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### City Offices Closed in Observance of the Juneteenth Holiday

Please note City administrative offices will be **closed** on **Monday, June 19** in observance of the **Juneteenth** holiday.

### Regular Council Meeting Tuesday, June 20; Off-site Work Session at 10:00 - Lunch Will be Provided

Council will meet in work session at **10:00 A.M.** at the **Central Communication Center, 2320 Westinghouse Blvd.**, in the **media briefing room**. Please note the agenda for the work session is included with the regular meeting agenda and may be accessed via the BoardDocs electronic agenda system:

<https://go.boarddocs.com/nc/raleigh/Board.nsf/Public>

For anyone interested, **transportation will be available** for the **off-site work session** on **Tuesday**; the trolley will **depart from RMB at 9:45 A.M. sharp** - please note if you would like to access the transportation.

The **regular** Council meeting begins at **1:00 P.M.** Please note there will be a **Closed Session** immediately following the afternoon session of the Council meeting.

**Reminder:** If there is an item you would like to pull from the consent agenda for discussion, please e-mail [mayorstaff@raleighnc.gov](mailto:mayorstaff@raleighnc.gov) by 11 A.M. the day of the meeting.

## INFORMATION:

### **NCDOT Project U-5307, US-1 north of I-540 to Purnell & Harris Road**

*Staff Resource: Kenneth Ritchie, Transportation, 996-4112, [kenneth.ritchie@raleighnc.gov](mailto:kenneth.ritchie@raleighnc.gov)*

NCDOT project U-5307 is planned to convert US-1 to a controlled-access highway between I-540 and Harris and Purnell Road near the Wake/Franklin County line. As currently envisioned, the project will also widen the corridor. The project was planned through a study conducted by the Capital Area Metropolitan Planning Organization (CAMPO) in 2006. That plan included a local street network to serve local needs and reduce impacts of converting the corridor to controlled access. The southernmost section (I-540 to Durant & Perry Creek Road) is currently funded in 2026 for right-of-way and construction in the State Transportation Improvement Program (STIP). NCDOT has communicated an intention to use a design-build process to complete the project.

NCDOT is currently preparing an Environmental Assessment to document impacts and mitigations of the project. NCDOT is holding a combined open-house and public hearing on June 21, 2023. Included with the *Update* materials is a staff memorandum that provides additional details about the project, the scheduled meeting, and staffs coordination with NCDOT on the project.

*(Attachment)*

### **GoRaleigh Bus Stop Improvement Program**

*Staff Resource: David Walker, Transportation-Transit, 996-3942, [david.walker@raleighnc.gov](mailto:david.walker@raleighnc.gov)*

The Bus Stop Improvement Program plans, designs, and constructs bus stop improvements throughout the GoRaleigh system. Included with the *Update* materials is a staff memorandum detailing this program.

*(Attachment)*

### **Wake Bus Rapid Transit: New Bern Avenue Section 106 Comments**

*Staff Resource: Het Patel, Transportation-Transit, 996-5120, [het.patel@raleighnc.gov](mailto:het.patel@raleighnc.gov)*

*Bynum Walter, Planning & Development, 996-2178, [bynum.walter@raleighnc.gov](mailto:bynum.walter@raleighnc.gov)*

As Council is aware, Rezoning Case Z-92-22 consists of a City-initiated rezoning application of a Transit Overlay District (TOD) through the New Bern Station Area Planning process. As Council is also aware, there have been numerous public comments heard during the Planning Commission review process as well as inquiries and emails received by Council and staff. Of particular note were concerns received regarding the Wake Bus Rapid Transit (BRT), New Bern Avenue Section 106 review process, for the New Bern BRT project. In an effort to provide clarity, included with the *Update* materials is a staff memorandum responding and identifying opportunities for continued conversations around the local rezoning process.

*(Attachment)*

### **Weekly Digest of Special Events**

*Staff Resource: Sarah Heinsohn, Office of Special Events, 996-2200, [sarah.heinsohn@raleighnc.gov](mailto:sarah.heinsohn@raleighnc.gov)*

Included with the *Update* materials is the special events digest for the upcoming week.

*(Attachment)*

## Council Member Follow Up Items

### Follow Up from the June 6 City Council Meeting

#### **Stormwater Issues - New Bern Avenue and N. Raleigh Boulevard (Mayor Baldwin)**

*Staff Resources: Wayne Miles, Engineering Services, 996-3940, [wayne.miles@raleighnc.gov](mailto:wayne.miles@raleighnc.gov)*

*Sylvester Percival, Engineering Services, 996-4053, [sylvester.percival@raleighnc.gov](mailto:sylvester.percival@raleighnc.gov)*

At the meeting, a community member commented about stormwater drainage issues located at this intersection and Council requested that city staff follow up with an update on this situation. Staff is aware of ongoing drainage issues at this location. Both New Bern Avenue and North Raleigh Boulevard are owned and maintained by the North Carolina Department of Transportation; therefore, the City is unable to take immediate action to address these concerns. The stormwater drainage issues at this intersection have been diagnosed to be a result of insufficient capacity of the stormwater inlets and the stormwater pipes drainage this area, which is exacerbated by debris and litter accumulating in the stormwater system that is not regularly maintained by NCDOT.

Engineering Services staff are working with NCDOT to incorporate stormwater drainage improvements at this location into the design of the improvements associated with the Bus Rapid Transit (BRT) project that will be constructed in this vicinity. NCDOT is expected to approve an encroachment agreement that will allow the City to move forward with constructing the proposed BRT project, which will include stormwater drainage improvements.

The proposed stormwater system improvements at this intersection have been designed. The proposed design increases the number of stormwater curb-inlets in the vicinity of this intersection from 8 to 25 inlets to meet current City and NCDOT standards. In addition, the configuration of the BRT dedicated bus lanes in the median at this location will decrease the amount of debris entering the stormwater system and will add new stormwater grate-type inlets in the median. This will improve overall stormwater drainage for the BRT project as well as the existing New Bern Avenue and North Raleigh Boulevard intersection.

As the BRT infrastructure will be owned and maintained by the City while the New Bern Avenue and North Raleigh Boulevard stormwater systems will remain under NCDOT control, the stormwater infrastructure in this area will require joint maintenance responsibility by the City and NCDOT. City Staff will work closely with NCDOT to outline level of service expectations and to agree upon the delegation of maintenance responsibilities needed to meet this level of service.

*(Attachment)*

#### **Bus Rapid Transit Community Leader Groups Application Information (Council Member Patton)**

*Staff Resource: Sarah Shaughnessy, Planning & Development, 996-2234, [sarah.shaughnessy@raleighnc.gov](mailto:sarah.shaughnessy@raleighnc.gov)*

During the meeting Council requested staff provide the Community Leader and Connector application information submitted by individual applicants, for both the Western and Southern Bus Rapid Transit Corridor Community Leader Groups. Included with the *Update* materials is a staff memorandum prepared in

response to the request and the application information as submitted by the individual applicants for both projects.

*(Attachment)*

### **Take-Home Vehicle Program (Council Member Patton)**

*Staff Resource: Chief E. Patterson, Police, 996-3155, [estella.patterson@raleighnc.gov](mailto:estella.patterson@raleighnc.gov)*

During the meeting Council requested staff provide information on the Police Department take-home vehicle program and the Personal Police Vehicle program. Included with the *Update* materials is a staff memorandum prepared in response to the request.

*(Attachment)*

## Follow Up from the June 13 Work Session

### **2022 Community Survey (Mayor Pro Tem Branch and Council Member Black)**

*Staff Resource: Alexander Vazquez, Strategy & Innovation, 996-3529, [alexander.vazquez@raleighnc.gov](mailto:alexander.vazquez@raleighnc.gov)*

During the work session Council requested that staff provide information on how top priorities identified through Community Surveys have changed over time. Included with this *Update* is a staff memorandum prepared in response to the request.

In addition, Council requested clarification on how to evaluate survey responses by demographics. This can be done using the [Cross-Tab Report](#), which provides a breakdown of responses to the 2022 Community Survey by key demographics including: age, income, race/ethnicity, gender, and by years lived in Raleigh.

The [Community Survey Dashboard](#) is another tool that Council, residents, and staff can use to explore survey results by demographics. Users should click on *City Performance* and then click on *Results by Key Demographics*. To ensure the Dashboard functions properly, users should select an option under "Survey Topic" and then select the item/service of interest under "Questions". Users can compare results across time by selecting the year of interest using the "Year" dropdown at the bottom of the page. The dashboard shows the percent of respondents that rated the quality of services as *Excellent* or *Good*.

More information about the Community Surveys that the City has administered can be found using the link below:

<https://raleighnc.gov/government/services/community-survey>

*(Attachment)*

|            |   |
|------------|---|
| To         | Marchell Adams-David, City Manager      |
| Thru       | Michael Moore, Assistant City Manager   |
| From       | Jason Myers, Transportation Supervisor  |
| Department | Transportation                          |
| Date       | June 16, 2023                           |
| Subject    | U-5307 Public Meeting and Status Update |

NCDOT project U-5307 is planned to convert US-1 to a controlled-access highway between I-540 and Harris Road and Purnell Road near the Wake/Franklin County line. Controlled-access means ramps at interchanges would provide entry onto the roadway, cross-streets could have overpasses built over them, and private driveways connections would not be allowed. As currently envisioned, the project will also widen the corridor. The project was planned through a study conducted by the Capital Area Metropolitan Planning Organization (CAMPO) in 2006. The plan included a local street network to serve local needs and reduce impacts of converting the corridor to limited access.

For implementation, the project has been broken into four phases (A-D). Only the first phase is funded in the State Transportation Improvement Program (STIP). U-5307A, from I-540 to Durant and Perry Creek Road is funded in 2026 for right-of-way and construction in the State Transportation Improvement Plan (STIP).

NCDOT is currently preparing an Environmental Assessment (EA) to document impacts and mitigations of the project. The EA will cover all four segments of the project. As a part of the planning and environmental documentation process, NCDOT is holding a combined open-house and public hearing on June 21, 2023.

**Location:**

Living Word Family Church  
 10520 Star Road  
 Wake Forest, NC 27587

**Schedule:**

2:00-3:00 p.m. - Local Officials Meeting  
 4:00-6:30 p.m. - Public Meeting  
 7:00-8:00 p.m. - Public Hearing

Additional meeting information can be found at this link: <https://www.ncdot.gov/news/public-meetings/Pages/U-5307-2023-06-01.aspx>

City staff have engaged productively with NCDOT on the project as it relates to the City's interests. Areas of noteworthy progress include:

- NCDOT plans to extend a frontage road southward from Perry Creek Road, connecting to Jacqueline Lane and other streets east of US-1. In 2021, plans showed this street ending approximately 300 feet south of Jacqueline Lane. NCDOT now plans to extend

the street to connect to Gresham Lake Road, crossing US-1 with a bridge. This change will reduce the impact of the project to the areas between Durant/Perry Creek Road on the north and I-540 on the south. NCDOT has also communicated a commitment to maintain the new structure over US-1. In addition to the street network benefits, this bridge can serve as a link in the planned Perry Creek Greenway Trail. Staff believe that these streets can be connected to Triangle Town Blvd. through a subdivision that has been submitted for review (SUB-0086-2022).

- In 2021, NCDOT plans showed US-1 having ten lanes where it crossed the Neuse River. Current plans now show eight lanes, consistent with the 2050 Metropolitan Transportation Plan (MTP).

There are also areas where staff have significant concerns:

- In 2021 NCDOT plans did not include the Wadford Road extension crossing the Neuse River between Raleigh and Wake Forest. This street was a part of the 2006 corridor study. Raleigh staff, along with our counterparts at the Town of Wake Forest and CAMPO believe this street connection is necessary for the reliable and efficient function of the transportation network. Current NCDOT plans show a structure that would make the connection for bikes and pedestrians only. NCDOT has communicated that the City of Raleigh and the Town of Wake Forest could participate in a betterment for the project to expand this structure to be a full street connection. NCDOT's preliminary estimate for this betterment is \$1.8M. The lack of this connection may isolate Raleigh residents and business located in the area between Perry Creek Road and the Neuse River.
- City staff have asked NCDOT to revisit the traffic volume forecast for the project. The forecast was prepared in 2017. Changes in travel patterns in recent years may reduce the volume of traffic expected on this highway in the future, compared to past expectations. Constructing the project with less capacity may reduce costs and allow more phases of the project to be completed more quickly and/or make resources available other important regional transportation priorities. NCDOT has committed to revisit the traffic forecast as the project proceeds to design. The Environmental Assessment will use the current traffic forecast and conceptual design to document impacts.

