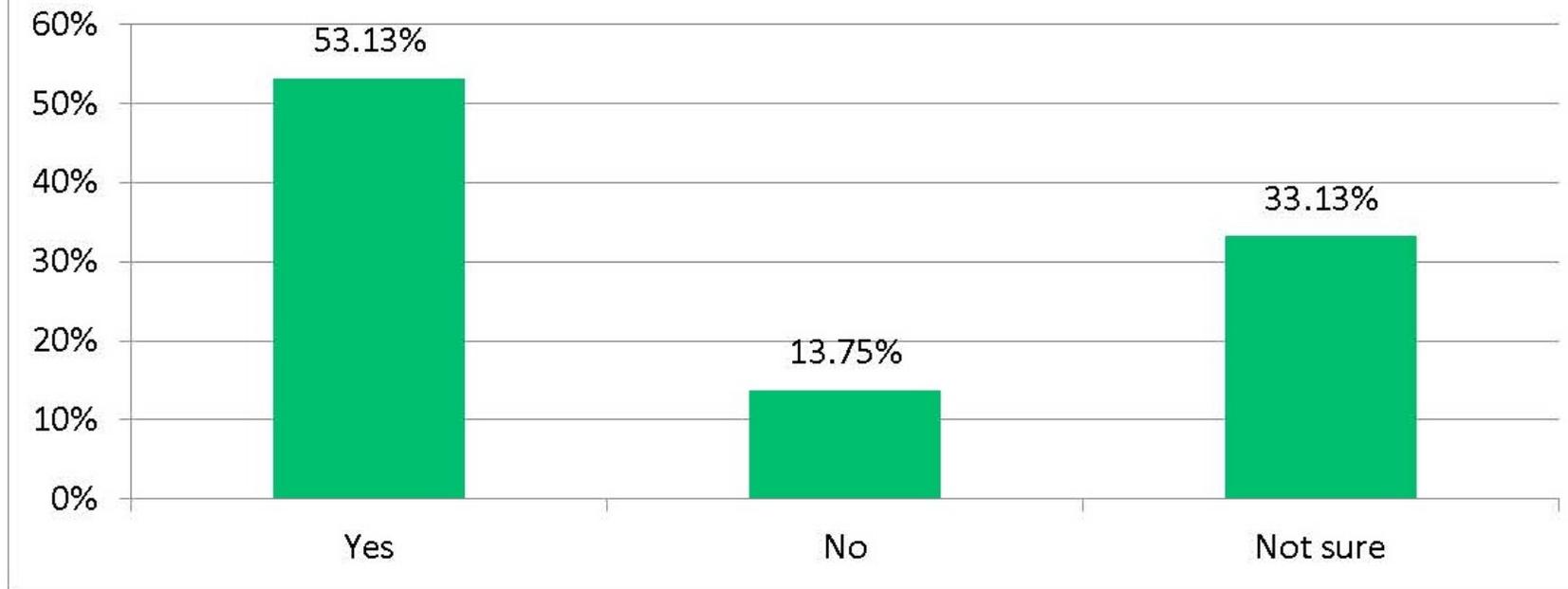
Q8: If you do NOT use transit in Orange County, what is the PRIMARY reason? (Choose one)

Yes, I stay home more.
Yes working from home as much as possible so not riding the bus
Yes. I work from home 100% now since my office is closed.
I use the bus less often to go to the grocery store.
Yes, I am no longer commuting to work.
Primarily sheltering in place
Yes, I work from home.
Yes, I mostly stay home except for medical service and grocery shopping
Working from home 3-4 days per week.
Yes - I now work from home, whereas I used to commute to campus every day using Chapel Hill transit
Didn't commute at all mid-March through July. Only came back to the office in August
Yes, I am currently working from home.
I travel everywhere less
Work from home
I am not using buses anymore for now
I now work from home 95% of the time.
I travel less
Yes - going into the workplace less frequently. About 2/3 of the time.
I would definitely not take any public transit at this time.
I work from home instead of going into the office in Durham. I rarely have dinner out and grocery shop just once a week.
primarily traveling less, except for shopping, takeout dining. Mainly avoiding on-campus, Franklin St., other parts where mask-averse, dangerous people may be around
Working from home. I haven't been on a bus since March when UNC went virtual due to COVID.
Yes, I am home and staying closer to home than normal. Still furloughed from my job, so less need to go out.
I stay home most of the time
Work from home
Now working from home.
Yes, I travel much less. I am retired and spent 1-2 days a week visiting isolated elders in their homes. Currently I contact them by phone. I no longer attend exercise classes at senior center 2-3 days a week. I'm doing virtual classes. My social life is curtailed in that I no longer visit local or out of state friends, eat in restaurants or attend concerts and art exhibitions.
Yes, I rarely go anywhere but grocery store and wal-mart and to pickup takeout food from restaurants. Normally I would go to church, library, shopping mall, restaurants that are all over the Triangle, parks, farmstands, nurseries, visiting friends up and down the east coast and so on.
Much less travel
I don't go into town as much
I have been working at home
Yes, I work from home now and am traveling far less
teleworking
I don't leave the house, I don't understand why you needed to ask this again?
I used to bike to UNC campus 80% of the time and ride the bus the remaining 20%, but now I primarily work from home, so I don't need to go there nearly as frequently.
No trips further than adjacent counties. Trips to stores only occasional. Driving cut at least 50%
Ya casi no me subo al camión porque tengo miedo contagiarme del COVID-19 y contagiar a mi familia ya que alguien mayor de 65 años vive conmigo y yo estoy embarazada. <i>I hardly get on the bus anymore because I am afraid of catching COVID-19 and infecting my family since someone over 65 lives with me and I am pregnant.</i>
I no longer ride the bus because it takes too long to walk to the CW Route with the F Route closed
I work from home. Because I work from
Home I don't trip chain which means instead of taking the bus to work and then running errands with the bus, I drive to errands.
Working from home, nice weather to ride a bike and fear of covid means using the bus less, but this is temporary for me
I barely use motorized transportation of any kind now. In addition to giving up commuting, I've also abstained from most recreational and shopping travel. We get groceries every other week, and go to the farmer's market on off

weeks to supplement with fresh food, and otherwise barely shop at all. Mostly takeout from local restaurants and occasionally hardware store trips. I've walked a lot more, though, both in my neighborhood as well as in other areas of the town and county.
Less long distance travel, more local travel
Yes, I travel much less without trips to school or work.
Reduced travel overall due to remote work and limited social gatherings
Yes. I barely go anywhere. Groceries twice a month, farmers mkt each week, and doctor appts. That's it.

N= 136

Q9 : If your travel patterns changed during the COVID-19 pandemic, do you plan on going back to your normal routine after the pandemic is over?



N = 160

Q10 If you currently ride transit in Orange County, what is one thing that could be done to enhance the County's transit system?

Responses
It's fine
Don't know
Love it as is, need Sat.
This is my first time
Saturday service
Do not currently ride due to no stops being close to my house (Thompson Apartments)
Memory schedules and CH Transit schedules that make transfers easier
Better information to help not regular transit riders choose to make periodic trips via transit versus using their car.
More reliable information on Nextbus and/or updates if a bus is running late or is too full to pick up riders.
Have extra disposal masks if a person doesn't have one at the stop pick up location
May move out of the area by the time things re-opening (for work).
I do not ride. I would need to study routes and schedules to determine if it provides a practical alternative to using my passenger car.

Better bus stops with benches and bike racks. Consistent information in NextBus and Transloc. CH Transit predicted times are inaccurate
More integration among busses, More routes and increased frequency (especially for NS route)
More direct connections to RTP office parks
Coordinate bus schedule with hospital shifts so if I take bus in the morning I can be sure it will be available to return in the evening
don't know
More frequently
Later hours, weekend service
Having it so the scheduling is for the weekend as well
Being able to understand routes would help me. I plan to learn more once the Seymour Center opens.
Nothing seems wrong
Weekend service and more county coverage
later hours
Nothing
Everything is great
Shelters
Expanded
Run it on Saturday
Nothing
More buses along extremely busy routes (such as the NS)
More frequent bus service
Better regional connections
light rail
I would like to see bus services on the weekend.
Better connectivity to Durham and RTP.
Greater frequency and later service.

Visit all O.C.
Sunday bus rides
Later service/weekend service
Earlier/later rides; rides on Sat/Sun
Add different stops on areas that's not on route
More frequent and expanded service
More frequent buses, more often
Free
More frequent service; expanded service; more stops
I don't know I have only rode the bus a month
Nothing
Stop closer to my home
One thing that could be done is to have late buses like have them run till 8PM
Get more nice people like y'all
I like multiple buses showing up every 10 minutes.
Better shock system
More stops in route to chapel hill
Extending the time
None
More hours of operation
Nothing
More routes to connect folks to work
Nothing
Don't ride all over the county in route
Stop at Cornwallis Hills
Run later
Pick me up at my house
Nothing
Everything is good
Early morning rides to start by 7 AM; end at 7PM will be convenient to others
Bus with better shock absorbers
More stops so you don't have one or two specific stops from Hillsborough to Chapel Hill

Q10 (continued)

Earlier rides like 6 AM and later like 5-6PM
More bus often
Earlier service; all day service
Stop close to me
More frequent routes
From speaking with other seniors, I know it would be great to have accessible transportation to and from doctors' appointments and grocery stores.
Ensure frequent and easy connections to regional employment destinations.
Don't currently ride transit. Wish the bus schedule from H'boro to CH was more widely available.
its inefficient, wastes resources, and should be limited and focused
More Rural stops Near Carrboro
Better evening and weekend service. New weekend service helps
Move to electric buses. I hate smelling and listening to many buses idling on Franklin St. all day long. (I work on E. Franklin St. above the bus stops).
I don't take it because usually the rides take double or more the time it would take me in my car.
It would be great to have shelters at all bus stops
I appreciate the recent updates a lot, and practically speaking (aside from buses that run more often) it serves my needs well.
Make the Carrboro/Durham route more bi-directional
More frequent service
To be actually useful, I would need a service like Uber
Defund GoTriangle and use funds to increase CHT and Hillsborough service, make any ride originating in CHT fare-free, invest in point-to-point private/public partnership.
More buses on my route
When I have ridden before it was limited to once per week at the most since the route takes so long. Since the buses usually only have 2-3 people on them, could the routes be sped up by using smaller vans instead?
More bus stops closer to grocery stores
Buses need to come more frequently, more reliably, and reach necessary areas. Often, taking a bus to the store or something takes about 3x as long as if I could take a car and is a lot more stressful.
A useable phone app that can plan your routes, shows routes, Schedules, arrival times, etc.
enhanced bus stops, bus stop shelters etc. so that you can sit and wait for buses while maintaining social distance
When I want to ride the bus in town, I quite often decide not to because I would have to pay to park my car and then the buses don't come often enough to be a good alternative to just driving.
Increased frequency ; better on time performance
We need service routes along Old NC 86.
I'm concerned that as I get older I'll need to rely on public transportation more and there aren't any public transportation opportunities where I live outside of Carrboro. Reach a little further out into the countryside.
more service outside of city limits
Making Planning routes/stops clearer
more stops with shelters
better communication system for rider alerts
PLEASE get Chapel Hill Transit to have a functioning website with CORRECT information AND a public communications team for route changes and disruptions. They never communicate anything and makes it REALLY hard to use the bus.
Better pedestrian bicycle connections to stops with safe crossings
safe shelters with lighting, seating and trash disposal as well as bus turn out to prevent traffic congestion from bus stops with traffic signal prioritization would be a great / low cost improvements.
More frequency so a schedule is not needed
If we are talking about only within the county, take a look at where people have been getting on and off the bus during the pandemic, and what routes they are taking. These are our transit dependent folks make those stops better, make those routes more frequent.
BRT, more frequent service, posting live updates of upcoming bus arrivals at every stop, nice bus shelters, crosswalks, and speed reduction/enforcement/traffic calming near stops
A light rail system that connects us to Durham County and concentrates new development to the transit corridor it creates. Since we ruined that, the next best thing would be a BRT system that is so fast, frequent, high quality, and has enough dedicated right-of-way that is it almost indistinguishable from light rail.
run the 7-day bus routes in Chapel Hill/Carrboro until 11 pm, at least on Thu/Fri/Sat
Increased frequency on key routes to improve feasibility of using multiple routes to reach destinations.
Longer service hours for PM trips

More advertising and publicity about where the buses go. Also, better connections between the systems.

N= 124

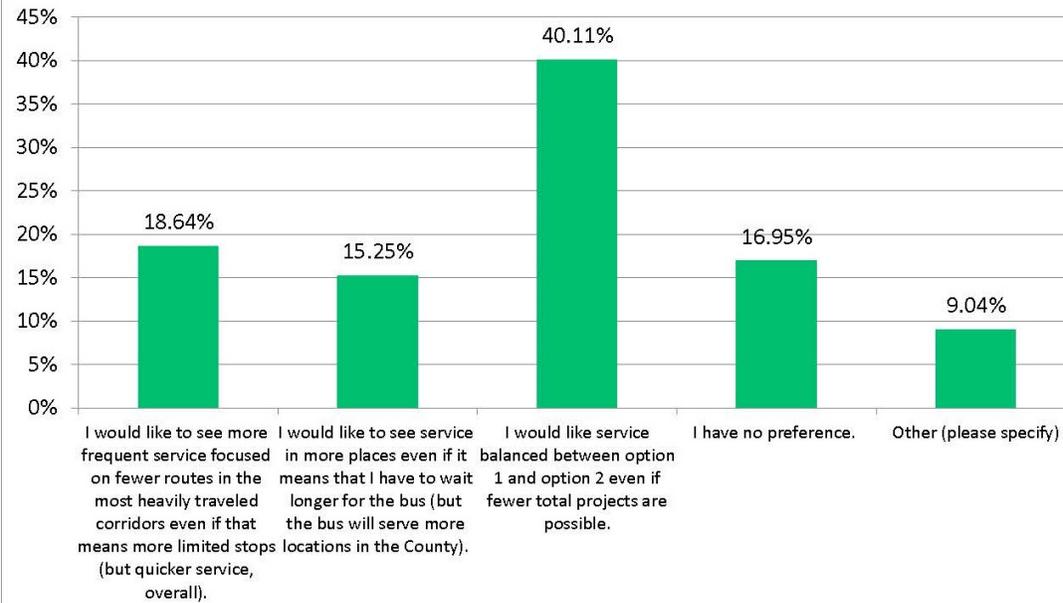
Q11 If you do NOT currently ride transit in Orange County, what is one thing that could be done to make transit a desirable option for you?

Responses
It's alright
More stops along Hwy 86
end of pandemic.
I ride transit
During the pandemic, I really don't know what could be done by Orange County to make transit a desirable option. It feels more like a last resort.
closer park and ride location.
I'm retired. So, I do not need transit to reach an office. I can understand how transit would be beneficial if routing & scheduling made commuting easier and more economical. My drives are so customized to my particular needs on any particular day that I have difficulty picturing how transit would benefit my travel desires/needs on a consistent basis. I am not against transit, having used buses as a child and trains when traveling in Europe and elsewhere. But between Hillsborough and other Triangle places that I frequent, I have difficulty imagining how transit systems could become so convenient that I'd opt for using them instead of my car.
More direct connections to RTP office parks
Regional travel in a timely manner
A bus stop near my home.
ok
They do a great job, the drivers, so nothing
Being clear about bus stops
Signs with routes and times, easy to read guides
stops closer to my destination
More buses along extremely busy routes so that timing is accurate and I'm not passed by if the bus is too full
more access to routes
Bus Rapid Transit with direct routes.
More service. If you can't feasibly have fixed routes that serve Hillsborough maybe there's an opportunity for demand-response or on demand solutions that would connect us with the rest of the county and region?
Better and faster routing to RTP.
More stops, closer to destinations and more frequency.
Nothing
Use it to go to work
Better access to routes that connect to destinations
It must cover more area (more stops) and take less time.
No long distance riding
More frequent routes
I need transport that I don't have to schedule days in advance—a day or two is okay, but more may be difficult
Not sure - we live in the rural area
Nothing
Put the stop and bus route near my house back.
More frequent bus service close to my house (which is difficult, as I live in the rural part of greater Carrboro).
Routine service to my area is economically untenable. If I were not able to drive, I would appreciate pickup service.
More widely available bus schedule, including frequency of buses and where they stop.
nothing, I will never use it
More frequent buses. The bus I take comes every 30 minutes.
Expand routes
Routes in my area

More direct routes with fewer stops
Have a shuttle service from a park and ride to the Transit Center in the Durham/RTP. My office is in the RTP and I live in Hillsborough and for me to take the transit I would have to take bus through three counties, causing a 2hr ride.
Add a stop at Lake Hogan Farms that goes to downtown Carrboro and Chapel Hill.
More frequent service
Publicity
Better linkage with regional transit plans
Advertise precautions being taken to limit the risk of COVID
Weekend routes. At this point, I go to Hillsborough for recreation on the weekends.
Masks enforced upon entering the buses. Open windows and no HVAC use until the pandemic situation is under control
Decrease the time between buses and decrease total travel time. Maybe add express routes with smaller vehicles.
Stops closer to the services I use
Easier connection to Triangle Transit options for RTP. Also, would like to see transit options for Heritage Hills/Smith Level past the Carrboro High School.
Well, it would have been really nice to have kept the Durham/Orange Light Rail. Buses do not excite me like rail!
Free park and ride
Have regular routes in the county that go to major destinations like the hospital, Walmart, medical offices.
If there was more access to bus stops and it was free.
Regular routes outside town.
I live in rural OC about 13 mi from both Hillsboro and Carrboro. I think on demand rides sponsored by the county at a reduced fare would be beneficial to many rural folks.
Stops outside of town.
Not interested at present. Public transit is to limiting to freedom of choice regarding location and schedule options.
more service outside of city limits
Have a closer stop to my house
PSAs about how transit hasn't been a super spreader vector
Stops near my home
Better communication system for rider alerts, a system in place to track routes for ALL buses, adherence to the posted schedule
100% compliance with distancing and masks.
Service little river township. Otherwise, I'd have to drive town which defeats the whole point
see #6
Que tengan camiones corriendo mas seguido y no vallan con mas de 10 -15 personas por camión. Que sea obligatorio que usen mascarilla dentro del camión. <i>Have buses running more often and do not go with more than 10 -15 people per bus. Make it mandatory that they wear a mask inside the bus.</i>

N= 124

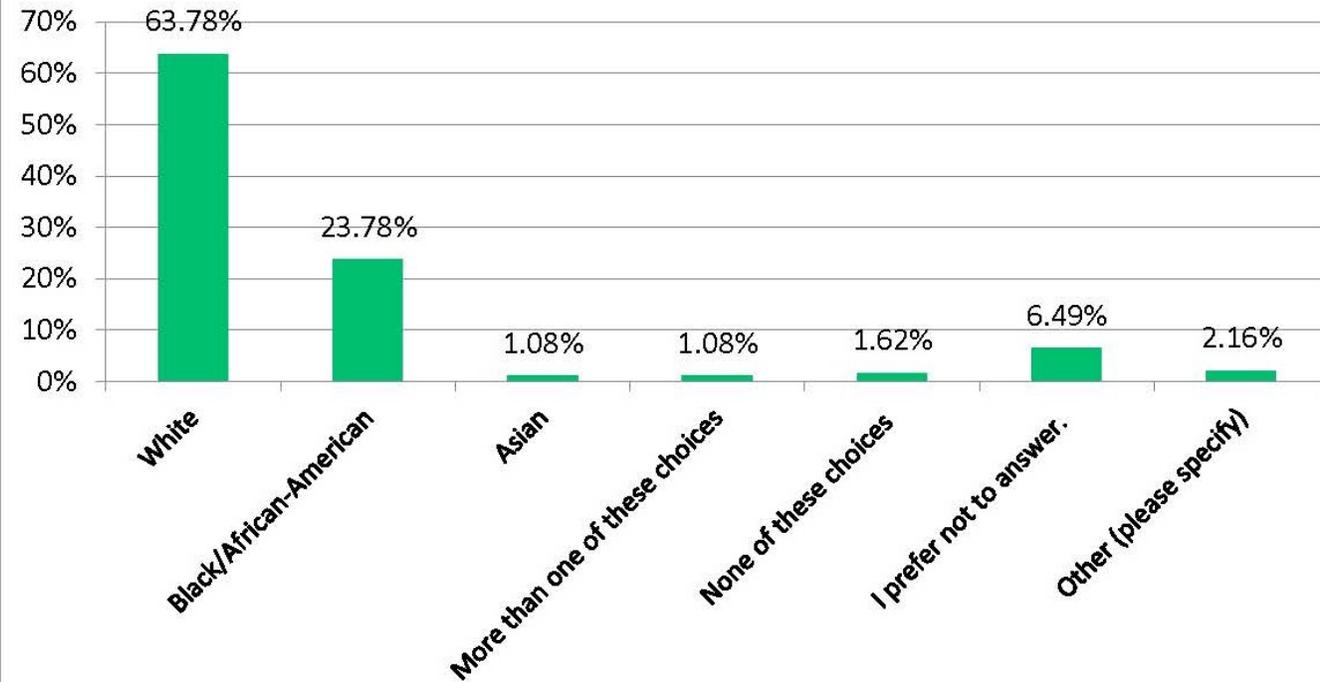
Q12 Please identify the statement that is most aligned to your transit needs:



Other (please specify)
Free rides
hobo travel
Exact schedule, especially after 7pm the bus often arrives different time, or never arrived although that is scheduled (e.g. Line 800).
I am please with the bus
Don't know what the best options are until I learn a lot more.
what a biased question... my view is limit the wasteful transit system
I need irregular but reliable service from home to doctor
More overall service. Reliable weekly service in-spite of UNC schedule.
Whatever will increase ridership to the greatest degree. For the moment, the routes as they exist don't serve me, but I would be an occasional user. More important to me is that the maximum number of cars are displaced from the roads.
Need more bike/ped (shared use/greenways) connectivity.
I would like to see investment in on demand rides and future oriented services like driverless vehicles.
I have no transit needs at this time.
I would continue using my car, no need for public transit
I would like which ever of these two options can be demonstrated to serve the highest overall quantity of trips and reduce miles traveled in single-occupancy vehicles the most.
Would like to see transportation improvements that prioritized bus lanes and bus service over car lanes.

N= 177

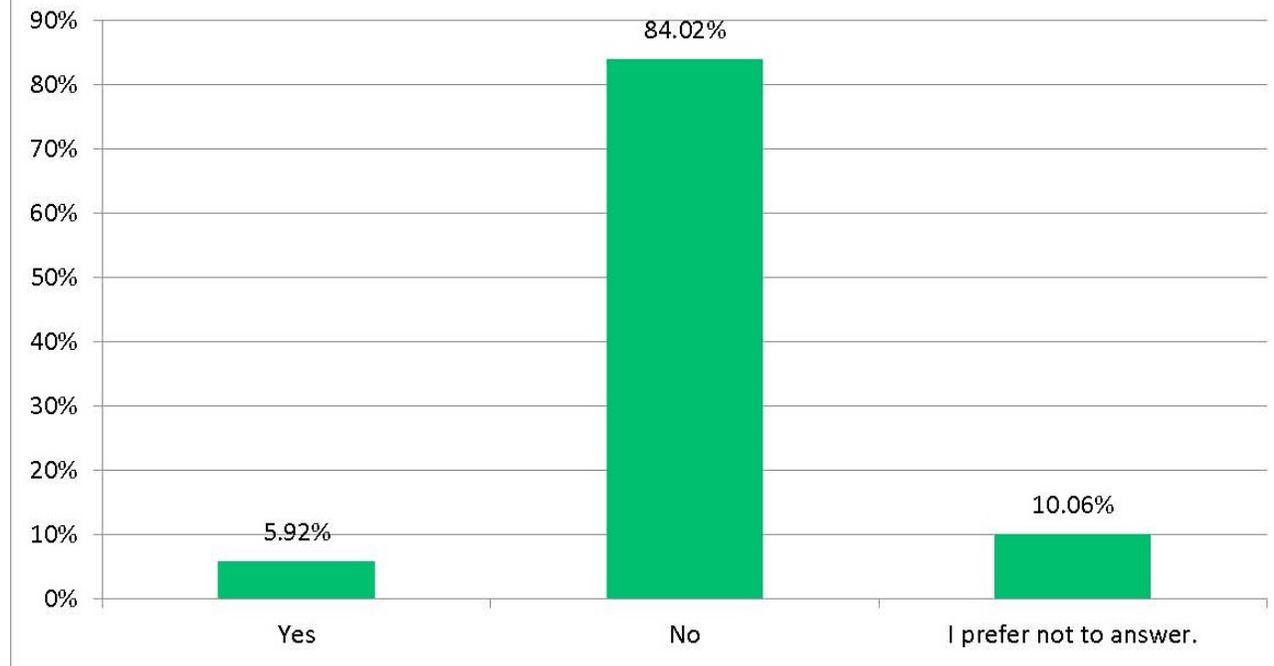
Q13 I identify as:



Other (please specify)
Hispanic
??
N/A
Mexicano Americano

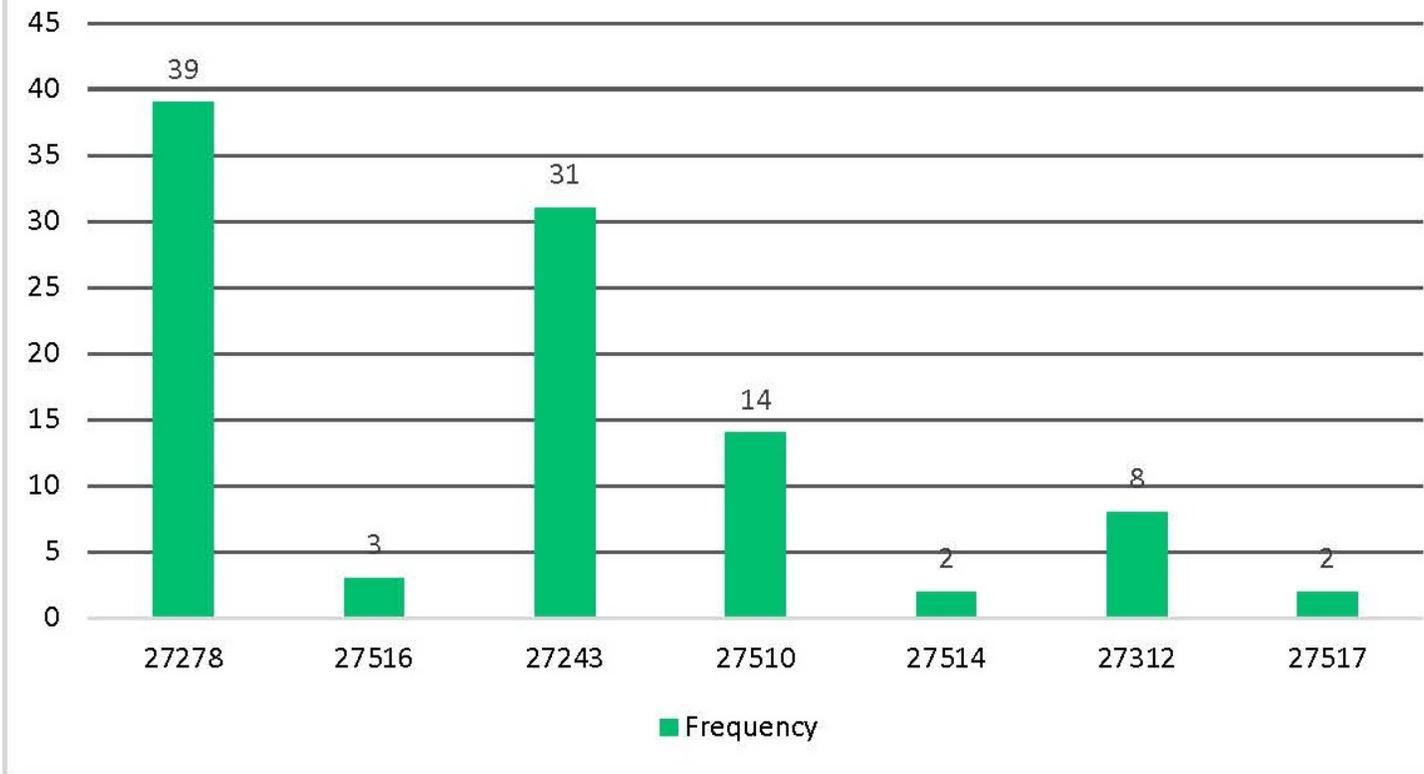
N= 185

Q14 I identify as Hispanic/latinx



N= 169

Q15 Please enter your ZIP code

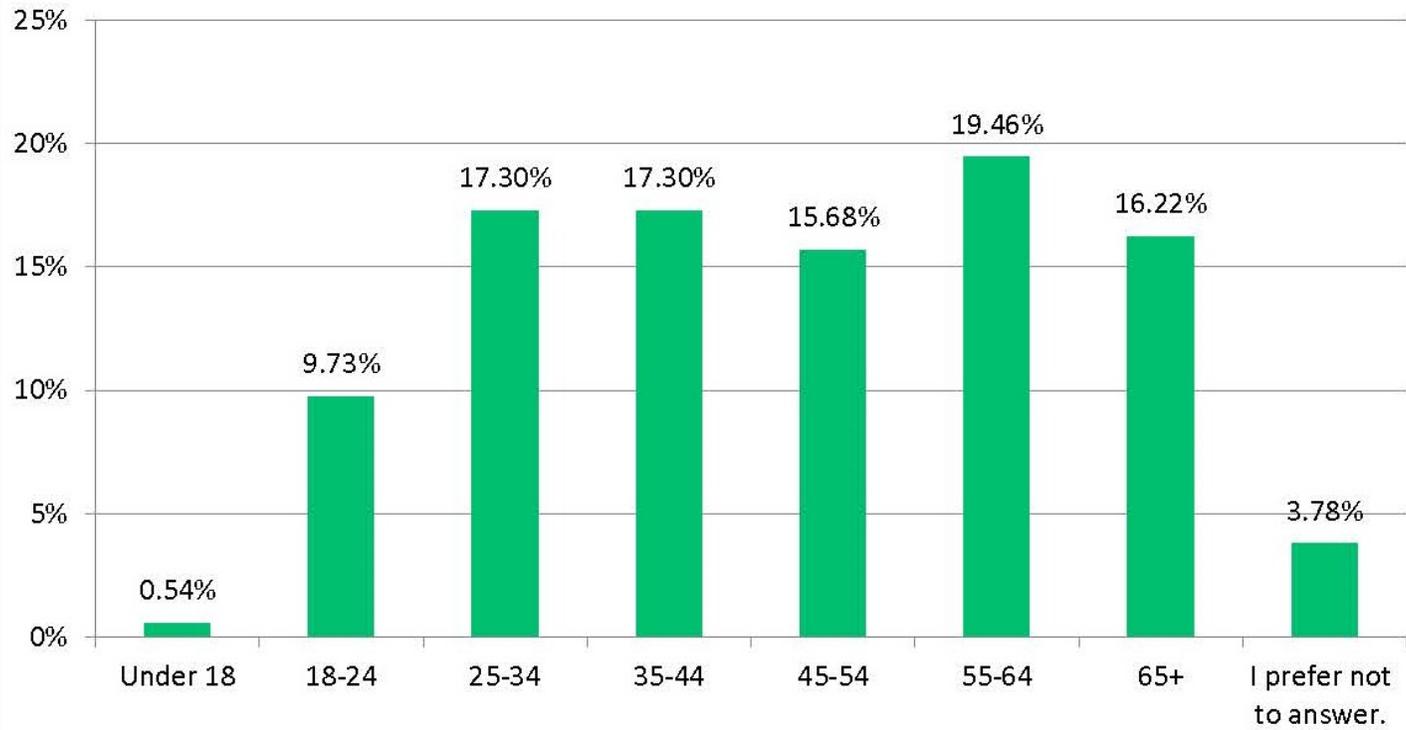


The following ZIP codes had one respondent each:

27889	27714	27707	27705	27701	27599
27572	27527	27519	27513	27215	27503

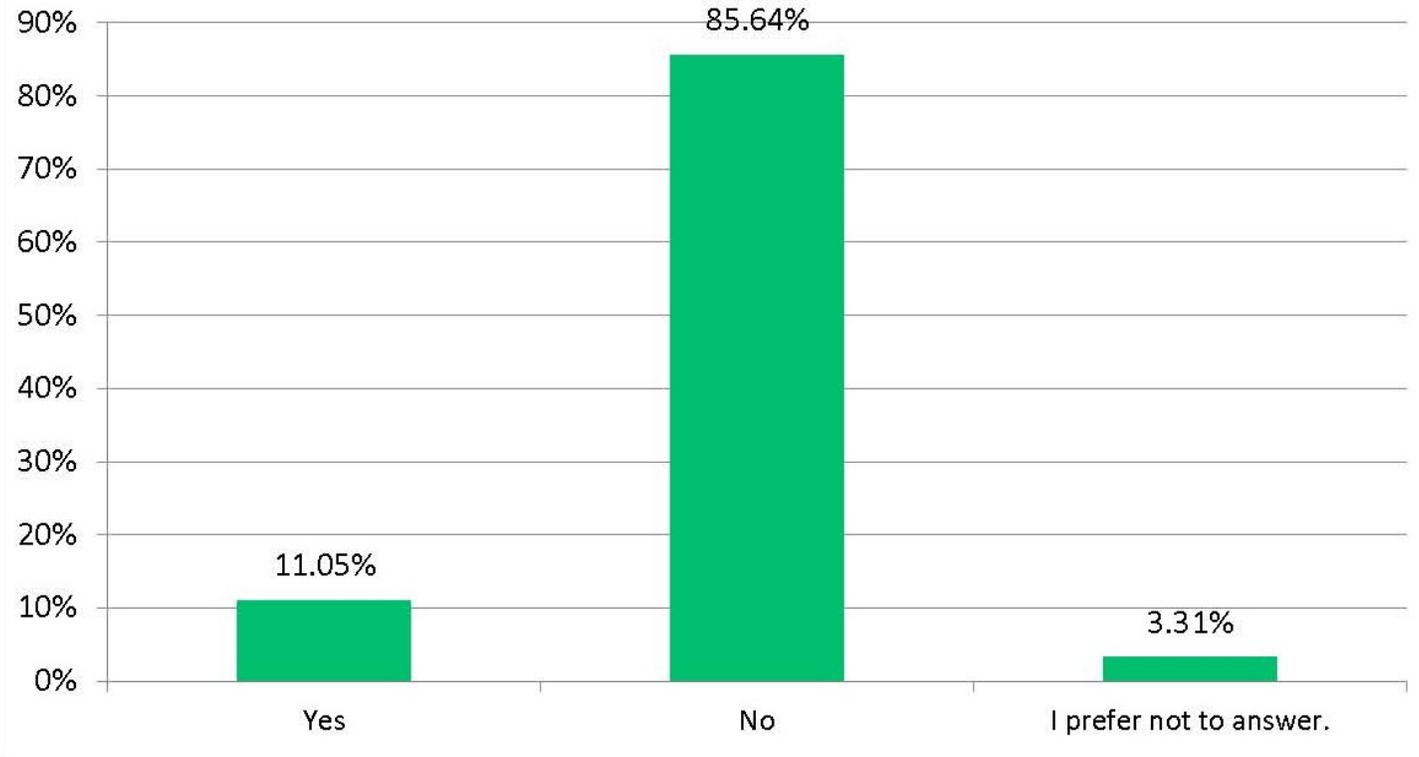
N = 165

Q16 My age is:



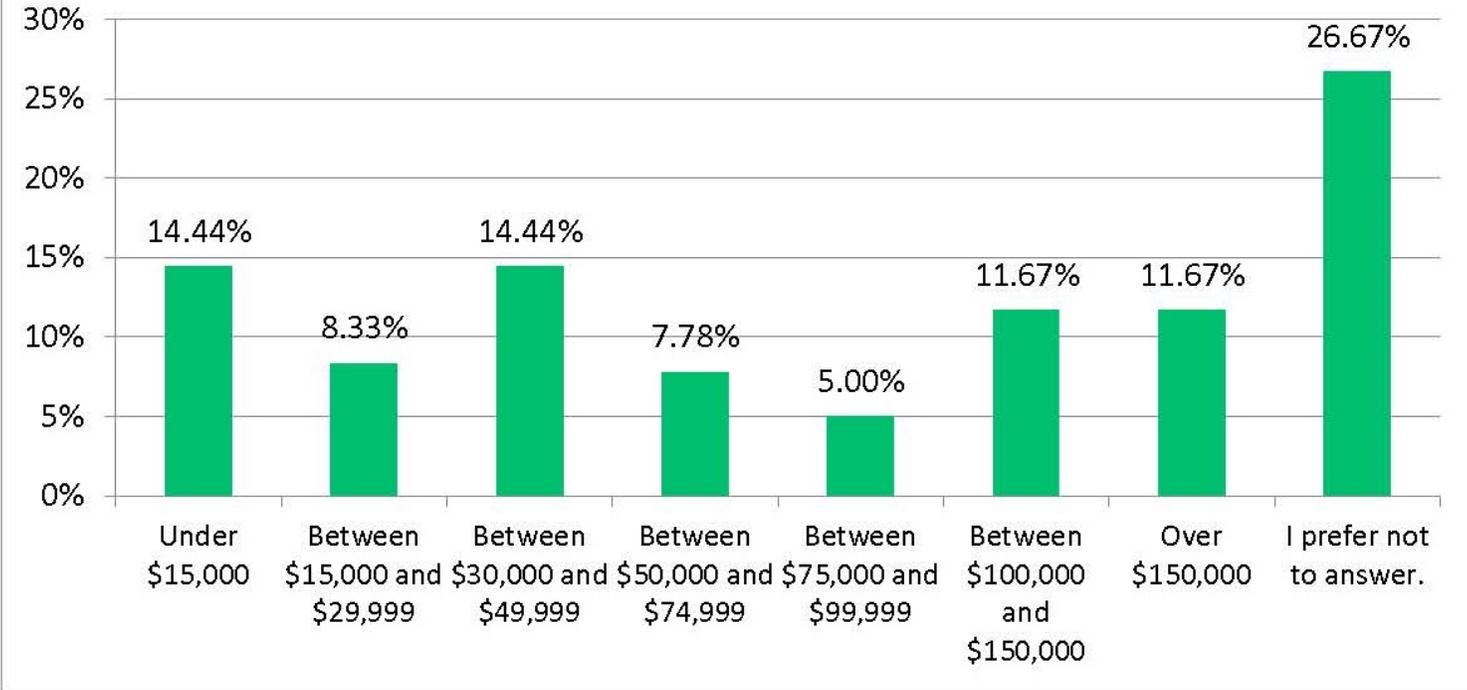
N= 185

Q17 I am currently a student (of any age!)



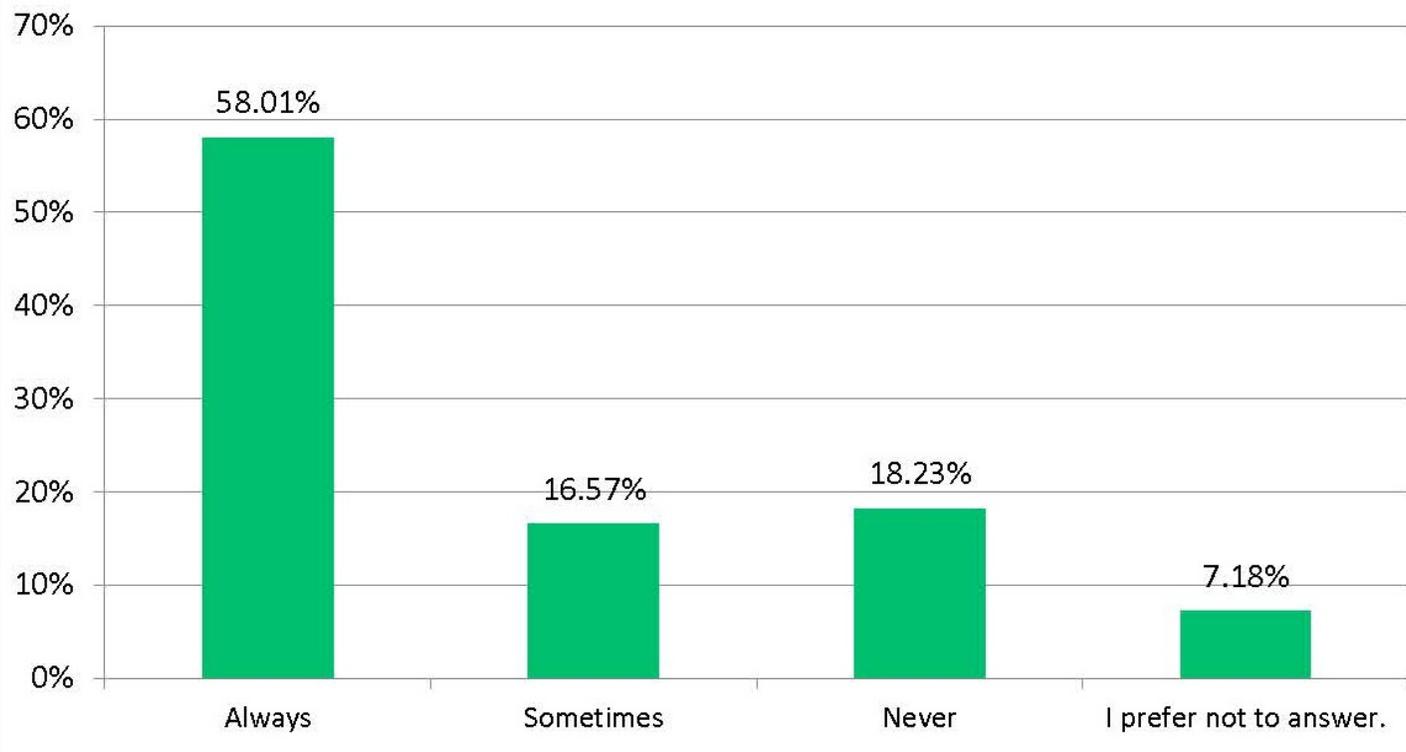
N= 181

Q18 My household income (before taxes) is:



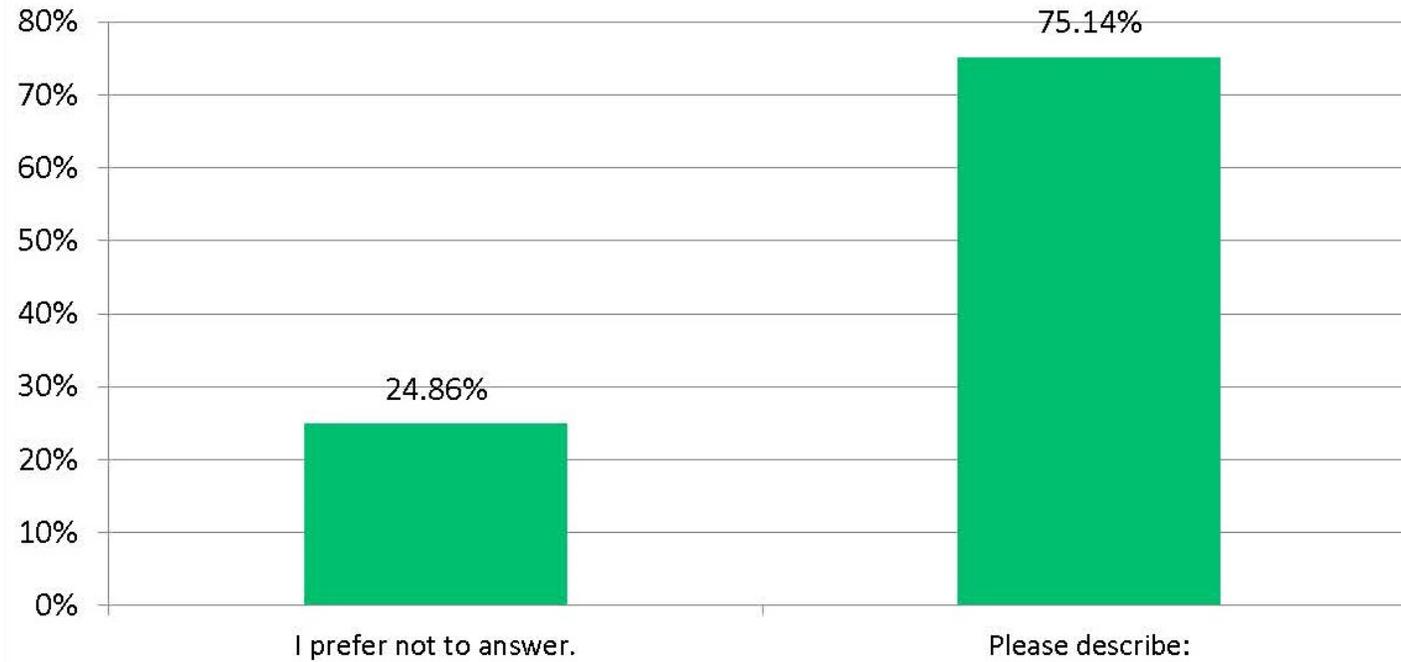
N= 180

Q19 I have access to a personal vehicle



N= 181

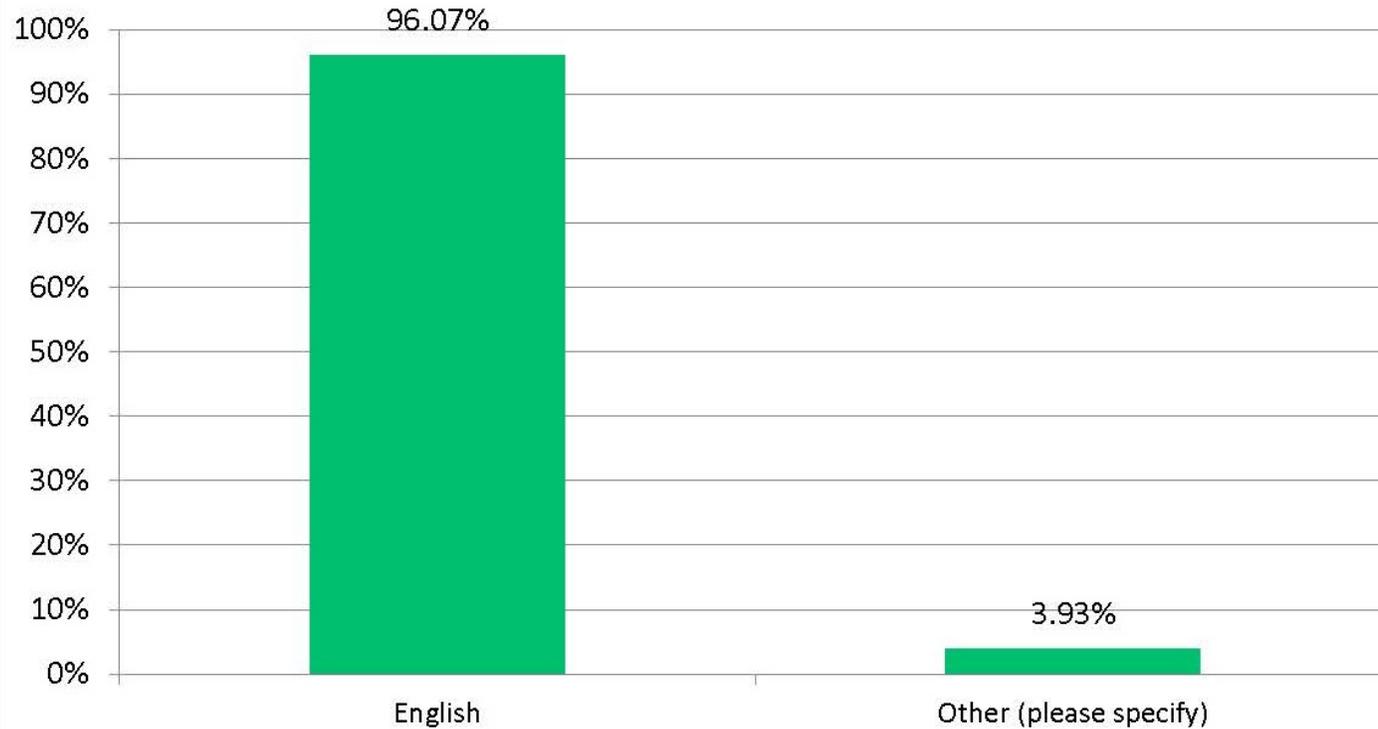
Q20 How do you describe your gender identity?