Staff will continue to engage with NCDOT on the project as it moves forward. At the appropriate time, project betterments that require City of Raleigh funding will be developed and brought back to City Council for approval. Potential elements for betterments might include wider sidewalks or shared-use paths, additional street network construction, or aesthetic enhancements throughout the project.

|         |  |
|---------|--|
| To      | Michael Moore, Assistant City Manager              |
| Thru    | David Eatman, Assistant Director of Transportation |
| From    | David Walker, Transportation-Transit               |
| Date    | June 16, 2023                                      |
| Subject | GoRaleigh Bus Stop Improvement Program             |

GoRaleigh serves over 1400 bus stops throughout Raleigh and in surrounding municipalities. The Bus Stop Improvement Program plans, designs and constructs bus stop improvements throughout the GoRaleigh system. Stop improvements are prioritized based on stop ridership; stops over 10 boardings a day qualify for a full shelter buildout and stops with ridership between three and nine riders qualify for a bench. There are exceptions to these thresholds such as: stops in front of affordable housing locations, hospitals, senior centers and park facilities.

Currently GoRaleigh’s system has about 20,500 boardings per weekday with 86 percent of riders boarding at 326 stops. 95 percent of these stops are accessible by sidewalk with the remaining 5 percent (a total of 18 stops) having either large barriers preventing a sidewalk or are a part of larger project improvement coming in the near future. GoRaleigh currently has 270 stops with shelters, 73 percent of daily riders board at a sheltered stop. This year GoRaleigh is slated to improve 39 stops, 28 of these sites will be full shelter buildouts. Eleven of these improvements have been completed as of May 15. An additional 15 stops have received new seating.

The City of Raleigh receives funding from the Wake Transit Plan (WTP) ½ cent sales tax in support of continued improvements to existing bus stops and new bus stops. Just under \$14M is programmed from the WTP for these improvements for FY24 through FY30. Funding is scoped for standard bus shelter improvements and for enhanced stops. Enhanced stops are generally for high ridership and/or multiple routes serving one stop. Enhanced stops are designed to have larger shelters, higher levels of lighting, bike racks and real-time passenger information signs providing bus arrival information. Enhanced stops receive separate funding from standard bus shelters. The annual funding amounts will build approximately 35-40 standard shelters and 4-5 enhanced stops. Recent construction bids have seen a higher cost than normal; therefore, the number of improvements per year may be modified based on current construction costs.

GoRaleigh continues to add new sites into the design process. Over 100 sites are in the design process at any given time, with each site taking approximately one year to reach the construction phase. In 2022 Transit staff began installing a new amenity ‘pedestal seats’ (a smaller two seat bench) in locations that meet ADA requirements. These seats

can be deployed much quicker as a temporary solution until a full buildout can be completed. These are also good options at lower ridership stops that may not qualify for improvements but have known usage by seniors or individuals with disabilities.

Our transit staff also collaborates with the Roadway Design Construction and Mobility Strategy and Infrastructure Divisions as they make improvements to the City's infrastructure. As new projects begin, transit participates as a stakeholder and makes requests for ADA improvements at bus stops to include extra concrete for benches and shelters. It is much more cost effective to have this work completed as part of a larger infrastructure project. Once the project is complete, transit staff can quickly and easily add the amenities.



|         |   |
|---------|---|
| To      | Michael Moore, Assistant City Manager   |
| Thru    | David Eatman, Assistant Director of Transportation, Transportation-Transit<br>Pat Young, Director of Planning and Development, Planning and Development |
| From    | Het Patel, Transportation-Transit<br>Bynum Walter, Planning and Development   |
| Date    | June 15, 2023   |
| Subject | Wake Bus Rapid Transit (BRT) New Bern Avenue – Section 106  |

**Summary**

The City of Raleigh continues to support the findings of the Assessment of Effects report on the Section 106 process for New Bern Avenue BRT project. As a reminder, the Section 106 consultation for the federally funded New Bern Avenue BRT project and its related components, including BRT stops, Transit Signal Priority signal installation, and roadway modifications, was conducted in 2020-2021 and was intended to assess the effects of the BRT project on historic and cultural resources within its area of influence. Findings from the project’s Assessment of Effects report are based on adopted plans and approved plans/developments at that point in time (i.e., 30 percent design plans). The rezoning in question, Z-92-22, is a locally initiated process which began in June 2022 and includes public engagement for the rezoning process.

**Engagement for Rezoning Efforts**

Raleigh’s UDO requires a pre-application neighborhood meeting for all rezoning requests and a second neighborhood meeting for most requests. These were held on November 29, 2022 (89 attendees) and February 23, 2023 (86 attendees), respectively. In addition, staff hosted two “Ask-a-Planner” sessions at local community centers over the two weeks following each of the neighborhood meetings (four sessions in total). These sessions serve as office hours for members of the public to ask questions of Planning and Development staff on a one-on-one basis and provide an opportunity for informal conversation. Staff was invited to and attended six in-person events organized by members of the community that were all held after these neighborhood meetings.

Each petition for rezoning that the city receives is posted on the [Rezoning Engagement Portal](#) website as an online means to collect feedback. On the Engagement Portal, respondents can view a summary of the request and leave questions and comments. Responses are exported and provided to the Planning Commission and the City Council during review by each body. As of June 5, 2023, the Z-92-22 Engagement Portal received a total of 118 comments by 52 unique participants. The survey was viewed 854 times. Online comments were both supportive and opposed to the rezoning proposal.

**Transit Overlay District (TOD) Rezoning and Historic Districts Clarification**

Staff has also developed the below summary to provide clarification to questions and comments heard to date:

- Historic Overlay Districts (HOD-G and HOD-S) and designated Raleigh Historic Landmarks require a Certificate of Appropriateness (COA) from the Raleigh Historic Development Commission (RHDC). Essentially, COAs control the external design and appearance of structures and site features in place of other UDO requirements. The COA process is unaffected by the presence of a Transit Overlay District (TOD).
- Neighborhood Conservation Overlay Districts (NCOD) are unrelated to a structure’s age. Properties within an NCOD may or may not be of historic significance. NCOD’s are local zoning regulations enforced during the standard permitting process, similar to the Transit Overlay District (TOD).
- Listing on or eligibility for the National Register of Historic Places has no effect on the application of Raleigh’s UDO.

Additionally, staff also prepared the below summary to distinguish the local land-use planning process from the federal process for Section 106 and NEPA.

| <b>Local Policies and Regulations</b>  | <b>Federal Laws and Regulations</b>   |
|--|---|
| <p>Owned by local jurisdictions with input from public and neighborhoods.</p> <p><b>Includes things like:</b></p> <ul style="list-style-type: none"> <li>• Adopted Plans</li> <li>• Unified Development Ordinance (UDO)</li> <li>• Zoning</li> </ul> <p><b>Changes/amendments are done by:</b></p> <ul style="list-style-type: none"> <li>• Text changes</li> <li>• Rezoning</li> <li>• Certificates of Appropriateness</li> </ul> <p><b>The proposed TOD rezoning would NOT change:</b></p> <ul style="list-style-type: none"> <li>• Existing local policies and regulations, such as the UDO.</li> <li>• Authority afforded to review bodies, such as the Council or Raleigh Historic Development Commission (RHDC), with respect to preserving and protecting historic properties or districts.</li> <li>• Public review procedures for application reviews, such as rezoning.</li> </ul> | <p>Projects seeking federal funding are required to comply with federal laws, regulations, executive orders, etc. that protect the human and natural environment. One of which is Section 106 of the National Historic Preservation Act.</p> <p><b>Section 106 of National Historic Preservation Act</b></p> <ul style="list-style-type: none"> <li>• Section 106 review process is an integral component of the National Historic Preservation Act of 1966 and is codified in 36 CFR Part 800.</li> <li>• Review process is owned by lead federal agency and completed through consultation with State Historic Preservation Office</li> <li>• Includes identification of properties eligible for listing or listed in National Register of Historic Places and determination of whether a federal undertaking would adversely affect these properties.</li> <li>• Lead federal agency is responsible for the consultation and determinations made during Section 106 consultation.</li> </ul> <p><b>Other federal laws and regulations include:</b></p> <ul style="list-style-type: none"> <li>• National Environmental Policy Act (42 USC 4321 et seq)</li> <li>• Clean Air Act (42 USC 7401 et seq)</li> <li>• Clean Water Act (33 USC 1252 et seq)</li> <li>• Endangered Species Act (16 USC 1531 et seq)</li> </ul> |

**Conclusion**

Staff will respond to Mr. Kasefang's latest email on May 30, 2023, with the above information to provide clarification to the different processes. The rezoning is currently under review by the Planning Commission's Committee of the Whole. The community will continue to have an opportunity to provide comments to the Planning Commission and City Council during the remainder of the New Bern Station Area Planning rezoning process. City Council consideration of the rezoning is anticipated in late 2023.

# Weekly Events Digest

Friday, June 16 – Thursday, June 22

City of Raleigh Office of Emergency Management and Special Events  
[specialevents@raleighnc.gov](mailto:specialevents@raleighnc.gov) | 919-996-2200 | [raleighnc.gov/special-events-office](http://raleighnc.gov/special-events-office)

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## Permitted Special Events

### [Capital City Juneteenth Celebration](#)

Dorothea Dix Park: Big Field, Adams Field, & Chapel

Saturday, June 17

Event Time: 12:00pm - 6:00pm

Associated Road Closures: Blair Drive between Barbour Drive and Umstead Drive, and Barbour Drive between Blair Drive and Umstead Drive will be closed from 9:00am until 7:00pm. The Big Field and Adams Field will also be used during this time.

### [Double Dutch Fest '23](#)

Hargett Street

Saturday, June 17

Event Time: 12:00pm - 6:00pm

Associated Road Closures: Hargett Street between Fayetteville Street and Salisbury Street will be closed from 8:00am until 8:00pm.

### [Raleigh Retro Gamers Expo](#)

Moore Square

Saturday, June 17

Event Time: 10:00am - 4:00pm

Associated Road Closures: No roads will be closed for the event. Sidewalks directly next to Moore Square on all sides of the park will be used from 8:00am until 4:30pm.

### [HIAB Community Conversations during the Liberation Station Grand Opening](#)

Exchange Plaza

Saturday, June 17

Event Time: 11:00am - 3:00pm

Associated Road Closures: No roads will be closed for the event. Exchange Plaza will be used from 10:00am until 4:00pm.

### [Kick Back Sneaker Expo](#)

Raleigh Convention Center

Saturday, June 17

Event Time: 12:00pm - 5:00pm

Associated Road Closures: Cabarrus Street between S. McDowell Street and Gale Street will be closed from 8:00am until 9:00pm.

### [Black Flea Market](#)

Raleigh Union Station Plaza

Sunday, June 18

Event Time: 1:00pm - 5:00pm

Associated Road Closures: No roads will be closed for the event. Union Station Plaza will be used from 12:00pm until 6:00pm every Sunday through 10-29-23.

### [Moose Tracks' 10,000 Scoops Challenge](#)

City Plaza

Tuesday, June 20

Event Time: 11:00am - 3:00pm

Associated Road Closures: No roads will be closed for the event. The eastside, off-street portion of City Plaza will be used from 8:00am until 5:00pm.

### [Live After 5](#)

City Plaza

Wednesday, June 21

Event Time: 5:00pm - 8:00pm

Associated Road Closures: Fayetteville Street between Davie Street and the south end of City Plaza will be closed from 11:00am until 11:00pm.

## **Other Upcoming Events**

### [The Original City of Raleigh Juneteenth Historical Open Mic Celebration](#)

Friday, June 16

Carolina Pines Park

### [Juneteenth Tours](#)

Friday, June 16

Pope House Museum

### [Fairytale Costume Showdown & Movie Night: The Princess Bride](#)

Friday, June 16

Moore Square

### [Juneteenth Jubilee](#)

Friday, June 16

John Chavis Memorial Park

### [My Guy & Me Father's Day Par-Tee](#)

Friday, June 16

Roberts Park

### [Pixies](#)

Friday, June 16

Red Hat Amphitheater

### [Sacred Soul and Bluegrass Revue – Pinecone](#)

Friday, June 16

Fletcher Opera Theater

### [Dierks Bentley](#)

Friday, June 16

Coastal Credit Union Music Park at Walnut Creek

### [Trolley Tour of Historic Black Neighborhoods](#)

Friday, June 16 & Saturday, June 17

Pope House Museum

### [Explore Juneteenth History](#)

Saturday, June 17

Mordecai Historic Park

### [Rebelution](#)

Saturday, June 17

Red Hat Amphitheater

# Weekly Events Digest

Friday, June 16 – Thursday, June 22

City of Raleigh Office of Emergency Management and Special Events  
[specialevents@raleighnc.gov](mailto:specialevents@raleighnc.gov) | 919-996-2200 | [raleighnc.gov/special-events-office](http://raleighnc.gov/special-events-office)

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## **Moore Square Market**

Sunday, June 18  
Moore Square

## **Summer Solstice Yoga**

Wednesday, June 21  
Dorothea Dix Park, Flowers Field

## **Public Resources**

**Pilot Text Alert Program**: Sometimes spontaneous events happen downtown and in other areas that could affect local businesses. If you'd like to receive notifications when those events happen, including unpermitted ones, sign up for text alerts.

**Event Feedback Form**: Tell us what you think about Raleigh events! We welcome citizen and participant feedback and encourage you to provide comments or concerns about any events regulated by the Office of Emergency Management and Special Events. We will use this helpful information in future planning.

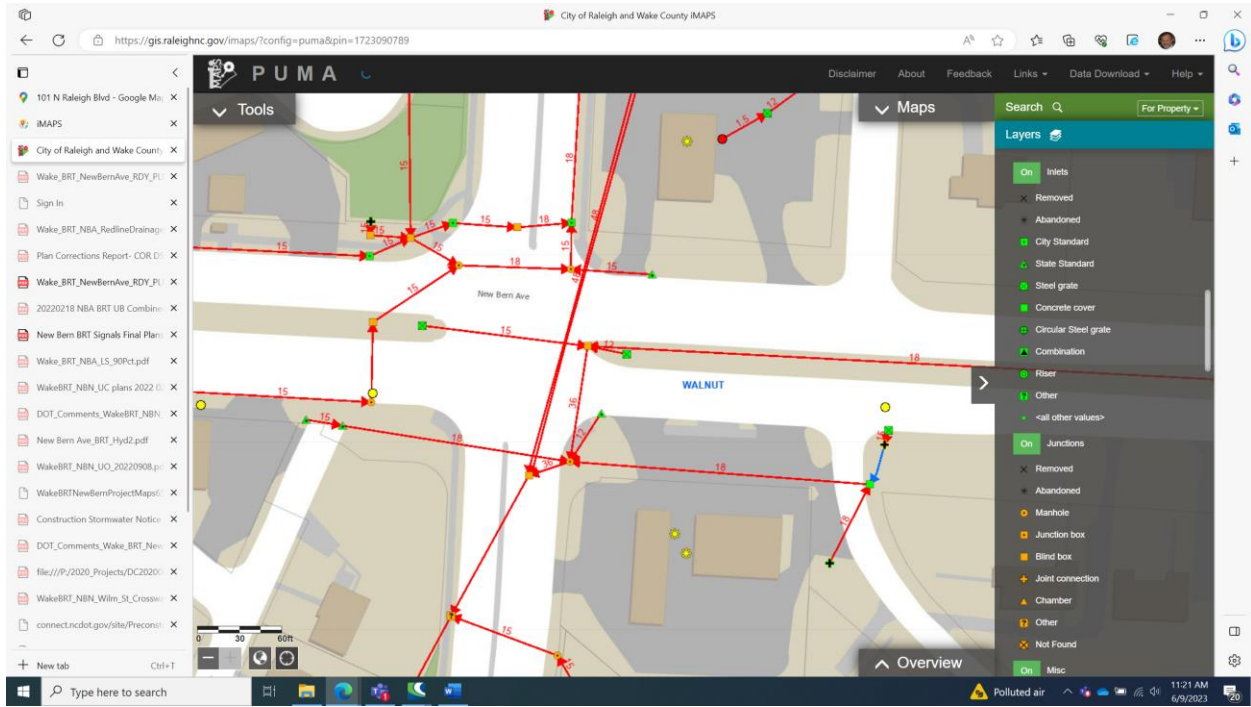
**Road Closure and Road Race Map**: A resource providing current information on street closures in Raleigh.

**Online Events Calendar**: View all currently scheduled events that impact city streets, public plazas, and Dorothea Dix Park.

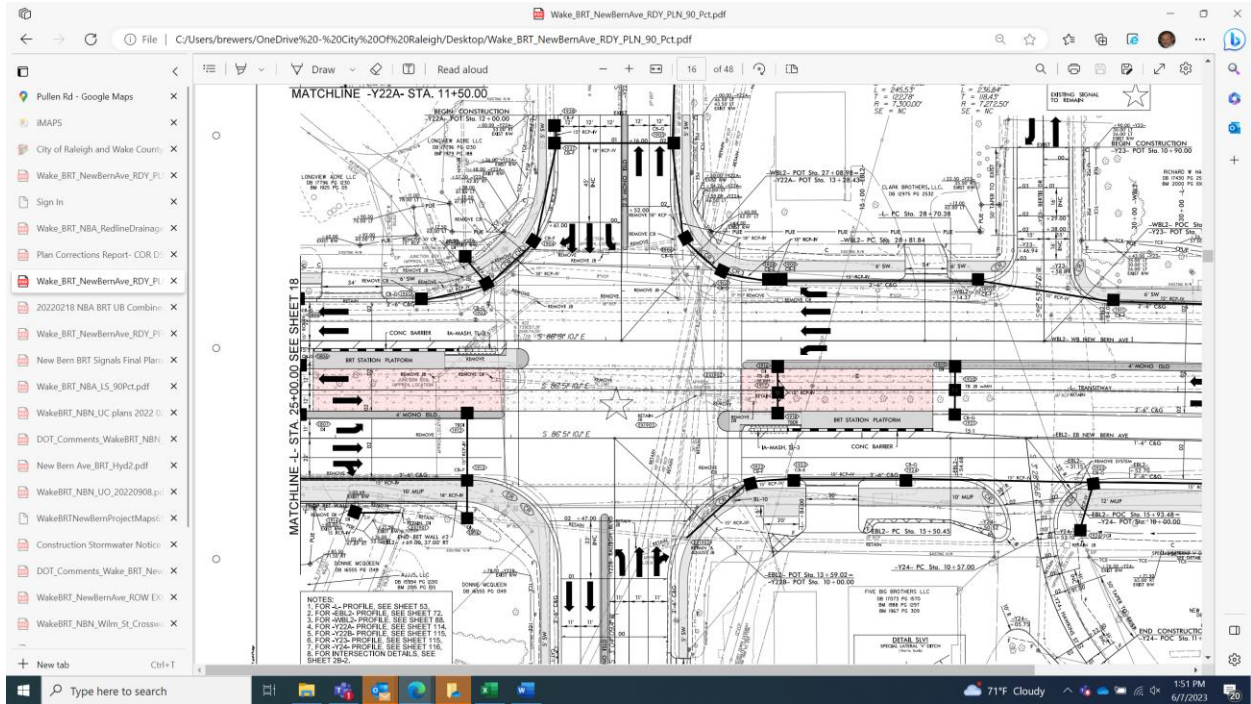
# Council Member Follow Up

# Stormwater Issues - New Bern Avenue and N. Raleigh Boulevard

## Current Condition



## Proposed Condition





|            |   |
|------------|---|
| To         | Marchell Adams-David, City Manager  |
| Thru       | Patrick O. Young, ACIP, Planning Director   |
| From       | Sarah Shaughnessy, AICP, Senior Planner<br>Hannah Reckhow, AICP, Senior Planner                 |
| Department | Planning and Development  |
| Date       | March 21, 2023  |
| Subject    | Western and Southern BRT Corridor Station Area Plan Community Leader and Connector Applications |

### Summary

At the afternoon City Council meeting on June 6, Planning & Development staff Sarah Shaughnessy and Hannah Reckhow gave a presentation on the Community Leader and Connector engagement model for the Western and Southern Bus Rapid Transit Corridor Station Area Plans and requested the appointment of Community Leader Groups for each project. Council Member Patton requested the list of all applicants for the Community Leader and Connector positions. Lists for both projects are attached.

### Community Engagement Background and Selection

The Department of Planning & Development is preparing to begin station area planning for the neighborhoods surrounding the Western Bus Rapid Transit (BRT) corridor. To support authentic community engagement, the project will use a volunteer Community Leader Group paid Community Connectors.

We received a total of 72 applications for the Western Corridor Community Leader Group and 48 for the Southern Corridor Community Leader Group. A team of staff members from Planning and Development and the Office of Engagement reviewed all responses and selected a group based on the following criteria:

- **Does the applicant live, work, or belong to an organization within a half mile of the BRT corridor?** The group prioritized individuals who had a clear connection to the corridor and could speak to the needs and priorities of others who live, work, worship, or volunteer in that community.
- **Does the applicant represent a racial or ethnic minority?** The selection team’s goal was putting together a group that, in addition to representing the geography of the corridor, represented the demography of the corridor. Prior to recruitment, the team compiled census data to understand the race, ethnicity, age, and gender composition of the census tracts that comprise the BRT corridor. The group was intentionally selected to represent that demographic composition.

- **Is the applicant transit-dependent?** While not being transit-dependent did not disqualify an applicant, the team did prioritize individuals who used a non-car mode as their primary means of transportation.
- **Does the applicant represent a key stakeholder, organization, or institution on the corridor?** Key roles of this Community Leader Group are to 1) provide feedback on the engagement methods, education strategies, and materials for public meetings, 2) confirm that the results of the study reflect the everyday experience of living, working, worshiping, shopping, and playing in the community, and 3) help spread the word about the study to their networks. As such, having a group that represented the organizations and networks along the corridor is key. In our outreach and final selection of Community Leaders, the selection team worked to ensure that stakeholders and organizations such as NCSU, the Method Civic League, the Islamic Association of Raleigh, and the numerous HOAs and neighborhood associations along the future BRT route.
- **In their responses to the short answer questions, did the applicant demonstrate a passion for or commitment to community engagement?** The team prioritized individuals who showed enthusiasm and a commitment for engaging with the city and with the community.

There will be many additional opportunities to engage with this project, beyond participation in the group, and we look forward to staying in touch with everyone who has expressed interest.