Gender Identity	
Male	59
Transgender Woman	1
Female	65
Non-binary	1
Gender fluid	1
None	1

N= 173

Q21 Primary language spoken at home:



Other (please specify):
Portuguese
Spanish
Chamorro (from Guam)
N/A
N/A
Japanese
Ingles y Español

N= 178

**TRANSIT SUMMIT SUMMARY
OCTOBER 1, 2020**



Orange County Transit Plan: Transit Summit Summary

Date: October 1, 2020

Time: 5-8 PM (Eastern)

Attendees

Orange County Hosts

Craig Benedict (Orange County)

Tom Altieri

Thomas Ten Eyck

Consulting Team

Caroline Dwyer (Renaissance Planning)

Amanda Chornoby (Renaissance Planning)

Dan Hardy (Renaissance Planning)

Alex Bell (Renaissance Planning)

Scudder Wagg (Jarrett Walker + Associates)

Irma McClaurin (Irma McClaurin Solutions)

Jackie Metivier (Bilingual Communications)

Yasmin Wurts (Bilingual Communications)

Participants

Sue Hunter

Dave Engstrom

Jean Hamilton

Robert David

Nick Pittman

Noelle Claybrook

Denisé Dews

Joan Guilkey

Neal Paschal

Allyson Coltrane

Nishith Trivedi

Heidi Perry

Matt Day

Wannetta Mallette

Jennifer Green

Brandi Beeker

Shelley Curran

Olivia Torano

Jay Heikes

Roxane Howerton



Meg Scully
Ellen Beckmann
Doug Moore
Alison Smith
Betty White
David Jerrido
John Morris
Tina Moon
Sally Greene
Charles Humble
Mark Bell
Mark Marcoplos
Robert Burnett
Julie McClintock
Josh Mayo
TeLeishia Holloway
Theo Letman
Fred Lampe
Molly De Marco
Caitlin Rose
Penny Rich
Chassem Anderson
Trish McGuire
Janice Tyler
Praveen Sridharan
Geoff Green
Rachel Gaylord-Miles
Michael Parker
Jeffrey Sullivan
John Hodges-Copple
Kathy Kaufman
Zachary Hallock
Aaron Cain
Travis Myren
Randee Haven-O'Donnell
Stefanie Williams
Candace Kester
Dave Laudicina

Presentation

The Transit Summit began with a welcome and introduction from Craig Benedict, AICP - Orange County Planning and Inspections Director.



Caroline Dwyer, AICP of Renaissance Planning (lead planning consultant for the Orange County Transit Plan) then introduced the consulting team and their roles in the planning process.

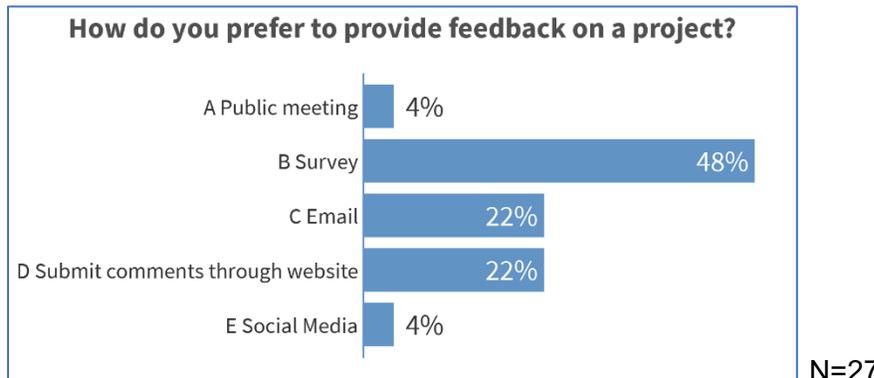
Participation and logistical information was then reviewed including: “ground rules” for virtual participation, accessing the Spanish language audio channel, accessing and using the Poll Everywhere platform for live polling and participation, using the Zoom chat function, and using the Zoom Q&A feature. An “ice breaker” poll was conducted to familiarize participants with the platform and troubleshoot potential access issues. The ice breaker poll asked participants to identify what they are looking forward to the most when the quarantines are lifted. Answers included:

A party with friends and family	Eating out with friends.	more travel	Vacation
sending my kids to school	brunch!	Ok it is working	Eating dinner out with my friends.
Going to the movie!	Doing things with my friends	Festivals	Eating inside with friends
Not working from home	Travel	Vacation!	Riding a bus
Dating	Going out for beers with friends!	Going out to eat	Anything new!
Traveling to distant locations	Being with other people	Not wearing a mask	Getting out of house
Eating inside a restaurant	riding my bike TO something	Travel	Seeing friends and family
Going to UNC basketball games	Leaving my house	Riding the bus	

Caroline Dwyer then presented a summary of project information discussing why the transit plan is being updated, the schedule and process for updating the transit plan, plans and goals for project outreach and engagement, and the purpose of the transit summit. Participants were asked two poll questions:



N=27

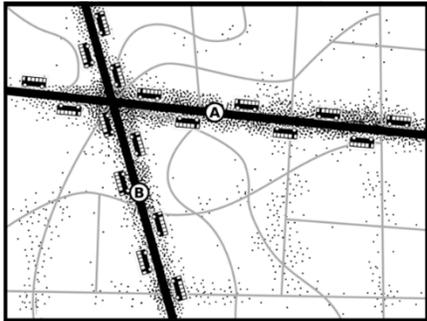


The next portion of the presentation introduced “Transit Planning 101.” Scudder Wagg began this segment began by challenging participants to think about the “transit product.” It also introduced the ingredients needed to support abundant transit access (“*How much of the city, in all its richness, is available to me?*”) These ingredients include:

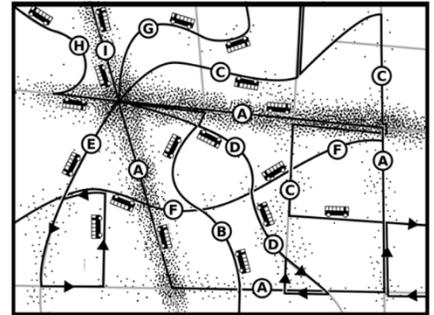
- High all-day frequency...
- Forming a connected network...
- With reasonable speed and reliability ...
- With sufficient capacity ...
- Following patterns of ...
 - Density
 - Walkability
 - Linearity
 - Proximity.

Each of these elements was then discussed and described further.

The next concept explored was the question of transit frequency versus coverage (“*Access for many or something for all?*”) The differences between a ridership goal (“frequent network”) and a coverage goal (“some service for everyone”) were explored. The presentation also introduced a “catch 22” in transit planning – ridership and coverage are both important, but these goals lead in opposite directions (i.e. you cannot have both in a world of limited resources). The importance of identifying the right place on the ridership-coverage spectrum for Orange County transit services was discussed.



Ridership Goal

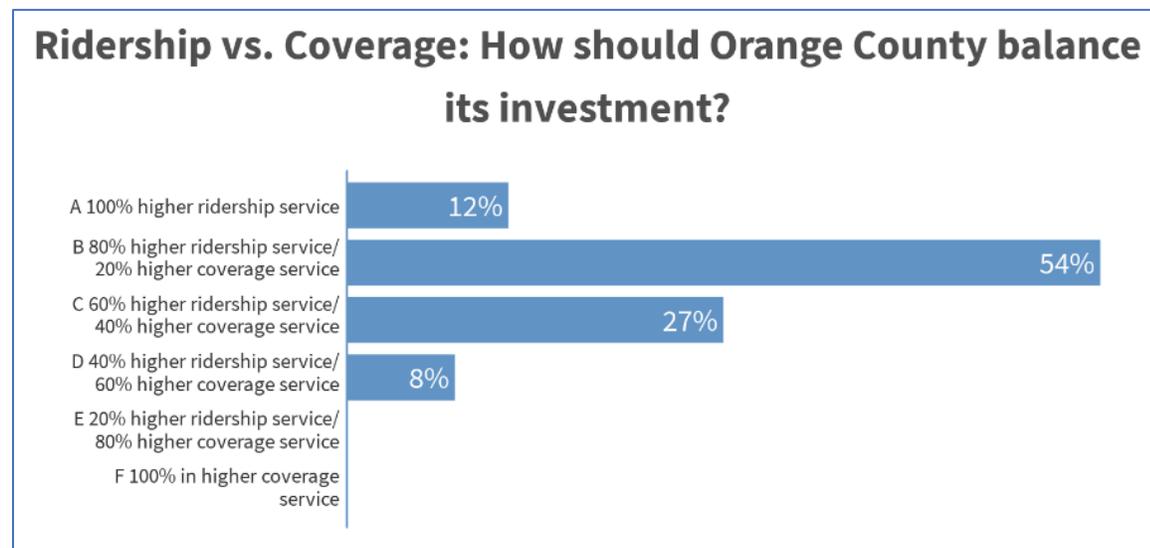


Coverage Goal



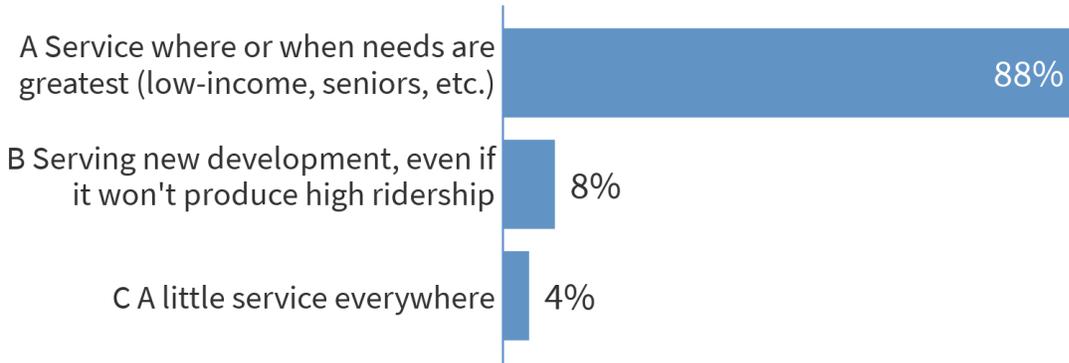
The goals of Orange County’s 2012 and 2017 transit plans were re-visited and examined from the perspective of ridership and coverage goals. It was determined that some of the previous plans’ goals are in conflict. For example, “Improving overall mobility,” “Encouraging transit-supportive land use,” and “Providing positive impacts on air quality” are ridership-oriented goals. “Improving transportation options” and “Providing geographic equity” are coverage-oriented goals. The goal of “Supporting improved capital facilities” is neither ridership- nor coverage-oriented. Part of the transit plan update process will involve identifying a set of goals that are not in conflict with each other.

The presentation then provided a high-level overview of the orientation of the existing transit service network in Orange County. Participants were then asked to answer several poll questions:





Coverage Priorities: When we deploy coverage service, is the priority...



N=25

The next part of the presentation focused on budgeting, funding, and the differences between capital costs and operating costs. Orange County’s current budget split between capital and operating costs is 69% and 31%, respectively. The breakout of capital funds was presented and discussed (most capital funding is currently supporting the N-S BRT project and vehicles). Operating funds are supporting the expansion of Chapel Hill Transit services (29%), the expansion of GoTriangle services (21%), administration (20%), expansion of Orange County Public Transportation services (14%), Chapel Hill Transit ICES (13%), and Orange County Public Transportation ICES (2%). The relative share of funding from Orange County supporting each transit service were also explored.

Participants were asked a poll question about investment in capital and operating costs:

Operating vs. capital: How should Orange County balance investments in capital and operating?



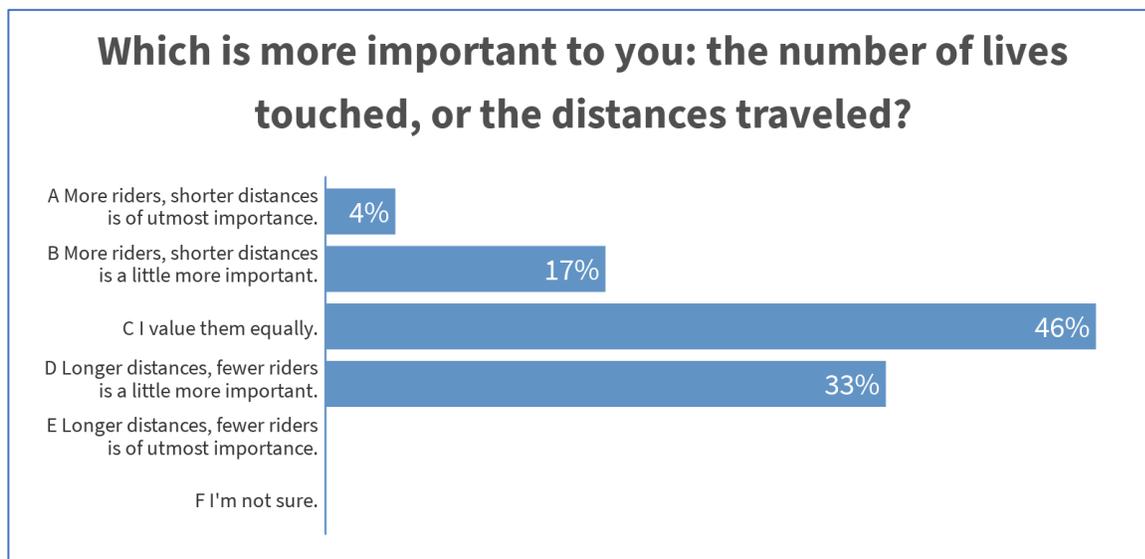
N=24



Metrics of service performance were introduced and discussed including productivity and cost-per-rider for each of the three transit service providers. Chapel Hill Transit has the highest productivity and the lowest cost per rider (40 boardings per hour/\$3 per boarding). GoTriangle service varies in both metrics, ranging from 16-23 boardings per hour and \$5-7 in cost per boarding. Orange County Public Transportation service is the least productive (11-13 boardings per hour) and the most expensive (\$8.57 to \$10.18 cost per rider). The higher costs of peak service were also discussed.

Finally, a critical trade-off in transit planning was discussed – is it more important to travel longer distances or is it more important to service more riders? Two hypothetical transit routes and their implications were presented for consideration and participants were asked to respond to a final poll question:

Route	What does it do?	How should we measure it?	Results:	
A	4 people, 3 miles each	Number of people (boardings)	4 boardings	12 passenger miles
B	2 people, 10 miles each	Number of miles (people x miles)	2 boardings	20 passenger miles



N= 24

Following the information portion of the presentation, a question and answer session was conducted. Please see the end of this summary for the session chat log and Q&A log.

After all questions were addressed, the final segment of the transit summit asked for participants' help to spread the word about the project and the public survey that will remain open until 10/16/2020 at <https://www.surveymonkey.com/r/OCTransit>. The project team then discussed next steps (summarize feedback and share; use findings from Transit Summit to



develop conceptual transit scenarios; Transit Summit 2 (Winter 2021). Participants were thanked for attending and directed to the project website for more information www.octransit2020.com.

Meeting Chat Log

From Renaissance Planning: If anyone has any technical issues during the meeting please let me know in the chat or email achornoby@ciesthatwork.com

Julie McClintock to All panelists: Carolyn your volume is not consistent.

Irma McClaurin to All panelists: Everyone should mute.

From Julie McClintock to All panelists: Please go over the directions again

Meg Scully to All panelists: Hi All. I arrived three minutes late. Are we able to see who is attending this event? Thanks.

From Renaissance Planning: Yes, if you click on the participants the full list of attendees will appear.

From Meg Scully to All panelists: The participants icon is not on our screens.

From Julie McClintock to All panelists: Volume is much better

From Josh Mayo to All panelists: Not great for feedback because of the time commitment

From Heidi Perry to All panelists: I do not see a button for participants

From Julie McClintock to All panelists: I'd like to know what information this survey is intending to collect. It does not seem to measure anything meaningful about transit needs.

From Molly De Marco (she/her) to All panelists: Actually, attendees don't get the Participants option in Zoom, just y'all, I suspect.

From Robert David to All panelists: thank you. I must leave

From Caroline Dwyer to All panelists: Thanks for the audio feedback :)

From Theo Letman: people

From Meg Scully to All panelists: Transportation

From Caroline Dwyer: Please feel free to use the chat box to introduce yourself and let others know you're here! We will provide a list of registrants with the follow up summary.

From Meg Scully to All panelists: Meg Scully, Planning Manager, GoTriangle

From Caroline Dwyer to Julie McClintock and all panelists : Hi Julie - this first survey is intended to determine how folks are currently using transit, where there are opportunities for transit enhancements, and to better to understand the values of transit riders in terms of more frequent service or more service coverage.

From Caroline Dwyer to Meg Scully and all panelists: Meg - I think your message only went to panelists. Try resending to "All Panelists and Attendees." Thanks!

From Meg Scully: Meg Scully, Planning Manager, GoTriangle

From Brandi Beeker: I'm Brandi Beeker, TDM Coordinator, Orange County

From Candace Kester to All panelists: Candace Kester, Admin Assistant for the Durham Tech Orange County Campus

From Alison Smith: Alison Smith, Transportation Specialist, Orange County Department on Aging

From Julie McClintock: Hi Meg I'd love to talk to you more offline. I do not see how the questions I answers measures where people want to go.

From Julie McClintock: Hi Meg my email is

From Allyson Coltrane: Allyson Coltrane, Transportation Services Manager, Orange County Public Transportation

From Julie McClintock: mcclintock.julie@gmail.com

From wannetta mallette to All panelists: Wannetta Mallette, Burlington - Graham MPO

From Heidi Perry: Heidi Perov Perry, Orange County OUTBoard

From Janice Tyler to All panelists: Janice Tyler, Director, Orange County Department on Aging



From Molly De Marco (she/her): Molly De Marco (she/her), transit rider in Orange County and the Triangle and NEXT Chapel Hill-Carrboro. I rode the bus today!

From Chassem Anderson to All panelists: Cha'ssem Anderson, Associate Director, UNC Transportation and Parking

From Charles Humble: Chas Humble, 34-year resident of Chapel Hill, hope to increase transpo for folks most in need of it across the county.

From Teleishia Holloway: TeLeishia Holloway, Transportation Administrator, Orange County Public Transportation

From Rachel Gaylord-Miles to All panelists: Rachel Gaylord-Miles, Carrboro Planning Board

From Geoff Green to All panelists: Geoff Green, live in work in Chapel Hill and frequent bus and bike rider (during normal times)

From Julie McClintock: Julie McClintock, CHALT, wants to see a solid plan that meets Orange County's needs.

From Caitlin Rose to All panelists: Caitlin Rose, Planner at Triangle J COG and Coordinator of Triangle Clean Cities Coalition

From Jennifer Green: Jenny Green, Transit Service Planner, GoTriangle

From Fred Lampe to All panelists: How many people are attending?

From Heidi Perry: I also want to see more state and federal funding, and dedicated lanes that make riding transit faster than driving a car :)

From Renaissance Planning: Not including panelists, we have 60 attendees online right now.

From Aaron Cain to All panelists: Aaron Cain, Durham-Chapel Hill=Carrboro MPO

From Charles Humble: Excellent! Alas, I have a conflict in 10 minutes. Thanks for doing this.

From Julie McClintock to All panelists: How can we provide a written comment is we need to leave this meeting early.

From Renaissance Planning: Feel free to send a private chat message to me or Caroline Dwyer and we will note your comment.

From Caroline Dwyer: Hi Julie - you can submit comments via our project website at www.octransit2020.com or by email to [Craig Benedict cbenedict@orangecountync.gov](mailto:Craig.Benedict@orangecountync.gov)

From Renaissance Planning: Or send to my email: achornoby@ciesthatwork.com

From Tina Moon to All panelists: Will you make a copy of the presentation available afterward?

From Caroline Dwyer: Hi Tina - yes! We will post the materials, the recording, and a feedback summary on the project website!

From Caroline Dwyer: We will also send a link (with materials, etc.) via email to all who registered for the summit.

From Julie McClintock to All panelists: Question for Consultant: Don't people have a transit need regardless of where they live - in a dense area or not.

From Caroline Dwyer to Julie McClintock and all panelists: Hi Julie - absolutely. Our job is to help find the right balance for Orange County.

From Molly De Marco (she/her) to All panelists: Y'all perhaps you can collect participant demographics and transit-riding behaviors the next time folks have to register for one of these sessions.

From Fred Lampe to All panelists: That is not correct. Transit can be inexpensive to rural locations.

From D Laudicina to All panelists: many people also live in Orange County but work at RTP, Durham, Raleigh

From Fred Lampe to All panelists: This is the wrong question. Coverage should be based on need, not density.

From Theo Letman: I think we are leaving out other transportation needs like demand response, medicaid, ada, senior transportation. Fixed route has more frequency and ridership, but demand response services are necessary as well.

From Janice Tyler to All panelists: Yes, thank you Theo!



From Meg Scully: How many participants responded to the question regarding ridership vs. coverage?

From D Laudicina to All panelists: we all live in the Triangle and commute all over the Triangle. we only now have 40 and 85 which means we are mostly driving. how do we get beyond Chapel hill efficiently?

From Caroline Dwyer: 25 responses, Meg

From Julie McClintock to All panelists: On demand services make senses for rural parts of Orange County even if not efficient.

From Meg Scully: Thank you.

From Craig Benedict to All panelists: Possibly, the split of investment should also include a demand response component whether as an independent service or as a coverage aspect or assist

From Caroline Dwyer to Meg Scully and all panelists: 26 :)

From Meg Scully: GoTriangle provides service in Orange County as well. Was their data included in these calculations?

From John Hodges-Copple: was the 69% capital, 31% operating the total dollars spent, or just the Orange County transit tax revenues that were spent?

From John Hodges-Copple: is there a benchmark for other similar places for % going to administration?

From Craig Benedict to All panelists: Capital also includes construction of roads for transit as in an extra lane for BRT or in the old case of LRT the new rail and electric line was capital

From Jennifer Green: What is the split now?

From John Hodges-Copple : Seems to me I would answer this differently if talking about any specific year, vs. on a sustained, multi-year basis -- I assume we are being asked about over a 20-year period, on average.

From Julie McClintock: Right now, all of OC transit tax revenues go to GoTriangle. Why can't OC keep the tax money and decide what to do with it?

From Michael Parker to All panelists: Ultimately, the county, DCHCMPO, and GoTriangle have to agree on how the funds are spent.

From Julie McClintock: Now that we don't have a cross county project so do, we really need GoTriangle to be the cash register. We could save some \$ for transit.

From Michael Parker to All panelists: No one party can say yes, but any one party can say no.

From John Hodges-Copple: Might be helpful to think of GoTriangle as the bank. the bank does not get to decide how you spend the money in your account; they just hold it and then direct deposits based on what the "owner" of the account directs.

From Julie McClintock: And they charge you overhead!

From Olivia Torano to All panelists: Will any of the investments that were made into the light rail contribute to this transit plan?

From Penny Rich: Thanks for coming y'all. Must run to another meeting.

From John Hodges-Copple: yes, they charge an administrative fee, as any other bank would. legitimate to ask if the fee level is appropriate, but that is also decided by the "owners"

From Julie McClintock: Wake County does it differently. They keep the tax money, decide how to spend it, and work with GoTriangle when appropriate.

From wannetta mallette to All panelists: Do total revenues include Section 5307 funding OCPT receives from BGMPO?

From John Hodges-Copple: We can talk off-line, Julie, but GoTriangle is also the bank for Wake County. the administration is handled slightly differently, but not significantly so.

From Julie McClintock: Sure, I'd like to know the differences.

From Meg Scully: Regional services may best be compared to regional services as distances are so great.

From Craig Benedict to All panelists: Wannetta,

From Heidi Perry: 3 miles is easily walked or biked, 10 miles is not

From Julie McClintock: I'm interested in the administration of funds.



From Julie McClintock: Consultant: What can you say about the methodology you will use to ascertain transit needs?

From Fred Lampe to All panelists: Wrong question. You need to know where people need to go before you can answer this.

From Craig Benedict to All panelists: Wannetta, the funding in the financial plan assumes 75% (GT) or 90% (CHT, OPT) direct funding from transit tax and the remainder from 5307, 5311 or fare box

From Fred Lampe to All panelists: That is a fundamental wrong approach.

From Jennifer Green to All panelists: How is travel from outside of the county to employment in the county being considered as you are evaluating the travel demand?

From Fred Lampe to All panelists: You need to know where the people that need transit need to go. This is not related to demographics.

From Praveen Sridharan to All panelists: GoTriangle was appointed as the administrator for the Special Transit tax on behalf of all three counties by the North Carolina Statute. The GoTriangle board comprises of elected official representatives from all three counties (Orange, Durham, and Wake) and municipalities in the Triangle including (Chapel Hill, Durham, Raleigh, Wake Forest) and NCDOT.

From Josh Mayo to All panelists: Would highlight age as an important factor in transit propensity in Chapel Hill and Carrboro. Reaching university students is an important function of transit that cannot be forgotten

From Heidi Perry: Thank you or this presentation. I need to run so I will check the recording for the rest of this. If anyone is interested BikeWalk NC will be holding an Inclusive Transportation Summit in November that will allow folks to hear from those most dependent on transit. You can learn more about it at <https://www.bikewalknc.org/nc-bikewalk-summit/>

From Geoff Green to All panelists : Many of UNC's services that used to be located in the main hospital are being moved to satellite sites, some of which are transit-served but none of which are as convenient for transit dependent people as the main hospital, where almost all the Chapel Hill routes go

From Craig Benedict to All panelists : I think one of the transit need elements could be related to jobs vs. services or another element, as one attendee mentioned, for OC residents working in OC or other county or for external county residents working in OC

From Geoff Green to All panelists: For example, the new UNC Eastowne medical facility is located somewhere that doesn't have great transit service (although it's close to transit service).

From Josh Mayo to All panelists: For the capital vs operating split, would focus capital on routes that need the visibility. A trip on MLK to downtown is visible with or without capital investments, but Chapel Hill-Durham is seen as not doable and needs the support of infrastructure

From Sally Greene to All panelists: Thank you for making that connection so clearly. In investing public dollars in facilities of any kind, including housing, it is not a good use of those funds unless they are transit-accessible.

From Craig Benedict to All panelists: I think we could cross match the potential services as how many boxes are checked, eg. 15-501 high traffic and new medical facility and regional connectivity

From Jennifer Green to All panelists: Will the plan apply to the unallocated funds only or will it affect the routes that are already funded by the plan? Thank you! This has been an interesting discussion. I look forward to seeing the reports.

From Julie McClintock: To what extent are you talking to the "Reimagining 15-501" MPO/DOT effort or is this a parallel?

From Fred Lampe to All panelists: How do you plan to find out where the 10,000 people in OC that need transit need to go to and when?

From Fred Lampe to All panelists: You are getting input from 30 people, not 10,000

From Craig Benedict to All panelists: Something not mentioned directly is the possibility of augmenting and facilitating van pools to assist in coverage pickup to focused job areas.



From Julie McClintock: To what extent are you talking to the “Reimagining 15-501” MPO/DOT people or is this a parallel effort?

From Julie McClintock: This is an exploration process and not a plan yet so I’d be interested to know how you will incorporate it.

From Fred Lampe to All panelists: You can reach all the 10,000 people that need transit via surveys handed to their kids at school — when schools return.

From Fred Lampe to All panelists: How many surveys responses have been received thus far?

From Craig Benedict to All panelists: Part of the transit consultant work is specifically to develop a regional connectivities element and work with Durham and other triangle counties and the MPO or STIP to take into consideration cross-county road studies and projects

From Josh Mayo: Will the survey’s demographics be released? Recent survey results from the MPO have done so, and brought light to who is being heard

From Caroline Dwyer: RE: number of surveys. We have 157 responses and I have another 20+ from TeLeishia at OCPT that I need to enter our responses.

From Caroline Dwyer: We are collecting demographic info and will report that along with the survey findings.

From Irma McClaurin : There are organizations that are distributing groceries and other needed items and we might think about seeing if we could add a postcard with info about where people can visit online to do the survey or learn about this planning process.

From Caroline Dwyer: That’s a great idea, Dr. Irma. I will follow up on that!

From Sally Greene to All panelists: Telecommuting is another wrinkle, but some might end up telecommuting because they don’t have access to transit. So I’m unsure how we can estimate how many folks are willing telecommuters.

From Irma McClaurin: Groceries stores are still very operational, so conducting surveys or distributing info about this plan at these sites might be useful. Maybe a comment card and a box for people to drop their thoughts in.

From Irma McClaurin: A box that looks like a bus--Lol

From Irma McClaurin: How can people volunteer to be an ambassador?

From Molly De Marco (she/her) to All panelists: How can we get a survey version that we can print?

From Meg Scully: Thank you. This was a well done event.

From Molly De Marco (she/her) to All panelists: Super! Thank you!

From Irma McClaurin: And address where to return it

From Alison Smith to All panelists: Thank you for this opportunity to be a part of the planning process!

From Brandi Beeker: Thank you for this very interesting presentation. Have a good night, everyone.

From Tina Moon to All panelists: Thanks Craig and Caroline.

From Trish McGuire to All panelists: Thanks to all.

Questions Addressed During Live Q&A

- To answer this question, it be helpful to understand how many people in orange county are traveling short vs. long distances for work or any other reason.
- With the new norm for Covid how does social distancing on buses shape planning in the future?
 - More on demand or subscription-based service?
- Is the 70/30 estimate based on the service changes from Chapel Hill Transit’s short range service plan?



- Supply the service to those who needs transit the most. Individuals that doesn't have any options for basic living.
- I had a question about Section 5307 funds received from OCPT. Are they included in total revenue?
- In addition to focusing on "jobs" what about focusing on "health care organizations". Both urban and rural residents need access to medical care and find it very challenging because of the Durham/Orange county line
- In addition to county line challenges ... city limits are a challenge as well. UNC designated their Hillsborough location for Geriatrics - which created an access issues for seniors that live in Chapel Hill city limits.
- How much money was lost due to the failure of GoTriangle to deliver the the light rail? It makes you not wanting to trust them with handling money.
- Would it be cost effective to create more "shuttle" options for heavy use on-demand routes.
- The shuttles could travel between inter-county / inter-city limit locations. Not necessary door to door, but popular route in one location to another popular locatoin in another.
- 2 questions: What will be done to make areas with public transport more walkable? What could be done to increase commuter travel? On UNC's campus (for example) parking is quite inaccessible, what limits use of public transport by commuters?

**SUMMARY: POLICY STEERING COMMITTEE RETREAT
JULY 2021**

**ORANGE COUNTY TRANSIT PLAN UPDATE
POLICY STEERING COMMITTEE (PSC) RETREAT SUMMARY
October 13, 2021**

Introduction

On July 24, 2021, the consultant team from Renaissance Planning (“Renaissance”) facilitated a 4-hour retreat with the Orange County Transit Plan Update (“Transit Plan”) Policy Steering Committee (“PSC”), from 9 AM to 1 PM. The purpose of this meeting was to arrive at consensus on the plan’s goals and next steps. Direct meeting participants (PSC members, town staff, and facilitators) attended the meeting in-person in the Whitted Building’s meeting room at 300 West Tryon Street in Hillsborough. The meeting was advertised through County communication channels and a link was provided for participants to observe the proceedings via Zoom (in “listen only” mode).

Participants:

Facilitation Team

Kate Ange (Renaissance Planning)
Caroline Dwyer, AICP (Renaissance Planning)
Scudder Wagg (Jarrett Walker & Associates)

Orange County Staff

Craig Benedict, Orange County Planning and Inspections Director
Travis Myren, Deputy County Manager
Thomas Ten Eyck, Transportation/Land Use Planner II
Tina Love, Administrative Support I

Policy Steering Committee

Sally Greene (Co-Chair), Orange County Board of Commissioners
Michael Parker, Chapel Hill Town Council
Patty Philipps, Mebane City Commission
Barbara Foushee, Carrboro Town Board (attended remotely)
Jennifer Weaver, Hillsborough Mayor (representing member Mark Bell)

PSC Members not in Attendance:

Marc Dorosin (Co-Chair), Orange County Board of Commissioners (resigned)
Mark Bell, Hillsborough Commissioner (absent due to health reasons; represented by J. Weaver)

Virtual Attendees

Theo Letman (Orange County Public Transportation)
Cheryl Stout (UNC)
Meg Scully (GoTriangle)
Aaron Cain (Durham-Chapel Hill-Carrboro MPO)
Chassem Anderson (UNC)
Brian Litchfield (Chapel Hill Transit)
Irma McClaurin (McClaurin Solutions)
Jennifer Green (GoTriangle)
Jay Heikes (GoTriangle)
Tina Moon (Town of Carrboro)

RETREAT NEED

The retreat was planned in response to concerns raised by the PSC, following the development and presentation of two transit scenarios prepared by the Transit Plan's contracting team in the spring of 2021. Documented concerns included:

- A feeling that the PSC was not provided with adequate opportunities to provide input during scenario development, including underlying financial assumptions (ex. the percent of budget allocated to operations vs. capital expenses)
- A feeling that UNC, UNC Health Care, and transit service providers were not provided with adequate opportunities to provide input during the development of scenarios
- The scenarios' focus on expansion of existing services instead of new routes, services, or modes
- No expansion of services to Alamance or Chatham Counties
- No new regional connections to Durham/ no service ("replacing" the planned Durham-Orange Light Rail)
- A lack of longer-term, aspirational projects (such as Bus Rapid Transit) and/or projects with costs exceeding the anticipated revenues generated by Orange County's revenue streams for transit in the scenarios.

The PSC stated they were not comfortable presenting the proposed scenarios to the public for comment and feedback until these concerns were addressed. To ensure continued progress and to avoid additional schedule delays, Renaissance proposed facilitating a PSC retreat to County staff; staff agreed to this approach and retreat goals were developed. These goals and preparation steps were presented to PSC members, who also agreed to participating in an in-person retreat.

RETREAT GOALS

Orange County staff and the PSC discussed the need for, purpose of, and desired outcomes of the retreat during the June 2021 PSC meeting. This discussion, facilitated by Renaissance Planning, included confirmation and review of PSC concerns, identification of challenges contributing to stated concerns, and introduction of the retreat as a solution space to ensure continued progress on development of the Transit Plan. These discussion elements were reviewed with PSC Chair Greene prior to the June 2021 PSC meeting.

During the June 2021 PSC meeting, the goal of the retreat – PSC consensus on key policy questions and overarching Transit Plan goals - was discussed and confirmed. Several "ingredients to success" were also identified and agreed upon. These included:

- Engaging an experienced facilitator to guide discussions and consensus-building
- Revisiting the intent of, and scope of work for, the Transit Plan Update
- Providing an orientation on fundamentals of transit planning, funding, and budgeting
- Discussing how key partners and stakeholders have been involved in the planning process over the last year
- Setting aside dedicated time for the PSC's questions and concerns to be addressed
- Providing opportunities for the PSC to discuss potential scenario modifications.

RETREAT PREPARATION

A draft agenda was developed with the retreat’s overarching goal and critical topical elements in mind. The Renaissance team conducted several other activities in preparation for the retreat. These included:

- One-on-one calls with each of the PSC’s five (5) members
- One-on-one calls with transit service providers and key stakeholders (only one transit service provider participated in a call; the others sent written feedback)
- Documentation of written and verbal feedback received from stakeholders and transit service providers (received in advance of the retreat and included in the Briefing Materials)
- Creation of Briefing Materials for the PSC, provided in advance of the retreat (51-page PDF document)
- Draft and final retreat agenda
- Coordination and facilitation of virtual meeting access
- Presentation materials and interactive elements for a four-hour event
- Retreat follow up and documentation of proceedings.

Renaissance asked PSC members to provide feedback on the draft agenda and briefing materials; one PSC member provided written feedback prior to the retreat and the PSC Chair provided verbal confirmation during a pre-retreat coordination call.

RETREAT PROCEEDINGS

The retreat agenda (below) was crafted to meet the Retreat’s goals, confirmed with staff and PSC members, and refined based on feedback received during one-on-one calls.

TIME	TOPIC	DESCRIPTION
9-10:20 AM	PART 1. Setting Context	
	Introductions	Policy Steering Committee and staff introductions
	“Transit 101”	Regional Context Transit providers and funding Community values, transit choices and tradeoffs
	Discussion: Community Values	Prioritize values (discussion and exercise)
	Existing Transit Service	Summary of existing service/routes
	Discussion: Additional Transit Needs?	Discussion and mapping
10:20-10:30 AM	BREAK	
10:30-11:45 AM	PART 2: Plan Development and Draft Scenarios	
	Discussion: Conceptual Scenarios	Discuss conceptual scenario assumptions, development, and key elements
11:45 AM-12 PM	BREAK	
12-1 PM	PART 3: Next Steps	
	Finalizing Transit Plan Update: Milestones & Engagement	Discuss next steps and timeline
	Optional Transit Vision Plan	Define planning needs beyond tax district revenue constrained plan

In accordance with prevailing public health requirements, in-person participation was limited to Orange County staff, the PSC, and the facilitation team. A Zoom link was provided for those who

wanted to view the proceedings remotely. Ten participants joined the meeting virtually, representing regional transit service providers and municipalities.

KEY DISCUSSION POINTS

- The Transit Plan Update's original scope of work needed to be clarified (a budget and implementation plan that is within the constraints of available transit tax revenues)
- The "transit tax revenue constrained" approach is not desired by the PSC
- The PSC would like a plan that "recognizes fiscal limits and has a clear vision for where we want to be"
- PSC members want to be able to connect transit geometries (i.e., ridership vs. coverage oriented systems) to "first order values"
- PSC members also want more descriptive information about each scenario (i.e., commute-sheds served, connections to other services, transit suitability, how each supports community values)
- The PSC wants to make sure that future needs are recognized in the plan (ex. enhanced connections to Chatham and Alamance Counties, connections to Hillsborough Train Station)
- There is a need for stronger and more integrated regional transit planning and coordination
- An aspirational transit vision needs to start with the major corridors that are most suitable for transit and focus on connections to other regional services like Commuter Rail Transit (CRT) and Wake BRT
- The PSC desires complementary land use discussions to support transit decisions (and vice versa)
- The PSC does not want to bring transit plan options to the public that lack aspirational projects; the scenarios that have been prepared do not meet this policy directive
- It is necessary to revise the project's scope of work to address key concerns and to integrate a more aspirational element into the Transit Plan and to ensure that transit service providers are more fully integrated into the planning process.

VALUES IDENTIFICATION EXERCISE:

The facilitation team conducted an exercise to identify and confirm community values that help guide decisions about the Transit Plan. This outcome of this exercise is a set of five "first order" values, accepted by consensus to guide the Transit Plan's future development:

1. **Equity:** the plan intentionally supports and improves the lives of all residents, but especially those who are most vulnerable or who have the greatest need.
2. **Environmental sustainability:** the plan aims to improve environmental quality by increasing transit ridership, decreasing vehicle miles traveled, and reducing the need for single-occupancy vehicles.
3. **Economic prosperity:** the plan promotes transit service that supports job growth and economic development.
4. **Affordable and Attainable quality of life:** the plan supports the financial security of Orange County residents by increasing transit access proximate to affordable housing and by locating jobs closer to robust transit networks. The plan also improves access for all to culture and opportunities.
5. **Transportation and access for all:** the plan considers connectivity and transit access for the most people in the most places, now and as projected for the future.

SUMMARY OF ISSUES DISCUSSED DURING PRE-RETREAT ONE-ON-ONE CALLS

Data and Projections

- Need to account for jobs and housing growth to the west and capture that in planning process; consider Buckhorn and new workers in Western Orange County
- Would like to see ODX/Route 4 ridership numbers to better understand demand
- I-40 will not be able to accommodate future traffic
- If Orange County doesn't stay connected to the region, run the risk of becoming a "backwater"
- Are there people in Hillsborough missing out on opportunities in Durham, US 70 corridor?