| Corridor | Position         | First name  | Last name | Age     | Race/ethnicity            | Where do you work?   | Organizations  | Vehicle access | How do you typically get around?                              | Internet access | Why is community engagement an important part of planning for the future of Raleigh?   | What is your connection to the corridor you are interested in working on? What perspective will you bring to the Community Leaders Group?   | Please describe any experience you have with public transit.   | Is there anything else you would like to share?  |
|----------|------------------|-------------|-----------|---------|---------------------------|--|--|----------------|---|-----------------|--|---|--|--|
| Both     | Both             | Christopher | Anthony   | 35-44   | Black or African American | Amazon   | n/a  | Yes            | I usually drive.;   | Yes             | Community engagement is important because it guarantees the perspectives and needs of the people who will be directly impacted by the plans are taken into account. This leads to better decision making, greater support from the community. Support that helps builds trust and collaboration the city screams for. As well as promotes transparency and accountability in the planning process. | I have no direct connection to either corridor but can bring a perspective that can align a city's wants in growth and development while feeding the needs of the people.   | I don't have any direct experience with public transit. That may very well serve as the most important perspective in the community involvement portion. I do know from observational perspective it seems more sustainable and cost effective alternative to driving, and how its utilized by people of all ages and backgrounds. Through becoming more educated the connection and bridge to the | I am moved by purpose and to find purpose in people is what motivates me. I believe I can bring unlimited value to areas of the City of Raleigh from a development stand point. I believe our biggest barrier is understanding, we must speak a universal language to pull people into the conversation that are needed. |
| Southern | Both             | Dominique   | Boyd      | 35-44   | Black or African American | North Carolina Department of Transportation - Transportation Planning Division | n/a  | Yes            | I usually drive.;I take the bus.;I bike or walk.;             | Yes             | Community engagement is extremely important when you are in the planning process due to the fact that any changes/updates should reflect and meet the needs of the citizens that it will impact. Sound community engagement can give residents a sense of ownership in the development of the city. Also,  | I live in/near the communities that it will impact. The perspective I can bring to the Community Leaders Group is years of sound experience in the transportation planning field along with a non-profit background.  | I currently with at NCDOT-TPD build Comprehensive Transportation Plans. I also coordinate with public transit professionals as regular part of my job.   | Proper community planning is important to me. This city has the opportunity to build its self into a beacon for other cities to model its growth on. I feel this can be accomplished through sound communication and transparency.   |
| Southern | Both             | Christopher | Burwell   | 25-34   | Black or African American | Biltmore Hills Community Center  | City Of Raleigh & Triangle Revitalization Group  | Yes            | drive.;;Taken CAT/GoRaleigh bus in the past.;                 | Yes             | Center that sits along this route. I'm able to provide input from members of a community that would greatly benefit from Southern BRT.   | I lived in this corridor as a teen and rode South Saunders route for several years.   | I relied on Capital Area Transit heavily as a working teen, and very briefly last year during car repair.  | NA   |
| Both     | Both             | Scott       | Cline     | 35-44   | White                     | entrepreneur   | Meals on Wheels  | Yes            | I usually drive.;;I'm a frequent bus user about 1x per week.; | Yes             | Public projects and funding ought to serve the needs of the community by promoting health and safety, employment and good quality of life. Community engagement is a necessary step to ensuring planning and growth  | I am a real estate entrepreneur actively engaged in the BRT process with a passion for sustainable development and equitable access to opportunity for all. I will bring the developer perspective to focus on the economic realities of building walkable  | I am a frequent rider of the 16 and 6 bus in Raleigh, take Amtrak to Charlotte once per quarter and have had the privilege's to experience some of the finest transit systems throughout the US and Europe. I am a   | This would be a serious commitment for me and I would be honored to be a part of this group and thank you for your consideration.  |
| Southern | Both             | Tomara      | DeCosta   | 45-64   | Black or African American | Thermo Fisher Scientific   |  | Yes            | I usually drive.;   | Yes             | As Raleigh continues to grow exponentially, having community involvement is essential because it ensures that citizens who are affected by or interested in a project/improvement have plenty of opportunities to be informed and voice their  | I live and travel in the area. As a member of the Community Leaders Group, I will use my critical thinking skills to ask thought provoking questions, provide insight and objection if needed to ensure that a successful collaboration of ideas results in a positive  | From time to time I have used public transit. I was concerned about availability and accessibility of stops, safety (especially when traveling late in the evenings) and having shorter travel times.  | I would love to be a part of the group. Diversity of thought is always favorable when planning a project.  |
| Both     | Both             | Hart        | Evans     | 25-34   | White                     | NCDOT  | NCDOT  | Yes            | I bike or walk.;I take the bus.;I usually drive.;             | Yes             | process if the project is going to be successful and equitable. There are lots of things that aren't found out through data collection and planning that do  | planning as well as experience in public outreach. I have worked on both corridors in the past as an engineering consultant   | I work with transit agencies across the state and have developed transit plans and worked on light rail and BRT projects across the nation   |  |
| Both     | Both             | Andrea      | Fennell   | 45-64   | Black or African American | Duke Energy  | No   | Yes            | I usually drive.;   | Yes             | It shapes the future of the city and makes it so that the people are being able to be involved   | I grew up in the area, would bring ideas based on being in the area and what is best for the children   | I rode what was known as the CAT bus for many years when I didn't have a car   | Raleigh. I want Raleigh to continue to keep up the standard and beauty   |
| Southern | Both             | David       | Holbrooks | 25-34   | White                     | WakeMed Hospitals  | N/A  | Yes            | I usually drive.;;I bike or walk.;                            | Yes             | It is important to strategically place stations and maximize potential ridership both for the community and for the financial success of the BRT.  | I am more interested in the Southern Corridor but have connections to both areas. I lived in Renaissance Park for a few years and currently live in Hertford Village off S. Wilmington street. I have been following along with timelines and city planning for this corridor and am excited about the prospect of frequent, reliable transit. I am an NC State graduate and lived off of | Admittedly, I do not currently use public transit frequently. The most convenient stop to my home is nearby on Pecan Road and I feel that it would rank low on perceived safety if such a data point was put forward. I hope to use this opportunity to improve public transit, thereby improving community perception and   | I am really excited about BRT and the opportunity to greatly increase connectivity throughout the greater Raleigh area. I am eager to learn and contribute to my favorite city in its growth.  |
| Southern | Both             | Harold      | Mallette  | 25-34   | Black or African American | Genster Raleigh office. Architecture firm in downtown Raleigh                  | NOMA (National Organization of Minority Architects)  | Yes            | I usually drive.;   | Yes             | Living in Raleigh my whole life and witnessing the cities growth I think it is important that we consider the voice of the community when developing new amenities and services.   | My family and I live adjacent to and travel the Southern corridor everyday. I am interested in creating more convenient connects into downtown. I am a licensed architect and have worked on mixed used development projects with in Raleigh and the Triangle area. I have also grown up in the area so I have an understanding of  | I have used public transit within major American cities (New York, Washington DC, Chicago, Boston, Charlotte) and European cities (Rome, Barcelona).   |  |
| Both     | Community Leader | Bill        | Martin    | Over 65 | White                     | Retired  | None   | Yes            | I usually drive.;;I bike or walk.;                            | Yes             | It is important that those most impacted by planning or a project have the opportunity to provide input and guidance. The community involvement should reflect the broader community and not be  | I have lived in the West corridor for the last five years and prior to retirement my office was on the Centennial Campus. Also prior to retirement I was a member of the consultant team for the Major Investment Studies   | Over 40 years of experience in transportation and transit planning. Retired as regional director for transit and rail for a major consulting firm.   | This is a critical time for planning in the West corridor. Development activities are continuing in the corridor that are likely not consistent with the long term vision of the corridor.   |
| Both     | Community Leader | Vance       | Miller    | 25-34   | White                     | from home  | Oaks & Spokes  | No             | I take the bus.;I bike or walk.;                              | Yes             | Projects like the Southern and Western BRT will serve the needs of future corridor residents who decide to build their lives around the reliable, frequent bus service and walkable communities it connects. Citizens who would benefit and those who would be impacted by these projects should be  | I travel on the corridor weekly but would travel much more often if service was convenient and reliable. As someone who does not own a car, I bring the perspective of a person who wants to live in a walkable, affordable, transit-oriented community.  | I am a frequent user of the bus and train transit available in Raleigh as well as a user of other critical transit infrastructure including sidewalks, greenways, and bike lanes.  |  |
| Southern | Community Leader | Lydia       | Peebles   | 45-64   | Black or African American | Southlight Healthcare  | Southlight Healthcare serves individuals in the community who have struggling issues with addiction and mental health. | Yes            | I usually drive.;   | Yes             | So that those who live in the community are represented in city decisions that affect their daily living.  | I have served in my work capacity to residents that live or will live in this corridor.   | None personally but serve individuals in that area so I am aware of their interest and concerns.   | It is important that the plans of the city have the input of the individuals who live or are connected to individuals who live in the community.   |

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| Both     | Community Leader                      | Micah       | Perry             | 25-34   | White                     | Garmin, in the Regency Parkway area of Cary                       |   | Yes | Drive to work, walk to entertainment / errands when possible; | Yes | Community engagement is important, particularly in transit projects, to get as much input from the community affected by the changes. It is unlikely that everyone along new BRT routes knows the best means to provide their unique insight, or is even aware of the coming infrastructure changes at all. A  | I live next to the in-progress RUS bus facility project. The current transit options available are unfortunately not the best options for my daily commute. However, I choose to live in downtown Raleigh so I have walkable options for errands and entertainment. I hope to see BRT expand the places I and others can work, live, and   | I have no professional experience with public transit, but I am generally enthusiastic and stay well informed of new and existing transit options not just in Raleigh but other US cities as well.  |  |
| Both     | Both                                  | Eddy        | Sackinger         | 25-34   | White                     | Lenovo (Research Triangle Park)                                   | Unitarian Universalist Fellowship of Raleigh  | Yes | I usually drive.;I bike or walk.;I take the bus.;             | Yes | Cities need to be responsive to not only the people who live there now but also the people who want to live there. Balancing stakeholders is the job of a government. Community engagement is one part of that.  | I live right next to the Downtown Raleigh Transit Center and would like like to be able to take transit for more journeys than I do now.   | Before coming to Raleigh I volunteered with Seattle Subway and the Transportation Choices Coalition. I have been car free at multiple times in my life and didn't get my driver's license until I was 18. Sometimes with good transit,  | I'm very passionate about cities and transportation. I would love to support the city of Raleigh while we work on these Bus Rapid Transit projects.  |
| Both     | Community Connector                   | Kim         | Schliep Underwood | 45-64   | White                     | Currently searching but also licensed Realtor                     | Junior League of Raleigh, Wake STEM School Improvement Team, PTSA, Duke Alumni Women's Forum Steering Committee | Yes | Walk downtown and drive if going further out. ;               | Yes | Raleigh is a special place that is enhanced when the fast growth is managed with diverse input from its residents.   | I live just a few blocks from both corridors so I have a daily connection. Plus we use both Corridor's to get my oldest child to school at Wake STEM early college which has facilities in both Cary and on NC State's campus so we are frequently on both Wilmington Street and Western Boulevard. I used to own a home at 101 Long Needle Court, which is in a neighborhood across from the Walmart supercenter in Garner. The growth in that area from when I lived there 25 years ago has not been what I expected, I also have a natural interest in real estate and always have with helping family and friends even before I activated my license when I was pregnant | We were frequent users of the R line here in Raleigh, my children have used both the go, rally buses and public school buses. My favorite public transit has always been the Washington DC metro and bus transit which I used every day for five years as I commuted from suburban, Maryland, into the heart of Washington DC. The metro was my favorite way to get around as it was clean, safe, affordable, and reliable... all important attributes of public transit.   | I have been a stay at home mom in the heart of downtown Raleigh for the last 16 years and lived here as a single person before that while I had a thriving corporate career. I enjoy community service, but I'm also now looking to get back into paid opportunities with my first child haven't gotten her drivers license last month. What a game changer!   |
| Both     | Both                                  | Helen       | Tart              | Over 65 | White                     | NC State University   | Capital Group Sierra Club   | Yes | I usually drive.;I take the bus.;I bike or walk.;             | Yes | planning for project to be able to support the project. The input will make the project more successful.   | Bldv for almost 10 years. I have also been a transit advocate for 30 years. I have lived in Raleigh since 1975 and owned my home since 1989,   | and was chair of the Raleigh Transit Authority during that time. I also rode the Durham express during the 2008-2013.   | I believe that mass transit is a vital part of the success of the Triangle region and for Raleigh especially.  |
| Both     | Both                                  | Helen       | Tart              | Over 65 | White                     | NC State University, plan on retiring in August 2023.             | Sierra Club   | Yes | I usually drive.;I take the bus.;I bike or walk.;             | Yes | People need to feel engaged with the planning process to be able to support a project. The Planning will be more effective with community engagement.  | I have been a transit advocate for 30 years and have ridden the bus system all over the city.  | I was a regular rider of the CAT bus system during the 1990s and was chair of the Raleigh Transit Authority during that time.   | I have live in Raleigh since 1975 and have owned my home in Capitol Heights since 1989.  |
| Both     | Both                                  | Dexter      | Tillett           | 25-34   | White                     | Tiny Homes Raleigh  |   | Yes | I usually drive.;   | Yes | difference in the community. It's powerful and needed to make sure Raleigh grows positively  | the city on affordable housing and more housing options  | I am very knowledgeable on the frequent transit area and the UDO  | Would love to be apart of it!  |
| Both     | Both                                  | William     | Tubilleja         | 45-64   | Asian                     | The Governor Morehead School for the Blind (Off of Western Blvd.) | Garner Community Garden, The Eye Shine Foundation, The GM Foundation  | Yes | I usually drive.;   | Yes | It serves to address the needs and desires of the impacted community in a fair and inclusive manner.   | I work near Ashe Ave and Western Blvd. I lived for about 18 years in Garner before moving to Fuquay Varina 6 months ago. I am familiar with both areas and care about helping make the corridor something that will benefit the disabled members of the community,   | I teach my visually impaired students how to access both regular and paratransit public transportation.   | I think the needs to those experiencing disability need to be represented and I believe I can help bring that to the table.  |
| Southern | Both                                  | Christopher | White             | 25-34   | White                     | Warner Brothers Discovery (Remote)                                |   | Yes | I bike or walk.;I bike, walk, or drive;                       | Yes | The future of Raleigh depends on those currently living here. We want a community and system that benefits its current and future residents. Decisions should be collaborative and include outreach to those who don't have easy access to decision-making.  | I live close by, and while I have little experience in rapid transit, I have dreamt of a community that prioritizes safe, accessible, and rapid transit. I love Raleigh because I can walk and bike everywhere since I live downtown. I know that not everybody outside of the immediate downtown area enjoys that same access. I'd love to be a   | I have no working experience with public transit, but as a fairly regular traveler I'm inspired by public transit in cities I admire: Seattle, New York, and much of Germany come to mind. I avoid taking my car unless I need to.  | I have most of my professional experience in media, but I am ready to learn and contribute to my community. I've always said that if I were to leave media, I'd want to work in public transportation. You can count on me for any tech needs, hard data problems, media solutions,  |
| Southern | Both                                  | Ron         | Boyd              | Over 65 | White                     | Retired   | Former HOA president of Renaissance Park  | Yes | I usually drive.;   | Yes | I believe it is important for homeowners and business owners to at least have a seat at the table with COR planning officials. Input and concerns from the community can sometimes alter planning ideas.   | I was part of the original community volunteer group that brainstormed the pre-Southern BRT study. I chaired an HOA advisory committee for three years and then served as the HOA president for a year at Renaissance Park. Hearing many residents concerns regarding traffic  | I was a primary organizer of a transit forum that was held at Renaissance Park back in July/2021. I also had the good fortune of meeting-interacting personally with Michael Moore and Paul Kallam, who were CoR transportation directors   | I think all community volunteers should attempt to be open minded in regard to input and participation in this project.  |
| Southern | Community Connector (part-time, paid) | Paul        | Brown             | 35-44   | Black or African American | Maverick Partners   | N/A   | Yes | I usually drive.;   | Yes | I believe community engagement is an important part of planning because it gives the citizens a chance to be involved and benefit from the growth of their community. I understand what it feels like to look up one day and not recognize your own city.  | My connection to the Southern BRT corridor is that I have lived and worked in this area for the last four years. Within the short time I've lived in Raleigh, I have seen numerous positive changes for the city. I believe I bring a unique perspective to the group being that I   | N/A   | N/A  |
| Southern | Both                                  | Craig       | Reed              | 25-34   | White                     | Logistics and Supply Chain Consulting, Tompkins Ventures          | Southeast Raleigh Community Development Corporation (formerly St. Augustine's University CDC)                   | Yes | I usually drive.;I bike or walk.;                             | Yes | Community engagement is the most important thing when expanding services for the community, without getting good insight and feedback from the community these changes are serving- you're not doing proper due diligence. There is a wide diversity of people in this city and without having great engagement, you won't get all the positive and negative feedback which can help properly steer a project like this. It's important to have as much information to move forward and to give people adequate time and opportunity to speak up | I live in the community, formerly have held positions where I was working directly in the community engagement field. I worked closely with Triangle Transit over a decade ago while working at RTP (Research Triangle Park/Foundation), and I am someone who would love to use public transportation more but it is not a viable option. Most recently, I went to the Hurricane's outdoor hockey game, if I had taken a bus it would have been over an hour, 10+ stops, and required a bus change. Through the non-profit I sit on the board, I see additional perspectives of people from college to   | I worked on the Smart Commute committee for two years (2011-2013 approximately) during my time with RTP. The function of the group was to work with Triangle Transit and the local transit authorities to work on public transit, carpooling, biking, walking, and other initiatives that aimed to reduce cars/carbon emissions and encourage alternative options. I love trains, subways, buses and public transit in general. My favorite thing traveling is being able to enjoy these amenities because unfortunately we don't | It's incredibly important that the city does their best effort to get as much feedback and a variety of input from those around the community. Some people will be against programs like this just because they think of it as tax \$, but at the end of the day for our city to grow and flourish, we need this sort of growth and access. BRT is a great inbetween and sometimes for cities can lead into things like light rail, which I think would be great for our area. |