Transit Plan (generally)

- The Transit Plan needs to convey a story for the future – how does the plan move us in the right direction?
- 15-501 is sucking the air out of the room
- Triangle lacks a real regional transit vision; separate plans should be an interim step, there is competition between local and regional needs
- Need a plan for moving towards future vision
- Approach plan in 5 year blocks - What are we laying out for the next 4-5 years?
- Discontinuation of light rail and reset of transit funding driving need for updated plan
- Imperative to have a transit plan that addresses/focuses on highly trafficked corridors, where people are; this will still benefit [communities] even if community members never actually utilize transit service
- Can't leave people in the dust; regional connections are difficult for folks in north Orange County
- Real things are important and aspirational things are also really important
- 15-501 is the priority

Scenarios:

- Scenarios do not express long-term vision
- Scenarios look like an either/or choice
- Scenarios need to be contextualized and incorporate needs and predicted regional growth in Mebane and Western Orange County
- Providers should be more involved in presenting how the scenarios are being framed to the public
- Use the retreat to wipe the slate clean and start over with the scenarios – do not want to be bound by what's already been done
- Scenarios should reflect short term investments; longer-term is visionary/ aspirational
- [Feels like] decisions were made that the PSC did not have a role in (assumptions underlying the scenarios)
- Short term investments seem right
- Don't want to start [scenarios] over but maybe they need readjusting

Funding & Financial Assumptions

- How is cost-constrained defined?
- "Revenue constrained" – set assumptions about what counts as available revenue

- Longer-term projects should be included that incorporate other sources of revenue
- Aspirational projects help define and acquire needed revenues
- Need to communicate available funding and funding needed to close needs gaps

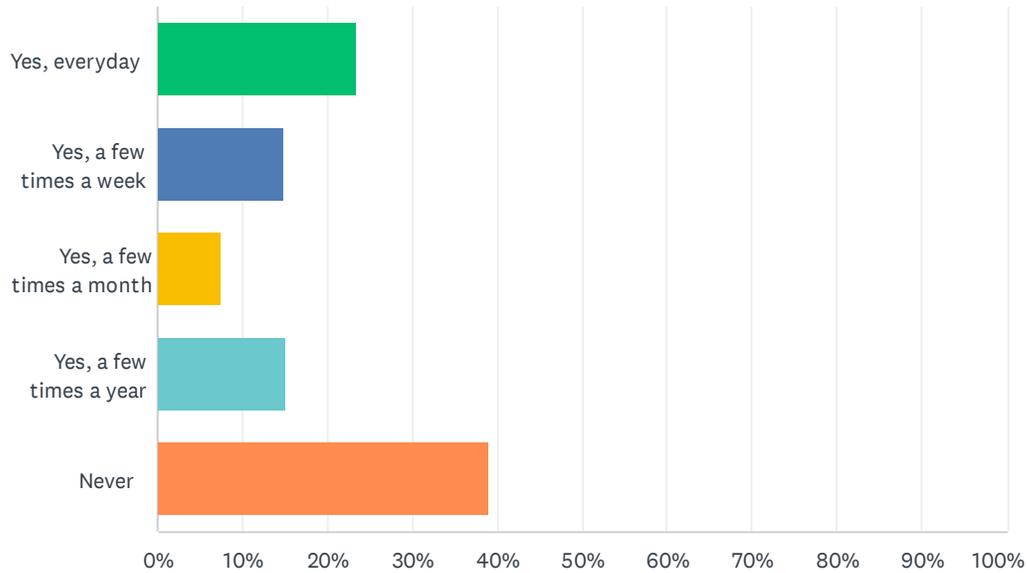
Coordination and Engagement

- Clarify role of transit service providers versus the PSC
- The PSC has not had a discussion with the transit service providers
 - Would like an in-person meeting with transit service providers
- How can regional plans sync up better? Hoped the MPO would play a stronger role
- Need to be thoughtful and think about what the response will be; how things are framed

TRANSIT SURVEY #2 MARCH 2022 ALL RESPONSES

Q1 Do you currently ride transit in or to/from Orange County (including Chapel Hill, Carrboro, Hillsborough, and Mebane)?

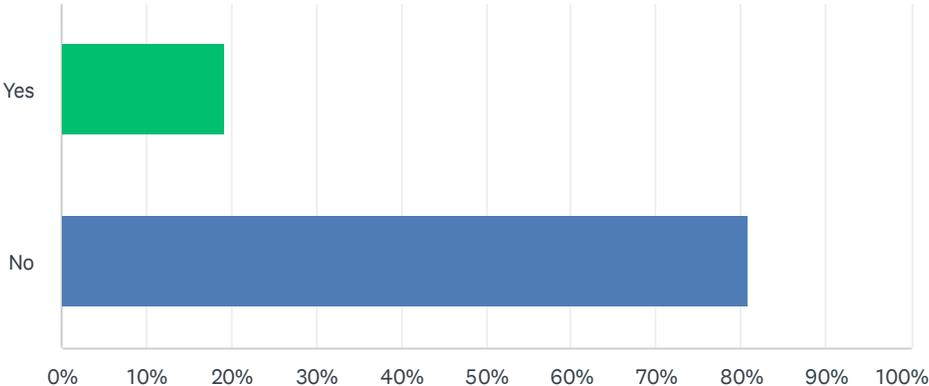
Answered: 1,015 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes, everyday	23.35%	237
Yes, a few times a week	14.88%	151
Yes, a few times a month	7.49%	76
Yes, a few times a year	15.17%	154
Never	39.11%	397
TOTAL		1,015

Q2 Do you ride Orange County Public Transportation (OCPT)?

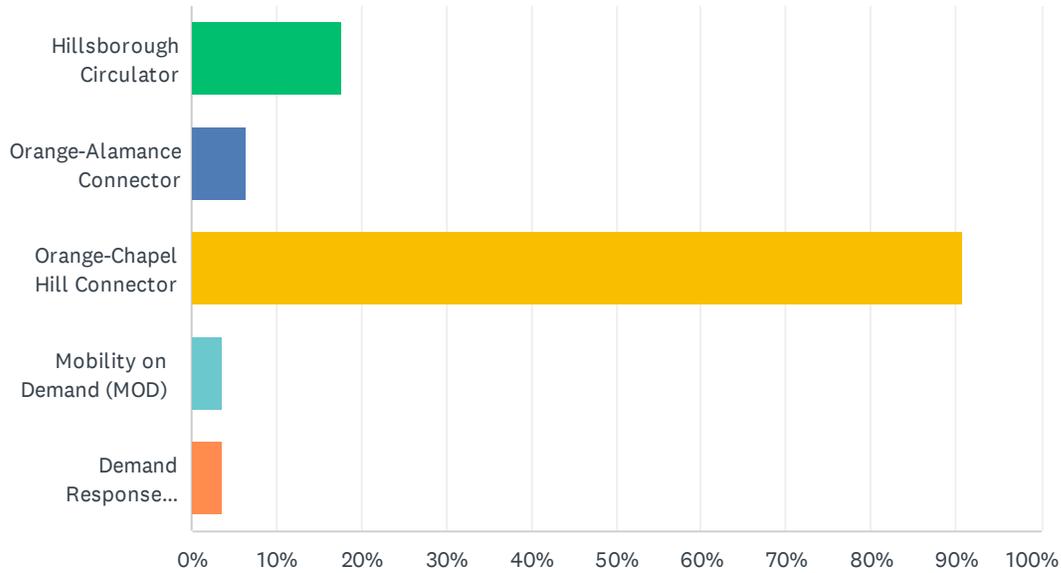
Answered: 619 Skipped: 398



ANSWER CHOICES	RESPONSES	
Yes	19.22%	119
No	80.78%	500
TOTAL		619

Q3 Which OCPT routes do you use? Select all that apply.

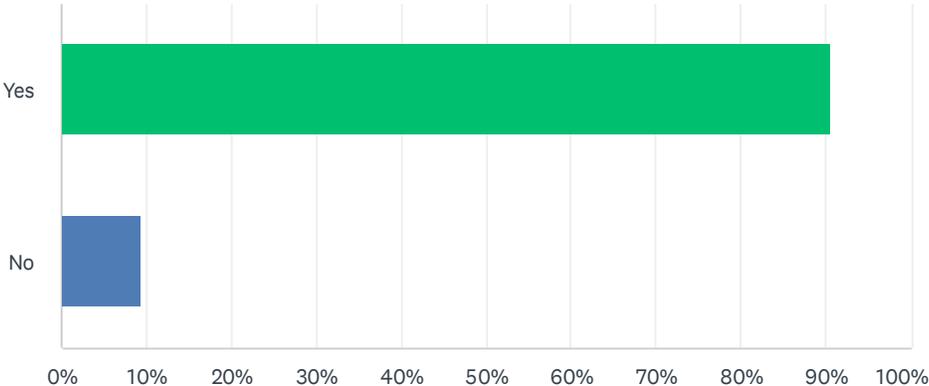
Answered: 108 Skipped: 909



ANSWER CHOICES	RESPONSES	
Hillsborough Circulator	17.59%	19
Orange-Alamance Connector	6.48%	7
Orange-Chapel Hill Connector	90.74%	98
Mobility on Demand (MOD)	3.70%	4
Demand Response Service/ Paratransit	3.70%	4
Total Respondents: 108		

Q4 Do you ride Chapel Hill Transit?

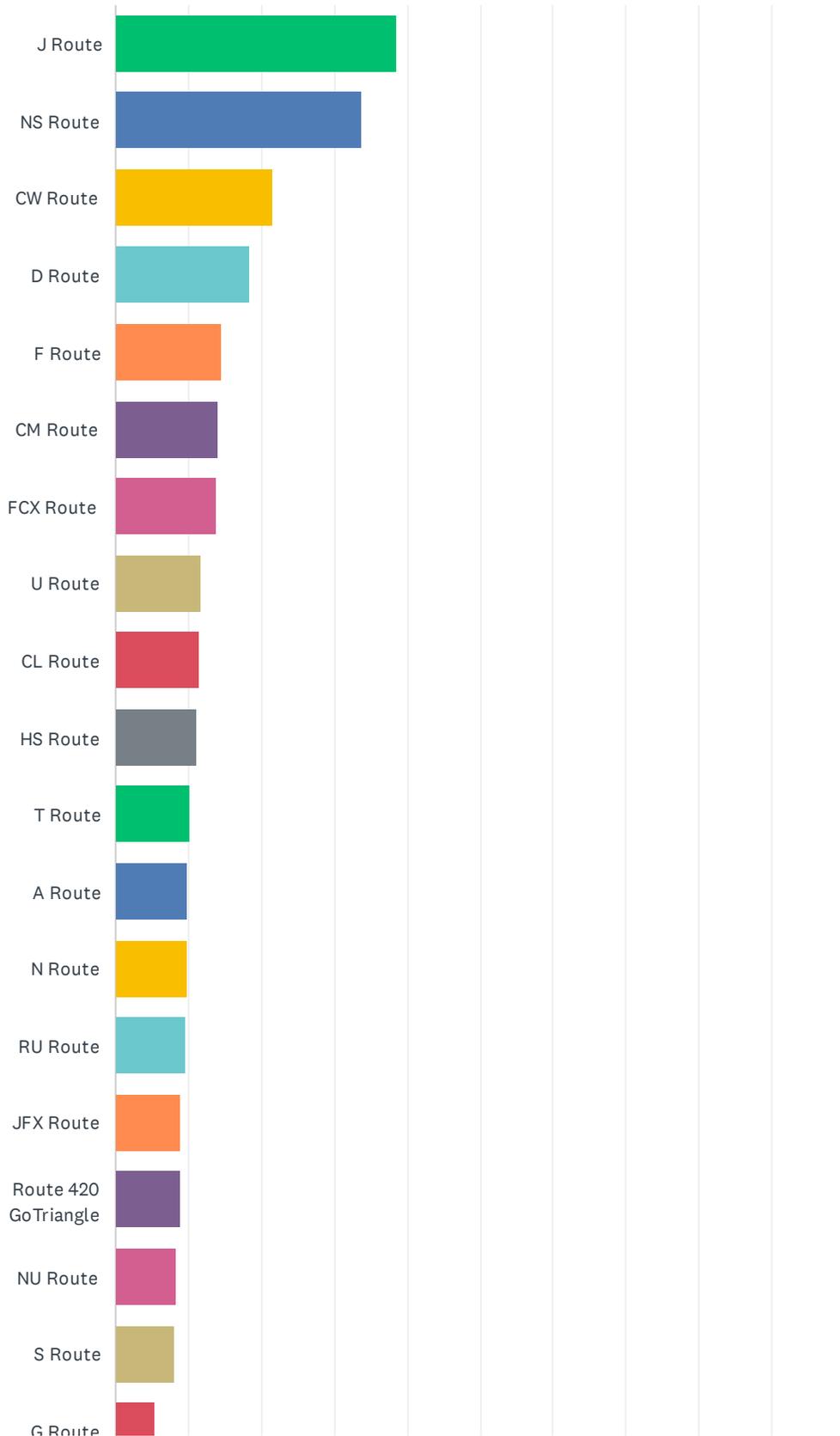
Answered: 603 Skipped: 414



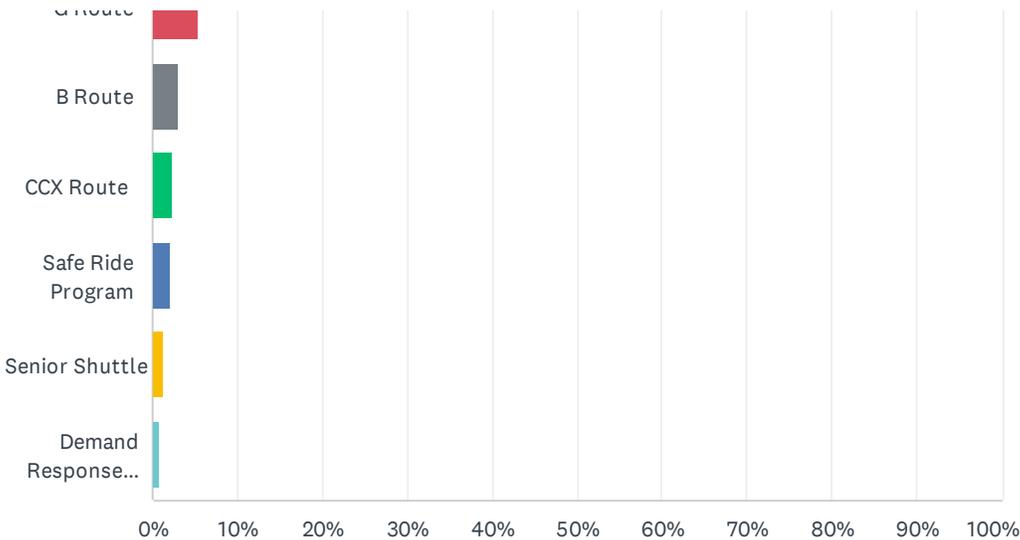
ANSWER CHOICES	RESPONSES	
Yes	90.71%	547
No	9.29%	56
TOTAL		603

Q5 Which Chapel Hill Transit routes do you use? Select all that apply.

Answered: 530 Skipped: 487



Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

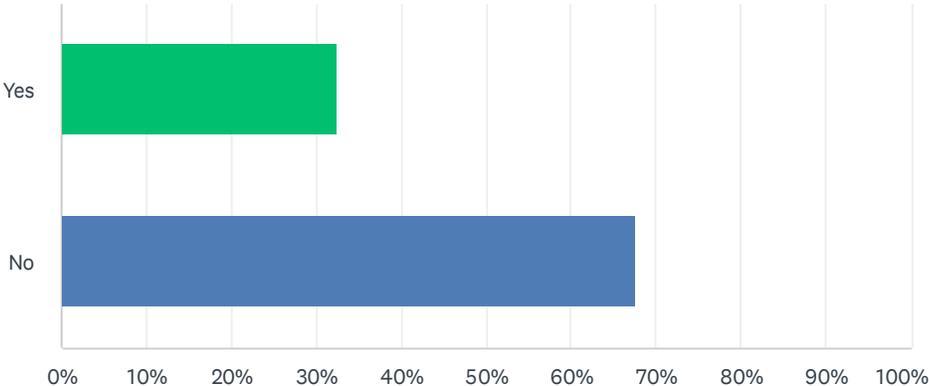


Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

ANSWER CHOICES	RESPONSES	
J Route	38.49%	204
NS Route	33.58%	178
CW Route	21.51%	114
D Route	18.30%	97
F Route	14.53%	77
CM Route	14.15%	75
FCX Route	13.96%	74
U Route	11.70%	62
CL Route	11.51%	61
HS Route	11.13%	59
T Route	10.19%	54
A Route	9.81%	52
N Route	9.81%	52
RU Route	9.62%	51
JFX Route	9.06%	48
Route 420 GoTriangle	8.87%	47
NU Route	8.30%	44
S Route	8.11%	43
G Route	5.28%	28
B Route	3.02%	16
CCX Route	2.26%	12
Safe Ride Program	2.08%	11
Senior Shuttle	1.32%	7
Demand Response Service/Paratransit	0.75%	4
Total Respondents: 530		

Q6 Do you ride GoTriangle?

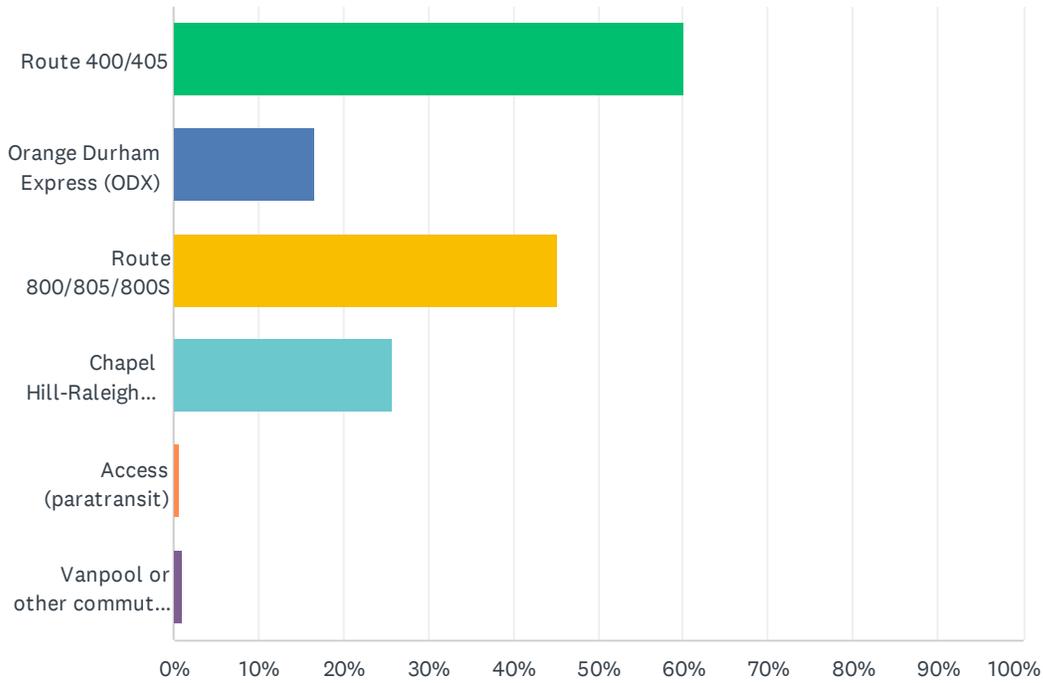
Answered: 590 Skipped: 427



ANSWER CHOICES	RESPONSES	
Yes	32.37%	191
No	67.63%	399
TOTAL		590

Q7 Which GoTriangle routes do you use in Orange County? Select all that apply.

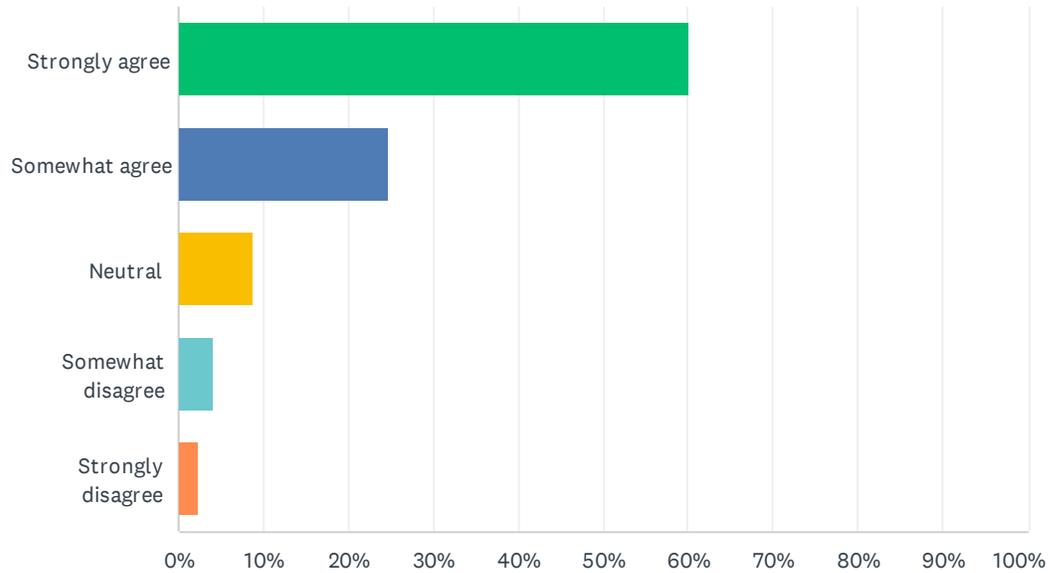
Answered: 186 Skipped: 831



ANSWER CHOICES	RESPONSES	
Route 400/405	60.22%	112
Orange Durham Express (ODX)	16.67%	31
Route 800/805/800S	45.16%	84
Chapel Hill-Raleigh Express (CRX)	25.81%	48
Access (paratransit)	0.54%	1
Vanpool or other commuter service	1.08%	2
Total Respondents: 186		

Q8 Do you agree that these values reflect the community's wants and needs?

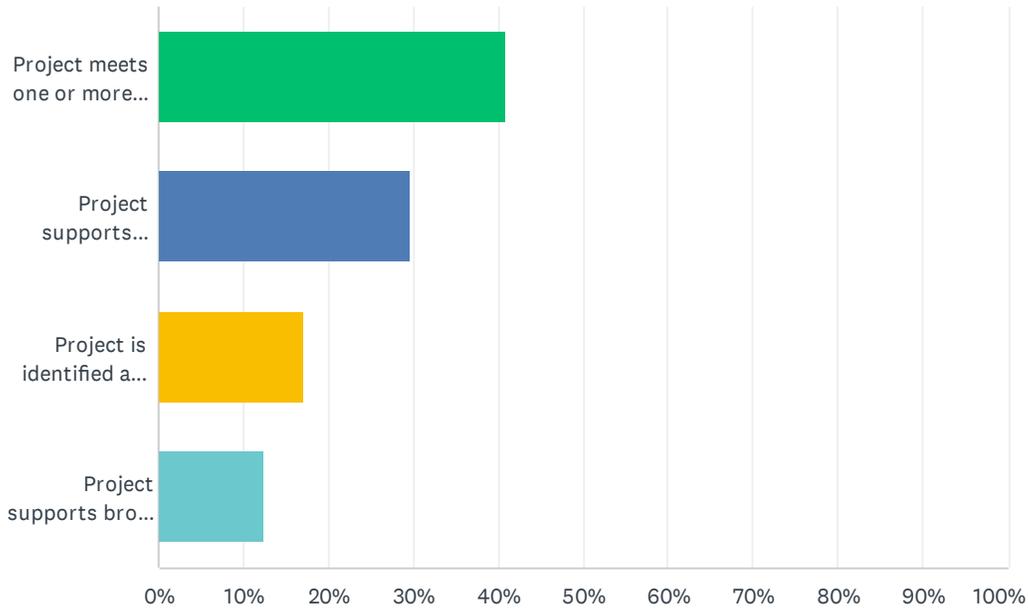
Answered: 952 Skipped: 65



ANSWER CHOICES	RESPONSES	
Strongly agree	60.08%	572
Somewhat agree	24.79%	236
Neutral	8.72%	83
Somewhat disagree	3.99%	38
Strongly disagree	2.42%	23
TOTAL		952

Q9 Which of these factors do you believe is most important to selecting transit projects for the plan update? Select one.

Answered: 845 Skipped: 172



ANSWER CHOICES	RESPONSES	
Project meets one or more stated public needs	40.95%	346
Project supports regional connections or future transit service goals	29.59%	250
Project is identified as an unfunded/emerging priority	17.04%	144
Project supports broad community values	12.43%	105
TOTAL		845

Q10 Are there other critical factors or criteria that should be used to assess transit investment decisions in Orange County? Please describe.

Answered: 285 Skipped: 732

#	RESPONSES	DATE
1	There are lots of things more important than this, like teacher and school bus driver pay.	3/4/2022 3:21 PM
2	Expanding the concept of transit -- centering people rather than cars. Developing creative solutions and asking critical questions about how we can build safer, more healthful ways of getting around.	3/4/2022 1:57 PM
3	More bus operators	3/4/2022 11:20 AM
4	The word "broad" is critical. Past actions by many involved in transit decisions have not served the broader community but instead specific, special interests. Backing light rail, for instance, that did not stop at RDU airport or major shopping outlets but cost huge amounts of taxpayer money if it had gone through, severely hurting Orange County's fiscal stability, is misguided and not broad. Please start surveying broadly the population on what they need. One example is bus service that meets more than student needs.	3/3/2022 2:52 PM
5	should be able to take non-car transportation (walking, biking, bus, train)	3/3/2022 2:34 PM
6	Yes, assess areas of discrimination and invest in transit options that will help overcome that. Such as ensuring that transit routes cover low income areas at a high frequency.	3/3/2022 8:57 AM
7	Better/safer bicycle infrastructure. More frequent bus service.	3/2/2022 9:20 PM
8	All of the four factors are important, but if I have to rank them - I'd rank public needs first followed by broad community values second (as community values reflect what the majority of Orange County residents believe in and values, as reflected in county and town elections, county and town policy and plans related to public transportation, willingness to raise taxes to fund public transit projects and operations, etc.	3/2/2022 12:12 PM
9	More accessible information about bus routes and delays or changes to routes. I should not need three different apps and a twitter account to figure out what is going on.	3/2/2022 12:03 PM
10	Sustainability and environmental impact	3/2/2022 9:51 AM
11	Most routes decrease significantly in service beyond 5pm. This is when most people are finished with work/university and need to get home but find themselves waiting >30 minutes for a bus. Regular buses would be more beneficial at this time than in the middle of the workday.	3/2/2022 9:13 AM
12	The reduced schedules make getting to/from work more difficult, especially later at night, and I often have to work past 7 meaning I almost always have to walk home. I know there is a driver shortage, but returning the routes to normal schedules is the topic that most people I know would hope to see implemented first.	3/2/2022 8:46 AM
13	Ability to enable additional opportunities for transit-oriented developments, catalyze pedestrian amenities to meet Vision Zero goals	3/2/2022 12:42 AM
14	increased reliability/tracking of busses	3/1/2022 11:01 PM
15	Environmental impact	3/1/2022 10:59 PM
16	Workforce transit options for existing Orange County major employers.	3/1/2022 2:17 PM
17	equity. Prioritize those that rely on transit versus "choice" riders	3/1/2022 1:40 PM
18	This entire survey so far has been pointless jargonism. None of the options even mean anything outside the internal politics of your organization. JUST ASK ME ABOUT SPECIFIC TRANSIT SERVICES I WOULD USE.	3/1/2022 8:32 AM
19	Affordability, ease of access and interoperability especially for those coming to Orange County	2/28/2022 5:11 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

	/Chapel Hill/Hillsborough	
20	Current and projected employer and training (Durham Tech) demands	2/28/2022 1:51 PM
21	Making sure that transit+walking offers an equal quality of life to owning a vehicle.	2/28/2022 12:37 PM
22	We need more T routes.	2/28/2022 9:56 AM
23	Which investments are most likely to make it possible for more people to rely on transit to access jobs, education, and other economic opportunities.	2/27/2022 10:05 AM
24	meets the labor force commuting needs of local employers like UNC, UNC Health, CHCCS, etc.	2/26/2022 11:03 PM
25	Park and ride parking lots are highly unused. Routes such as CW, J, CM, and F need to be anchored at the Jones Ferry park and ride lot. This would get more cars off the streets and allow drivers break time with bathroom facilities. It is important for drivers to occasionally be able to leave the bus and stretch to stay alert for safety.	2/26/2022 4:19 PM
26	Accessibility - please bring back the V chapel hill transit bus line	2/26/2022 3:30 PM
27	"Project supports regional connections or future transit service goals "	2/26/2022 1:21 PM
28	The Orange to Durham light rail needs to be re-visited. There needs to be a light rail linking Hillsborough and Chapel Hill and Mebane.	2/25/2022 10:39 PM
29	Increasing biking and walkable	2/25/2022 2:27 PM
30	Repeal the transit tax. It was largely promoted and passed to support a misguided light rail boondoggle which thankfully is now not going to happen. Therefore, the tax is no longer needed or at a minimum should be put before the voters again at the same or reduced rate.	2/25/2022 1:59 PM
31	Rural areas are grossly undeserved. Particularly Northern Orange County	2/25/2022 1:17 PM
32	Each of the above is important.	2/25/2022 11:59 AM
33	That we maintain and improve existing transit systems.	2/25/2022 11:01 AM
34	Fare-equity and access to services for people that live outside the towns of Chapel Hill, Carrboro, and Hillsborough. The rural-general public fare is \$25.50 round-trip for folks that live in rural areas and that includes people that are elderly and those that have disabilities but don't live near bus routes.	2/25/2022 10:57 AM
35	I want a train.	2/25/2022 10:49 AM
36	Free transit across all counties is ideal Signs and names of what the bus stop is and where it goes Charging ports(including usb and plugs) and audible voice of what upcoming stops are Trash bins built in to different sections of buses	2/24/2022 10:31 PM
37	Project is efficient.	2/24/2022 4:44 PM
38	It's already been touched on, but the main concerns I see are environmental (get people out of their cars and onto mass transit--how can that be incentivised?), and related to equity (connect people without transportation to jobs and services).	2/24/2022 2:19 PM
39	regional transit free of charge to the ridership.	2/24/2022 1:33 PM
40	Serving people who are at the lowest income levels, implementing trauma informed care, partnering with human service agencies to transform public transit to best serve people with low incomes and people with disabilities	2/24/2022 12:00 PM
41	Greater connections to broader transportation plans ; light rail and ways to get to the airport.	2/24/2022 10:14 AM
42	Wages and benefits of drivers should be more than competitive in order to more easily maintain a full staff and be able to service all routes completely!	2/24/2022 7:56 AM
43	Creating infrastructure to enable traffic flow around Hillsborough (rather than through Hillsborough) and developing growth along said proposed "loop" corridors.	2/24/2022 7:55 AM
44	Better service in the triangle including rail transit	2/23/2022 2:18 PM
45	Best ways to alleviate congestion in orange county, Hillsborough and surrounding areas.	2/23/2022 2:08 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

46	Increasing access to underserved areas; environmental impact	2/23/2022 1:57 PM
47	I'm an older resident living in Chesley. Although I helped pay for a bus stop on Weaver Dairy when the area was built, we've never had reasonable bus service. I can't even reasonably park and ride. Can I go to the Senior Center in Hillsborough free easily - NO. Can I go to the hospital or dental school reasonably NO. Can I go to Seymour Center - not really. Can I go to Eastgate, NO.	2/23/2022 12:33 PM
48	What are the surrounding counties doing so that Orange County can work in tandem to achieve goals	2/23/2022 11:59 AM
49	Connections to future rail stop in Hillsborough	2/23/2022 9:11 AM
50	I would like to see cost of ridership lowered/offset if possible	2/23/2022 12:20 AM
51	Equity in access	2/22/2022 9:58 PM
52	Transportation to high traffic employers and health providers like UNC/Duke/VA hospitals for both patients, employees, and students. Give the community access to education by servicing Durham Tech, NCCU, etc.	2/22/2022 9:18 PM
53	Creating bicycle and pedestrian/sidewalk access to transportation facilities such as the park n ride bus stops.	2/22/2022 7:47 PM
54	How to make transit easier for all by reducing the stress placed on highly congested traffic routes that cause major traffic jams (ex. Churros st in hillsborough) with new funded alternative routes	2/22/2022 5:17 PM
55	I would love to see the train ststion be relocated to it's original home at the end of Nash St. This would keep the location in it's original historical location, would not add more traffic to an already overburdened Churton St, and would be beneficial to the Nash St businesses. Ideal location. My husband, James, worked on this project some years ago along with Art Mines. Somebody also brought up the need for sidewalks in some areas, these are necessary to encourage more foot traffic around town and to make it safer for our children to walk and bike. I also would like to believe there are people in our town who would donate bags of cement and pour a block at a time till it's done. It could be called a Volunteer Neighborhood Project, if funding is not there for this. Ty for your consideration, Phyllis Nemchek philly.5656@yahoo.com 919-593-5111	2/22/2022 4:56 PM
56	Providing greater access to underserved populations that can build economic prosperity and create equity.	2/22/2022 4:31 PM
57	Connecting lower SES and underemployed populations with reliable transit	2/22/2022 4:10 PM
58	There's only 1 bus that circulates at critical times which makes it difficult to commute	2/22/2022 3:38 PM
59	Walkability and aesthetics should be heavily considered to maintain the character of the town.	2/22/2022 2:58 PM
60	Regular Coverage for all areas, to facilitate access for all communities	2/22/2022 1:30 PM
61	Affordability to individual	2/22/2022 1:14 PM
62	Not at this time.	2/22/2022 12:37 PM
63	Transit the connects residents in lower cost housing (naturally occurring or publicly subsidized) to economic opportunities including business corridors or districts (for commerce and jobs), downtown (Chapel Hill, Hillsborough, Carrboro & Durham), grocery stores, schools, healthcare facilities, etc.	2/22/2022 12:22 PM
64	Increase equitable access.	2/22/2022 12:14 PM
65	Complete waste of time and tax payers' money.	2/22/2022 11:57 AM
66	Sidewalks and a train station!	2/22/2022 10:18 AM
67	Noise and traffic inconveniences to residence.	2/22/2022 9:01 AM
68	Providing services where people live to connect to where they work, the goal of reducing car trips and road traffic.	2/22/2022 8:41 AM
69	I really wanted to the light rail to exist because I have a pretty serious vision condition. If that's an option, I would like it. The Duke university eye center thing is really silly because people	2/22/2022 8:22 AM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

with vision issues need the service the most, and I know I would have tried to live along the route. I took the part route 4 daily commuting from Greensboro for a while, if there were a Hillsboro trains station it would be easier to get to UNC (faster). My email is brenteisenbarth127@gmail.com

70	Work towards Complete Streets	2/22/2022 8:18 AM
71	More emphasis needs to be put on pedestrian and bicycle safety - far too many people are getting killed or injured walking or biking. In spite of best efforts roads built for cars are not safe for anything else (and most of them aren't safe for cars either!)	2/22/2022 6:08 AM
72	Repeal the tax increase	2/22/2022 5:58 AM
73	So many schools do not have transportation (private, charter, etc) and many people chose schools out of the immediate area where they live for cost/employment opportunities/etc. I would consider transit that operated along high school routes (especially weekdays during school hours) important. Partner with large employers like Duke/UNC to develop routes and times that would help commuters (don't have free parking for employees; wait list for spot , other barriers)	2/21/2022 11:07 PM
74	Ways of transportation means and how they are implemented is an important factor. Such as a train station built in a downtown area that would itself help fuel more growth	2/21/2022 8:17 PM
75	Safety and walkability of students in and around school (esp. High Schools).	2/21/2022 6:35 PM
76	Ridership safety. I.e. public safety for ridership, protection from thug/ gang activity on transportation	2/21/2022 6:35 PM
77	Easier and quicker alternatives to travel to Raleigh or Durham/RTP from Hillsborough	2/21/2022 6:04 PM
78	Transit must provide access to critical services and increase access to employment locations.	2/21/2022 6:03 PM
79	Reliability of the public transportation system	2/21/2022 4:55 PM
80	Existing infrastructure should be replaced before any new transit options are explored. Home construction should be halted until all current infrastructure is updated to handle the traffic that is currently in OC.	2/21/2022 4:33 PM
81	any transit should expansion should NOT include fossil fuel powered buses.	2/21/2022 12:41 PM
82	The negative impact these decisions will have on the environment and the quality of life of people. For example- putting a road through land that borders residential properties.	2/21/2022 12:16 PM
83	Serving populations and neighborhoods currently underserved by public transit	2/21/2022 12:05 PM
84	Plan for current and future develop in and around Hillsborough to allow better traffic flow and eliminate congestion on roads, highways and interstate roadways.	2/21/2022 10:28 AM
85	Bike lanes from Durham to Chapel Hill	2/21/2022 9:25 AM
86	No	2/21/2022 8:12 AM
87	Absolutely no rail transit in Orange County	2/21/2022 7:42 AM
88	Expanding park and ride and express service where there is none. From north of hillsborough it is easier to drive all the way to anywhere in the triangle than take any of the buses. It is easier to evaluate under served than not served but no less important.	2/21/2022 7:30 AM
89	it is essential to effectively link the four corners of the triangle, ensuring interconnection between population and employment centers in our area.	2/20/2022 6:19 PM
90	Practicality rather than meeting some PC notions.	2/19/2022 11:26 AM
91	Alleviating congestion in downtown areas	2/19/2022 12:00 AM
92	Planning for the future, including regional connectivity. Energy efficiency and use of alternative energies must be a priority.	2/18/2022 5:22 PM
93	Is the CURRENT transit program meeting the needs, (I say NO) and should money be spent instead, on fixing what already exists? I say YES.	2/18/2022 2:22 PM
94	The homeless some time stay on the stop buses I they aren't nice and respectful whit the	2/18/2022 11:46 AM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

	female students	
95	expand down into Chatham 15501 more development stops	2/18/2022 10:58 AM
96	Does the project reduce automobile traffic.	2/18/2022 8:12 AM
97	What will get people to choose public transit over cars? (Hint: make it easy. More buses at more times of day. Weekends, too.)	2/18/2022 8:02 AM
98	Yes	2/18/2022 7:41 AM
99	Connect areas without significant access to public transportation, particularly those which are growing	2/18/2022 7:31 AM
100	Whatever helps make Chapel Hill and Orange County more bikable, walkable, and transit friendly (and reduces cars on the road)	2/17/2022 10:14 PM
101	ensuring drivers are paid a good salary, to ensure there are enough drivers. Recent changes to schedules appear to have been caused by a lack of drivers.	2/17/2022 12:49 PM
102	Durham-Orange Light Rail Transit should be a goal	2/17/2022 10:41 AM
103	Equity. Does it best serve those with the highest need?	2/17/2022 6:22 AM
104	Extend the service to the biggest community development south of Chapel Hill, which is Briar Chapel. Lots of people in need of transportation commuting to UNC.	2/16/2022 10:53 PM
105	Will the investment help make transit faster, cheaper and more convenient than driving?	2/16/2022 7:35 PM
106	Trains!!! Without rail, or at least dedicated bus lanes, traffic will always be a factor as well as limited growth (buses hold fewer people than trains). Ideally subways, as above ground rail is subject to similar traffic issues.	2/16/2022 4:29 PM
107	The bus is most useful when it is more frequent!	2/16/2022 3:10 PM
108	We need more frequency on non-core routes in order to ensure people can actually rely on transit	2/16/2022 2:43 PM
109	Is this actually promoting accessibility? More routes, increased bus frequency, are needed	2/16/2022 2:35 PM
110	projects that will improve the public health of Orange County residents	2/16/2022 1:38 PM
111	The rapid growth of Orange County has created new challenges such as: safe bike use, pedestrian safety, and roads that are unable to handle the increased volume of cars	2/16/2022 12:36 PM
112	access for lower income areas, the elderly, and other handicapped folk less likely to drive/own a car.	2/16/2022 10:35 AM
113	i definitely think any projects that can reduce future car reliance should be prioritized, be that through increased local routes to easily get around town without a car or with increased commuter service to decrease traffic will serve the community in a HUGE way in the long term as the triangle grows in population	2/16/2022 10:09 AM
114	Connecting people to opportunities	2/16/2022 10:07 AM
115	Also strongly believe in environmental efforts	2/16/2022 9:26 AM
116	N/A	2/16/2022 9:25 AM
117	Is transportation accessible to those in lower socio-economic areas? Can County services be easily accessed by public transit?	2/16/2022 8:07 AM
118	Making sure that the transit decisions are equitable for all who access and use the transportation system.	2/16/2022 7:59 AM
119	We should consider the disabled community and increase bus routes and services.	2/16/2022 2:10 AM
120	I would appreciate a stop closer to the apartment complexes the Morgan and a dropoff that actually picks up and stops at the law school	2/16/2022 12:26 AM
121	Increased frequency of routes	2/15/2022 9:33 PM
122	Extend Chapel Hill transit service to Briar Chapel community in Chatham county, on 15/501	2/15/2022 8:01 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

	south of Southern Village. A service with stops in Briar Chapel would be well utilized.	
123	transit assistance for disabled/elders who live remotely or outside of current service areas	2/15/2022 5:16 PM
124	Are Orange County transit workers paid enough?	2/15/2022 4:32 PM
125	We should consider equity in who runs and uses the transit services.	2/15/2022 4:30 PM
126	- Connectivity - Promoting an urbanization that minimizes single occupancy vehicle traffic - The "last mile" concept so transit can be(come) realistic and appealing to the majority of the population -- i.e. ebikes and safe bike lanes/pedestrian paths and bridges so people can walk/bike the rest of the way from a bus stop to their final destinations -- especially important since this area has nice weather for 3 seasons - Although equity should be the first priority, transit should not aim to serve disadvantaged populations alone, because the marker of a successful transit system will be having people from all socioeconomic strata excited to ride	2/15/2022 3:50 PM
127	Invest in projects that allow for continuing flexibility from year to year as the region grows. That means, do NOT build light rail--it is not flexible, it can't be revised.	2/15/2022 2:25 PM
128	Preparing for the future while preserving the biking, nature, lack of noise pollution	2/15/2022 12:56 PM
129	More buses are need to keep a constant reliable schedule. The FCX run regualrly in the morning form the Friday Center, but the afternoon buses are crammed pack full and only come about every 20 minutes, not the 10 minute interviles that the schedule implies.	2/15/2022 12:42 PM
130	Sustainability must factor into all future decisions. Existing diesel/fossil busses must be retired and replaced/expanded with EV busses, interconnected wit renewable power sources (esp. solar+storage).	2/15/2022 11:47 AM
131	Improved public transit between Orange and Chatham counties	2/15/2022 11:30 AM
132	Focus on areas without sufficient access to public transport, particularly those currently being developed (i.e. add spots in Briar Chapel and down towards a Chatham ridge	2/15/2022 10:42 AM
133	Environmental benefits	2/15/2022 10:41 AM
134	The ability of transit to meet the future needs of anticipated development.	2/15/2022 10:37 AM
135	The bus systems in Orange County and the Triangle in general are already outstanding so we should be looking at non-bus transportation options (l.e., light rail, commuter rail, etc.). The most important is that counties within and surrounding the Triangle are connected via rail systems so that this area can continue to advance without overcrowding our highways and running out of housing options.	2/15/2022 10:30 AM
136	1) Transit plans should also help steer and shape future development in the County 2) Bike & pedestrian improvements should be prioritized	2/15/2022 10:15 AM
137	safe crossing of 54 bus stops	2/15/2022 8:37 AM
138	How will Apple moving in impact transit needs and add to traffic congestion, leading to more people using transit versus driving.	2/15/2022 8:21 AM
139	Ability to quickly get to UNC Hospital	2/15/2022 8:08 AM
140	Traffic is horrific on I-40, cost of living is super expensive and riding a bus provides a huge financial help on wear and tear of cars, time etc. Please keep CRX routs going and add a midday option around 1 or 2PM.	2/15/2022 7:34 AM
141	It needs to include hours that accompany the residents not reduce service when College students are out on vacation. It should focus on both. Transit should be able to access Mebane and offer more services since Mebane is growing. There's only one place to catch the bus and if you are disabled you can't get anywhere.	2/15/2022 6:02 AM
142	Ignore whatever chalt says	2/14/2022 10:48 PM
143	growth in the area - more businesses coming and greater volume traveling in and out of county. provide good alternatives for commuting - reduce traffic & pollution	2/14/2022 9:32 PM
144	Light rail to connect Orange County to Durham, Raleigh, and further afield.	2/14/2022 8:11 PM
145	I don't actually believe that the towns values are as previously state, and as I marked "strongly disagree." From what I can tell of the town, equality, and sustainability are values in lip service	2/14/2022 7:19 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

	only.	
146	The rail option is an expensive non-flexible system. Enhanced bus systems with fixed core routes and flexible remote lines should be extended within the city and towards public destinations like the airport.	2/14/2022 4:26 PM
147	We need to look at the salaries and benefits of the bus drivers to ensure they are good enough to attract and retain drivers	2/14/2022 4:06 PM
148	CHARGE PEOPLE TO USE THE DAMNED SERVICE INSTEAD OF FORCING ME TO PAY FOR IT	2/14/2022 3:24 PM
149	Tens of thousands of people are relocating or visiting each month. We must safely provide for smart, efficient transportation options.	2/14/2022 3:19 PM
150	Focus on those who are generally underserved by the community in current transit system as well as in the community/region at large.	2/14/2022 3:16 PM
151	no	2/14/2022 3:11 PM
152	Is the effort sustainable	2/14/2022 2:27 PM
153	Orange county should focus on getting back to pre-pandemic levels of bus availability to reduce wait times during rush hour in the morning and evening	2/14/2022 2:11 PM
154	please get land ownership rights first before designing future transit/rail lines that assume land use.	2/14/2022 2:10 PM
155	Future goals should always be implicitly/explicitly considered in any investment. But considering regional connections at the expense of local connectivity (better-planned routes and higher frequency of service) is stupid.	2/14/2022 1:58 PM
156	Faster connection between Durham and chapel hill	2/14/2022 1:38 PM
157	Useful for disabled, blind/poor vision, low mobility, hearing impaired, etc.	2/14/2022 1:32 PM
158	Housing, particularly for those with children, isn't affordable in area so it is even more important that transit connects the areas where people live and the areas where people work. These areas are often very far apart and not supported by transit as it currently exists. That puts even more of a burden in the terms of car ownership and the inability for people to build equity where housing might exist on people who don't necessarily have the funding. Transit matters to people who can't afford to drive in.	2/14/2022 1:22 PM
159	Chatham County is growing and the 501 is extremely busy with increasing traffic to come with increasing population. Maybe work with Chatham County to see how these needs could be met to decrease traffic and accidents.	2/14/2022 12:55 PM
160	project supports broad community values	2/14/2022 12:36 PM
161	Environmental sustainability as well as changing needs and goals with continued population expansion.	2/14/2022 12:33 PM
162	There don't seem to be any northern Orange County connector points, we need to consider points of the county that are not served by any Public Transportation going forward.	2/14/2022 12:16 PM
163	The buses system is seriously outdated, and the money should be spent towards redrawing and redesigning chapel hill transit routes. The J bus covers too much area for just one route, and it makes it very frustrating to wait for a late bus every day.	2/14/2022 12:15 PM
164	All of the criteria above are important. Balancing equity with ridership is key - thus, keeping some low ridership routes which connect disparate communities with economic and medical hubs is important, despite the costs.	2/14/2022 12:14 PM
165	Frequency and reliability. Before canceling a route, try to increase these to see if the reason people aren't using a particular route is because it is unreliable.	2/14/2022 12:01 PM
166	While UNC isn't the only entity in Orange County it generates a lot of the traffic - I think this project should work closely with them to incorporate their remote work changes which may alter priorities moving forward	2/14/2022 11:45 AM
167	I wish for there to be more commitment for the buses to be on time more.	2/14/2022 8:58 AM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

168	N/a	2/14/2022 8:54 AM
169	Keep taxes in OC from rising too much while keeping these goals on mind - i see many empty buses esp when not headed to UNC INTEGRATE public bus service to public schools so perhaps yellow school bus fleet can be reduced while getting students used to public transit.	2/14/2022 8:17 AM
170	Who would ride the most ? How would it help Northern and Western Orange County ?!	2/13/2022 6:57 PM
171	I live in Mebane in Orange County. I need access to public transportation. Please expand public transportation access to growing Mebane areas.	2/13/2022 5:15 AM
172	It is important to have routes that have a schedule that is frequent enough to meet the needs of the riders, and have enough routes that more people have access.	2/12/2022 7:06 PM
173	Subsidize private passenger vans to pick up passengers between transit regular schedules.	2/12/2022 10:21 AM
174	We need more than one running bus on routes and these should be reliable. Some days it just doesn't show up at all.	2/12/2022 9:15 AM
175	Environmental sustainability	2/11/2022 6:34 PM
176	Need some dependable public transit to connect rural areas of Orange County to local towns/business locations.	2/11/2022 6:04 PM
177	All of the other factors listed are also important and it was hard to choose just one. If I had to pick a second most important factor from your list I would probably choose unfunded/emerging priorities (assuming that those would likely include things which support community values and support regional connections as well).	2/11/2022 4:33 PM
178	Nope	2/11/2022 3:53 PM
179	We need a train connecting chapel hill, Durham, and Raleigh... it's time to bring the triangle into the 21st century	2/11/2022 3:51 PM
180	Access for those in the country in North Orange County	2/11/2022 3:35 PM
181	More frequent buses available	2/11/2022 3:29 PM
182	I think equity and economic prosperity for all are the most important considerations.	2/11/2022 3:08 PM
183	I don't believe in community values	2/11/2022 2:55 PM
184	limiting sprawl. adding to climate resilience	2/11/2022 1:31 PM
185	More focus on making CH more walkable and bikable. Both designated trails and bike lanes. Focus on transit oriented development - look for opportunities to enhance neighborhoods with commercial amenities, at sites where transit is located - especially regional bus-rapid transit sites as for CH-Hillsborough	2/11/2022 1:29 PM
186	Micro transit options, transit -mobility on demand, expectation of engaging and including suburban areas in public multi-modal transit options.	2/11/2022 9:42 AM
187	Make sure it is both sensible for now and sustainable in the future, even if funding sources change or are lost.	2/11/2022 8:04 AM
188	We need a rail system for the triangle.	2/11/2022 7:06 AM
189	Project serves population(s) that need it most	2/11/2022 6:59 AM
190	Better sidewalks, lights, more stops, routes	2/11/2022 5:57 AM
191	Are there any popular bus stops that are underserved	2/11/2022 12:39 AM
192	obv wanna things more accessable but also want to plan for the future and for better public transportation infrastructure aka light rail	2/11/2022 12:13 AM
193	Northern Orange is in need of good bus transportation	2/10/2022 9:43 PM
194	How well a project can increase transit use for recreation,nightlife, and other non work related travel.	2/10/2022 9:37 PM
195	It should encourage dense development. Look to future transportation needs with the expectation that there be fewer single occupancy car trips.	2/10/2022 9:22 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

196	The cost paid by taxpayers of Orange County should be refunded back to citizens because the project was canceled. Millions of dollars invested by citizens who did not get a service provided as expected.	2/10/2022 8:01 PM
197	Transit investments should be made for people who need and will actually use transportation daily vs for people who think they might like to use public transportation.	2/10/2022 7:32 PM
198	Good metrics to see if it's working, early and often.	2/10/2022 6:44 PM
199	Every apartment complex and neighborhood needs a bus stop.	2/10/2022 5:49 PM
200	Safety of Transit - recognizing it is already a pretty safe way to travel.	2/10/2022 5:36 PM
201	Key focus on ridership and frequency in decisionmaking	2/10/2022 4:35 PM
202	We need to pay bus drivers better to address the shortage and make service more reliable.	2/10/2022 4:32 PM
203	Rail to hillsborough	2/10/2022 3:45 PM
204	Bring back the later routes for those working past 10 PM!	2/10/2022 3:19 PM
205	Better transport to the RTP area for individuals to encourage better job pursuit & growth	2/10/2022 3:16 PM
206	more access for all.	2/10/2022 3:03 PM
207	Concentrate on actions that serve the largest potential ridership.	2/10/2022 2:53 PM
208	Should have stops at popular places in Hillsborough, Chapel Hill, Carrboro, Durham.	2/10/2022 2:47 PM
209	Outside of towns, residents will need safe place to park a car in order to access public transit. Also, transportation would need to run often enough to make it practical.	2/10/2022 2:47 PM
210	Identify areas where community members may not be safe or must take risks when taking transit. Example having to cross busy streets to avoid having to ride longer for the bus to come around of the other side like stops on highway 54.	2/10/2022 1:04 PM
211	GET LIGHT RAIL BACK ON TRACK	2/10/2022 12:53 PM
212	Should include all of the Orange County population, even those close to border communities that seem to get left out and not served.	2/10/2022 12:37 PM
213	Please keep an eye on the future. If we see technology opportunities for example that would let us be efficient and effective, let's not be afraid of radical change.	2/10/2022 11:54 AM
214	The most important factor in my estimation is that the projects for the new found funding look ahead. Transportation needs and methods have evolved over the past few years.	2/10/2022 10:59 AM
215	Transit investment decisions should prioritize the needs of the most vulnerable residents (e.g., those who are economically disadvantaged, insecurely housed, or living with chronic health conditions).	2/10/2022 9:54 AM
216	light rail; light rail; light rail; light rail	2/10/2022 9:26 AM
217	Environmental, any project should take it in consideration. No need to improve the transit flow if we are going to damage the environment.	2/10/2022 9:22 AM
218	Uncertain about this suggestion, but if salaries of bus drivers should be taken into consideration to ensure they are supported and retained.	2/10/2022 6:43 AM
219	I know there has been a cut back on routes due to lack of drivers. If funds could be used for increasing pay/benefits for drivers that would be great. Also, related to my answer above, it would be great to see more access to other counties including Alamance, Durham and Wake. Thank you.	2/10/2022 6:28 AM
220	Best bang for the buck to eliminate high traffic in major corridors in Orange County.	2/10/2022 12:53 AM
221	Impact on the climate / climate change	2/9/2022 9:54 PM
222	Transit invest decisions should encourage density and be made with a racial equity and climate mitigation lens.	2/9/2022 8:23 PM
223	Economic/affordability access for all to easily get around the Triangle with reliable service.	2/9/2022 8:04 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

224	Partnering with Alamance County	2/9/2022 6:16 PM
225	Public transit can stabilize neighborhoods. Strengthening and stabilizing neighborhoods in Carrboro should be a goal.	2/9/2022 5:29 PM
226	Project's impact on the climate and pollution	2/9/2022 4:52 PM
227	Future technology should be a critical factor in assessing things like light rail.	2/9/2022 3:49 PM
228	You don't even have staff for the currently existing routes.	2/9/2022 2:54 PM
229	Transit projects should be focused on daily commuter needs, as well as weekend shoppers and diners. That is, provide real reasons (economic and convenience) for taking public transport and forgoing the use of personal cars.	2/9/2022 2:27 PM
230	Limiting carbon emissions	2/9/2022 1:48 PM
231	Dedicated bus lanes on 15/501!!!	2/9/2022 1:42 PM
232	Increasing access for those without a car	2/9/2022 1:31 PM
233	Need accessible parking spaces to downtown services for those who cannot use (or choose not to use) public transportation. In my neighborhood seniors (and others) would have to wait without shelter in inclement weather for a bus..just not realistic, feasible or safe.	2/9/2022 1:28 PM
234	Usage	2/9/2022 1:27 PM
235	Transit opportunities should be delivered to under-served areas (I have my own neighborhood and surrounding neighborhoods in mind).	2/9/2022 1:12 PM
236	We're just digging a car-shaped hole deeper and deeper right now, I'd like to see some serious efforts to close streets to traffic, more traffic calming, more bike lanes & pedestrian infrastructure, more focus on getting people out of cars.	2/9/2022 1:09 PM
237	Equity in route locations/frequency to lower income housing, especially outside of commuting hours.	2/9/2022 12:50 PM
238	Need to optimize spending to help those most in need of transit while also maximizing the number of people served.	2/9/2022 12:32 PM
239	I think we should be more progressive in keeping with projected environmental standards.	2/9/2022 12:13 PM
240	Will it increase ridership? Will it increase the the number of people who use mass transit?	2/9/2022 12:03 PM
241	In addition to the ones outlined? If so, I'd say that projects should be bold! In other words, maybe they don't neatly fall into one of these four factors, but they are very long-term solutions to our growing transportation challenges. We must think not only about today's needs but also about the needs and goals of the future.	2/9/2022 11:02 AM
242	I don't think \$330k per year will move the needle.	2/9/2022 10:35 AM
243	Buses increase traffic/pedestrian/cyclist risks. Instead of looking solely at buses, begin to think more creatively about light rail. It is ultimately cheaper, more reliable and does not ADD to traffic.	2/9/2022 9:43 AM
244	support sustainable, dense, walkable developments to increase opportunities for housing and community-making	2/9/2022 2:31 AM
245	We need bike lanes on all major roads	2/8/2022 11:50 PM
246	Items 2 and 4 above are also very important. I agree with the values, but they would need to intersect with an identified need.	2/8/2022 9:07 PM
247	Free public transportation in Orange County. More buses / access to transportation in Hillsborough and Mebane. CH Transit is great and we need that in Hillsborough and Mebane	2/8/2022 6:01 PM
248	The plan needs to work with the surrounding areas like Durham and Raleigh. This area is growing and we need to think differently about ourselves in CH. We need to connect with the bigger world. Ultimately, our town has done a lot of talking but not much action and things, is traffic, quality of life and generally how people feel living here is in decline.	2/8/2022 3:39 PM
249	Ensuring accessibility for lower income residents and last mile issues	2/8/2022 3:37 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

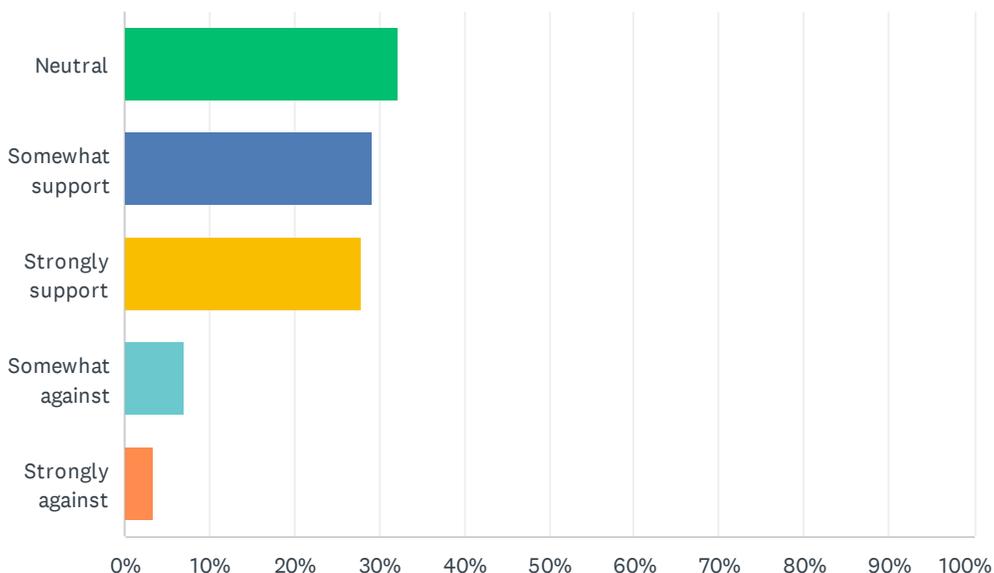
250	The needs of the business community and employees must be considered. This system needs to serve not only Orange County residents but also those that commute in and out daily.	2/8/2022 2:44 PM
251	Electric vehicles. Ample parking at mass transit stations.	2/8/2022 2:29 PM
252	Equity	2/8/2022 11:39 AM
253	Additional considerations that are important to me are keeping a mindful eye to feasibility of implementation. For example, when planning, minimizing the extent to which plans are contingent on unknowable factors (such as whether a project will successfully compete for outside funds in the future) before beginning implementation. Emphasizing pedestrian and cyclist infrastructure and safety and mobility options for our disabled residents should, in my opinion, be among the most important criteria for triaging plans. Efficiency - using the least amount of resources (land, emissions, other) to move the most amount of people where they need to go.	2/8/2022 10:47 AM
254	Ability to integrate projects into existing infrastructure upgrades (e.g. 15-501 lane reconfiguration, I-40 widening, Hillsborough Amtrak station project); opportunities for transit-oriented developments and expansions of walkable communities (incl. places to experiment with city-county coordination in land use policies)	2/7/2022 9:16 PM
255	Don't throw away money like last time.	2/7/2022 8:44 PM
256	Several large businesses have been established in the area - Medline for example. They pay well and would be good places to work especially for low income people. However many of those people either don't have a car or live in more rural areas. Having a busline/van service that runs east-west would be a big deal for them.	2/7/2022 8:17 PM
257	Transit options that reduce congestion	2/7/2022 7:45 PM
258	While funding has to be in place to serve our community, staffing and the retention thereof is of paramount importance.	2/7/2022 4:36 PM
259	we must plan for and implement an east/west BRT route in southern Orange Cty that connects to Durham and RTP/RDU	2/7/2022 4:04 PM
260	Equality of access.	2/7/2022 4:02 PM
261	Orange County is a bedroom community. Need to be able to get to where the jobs are in Wake and Durham.	2/7/2022 1:26 PM
262	Maintenance and expansion of existing bus routes (e.g., the G route only runs for a couple of hours in the morning and evening) and expanding accessibility between Franklin and MLK to reduce car traffic and traffic accidents and enable more ridership between the two sides of town. Developing the infrastructure for dedicated bus lanes or making roads only for buses during peak hours would improve ridership, but only if the buses are 1) reliable and 2) run at regular 15-20 min intervals. Waiting for an hour for a bus and there is no next bus, decreases ridership by decreasing the reliability of the system.	2/7/2022 9:26 AM
263	Improving connectivity between dense areas has to be prioritized about reaching "all". It is unsustainable to reach "all" in Orange County.	2/7/2022 9:09 AM
264	Early years: Project meets stated needs, since limited \$ available now Later years: Project supports regional connections, since more \$ available in later years	2/7/2022 5:19 AM
265	Ability of project to improve the transportation network, advance 15-minute city opportunities, effect on greenhouse gas reduction.	2/6/2022 4:33 PM
266	Serves the neediest populations in our communities.	2/5/2022 6:05 PM
267	Orange County's own transit funding should be used to improve linkages within Orange County and to Durham, and not to subsidize or support future service to Chatham County which should fall on Chatham County and/or NCDOT.	2/5/2022 5:28 PM
268	Whatever will get more cars off the road	2/5/2022 2:36 PM
269	Increase pay for bus drivers	2/5/2022 12:15 PM
270	In general, I think the frequency of service is more important than coverage. People who use transit want it to be frequent and reliable, both of which are more important than it being convenient to everywhere they might want to go.	2/5/2022 11:26 AM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

271	Increase the safety and accessibility of human-powered transportation options	2/5/2022 11:20 AM
272	Safety	2/5/2022 11:08 AM
273	Projects should be implemented in locations where transit is MOST LIKELY TO BE USED. None of the criteria in question #8 get at the objective of where transit will be most effective in meeting the goals that most people will strongly agree with. Fixed-route bus transit (our future) is most effective in areas of residential density of over 10 dwelling units/acre, with connections to job centers. We should cover rural Orange County with demand response service. We should stop pursuing ideas that are out of touch with what we know about where transit is effective in this region. BRT to White Cross and bus service to Chatham Park as a destination are both nonsense ideas that are disconnected to true transit demand and need. Chatham can step up and fund services for its residents; we don't need to fund them. Look at LEHD data; there is zero trip movement from OC to Chatham Park for work of consequence. Remove it from the plan. Look at trip counts and travel data to White Cross and western OC. ***Maybe*** it warrants a peak hour bus with a park and ride lot or two. But that's something you try ten years from now, and if it does as well as the ODX (doubtful) you double service from 60 minutes to 30 minutes. But this is not a BRT corridor; remove that reference from the plan.	2/5/2022 10:45 AM
274	The materials for this plan include analysis of where transit IS MOST LIKELY TO BE USED, or a transit propensity index. Fixed route bus transit is most likely to be used in areas with residential density above 10 dwelling units per acre, and in areas with employment opportunities. Most of the county outside of Chapel Hill, Carrboro and Hillsborough should be served with demand response service. The analysis by Jarrett Walker's team affirms what we have known for years: most transit use in Orange County begins or ends in Chapel Hill/Carrboro, and that Duke and Downtown Durham are the most important non OC destinations for OC residents. The plan for service should reflect this.	2/5/2022 10:02 AM
275	Serving the transit dependent/carless	2/5/2022 8:51 AM
276	Ensure transit strategy follows land-use/zoning/growth strategy. Prioritize service to areas where high(er) density exists or is zoned to potentially exist.	2/5/2022 8:51 AM
277	Reducing car use and mitigating climate change	2/5/2022 8:28 AM
278	Will there be additional cost for the tax payer	2/4/2022 11:06 PM
279	Address the the ability of the routes to meet the needs	2/4/2022 9:52 PM
280	To me, transit means bicycle paths, walking paths, more appropriate speed limits on rural roads, underpasses for animals, especially reptiles and amphibians.	2/4/2022 9:41 PM
281	Focus BRT routes along densely populated corridors with exclusive bus lanes to prevent sprawl development	2/4/2022 8:58 PM
282	Cycling infrastructure is chronically underfunded. Please help communities complete their bike plans.	2/4/2022 7:46 PM
283	Racial equity	2/4/2022 6:43 PM
284	That they be decided in conjunction with land use planning	2/4/2022 6:27 PM
285	When you invest in transit (such as buying property for bus lanes) or have the space to do so, please consider also including protected bike lanes.	2/4/2022 4:59 PM

Q11 Service improvements to Chapel Hill Transit Route CW Route
 description: Provides service between Carrboro and UNC via W. Main, Weaver St., and W. Franklin St.
 Project Description: Increase midday service to 30 minutes (weekdays)
 Cost: \$177,000
 Net New Revenue Hours: 1,500
 Implementation Year: 2023

Answered: 827 Skipped: 190



ANSWER CHOICES	RESPONSES
Neutral	32.16% 266
Somewhat support	29.26% 242
Strongly support	27.93% 231
Somewhat against	7.13% 59
Strongly against	3.51% 29
TOTAL	827

#	COMMENTS	DATE
1	I think the universities should pay to move their students around.	3/4/2022 3:22 PM
2	We need night and weekend bus service so taxpayers can access public transportation.	3/3/2022 2:54 PM
3	i strongly support this because it significantly impacts my own transit use, but that doesn't mean it is necessarily a priority for the community as a whole	3/2/2022 2:39 PM
4	please do this	3/2/2022 12:33 PM
5	I think that would greatly decrease the congestion on that bus and take some strain off of other apps like the J.	3/2/2022 12:05 PM
6	What is it currently?	3/2/2022 10:54 AM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

7	I don't use that, so I don't know if that is needed. I would assume it is, given it's been proposed, but it won't affect me.	3/2/2022 9:55 AM
8	Increasing route frequency will be useful, I'm surprised it costs so much though!	3/2/2022 9:53 AM
9	More frequent bus service after 5pm is required.	3/2/2022 9:13 AM
10	Increases in bussing aren't necessary for the entire day. It would be better to increase service during peak riding hours (i.e. morning and late afternoon).	3/2/2022 7:14 AM
11	I don't go to Carborro often	3/1/2022 3:41 PM
12	Unclear based on this description. Is service currently more than 30 minutes with frequency increasing to 30 minutes or is this a maintenance of service? Or is this an entirely new route?	3/1/2022 2:20 PM
13	You probably need to get to every 15 minutes for many people to actually use it.	3/1/2022 8:34 AM
14	UNC is a top employer. Services to and from the university are critical.	2/28/2022 1:52 PM
15	The J serves a similar route and could potentially cover this area with some adjustments.	2/28/2022 9:08 AM
16	Getting people to and from work should be the priority - Its also hard to express support or opposition when seeing the options one at a time, rather than all together.	2/26/2022 11:13 PM
17	CW needs to return service to the Jones Ferry park and ride lot.	2/26/2022 4:22 PM
18	Chapel Hill and Carrboro is over emphasized. Some pedestrian traffic would be good for businesses in the area and good to reduce the obesity so prevalent in those two towns.	2/25/2022 1:20 PM
19	I'm more concerned with Hillsborough, as that's where I live.	2/25/2022 12:00 PM
20	In order to answer this question, I would want to know current ridership and revenue. If the system can largely pay for itself, it is supported. If it cannot, then it is not supported.	2/25/2022 11:00 AM
21	Having routes earlier in the morning would be really helpful for hospital workers/students as many of us live in Carrboro and need to be at work at early hours	2/24/2022 12:17 PM
22	Hillsborough is suffering due to congestion and a need for improvements	2/23/2022 2:09 PM
23	Can UNC fund this instead, and is this necessary?	2/23/2022 11:01 AM
24	It's a walkable distance. There are a couple buses that travel this route (J and F, I believe). Money should focus on extending services to populations who need more access.	2/22/2022 4:11 PM
25	If this means additional buses, I'm all for it. If the driver is rushing around, no. Safety first, and traffic already doesn't respect them.	2/22/2022 2:34 PM
26	None at this time.	2/22/2022 12:38 PM
27	Not a priority — there are presently a lot of options for carrboro residents	2/22/2022 12:16 PM
28	Rather than increase to 30 min use this funding to support areas currently under served/funded	2/22/2022 12:15 PM
29	That seems nice not sure if most important	2/22/2022 8:22 AM
30	I have no problem with increasing the frequency of service as long as there is a demonstrated need for it.	2/22/2022 6:10 AM
31	How about increased service from Hillsborough to Chapel Hill and Durham.	2/21/2022 12:43 PM
32	Although helpful for some, increased service frequency would not significantly improve usability and this route is already reasonably walkable	2/21/2022 12:06 PM
33	This area already has transit needs met.	2/18/2022 7:08 PM
34	More lines late many people to use this they are work late	2/18/2022 11:47 AM
35	I only use this bus in the evening, so this change does not affect me.	2/18/2022 8:41 AM
36	Great for students and/or people who work at UNC	2/18/2022 8:03 AM
37	Connecting the disconnected Carrboro community is much needed	2/18/2022 7:43 AM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

38	clear benefit to businesses in downtown carrboro!	2/16/2022 10:11 AM
39	there's plenty of service to UNC, we need service to other locations	2/15/2022 5:17 PM
40	This would be personally convenient for me and also a good link between CH/Carrboro	2/15/2022 5:05 PM
41	Would be better if there was more service in mornings & evenings	2/15/2022 4:36 PM
42	This only supports a small area.	2/15/2022 4:31 PM
43	I'm surprised to learn that the buses don't run every 10 or 15 minutes! Why does it take more than 30 minutes now? Can't one bus just keep turning around?	2/15/2022 2:26 PM
44	Would not benefit me personally	2/15/2022 12:48 PM
45	It's always good to have more bus options but there are already really good bus options, so I'm not sure this is necessary and think the money could go somewhere else. However, this does seem to be a relatively inexpensive project, but maybe not if the yearly budget is only around \$300k.	2/15/2022 10:32 AM
46	I will always support proposals that increase route frequencies throughout the day, ideally coming every 15 minutes across the region. However, I think a lot of focus is put on making University life more convenient for those near the campus. Many employees with lower economic status don't live within this expensive downtown center, so focus needs to be placed on making life more convenient for those who need it most.	2/15/2022 8:41 AM
47	This is the route I would use, but I don't know how much public demand there it, so it's hard to say it's most important	2/14/2022 9:34 PM
48	All the buses should have convenient stops by grocery stores. This is crucial for people who are dependent on public transit.	2/14/2022 7:22 PM
49	CHARGE PEOPLE TO RIDE THE DAMNED THING INSTEAD OF FORCING ME TO PAY FOR IT	2/14/2022 3:25 PM
50	There is already decent connection between these regions via the other bus lines (J, CM)	2/14/2022 3:20 PM
51	Would be huge improvement over once an hour, including at peak hours.	2/14/2022 3:12 PM
52	this is my most frequently used bus, so i'm quite biased towards this initiative. The reduction over pandemic of this service has made commuting much more difficult on rainy days when I need bus service. As a line that goes through central Carrboro/Chapel Hill and connects the University to the West side of town, I think it's an important one.	2/14/2022 3:08 PM
53	Please consider staggering the arrival times of J , CW, F, and N. At the moment, even at rush hour, these lines arrive almost one after the other, and still leave a 30-minute gap or more.	2/14/2022 2:01 PM
54	Connecting Carrboro to Chapel Hill reduces traffic and parking congestion and allows easier access to shopping, dining, arts and recreation at both ends.	2/14/2022 12:17 PM
55	This is the route I live on and it is fine if I just need it to commute to and from work but not great now that some of my hours are flexed, there are not a lot of options in the middle of the day. Also, not great if I have an appointment and need to get home other than commuting hours	2/14/2022 12:16 PM
56	Take some of the burden off the J route	2/14/2022 12:16 PM
57	Most of the route is supplemented by the J. This would be beneficial, but there are better options.	2/14/2022 12:14 PM
58	It doesn't seem super needed because of other nearby and similar routes.	2/14/2022 8:55 AM
59	As a taxpayer, I am afraid this service will increase our property tax.	2/11/2022 8:21 PM
60	Personally I'd use public transit between Carrboro and Chapel Hill/UNC Campus if there was convenient/dependable parking and bus-pickup around Hwy54W near Carrboro (e.g. around SECU bank parking lot).	2/11/2022 6:11 PM
61	Based on what I can see in the included map, it looks like there are already other routes that cover the majority of the route for this CW route so as long as those routes are staggered (not all running at exactly the same times) it seems like most riders along the CW route could have	2/11/2022 4:35 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

a variety of options for ridership already? I feel like there are other routes that could use the money better for improved service.

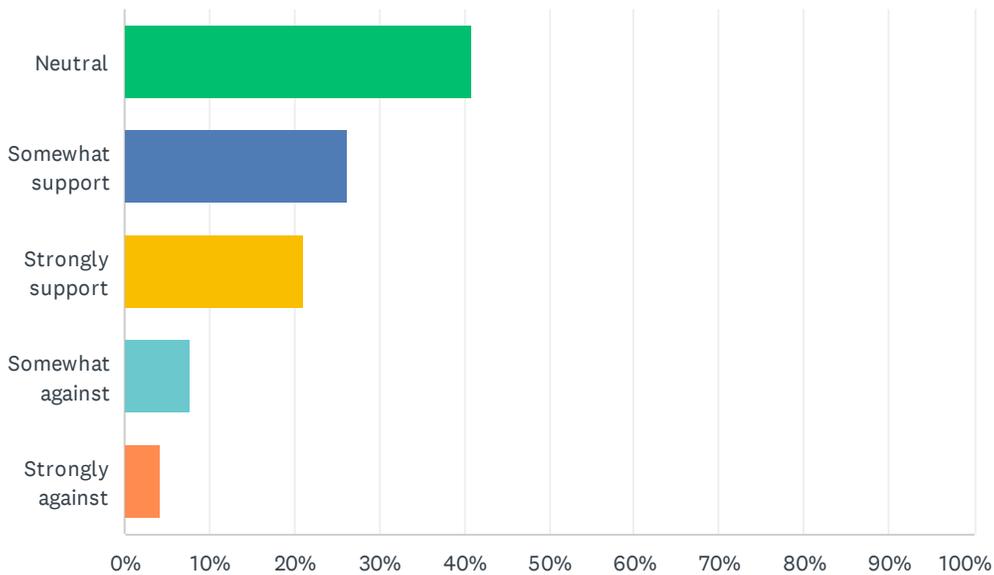
62	This isn't as big as a concern as it is connecting the triangle as a whole together	2/11/2022 3:52 PM
63	Who is riding this route now?	2/11/2022 3:09 PM
64	not a service i would use	2/11/2022 1:31 PM
65	Don't know enough to feel strongly one way or the other	2/11/2022 10:35 AM
66	Carrboro is densely populated and has interest in expanded public transit service. This will be especially true when the downtown Carrboro 203 Library project is completed.	2/11/2022 9:46 AM
67	Seems like this would ADD more congestion to an area where you wouldn't want it? If the purpose is to move people to the university & hospital then running up Franklin seems messy	2/10/2022 10:17 PM
68	Taxpayers travel by personal vehicles and this does not affect tax paying citizens such as myself who reside in Hillsborough which this service is not available to.	2/10/2022 8:04 PM
69	I support the increased CW service, even though I don't use it. I live close to the route, but when I need to go places the CW would take me, I either bike or walk. But it's nice to have the option.	2/10/2022 5:38 PM
70	Seems a bit redundant	2/10/2022 3:19 PM
71	Has nothing for Hillsborough residents.	2/10/2022 2:48 PM
72	I live in Northern Orange.	2/10/2022 2:48 PM
73	This project will benefits also the riders from Alamance county that use park & ride services	2/10/2022 9:24 AM
74	I don't know enough of the needs of this transportation corridor to rate other than neutral	2/10/2022 12:54 AM
75	With drastically reduced F route service, the CW is the remaining choice for access to north west Carrboro	2/9/2022 8:06 PM
76	This is a good move but I wouldn't call it a top priority, as far as I can tell.	2/9/2022 4:54 PM
77	that is already a very walkable corridor - other areas that are less well connected seem like they would be more of a priority	2/9/2022 3:07 PM
78	Same all, same all, serving UNC. Bus service is barely used by non-university/hospital public	2/9/2022 2:29 PM
79	Don't have any info that would help judge this.	2/9/2022 1:10 PM
80	The F doesn't run frequently enough midday for people living in that part of Carrboro, so adding service on the CW would help.	2/9/2022 12:52 PM
81	Students need a way to get back and forth to classes and this service can provide increase the commerce between the two cities.	2/9/2022 12:27 PM
82	This route serves a lot of people but it's very slow, from my experience.	2/8/2022 9:08 PM
83	I can't really tell what's going on here	2/8/2022 3:41 PM
84	Hard to gauge without a sense of all the proposals	2/8/2022 3:38 PM
85	This would be particularly useful if it could shuttle people between parking areas and their ultimate destination - particularly as parking becomes harder to find and more expensive.	2/8/2022 1:04 PM
86	If buses on routes do not come with high frequency then residents' interest in use decreases dramatically, especially for residents who are not necessarily dependent on the bus service for everyday life. People who must take the bus will continue to do so when it is not convenient but to meet our climate and transportation goals, there need to be minimum barriers to and maximum convenience in riding the bus for everyone.	2/8/2022 10:47 AM
87	This seems like a useful service, but there could be services with more opportunity elsewhere for service improvements and community-creating/job/development opportunities	2/7/2022 9:22 PM
88	Transportation needs to be accessed if needed the whole day or 30 minute intervals for only certain times a day combined with staffing availability for these needs would have to be determined if feasible.	2/7/2022 4:41 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

89	I'd like to compare all these side by side before answering. if this costs \$177,000 and we have \$330,000 this would take 1/2 what we have....what do the other projects cost?	2/7/2022 4:15 PM
90	30 minute frequency is minimum frequency that *ever* makes sense in urban transit.	2/7/2022 9:10 AM
91	This is a good recommendation. West Carrboro to UNC is the core of transit demand in Orange County, due to housing and job density as well as denser pockets of poverty and minority residents. If we want to address climate and racial justice, this is the type of service to add.	2/5/2022 10:46 AM
92	Unclear on benefits as do not live on this route	2/5/2022 9:50 AM
93	Too low density land-use in these areas	2/5/2022 8:55 AM
94	What about northern orange county	2/4/2022 9:53 PM

Q12 Service improvements to Chapel Hill Transit Route HSR
Route description: Provides weekday-only service between Morris Grove Elem. and Smith Level Road via Rogers Road, Homestead, and MLK, Jr. Blvd.
Project Description: Add weekend service every 70 minutes from 8 AM - 6:30 PM
Cost: \$138,886
Net New Revenue Hours: 1,177
Implementation Year: 2025

Answered: 817 Skipped: 200



ANSWER CHOICES	RESPONSES	
Neutral	40.88%	334
Somewhat support	26.19%	214
Strongly support	21.05%	172
Somewhat against	7.71%	63
Strongly against	4.16%	34
TOTAL		817

#	COMMENTS	DATE
1	I expect this will run with near empty buses, like the ones that clog Franklin St. and Columbia most every time I go to Chapel Hill.	3/4/2022 3:27 PM
2	I don't regularly use this either, but I believe more weekend coverage would be useful everywhere.	3/2/2022 9:55 AM
3	I don't take transit on the weekends and have not taken this route	3/2/2022 9:54 AM
4	Don't use this route.	3/2/2022 7:15 AM
5	Don't ride this route	3/1/2022 3:41 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

6	Still unclear as to how this changes existing service.	3/1/2022 2:20 PM
7	I use a commuter bus but I'm one of like, three people usually. They're simply too inconvenient. You should pick a project you think can get high ridership and make that an attractive option to as many people as possible.	3/1/2022 8:38 AM
8	This looks like the future Chapel Hill BRT line. Please make sure you are coordinating with the Town of Chapel Hill on this to streamline services and ensure connectivity.	2/28/2022 1:53 PM
9	the priority should be to getting people two and from work	2/26/2022 11:14 PM
10	Why stop service so early in the evening?	2/25/2022 1:21 PM
11	I support transit access for the residents of Rogers Road.	2/25/2022 12:01 PM
12	I would like to know current usage of the existing system and revenue before answering this question. Will the system largely pay for itself?	2/25/2022 11:01 AM
13	Would this improvement serve the needs of the Rogers Road community?	2/23/2022 2:56 PM
14	do we continue to push for a better chapel hill at the cost of the other towns in the county	2/23/2022 2:10 PM
15	Did anyone check these maps for accessibility?	2/23/2022 12:34 PM
16	As one of the only routes to/from that area, it is important to increase frequency to make up for the lack of alternative routes.	2/22/2022 5:54 PM
17	Connecting students to buses is a good use of funds.	2/22/2022 4:12 PM
18	None at this time.	2/22/2022 12:39 PM
19	Looking to rank option rather than see 1 at a time. Support for me depends on who does this benefit vs need. For ex students on this route would take the bus. Does it serve employees headed to those schools? Is it to connect to other routes, ie UNC? TOTALLY see the need for those living RENA area	2/22/2022 12:18 PM
20	Not sure what the demand here is, and i strongly feel investment should be made in regional connectivity	2/22/2022 12:17 PM
21	I have no problem with increasing the frequency of service as long as there is a demonstrated need for it.	2/22/2022 6:10 AM
22	Prefer if more midday service is added to the HS route than currently available	2/21/2022 4:57 PM
23	This would make these neighborhoods more transit-friendly	2/21/2022 12:06 PM
24	I know nothing about this route.	2/21/2022 7:32 AM
25	How does one know what the needs will be for this area if the implementation timeline is 3 years from now? If it's needed (based on hard data) and it's a bus route why not implement sooner? Same would be true of all these questions.	2/19/2022 11:29 AM
26	Is urgent that	2/18/2022 11:48 AM
27	This route is the most neglected and it is extremely crowded and much needed for the public transportation there besides just J route which is extremely lacking especially at night and on the weekends. Very unreliable.	2/18/2022 7:45 AM
28	I rarely use this route but am generally in favor of any increased public transit service that could replace less dense travel methods (e.g. cars)	2/15/2022 4:38 PM
29	Focus on weekday service	2/15/2022 2:27 PM
30	Would not benefit me personally	2/15/2022 12:48 PM
31	It's always good to have more bus options but there are already really good bus options, so I'm not sure this is necessary and think the money could go somewhere else. Also, I don't know if it would be worth the money if the bus only runs every 70 minutes. In my experience, infrequent bus schedules are not that helpful or beneficial. However, this does seem to be a relatively inexpensive project, but maybe not if the yearly budget is only around \$300k.	2/15/2022 10:34 AM
32	Having more frequent options to connect communities further out from the downtown center is	2/15/2022 8:42 AM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

critical to getting more ridership and people seeing public transit as a viable option.