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| Southern | Both                                  | Rick      | Boccard  | 35-44 | White                     | Salesforce  | Yes, I am the Dir. of The South Central Neighborhood Association and Board Chair of The Great Raleigh Cleanup  | Yes | I bike or walk.; I usually drive.; | Yes | Community engagement is a critical component of planning for the future of Raleigh because it ensures that the plans and decisions made by city officials align with the needs and desires of the local residents. Overall, community engagement is crucial for creating a shared vision for the future of Raleigh that is reflective of the community's values and priorities. By working together, city officials and residents can build a more vibrant, inclusive, and sustainable future for the city.             | I am a resident of a neighborhood that will be directly impacted by the Southern BRT corridor. As an aspiring community leader, I believe it is important to be inclusive of a variety of perspectives to ensure that we are mindful of how this large initiative will impact all of our community. This includes taking into account the projects impact on economic development, housing affordability, environmental sustainability, community safety and equitable access to transportation. I will bring a perspective that is inclusive of the diverse mix of stakeholders within my community, including: | I rely on multiple modes of transportation. I've used GoRaleigh a few times to get around town and have used public transit extensively when I lived in other areas of the country. This includes commuting daily via bus and rail and traveling via Rail and Bus for regional leisure travel. |  |
| Southern | Community Leader (volunteer)          | Richard   | Krueger  | 45-64 | White                     | Cosync Inc  |  | Yes | I usually drive.;                  | Yes | I live in RALEIGH NC and Paris France, would like to see Raleigh become a walkable city like Paris  | I commute to downtown Raleigh, and would like to see better transport there  | I use buses and metros all the time, want to see a better system in Raleigh  | I have a multi continental perspective that could be useful to your planning   |
| Southern | Both                                  | Heather   | Luden    | 45-64 | White                     | Common Thread Church  |  | Yes | I usually drive.;                  | Yes | So that we don't exclude the people who have both historical roots here as well as economic rootedness as Raleigh develops  | I live here and my children will go to school here and use public transit here.  | refugees how to navigate and utilize our public transit system in Raleigh. I've used public transit in other cities, states, and countries.  |  |
| Southern | Both                                  | Ayesha    | Holloman | 45-64 | Black or African American | Retirement  | No   | Yes | I usually drive.;                  | Yes | your community and also have a part in that planning especially when you pay taxes toward this  | I bring my experience as a home ownership and community service.   | improvement in public transportation in the past years of living in the area.  | No.  |
| Southern | Both                                  | Dominique | Boyd     | 35-44 | Black or African American | NCDOT   | n/a  | Yes | I usually drive.;                  | Yes | communities they reside in. They pay taxes toward city resources to upkeep their communities.   | I live in the area. I would frequent this resource as a way to reduce my carbon footprint.   | having an aging vehicle. I have used it to get to places throughout the triangle.  | opportunity to effectively plan as communities grow.   |
| Southern | Both                                  | Carter    | Oliver   | 18-24 | White                     | Nordstrom   | Graduate of inaugural City Planning Academy  | No  | I take the bus.;                   | Yes | Those who live and work within the City should be involved in the City's planning.  | I commute along the Southern corridor 3 times/week.  | I am a daily Go Raleigh rider.   | I am a strong public transit advocate and love to encourage my friends to ride public transit.   |
| Southern | Community Connector (part-time, paid) | Kristi    | Tally    | 35-44 | Black or African American | Owner, KD7 Enterprises Inc  | I have several past affiliations with City of Raleigh (inc. Fair Housing Hearing Board, Bicycle Pedestrian Committee, Neighborhood Grants Committee) | Yes | I usually drive.;                  | Yes | Although we have leaders to facilitate processes and galvanize people, the collective power is with the people  | I am a lifelong member of First Baptist Church, Wilmington Street and have witnessed the growth and transformation of all of downtown  | I'm an advocate for transit operators and I formerly served on the City of Raleigh's Bicycle Pedestrian Committee  | My company, KD7 Enterprises Inc, is a community engagement and education consultancy. Bringing people together is the centerpiece of my work.  |
| Southern | Both                                  | Robin     | Peele    | 45-64 | Black or African American | Downtown State Government   |  | Yes | I usually drive.;                  | Yes | I always like to be involved with what going on in the community.   | town. Now car owner and regular consumer on this corridor.   | the bus system when I didn't have transportation)  | No   |
| Southern | Community Connector (part-time, paid) | Hettion   | Smith    | 35-44 | Black or African American | HSB Enterprise Corporation, 1100 Logger Court, E101, Raleigh NC 27609 | At this time, I am not affiliated with any organizations or community groups   | Yes | I usually drive.; I bike or walk.; | Yes | Community engagement is important because it allows the opportunities for the voices of the community to be heard by the leaders of the community. By effectively engaging in conversations and activities, the needs of the community can be properly addressed. There is no greater feeling than having the opportunity to have one's voice heard   | Our communities are comprised of so many dynamics. I believe that economy and equity are both equally important to build a healthy and prosperous community over time. I actively engage in activities in Raleigh, Cary and Garner. All the cities are growing and offer activities, businesses to patronize, and overall sense of belonging. My perspective to the Community Leaders  | At this time, I have been a patron in the past on the public transit system. It is important for me to have access to the community that I live in that is cost affective and safe.  | It is important for me to give back to the community. I believe it is important to give back to the community that I live and work in. I have severd as a Big Sister with Big Brothers and Big Sisters Program. I also volunteer with NCDOT - Adopt a Highway and have an assigned clean up location on Buffalo Road. I would like to be given |
| Southern | Community Connector (part-time, paid) | Shannon   | Mebane   | 45-64 | Black or African American | Telamon Corporation   | Reading Connections (literacy tutor), Salvation Army, United Way,  | Yes | I usually drive.; I bike or walk.; | Yes | relocating to Raleigh during a pandemic created numerous challenges as I acclimated to a new city with restricted access to every part of the city. I was able to get out and visit the many parks and walking trails and observe the true beauty of Raleigh. Having to navigate a new place with GPS technology, I was able to familiarize myself with a plethora of great cuisine and discovered a women's shelter for donating and volunteering, all located downtown. The community connector role will allow me to | Working professionally in finance, I reside in Southeast Raleigh and my son attends public school in Apex. I interact with a diverse sector of business leaders and constituents, as well as non-profit volunteers and parents, making me a great liaison between residents and business owners. I have a passion for engaging with the community in creating synergy.   | While I have no experience with public transit, I am an advocate for improving traffic safety, declining fuel reserves, and environmental problems that could be mitigated with increased public transit support.  | N/A  |