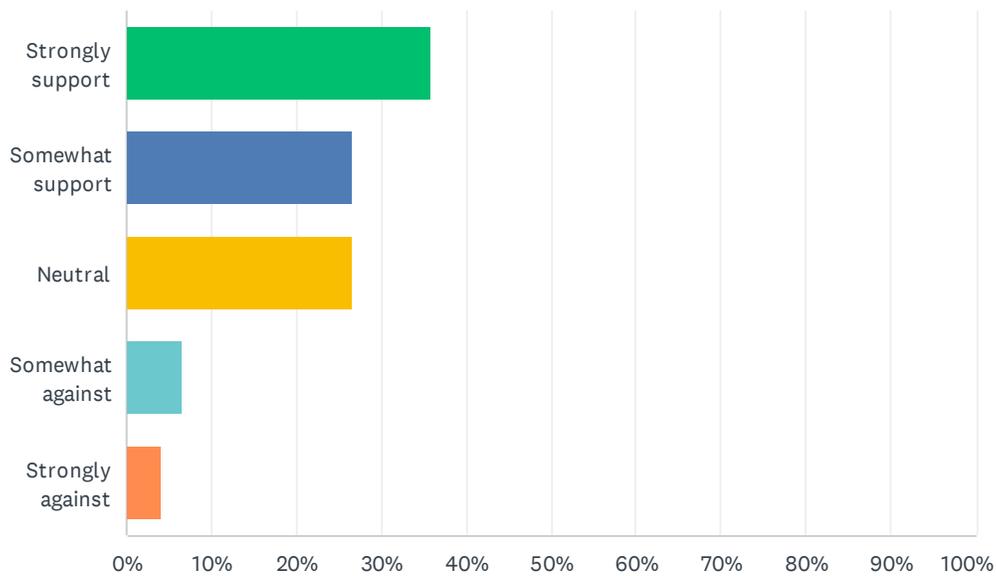
33	I don't know anything about this need, but I suppose it's on the list because people have requested it	2/14/2022 9:35 PM
34	I don't know anything about the need of this	2/14/2022 7:22 PM
35	IF YOU WANT TO BUILD IT MAKE THE PEOPLE WHO RIDE THE DAMNED THING PAY FOR IT INSTEAD OF RAISING TAXES	2/14/2022 3:25 PM
36	Why is there a need for this? Are lower-income community members using this? I feel like if this is just to serve a park-and-ride from Eubanks/Mebane for weekend trips downtown, this should NOT be prioritized.	2/14/2022 2:03 PM
37	Not needed	2/14/2022 12:25 PM
38	This route supports neighborhoods that are often forgotten in infrastructure proposals. Kudos for putting this forward, even if ridership isn't high.	2/14/2022 12:19 PM
39	If this service is needed for residents who depend on public transportation over the weekend then I support it	2/14/2022 12:18 PM
40	70 mins isn't enough for it to be fully relied and depended on. You either gotta go all in or nothing at all, or else it is a waste of resources.	2/14/2022 12:16 PM
41	It needs to run much earlier in the morning so that school staff at Morris grove like cafeteria workers and janitorial staff can use it.	2/14/2022 8:56 AM
42	Will there be some commercial dev near Morris grove ? Will students or staff be somehow encouraged to use the bus?	2/14/2022 8:19 AM
43	In general I think more weekend service would be helpful, anywhere it could be added. I assume this particular route is one with high enough projected ridership for the weekend service to be proposed.	2/11/2022 4:36 PM
44	This project will not impact as many people as others would	2/11/2022 3:53 PM
45	Who rides this route now?	2/11/2022 3:10 PM
46	not a service i would use	2/11/2022 1:31 PM
47	There are a number of places of worship on the HS route that are currently inaccessible on weekday-only schedules	2/11/2022 11:10 AM
48	This route supports service to schools and school neighborhoods. It's viability impacts the need for parents to drive students to schools.	2/11/2022 9:49 AM
49	why? Is there a stated need for this route? What will running every 70 minutes actually accomplish?	2/10/2022 10:43 PM
50	70 mins is too much time, route needs to repeat in lesser time. Would this be avail for sporting events?	2/10/2022 10:21 PM
51	This seems to be a route that primarily serves the schools. Is there a demand during the weekends? Should stops be placed in nearby residential areas on the weekends?	2/10/2022 9:26 PM
52	Winmore needs access to a bus stop.	2/10/2022 5:50 PM
53	Scheduling service to supplement NS frequency on MLK would garner more support from me	2/10/2022 4:37 PM
54	Ah, such a divide between Chapel Hill/Carrboro and the rest of the county. (Water and sewer in Northern Orange would help development but I bit it would not be popular!	2/10/2022 2:49 PM
55	Nothing for Hillsborough	2/10/2022 2:48 PM
56	Saturday access to senior center is important	2/10/2022 2:43 PM
57	I don't think there is enough interest on that route during the weekends	2/10/2022 9:25 AM
58	The HS serves a critically underserved region of town. Unfortunately, there is no service for Homestead road and the Eubanks area is very low density.	2/9/2022 8:07 PM
59	Seems less critical use of funds, not heavily traveled and every 70 mins isn't reliable	2/9/2022 8:06 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

60	It seems like there's a lot of housing increase up there? This is probably a good idea, although I'm not sure if the service will be frequent enough for anybody to use it.	2/9/2022 4:55 PM
61	this will help folks get to jobs and services on the weekends - yea!	2/9/2022 3:08 PM
62	Don't have any info that would help judge this but it seems more useful than the previous project	2/9/2022 1:10 PM
63	Rogers Rd has been underserved for decades. With the Greene tract development, there will be more density and more service need.	2/9/2022 12:53 PM
64	There are people that work 7 days a week also people that need to shop. This will cut down on the carbon footprint.	2/9/2022 12:30 PM
65	Good equity choice. Also I am in favor of any route that increases weekend service.	2/9/2022 12:16 PM
66	I wonder how many people would actually use this.	2/8/2022 9:09 PM
67	Important b/c of communities served and when these folks may need transit for work / leisure	2/8/2022 3:39 PM
68	This would be most useful if it could supplement school bus service, especially as drivers become scarce and timeliness becomes an issue.	2/8/2022 1:06 PM
69	60 minutes would be better with only 1 between 10 am and 1 pm to run at 11:30	2/8/2022 11:43 AM
70	There are many new developments on Homestead and even more planned, and many of them are unfortunately with car-centric travel in mind. This is deeply concerning to me from a climate, land use, and equity perspective. If we want people in this area to use the bus, there will need to be stronger bus service in this area; for example, the degree to which residents feel they need to plan ahead in order to catch a bus on these main corridors probably influences their willingness to consider bus travel as equal to or better than driving.	2/8/2022 10:47 AM
71	Will people in the Rogers Road community actually use this? I'd like to see a cost-benefit analysis to assess that quantitatively	2/7/2022 9:25 PM
72	I am not sure what population would benefit from this.	2/7/2022 7:46 PM
73	Since there is a need for transportation, can we even provide staffing to meet this need? The 70 minute route may be able to work on the weekend, but need to assess if that is practical since weekday service can be a challenge for timepoints.	2/7/2022 4:45 PM
74	this one is an equity issues, serves mostly people of color in a historically marginalized community.	2/7/2022 4:16 PM
75	every 70 minutes makes for terrible transit experience; nobody will ride the HS line	2/7/2022 9:11 AM
76	The Rogers Road community needs more access	2/5/2022 2:37 PM
77	I strongly support the service from downtown Chapel Hill to Rogers Rd. It is not clear that service to Culbreth makes sense. This is a neighborhood of relatively low density that has low transit propensity that earns nearly \$100k per year. Why wouldn't we cut back this portion of the service and get more trips at a better frequency to Rogers Rd with the same amount of hours? If the justification for Culbreth is lower-income housing along NC 54 and Jones Ferry Rd south of NC 54, we should a version of the J for this service, and not the HS, would likely be more effective.	2/5/2022 10:50 AM
78	How many households would be affected?	2/5/2022 9:51 AM
79	Too low density land-use in these areas	2/5/2022 8:55 AM
80	This is a pretty suburban area and not many people will ride unless they have to	2/4/2022 9:00 PM
81	I am not clear on what the destinations are here. the route seems rather long.	2/4/2022 7:55 PM
82	In general I support more frequent transit where there are more housing units. I am a recent transplant so I'm not familiar with the routes.	2/4/2022 5:02 PM

Q13 Service improvements to Chapel Hill Transit Route NS
Route description: Provides high-frequency service between Eubanks Rd. Park & Ride and Southern Village Park & Ride via NC 86; planned BRT route
Project Description: Improve morning peak frequency to every 6 minutes; Saturday service until 11 PM; Sunday service until 9 PM
Cost: \$271,400 (plus \$1,680,000 in additional capital costs for vehicles to support improved frequency)
Net New Revenue Hours: 2,300
Implementation Year: 2027

Answered: 809 Skipped: 208



ANSWER CHOICES	RESPONSES
Strongly support	35.85% 290
Somewhat support	26.70% 216
Neutral	26.70% 216
Somewhat against	6.67% 54
Strongly against	4.08% 33
TOTAL	809

#	COMMENTS	DATE
1	I see some value to keeping cars out of Chapel Hill, but think riders should help pay the costs.	3/4/2022 3:29 PM
2	Weekend service is good	3/2/2022 10:56 AM
3	I do not take this route so am not sure	3/2/2022 9:54 AM
4	Morning frequency is fine as is! Needs more frequency between 5-8pm	3/2/2022 9:15 AM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

5	Service every 6 minutes seems excessive. Other routes could be slightly less traveled and yet have substantially less service.	3/2/2022 7:16 AM
6	does this conflict with the BRT project?	3/2/2022 12:43 AM
7	Increased service in weekends.	3/1/2022 11:14 PM
8	needed sooner than 2027	3/1/2022 11:02 PM
9	Increased service on this corridor would seem to help support development to meet future BRT goals.	3/1/2022 1:42 PM
10	Frequency frequency frequency! People might take buses if they trust there's one coming soon!	3/1/2022 8:40 AM
11	N/S BRT is a long-awaited and much-supported improvement. This would be top of the list.	2/28/2022 1:54 PM
12	getting employees to and from work should be the priority.	2/26/2022 11:15 PM
13	Support for park and ride lots is important, especially for those who are not eligible for or cannot afford on-campus parkng.	2/25/2022 12:02 PM
14	I would like to know current usage of the existing system and revenue before answering this question. Will the system largely pay for itself?	2/25/2022 11:01 AM
15	Increase service and change zoning to permit more dense development along MLK Jr Blvd. Build service for future BRT.	2/24/2022 4:47 PM
16	Chapel Hill has other revenue that other towns and communities in Orange county do not have. Let's shift focus to better connect those communities to Chapel Hill	2/23/2022 2:11 PM
17	Key route in terms of connectivity between north and south Chapel Hill. Also a key route for transfer to/from downtown and core Chapel Hill routes.	2/22/2022 5:55 PM
18	This is a high density area. But you have to weigh use for the buses with expected population changes as sprawl continues. Is this the best route to invest in?	2/22/2022 4:13 PM
19	None at this time.	2/22/2022 12:40 PM
20	Does not affect me	2/22/2022 12:17 PM
21	This is very needed.	2/22/2022 12:16 PM
22	Yes or light rail service on this route- would serve as eventual connector to Hillsboro station for regional travel	2/22/2022 8:23 AM
23	Only reliable and frequent route on mlk	2/21/2022 4:58 PM
24	Additionally, extend weekday service past 9 pm	2/21/2022 2:13 PM
25	Hillsborough gets no benefits from this but have to pay the taxes...	2/21/2022 8:14 AM
26	Is there enough parking to support additional riders? I know many who would park and ride more with more frequent schedules	2/21/2022 7:32 AM
27	This project should really support a protected bike lane on MLK...that road is busy and dangerous and divides our community in half	2/17/2022 10:15 PM
28	I think every 6 minutes is too often, something like every 10 minutes during peak hours would suffice.	2/16/2022 12:39 PM
29	i really believe the BRT project will have a broad range of very positive impacts on the community	2/16/2022 10:14 AM
30	Supremely need for the morning rush. That or bigger busses	2/16/2022 10:08 AM
31	This is a must do, the morning NS is incredibly congested	2/16/2022 9:31 AM
32	This corridor is very well used and has lots of nearby housing. Stops on UNC campus still need to be optimized (one stop in hospital area is insufficient).	2/15/2022 5:46 PM
33	This seems important for UNC commuters	2/15/2022 5:06 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

34	Would not benefit me personally	2/15/2022 12:49 PM
35	It's always good to have more bus options but there are already really good bus options, so I'm not sure this is necessary and think the money could go somewhere else. The NS is very heavily used but it's already a very frequent bus and seems to be running fine. Maybe it would be better to just have more articulated busses that run on the already existing schedule.	2/15/2022 10:35 AM
36	NS has too many stops, especially in the morning when healthcare workers are getting to work	2/15/2022 8:09 AM
37	Sounds like this would encourage more use of public transport over driving & reduce congestion in town	2/14/2022 9:36 PM
38	ITS ALREADY A ONE LANE ROAD BECAUSE OF ALL THE DAMNED FREE BUSES	2/14/2022 3:26 PM
39	Please! This bus line can be PACKED in the morning - even on the double buses. Additional weekend service would also be a tremendous help!	2/14/2022 3:14 PM
40	Love the idea of late night bus service into downtown to hopefully decrease # of cars that park downtown.	2/14/2022 3:09 PM
41	VERY IN FAVOUR OF BRT ROUTE.	2/14/2022 2:04 PM
42	Not needed	2/14/2022 12:25 PM
43	This seems like a park and ride line, not sure why there is so much need on the weekends. People can park on campus instead of the commuting lots, I would never use this, even though I sometimes use NS during the week	2/14/2022 12:20 PM
44	This route is a high demand route and is frequently over-crowded. Improvements are much needed.	2/14/2022 12:19 PM
45	Yes. This is the future. Every 6 mins is fully dependable.	2/14/2022 12:16 PM
46	Every 6 minutes seems excessive	2/14/2022 8:57 AM
47	No BRT until nc 86 / MLK blvd sidewalks are completed esp from homestead road south to timber hollow appts	2/14/2022 8:21 AM
48	Service every 6 minutes along such a long route doesn't seem urgent since the frequency is already pretty high (15 min if I'm reading the document correctly? every 15 minutes is already enviable!). Adding weekend service could be helpful depending on projected ridership.	2/11/2022 4:40 PM
49	Not enough demand	2/11/2022 3:53 PM
50	need more info on this q (and previous ones) re current level of service in order to make informed decision; also would be helpful to see all proposals before indicating position on any one proposal	2/11/2022 3:49 PM
51	Who rides this route now?	2/11/2022 3:10 PM
52	not a service i would use	2/11/2022 1:31 PM
53	Would appreciate more details on current usage numbers.	2/11/2022 1:31 PM
54	Later hours keep people safe	2/11/2022 11:11 AM
55	There needs to be solid N/S BRT service to have a robust transit program.	2/11/2022 9:51 AM
56	6 minutes may be more than necessary although people shouldn't have to wait more than 15 or 20 minutes between runs If no limitations would be nice but I think there may be higher priorities and needs.	2/10/2022 4:55 PM
57	High-ridership route that should have increased reliability and frequency	2/10/2022 4:38 PM
58	My husband takes this bus to work and would take it more often if it were more reliable.	2/10/2022 4:34 PM
59	Nothing for Hillsborough	2/10/2022 2:49 PM
60	Would also support investments for dedicated bike lanes along MLK Jr Blvd/Columbia Rd	2/10/2022 1:34 PM
61	This route is highly used by UNC health staff, increased frequency between 6:30 pm and 8:30 pm would benefit staff working 12 hour shifts	2/10/2022 12:51 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

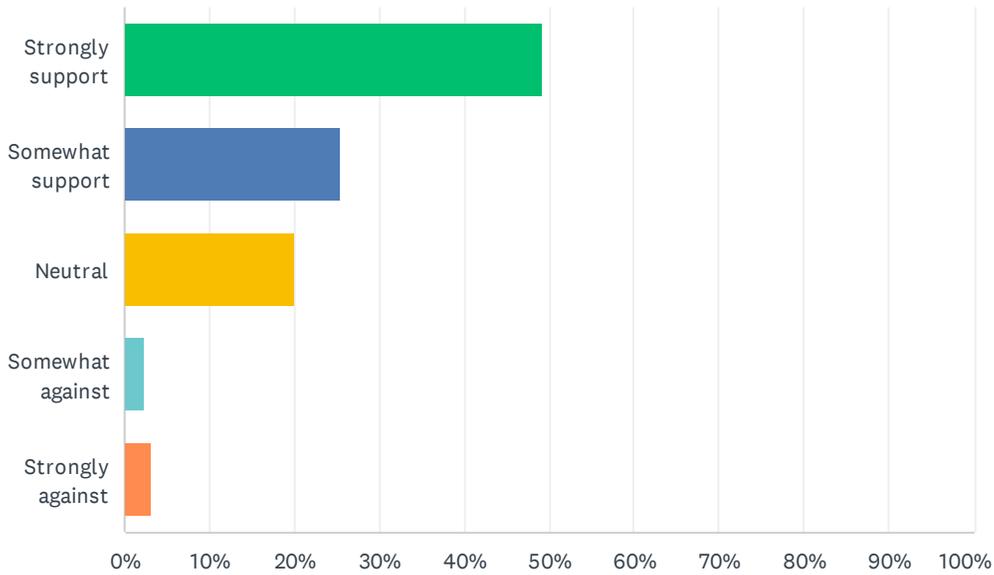
62	Not sure about the weekend services, how often people use it, however the morning frequency will improve the commute	2/10/2022 9:26 AM
63	The NS is the core connection route for the MLK corridor and park & ride services at both ends of town	2/9/2022 8:08 PM
64	Prior to COVID, I would either ride the 420 bus or the NS bus to campus. The NS bus would frequently be very crowded and took a full 30 minutes to get from downtown to the Eubanks lot. In the morning, people at stops closer to campus were frequently left waiting because the bus was already overly full (not even any standing room remaining).	2/9/2022 5:21 PM
65	Yes this would be very useful personally. The NS waits aren't bad but it would be nice for the time to be equal to driving, which it seems like it could be.	2/9/2022 4:55 PM
66	with the longest timeframe to get the goods it makes me not consider it	2/9/2022 3:09 PM
67	Isn't the current frequency every ten minutes? That seems frequent enough. Later service would be good, though, and if I'm incorrect about the frequency then never mind.	2/9/2022 1:26 PM
68	We need a route that runs along old 86/homestead road. There are large communities with many UNC commuters here - Lake Hogan Farms, Winmore and the Claremonts. Additional communities have recently come online or are coming online.	2/9/2022 1:14 PM
69	same as previous	2/9/2022 1:11 PM
70	The NS frequency is generally fine during M-F rush hours, but adding weekend service will be a huge benefit to people who live on the 86 corridor.	2/9/2022 12:54 PM
71	I don't see a reason why the frequency needs to be increased. Yet they can extend Saturday times to 11 and Sunday until pm to assist commuters who work or are on personal travel.	2/9/2022 12:32 PM
72	Couple that with a really strong program to let people know they can park out there and then take a bus into town, golden.	2/9/2022 12:17 PM
73	redundant to BRT	2/9/2022 2:31 AM
74	High frequency, reliable service leads to more use.	2/8/2022 9:10 PM
75	Important for the extended hours more than the every 6 min frequency	2/8/2022 3:40 PM
76	I don't know enough about the route, or the start and end points, to know how useful this would be for ordinary folks.	2/8/2022 1:08 PM
77	Could the route be extended to Hillsborough during peaktimes to run every 30 minutes?	2/8/2022 11:45 AM
78	There are a large number of developments happening along MLK and the roads that cross it, so I believe it's essential to incentivize using public transit options in these areas to the highest extent possible.	2/8/2022 10:47 AM
79	If this additional investment can be made for the future BRT service, shouldn't this be going to the BRT project itself (so that the local-federal budget share is modified, and Chapel Hill is more likely to get the project funded)? Otherwise, it seems like it would be a redundant and duplicative investment	2/7/2022 9:27 PM
80	This would provide a good option for people who work at UNC but there should be a stop at the hospital.	2/7/2022 8:22 PM
81	I am not aware if this would reduce congestion	2/7/2022 7:49 PM
82	Morning frequency for a few cycles may help for but that is really putting buses tightly together for NS. It appears trying to be a total transportation solution for our community is not working out that well and doesn't seem to be a significant necessity to provide transportation for a few.	2/7/2022 4:55 PM
83	I strongly support this one...partially because this is my bus route! it has very high ridership now and more service will set us up well to build demand as the NC BRT comes online. It's a major transit corridor...mode shift would be a big deal here.	2/7/2022 4:18 PM
84	There is a lot of capacity on the NS line already. While I generally support this project, there might be more pressing needs short term with higher payout.	2/7/2022 9:12 AM
85	Can federal BRT \$ pay for this instead	2/7/2022 5:20 AM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

86	High-frequency corridors are vital, the route connects the downtown employment center to two residential areas on either side, and it is important to build demand for the eventual BRT service.	2/6/2022 4:36 PM
87	Get the BRT done	2/5/2022 2:38 PM
88	I think the service span extensions on Saturday and Sunday are good. We need to improve our service span in Chapel Hill/Carrboro on our major routes. Is there crowding at peak on NS? If so, I suggest adding some 6-minute service instead of the full peak 3 hours. If it's crowded for 3 hours, then I would move my answer to strongly support.	2/5/2022 10:53 AM
89	It would be helpful to have prospective ridership numbers for all of these?	2/5/2022 9:52 AM
90	Too low density land-use in these areas	2/5/2022 8:55 AM
91	this should build ridership for the BRT	2/4/2022 7:56 PM
92	Very strongly support the BRT project	2/4/2022 6:57 PM

Q14 Service improvements to Orange County Public Transportation Mobility on Demand Service
 Route description: Provides on-demand, life-line transit service in difficult to serve locations currently lacking transit service, M-F 8 AM-5 PM
 Project Description: Expand service from two to five days per week
 Cost: \$271,400 Net New Revenue Hours: 3,200
 Implementation Year: 2023

Answered: 801 Skipped: 216



ANSWER CHOICES	RESPONSES	
Strongly support	49.19%	394
Somewhat support	25.34%	203
Neutral	19.98%	160
Somewhat against	2.37%	19
Strongly against	3.12%	25
TOTAL		801

#	COMMENTS	DATE
1	Helping those who can't travel on their own is a good thing, IF you use appropriate vehicles, not the gas guzzlers I see running around empty.	3/4/2022 3:30 PM
2	This is absolutely a priority to serve members of the community who are currently underserved.	3/4/2022 1:59 PM
3	I think it is great to try and stretch out to other areas in the county. I mean it is public transit so they are likely paying for a service they can't access at all.	3/2/2022 12:06 PM
4	What does "life-line" transit mean? In an emergency? Would the service be able to get their	3/2/2022 9:56 AM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

	quick enough in an emergency?	
5	8am-5pm is fairly limited hours. Would it be better to do 3d/week but 7am-6pm?	3/2/2022 9:06 AM
6	Seems appropriate if transit is absolutely necessary, assuming these services will get used in these new locations.	3/2/2022 7:17 AM
7	Social safety nets are good!	3/1/2022 8:41 AM
8	This will help difficult to serve areas, which should happen before Chapel Hill Transit improves anything.	2/25/2022 10:43 PM
9	Increased access for unserved areas is vital.	2/25/2022 12:03 PM
10	Yes, yes, yes! If we could keep the fare to \$10 or less round-trip, I think this could help people better access the existing services.	2/25/2022 11:01 AM
11	This is critical	2/24/2022 2:21 PM
12	can service be expended to more hours?	2/24/2022 1:35 PM
13	I strongly support improving access for all residents, including those in hard-to-reach areas.	2/23/2022 2:57 PM
14	How much is this utilized? If there's demand, then yes strongly support!	2/23/2022 11:03 AM
15	This seems like a vital service to some of the county's most vulnerable and isolated residents.	2/22/2022 5:56 PM
16	Yes yes and yes! Service those who don't have access yet!	2/22/2022 4:13 PM
17	None at this time.	2/22/2022 12:40 PM
18	This provides greater support to those with limited access to mass transit	2/22/2022 12:20 PM
19	Expanding to difficult to serve / not-yet-reached locations is in line with the mission of equity	2/22/2022 12:18 PM
20	Important but this doesn't solve structural issues regarding getting between cities	2/22/2022 8:24 AM
21	This feels very important from an equity perspective.	2/21/2022 7:06 PM
22	Be sure to include the outreach to let those know of the availability. Many who could benefit do not have internet.	2/21/2022 7:33 AM
23	I support it if Kings Mill / Morgan Creek are in a zone (I can't tell from the map).	2/18/2022 11:32 PM
24	I'm not sure if this means at-home pickup?	2/18/2022 8:05 AM
25	We need more transit access in Hillsborough and Northern Orange Cty	2/16/2022 8:09 AM
26	Would like to see support extended to Briar Chapel community in Chatham county.	2/15/2022 8:03 PM
27	People who depend on this service would presumably benefit from more available days	2/15/2022 5:07 PM
28	Would not benefit me personally	2/15/2022 12:49 PM
29	To reduce cost, especially related to fuel and vehicle maintenance, replace diesel/fossil buses/cars with EVs. The cost savings are now substantial and easy to calculate. Moreover, as autonomous technologies emerge, this "on-demand" service can be expanded (to serve more people, over wider range of times), as autonomous vehicles will be sig less costly per mile (\$0.25-0.5/mile) than any existing forms of transportation. Orange County needs to start preparing for this technology now, as it is years, not decades away. This will fundamentally change how people get around.	2/15/2022 11:52 AM
30	This would be great. It is very important to offer more transportation options to more rural areas.	2/15/2022 10:36 AM
31	This is currently the best way to serve the rural areas.	2/15/2022 10:19 AM
32	Not 100% clear what this is, but if serves area currently no served, it's important not to leave community members out	2/14/2022 9:38 PM
33	Is it free?	2/14/2022 4:05 PM
34	NO	2/14/2022 3:26 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

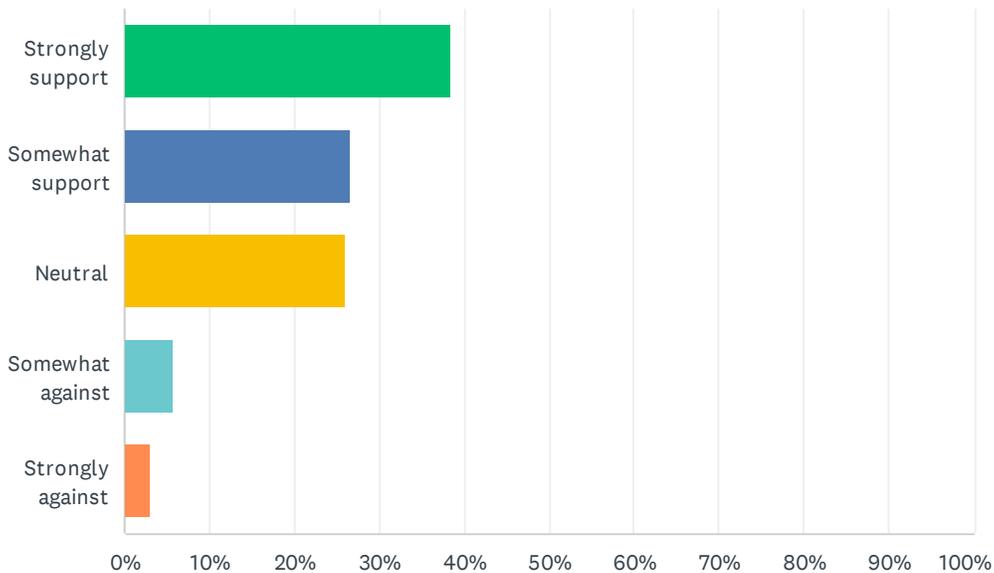
35	I don't really understand what this is though.	2/14/2022 3:13 PM
36	Support this strongly to serve underserved communities and folks who are unable to drive/ride transit.	2/14/2022 3:10 PM
37	Might want to promote what this service does/how to request it as well, because I don't think many people know what this is.	2/14/2022 2:05 PM
38	This fits with the goal of expanding access to transit to those in more remote areas. It meets the goal of equity.	2/14/2022 12:23 PM
39	It may be worth considering running this route more times each day as well	2/14/2022 8:58 AM
40	If rural poor/carless want it v better bike lanes / wide outside lanes	2/14/2022 8:22 AM
41	Seems like only Chapel Hill benefits in these	2/13/2022 6:59 PM
42	Please expand to Mebane	2/13/2022 5:18 AM
43	This would help out low-income families or elderly people who do not have ready access to a car.	2/12/2022 7:11 PM
44	Need convenient/dependable parking with ParkNRide lot more convenient to people coming to Chapel Hill from Hwy54 West area, e.g. around the shopping center and SECU bank parking lots (closer than Jones Ferry Road lot).	2/11/2022 6:21 PM
45	Not the top priority	2/11/2022 3:54 PM
46	yes to increasing access to all residents of the county!	2/11/2022 1:32 PM
47	I strongly support mobility on demand services.	2/11/2022 9:53 AM
48	This is an example of serving those who most need it. This option is about equitable access to transit.	2/11/2022 7:01 AM
49	Support experiment to improve demand service in the county	2/10/2022 4:39 PM
50	How many people would actually use it?	2/10/2022 2:51 PM
51	Great service	2/10/2022 2:50 PM
52	This does not affect me directly but it is a pressing need I have heard voiced by the senior population	2/10/2022 2:45 PM
53	This is a service I could use and need. Otherwise, I need to move. I have no family and have a power wheelchair, there is no other way for me to travel to a medical appointment. I am not allowed to go anywhere else due to lack of services. Imagine living like that. Because I do.	2/10/2022 12:42 PM
54	Support this the most or any project that helps difficult to serve locations or under served community members	2/10/2022 11:42 AM
55	Please consider including early morning hours (5AM onward) to include dialysis patients with early appointment times.	2/10/2022 9:57 AM
56	TD services, especially for Hillsborough, need greater frequency and scheduling options.	2/9/2022 8:12 PM
57	Great idea to reach more of the county!	2/9/2022 8:07 PM
58	I have no personal stake in this project and no idea whether there would be any significant take-up.	2/9/2022 4:56 PM
59	quick to implement will mean quick to serve...heck yes at least 5 days per week!	2/9/2022 3:10 PM
60	Would love to see her	2/9/2022 3:08 PM
61	We have a high retirement community so we need these services. This is certainly a worthy expense.	2/9/2022 12:33 PM
62	Five days seems like a lot, but two seems like its too little. That is a hard call. Are there HR issues to consider when trying to staff a program like this?	2/9/2022 12:19 PM
63	Rural residents don't usually benefit from transit.	2/8/2022 9:11 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

64	This is #1	2/8/2022 3:40 PM
65	If you want people to use public transit, it needs to be available, both in terms of days and in terms of geography. Serving areas currently lacking any options should be a high priority - even more than making existing routes more frequent. This would also help seniors, and others with issues around driving.	2/8/2022 1:12 PM
66	I'm not familiar with this service personally but if I'm correct in inferring that it aids in accessibility for rural neighbors, folks with disabilities, or other under-served communities who face barriers to using public transit then I strongly support that effort.	2/8/2022 10:47 AM
67	Also invest in customer-side infrastructure for easier use (e.g. creating nodes like Morrisville's new smart shuttle where shuttles can be called easily; perhaps also adding devices to order shuttles even without using a mobile device, like Chapel Hill Transit's small bus trackers?)	2/7/2022 9:31 PM
68	This would greatly help a marginalized population	2/7/2022 7:50 PM
69	equity issue	2/7/2022 4:19 PM
70	People choose to live in remote areas, and pay less in taxes. Supporting them is very uneconomical on a per citizen level.	2/7/2022 9:13 AM
71	This is an inefficient use of limited resources, that does not address needs of areas of high current transit demand or high potential transit demand.	2/6/2022 4:38 PM
72	Isn't that the mission of public transit?	2/5/2022 6:08 PM
73	I wonder if this service could be provided or funded by other agencies (health care providers, etc.).	2/5/2022 11:30 AM
74	I strongly support this idea both to support equitable transit access to low income residents in rural portions of the county, and because it is the right kind of service for the level of density.	2/5/2022 10:54 AM
75	YES. Mobility services for seniors and disabled folks are a high priority.	2/5/2022 9:53 AM
76	Too low density land-use in these areas	2/5/2022 8:55 AM
77	Need more information	2/4/2022 11:10 PM
78	Excellent project to bring more mobility to Roul residence	2/4/2022 7:57 PM

Q15 Service improvements on routes serving US 15-501 (GoTriangle 400/405, Chapel Hill Transit D, Chapel Hill Transit J)Route Descriptions:
 GoTriangle Route 400/405 provides inter-county service between Carrboro and Durham Station via UNC and Patterson PlaceChapel Hill Transit’s Route D provides service between Mason Farm Road on UNC’s campus and Pope Road, just west of I-40Chapel Hill Transit’s Route J provides service between Rock Haven Road and UNC via Jones Ferry Road and Smith Level Road**Project Descriptions:**GoTriangle Route 400/405: 15-minute midday service; extend Sunday and evening serviceChapel Hill Transit’s Route D extend service to Patterson Place, provide Saturday service until 9 PM Chapel Hill Transit’s Route J: AM peak frequency improved to 10 minutes; 15-minute service until noon; Saturday service until 11 PM; Sunday service until 9 PM**Cost:** \$1,093,064 (GT Route 400/405; assumes a 50/50 cost share with Durham County;) \$625,400 (CHT Route D; assumes a 40/60 cost share between Durham and Orange Counties; requires \$650,00 in additional capital costs); \$377,600 (CHT Route J; requires \$1,200,000 in additional capital costs)**Net New Revenue Hours:** 8,176 (GT 400/405); 5,300 (CHT Route D); 3,200 (CHT Route J)**Implementation Year:** 2026

Answered: 780 Skipped: 237



Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

ANSWER CHOICES	RESPONSES	
Strongly support	38.46%	300
Somewhat support	26.67%	208
Neutral	26.03%	203
Somewhat against	5.77%	45
Strongly against	3.08%	24
TOTAL		780

#	COMMENTS	DATE
1	I don't know anything about this route, but can't imagine it has much demand.	3/4/2022 3:32 PM
2	The early morning hours and late hours need to be slightly extended/adjusted to meet the needs of those (such as nurses) that work 7am-7:30pm	3/2/2022 9:11 PM
3	Would be nice to have weekday service until 9 or 11pm.	3/2/2022 10:58 AM
4	I can only comment on J route: I am not sure if the Sunday evening extension would be used frequently.	3/2/2022 9:58 AM
5	Why would you increase frequency before re-establishing night service (i.e. later than 7pm on weeknights)	3/2/2022 9:51 AM
6	This would be the most useful out of all route changes to many people that I work with, as this is where a lot of us live and go to the grocery store.	3/2/2022 8:48 AM
7	Maybe not 2 cht routes need to be updated bc riders can switch buses	3/2/2022 8:13 AM
8	Line J is already the most serviced line. I don't believe it needs improvements.	3/2/2022 7:18 AM
9	Look, I'm in Hillsboro and can't use any of these, but just do whatever increases ridership the most!	3/1/2022 8:53 AM
10	Connectivity between Chapel Hill and Durham is critical. This is the largest exchange of workers and where some of the worst traffic tie-ups are. Please focus on this area.	2/28/2022 1:55 PM
11	Extending Route D service to Patterson Place would be enormously helpful for accessing both jobs and retail shopping. It would also improve safety, as the "bike lanes" on the bridge over Rte. 40 are ridiculously narrow and EXTREMELY DANGEROUS for cyclists or pedestrians. Are there any plans/budget for widening or replacing that bridge?	2/27/2022 10:12 AM
12	Again, I do not live in the areas affected by this, so it's far down on my list of improvements needed.	2/25/2022 12:04 PM
13	Change zoning to encourage additional and higher density development in this corridor. Lay groundwork for future BRT.	2/24/2022 4:49 PM
14	excellent ideas	2/24/2022 1:35 PM
15	Earlier service for the J route in the morning would also be helpful	2/24/2022 12:20 PM
16	we need to better connect to rural areas for a real emphasis on the five goals or statements that were first stated in this survey	2/23/2022 2:12 PM
17	I feel these resources are better used to address peak transportation hours during the week rather than expansion into evenings and weekends.	2/22/2022 5:58 PM
18	Routes exist. Do ridership surveys show a need?	2/22/2022 4:14 PM
19	None at this time.	2/22/2022 12:42 PM
20	Why are all these routes lumped together? They serve wildly different locations. 400/405 is most important — I'd take that route if there was parking!	2/22/2022 12:20 PM
21	I have no problem with increasing the frequency of service as long as there is a demonstrated	2/22/2022 6:11 AM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

	need for it.	
22	What about Hillsborough?	2/21/2022 12:48 PM
23	The J route improvements seem less important given that they will not significantly improve usability	2/21/2022 12:09 PM
24	Also extend Chapel Hill Transit's Route D to service New Hope Commons, which is on the way/very close to Patterson Place	2/18/2022 3:34 PM
25	work w Chatham County for service, too	2/18/2022 11:00 AM
26	Yes please! Make it easier for people to choose public transit over cars!	2/18/2022 8:06 AM
27	This is the much needed project. Many people near and on Smith Level heavily rely on these public bus routes. Please provide more late hours running and also more frequent on the weekends.	2/18/2022 7:49 AM
28	This project should really include safer protected bike lanes in addition to transit	2/17/2022 10:16 PM
29	This project should be split up	2/17/2022 12:03 PM
30	You should also consider improved pedestrian/bike crossing at 15-501 and Sage/Old Durham Rd. since there is not service for Patterson Place on the West side of 15-501. An elevated crossing would be fantastic so bikes and pedestrians would not have to interact with traffic at this busy intersection.	2/16/2022 12:45 PM
31	the area between Chapel Hill and Durham is going to need a lot more service in coming years, and the J route could definitely use increased frequency!	2/16/2022 10:17 AM
32	Regional connections are valuable to reduce need for cars	2/15/2022 5:49 PM
33	It seems like the J bus is already pretty frequent? But I would strongly support the other initiatives, for more connection between CH and Durham	2/15/2022 5:08 PM
34	Mostly support the GoTriangle portion	2/15/2022 3:50 PM
35	Would benefit many residents	2/15/2022 12:51 PM
36	It's always good to have more bus options but there are already really good bus options, so I'm not sure this is necessary and think the money could go somewhere else because this seems to be a very expensive option.	2/15/2022 10:37 AM
37	The 15-501 corridor needs to have dedicated lanes for future BRT and/or rail.	2/15/2022 10:26 AM
38	I used to have a set schedule position and ride GoTriangle/GoDurham routes into work every day. I have a new position that has more flexibility, and riding transit became impossible with the routes overall less frequent at different times of the day. Consistent 15 minute service midday and towards 7pm would have been the decision maker between me parking on campus versus using public transit.	2/15/2022 8:47 AM
39	Curious how these lines are used. Commuting for work? Shopping and medical trips? Is there demand to fill busses that often? Will more people use if more convenient (not have to wait so long for busses)?	2/14/2022 9:42 PM
40	I don't know anything about this route	2/14/2022 7:24 PM
41	Chapel Hill Transit's Route D Should be more frequent in general. It is so limited during the weekend and for students, it is important to be able to visit the Libraries. Right now the service in the afternoons is very unreliable	2/14/2022 3:40 PM
42	NO	2/14/2022 3:26 PM
43	Yes - this is a tremendously popular line, especially in mornings and this would help a lot.	2/14/2022 3:17 PM
44	405 should be prioritized over the 400 given how few people get on 400 along the routes mid-day, and how much longer 400 takes to get to Durham. Consider making a BRT for 400/405 (especially since the light rail project failed).	2/14/2022 2:07 PM
45	This is good. Durham is where there is housing and so connecting Durham and CH/Carrboro with more frequent service is good.	2/14/2022 1:27 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

46	Do this earlier than 2026.	2/14/2022 1:05 PM
47	The 400/405 route provides important connections from CH and Duke Med/Downtown Durham. The J route connects the Carrboro HS and adjacent apartments to the larger transit system. The D route extension provides access to retail and other services to students and others on the route.	2/14/2022 12:35 PM
48	The area that the J bus covers is way too much for just one route. There needs to be more J buses that go around Rock Haven Rd. The J route can easily be split up between 2 or 3 different routes. And the J route overlaps too much with CW and CM.	2/14/2022 12:27 PM
49	Before spending &\$\$&\$\$&\$\$ maybe see how many people actually would ride Canvass people	2/13/2022 7:00 PM
50	This would be fantastic.	2/11/2022 9:12 PM
51	I'm unfamiliar with these services and needs.	2/11/2022 6:23 PM
52	This project is exciting in connecting us to the region.	2/11/2022 3:11 PM
53	not a service i would use	2/11/2022 1:32 PM
54	Necessary!!	2/11/2022 11:12 AM
55	I live on a popular bus stop on the j route just before campus, and service there is currently abysmal and frustrating. The J route is the ONLY bus I can get home on!	2/11/2022 12:42 AM
56	Would love to know I can bike to a Bulls game and know I will have space for the bike on the last bus that leaves Durham after the ball game is over.	2/10/2022 5:41 PM
57	Very strong support for connecting to Patterson Place to provide GoDurham transfer opportunity	2/10/2022 4:41 PM
58	What we need is region wide transportation!	2/10/2022 2:52 PM
59	No hillsborough stops	2/10/2022 2:51 PM
60	D bus service to New Hope Commons might be better used than to Patterson Place	2/10/2022 2:47 PM
61	I don't know the route well enough to give my opinion	2/10/2022 9:27 AM
62	the 400/405 can never provide the service proposed by rail service, but having frequent service is vital for connections to Durham. The D route meanders, but is essential for access to the 501 corridor. The J route is critical for safe connectivity for the 54 corridor.	2/9/2022 8:15 PM
63	Not that many people seem to be riding on the J every time I see one, so I'm concerned about that, and the cost seems a bit high. On the other hand, better connection to GoTriangle routes would be great if they keep being free, and I can see that the D would have increased demand.	2/9/2022 4:58 PM
64	the route overlaps makes me wonder about efficiency	2/9/2022 3:11 PM
65	I still think the light rail was a better option, but this would help with regional connectivity.	2/9/2022 12:57 PM
66	Too complex for me to give a fair evaluation of options	2/9/2022 12:45 PM
67	This appears to be where most of the new growth is. If people use mass transit, the already congested roads would benefit.	2/8/2022 9:12 PM
68	This isn't very clear	2/8/2022 3:42 PM
69	These routes seem as if they would serve a large number of people; but the cost is quite high, and might shut out too many other projects. Also, they do nothing to address areas like Hillsborough; instead, they mainly increase convenience in areas which already have public transport.	2/8/2022 1:18 PM
70	These new bus services would improve access to new apartments and developments on the 15-501 corridor, making access to market-rate housing (i.e. staving off housing demand that would otherwise induce gentrification and displacement) easier	2/7/2022 9:35 PM
71	This seems like a good idea in theory.	2/7/2022 7:53 PM
72	For example, J route in afternoon service times are already shorter than morning and afternoon	2/7/2022 5:01 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

already has issues with servicing heavier traffic when employees and students leave UNC. Trying to accommodate a higher frequent doesn't really make sense when one considers the afternoon traffic issues and higher frequency/time points than morning shift.

73	why does the D need to run along some of the same route as the 400-405? If we continue with all fare free why do we need both to run the same place? we just need to time their transfers. Have you checked on shifts/business hours at Patterson Place businesses? Do they align with the route start/end times? Again, I'd like to see what the trade-offs are. Can I have this and other proposed projects?	2/7/2022 4:24 PM
74	This is a very important transit corridor with mediocre service currently. This project has an opportunity to create a new "normal" for ridership in the 15-501/franklin st corridor. This is the kind of project that needs to be developed.	2/7/2022 9:14 AM
75	Not sure I completely understand this package; a lot of detail, hard to digest, seems like multiple goals packaged here	2/7/2022 5:22 AM
76	These projects greatly improve mobility and economic opportunity in large parts of the Chapel Hill-Durham corridor, for people with shorter trips and longer commutes.	2/6/2022 4:41 PM
77	We should move to BRT between Durham and Chapel Hill	2/5/2022 2:39 PM
78	Important route since a majority of residents commute out of the town for work, and a majority of workers commute in.	2/5/2022 12:18 PM
79	This is a critical service, as many UNC employees live in Durham, and will take the 400/405 if there's more frequent service.	2/5/2022 11:31 AM
80	This is the most compelling proposal in the plan yet. 15-minute all-day service from Carrboro to Chapel Hill to Durham Station via Duke is the biggest transit growth market opportunity in the Triangle.	2/5/2022 10:56 AM
81	I would absolutely personally use bus service to and from Durham if it didn't take three times as long as driving, so it is easy to imagine this being useful personally.	2/5/2022 9:55 AM
82	Connectivity to Durham Station is important	2/5/2022 8:55 AM
83	Would rather have a congestion free BRT route to replace the light rail. Isn't that what the OC tax \$ is supposed to pay for?	2/4/2022 9:02 PM

Q16 Are there transit service priorities or needs that are not reflected in the proposed projects?

Answered: 312 Skipped: 705

#	RESPONSES	DATE
1	Bus Rapid Transit in more places Signage at stops in Hillsborough to show where buses go Hillsborough bus line from downtown, down S. Churton, back downtown	3/4/2022 8:30 PM
2	We are a sprawling county, not appropriate for buses. I am disturbed by the endless parade of empty or near empty buses I see, including the Hillsborough route. Transport is a worthy goal, but oversize, empty buses aren't the answer. I have never ridden an Orange County bus nor do I know anyone who has. The few times I've tried to help someone find routes, the time/inconvenience required to use them were laughable. How about some electric cars/vans to run the routes when there are few riders. How about using the methane from the landfill to fuel transit?	3/4/2022 3:39 PM
3	Service	3/3/2022 9:45 PM
4	Bus service at night and on weekends that reaches along Greensboro St. into Carrboro's suburbs. A free circulator bus, such as Bethesda, MD, has, which runs day and night within Chapel Hill and Carrboro and into Carrboro's suburbs could eliminate much traffic downtown in Carrboro and Chapel Hill and the need for parking.	3/3/2022 2:57 PM
5	The early morning hours and late hours need to be slightly extended/adjusted to meet the needs of those (such as nurses) that work 7am-7:30pm. At this point the D route is not useful in the morning and requires commuting as it gets to the hospital 3 minutes (06:57) before I am required to be working which does not give employees enough time to clock in before shift and get to their respective floors. The evening bus's last run leaves the hospital at 7:21pm which again doesn't work if most nursing hospital shifts end at 7:30pm.	3/2/2022 9:14 PM
6	I am still struggling to do basic things like get home from campus on the D route when the class I teach ends at 8:30PM. I hope that service priorities include getting regular service fully up and running.	3/2/2022 3:17 PM
7	The FCX line needs to stop between the Friday Center and UNC campus. Or there needs to be more frequent S line service.	3/2/2022 2:24 PM
8	more drivers	3/2/2022 12:48 PM
9	Better apps with more accessible information about bus routes and delays or changes to routes. I should not need three different apps and a twitter account to figure out what is going on.	3/2/2022 12:07 PM
10	CHT either needs to return tracking to the buses or make the buses follow the schedule more closely	3/2/2022 11:14 AM
11	Weekend extended hours for Carrboro residential routes (CM and/or CW routes)	3/2/2022 11:11 AM
12	Later weekday service	3/2/2022 10:59 AM
13	Make buses able to be tracked through an app ASAP	3/2/2022 10:28 AM
14	Extending transit services in chapel hill to weaver dairy road later in the evening (at least 9 pm); Cm route extension to 9 pm	3/2/2022 10:00 AM
15	Invest in more drivers so that we can have normal service through late nights again. Students who work late and live off campus (e.g. grad students) are highly inconvenienced by this reduced service. Daytime frequency doesn't matter if I'm leaving at 8pm.	3/2/2022 9:53 AM
16	More frequency between 5-8pm	3/2/2022 9:15 AM
17	Bringing back night time bus hours for Chapel Hill Transit after 8 pm	3/2/2022 8:51 AM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

18	GPS location devices on the busses.	3/2/2022 8:11 AM
19	If you are proposing all these new projects maybe it would be appropriate to also reinstate rides that were cut due to driver shortages.	3/2/2022 7:20 AM
20	connect new and potential walkable developments in Eubanks and northern Chapel Hill, Hillsborough to Durham	3/2/2022 12:46 AM
21	Bus tracking needs to be fixed ASAP. Posted schedules are terribly inaccurate. Buses on the NS route are often overcrowded in the mornings to the point that they should not be making additional stops, but they do.	3/1/2022 11:28 PM
22	NS increased frequency was addressed, but 2027 is far away for this to be improved	3/1/2022 11:03 PM
23	Real time location tracking, which has recently become unavailable should be restored ASAP.	3/1/2022 11:02 PM
24	Increase frequency of CHT-D	3/1/2022 11:00 PM
25	I'd say increased accessibility for disabled riders. I'd also like to see stop times that are better coordinated between routes that overlap a bit/with GoTriangle. Later hours (to 9pm) to all the routes would be *amazing* There are 3-4 buses that can help me commute because I live close-ish to where I work, but they all arrive/depart around the same time so that I have to wait 30mins to an hour for all 3-4 buses to come within a 10 min time frame. Also the lack of later hours has prevented me from working late, which can be hard for my schedule. It's also dangerous because if I'm out that late, I'd have to walk home in the dark.	3/1/2022 3:45 PM
26	Connections to Alamance County	3/1/2022 2:22 PM
27	I personally won't use any of the service lines proposed, but I wasn't given enough information to support or oppose any of them. I would want to know what is the best per rider investment, and where the need currently is.	3/1/2022 1:44 PM
28	I don't know what this means. You will not get useful feedback from this question.	3/1/2022 8:54 AM
29	Rail from orange county to wake county	2/28/2022 4:15 PM
30	A future East/ West Bus Rapid Transit line in Chapel Hill and significant focus on the East 54 Corridor to I-40, which is the longest 3-mile delay spot in the entire Triangle region.	2/28/2022 1:56 PM
31	We need more T routes. The service is slashed.	2/28/2022 9:57 AM
32	I know y'all are working on getting bus tracking working again but that should be top priority for y'all since so many folks depend on it.	2/28/2022 9:11 AM
33	Transit from Hillsborough to Chapel Hill	2/28/2022 7:35 AM
34	Brt	2/28/2022 6:37 AM
35	Orange County transit planners should work with local major employers to make sure their plans comport with the employers projected labor shed and employee commute needs. And transit planners should work with out of county employers to which Orange County residents commute to make sure it works for the commuters and employees	2/26/2022 11:23 PM
36	Restore CW service to Jones Ferry park and ride lot for students, employees, and residents who reside in the area.	2/26/2022 4:28 PM
37	The V line through the southern village community enabled access to many. Please bring back the V line.	2/26/2022 3:34 PM
38	A solution for an improved system for the 400/405 would be greatly appreciated.	2/26/2022 1:24 PM
39	Better connections (train) between Orange County and Durham	2/26/2022 1:08 PM
40	Expedited connection from central Carrboro/Chapel Hill to RTP. Light rail to downtown Durham.	2/26/2022 10:24 AM
41	Yes, elderly transportation to and from medical appointments and the Triangle Sportsplex.	2/25/2022 10:44 PM
42	Real-time tracking, potential increased service on CM ROUTE	2/25/2022 4:00 PM
43	Hillsborough	2/25/2022 2:43 PM
44	Repeal the transit tax. It was largely promoted and passed to support a misguided light rail	2/25/2022 2:00 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

boondoggle which thankfully is now not going to happen. Therefore, the tax is no longer needed or at a minimum should be put before the voters again at the same or reduced rate.

45	northern Orange County	2/25/2022 1:33 PM
46	What about light rail between Hillsborough and RTP?	2/25/2022 1:29 PM
47	Northern Orange County is neglected, Efland, Hillsborough, Mebane are part of Orange County.	2/25/2022 1:24 PM
48	Increased access for persons with disabilities and for older adults who cannot or choose not to drive at night. This would be especially helpful for service to and from Hillsborough and Carrboro, Hillsborough and Chapel Hill, and Hillsborough and Durham.	2/25/2022 12:05 PM
49	We are over 70. We moved here to enjoy the services offered in town. Trips to the airport or our Duke medical appointments would be of interest to us. Running more traffic through the town of Hillsborough we do not find too appealing.	2/25/2022 11:09 AM
50	I would like to see convenient, cheap, pleasant bus and train service between Hillsborough and Durham, Mebane, Greensboro.	2/25/2022 10:53 AM
51	More safe pedestrian and bicycle sidewalks, paths, and lanes. Ex. Hwy 86, old 86 and Hwy 70 for easier passage from south to north and vice versa.	2/25/2022 10:39 AM
52	Charging ports and free wifi on all buses and transit services Drivers paid a thriving wage Built in trash bins toward the front, back and middle of buses Audible voice readings of upcoming stops Signs of what bus stop names are, must be very clear and visible, as well as audibly read through an electronic system) More bike boxes Storage for suitcases, bags, etc on buses(I often see people carrying multiple bags and struggling) Centralized app and website for all information, bus stops, searchable routes, updated pricing for paid routes, availability to pay for tix on the app, bus times and updates for delays or changes smoother accessibility functions Charging stations for those who have forgotten a charger Through the duration of the pandemic, provided masks(n95 or surgical, and disinfectant wipes for buses	2/24/2022 10:40 PM
53	More G Route Frequency	2/24/2022 4:37 PM
54	Improve access to Hillsborough, especially to areas such as Fairview and the high schools.	2/24/2022 2:24 PM
55	Reliability of transit and functioning, centralized app to display routes in real time. There are 3 or so current apps but they are buggy and not reliable	2/24/2022 11:32 AM
56	Servicing current routes completely at their full schedule.	2/24/2022 8:02 AM
57	Alternative loop routes for burgeoning growth in Hillsborough. This needs to be accomplished sooner rather than later. Please do not adopt Texas' DOT thinking of "If you don't build it, they won't come". I moved here from Austin, and the city was not prepared for the growth which has occurred over the last decade. Now is the time to do this.	2/24/2022 8:00 AM
58	Amtrak station in Hillsborough	2/23/2022 8:00 PM
59	I would love to be able to go to Duke Hospital from Chapel Hill.	2/23/2022 12:38 PM
60	There is nothing in any of these plans that reflect the needs in Hillsborough. There are a lot of lower income families that could use transportation services to Chapel Hill and Carrboro	2/23/2022 12:04 PM
61	Hillsborough to Durham bus or train service!	2/23/2022 11:04 AM
62	Seems like Orange County is a misnomer as all proposed improvements are Chapel Hill focused. Are there no projects that would improve transportation between Efland, Hillsborough and Chapel Hill?	2/23/2022 12:47 AM
63	More frequent service to Northern Orange County (even from Senior Ctr to Senior ctr)would be great.	2/22/2022 9:21 PM
64	I think transportation from Hillsborough to Durham, especially Durham Tech, would be helpful. I would particularly like to see transportation for high school students to take classes at Durham Tech's main campus in Durham and/or ACC in Graham.	2/22/2022 9:20 PM
65	Really appreciate the bike racks that are already on CHT and Go buses — I'd like to see bike racks continue being on public buses and future buses	2/22/2022 8:14 PM
66	Local Hillsborough bicycle and pedestrian access to downtown Hillsborough, Hillsborough bus	2/22/2022 7:51 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

	stops and park-n-rides.	
67	-More frequency of D rout (it's not frequent and the schedules is not reliable) -A reliable app for Chapel hill transit	2/22/2022 6:26 PM
68	Non bus options	2/22/2022 6:15 PM
69	Sidewalk services in areas of Hillsborough, encouraging more foot traffic and also making it safer for our children to walk and bike. Ty!	2/22/2022 5:01 PM
70	More transit options in Hillsborough (we pay Orange county taxes yet see next to no benefit for transit)	2/22/2022 4:33 PM
71	Increase access to/from smaller cities/towns such as Hillsborough, Pittsboro where sprawl continues.	2/22/2022 4:15 PM
72	Direct route options more frequent pick up during peak hours i stead of 30	2/22/2022 4:06 PM
73	The previous pages don't seem to reflect service needs in Hillsborough/Northern Orange	2/22/2022 3:30 PM
74	No	2/22/2022 2:59 PM
75	Road repair all over the place, including redoing the traffic lines at Manning/Columbia. Traffic enforcement to reduce bus related accidents and sudden stops due to cutoffs, sudden merges. Parking enforcement so we can step off onto the curb, instead of the road, because of vehicles blocking the bus stops.	2/22/2022 2:38 PM
76	Hillsborough needs to be connected to new developments	2/22/2022 1:18 PM
77	I'm concerned about the Disability Communities and Accessibilities?	2/22/2022 12:43 PM
78	Bring the light rail back to the table!! Bus service from Durham—> Chapel Hill is only realistic for people who live downtown Durham, because there's nowhere to park. A park and ride in Durham that serves commuters to chapel hill is much needed.	2/22/2022 12:21 PM
79	Would love to see more things happening with Hillsborough	2/22/2022 12:14 PM
80	Sidewalks and the train station? I'm surprised they weren't even options in here.	2/22/2022 10:20 AM
81	I think the light rail was going to add a new type of connectivity between Durham and Chapel Hill, because it doesn't really run along existing bus routes one to one from what I recall. I think greater connectivity with rail would be nice but in my experience the Carolina regional rail often is late from Gboro to Durham. If there were more stops between hillsborough and Durham via rail, then it would be more advantageous to connect CH and Hillsborough	2/22/2022 8:26 AM
82	More Bike Lanes and Complete streets.	2/22/2022 8:20 AM
83	More bus stops in Hillsborough	2/22/2022 7:54 AM
84	I've seen nothing yet that is bringing bike/ped projects into this transit plan. Planning for the future means taking humans into account, not just vehicles.	2/22/2022 6:13 AM
85	Rural access to areas in the north and far south ends of the county!	2/22/2022 6:01 AM
86	Better connecting Hillsborough to other areas.	2/21/2022 10:05 PM
87	Hillsborough has several communities that have a large population without access to walkable grocery stores creating a food desert. Creating round trip service between those communities, like Fairview, to grocery and drug stores would be an improvement over people walking along major highways without sidewalks.	2/21/2022 7:06 PM
88	Avoid electric vehicles	2/21/2022 6:39 PM
89	The train station in Hillsborough would be a GREAT addition and allow people here to not have to drive into Durham or Greensboro.	2/21/2022 6:38 PM
90	I think that at least a few more routes should be relatively frequent up until noon. Some days many of the 11 am buses are packed because they run less frequently during that time and many people are still going to work or class.	2/21/2022 5:23 PM
91	Hillsborough Rail Station to access local commuter rail in the Triangle as well as increase access to longer rail trips along the east coast through Amtrak. Area wide access to this side	2/21/2022 5:14 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

is important.

92	Replace outdated and unsafe bridges. Keep the bus routes in Chapel Hill. Keep the tax burden for bus routes to the Chapel Hill residents only. Northern OC does not need bus service and the current roads are not built for the bus stops that are required of bus routes.	2/21/2022 4:35 PM
93	Extend NS route weekday service past 9 pm	2/21/2022 2:15 PM
94	No transportation at all for rural areas.	2/21/2022 12:49 PM
95	Easier connections between routes and more direct service between downtown Chapel Hill and Hillsborough	2/21/2022 12:10 PM
96	Improving bus shelters. And adding pedestrian infrastructure to connect to bus stops on 54.	2/21/2022 11:54 AM
97	transit options from Hillsborough to Chapel Hill and Durham.	2/21/2022 11:14 AM
98	Please consider advertising whatever options are available. Also maybe institute park and ride lots for bus routes between counties.	2/21/2022 10:37 AM
99	Bike lanes from Durham to UNC	2/21/2022 9:27 AM
100	I don't see anything for Hillsborough. More and more people are visiting the town for personal and business & court...	2/21/2022 8:15 AM
101	Connections with Hillsborough, Hillsborough train station for regional rail connections to Durham, Raleigh and Greensboro	2/21/2022 7:55 AM
102	A large park and ride north of Hillsborough with cooperation of go triangle. Placed correctly, it would get Mebane and Efland riders too. Currently to get to Raleigh I have to go to the south side then connect through Durham or all the way to Eubanks. I would love an express to Durham with continuing (same bus, short stop) express to Raleigh. I also drive to all WBB games where i might ride in early or stay after an afternoon game if I was using a convent park and ride.	2/21/2022 7:46 AM
103	Absolutely no rail transit in Orange County	2/21/2022 7:44 AM
104	Improvements to traffic signals in Hillsborough to ease traffic. Widen lanes in Hillsborough	2/21/2022 7:11 AM
105	Once again the vast majority of investment serves Chapel Hill - what of Hillsborough? When does the county seat receive a share of the sales tax? Having failed to deliver the promise of light rail connectivity, and bus feeders into that system, it is time to consider repealing the sales tax. It saddens me to say that, but OC Transit continues to be CH Transit. The majority of OC taxpayers will experience no value.	2/20/2022 6:30 PM
106	Free transit on Chapel Hill-Hillsborough connector for court and Detention Center related travel.	2/20/2022 11:46 AM
107	Biking? Greenways?	2/20/2022 7:55 AM
108	Getting a light rail that connects to the country side should be a priority	2/19/2022 4:40 AM
109	Folks in the Hillsborough and surrounding areas that are not served well by these plans despite the fact that we are subject to the same tax	2/19/2022 12:03 AM
110	Try looking outside of Chapel Hill and into Rural Orange. Ask yourself, how can we make it better for all?	2/18/2022 7:34 PM
111	The N route must at least stay at 1 per hour frequency. It is the bus route I take the most and is currently at the lowest possible frequency to be useful	2/18/2022 7:20 PM
112	Reinstating T line to full service	2/18/2022 4:37 PM
113	How to encourage more commuters to take the bus. There's a chicken-egg problem with Chapel Hill to Raleigh service where there's minimal service because people don't use it and vice versa	2/18/2022 3:40 PM
114	Re-route Bus 400 to service New Hope Commons, as it has done in previous years. It has been an enormous inconvenience to numerous commuters since Route 400 has stopped servicing New Hope Commons.	2/18/2022 3:37 PM
115	Is the CURRENT transit program meeting the needs, (I say NO) and should money be spent instead, on fixing what already exists? I say YES.	2/18/2022 2:24 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

116	Chatham county 15501 connection	2/18/2022 11:01 AM
117	I used to ride the CM to and from work, but the frequency has been reduced. When I am scheduled to leave work, my choice is either to wait 30 minutes for a bus or walk for 25 minutes. The frequency of the bus last year made it useful to me, but now it's rather inconvenient.	2/18/2022 8:47 AM
118	Yes	2/18/2022 7:49 AM
119	Expand CCX; Chatham is growing rapidly and large developments with growing populations are forced to become commuters. Expanding bus access to Chatham Park, Briar Chapel, etc. would be extremely beneficial	2/18/2022 7:32 AM
120	Friday/Saturday night service to help prevent drunk driving	2/17/2022 12:04 PM
121	Durham-Orange Light Rail Transit	2/17/2022 10:43 AM
122	Bike lanes! As many as possible! I currently take the chapel hill transit to work (which I love!). I would love to bike some days, but there is not a route with a dedicated bike lane, particularly up Raleigh Road, and I fear getting hit by a car.	2/17/2022 10:23 AM
123	Express service along the east/west corridor.	2/17/2022 9:30 AM
124	To/From Durham Tech Orange County Campus	2/17/2022 6:26 AM
125	Provide service and connection closer to Briar Chapel, which is the biggest community development in the area. Highest demand and need.	2/16/2022 10:56 PM
126	What about adding bus shelters so people don't have to stand by the side of the road in the rain?	2/16/2022 7:38 PM
127	Please increase the frequency of the A route back to 30 minutes. Thanks!	2/16/2022 2:46 PM
128	Fcx lot routes and parking	2/16/2022 2:39 PM
129	Yes, dedicated bike ways and pedestrian crossings are key to people use public transportation. As a person who frequently rides a bike around Chapel Hill, drivers are becoming increasingly more aggressive. Thus both bikers and pedestrians are at greater risk for injury or death.	2/16/2022 12:49 PM
130	NC 54 BRT	2/16/2022 10:34 AM
131	Not sure! It seems that you have already taken major improvement plan which needs to be completed on time.	2/16/2022 10:31 AM
132	my only comment is that the project with the D/J/400 routes should happen on an accelerated time scale!	2/16/2022 10:20 AM
133	Please keep the CHT B route running	2/16/2022 9:38 AM
134	Increase stops and frequency of the N and A routes	2/16/2022 9:32 AM
135	Transport to connect efland and mebane to chapel hill carboro and more transport in Hillsborough to connect neighborhoods to basic resources like grocery stores Walmart etc	2/16/2022 9:29 AM
136	UNC Campus to RDU even on weekends	2/16/2022 8:20 AM
137	Yes. In Hillsborough. We are a growing community without local transit. Many residents live out of the downtown area, yet that is where most community services are located (ie DSS, OCIM food pantry, Municipal buildings, grocery stores, etc)	2/16/2022 8:11 AM
138	Making sure connectivity and personnel are optimal to support the proposed projects.	2/16/2022 8:03 AM
139	Adding a bus line or bus stops down Mt. Carmel Church Rd., up to Governor's Village.	2/16/2022 7:36 AM
140	The J route needs to run till 11 pm on weekdays and 10 pm on weekends at least every 15 minutes.	2/16/2022 2:16 AM
141	The A bus route needs more services! The cuts are unacceptable and hinder student's ability to travel to UNC.	2/15/2022 11:02 PM
142	Increase frequency of the A bus	2/15/2022 10:38 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

143	More frequency would be great.	2/15/2022 10:15 PM
144	More drivers, on time arrivals	2/15/2022 9:34 PM
145	Increased frequency for the JFX and CM routes.	2/15/2022 9:34 PM
146	There needs to be increased funding for recruitment efforts for hiring drivers and increasing wages. More money should be allocated to energy-friendly buses	2/15/2022 9:31 PM
147	Yes. Would like to see a new service connecting the Briar Chapel community in Chatham county to downtown Chapel Hill.	2/15/2022 8:06 PM
148	Much more efficient connection to RDU	2/15/2022 5:50 PM
149	It's hard for me to judge without a lot more information about what is known about priorities and needs in the community	2/15/2022 5:09 PM
150	Improving salaries for drivers to promote recruitment and retention of drivers.	2/15/2022 5:06 PM
151	Making a big investment in one line of transportation only helps the people on that line. Making many small improvements might spread value across more people.	2/15/2022 4:33 PM
152	Please do everything you can to rejuvenate light rail proposals. It's crazy with the rate at which this area is growing not to have direct light rail connections between Chapel Hill and Durham at least, even if Raleigh wants out. And with all of the popular press reporting bike/ped accidents, we need to make sure there are safe connections at the end of bus routes or else they are not useful.	2/15/2022 4:31 PM
153	I'd like to see some buses go through Chapel Hill/Carrboro neighborhoods, like: down Estes road, down Hillsborough street or Jones Ferry...but maybe those come from other funds.	2/15/2022 2:29 PM
154	Increasing service between chapel hill/Carrboro and hillsborough.	2/15/2022 1:18 PM
155	Routes are severely underserved in the evening weekday hours, greatly complicating transportation to and from campus for those required to be there	2/15/2022 12:52 PM
156	As noted in prior comment, Orange County should be strongly encouraged to plan to incorporate EVs and ultimately autonomous EVs into the planning process. They are years, not decades away (I am in the Tesla FSD program and my car ALREADY drives me everywhere with almost no interventions. The technology is incredible and will improve rapidly in the coming years). Uber currently costs \$1-\$2/mile. Autonomous EVs will cost more in the \$0.25-0.5/mile range, with costs largely dependent on cost of electricity. Electricity rates in this area are low, and can be reduced further by including solar. A good way to begin integrating this technology into your planning, may be to start with the on-demand services, as ultimately nearly all transportation needs can be met with on-demand autonomous EV services. Adding charging infrastructure near key areas (charging depots) will be important.	2/15/2022 11:58 AM
157	Service to Pittsboro with stops along way	2/15/2022 11:33 AM
158	Increased park and ride options	2/15/2022 11:08 AM
159	Add a bus route to briar chapel and down towards Chatham ridge.	2/15/2022 10:43 AM
160	Increased frequency on the g line to include earlier and later weekday times to accommodate hospital staff and afternoon times that allow students a Phillips Middle to ride the bus home.	2/15/2022 10:40 AM
161	Rail systems (I.e., light rail, commuter rails) that connect counties within and around the Triangle.	2/15/2022 10:37 AM
162	Run the OCPT circulator everyday, expand to reach more Northern Orange areas. Pick-up/drop-off again at the Passmore Center.	2/15/2022 10:36 AM
163	Looking farther ahead, now is the time to work with Chatham on dedicated lanes (before development further increases the expense) on 15-501 between Chapel Hill & Pittsboro.	2/15/2022 10:26 AM
164	No, but an express to UNC Hospital is a priority for me. I think more people need to use the park and rides. I find they are very empty	2/15/2022 8:10 AM
165	CRX route. Many people used it when there was a connection to 800 with 100 option but you took it out.	2/15/2022 7:37 AM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

166	YES. There should be a bus on HWY 54 that doesn't require you to go downtown and change busses just to go to Carborro Plaza. It should go from Hwy 54 at Laurel Ridge/Chase Park to Carborro Plaza and then downtown every 30-45 minutes.	2/15/2022 6:10 AM
167	My daughter has used the express bus that runs between UNC and NCSU to get home from college, which is fantastic (though days/hours are limited). I wish there were more ways to get to Raleigh without driving on I40 & mourn the loss of the rail project	2/14/2022 9:44 PM
168	As I said, all bus routes should stop at grocery stores and convenience stores.	2/14/2022 7:25 PM
169	More frequent and later 800 buses	2/14/2022 5:40 PM
170	I wish there is a transit that connects UNC campus to Cary	2/14/2022 4:19 PM
171	So no plans for Hillsborough?	2/14/2022 4:06 PM
172	Improved access to bus service in Chatham County to Connect to Chapel Hill Transit. Stops needed on 15-501 Corridor between Chapel Hill and Pittsboro (Briar Chapel, Fearrington, etc.) I know it is not Orange County, but needs to work more like the Orange/Durham GoTransit 400/405 route.	2/14/2022 4:04 PM
173	It is a need to be able to go to Duke University, the intercampus service should have more stops (v.g. at Elliot Rd, Chapel Hill) Yes, the frequency and reliability of the service in Chapel Hill. GoTriangle does better in this sense.	2/14/2022 3:42 PM
174	Chatham county	2/14/2022 3:28 PM
175	GET ALL THE BUSES AND BIKE LANES OUT OF THE WAY OF PEOPLE WHO YOURE ALREADY TAXING THE HELL OUT OF SO THAT WE CAN GET TO WORK	2/14/2022 3:27 PM
176	More Park and Ride focus. Transit should promote leaving the car out of downtown areas	2/14/2022 3:26 PM
177	Commuter rail connecting Orange, Durham, Wake and Johnston counties.	2/14/2022 3:21 PM
178	no	2/14/2022 3:17 PM
179	More accurate tracking of when buses arrive. The CW route predictor has been broken and very unusable for maybe 3 years. It used to be wonderful and work perfect. The app also shows a bus as "never coming" if the bus is waiting at a station before it starts its route, which makes using the app impossible if you're within 10min downstream.	2/14/2022 3:15 PM
180	Needs N line mid-day transits.	2/14/2022 2:47 PM
181	CL more frequently in mornings and afternoons	2/14/2022 2:22 PM
182	Routes along the S that are only serviced every 40 minutes instead of every 15 as they were pre-pandemic. Either the FCX should stop more often or the S should have more drivers	2/14/2022 2:14 PM
183	bike lane safety. many of us use bicycles on the buses and there are no bike lanes near lots of UNC particularly on pittsboro as it becomes manning drive.	2/14/2022 2:13 PM
184	Rails for RDU airport from Chapel Hill and Durham	2/14/2022 1:35 PM
185	Making sure that the elderly have transit access. If there's a particular service already that exists, then advertise that more	2/14/2022 1:28 PM
186	The bus schedules are unreliable and difficult to track with Chapel Hill transit. Electronic boards at bus stops don't display accurate times for incoming buses or will simply not list certain routes even though a bus is operating. Also, the bus times even according to written lists are not accurate. For example, the NU bus is supposed to reach my house at 7:46am each morning, but comes anywhere from 7:40 - 7:50am. It's very difficult to predict/plan when I can catch the bus.	2/14/2022 1:04 PM
187	Chattam County	2/14/2022 12:59 PM
188	Not as I can see, I feel this plan serves all areas efficiently.	2/14/2022 12:47 PM
189	Yes. The J route must be split up. There are not enough buses to cover the entire route. Also, there are several buses that go through downtown. The J does not need to be one of them.	2/14/2022 12:29 PM
190	CM corridor has a lot of people, but does not run frequently enough especially after recent service reduction. This corridor serves a balanced combo of both students and full time	2/14/2022 12:25 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

	residents.	
191	We should only be servicing Orange County ...not points in Durham. There are so many other points of need in Orange County and we need the revenue from these locations.	2/14/2022 12:22 PM
192	Increase/improve PART service	2/14/2022 12:16 PM
193	Routes G and CL could increase frequency and reliability and include expanded weekend hours.	2/14/2022 12:04 PM
194	Light rail option that connects Chapel Hill, Raleigh and Durham communities to reduce traffic on commuting roads, and providing increased / environmentally friendly access for folks commuting between these areas. This need is urgent, especially as high wage jobs move into the area, forcing low income families to move further outside the Triangle.	2/14/2022 11:52 AM
195	I think looking at better access on existing routes could benefit. I work 3 miles from campus and don't use public transport because the walk to get to transport means walking alone in the dark on a road with no sidewalk to get to the nearest stop.	2/14/2022 11:47 AM
196	Bring back rail	2/14/2022 8:24 AM
197	high speed bus lane or bring back the light rail	2/14/2022 7:18 AM
198	Northern and Western Orange co I do not support unless there is evidence people actually would ride ! I see too many empty buses	2/13/2022 7:01 PM
199	Yes Mebane needs more access to public transportation.	2/13/2022 5:20 AM
200	I do not see a plan to increase service the northern part of the county, from Hillsborough and north.	2/12/2022 7:12 PM
201	I would like Saturday (and possibly weekday) service on the D route to University Place.	2/12/2022 11:24 AM
202	Can there be returned more service on J Route at night?	2/12/2022 11:17 AM
203	Hopefully we will get the Hillsborough Amtrak Station re-opened and connections to the northwest areas of the county	2/12/2022 10:43 AM
204	CL!!!	2/12/2022 9:17 AM
205	Later at night cross triangle buses	2/11/2022 5:21 PM
206	Currently there's no way to get from Hillsborough to Durham or Chapel Hill on the weekends or evenings using public transit (that I know of), and the primary weekday services (routes 420 and ODX) only run AM/PM commute hours, and only hourly or half-hourly. Improving those routes, adding options for extended service, more mid-day service, etc. would be nice. It's hard to convince people to give public transit a try when the service is so limited in those areas.	2/11/2022 4:44 PM
207	nope	2/11/2022 3:55 PM
208	A LIGHT RAIL FOR THE TRIANGLE AREA	2/11/2022 3:55 PM
209	as much as possible, extend weekend hours and frequency on weekdays with CH Transit	2/11/2022 3:52 PM
210	Maybe more park and ride locations	2/11/2022 3:31 PM
211	Hillsborough area scheduled service routes.	2/11/2022 2:15 PM
212	what about the amtrak service in hillsborough?	2/11/2022 1:32 PM
213	Chatham County transport. I live in Orange and work in Fearington/Chatham County. I'd love to take transit to work	2/11/2022 12:03 PM
214	Something has to be done in and around Hillsborough. Traffic congestion on Churton St from I-85 through town is already extreme much of the day and impassable at peak hours. With new development being built at old Daniel Boone center, there will be hundreds more cars added. I think we need something like a trolley running from the Waterstone Estates area where Durham Tech and UNC hospital are, up to a bus stop across from Weaver St, and back around could help serve the purpose of bringing people into town and back.	2/11/2022 10:43 AM
215	Destination demand transit-for example: Weekend evenings: 1. Downtown Durham weekend evenings to Carolina Theatre, DPAC 2. ChapelHill/Carrboro/Hillsborough circulator 3.	2/11/2022 10:03 AM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

Saxapahaw, Hall River Ballroom Regional Shopping: *Southpoint *Tanger Outlets *Charlotte
Concord Mills

216	Much needed public transit from Chapel Hill to RDU Airport	2/11/2022 8:10 AM
217	Rail	2/11/2022 7:07 AM
218	Faster options to get from Orange County to Durham	2/11/2022 7:03 AM
219	Crossing between the Laurel Ridge and Kingswood stops on NC 54 is popular but very dangerous.	2/11/2022 12:43 AM
220	Bring back stops off Ephesus church rd near the school	2/10/2022 10:14 PM
221	None of these services support my needs, and I should not have to pay additional taxes for a failed project that \$20 million dollars have already been collected for. Why do you need more money?	2/10/2022 8:08 PM
222	What about more transit options for seniors and individuals with disabilities?	2/10/2022 7:35 PM
223	F route on Ephesus needs to be protected.	2/10/2022 7:03 PM
224	Refill hand sanitizer on buses	2/10/2022 5:58 PM
225	Every in city community needs access to a bus line.	2/10/2022 5:54 PM
226	Would like more runs of the CRX. If doctor/dentist appointments are in morning or afternoon, ability to get to Raleigh or back without doing the GoTriangle 100/800 dance would be great. But, if we can convince the Powers that Be that "Work from Home" really works, then we don't need as much service...	2/10/2022 5:44 PM
227	It would be beneficial if there was a shuttle service that ran from somewhere that could do a Park/Ride to the RTP Transit center.	2/10/2022 5:19 PM
228	Weekend CRX service to Raleigh	2/10/2022 4:41 PM
229	Pay bus drivers more	2/10/2022 4:35 PM
230	We need a circuit route that runs both clockwise and counter clockwise, around the entire township area of CH and Carrboro. The spiderweb map take so long to go from Eastgate to Eubanks.	2/10/2022 3:22 PM
231	Something for all the rural areas- spend a part of it on lyft or uber gift cards for people who want them.	2/10/2022 3:06 PM
232	Use large vans instead of buses for low ridership routes/times. This is environmentally sound. It is also fiscally sound after the initial costs.	2/10/2022 2:58 PM
233	If I could conveniently hop on a bus in Rural Orange and fetch up in downtown Raleigh and know I will have regularly scheduled transportation back home that would be worth backing!	2/10/2022 2:54 PM
234	Hillsborough to Chapel Hill, Hillsborough to Durham, Hillsborough to Carrboro	2/10/2022 2:51 PM
235	The J route needs to go back to turning left onto Greensboro St. To improve time point expectation that didn't change when route changed.	2/10/2022 2:07 PM
236	None I can think of at this time.	2/10/2022 1:35 PM
237	It's a 1.5+ Mike walk for me to get to a bus stop. Too far for me to be able to use public transport at this time but I wish I could.	2/10/2022 1:30 PM
238	GET LIGHT RAIL PROPOSALS GOING AGAIN	2/10/2022 12:55 PM
239	Open up more paratransit services. Disabled people in power wheelchairs that cannot get to a bus stop or use other means of transportation are left at home. I have lived like this for over 15 years. Since moving to Chapel Hill, at least Durham had Access. I can only go to a medical appointment, in Chapel Hill. I had to find new doctors, I can't get to a movie or a store or church. Talk about mental health issues you have created for people who are already sick or depressed. Now you have confined them to their homes. You are not helping them.	2/10/2022 12:48 PM
240	Second Hillsborough circulator	2/10/2022 12:44 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

241	Light rail	2/10/2022 9:56 AM
242	RTP commuter service	2/10/2022 9:38 AM
243	light rail; light rail; light rail; light rail	2/10/2022 9:28 AM
244	I think the proposals cover everything that was in my mind	2/10/2022 9:28 AM
245	more direct services to/from RDU	2/10/2022 9:21 AM
246	I believe there needs to be more emphasis on park and ride services. This would ensure a more uniform structure and results in a cleaner project.	2/10/2022 7:45 AM
247	All of these expansions should be with electric vehicles	2/10/2022 7:38 AM
248	Direct service between chapel hill and rdu	2/10/2022 7:23 AM
249	Rdu express shuttle around the university holidays	2/10/2022 7:22 AM
250	Covered bus stops	2/9/2022 11:39 PM
251	Increase bike accessibility in more areas, especially downtown Chapel Hill and Carrboro. Recommend eliminating street parking (there are plenty of lots and garages currently and in development) to make room for better bike lanes.	2/9/2022 9:56 PM
252	Increase CHT F route frequency New route to chapel hill to Hillsborough up old 86	2/9/2022 9:19 PM
253	More service to the Northern parts of the town and county. More service to UNC Hospital Hillsborough.	2/9/2022 8:40 PM
254	Not that I am aware of.	2/9/2022 8:25 PM
255	A major issue with CHT services is the focus on downtown CH as a transfer point. I hope that route evaluations will go past getting everyone to campus and back. There are other destinations in CH, Carrboro, and Hillsborough.	2/9/2022 8:17 PM
256	More frequent services especially from Carrboro Greensboro/Main to Chapel Hill Main street during rush hour needed.	2/9/2022 8:08 PM
257	Weekend service to faith communities	2/9/2022 6:20 PM
258	Restore midday Chapel Hill Transit service currently cut due to COVID restrictions (particularly the T), longer fare-free service on GoTriangle. Maybe more routes serving Estes Drive? Not totally sure about that.	2/9/2022 5:00 PM
259	Improvement of lighting around existing bus stops	2/9/2022 4:01 PM
260	More emphasis on regional transportation.	2/9/2022 3:51 PM
261	Hiring bus drivers	2/9/2022 2:55 PM
262	Connections to southern Durham, RTP, and Raleigh	2/9/2022 2:19 PM
263	LIGHT RAIL	2/9/2022 1:51 PM
264	Increase F bus service	2/9/2022 1:43 PM
265	Getting people out to a recreational area such as Eno River State Park, Duke Forest, Haw River, Jordan Lake.	2/9/2022 1:41 PM
266	Services from Hillsborough that connect to RTP	2/9/2022 1:30 PM
267	Definitely. Homestead Rd/Old 86 and the communities of Lake Hogan Farms Rd, Winmore, Claremont and the new or recently completed communities along Homestead Rd need transit to and from Chapel Hill Downtown/UNC.	2/9/2022 1:16 PM
268	Unclear to me coming at this cold.	2/9/2022 12:45 PM
269	More sanitizing of buses.	2/9/2022 12:35 PM
270	Connectivity across the county into Hillsborough and other rural areas; these seem to focus mostly on Chapel Hill	2/9/2022 11:05 AM
271	Yes, getting people from western Orange County to UNC and Duke, and other employment	2/9/2022 11:05 AM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

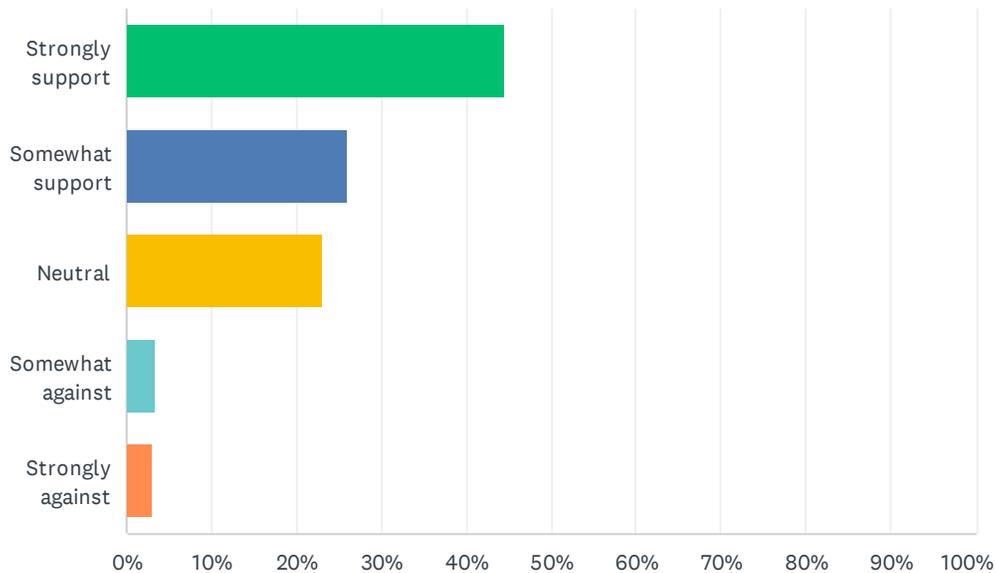
	areas in OC (and back again)...	
272	NC 54 connection to RTP to connect with Wake and Durham proposed BRT. ORANGE NEEDS TO THINK REGIONALLY!	2/9/2022 10:37 AM
273	make 420, CRX more frequent	2/9/2022 2:34 AM
274	I live off Highway 54 west, in White Cross. It would be great to have some service out here. Also, pedestrians and sometime cyclists use highway 54. It should have better shoulders or lanes.	2/8/2022 9:14 PM
275	Note that UNC Chapel Hill has just announced that many employees will be able to continue to working remotely or hybrid for the foreseeable future. In other words, transit decreases resulting from the pandemic may remain permanent.	2/8/2022 7:03 PM
276	Yes, the rural part of the county is an area that needs services. Additional, Hillsborough on has the circular route. It does not meet the needs of the most vulnerable communities and the amount of time that an individual has to be on the bus to get to and from there stop is not feasible. If the Mobility on Demand is available to all resident and free of service that would be great.	2/8/2022 5:18 PM
277	no	2/8/2022 4:29 PM
278	Connections between Hillsborough and Chapel Hill/Durham. Right now, I just drive myself; as I get older, I might prefer an alternative.	2/8/2022 1:19 PM
279	Think ahead. Transit service will need to extend beyond Southern Village to Chatham County.	2/8/2022 11:50 AM
280	There is significant difficulty travelling East-West in the greater Chapel Hill area. This poses a serious barrier to residents' use of public transit options. For example, I live on MLK in the northern part of Chapel Hill and frequently work at the UNC Health Eastowne location across from the Wegman's. It is approximately a 10-minute commute if I drive, but over an hour if I want to travel by bus. I therefore drive on days that I work in this location simply because the barrier to using public transit to travel East-West is so high. I am ideologically pro-transit and very concerned about short-distance single-occupancy car travel for climate reasons, so if I am feeling obligated to drive to achieve these kinds of tasks of daily living, I imagine that it's even harder for folks who are not ideologically committed to reducing car use to choose public transit. The difficulty of traveling East-West across town without first having to go into downtown makes choosing the bus for similar trips very difficult.	2/8/2022 10:50 AM
281	Improvements to GoTriangle/CHT 420 bus so that it runs all day. This would help Hillsborough be a more viable place to live, work, and play for Chapel Hill residents/workers and vice versa. Current transit services are not convenient enough to connect transit-dependent people in the two towns in any meaningful way, especially outside of commuting hours.	2/7/2022 9:39 PM
282	Transit between Hillsborough and Durham as well as more buses from Hillsborough to Chapel Hill. Currently last 420 service from UNc to Hillsborough is 6:20pm makes it hard to work late or enjoy chapel hill as a commuter.	2/7/2022 9:24 PM
283	This is a stretch but...I find it ridiculous that there is no public transportation to RDU!	2/7/2022 8:27 PM
284	Are there any developments for Hillsborough? Bus from the purposed train stop, or more accessibility for the county municipal buildings?	2/7/2022 7:54 PM
285	No Bus runs across the top of Chapel Hill WEST-EAST. Propose a bus that runs from weaver dairy ext all the way to Wegmans.	2/7/2022 4:55 PM
286	service to the Walmarts in North County and across the county line? Many low-income workers work those places. Also, there is A LOT of building on Homestead....need to factor that in, in the future or all those people will be driving.	2/7/2022 4:25 PM
287	BRT from Carrboro Plaza to UNC Hosp and on to Eastowne Campus, then connect to Durham. Route needs to be expanded to RTP/RDU	2/7/2022 4:11 PM
288	Re-address light rail. Amtrak station in Hillsborough.	2/7/2022 4:06 PM
289	Northern Orange County needs transit, too. Hillsborough is growing and has very little usable transit.	2/7/2022 4:02 PM
290	We do not need any new transit options	2/7/2022 3:30 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

291	Need to get to Durham and Wake where the jobs are.	2/7/2022 1:27 PM
292	Widening Churton or otherwise improving the traffic congestion in DT Hillsborough	2/7/2022 1:06 PM
293	more transits from mebane, efland, hillsborough to chapel hill	2/7/2022 12:56 PM
294	Making connections between East Chapel Hill and MLK that do not involve going all the way to Franklin to switch buses. As development is becoming more saturated in East CH and MLK and many people will live and work in these areas, a connection between these two areas is critical to decreasing the cross traffic on Estes.	2/7/2022 9:31 AM
295	Please consider making GoTriangle routes "inbound" to Chapel Hill free from the town boundary. It should be trivial to implement, close to cost neutral, and increase capacity on those routes.	2/7/2022 9:16 AM
296	Northern Orange County (Hillsborough and Efland to and from Chapel Hill).	2/7/2022 8:57 AM
297	Improved linkages to South Durham Co. / RDU / Wake Co.	2/7/2022 5:23 AM
298	Most all proposed seemed to support chapel hill/care pro and very little for the rest of Orange County.	2/5/2022 6:10 PM
299	Increased frequency on key trunk routes within Chapel Hill/Carrboro (not otherwise mentioned)	2/5/2022 5:29 PM
300	Possibly a circulator for weekend nights to avoid drunk driving?	2/5/2022 2:39 PM
301	Driver pay needs to increase.	2/5/2022 12:19 PM
302	I'm sure you're already doing this, but given the amount of development in Chapel Hill along transit corridors, I think it'd be helpful to include future projections of service needs in your calculations. I would consider working with GoTriangle to make sure that between Chapel Hill Transit and GoTriangle buses we have frequency on our East/West corridor (Franklin St.) that's equivalent to that on the North/South corridor (MLK/Columbia).	2/5/2022 11:35 AM
303	Safe access to transit stops, e.g. connected ped and bike routes , sidewalks and separated bike lanes	2/5/2022 11:14 AM
304	Chapel Hill and Carrboro need to look at service span extensions on Friday and Saturday evenings to support access to downtown restaurants and bars, and to support getting restaurant workers home between 10 pm and 12 am. (getting bar staff home at 2 am is admittedly much more challenging to serve cost-effectively)	2/5/2022 10:58 AM
305	Transit connections to Chatham Park as it builds out, coordination with Chatham Transit	2/5/2022 9:57 AM
306	The northern half of the county seems neglected by these proposals.	2/5/2022 8:57 AM
307	Rural Orange County, Northern Orange	2/4/2022 11:13 PM
308	Yes - walking paths, bicycle paths, adjustment of speed limits as appropriate, underpasses for animals crossing roads	2/4/2022 9:45 PM
309	A BRT route is needed to connect Durham and chapel hill	2/4/2022 9:02 PM
310	We just need a plan to recruit and retain transit drivers so routes can run without interruptions	2/4/2022 7:59 PM
311	Improve frequency on the F route, add more covered stops	2/4/2022 6:58 PM
312	These are good projects. I would strongly suggest combining routes that terminate at/around UNC campus, so that people can travel from Carrboro to Western Chapel Hill without transferring.	2/4/2022 5:29 PM

Q17 Crossing and shelter improvements on US 15-501/ Fordham Blvd. at Ephesus Church Rd

Answered: 769 Skipped: 248



ANSWER CHOICES	RESPONSES
Strongly support	44.60% 343
Somewhat support	26.01% 200
Neutral	23.02% 177
Somewhat against	3.38% 26
Strongly against	2.99% 23
TOTAL	769