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| Southern | Community Connector (part-time, paid) | Margret Lou | Horton     | 35-44 | White                     | Self-employed   | Boylan Heights Neighborhood, Antfarm studios (non-profit) board member  | Yes | I usually drive.;I bike or walk.;I take the bus.; | Yes | so unworthy of voting or speaking up in local politics because I didn't own property. I felt I had less invested because I would have to move frequently and really didn't keep up with local issues or what districts I was in or who my local representatives were, or even if I lived close enough to vote for the mayor! Now I realize that if I want to live anywhere near a city I better be involved because regular people are getting pushed out to the suburbs or farmland and I need to live in a community. It's very important to me to live close enough to not have to drive to work or for groceries/shopping/healthcare. I grew up in the country but have been in Raleigh since 2011. My roommate interested me in local politics and helped me understand that my future security depended on me showing up for local issues. I read the news, and I knew what I wanted to say, but it was the personal relationship I had with my friend that got me out of the house and to events and meetings. I have always loved politics | I am self-employed and I work in an old warehouse in the Boylan Heights Neighborhood. I'm involved in the arts and I have watched artists revitalize downtowns across North Carolina. In 1993 some NC State students rented and renovated this building and this group has been responsible for launching many careers, and some have gone on to work for the city of Raleigh. I've watched so many other art studios be torn down and those artists move out to the suburbs to work in isolation. That is not a path I can follow, working within the community is my main motivation, not the art I make. As a relative newcomer to the big city, I also understand how intimidating parking and getting around can be for visitors. I still feel like Barney Fife sometimes with people trying to run me over downtown! I kept a First Fridays map and later, an R-Line map on my person for the first 5 years I lived here! Way-finding guides are so important for a city!   | am always moving around heavy stuff for my work and I'm terrible with keeping up with the time so it's been easier to drive than use buses. I have used Raleigh city buses a few times over the years and it was easy. I enjoy the greenways too. I walk or cycle as much as I can, though I wish it felt safer and was more acceptable. I think there are a lot of good ideas and also a lot of need for public transit around town and between cities. I lived in Florence, Italy for 3 months and fell in love with their buses, trams, and train systems. I traveled from the edge of the city where I lived to the city center daily for classes. I also visited Rome by train and nearby towns by bus. I got around easily with no grasp of the language and that's my goal for getting around Raleigh as well; information should be visually simple and color coded. Buying tickets should be easy to do. I haven't yet, but I do want to travel the US by train or bus. It's just so easy. | I serve on the board of the non-profit that runs the operations of the building I rent for my work. This experience is an example of working as a group to reach a consensus on important decisions. I know what it's like to attend meetings, stay on topic and find compromises to meet everyone's needs. I have taken classes in architectural design with a focus on green building and sustainability where I learned to draw and read blueprints. This skill is very handy for understanding all the studies and proposals for new construction around Raleigh. Everything from topography and storm water management to streets and utilities need to be considered. It's complicated. I'm also familiar with iMAPS. Lastly, I enjoy helping others understand and I'm very patient. I like working with others to solve problems and I want to do everything I can to make sure everyone is on the same page and understands everything. |
| Southern | Community Leader (volunteer)          | Mixhael     | Gierdowski | 45-64 | White                     | New Hill, NC  | No  | Yes | I usually drive.;                                 | Yes | It is vital to the success of any public resource to understand how the affected communities view and accept that resource.  | The corridor runs near my community and I have a vested interest in how BRT affects South Raleigh. My perspective is one of equity and fairness.  | I have not used public transportation in NC, but I have in other cities I have travelled to.  |  |
| Southern | Both                                  | Shay        | Hinton     | 25-34 | Multi-racial              | Anthem  | No  | Yes | I usually drive.;I take the bus.;I bike or walk.; | Yes | Community engagement is vital for the future of Raleigh because it will ensure that the future development that take place, will represent all groups of people that reside in the city. It also give  | I grew up in the area and still have family that reside in the area. I will bring a perspective thats relatable yet current and reflects the needs of the community.  | I grew up using public transit, whenever I go to another city I make it a thing to try out the public transit there. In current times, I do still utilize public transit, when need be.   | While I do applaud the development occurring in Raleigh, a criticism I do have is the public transit seems to be behind other cities of similar population and size. i would love to help to   |
| Southern | Community Connector (part-time, paid) | Veronica    | Carrington | 35-44 | Hispanic or Latino        | Floyd Family Center For Social Equity                   | WILPF - women's international league for peace and freedom   Black Feminist Future  | Yes | I bike or walk.;I usually drive.;                 | Yes | Community engagement is extremely important for the future of Raleigh, because there are sections of the community who are often left out of the planning process and do not reap the benefits of changes that come to the community. There are so many important citizens who contribute to the tapestry that creates the Raleigh- Durham- Chapel Hill area. I would like to help be a voice for those in the community who are often overlooked and whose education and expertise is overlooked as well.   | community as a Queer, Afro-Latina who intersects at multiple levels that each requires different considerations. I feel I could provide incredible support in this position. I have the ability to speak for our marginalized community to help implement better standards and organize policies that work for all communities. I possess excellent communications skills that allow me to work as a liaison between various individuals at all levels. By excelling at organization and keeping up with current news and changing standards and practices that affect Carolina communities; I am uniquely suited to engage with others in various ways. My leadership style includes empowering others to become leaders themselves through dynamic collaboration and encouraging development of skill and productivity through additional independent training programs. I possess the innate ability to self manage ,as well as, delegate and to represent marginalized communities in a unique, dignified, multi-faceted manner. I actively enjoy engaging in community | Though I do not have extensive experience in public transit, I do have extensive experience in grassroots organizing, the nonprofit sector, as well as, community base building and Cultural Arts event planning and project management..   | Thank you for the opportunity to submit for this position.   |
| Southern | Community Leader (volunteer)          | Allie       | Jacobs     | 35-44 | White                     | Webstaurant Store (remote)                              | Freedom Ride Rescue   | Yes | I bike or walk.;                                  | Yes | A variety of perspectives that represent the types of people that will use the BRT will help make sure the stations / route will serve the greatest number of residents.   | I live downtown and currently have to drive south of downtown because there are few safe bike routes. A bus line will connect me and my neighbors to new businesses and areas. I want to make sure that cyclists are taken into consideration and also that the bus   | I took the bus to work every day when I lives further from downtown. I used to ride the r-line multiple times a week. Before Raleigh, I used the T and Metro subway and bus lines as my sole form of transit.   | I also live by the Western line and would be interested in that group as well.   |
| Southern | Both                                  | Iysa        | abdullah   | 18-24 | Black or African American |   |   | Yes | I usually drive.;I bike or walk.;                 | Yes | We are falling behind in public transport. The people of Raleigh deserve better public infrastructure  | The age demographic of a 21 year old who has lived in Raleigh his entire life.  | I used to ride the CAT bus religiously as a child. I've visited many cities such as Philadelphia, New York, Boston, Miami, Charlotte, and DC. I've taken public transport in all of those cities. I've  | I love my city and am in school for engineering at wake tech. I would love to be able to work with the city to improve it.   |
| Southern | Community Leader (volunteer)          | Amy         | Taylor     | 45-64 | White                     | Realtor and Owner/Project Manager of remodeling company | RRAR Leadership Academy, Serve as a Special Political Coordinator, Serve on Professional Development Committee and other various groups | Yes | I usually drive.;                                 | Yes | The word "community" means inclusive and responsibility to our fellow neighbors. I believe we should be engaged in future planning and listen to our neighbors to learn what is going to be beneficial for Raleigh future growth.  | As a realtor, being knowledgeable about future growth is very important. Also, being out in the public, I hear what people are asking and wanting from there community leaders.   | Honestly, I do not have a ton experience with public transportation but have used our bus system before. I am really interested in learning more and hoping to encourage use of public transportation and would enjoy the process of know how to make more accessible and user friendly. I hope this experience and knowledge is valuable and will be something I am excited to   | I would appreciate the opportunity and think this would be an exciting opportunity. Thank you for your consideration.  |

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| Southern | Community Connector (part-time, paid) | Gwendolyn | Horton    | Over 65 | Black or African American | In the Beginning Missionary Baptist Church Garner, North Carolina serving as Pastor. | RIMA                      | Yes | I usually drive.;                                 | Yes | Those of us that have called Raleigh our home must take an active role in our city.   | A love of the city.  | I have worked in the public sector for years, and have communication skills to speak to everyone.   | Looking forward to this unique opportunity.  |
| Southern | Both                                  | Monica    | Cheek     | 45-64   | Black or African American | Wake County Housing Division   | No                        | Yes | I usually drive.;                                 | Yes | When planning for the future it is best practice to involve those who the changes will effect the most. They are will be able to offer a perspective from the users standpoint.   | I have worked in the Southern BRT corridor for the last 5 years. During this time I have worked at both 1420 and 1430 S. Wilmington St. I will bring the voice of the homeless and low income users of this corridor as I am a Social Worker and this is the population that I serve.  | Throughout my 15 yrs of working with the homeless population of Raleigh. My focus area was between Hargett St and S. Wilmington St. Public transit is a vital part of there daily function. Over this time I have seen improvements with frequency of routes. My previous employer would task me with purchasing bulk bus tickets for our homeless clients. We would provide these tickets to them  |  |
| Southern | Both                                  | Deontre'  | Whitaker  | 35-44   | Black or African American | NC State University  | N/A                       | Yes | I usually drive.;                                 | Yes | Community engagement is an essential part of planning for the future of Raleigh, NC, as it allows members of the community to be active participants in the planning process. Engaging the community allows city officials to understand the needs and concerns of the citizens, and to create plans and policies that best meet them. This is especially important in a city like Raleigh, which is growing rapidly and needs to ensure its development meets the needs of all people. Community engagement ensures that citizens are heard and that the city is creating plans that will best serve them now and in the future. | As a proud native of Raleigh, North Carolina, I have had the opportunity to witness the amazing growth and development of Wake County first-hand. I moved back to the area from Florida, and for eight months, I have experienced of a daily commute along the Southern BRT Corridor to my job. I now reside in Zebulon, NC, but the area is still very familiar to me. I am excited about the opportunity to bring my unique perspectives to the city of Raleigh and to be a part of the team. With a Bachelor of Science in Landscape Architecture from NC A&T State University and a Master's in Adult Education from the same university, my skills and educational background have prepared me to educate citizens on how our spaces in Raleigh can impact them. Studying Landscape Architecture has allowed me to think critically about the design, planning, and management of the land and how it impacts the people who dwell in various spaces. while Adult Education has also developed me to be able to | I believe that we must take steps to ensure the safety of all pedestrians trying to access our transit system. One of my most recent experiences was witnessing a mother and her children crossing a busy intersection and drivers were not being responsible in considering their speed so that the mother and children can feel safe crossing the street to gain access to the bus. It is imperative that we make sure drivers are being responsible and considerate of those in the street and it begins with the proper planning and designing of good transit systems. Additionally, we must ensure that the transit system is accessible to all citizens, no matter where they live, work, or play. We must proactively work towards creating more stations that are in close proximity to various points of interest and communities along our busy roads. | If selected, I am interested in working on either project, rather its the Western or Southern BRT stations.  |
| Southern | Both                                  | Alex      | Beamon    | 35-44   | Multi-racial              | Highgate Hotels (General Manager)  | N/A                       | Yes | I usually drive.;                                 | Yes | Community engagement is important, because the community will be the ones that support the projects. It's also important for the community to feel included with the growth and development of  | I've been a general manager for a hotel company for the last 10 years. I know what people are looking for first hand, convenience, flexibility, accessibility, safety  | The only experience I had with public transit would be rhe 7 years I lived in NYC, and was constantly on a bus or subway!   | I grew up with a family of politicians, so I know how to engage and Interact. My dad is also a commissioner for the state of North Carolina. I think it would be a great experience to be apart of |
| Southern | Community Leader (volunteer)          | Katy      | Traversi  | 45-64   | White                     | Chavez Law   | No                        | Yes | I usually drive.;                                 | Yes | Community support is important otherwise there is the potential for people to cause obstacles and delays  | I believe in mass transit. I live in Garner and work in downtown Raleigh. I am good at getting things done and troubleshooting   | Only as a user, but in many cities all over the world   |  |
| Southern | Both                                  | Jonelle   | Berky     | 45-64   | White                     | NC DHHS DHB Dix Campus   |                           | Yes | I usually drive.;                                 | Yes | I believe community engagement is the only way to insure equitable opportunities for all of Raleigh.  | I believe all folks who live, work, and/or play in Raleigh are connected to the corridor. The perspective I will bring to the group is an open mind and a voice from the underrepresented communities. Also, being new to  | Planning board and DEI board for the City of Creedmoor where I previously resided.  | Former secretary of NAACP Granville County   |
| Southern | Both                                  | Ashley    | HughLewis | 35-44   | Black or African American | Shaw University  | HOA board member          | Yes | I usually drive.;                                 | Yes | underwood elementary, logon middle, enloe high and Shaw University where I received my bachelor's in criminal justice.  | I am in Law school, I'm from Raleigh and know all the changes that have been taking place. Some I'm for some I disagree with.  | I rode the capita area transit off and on. Most recently from 1/23-3/23   |  |
| Southern | Both                                  | Ashley    | HughLewis | 35-44   | Black or African American | Shaw university  | HOA board member          | Yes | I usually drive.;                                 | Yes | underwood, ligon, enloe and Shaw University graduating with my bachelors in criminal justice  | I am in law school and familiar with all of the changes that have been taking place in the city of Raleigh   | I rode capital area transit off and on. Most recently from 1/23-3/23  |  |
| Southern | Community Connector (part-time, paid) | Belinda   | Sears     | 45-64   | Multi-racial              | Go Raleigh   | No                        | Yes | I usually drive.;I take the bus.;I bike or walk.; | Yes | It will affect all those living there, they need to know what's going to happen so we all can be transparent. A positive reaction is our goal from the community, knowing they have a voice.  | I visit the area often. I will bring the people opinions, the community support and efforts to establish common goals for the community. What the community wants to see and agree as well as  | As a customer service worker, I get to know much about the bus riders and what they would like to see happen. Transparency is the key and how to reach them.  | I would love to be involved and it my way of giving back to the community.   |
| Southern | Both                                  | Robert    | Hinton    | 45-64   | Black or African American | C3 at 5205 Coworker Hub  | Catering to the Community | Yes | I usually drive.;                                 | Yes | Our city is growing dramatically and increased traffic is causing issues for our current infrastructure.  | I volunteer in my local community as a non profit to gage at risk an homeless  | I used locally only a few times and felt it was extremely difficult to learn and it was not timly   |  |
| Southern | Community Connector (part-time, paid) | Sam       | Foner     | 35-44   | White                     |  |                           | Yes | I usually drive.;I bike or walk.;                 | Yes | The growth of our city, and specifically my neighborhood, is highly dependent on how efficient and scalable public transit options in Raleigh can be. If Apple's campus stays on track, we will want to provide a safe and reliable transportation  | Avid anti-gas, anti-car, pro-public transit, pro-pedestrian viewpoint.   | 12 years in NYC, 10 years in Montreal, 2 years in Hong Kong, significant ridership in London, San Francisco, DC, Chicago, Beijing, Atlanta, Paris, St Louis, Lisbon, Philadelphia, Stockholm, Shanghai, Austin, Kansas City... I know how good and bad  | Excited for more effective public transit in Raleigh - this will make our city much more attractive.   |