#	COMMENTS	DATE
1	\$5M for crosswalks/shelters? How can you say it with a straight face? Funky little shelters useless in a real rain! And not even a bridge! I don't see the stoplights. Looks like a near death experience to me.	3/4/2022 3:43 PM
2	Can we think of even more creative ways to prioritize people on foot/bike and keep them safe? What are some ways we can provide for them over cars?	3/4/2022 2:01 PM
3	How would this affect traffic?	3/3/2022 3:30 PM
4	the area around carolina apartments also desperately needs this. As a driver and pedestrian it can be very unsafe to cross ROute 51 especially in the winter when it gets dark faster	3/2/2022 10:52 AM
5	Be sure that the crossing walks do not cut off bikers or bike lanes	3/2/2022 10:01 AM
6	this area is a nightmare for riders.	3/1/2022 1:44 PM
7	These stops will still suck badly and not attract riders because of how much they suck.	3/1/2022 8:55 AM
8	Every bus shelter should appear attractive and be comfortable and safe, otherwise people	2/28/2022 1:57 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

	won't want to ride the bus.	
9	A crosswalk is also needed for crossing 15-501 at Scarlett/Sage Rd. There are bike lanes on either side but currently no way for cyclists or pedestrians to cross safely. It's quite dangerous.	2/27/2022 10:16 AM
10	Definitely need a bus shelter that is safe and convenient to get to.	2/26/2022 4:30 PM
11	Do not live in this area.	2/25/2022 12:06 PM
12	If the system is sufficiently used to merit this investment, it is supported.	2/25/2022 11:03 AM
13	Will these improvements also meet the needs of disabled residents and transit users?	2/23/2022 2:58 PM
14	This is an extremely dangerous place to try and cross the road. In addition, bus shelters may increase ridership to and from the shopping areas.	2/22/2022 5:59 PM
15	Protecting pedestrians is a good use of funds.	2/22/2022 4:15 PM
16	None at this time.	2/22/2022 12:44 PM
17	I think that increasing service is more valuable as long as current shelters are not scaring away riders	2/21/2022 12:11 PM
18	This is so, so incredibly needed! I have seen so many dangerous situations for pedestrians, including children, in this area trying to access bus stops.	2/21/2022 11:55 AM
19	\$5M?!	2/20/2022 6:31 PM
20	\$5 million?! You've got to be kidding	2/19/2022 12:04 AM
21	\$5 million for this are you kidding?!	2/18/2022 2:25 PM
22	Yes. So dangerous there!	2/18/2022 7:50 AM
23	This should be done much quicker. Too many people are being hurt crossing roads. Vehicle drivers should be punished for speeding/bad driving in a way that has an effect on their life. e.g. any fine imposed should be in line with the cost of their car/vehicle; so if a person is driving an expensive vehicle they should pay a higher fine than a poorer person.	2/17/2022 1:00 PM
24	It's about time.	2/16/2022 7:38 PM
25	I used to take the bus through this area as part of my commute, and this was a problem for a lot of riders.	2/16/2022 5:13 PM
26	Just having bike lanes on Ephesus Church Road will not solve the biking problem.	2/16/2022 12:50 PM
27	This is a fast growing and pedestrian dangerous area	2/16/2022 10:39 AM
28	pedestrian safety above all! making transfers easier will be beneficial increasing transit usage	2/16/2022 10:21 AM
29	Crossing near Fordham Blvd is scary and dangerous. Improving pedestrian infrastructure in this area would be an enormous improvement.	2/16/2022 8:35 AM
30	I support the crossing and shelter but the cost seems unnecessarily high. Can the shelter be less high-end?	2/15/2022 9:32 PM
31	Enhanced crossings are critical for such busy roads	2/15/2022 5:51 PM
32	Safety is important, but these projects seem really expensive	2/15/2022 5:09 PM
33	It's just really sad to have to spend this kind of money on a paltry bus shelter at a really problematic intersection that a better bus shelter won't fix, rather than invest in light rail	2/15/2022 4:33 PM
34	Too expensive	2/15/2022 2:29 PM
35	More pedestrian crossing is always good but this seems like a lot of money for a cross walk and bus shelter.	2/15/2022 10:39 AM
36	It's such a dangerous road for pedestrians. It needs something to make it more friendly and safe for pedestrians and transit users.	2/15/2022 8:49 AM
37	I find these pedestrian crosswalks to be almost unsafe. Our state has not grasped the culture of stopping for pedestrians in the walkways and this almost promotes a false sense of security	2/15/2022 8:11 AM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

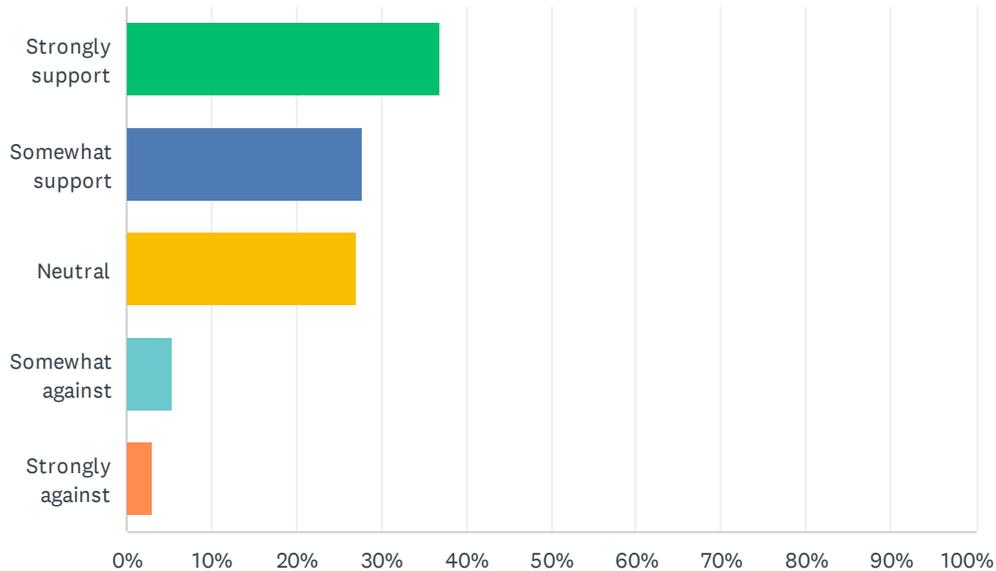
38	There should be a shelter at the majority of the bus stops to accommodate handicapped persons that can't stand long periods of time. In addition, to keep riders dry or out of the elements.	2/15/2022 6:13 AM
39	Like previous, I feel I don't really know the public demand so don't know how to rank my support	2/14/2022 9:45 PM
40	Yes, please. This is a very busy road and could use an improved crosswalk area and better shelter.	2/14/2022 3:18 PM
41	Please do not add a pedestrian crossing on 15-501, which clogged enough. Bus shelters are great though.	2/14/2022 3:15 PM
42	Safety of our pedestrians at these ungainly intersections would be better served with crosswalk improvements!	2/14/2022 3:11 PM
43	consider a pedestrian bridge over or under the road instead (to prevent car delays and increase pedestrian safety	2/14/2022 2:41 PM
44	Not sure why it would be a priority to create a crosswalk and bus shelter to a place where there's not even any sidewalks. Unless the south side of 15-501 is made more walkable, I don't think this project should be that high of a priority, although a 80/20 split with federal grants would indeed be good.	2/14/2022 2:09 PM
45	Add lights. Also, this needs to happen in Carrboro to help the folks running across 15/501 from Laurel Ridge, Kingswood and Chambers Ridge. Can pedestrian bridges be added?	2/14/2022 1:31 PM
46	It's ALWAYS helpful to provide shelter and safe crossing. Is it possible to do this close to existing crosswalks/traffic lights? Traffic in that area is always high and it would be important to ensure that cars actually stop for the crosswalk and to also minimize traffic disruption from crosswalk lights that are out-of-sync with surrounding lights..	2/14/2022 12:39 PM
47	we do not belong in Durham County.	2/14/2022 12:22 PM
48	Need better shelters at all stops	2/14/2022 8:25 AM
49	Very congested area, probably unsafe for pedestrians and bikes; and it's stressful in a car! This area probably needs a lot of help to reduce congestion.	2/11/2022 6:25 PM
50	Generally support crossing safety improvements and shelters - those should be standard where there are bus stops. But I don't use these routes at all so my support would be stronger for similar suggestions on routes I do use (e.g. route 420 at the Hillsborough Sheetz and Home Depot there's no safe crossing of NC 86 there).	2/11/2022 4:45 PM
51	I've seen elderly people exposed and struggling with the elements on rt 54 waiting for GoTriangle buses; shelters and safe crossings are important.	2/11/2022 3:53 PM
52	seems important but too expensive	2/11/2022 3:53 PM
53	I would like to see numbers about ridership and the need for this proejct.	2/11/2022 3:12 PM
54	If I am reading that right, it would cost 5 million for 1 stop? That seems like it has less ROI than other projects listed. Not against it, but would be lower priority.	2/11/2022 1:35 PM
55	not a service i would use	2/11/2022 1:33 PM
56	I live near here, and this intersection is pretty dicey. I'd like to see a more protected bike and pedestrian option.	2/10/2022 9:32 PM
57	Additional benefits to bike/ped infrastructure have multiple benefits	2/10/2022 4:42 PM
58	Nice for bus riders.	2/10/2022 2:52 PM
59	That area is growing and should be more pedestrian friendly	2/10/2022 9:29 AM
60	None of these things would personally help me, but if they help other people use public transit they aren't a bad use of money	2/9/2022 5:01 PM
61	Big Bold Crosswalks - yes please!	2/9/2022 3:12 PM
62	Or an overpass or an underpass as they have in European cities with stores and restaurants.	2/9/2022 1:43 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

63	I never see anyone crossing at that location; nor is there a bus stop as far as I know. If there is, it's underutilized and not worth significant investment when there are so many other priorities.	2/9/2022 1:18 PM
64	This part of town is a suburban hellscape that is unsafe to drive and even more unsafe for people who don't. Crossing improvements here will save lives.	2/9/2022 12:59 PM
65	I would have to see what the plans look like to legitimize the 5 million cost. Is there a way to create a shelter more sheltered than the ones depicted in the images. I can't just side one way or the other without more context. This is too vague.	2/9/2022 12:37 PM
66	A study you all did shows 8,000 additional cars in the Mall area every evening once the mall expansion is done. This is the minimal that should be done for pedestrians in the Blue Hill area.	2/9/2022 8:23 AM
67	That's a very high cost for some very localized benefits - and what happens if the Feds don't come up with the money? Do Orange County taxpayers get slammed with the whole bill because "we've already started work on it"?	2/8/2022 1:22 PM
68	PLEASE add sidewalks!!	2/8/2022 11:51 AM
69	There is a noticeable difference in the quality of bus shelters and crossing options depending on where you are in Chapel Hill (this frequently seems to coincide with the income of the surrounding neighborhoods). Several of our existing bus shelters/stops also have serious accessibility issues. The continued feeling of being unsafe crossing these streets strongly discourages residents from walking even if they would like to. I strongly support any and all improvements to our bus stops and to crossing infrastructure.	2/8/2022 10:51 AM
70	Sidewalks along 15-501 are also crucial to ensure that developments along the corridor are transit-friendly. A federal grant should also seriously consider transit-friendly amenities such as bus-only lanes, transit signal priority, and other features outlined in the FAST bus transit study.	2/7/2022 9:40 PM
71	I support more service over shelter improvements...but if the funding sources are different/don't compete then I want all of this!	2/7/2022 4:26 PM
72	I am not convinced that routing D/F/400 down Fordham in this area is the right choice (over Franklin St). Thus, while I strongly support the overall project, I am neutral to this improvement.	2/7/2022 9:17 AM
73	Despite having a large concentration of businesses and relatively high transit service, the current environment is very inhospitable to pedestrians.	2/6/2022 4:43 PM
74	We should not have to wait for people to get killed to make this a priority, especially as we put in more housing on both sides	2/5/2022 2:40 PM
75	This is a critical project. For Blue Hill to be successful it needs good transit connections to UNC's campus, which includes bus stops.	2/5/2022 11:36 AM
76	NCDOT Spot Safety funds should also be explored for use here.	2/5/2022 10:58 AM
77	Is this at the existing light? If it isn't, it needs a stoplight. Cars will not successfully yield to a simple marked crossing, this is a complex movement zone with many drivers changing lanes and looking behind/beside themselves instead of in front.	2/5/2022 10:01 AM
78	Why \$5 million?	2/5/2022 8:55 AM
79	Do two bus shelters and a median crosswalk really cost \$5m?	2/4/2022 9:04 PM
80	It's embarrassing that this doesn't already exist. It needs a stop light or HAWK beacon.	2/4/2022 5:30 PM

Q18 Transit speed and reliability improvements on Fordham Blvd. and Manning Dr.

Answered: 763 Skipped: 254



ANSWER CHOICES	RESPONSES
Strongly support	36.96% 282
Somewhat support	27.65% 211
Neutral	27.13% 207
Somewhat against	5.37% 41
Strongly against	2.88% 22
TOTAL	763

#	COMMENTS	DATE
1	So the three people on the bus jump the line of people who pay for cars? Not a bad idea, pollution wise, but a colossal amount of money for a very small benefit.	3/4/2022 3:48 PM
2	How will bike lanes be retained?	3/2/2022 10:02 AM
3	This would be nice, but I do question how effective this would be, when many people would just put their cars in the bus lanes because it is faster, so that would be clogged up too.	3/2/2022 8:51 AM
4	Oof having a bus only lane would be really confusing for car drivers I feel	3/1/2022 3:47 PM
5	prioritizing buses make it a more reliable and desirable mode choice, especially where we are building housing density.	3/1/2022 1:46 PM
6	MAKE BUS GO FAST VROOM VROOM. But really, fast and frequent are key.	3/1/2022 8:56 AM
7	this is a very good idea	2/26/2022 11:24 PM
8	Not a priority for me.	2/25/2022 12:06 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

9	More support for bus-only signals than shoulder bus lanes	2/22/2022 8:27 PM
10	The efficiency of bus routes decreases when they are stuck in traffic just like cars, which may discourage ridership if there are no time savings advantages to using transit.	2/22/2022 6:00 PM
11	None at this time.	2/22/2022 12:45 PM
12	Although helpful, improving less well-supported services should occur first	2/21/2022 12:12 PM
13	\$10m for a bus lane?	2/20/2022 6:32 PM
14	The Kings Mill neighborhood needs a right turn lane into the neighborhood from the direction of Carrboro. Right turns are dangerous now.	2/18/2022 11:39 PM
15	\$10 million to slightly improve travel time for just 2 routes. ridiculous.	2/18/2022 2:26 PM
16	This should also consider bike traffic	2/17/2022 10:17 PM
17	Surely it would be better to get the cars off the road to make way for transit vehicles. This seems like a lot of money. I would prefer people get on the buses at a park and ride, and free up the roads.	2/17/2022 1:03 PM
18	with the amount of car traffic those roads experience, prioritizing buses is the only way to make service feasible and appealing	2/16/2022 10:22 AM
19	Support but the bus only traffic signals I worry would be very confusing for drivers who are new to the area and haven't seen such signals before	2/15/2022 9:33 PM
20	This might encourage more public transit use!	2/15/2022 5:10 PM
21	Don't make a new lane for buses, take out a car lane if needed.	2/15/2022 4:35 PM
22	I think it's fine for buses to use the same right of way as cars	2/15/2022 2:30 PM
23	Love this idea, helps equalize transit commute times versus single occupancy vehicle commute times.	2/15/2022 1:13 PM
24	Would greatly facilitate transit in very congested areas	2/15/2022 12:55 PM
25	This would be great to speed up the bus systems on congested highways and would encourage people to bus more in order to beat the traffic.	2/15/2022 10:40 AM
26	The better solution is to create dedicated lanes for bus and/or rail as well as bikeways.	2/15/2022 10:27 AM
27	Manning gets so much attention from public transit and infrastructure already, I feel other areas need investment more.	2/15/2022 8:50 AM
28	Parking is horrendous at the hospital for patients and staff. We need to do everything to promote less cars on Manning.	2/15/2022 8:12 AM
29	Don't know enough about to judge, but sounds like a lot of construction for use in limited conditions.	2/14/2022 9:47 PM
30	You know cars will end up using that lane unless it's monitored all the time.	2/14/2022 7:26 PM
31	yes, yes, yes	2/14/2022 3:27 PM
32	I do not feel like this would help battle the congestion at this location, but perhaps make it worse as cars have to still allow space for buses to jump back in the lane and cars don't like allowing buses back into the flow of traffic.	2/14/2022 3:21 PM
33	I've never seen this concept and am intrigued. Lots of education around this needed to ensure drivers respond appropriately to signals.	2/14/2022 3:12 PM
34	Not only for 15-501 but 54 from chapel hill is absolutely awful in the afternoons - busses can wait 30 minutes to get from campus to 40.	2/14/2022 2:24 PM
35	BRT lines are VERY necessary, as it is ridiculous that buses are often stuck in traffic in the triangle area.	2/14/2022 2:10 PM
36	Will cause confusion and accidents.	2/14/2022 1:00 PM
37	Assume this would help the severe congestion in this area and make public transit more	2/11/2022 6:27 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

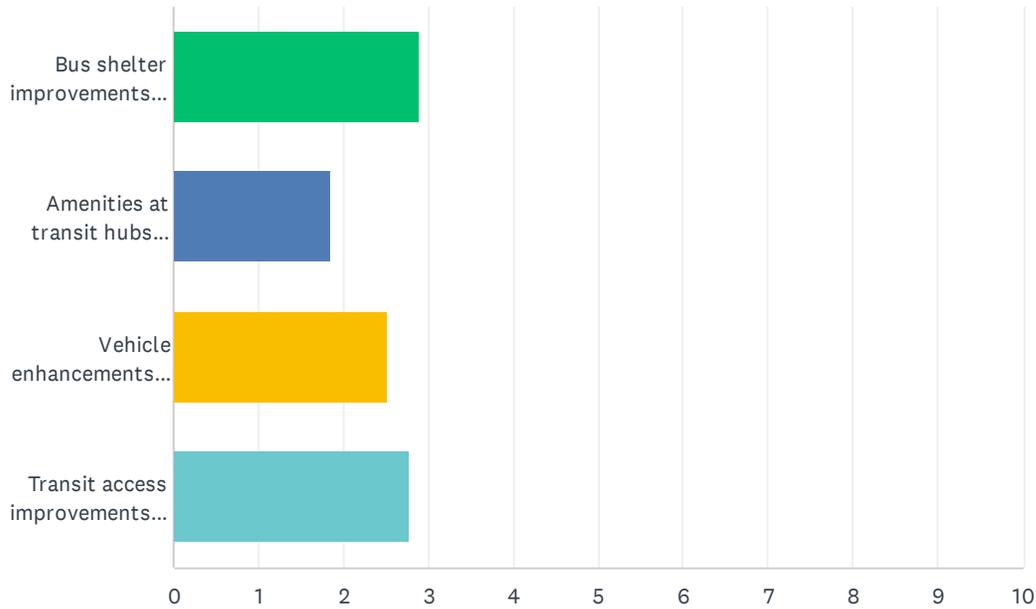
	attractive.	
38	Incredible that these types of improvements, which should be standard in so many places if we want to promote transit and move people away from cars, would cost SO MUCH for just one portion of one road! :-(2/11/2022 4:46 PM
39	again, seems important but too expensive -try harder to bring price down, redesign?	2/11/2022 3:54 PM
40	It's hard to know if this would be enough 6-7 years from now.	2/11/2022 3:13 PM
41	not a service i would use	2/11/2022 1:33 PM
42	I enjoy the BOSS while on the CRX! Well worth it. Should keep the shoulders cleaner, because, I think, NCDOT has to run street sweepers along the shoulders every so often to make sure they are clear for the buses. Maybe...	2/10/2022 5:45 PM
43	high cost	2/10/2022 4:59 PM
44	Supportive of idea, but may be better incorporated in an NCDOT roadway project	2/10/2022 4:43 PM
45	What does this do for the rest of the county?	2/10/2022 2:55 PM
46	Dont feel the traffic is so bad that we need this.	2/10/2022 2:53 PM
47	Traffic is the issue, people already don't follow traffic laws. Public transport needs to be popular enough to get people off the road, negating the need for extensive expanded infrastructure. This ALSO wouldn't be an issue if duke hadn't killed LIGHT RAIL!!!!!!	2/10/2022 9:42 AM
48	I support shoulder running bus lanes but not bus queue jump lanes/bus only signals.	2/10/2022 9:35 AM
49	That sounds really good	2/10/2022 9:29 AM
50	This doesn't feel like an intersection that serves a lot of buses? I mean it does have the FCX, so it's not awful, but I can't tell why this is a priority	2/9/2022 5:02 PM
51	seems a bit complex for fordham drivers speeding along...but I like the concept	2/9/2022 3:13 PM
52	Seems pricey for beating a light but what do I know.	2/9/2022 1:44 PM
53	I think the Fordham improvement will probably be more successful. I like the idea of the Manning improvements, but many cars end up blocking the right lane through there all the time, so I'm not sure how much it will be used.	2/9/2022 1:01 PM
54	I would have to see more of the plans that justify the 10 million in expenses but theoretically it sounds reasonable.	2/9/2022 12:38 PM
55	Absolutely. And sooner rather than later.	2/9/2022 8:24 AM
56	Aside from the cost, does that diagram actually show buses cutting across the bike lane, and a lane of traffic - and then cutting back in? This is an accident - several accidents - waiting to happen. And how are you going to pay for lots more police officers to stop regular drivers, frustrated at traffic jams, from cutting into and out of those same lanes?	2/8/2022 1:27 PM
57	Bus lanes and other transit amenities should also consider bike and pedestrian grade separation. There are nearby locations that would improve in land value/utility from improved infrastructure, including the Dean Dome and the Arboretum.	2/7/2022 9:43 PM
58	Do you think local drivers would understand it and not crash?	2/7/2022 7:56 PM
59	Please incorporate pedestrian and bike improvements	2/7/2022 9:22 AM
60	Can NCDOT pay entire or remaining cost of local share	2/7/2022 5:33 AM
61	My impression (admittedly not based on data) is that traffic related delays in this area are relatively mild. There are other areas where dedicated lanes or queue jumps would have a much greater effect (downtown CH, UNC campus, 15-501 corridor)	2/6/2022 4:46 PM
62	Highly used route	2/5/2022 12:20 PM
63	This would be terrific, creating frequent and reliable service for UNC employees.	2/5/2022 11:38 AM
64	Bus on Shoulder works. Let's do more of it. Signal priority would be great.	2/5/2022 10:59 AM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

65	Fast transit good	2/5/2022 10:01 AM
66	This car traffic is infuriating to wait in as a bus rider.	2/4/2022 9:05 PM
67	Would love to see a Dedicated bus lane on 15 501 .	2/4/2022 8:00 PM

Q19 What types of capital investment projects are most needed in Orange County in the next five years? Please rank the following options.

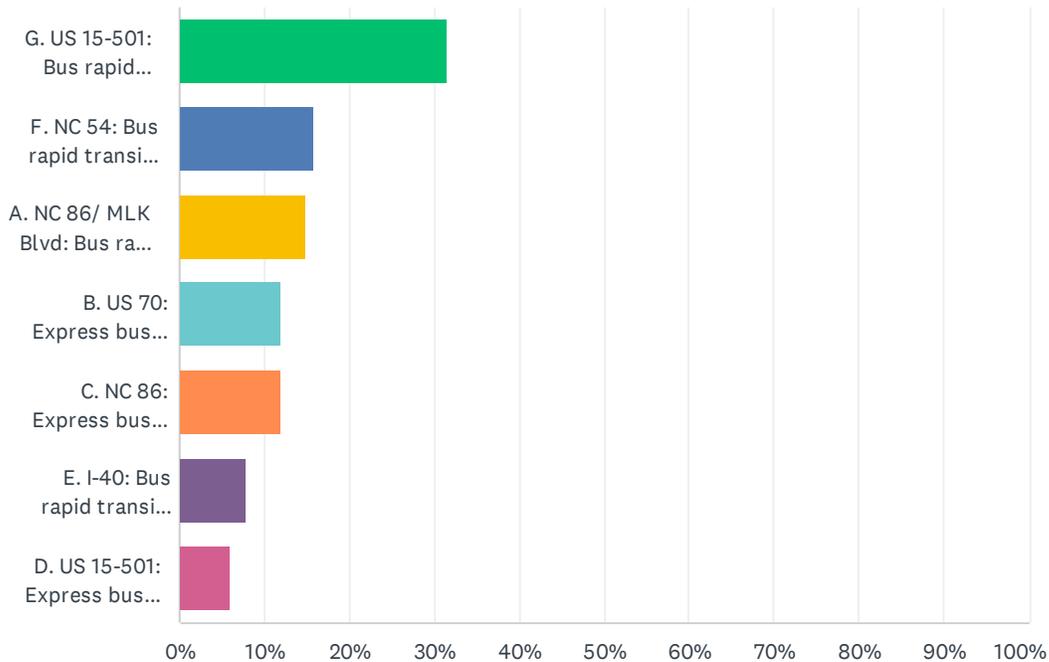
Answered: 731 Skipped: 286



	1	2	3	4	TOTAL	SCORE
Bus shelter improvements (enclosed shelters with lighting, seating, and weather cover)	31.85% 229	35.33% 254	22.67% 163	10.15% 73	719	2.89
Amenities at transit hubs (charging station, WI-FI, water, bike lockers, real-time route information)	9.65% 69	15.80% 113	24.06% 172	50.49% 361	715	1.85
Vehicle enhancements (electric or alternative fuel vehicles, on board bike racks, real-time route information)	25.21% 182	21.19% 153	32.69% 236	20.91% 151	722	2.51
Transit access improvements (sidewalk connections, ADA curb ramps/cuts)	34.44% 249	27.52% 199	19.78% 143	18.26% 132	723	2.78

Q20 Please help us by prioritize future transit investments by identifying which of the following conceptual projects you believe is most needed or most important in the next 10-15 years. Please select one.

Answered: 680 Skipped: 337



ANSWER CHOICES	RESPONSES
G. US 15-501: Bus rapid transit (BRT) service between UNC Hospitals and Durham (Duke and downtown)	31.62% 215
F. NC 54: Bus rapid transit (BRT) service between Carrboro and Raleigh	15.88% 108
A. NC 86/ MLK Blvd: Bus rapid transit (BRT) service between Southern Village Park and Ride (Chapel Hill) and Eubanks Road Park and Ride (Chapel Hill)	15.00% 102
B. US 70: Express bus service between Durham and Mebane	11.91% 81
C. NC 86: Express bus service between Carraway Village (Chapel Hill) and Hillsborough	11.91% 81
E. I-40: Bus rapid transit (BRT) service between Carraway Village (Chapel Hill) and Raleigh	7.79% 53
D. US 15-501: Express bus service between Southern Village (Chapel Hill) and Chatham Park	5.88% 40
TOTAL	680

Q21 Are there future, regional transit priorities or needs that are not reflected here? Please describe.

Answered: 122 Skipped: 895

#	RESPONSES	DATE
1	I feel the whole bus idea is a farce. Heavily used routes should be served by appropriately sized, clean vehicles, but trying to help the poor through an inefficient, lightly used, bus system is a waste of money.	3/4/2022 3:55 PM
2	We need more bike lanes.	3/4/2022 1:55 PM
3	Revisit and reinvigorate Light Rail Transit project between Chapel Hill and Durham NC!	3/2/2022 12:17 PM
4	Light rail connecting chapel hill/Carrboro to Raleigh	3/2/2022 10:04 AM
5	East/West BRT in chapel hill.	2/28/2022 1:59 PM
6	Please bring back the V line through Southern Village	2/26/2022 3:39 PM
7	Connection to RTP.	2/26/2022 10:27 AM
8	No	2/25/2022 2:02 PM
9	northern Orange County	2/25/2022 1:37 PM
10	Express bus service between Hillsborough and RDU.	2/25/2022 12:08 PM
11	Frequent express buses to different areas, should be \$3 or less, at most \$5. Absolute threshold is \$8 to account for inflation.	2/24/2022 10:43 PM
12	expand where BRT goes in Durham, more routes? or to more neighborhoods/areas?	2/24/2022 1:39 PM
13	The northern part of the county is grossly underserved.	2/22/2022 9:55 PM
14	Regular bus service between Chatham proper and Chapel Hill would be nice if possible	2/22/2022 2:40 PM
15	past proposed train station in Hillsborough should be revisited	2/22/2022 1:23 PM
16	None at this time.	2/22/2022 12:51 PM
17	Connectivity to Greensboro and the west (Mebane, etc) is helpful. A lot of people take the part route 4 to the community college in Alamance or to work in chapel hill	2/22/2022 8:28 AM
18	I'm still angry that the Orange/Durham light rail project was flushed down the drain. As previously stated more emphasis needs to be put on bike/ped projects that have nothing to do with adding people onto roads built for cars.	2/22/2022 6:19 AM
19	Disappointed the light rail did not go through.	2/21/2022 10:39 PM
20	More options for going into RTP and Raleigh given the number of commuters.	2/21/2022 7:09 PM
21	None of these.	2/21/2022 4:37 PM
22	Light Rail.	2/21/2022 12:55 PM
23	Ways to get around traffic congestion into Hillsborough. It's getting worse.	2/21/2022 10:51 AM
24	Hillsborough needs some help	2/21/2022 8:17 AM
25	Regional rail, Hillsborough train station	2/21/2022 7:57 AM
26	Absolutely no rail transit in Orange County	2/21/2022 7:49 AM
27	BRT is a very poor substitute for rail - in fact, it is trying to solve the problem of commuting by growing the commute infrastructure. STOP building roads! If non-road connectivity within the Triangle has become out of scope then an effective solution is out of scope. Your task is not	2/20/2022 6:47 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

to spend the money, it is to create solutions to overcome our transit donut debacle. If Duke has made that impossible, and nobody can change that, then discontinue the tax.

28	Rail system	2/19/2022 4:42 AM
29	I would be extremely excited to see circular routes around the mid-skirts of Chapel Hill instead of just radial ones.	2/18/2022 11:33 AM
30	Improve bicycle access between Chapel Hill, Hillsborough, and Durham.	2/18/2022 10:11 AM
31	A lot of staff and students rely on this. Parking is a big issue for both workplaces and colleges.	2/18/2022 7:54 AM
32	Chatham Park and Briar Chapel need connections to the bus lines.	2/18/2022 7:33 AM
33	We need rapid transit to the airport that doesn't require changing busses at a station in between	2/17/2022 10:20 PM
34	Durham-Orange Light Rail Transit	2/17/2022 10:46 AM
35	Coordinate transit investments with housing. Right now, new apartments and retail are being built or have recently been completed along 54 and 15-501, with no coordination with transit.	2/16/2022 7:41 PM
36	improvements to walk- and bikeability (increased bike lanes, sidewalks and pedestrian crossings; improve safety for active transport options for county residents)	2/16/2022 1:45 PM
37	literally please implement all of these like everyone's quality of life would skyrocket	2/16/2022 10:26 AM
38	UNC Campus to RDU airport every day	2/16/2022 8:22 AM
39	Rapid service to Durham is almost equally as important as Rapid service to Raleigh	2/16/2022 7:43 AM
40	US 15/501 service should also provide services/stops in Briar Chapel community.	2/15/2022 8:10 PM
41	Much more efficient service to RDU, perhaps as part of NC54 BRT or 1-40 BRT	2/15/2022 5:56 PM
42	I have (quite sadly) thought that if we could serve the carless and transit-committed populations of the Triangle by paying for their Lyft/Uber rides, and have that be as cost-effective as our regional bus systems in the post-COVID era, then we should just do that until we can get our acts together for light rail and trains. Given what I imagine is such low ridership, it is worth a calculation of per-capita ride cost. Worth also looking into whether protected bike lanes between Durham and Chapel Hill, or Pittsboro and Chapel Hill, or Hillsborough and Chapel Hill would serve more people (and the same people) as transit. I also want the leadership to take into consideration that non-car infrastructural improvements operate very much by "build it (well, and conveniently) and they will come" economics.	2/15/2022 4:50 PM
43	Faster/larger volume transport (e.g. light rail) From Chapel Hill to RDU & Raleigh. Durham would be nice too, but unlikely unless it can be planned to avoid Duke campus.	2/15/2022 4:46 PM
44	I am opposed to dedicated bus lanes. It basically removes the advantage of buses over light rail, which is flexibility and shared costs with auto drivers	2/15/2022 2:31 PM
45	Anything straight from Chapel Hill to Raleigh would be extremely useful	2/15/2022 12:21 PM
46	These longer-distance routes will not be frequently used by a large number of people, and hence will not be cost competitive with autonomous EVs. Don't waste taxpayer money on these routes. instead, consider vouchers for those in need to access autonomous EV networks as they develop in the coming years (again, this will happen soon. As transportation experts, I urge you to educate yourselves. Don't listen to the news, which is biased against Tesla. Find someone in the FSD program and have them show you what the car can currently do. You will be blown away, and this technology will only get better).	2/15/2022 12:03 PM
47	BRT on I-40. If we're not going to get a light rail, lets stop try to curb this 40 expansion insanity, especially with the looming influx of Apple/Google workers	2/15/2022 11:11 AM
48	Add more towards briar chapel	2/15/2022 10:44 AM
49	I am confused by the MLK/NC86 BRT being pitted against these other projects, since that BRT project is already in motion. Surely the new transit plan wouldn't abandon that project....? These other projects look great, but wouldn't be right to usurp the MLK BRT. Perhaps I misunderstand.	2/15/2022 10:40 AM
50	Add wifi to buses. People can start some work while riding	2/15/2022 8:14 AM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

51	CRX	2/15/2022 7:38 AM
52	I can see the value in any of them. Would any of the options have stops in RTP?	2/14/2022 9:51 PM
53	Safety needs to be more of a priority. For example, we have to cross 5 lanes of fast moving traffic with no crosswalk to get to our bus stop on MLK	2/14/2022 7:16 PM
54	I want a transit that connects UNC to Cary	2/14/2022 4:21 PM
55	NO	2/14/2022 3:28 PM
56	comuter tail in the triangle communities.	2/14/2022 3:24 PM
57	A bus depot in downtown Chapel Hill, a bus line in Chapel Hill that does not go just to campus (there are other people with different commuting needs that do not need to go Downtown), bike storages in busier bus stops downtown.	2/14/2022 2:15 PM
58	Chapel Hill to RDU airport	2/14/2022 1:38 PM
59	Durham and Raleigh and Hillsborough are crucial but Chapel Hill to Chatham; Chapel Hill to county around Saxapahaw will also help.	2/14/2022 1:37 PM
60	Chatham County	2/14/2022 1:02 PM
61	neutral	2/14/2022 12:59 PM
62	infrastructural shift (beyond additional bus routes) to de-incentivize/reduce demand for cars and other personal vehicles to navigate the triangle	2/14/2022 12:39 PM
63	serve Orange County residents that are not being served.	2/14/2022 12:26 PM
64	The shelters should provide shade protection from the sun. The clear plexiglass on many shelters only amplifies the heat in the summer	2/14/2022 12:25 PM
65	Bring back rail w Raleigh Durham integration Get Duke esp DukeHospital on board w this !	2/14/2022 8:31 AM
66	Southpoint to Carrboro	2/13/2022 1:32 PM
67	Highway 54 West between Carrboro and Saxapahaw/Mebane areas	2/11/2022 6:36 PM
68	It is very hard to pick from among the choices, as all seem welcome. I assume transit planners have demographic and population data to input to the mix - it's hard for me to know where the highest numbers of riders would be best supported by one of these projects. What is a challenge for the express routes is where they require multiple connections to get to a particular destination, so it would be important for any of these to connect smoothly with other routes for ongoing service. I also hate the idea of any express bus coming to/through my location (Hillsborough) without any stops other than the end points, which is what "express" suggests. We have so few transit options here as it is, that it would be a shame if anything added didn't have stops at Hillsborough population clusters the route passed by.	2/11/2022 4:56 PM
69	A light rail connecting Chapel Hill, Durham and Raleigh.	2/11/2022 3:58 PM
70	1.Connection between US70 route and H'boro-Chapel Hill route. 2. Connections between Northern Orange County and Hillsborough. 3. Bus connections to new train station in Hillsborough.	2/11/2022 2:25 PM
71	Rail	2/11/2022 7:09 AM
72	Light rail between Chapel Hill and Durham	2/11/2022 7:06 AM
73	southern village to airport	2/11/2022 6:03 AM
74	Improved connections needed between Chapel Hill and Raleigh, especially NC State campus	2/11/2022 12:47 AM
75	Better system to Greensboro, Charlotte, Raleigh, Durham, Wilmington etc. etc.	2/11/2022 12:22 AM
76	Wish we could select more than one of these. Chatham county/orange county transportation also important	2/10/2022 10:18 PM
77	Chapel hill to RDU	2/10/2022 5:57 PM
78	RTP service	2/10/2022 5:21 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

79	Additional park and ride facilities, especially for commuters from Chatham	2/10/2022 4:46 PM
80	My second choice would be the NS BRT	2/10/2022 4:38 PM
81	The way hatham is poised to grow, I hope this survery includes them	2/10/2022 2:58 PM
82	MAKE HALF DAY BUS TRIPS AVAILABLE FROM GARRETT RD/15501 AREA TO RALEIGH AND BACK, AS WELL AS OTHER ROUTES CONDUCIVE TO DAY TRIPS FOR OLDER ADULTS.	2/10/2022 12:58 PM
83	More disabled transportation vehicles, routes and drivers. Priority is only given to dialysis patients, then medicaid people. If you live outside city limits you can only go to a medical appointment, nowhere else, and it can only be in Chapel Hill. These are unwritten rules. Unfair, abusive and mentally harmful. They should change.	2/10/2022 12:56 PM
84	Improvements to regional demand response (ADA) service to include expanded service options and increased flexibility.	2/10/2022 10:49 AM
85	Could G be expanded to also connect Carrboro?	2/10/2022 9:44 AM
86	BRT between UNC Hospital and Mebane	2/10/2022 9:33 AM
87	light rail; light rail; light rail; light rail	2/10/2022 9:31 AM
88	Bring the light rail back!	2/10/2022 8:09 AM
89	Chapel Hill to Cary	2/10/2022 7:47 AM
90	Direct route between chapel hill and rdu	2/10/2022 7:27 AM
91	Easy, reliable bus route line between Carrboro, Chapel Hill to the RDU Airport.	2/9/2022 8:11 PM
92	Alamance to Orange	2/9/2022 6:25 PM
93	E and F are good ideas but A is most important. G should probably either be routed down Franklin Street or stop on the stretch of Fordham where very few CHT buses run	2/9/2022 5:05 PM
94	LIGHT RAIL	2/9/2022 1:56 PM
95	Faster bus service to the Airport and Raleigh. BUY real estate now in certain corridors to prepare for future growth.	2/9/2022 1:48 PM
96	Initiatives to SLOW speeding traffic throughout town. Initiatives to ensure bike riders are aware & accountable for obeying traffic rules. Many riders ignore stop signs & red lights, weave in and out of lanes, & ride with several "friends" outside bike lanes. All this makes walking, driving, riding in CH-Carrboro more dangerous for everyone.	2/9/2022 1:40 PM
97	Connections to RTP	2/9/2022 1:29 PM
98	Let me repeat- a bus line that serves the communities of Lake Hogan Farms, Winmore and Claremont along Homestead Rd.	2/9/2022 1:21 PM
99	The need a Light Rail service that can connect Raleigh to Greensboro.	2/9/2022 12:43 PM
100	More services between Chapel Hill, Hillsborough, and Mebane	2/9/2022 11:07 AM
101	Question 14 will give results biased towards where the person answering lives. If I lived in Carraway Village and worked in Raleigh I would probably answer E. I live in the Glenn Lennox area and have a child at East so I am on the 15/501/ Blue Hill area multiple times a day. I personally see the traffic and accidents. So I believe G needs to be done in the next 3-4 years. Especially with all the apartment buildings in Blue Hill and no longer having the light rail that was supposed to support the increase in travelers in that area up to Durham.	2/9/2022 8:38 AM
102	expand funding opportunities including public-private partnerships so all options for regional connections are possible	2/9/2022 2:37 AM
103	Express (or even regular) bus service connecting Hillsborough with downtown Chapel Hill and downtown Durham.	2/8/2022 1:33 PM
104	1- Chatham County/Southern Village to downtown Raleigh via Rt 54 and Southpoint Mall 2- Transportation for Chapel Hill area High school students to Durham Tech	2/8/2022 12:00 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

105	It's encouraging to see efforts to strengthen public transit options on our North-South transit corridors. As mentioned before, though, travelling East-West in the greater Chapel Hill area remains a serious challenge to leaving the car at home given the scarcity and dramatically decreased convenience of using our existing bus routes for this purpose. It's likewise been great to see more bike lanes being added throughout Chapel Hill, but there are some implementation concerns - lanes should be wide enough to accommodate a variety of mobility vehicles/devices beyond simply a street bike, lanes should be protected concrete measures such as bollards or curbs so that people feel safe enough to use them, and lanes should form a more intuitive network. I believe this would not only vastly increase cycling ridership but also support existing transit infrastructure such as our bus system.	2/8/2022 10:56 AM
106	Hillsborough to Durham express.	2/7/2022 9:29 PM
107	I'm thinking that non vehicle transit is not represented here, but I feel that safe nonvehicle Greenways in congested areas can reduce auto use in high density areas, also sidewalks connecting schools to neighborhoods.	2/7/2022 8:01 PM
108	a f and g also equally important to plan for now	2/7/2022 4:14 PM
109	Connections between East Chapel Hill and MLK / Estes. Protected pedestrian crossings that align with bus stops -- many of the ped crossings on MLK are not properly aligned with bus stops, which leads to dangerous crossings. Pedestrian crossing enforcement -- ticketing cars that do not stop for pedestrians in cross walks. Protected bike lanes to reduce car traffic and ensure cyclist safety. Cleaned sidewalks to facilitate walking.	2/7/2022 9:36 AM
110	All are important; is A still happening, I thought it was sooner than 10-15 years out?? ; G has to get done if light rail was almost approved for that corridor a few years ago; can C, D be combined and considered extensions of A; can E and F be combined.	2/7/2022 5:33 AM
111	Northern Orange County route to Hillsborough to possibly connect rest of county.	2/5/2022 6:14 PM
112	Express bus service to the research triangle Park	2/5/2022 2:43 PM
113	If one were to dream, we'd have rail service between Eubanks Park and Ride and Chapel Hill using the existing rail line. There's a lot of potential for development along this corridor, and UNC owns a lot of the land (and the CoGen plant we'd want to convert to housing and office space).	2/5/2022 11:43 AM
114	Protected bike lanes and more emphasis on cycling as transit (and bicycles as vehicles). Note that the question on number of vehicles available at home does not include bikes...	2/5/2022 11:28 AM
115	commuter rail to Hillsborough should not be a priority.	2/5/2022 11:01 AM
116	Sure wish we got trains. Chatham Park is important but reflects coming congestion, Chapel Hill -> Durham reflects existing congestion and accident burden	2/5/2022 10:04 AM
117	BRT is stupid. We should be focused on being part of a regional rail-based system with Wake and Durham	2/5/2022 9:03 AM
118	Bus rapid transit from Chapel Hill/Carrboro to the airport	2/5/2022 8:32 AM
119	Rural Orange County, Northern Orange County	2/4/2022 11:20 PM
120	Airport	2/4/2022 10:49 PM
121	BRT on NC 86 is needed much sooner than 15-501 and shouldn't be listed as a competing project	2/4/2022 9:07 PM
122	I have selected the BRT project along MLK because I know it is pretty far along in the planning process. But I also would prioritize a BRT from Chapel Hill hospital to Durham along 15 501	2/4/2022 8:05 PM

Q22 Zip code:

Answered: 624 Skipped: 393

#	RESPONSES	DATE
1	27278	3/4/2022 8:37 PM
2	27278	3/4/2022 4:56 PM
3	27278	3/4/2022 3:56 PM
4	27510	3/4/2022 2:47 PM
5	27278	3/4/2022 2:05 PM
6	27514	3/4/2022 1:55 PM
7	27517	3/4/2022 11:26 AM
8	27514	3/4/2022 8:15 AM
9	27510	3/3/2022 3:00 PM
10	27510	3/3/2022 1:39 PM
11	27514	3/3/2022 12:03 PM
12	27713	3/3/2022 9:07 AM
13	27510	3/2/2022 9:25 PM
14	27517	3/2/2022 9:17 PM
15	27514	3/2/2022 6:11 PM
16	27510	3/2/2022 5:30 PM
17	27510	3/2/2022 5:03 PM
18	27514	3/2/2022 3:22 PM
19	27510	3/2/2022 2:49 PM
20	27510	3/2/2022 1:03 PM
21	27510	3/2/2022 12:36 PM
22	27516	3/2/2022 12:20 PM
23	27516	3/2/2022 12:18 PM
24	27510	3/2/2022 12:10 PM
25	27514	3/2/2022 11:19 AM
26	27510	3/2/2022 11:14 AM
27	27510	3/2/2022 11:05 AM
28	27510	3/2/2022 10:54 AM
29	27510	3/2/2022 10:45 AM
30	27510	3/2/2022 10:30 AM
31	27707	3/2/2022 10:10 AM
32	27510	3/2/2022 10:05 AM
33	27510	3/2/2022 9:55 AM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