| Corridor | Position         | First name | Last name    | Age   | Race/ethnicity | Where do you work?        | Organizations                           | Vehicle access | How do you typically get around?                              | Internet access | Why is community engagement an important part of planning for the future of Raleigh?   | What is your connection to the corridor you are interested in working on? What perspective will you bring to the Community Leaders Group?   | Please describe any experience you have with public transit.  | Is there anything else you would like to share?   |
|----------|------------------|------------|--------------|-------|----------------|---------------------------|---|----------------|---|-----------------|--|---|---|---|
| Western  | Both             | Mohammed   | Abdul Lateef | 45-64 | Asian          | Wake Count Public Schools |   | Yes            | I usually drive, bike or walk;                                | Yes             | Raleigh is growing at a very fast pace and has a very diverse community. Community engagement gives me awareness of issues around me and as a citizen I would have an opportunity to engage, give my perspective and input in the decision making process which effect our lives.  | I used to live in Cary close to downtown and then moved to Raleigh. I have been living in this area for about 21 years and travel thru western Blvd. almost every day. As a normal citizen who is living in this area for a long time will bring my views for the solutions to the problems facing in day to day lives of this community.   | Due to raising cost of maintaining a vehicle, I am always interested in public transit. My kids who go to NC State university sometimes take public transit and it is always a challenge to find a best route.  | I have recently completed "Raleigh Planning Academy" which gave a bigger picture of how city of Raleigh planning department works and how city of Raleigh is accommodating the needs of the growing community.                      |
| Western  | Community Leader | Reid       | Baughman     | 35-44 | White          | SAS                       | No                                      | Yes            | I try to ride my cargo bike whenever/wherever I can;          | Yes             | We need to make sure our lower income neighbors voices are heard. Our area has a higher concentration of apartments and lower income residents with less access to vehicles so planning the station location with them in mind is of utmost importance to me   | One of our little neighbor girls was recently struck and killed trying to cross a busy road near us. She didn't have appropriate walking/biking/transit infrastructure to get to where she wanted to go and paid for it with her life. I am a vision zero advocate (no more child fatalities from vehicular strikes) and I think the Western Blvd BRT with its accompanying pedestrian and cycling infrastructure upgrades will go a long way in moving us towards that goal.   | I have relied on public transit as my primary means of transportation in 3 of the cities I've lived in: Seattle, Boston and Washington DC. I've seen the good and the bad. I've ridden buses, light rail, commuter rail, and metro extensively. In also a really big armchair enthusiast. I did take urban economics in undergrad, but the rest is from watching the Not Just Bikes YouTube channel. I recently took a trip to Amsterdam in large part just to experience the cycling and transit infrastructure (and was not disappointed).  | I'm not afraid to knock doors in the apartments near me (spice ridge lane, Claremont at Farmgate, Bacarra, etc.). We need to hear from our lower to middle income neighbors who stand to benefit most from this project succeeding. |
| Western  | Community Leader | Koehler    | Briceno      | 35-44 | Multi-racial   | Google                    | Boylan Heights Neighborhood Association | Yes            | I usually drive, bike or walk;                                | Yes             | I grew up in the Triangle (Chapel Hill). After college, I spent a decade in other cities (Austin, Philadelphia, DC, San Francisco) looking for a place that felt like home. Nowhere felt quite right, so I returned to Raleigh to start my family. I know that Raleigh has been attracting a lot of growth, but I want to use my "lessons" in other cities to help shape it into a city that not only attracts new people, but can also keep, cultivate, and inspire investment in community (and encourage those "new people" to stick around!). I want to work on building a future that people from all walks of life who find themselves here in Raleigh can share and be inspired by. | I live by Western Blvd (in Boylan Heights Neighborhood). I see investment in this Corridor as an opportunity to (1) responsibly expand the footprint of "downtown" Raleigh to include green spaces, (2) activate transportation options beyond car travel, (3) create vibrant and safe spaces for people to come together. I'll bring the perspective of someone living close-by to the route, someone who has seen the benefits of public transportation in other cities (DC Metro, SF Muni, Philly cable cars, bike lanes everywhere!). | Living in an area with functional public transit was one of my post-college requirements; I took the bus downtown in Austin, I metroed EVERYWHERE in DC, I biked and took the cable car in Philly, and I biked, bussed, and metro-ed to get to work and social events in SF. Feeling safe and efficient via public transportation opens up a city in a way that is otherwise not accessible. It allows interconnectivity and shared vitality of neighborhoods and downtown, it creates opportunity to coexist among residents. I have hopes of Raleigh (and the Triangle) being in the forefront of public transportation in the South. I currently live in Raleigh and work in Durham, and I would love the option to not commute via car. |   |
| Western  | Community Leader | Richardq   | Chang        | 35-44 | Asian          | Silk Road Properties      | no                                      | Yes            | I usually drive,;   | Yes             | If the goal of future planning is to enable our fellow citizens, then community engagement is a must.  | I have worked nearby a planned BRT route for 8 years and own property along the BRT route.  | I have used bike lanes, metros, light rails, trains, high speed trains, inter-city buses, and intra-city buses abroad as well as domestically.  | I hope to help plan a BRT that will be used and useful to our fellow citizens.  |
| Western  | Community Leader | Rebecca    | Composto     | 25-34 | White          | NCSU                      | I'm a graduate student at NCSU          | No             | I bike or walk, I take the bus, Get a ride from someone else; | Yes             | Raleigh's population is increasing rapidly and has an incredible opportunity to plan for this increased population and make the city the best it can be. Community engagement is key for incorporating people's experiences from all walks of life and give them equal footing in the planning.  | I live off of Western Boulevard, do not have a car and take my bike to work, walk and take the bus to get around. The perspective I will bring is that of a mid-twenties graduate student at NC State.  | I've taken the bus (mainly the 12 and 300).   |   |



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| Western | Community Leader    | Ann       | Craighead | 45-64 | White              | Disabled                         | No                        | Yes | I usually drive.;                                 | Yes | Raleigh is a growing city with many different and movable parts. In order to plan for Raleigh's growth, input from those who are directly affected by these changes need to be heard and considered. It is equally important that the community hears and understands the reasoning behind changes that affect them most. Communication - respectful, honest, and clear, can solve so many problems. That communication starts with getting involved in your community. | My home is directly affected by the Western BRT. My neighbors and I are striving to understand and become a positive part of this change. The location of the Western Extension runs through an area of naturally occurring affordable homes and apartments. Many residents in multi-family homes are feeling the negative effects of the proposed BRT. In one example, Hunter's Run, a community made up of rental duplexes, the owners are requiring all residents to move out and requalify with 3x the income to re-rent the place they have called home. People are losing their housing and are frightened and angry. Twice a week I help the Lincoln Park Holiness Church deliver groceries from it's food pantry. The need for help with food is growing as more of people's income is diverted to rent. I hope to help with the growth of the BRT while staying sensitive to those whose lives are being directly impacted by the changes. | Used to be a frequent traveler on public transportation in another area.  | I appreciate the opportunity to perhaps become a part of this project.   |
| Western | Community Leader    | Jordan    | Cranman   | 25-34 | White              | EY                               |                           | Yes | I usually drive.;                                 | Yes | To have a hand in building a more sustainable city  | I live in the corridor and it's a historically underdeveloped area with consistently high footfall, which is primed for development / redevelopment.  | Occasional user   |  |
| Western | Both                | Ana Maria | Garcia    | 45-64 | Hispanic or Latino | I am retired. Previously at USGS |                           | Yes | I usually drive. I take the bus. I bike or walk.; | Yes | Strengthening community is a way forward at a time of climatic change. It increases the city's resilience and safety for all.   | I worked and play in the Western Corridor. My neighborhood -- Avent West, has a stake in the development of the Western BRT.  | I use GoRaleigh buses to go shopping and exercising (Route 27, Route 300). I also take my friends and neighbors on bus tours to expose them to these transportation alternatives. | I am bilingual and would enjoy advocating for Spanish-speaking transit riders in my area.  |
| Western | Community Leader    | Joshua    | Gill      | 25-34 | White              | Smithfield                       | Raleigh Transit Authority | Yes | I usually drive.;                                 | Yes | Community engagement will help define how the users of transit will interact with the service. It will also help guide the success of implementation.   | I live within walking distance of two proposed Western BRT stops. I will bring the perspective of a transit user.   |   | I am on the Raleigh Transit Authority and I am also a massive transit nerd. When I travel to other cities, I am always on the lookout for things we can use in Raleigh to better transit.                                |
| Western | Community Connector | RICARDO   | GOLDSTEIN | 45-64 | Hispanic or Latino | Chiesi USA                       | N/A                       | Yes | I usually drive.;                                 | Yes | Live in a sustainable city with reliable public transportation  | I live near the corridor and I am an avid to improve the quality of living for people that rely in public transportation  | None  | I drive, walk and bike a lot around the area. I am fully bilingual English/Spanish   |
| Western | Community Leader    | michael   | greshes   | 35-44 | White              | KBI BIOPHARMA                    |                           | Yes | I usually drive.;                                 | Yes | Because we ALL live here. Not just older people with a lot of time on their hands. I want to make sure this community serves everyone. And that means better transit and more thoughtfully designed communities.  | I'm a big advocate for transit, as it not only decreases traffic, but also makes commuting and traveling easier for lower income people who might not be able to afford a car. It also helps businesses by making it easier to patronize them.  | I lived in NYC for half my life, where I only ever traveled via public transit  | My wife and I recently bought a house a few minutes walk from Western Blvd. We'd like to see a community with greater density, leading to a more walkable area with small retail and safer for all, especially children. |



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| Western | Community Leader    | Brenton    | Leanhardt | 35-44   | White                | Red Hat (Downtown Raleigh)      |                                      | No  | I bike or walk.;I take the bus..My family of 6 has one car. Since my wife and kids need it I rarely use it and actually take measures to avoid using it. I would unlikely be able to participate in this group if the sessions were not reachable by bus or bicycle or available via web conferencing.; | Yes | This is how the best ideas are formed. Specific to transit, while it may be behind the scenes for the average person in Raleigh, how we get where we want to go has significant impacts on our well-being, affordable housing and how children are raised.  | I allow my teenage children to take the bus and travel Raleigh themselves. Crossing Western Boulevard safely is a matter of life or death for my family. We avoid all buses along this road today because of the danger. This cuts off my youngest daughter from opportunities in Downtown Cary to receive support for Down Syndrome (GIGI's is in Cary). I dream of a day when my one day teenage daughter would be able to have the dignified independence to visit GIGI's to spend time with friends.   | I've used it in many countries on many continents. I read about it in my spare time and have oriented my life around it.  | I can probably only participate in this group if the meetings are accessible by bus, bicycle or teleconferencing. Unfortunately, the reduction of the bus 27 service levels have dramatically reduced my ability to use the bus system the last few months. |
| Western | Community Leader    | CARLA      | LUNA      | 35-44   |                      | Williard Stewart Architects, PA | Dutch Village Condominiums HOA Board | Yes | I usually drive.;   | Yes | Decisions made by City Planners result in some of the most direct impacts a local government can have on its residents. After attending online information sessions for the BRT project and associated zoning changes, it's evident that there are people along these routes that feel underrepresented. Many of the comments and criticism seemed to come from a lack of understanding of the projects and the perception of powerlessness. Engaging community members who will be affected by the City's decisions and giving them an outlet to voice their concerns and opinions is the most effective way to improve public perception and understanding. | I have lived directly adjacent to the Plaza West Shopping Center at the Western/Jones Franklin intersection for almost 18 years, and I work near Pullen Park. My personal perspective is probably similar to many others in my position -if public transit provided me an easy, affordable route to my destination, I would use it more often. I am very interested in hearing and understanding opinions of others, especially those different from my own. I would like to serve as a conduit between the decision-makers and those feeling underrepresented so each is better understood. | I have utilized GoCary (when there was a direct route from my home to the Cary Towne Center Mall) and attempted to utilize CAT to get to/from work, but ultimately determined that route to be 'not worth it' due to time commitment and cost. I did find the TransLoc app to be a game-changer for public transit convenience. I also work for the Architecture firm that designed both the City of Raleigh Central Operations Center and Transit Operations Facility. |   |
| Western | Community Leader    | Joan       | Meagher   | Over 65 | White                | Retired                         | N/A                                  | Yes | I usually drive.;   | Yes | New to Raleigh but concerned about amount of construction in play and want to make sure any project comes along that enhances community, taking in to account upgrading current properties when being repurposed and keeping more traffic from invading local neighborhoods. Construction has called for an uptick in speeding through neighborhoods. Progress is necessary for a city that is growing so dynamically but also it has to be done thoughtfully and forward thinking while retaining a neighborhood feel. The people affected - users and nearby residents need to be engaged.  | Live 1/4 mile from planned correct for upgrade. Com from larger cities - NY and DC metro areas. Also, bring senior perspective.  | None other than as a rider and watching DC metro system evolve while I am living there.   | I know this is a late submission but once I realized it was, I decided to send any in the event you needed more respondents.  |
| Western | Community Leader    | Rhonda     | Muhammad  | Over 65 | Black or African Ame | Own preschool on Royal St.      | Yes, the Method Civic League         | Yes | I usually drive.;   | Yes | As our city grows and expands, it is vital for people in the communities to know what and how the impact of expansion impacts them. By-in begins with knowledge and input from community members.   | I am a business owner who has been apart of the Method community ity since 1964 when our preschool was established. My family owns property in the community. My perspective is that input from the historic Method community be part of the planning process for relationship building.   | My experience with public transportation is limited to earlier use when I was younger commuting to and from school.   | As a retired educator, I am eager to work to bring the citizens of this community information they can use that will impact their daily lives.  |
| Western | Community Connector | Ami        | Myatt     | 35-44   | White                | Self employed                   | No                                   | Yes | I usually drive.;   | Yes | Raleigh is growing rapidly, including adding a large influx of newcomers. I'd like to make sure people that have lived here for decades are heard when it comes to the planning and changing of our beloved city.   | I have lived in the western corridor for 2.5 years now and consider it my neighborhood. I live and work here and think community transit can and should be expanded.   | I've taken the R line around downtown, but otherwise city transit doesn't beat the fact that I have a car. If it covered more areas, I'd use it more, even owning a car.  |   |
| Western | Community Connector | Debopratim | Paul      | 25-34   | Asian                | Bjs                             |                                      | Yes | I usually drive.;I take the bus.;   | Yes | For people to move around freely just like the New York city  | Western BRT: Along Western Blvd from Downtown Raleigh to Downtown Cary   | We can be great in Public transit city like New York city   | N/A   |
| Western | Community Connector | Jonathan   | Phillips  | 45-64   |                      | Sustainability, Anka Funds      |                                      | Yes | I bike or walk.;I usually drive.;Share rides;   | Yes | All too often, planning decisions with multi-decade impact impacts are pre-wired without sufficient community input. I've seen this first hand.   | I live in Western Raleigh and manage property right off Western Blvd in the Western BRT corridor   | Through the multi-year partnership I executed with the US Conference of Mayors I participated in many public transit subcommittee meetings with mayor's across the country.   | I am interested in transit oriented development.  |