34	27516	3/2/2022 9:10 AM
35	27510	3/2/2022 8:54 AM
36	27514	3/2/2022 8:53 AM
37	27510	3/2/2022 8:45 AM
38	27517	3/2/2022 8:01 AM
39	27278	3/2/2022 7:46 AM
40	27707	3/2/2022 7:45 AM
41	27510	3/2/2022 7:06 AM
42	27517	3/2/2022 1:05 AM
43	27516	3/2/2022 12:48 AM
44	27517	3/2/2022 12:35 AM
45	27514	3/1/2022 11:31 PM
46	27514	3/1/2022 11:24 PM
47	27278	3/1/2022 11:18 PM
48	27517	3/1/2022 11:13 PM
49	27514	3/1/2022 11:05 PM
50	27514	3/1/2022 11:05 PM
51	27514	3/1/2022 11:03 PM
52	27514	3/1/2022 11:02 PM
53	27514	3/1/2022 11:02 PM
54	27312	3/1/2022 11:01 PM
55	27510	3/1/2022 10:59 PM
56	27517	3/1/2022 3:49 PM
57	27518	3/1/2022 2:27 PM
58	27278	3/1/2022 1:48 PM
59	27510	3/1/2022 9:27 AM
60	27278-2052	3/1/2022 9:00 AM
61	27516	2/28/2022 5:18 PM
62	27516	2/28/2022 4:18 PM
63	27513	2/28/2022 2:22 PM
64	27514	2/28/2022 1:59 PM
65	27516	2/28/2022 11:01 AM
66	27278	2/28/2022 9:06 AM
67	27278	2/28/2022 7:40 AM
68	27516	2/28/2022 6:40 AM
69	27516	2/26/2022 11:28 PM
70	27510	2/26/2022 4:40 PM
71	27510	2/26/2022 3:45 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

72	27516	2/26/2022 3:40 PM
73	27510	2/26/2022 1:52 PM
74	27707	2/26/2022 1:27 PM
75	27510	2/26/2022 1:11 PM
76	27510	2/26/2022 10:27 AM
77	27278	2/25/2022 10:48 PM
78	27278	2/25/2022 10:00 PM
79	27278	2/25/2022 7:23 PM
80	27516	2/25/2022 4:18 PM
81	27278	2/25/2022 3:04 PM
82	27278	2/25/2022 2:02 PM
83	27278	2/25/2022 1:39 PM
84	27278	2/25/2022 1:31 PM
85	27278	2/25/2022 12:51 PM
86	27278	2/25/2022 12:09 PM
87	27278	2/25/2022 11:15 AM
88	27278	2/25/2022 11:10 AM
89	27278	2/25/2022 10:55 AM
90	27278	2/25/2022 10:50 AM
91	27302	2/25/2022 10:47 AM
92	27278	2/25/2022 10:45 AM
93	27278	2/25/2022 10:42 AM
94	27278	2/25/2022 5:06 AM
95	27514	2/24/2022 10:44 PM
96	27517	2/24/2022 8:55 PM
97	27278	2/24/2022 8:38 PM
98	27278	2/24/2022 8:29 PM
99	27701	2/24/2022 4:53 PM
100	27514	2/24/2022 4:39 PM
101	27278	2/24/2022 2:30 PM
102	27516	2/24/2022 1:52 PM
103	27707-3973	2/24/2022 1:39 PM
104	27510	2/24/2022 12:23 PM
105	27516	2/24/2022 8:12 AM
106	27278	2/24/2022 8:04 AM
107	27278	2/23/2022 8:22 PM
108	27278	2/23/2022 8:04 PM
109	27514	2/23/2022 3:29 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

110	27510	2/23/2022 3:00 PM
111	27705	2/23/2022 2:25 PM
112	27278	2/23/2022 2:15 PM
113	27510	2/23/2022 12:57 PM
114	27514	2/23/2022 12:44 PM
115	27302	2/23/2022 12:07 PM
116	27278	2/23/2022 12:00 PM
117	27278	2/23/2022 11:06 AM
118	27278	2/23/2022 9:20 AM
119	27278	2/23/2022 12:54 AM
120	27278	2/23/2022 12:14 AM
121	27514	2/22/2022 11:01 PM
122	27278	2/22/2022 10:16 PM
123	27572	2/22/2022 10:04 PM
124	27278	2/22/2022 9:55 PM
125	27514	2/22/2022 9:32 PM
126	27514 student, 27278 home	2/22/2022 8:30 PM
127	27514	2/22/2022 6:30 PM
128	28278	2/22/2022 6:17 PM
129	27278	2/22/2022 6:03 PM
130	27516	2/22/2022 5:13 PM
131	27278	2/22/2022 5:04 PM
132	27278	2/22/2022 4:18 PM
133	27514	2/22/2022 4:09 PM
134	27516	2/22/2022 4:09 PM
135	27278	2/22/2022 3:56 PM
136	27278	2/22/2022 3:32 PM
137	27278	2/22/2022 3:02 PM
138	27516	2/22/2022 2:40 PM
139	27278	2/22/2022 1:23 PM
140	27516	2/22/2022 12:53 PM
141	27514	2/22/2022 12:29 PM
142	27704	2/22/2022 12:25 PM
143	27516	2/22/2022 12:19 PM
144	27278	2/22/2022 12:17 PM
145	27278	2/22/2022 12:00 PM
146	27278	2/22/2022 9:10 AM
147	27278	2/22/2022 8:48 AM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

148	27278	2/22/2022 8:38 AM
149	27278	2/22/2022 8:32 AM
150	27515	2/22/2022 8:29 AM
151	27278	2/22/2022 8:12 AM
152	27278	2/22/2022 7:57 AM
153	27572	2/22/2022 7:53 AM
154	27610	2/22/2022 7:49 AM
155	27510	2/22/2022 7:03 AM
156	27278	2/22/2022 6:19 AM
157	27278	2/22/2022 6:05 AM
158	27278	2/21/2022 11:15 PM
159	27514	2/21/2022 10:40 PM
160	27278	2/21/2022 10:08 PM
161	27278	2/21/2022 9:28 PM
162	27278	2/21/2022 9:24 PM
163	27278	2/21/2022 8:45 PM
164	27278	2/21/2022 8:37 PM
165	27278	2/21/2022 8:35 PM
166	27278	2/21/2022 7:10 PM
167	27278	2/21/2022 7:08 PM
168	27278	2/21/2022 7:02 PM
169	27278	2/21/2022 6:43 PM
170	27278	2/21/2022 6:40 PM
171	27278	2/21/2022 6:21 PM
172	27278	2/21/2022 6:14 PM
173	27231	2/21/2022 6:09 PM
174	27231	2/21/2022 6:08 PM
175	287516	2/21/2022 5:25 PM
176	27278	2/21/2022 5:16 PM
177	27572	2/21/2022 4:38 PM
178	27278	2/21/2022 2:44 PM
179	27278	2/21/2022 1:29 PM
180	27278	2/21/2022 12:56 PM
181	27278	2/21/2022 12:19 PM
182	27516	2/21/2022 12:13 PM
183	27510	2/21/2022 11:59 AM
184	27516	2/21/2022 11:45 AM
185	27278	2/21/2022 11:34 AM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

186	27278	2/21/2022 11:10 AM
187	27278	2/21/2022 10:52 AM
188	27713	2/21/2022 9:31 AM
189	27278	2/21/2022 9:17 AM
190	27514	2/21/2022 8:55 AM
191	27278	2/21/2022 8:33 AM
192	27278	2/21/2022 8:22 AM
193	27231	2/21/2022 8:18 AM
194	27278	2/21/2022 8:16 AM
195	27278	2/21/2022 7:57 AM
196	27541 (but still in Orange County)	2/21/2022 7:52 AM
197	27705	2/21/2022 7:50 AM
198	27278	2/21/2022 7:13 AM
199	27278	2/21/2022 7:12 AM
200	27278	2/20/2022 6:49 PM
201	27517	2/20/2022 11:48 AM
202	27603	2/20/2022 7:59 AM
203	27704	2/19/2022 9:43 PM
204	27510	2/19/2022 7:45 PM
205	27510	2/19/2022 7:42 PM
206	27514	2/19/2022 2:59 PM
207	27278	2/19/2022 8:56 AM
208	27713	2/19/2022 8:19 AM
209	27514	2/19/2022 4:43 AM
210	27278	2/19/2022 12:07 AM
211	27517	2/18/2022 11:43 PM
212	27510	2/18/2022 7:23 PM
213	27514	2/18/2022 7:14 PM
214	27517	2/18/2022 5:27 PM
215	27514	2/18/2022 3:43 PM
216	27713	2/18/2022 3:40 PM
217	27516	2/18/2022 2:28 PM
218	27516	2/18/2022 1:12 PM
219	27516	2/18/2022 11:53 AM
220	27514	2/18/2022 11:33 AM
221	27516	2/18/2022 11:04 AM
222	27517	2/18/2022 10:11 AM
223	27517	2/18/2022 10:08 AM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

224	27516	2/18/2022 8:51 AM
225	27514	2/18/2022 8:29 AM
226	27514	2/18/2022 8:11 AM
227	27516	2/18/2022 7:56 AM
228	27516	2/18/2022 7:47 AM
229	27516	2/18/2022 7:34 AM
230	27510	2/18/2022 12:21 AM
231	27514	2/17/2022 10:20 PM
232	27510	2/17/2022 1:55 PM
233	27517	2/17/2022 1:08 PM
234	27510	2/17/2022 12:07 PM
235	27516	2/17/2022 11:30 AM
236	27510	2/17/2022 10:47 AM
237	27517	2/17/2022 10:26 AM
238	27514	2/17/2022 9:32 AM
239	27510	2/17/2022 8:56 AM
240	27516	2/17/2022 6:32 AM
241	27516	2/17/2022 6:31 AM
242	27514	2/16/2022 11:06 PM
243	27516	2/16/2022 11:04 PM
244	27516	2/16/2022 5:56 PM
245	27514	2/16/2022 5:44 PM
246	27514	2/16/2022 5:36 PM
247	28164	2/16/2022 3:29 PM
248	27514	2/16/2022 3:14 PM
249	27516	2/16/2022 2:51 PM
250	27510	2/16/2022 1:46 PM
251	27516	2/16/2022 1:21 PM
252	27514	2/16/2022 1:01 PM
253	27514	2/16/2022 12:54 PM
254	27510	2/16/2022 12:33 PM
255	27514	2/16/2022 11:49 AM
256	27516	2/16/2022 11:27 AM
257	27510	2/16/2022 11:02 AM
258	27510	2/16/2022 10:56 AM
259	27517	2/16/2022 10:45 AM
260	27713	2/16/2022 10:39 AM
261	27278	2/16/2022 10:38 AM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

262	27510	2/16/2022 10:36 AM
263	27510	2/16/2022 10:29 AM
264	27510	2/16/2022 10:27 AM
265	27514	2/16/2022 10:25 AM
266	27514	2/16/2022 10:12 AM
267	27517	2/16/2022 10:08 AM
268	27514	2/16/2022 9:41 AM
269	27516	2/16/2022 9:35 AM
270	27517	2/16/2022 9:33 AM
271	27510	2/16/2022 9:33 AM
272	27707	2/16/2022 9:32 AM
273	27514	2/16/2022 8:37 AM
274	27514	2/16/2022 8:20 AM
275	27278	2/16/2022 8:13 AM
276	27714	2/16/2022 8:07 AM
277	27517	2/16/2022 7:43 AM
278	27510	2/16/2022 7:29 AM
279	27516	2/16/2022 2:20 AM
280	27510	2/16/2022 12:44 AM
281	27278	2/15/2022 11:13 PM
282	27517	2/15/2022 10:18 PM
283	27215	2/15/2022 10:01 PM
284	27517	2/15/2022 9:39 PM
285	275-7	2/15/2022 9:36 PM
286	27514	2/15/2022 9:36 PM
287	27516	2/15/2022 8:38 PM
288	27516	2/15/2022 8:11 PM
289	27516	2/15/2022 6:55 PM
290	27510	2/15/2022 5:20 PM
291	27510	2/15/2022 5:11 PM
292	27510	2/15/2022 5:09 PM
293	27510	2/15/2022 4:53 PM
294	27510	2/15/2022 4:47 PM
295	27510	2/15/2022 4:44 PM
296	27514	2/15/2022 4:43 PM
297	27510	2/15/2022 4:36 PM
298	27514	2/15/2022 4:35 PM
299	27713	2/15/2022 4:08 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

300	27516	2/15/2022 2:32 PM
301	27510	2/15/2022 1:47 PM
302	27514	2/15/2022 1:20 PM
303	27514	2/15/2022 1:19 PM
304	27517	2/15/2022 12:59 PM
305	27509	2/15/2022 12:47 PM
306	27517	2/15/2022 12:41 PM
307	27510	2/15/2022 12:21 PM
308	27514	2/15/2022 12:09 PM
309	27516-9100	2/15/2022 12:04 PM
310	27517	2/15/2022 11:36 AM
311	27705	2/15/2022 11:12 AM
312	27516	2/15/2022 10:44 AM
313	27514	2/15/2022 10:43 AM
314	27514	2/15/2022 10:42 AM
315	27278	2/15/2022 10:42 AM
316	27278	2/15/2022 10:41 AM
317	27516	2/15/2022 10:30 AM
318	27517	2/15/2022 10:17 AM
319	27514	2/15/2022 9:13 AM
320	27516	2/15/2022 8:59 AM
321	27707	2/15/2022 8:53 AM
322	27514	2/15/2022 8:28 AM
323	27514	2/15/2022 8:14 AM
324	27513	2/15/2022 7:39 AM
325	27514	2/15/2022 6:17 AM
326	27514	2/15/2022 12:10 AM
327	27514	2/14/2022 10:28 PM
328	27510	2/14/2022 8:35 PM
329	27517	2/14/2022 8:18 PM
330	27517	2/14/2022 8:11 PM
331	27517	2/14/2022 8:06 PM
332	27516	2/14/2022 7:28 PM
333	27514	2/14/2022 7:17 PM
334	27516	2/14/2022 5:44 PM
335	27510	2/14/2022 4:49 PM
336	27510	2/14/2022 4:44 PM
337	27312	2/14/2022 4:37 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

338	27713	2/14/2022 4:26 PM
339	27519	2/14/2022 4:22 PM
340	27516	2/14/2022 4:13 PM
341	27312	2/14/2022 4:12 PM
342	27278	2/14/2022 4:09 PM
343	27517	2/14/2022 3:57 PM
344	27514	2/14/2022 3:47 PM
345	27704	2/14/2022 3:31 PM
346	27510	2/14/2022 3:26 PM
347	27516	2/14/2022 3:25 PM
348	27514	2/14/2022 3:25 PM
349	27516	2/14/2022 3:25 PM
350	27516	2/14/2022 3:19 PM
351	27510	2/14/2022 3:15 PM
352	27514	2/14/2022 2:53 PM
353	27510	2/14/2022 2:49 PM
354	27516	2/14/2022 2:43 PM
355	27514	2/14/2022 2:37 PM
356	27612	2/14/2022 2:26 PM
357	27517	2/14/2022 2:18 PM
358	27516	2/14/2022 2:15 PM
359	27510	2/14/2022 2:15 PM
360	27510	2/14/2022 2:14 PM
361	27510	2/14/2022 1:47 PM
362	27514	2/14/2022 1:44 PM
363	27514	2/14/2022 1:43 PM
364	27514	2/14/2022 1:40 PM
365	27516	2/14/2022 1:38 PM
366	27510	2/14/2022 1:37 PM
367	27510	2/14/2022 1:19 PM
368	27704	2/14/2022 1:08 PM
369	27514	2/14/2022 1:06 PM
370	27705	2/14/2022 1:02 PM
371	27516	2/14/2022 12:54 PM
372	27516	2/14/2022 12:42 PM
373	27517	2/14/2022 12:40 PM
374	27516	2/14/2022 12:39 PM
375	27713	2/14/2022 12:38 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

376	27510	2/14/2022 12:31 PM
377	27516	2/14/2022 12:31 PM
378	27278	2/14/2022 12:30 PM
379	27510	2/14/2022 12:25 PM
380	27510	2/14/2022 12:19 PM
381	27302	2/14/2022 12:18 PM
382	27514	2/14/2022 12:08 PM
383	27510	2/14/2022 11:58 AM
384	27513	2/14/2022 11:58 AM
385	27516	2/14/2022 11:55 AM
386	27514	2/14/2022 11:54 AM
387	27516	2/14/2022 11:54 AM
388	27253	2/14/2022 11:54 AM
389	27517	2/14/2022 11:49 AM
390	27514	2/14/2022 11:32 AM
391	27707	2/14/2022 10:27 AM
392	27514	2/14/2022 9:04 AM
393	27302	2/14/2022 8:44 AM
394	27516	2/14/2022 8:31 AM
395	27713	2/14/2022 7:22 AM
396	27278	2/13/2022 7:04 PM
397	27705	2/13/2022 8:38 AM
398	27302	2/13/2022 5:26 AM
399	27514	2/12/2022 10:37 PM
400	27278	2/12/2022 7:19 PM
401	27278	2/12/2022 5:05 PM
402	27517	2/12/2022 11:28 AM
403	27510	2/12/2022 11:18 AM
404	27516	2/12/2022 10:58 AM
405	27514	2/12/2022 9:22 AM
406	27278	2/12/2022 7:51 AM
407	27516	2/11/2022 10:11 PM
408	27516	2/11/2022 8:26 PM
409	27510	2/11/2022 7:36 PM
410	27516	2/11/2022 6:38 PM
411	27510	2/11/2022 6:34 PM
412	27510	2/11/2022 5:25 PM
413	27278	2/11/2022 4:56 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

414	27510-1339	2/11/2022 4:01 PM
415	27514	2/11/2022 3:59 PM
416	27510	2/11/2022 3:57 PM
417	27514	2/11/2022 3:35 PM
418	27514	2/11/2022 3:23 PM
419	27278	2/11/2022 2:25 PM
420	27510	2/11/2022 1:58 PM
421	27278	2/11/2022 1:39 PM
422	27514	2/11/2022 1:36 PM
423	27278	2/11/2022 1:34 PM
424	27243	2/11/2022 12:25 PM
425	27510	2/11/2022 12:04 PM
426	27516	2/11/2022 11:33 AM
427	27514	2/11/2022 11:20 AM
428	27516	2/11/2022 11:16 AM
429	27278	2/11/2022 10:48 AM
430	27510	2/11/2022 10:27 AM
431	27516	2/11/2022 10:12 AM
432	27517	2/11/2022 8:17 AM
433	27514	2/11/2022 8:13 AM
434	27278	2/11/2022 8:07 AM
435	27278	2/11/2022 7:46 AM
436	27514	2/11/2022 7:10 AM
437	27516	2/11/2022 7:07 AM
438	27278	2/11/2022 6:32 AM
439	27510	2/11/2022 4:51 AM
440	27516	2/11/2022 12:48 AM
441	27514	2/10/2022 10:51 PM
442	27705	2/10/2022 10:32 PM
443	27517	2/10/2022 10:18 PM
444	27231	2/10/2022 9:47 PM
445	27517	2/10/2022 9:45 PM
446	27517	2/10/2022 9:36 PM
447	27705	2/10/2022 8:12 PM
448	27514	2/10/2022 7:38 PM
449	27302	2/10/2022 7:37 PM
450	27516	2/10/2022 6:51 PM
451	27231	2/10/2022 6:49 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

452	27516	2/10/2022 6:40 PM
453	27514	2/10/2022 6:01 PM
454	27514	2/10/2022 6:00 PM
455	27516	2/10/2022 5:57 PM
456	27516	2/10/2022 5:55 PM
457	27510	2/10/2022 5:53 PM
458	27278	2/10/2022 5:25 PM
459	27302	2/10/2022 5:06 PM
460	27516	2/10/2022 5:02 PM
461	27516	2/10/2022 4:46 PM
462	27516	2/10/2022 4:39 PM
463	27278	2/10/2022 4:01 PM
464	27705	2/10/2022 3:50 PM
465	27514	2/10/2022 3:24 PM
466	27713	2/10/2022 3:21 PM
467	27243	2/10/2022 3:10 PM
468	27278	2/10/2022 3:08 PM
469	27510	2/10/2022 3:08 PM
470	27278	2/10/2022 3:02 PM
471	27278	2/10/2022 2:57 PM
472	27514	2/10/2022 2:50 PM
473	27583	2/10/2022 2:15 PM
474	27517	2/10/2022 2:05 PM
475	27516	2/10/2022 1:38 PM
476	27516	2/10/2022 1:19 PM
477	26510	2/10/2022 1:09 PM
478	27302	2/10/2022 12:57 PM
479	27516	2/10/2022 12:57 PM
480	27278	2/10/2022 12:46 PM
481	27514	2/10/2022 12:39 PM
482	27510	2/10/2022 12:38 PM
483	27517	2/10/2022 12:04 PM
484	27510	2/10/2022 11:44 AM
485	27516	2/10/2022 11:07 AM
486	27510	2/10/2022 9:45 AM
487	27510	2/10/2022 9:41 AM
488	27258	2/10/2022 9:34 AM
489	27516	2/10/2022 9:32 AM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

490	27510	2/10/2022 9:28 AM
491	27517	2/10/2022 9:27 AM
492	27517	2/10/2022 8:10 AM
493	27278	2/10/2022 8:06 AM
494	27514	2/10/2022 8:04 AM
495	27278	2/10/2022 7:53 AM
496	27705	2/10/2022 7:50 AM
497	27518	2/10/2022 7:48 AM
498	27713	2/10/2022 7:47 AM
499	27510	2/10/2022 7:40 AM
500	27514	2/10/2022 7:27 AM
501	27516	2/10/2022 7:25 AM
502	27516	2/10/2022 7:03 AM
503	27514	2/10/2022 6:48 AM
504	27510	2/10/2022 6:35 AM
505	27517	2/9/2022 11:43 PM
506	27278	2/9/2022 10:52 PM
507	27514	2/9/2022 10:16 PM
508	27514	2/9/2022 9:58 PM
509	27510	2/9/2022 9:48 PM
510	27510	2/9/2022 9:27 PM
511	27516	2/9/2022 9:26 PM
512	27516	2/9/2022 9:23 PM
513	27278	2/9/2022 8:42 PM
514	27516	2/9/2022 8:30 PM
515	27516	2/9/2022 8:21 PM
516	27510	2/9/2022 8:11 PM
517	27278	2/9/2022 6:35 PM
518	27253	2/9/2022 6:27 PM
519	27510	2/9/2022 5:40 PM
520	27278	2/9/2022 5:26 PM
521	27517	2/9/2022 5:06 PM
522	27510	2/9/2022 4:53 PM
523	27516	2/9/2022 4:16 PM
524	27516	2/9/2022 4:03 PM
525	27278	2/9/2022 3:53 PM
526	27510	2/9/2022 3:27 PM
527	27415	2/9/2022 3:15 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

528	27510	2/9/2022 3:02 PM
529	27703	2/9/2022 2:58 PM
530	27705	2/9/2022 2:53 PM
531	27278	2/9/2022 2:22 PM
532	27707	2/9/2022 2:21 PM
533	27510	2/9/2022 2:12 PM
534	27514	2/9/2022 1:56 PM
535	27510	2/9/2022 1:49 PM
536	27510	2/9/2022 1:42 PM
537	27516	2/9/2022 1:34 PM
538	27278	2/9/2022 1:34 PM
539	27510	2/9/2022 1:30 PM
540	27516	2/9/2022 1:30 PM
541	27516	2/9/2022 1:22 PM
542	27510	2/9/2022 1:15 PM
543	27510	2/9/2022 1:15 PM
544	27510	2/9/2022 1:13 PM
545	27516	2/9/2022 1:04 PM
546	27514	2/9/2022 1:01 PM
547	27517	2/9/2022 12:54 PM
548	27510	2/9/2022 12:50 PM
549	27517	2/9/2022 12:43 PM
550	27302	2/9/2022 12:36 PM
551	27514	2/9/2022 12:16 PM
552	27278	2/9/2022 11:09 AM
553	27302	2/9/2022 11:07 AM
554	27510	2/9/2022 10:44 AM
555	27514	2/9/2022 10:39 AM
556	27514	2/9/2022 10:39 AM
557	27514	2/9/2022 9:50 AM
558	27517	2/9/2022 8:39 AM
559	27514	2/9/2022 2:37 AM
560	27514	2/9/2022 1:50 AM
561	27516	2/8/2022 9:19 PM
562	27510-2106	2/8/2022 6:40 PM
563	27514	2/8/2022 4:31 PM
564	27514	2/8/2022 4:25 PM
565	27516	2/8/2022 3:48 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

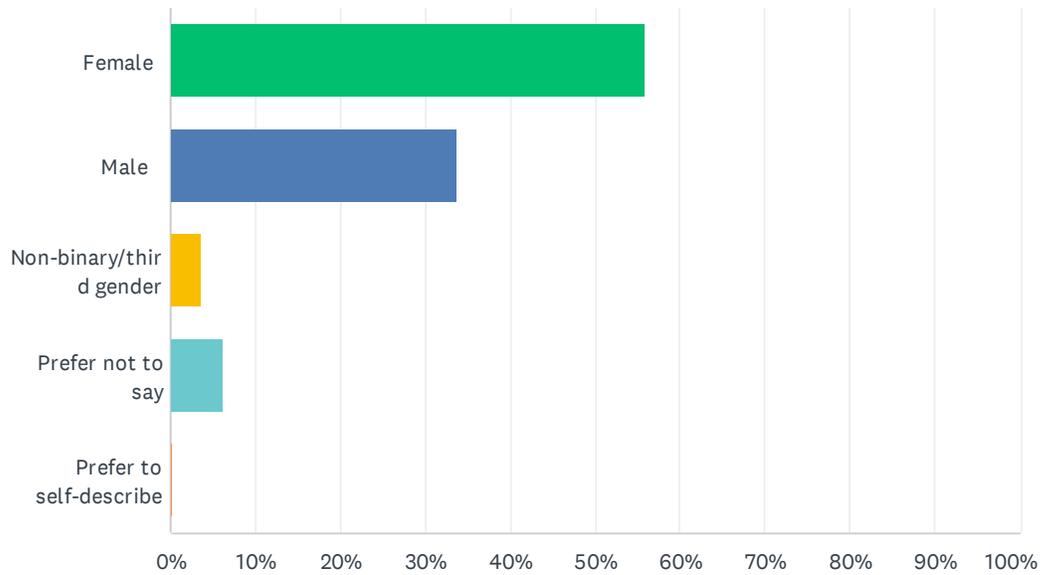
566	27278	2/8/2022 1:34 PM
567	27514	2/8/2022 12:01 PM
568	27516	2/8/2022 10:56 AM
569	27278	2/8/2022 8:28 AM
570	27516	2/7/2022 9:46 PM
571	27278	2/7/2022 9:29 PM
572	27278	2/7/2022 8:55 PM
573	27278	2/7/2022 8:49 PM
574	27278	2/7/2022 8:33 PM
575	27278	2/7/2022 8:02 PM
576	27516	2/7/2022 4:57 PM
577	27516	2/7/2022 4:31 PM
578	27278	2/7/2022 4:20 PM
579	27517	2/7/2022 4:15 PM
580	27278	2/7/2022 4:05 PM
581	27302	2/7/2022 3:23 PM
582	27278	2/7/2022 3:15 PM
583	27278	2/7/2022 2:00 PM
584	27278	2/7/2022 1:08 PM
585	27243	2/7/2022 1:00 PM
586	27516	2/7/2022 9:52 AM
587	27514	2/7/2022 9:37 AM
588	27510	2/7/2022 9:24 AM
589	27514	2/7/2022 9:20 AM
590	27302	2/7/2022 9:01 AM
591	27510	2/6/2022 4:49 PM
592	27243	2/5/2022 6:16 PM
593	27517	2/5/2022 5:31 PM
594	27514	2/5/2022 2:44 PM
595	27514	2/5/2022 12:24 PM
596	27510	2/5/2022 12:11 PM
597	27516	2/5/2022 11:43 AM
598	27516	2/5/2022 11:32 AM
599	27516	2/5/2022 11:28 AM
600	27516	2/5/2022 11:16 AM
601	27510	2/5/2022 11:02 AM
602	27510	2/5/2022 10:04 AM
603	27278	2/5/2022 9:04 AM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

604	27278	2/5/2022 9:03 AM
605	27516	2/5/2022 8:58 AM
606	27516	2/5/2022 8:33 AM
607	27510	2/5/2022 5:43 AM
608	27302	2/4/2022 11:22 PM
609	27510	2/4/2022 10:49 PM
610	27514	2/4/2022 9:17 PM
611	27510	2/4/2022 9:11 PM
612	27514	2/4/2022 9:09 PM
613	27510	2/4/2022 9:08 PM
614	27510	2/4/2022 8:06 PM
615	27510	2/4/2022 7:56 PM
616	27243	2/4/2022 7:41 PM
617	27709-2194	2/4/2022 7:34 PM
618	27510	2/4/2022 7:07 PM
619	27510	2/4/2022 7:01 PM
620	27243	2/4/2022 5:46 PM
621	27510	2/4/2022 5:33 PM
622	27514	2/4/2022 5:13 PM
623	27510	2/4/2022 5:07 PM
624	27510	2/4/2022 5:07 PM

Q23 I identify as:

Answered: 654 Skipped: 363

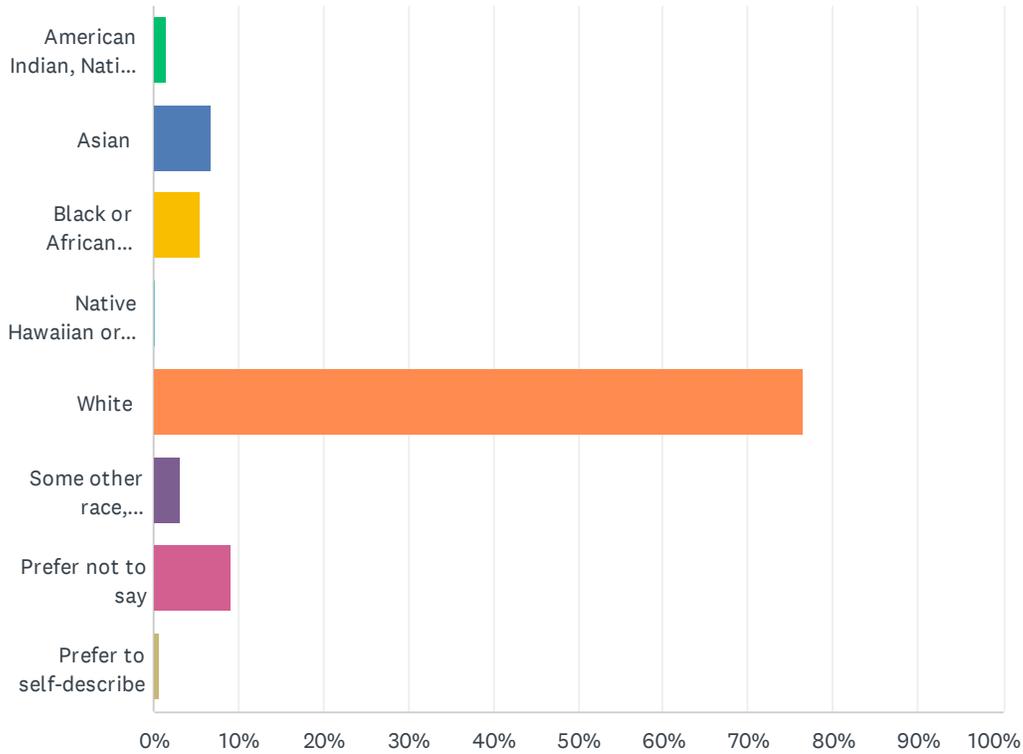


ANSWER CHOICES	RESPONSES	
Female	55.96%	366
Male	33.79%	221
Non-binary/third gender	3.67%	24
Prefer not to say	6.27%	41
Prefer to self-describe	0.31%	2
TOTAL		654

#	PREFER TO SELF-DESCRIBE	DATE
1	Transgender man	2/14/2022 1:08 PM
2	Should not be a factor	2/10/2022 8:12 PM

Q24 I identify as:

Answered: 642 Skipped: 375

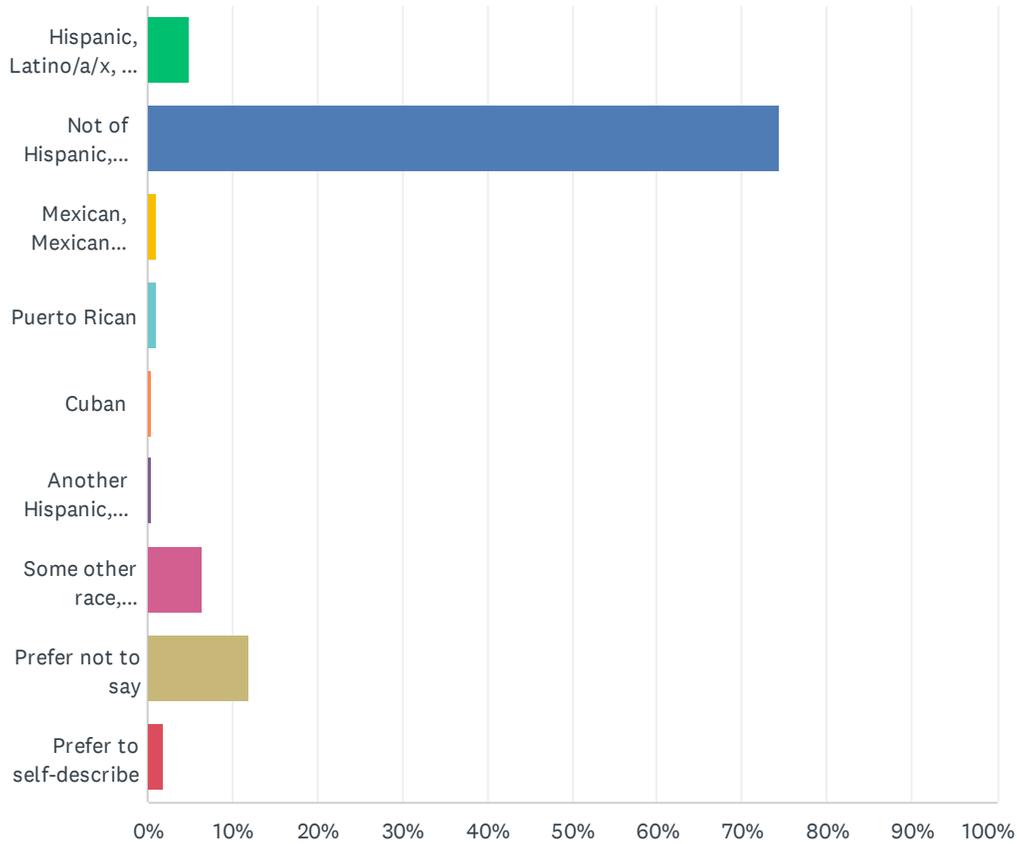


ANSWER CHOICES	RESPONSES	
American Indian, Native American, Alaskan Native, First Nations	1.56%	10
Asian	6.85%	44
Black or African American	5.61%	36
Native Hawaiian or Other Pacific Islander	0.16%	1
White	76.64%	492
Some other race, ethnicity, or origin	3.12%	20
Prefer not to say	9.19%	59
Prefer to self-describe	0.62%	4
Total Respondents: 642		

#	PREFER TO SELF-DESCRIBE	DATE
1	Persian	3/4/2022 2:47 PM
2	human	2/23/2022 2:15 PM
3	N/A	2/14/2022 12:40 PM
4	Should not be a factor	2/10/2022 8:12 PM

Q25 I identify as:

Answered: 570 Skipped: 447



ANSWER CHOICES	RESPONSES	
Hispanic, Latino/a/x, or of Spanish origin	4.91%	28
Not of Hispanic, Latino/a/x, or Spanish origin	74.39%	424
Mexican, Mexican American, Chicano/a/x	1.05%	6
Puerto Rican	1.05%	6
Cuban	0.53%	3
Another Hispanic, Latino/a/x or Spanish origin	0.53%	3
Some other race, ethnicity, or origin	6.49%	37
Prefer not to say	11.93%	68
Prefer to self-describe	1.93%	11
Total Respondents: 570		

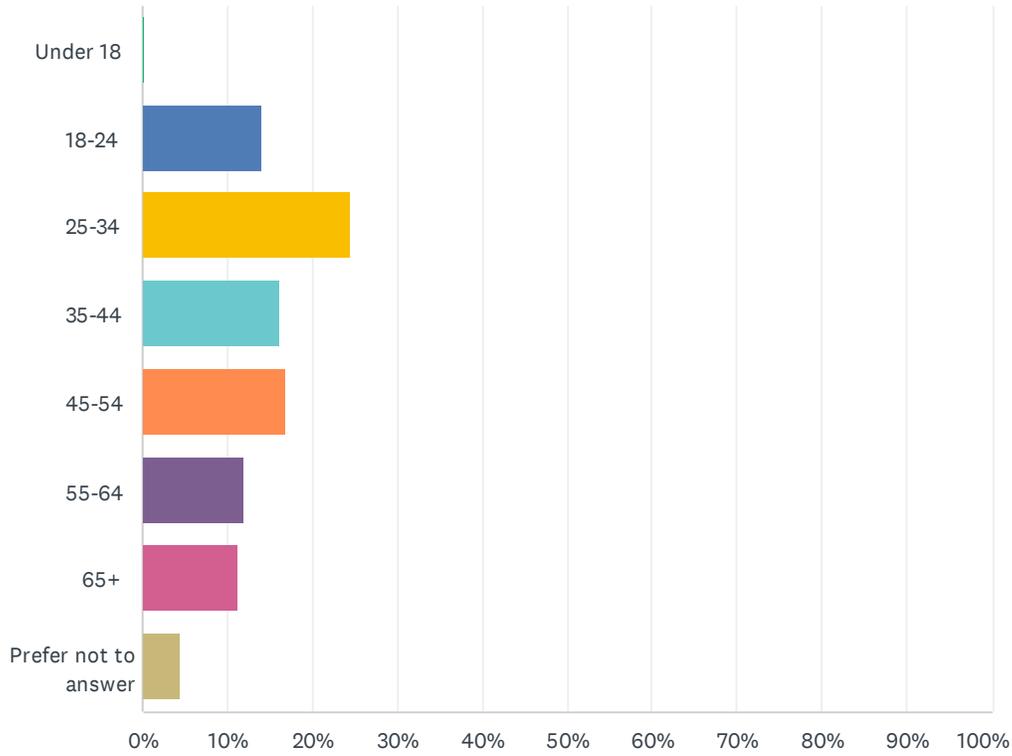
#	PREFER TO SELF-DESCRIBE	DATE
1	human	2/23/2022 2:15 PM

Orange County Transit Plan Update: Proposed Improvements and Conceptual Transit Vision

2	White American	2/21/2022 6:43 PM
3	Southeast Asian	2/18/2022 7:56 AM
4	European descent	2/15/2022 2:32 PM
5	100% American	2/14/2022 1:02 PM
6	N/A	2/14/2022 12:40 PM
7	European	2/14/2022 12:30 PM
8	Should not be a factor	2/10/2022 8:12 PM
9	Scotch-Irish maybe German	2/10/2022 5:53 PM
10	Caucasian	2/10/2022 5:25 PM
11	Italian	2/10/2022 12:57 PM

Q26 My Age is:

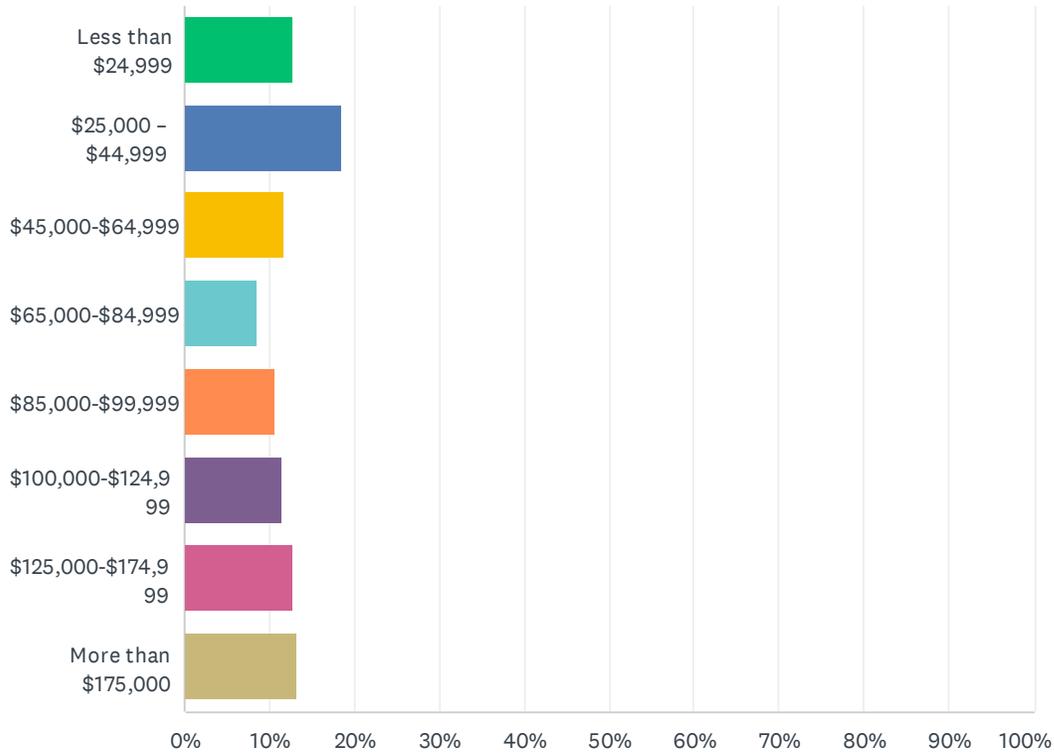
Answered: 656 Skipped: 361



ANSWER CHOICES	RESPONSES	
Under 18	0.15%	1
18-24	14.18%	93
25-34	24.54%	161
35-44	16.31%	107
45-54	16.92%	111
55-64	12.04%	79
65+	11.28%	74
Prefer not to answer	4.57%	30
TOTAL		656

Q27 My combined annual household income is:

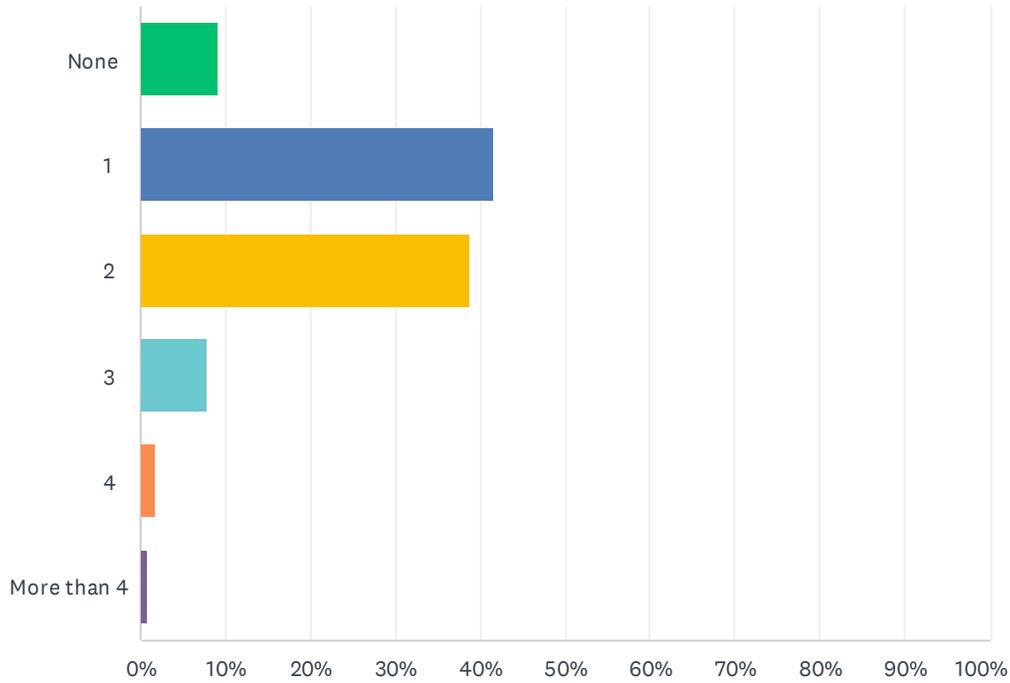
Answered: 603 Skipped: 414



ANSWER CHOICES	RESPONSES
Less than \$24,999	12.77% 77
\$25,000 – \$44,999	18.57% 112
\$45,000-\$64,999	11.77% 71
\$65,000-\$84,999	8.62% 52
\$85,000-\$99,999	10.61% 64
\$100,000-\$124,999	11.61% 70
\$125,000-\$174,999	12.77% 77
More than \$175,000	13.27% 80
TOTAL	603

Q28 How many personal vehicles (automobiles, vans, trucks, motorcycles) do you have available at home?

Answered: 649 Skipped: 368



ANSWER CHOICES	RESPONSES	
None	9.09%	59
1	41.60%	270
2	38.83%	252
3	7.86%	51
4	1.69%	11
More than 4	0.92%	6
TOTAL		649