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| Western | Both                | Aaron    | Phillips | 25-34 | White                | BioAglytix Labs   | N/A  | Yes | I usually drive.; bike or walk.;   | Yes | Community engagement is important because the people who live in that community feel like they have some say in the future of their city. It's important that people feel like their voices are being heard, and even more important to ensure that those voices are indeed genuinely being heard.  | I used to drive this corridor daily when my wife worked at the Farmer's Market and we commuted back home. I did not drive it all the way to Cary daily, but I have several times over the past several years for various reasons. I'm relatively familiar with the traffic patterns and troublesome intersections, etc.   | Admittedly only taking public transit daily in New York, Washington D.C., and Boston. That being said, I have tremendous interest in urban planning and demography in general and would love to get involved.  | Just hoping to get involved. If there will ever be a "North" BRT, I would be extremely interested in that as well- I am much more intimately familiar with that area.  |
| Western | Both                | Suzanne  | Prince   | 45-64 | White                | PT Real Estate Broker   | City of Raleigh BOA, Wake County Historic Properties Commission  | Yes | I usually drive.;                  | Yes | Understanding the needs and desires of the citizens is important for buy-in for projects and necessary adjustments to make things better. A dialogue that leads to positive outcomes is crucial.  | I live on the edge of the warehouse district, an equal short distance to both the south and west projects. My background is in urban planning and real estate. I am very interested in shaping the future of the core corridors to include viable transportation alternatives and more inclusive housing choices. I also want to see a mix of other uses that are much needed in this growing area. I see this as a blank slate with many exciting possibilities.                   | In every city we visit from SF to DC to Chicago to Boston we always seek out public transportation. We rarely take a car and love traveling to places that provide walkable or easy access through rail or bus.  |  |
| Western | Community Leader    | Brandon  | Quinones | 25-34 | Hispanic or Latino   | Abrigo  |  | Yes | I usually drive.; bike or walk.;   | Yes | Raleigh is one of the fastest growing cities in the country for good reason. It's critical to engage the community that we never lose sight of the things that made this an attractive place to live in the first place. Everyone wants and needs to be heard so we can grow together.  | I live right next to the expected Pullen Bridge stop that will serve as a key hub that connects Western BRT riders with the Wolfpack Line, NC State, Pullen Park, Dorothea Dix, and much more. I also resided downtown for six years, so I have a broad perspective on resident and commuter needs. I think connecting the Western corridor, including Cary, Raleigh, NC State, and communities that don't have access to reliable and frequent transit, is critical to our future. | I grew up in Miami where I witnessed the early failures of light rail eventually become a grand success. I've also lived and worked in several cities where public transportation was my primary method of getting around, including New York, DC, and Minneapolis. Raleigh's current public transportation options leaves a lot to be desired, and I think my experience in some places that got it right can be helpful. | Thrilled for an opportunity to be involved with this community that I love. I couldn't be more excited for the future of our city.   |
| Western | Community Connector | Alison   | Rosciano | 45-64 | White                | Loan officer Equity Resources Inc/Owner Westover Properties LLC/COD Westover Plumbing LLC |  | Yes | I bike or walk.; usually drive.;   | Yes | As a property owner with 4 homes right at Western Blvd and Grove Avenue I have been watching the growth in our area for a few years now, I have appreciated being kept informed of the changes coming about and have been impressed by the communication and requests for community involvement but I have not always been aware of how to get involved. I am a natural born connector and would love to learn how the community can impact the planning in our area and then share that information with those on and around Western Blvd. | I am a property owner and have 4 houses on Western Blvd but I also have land that can be developed and potentially high density housing can be built on my property. I am hoping to retire to one of my houses due to my families personal connection with the Westover area. I am excited about the opportunities to also potentially offer some affordable housing for elders or students.  | My primary home is in Cary and the GO cary system is a huge success to my friends and their families. I have two college students at NCstate who regularly use public transportation and are very excited about what is going to come to the western Blvd area   | Every time my husband and I walk the neighborhood we see the growth that is happening. I have been interested in a way to be involved in the planning of this area and I feel like this is a perfect fit. I have built my business on connections and I feel that I can be a valuable part of this project |
| Western | Community Connector | Adonnica | Rowland  | 35-44 | Black or African Ame | State of NC Self Employed   | Alpha Kappa Alpha, Sorority Inc, NCCU Alumni Association   | Yes | I usually drive.;                  | Yes | As a Raleigh native, I thrive on learning about advancements throughout the city. I am always eager to learn more about projects and expansions that occur in my area.  | As a resident and owner in the Driftwood Manor community, I have watched the connection corridor grow and I have first hand experienced and exposure regarding the impact that this project has/will have on residence. I believe that this experience can be transformed into useful and meaningful information that will be beneficial in shaping the projects expected outcomes and provided guidance for achieving any project milestones, or adhering to project timelines.    | As a former CAT, DATA (Durham, NC) Metro (Atlanta, GA) DAC (Washington, DC) and TTA rider, I have general knowledge about the goals and outcomes for these public transit operation systems.   | I am passionate about the corridor project and I would be honored to become a valuable member of the planning team.  |
| Western | Both                | David    | Serxner  | 45-64 | White                | NCSU-NCSU Libraries   | I am the President HOA Board and on the Board of the Wake County Historical Society and a volunteer member of the Research Committee for the RHDC. | Yes | I usually drive.; I take the bus.; | Yes | Raleigh is growing, and her residents need to be informed about its growth and how it will impact them. I want to play a role in working with the community informing them about what is happening with the City.   | I have been living on Godwin Court since 2007 and have been active on my HOA since I moved into the Greenbelt Community. I talk a lot with my neighbors and want to make sure that their concerns are being brought forward.  | I used TTA to get back and forth to Chapel Hill when I was in school at UNC. I use it to go downtown when I work at Archives, and I use it sometimes to get back and forth to work in bad weather.   | I am a graduate of the 2022 online Raleigh Neighborhood College. It was a great experience.  |

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| Western | Community Leader | Michelle | Smith     | 35-44 | White | Self employed                          |   | Yes | I usually drive. I take the bus, I bike or walk. I walk a lot as I live in downtown Cary and that is matters to me greatly but I use the Western Corridor often as I pick up my high schooler from Enloe. She takes the city bus back to our house every day.; | Yes | I believe this is an important and underserved area of Raleigh that will change dramatically it is important that the local residents have a say in the walkability and future of their neighborhood and what they want to see. | I live one street off Chatham Street in downtown Cary along the proposed BRT route. I very much prefer walkable communities and think they are important to creating vibrant ones. I think this stretch of road has a lot of potential to be improved. I will bring open mindedness, curiosity and a love of research.  | I grew up in the suburbs of DC so took the metro often, always take it when I visit a new city or place and my daughter uses it daily from school.  | I would very much enjoy being a part of this effort.   |
| Western | Community Leader | Timothy  | Snowden   | 45-64 | White | FirstService Residential               | I served on the board of directors of the Old City Business Improvement District for seven years in key leadership positions as its treasurer and a committee chair. The business improvement district invested funds collected as property tax to improve the neighborhood. All members were appointed by the mayor and confirmed by city council. | Yes | I bike or walk.;   | Yes | Community engagement creates a sense of ownership for the residents of the community. It creates a culture of transparency for residents. It allows decision makers to understand the perspective and needs of the community.   | I live in the neighborhood. I have always been an advocate of walkable neighborhoods with access to public transportation for longer trips. I have worked on developing comprehensive plans and am an amateur urban planning critic. I have worked in community management in several cities. I have lived in the neighborhood a year and feel that I can offer an informed perspective from variance experiences.  | I have used public transit in many different cities.  | I am very enthusiastic about the opportunity to volunteer in my community. I believe a good citizen humbly volunteers their leadership and experience.                   |
| Western | Both             | Melissa  | Todd      | 35-44 | White | Work from Home, Architecture           |   | Yes | I bike or walk.; usually drive.;   | Yes | Community engagement is an inclusive process and allows for input from a variety of stakeholders.   | I live in close proximity to Western Boulevard and have an active interest in how the BRT corridor will be developed and affect my neighborhood. I think efficient public transportation is vital to the successful development of urban areas and want to see this project succeed. I have lived in dense urban areas where I relied on bus transportation and have first hand experience on how this form of transportation can have positive and negative repercussions. | Public transit will always be used by some out of necessity, but it can be more beneficial when it is seen as a reliable and efficient alternative to driving. My least favorite experience with public transit is when I was an undergrad student in Atlanta, GA. Both the bus and light rail transit systems were unreliable and burdensome for daily use. The best experience was in Japan where public transportation is used by a majority of the population and is the easiest way to travel throughout urban areas and to central suburban areas. The service was frequent, on time, and the stations and modes of transportation were safe and clean. | I really wish the Triangle and surrounding areas would invest in light rail. I take Amtrak to Durham when feasible, and this is often a much better option than driving. |
| Western | Community Leader | Adam     | Whitfield | 25-34 | White | Buhler Inc, 100 Aeroglide Dr, Cary, NC | N/A   | Yes | I usually drive.;  | Yes | I am motivated to see more transit opportunities in Raleigh.  | I live along the Western BRT route. I am active with and understand the needs of my neighborhood  | My experiences with GoTriangle buses has been positive albeit limited. When planning a route, I consider my transit options before leaving -- most of the time I end up driving or biking. I will likely use the western BRT fairly regularly once implemented.   | I am very excited about the Western BRT route. Future transit opportunities and the TOD overlay is part of the reason why we bought our house in this area.              |

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|         |                  |          |          |       |                      |  |  |     |  |     | planning infrastructure improvements for a couple reasons. First and foremost, there is no better way to effectively gauge a public program's flaws, in this case the Raleigh Public Transportation system, than to interact with the public it is serving. Intentionally engaging with Raleigh natives of all socioeconomic backgrounds is the only way to ensure that this BRT system is adequately designed to not only address the perceived needs of the few financially-invested stakeholders, but also the desires of the individually-affected citizens. Similarly, the second reason community engagement is necessary is because it prevents inefficient use of public funds on "improvement" projects that none of the constituents are either interested in or capable of properly utilizing. Determining actually useful infrastructure improvements based on community requests allows engineers to create the most efficient design: one that addresses those requests in the cheapest way possible, and a cheaper design can mean funds left over for additional, quality-of-life community improvements. Including community feedback during the design process enhances the effectiveness of the project as well as boosting the cost-efficiency of the final design. |  |   |  |  |  |  | As I mentioned earlier in this application, I am a Civil Engineer working at a private firm called Kimley Horn in Downtown Raleigh. I work in the Surface Water discipline which primarily studies flooding in urban environments and designs stormwater drainage systems for roads. As a result, I work closely with the Roadway and Transportation Planning teams within our firm. I am familiar with the more technical side of transportation projects similar to this one. Additionally, at Georgia Tech, I completed an infrastructure assessment project on the BRT system in Richmond, VA, so I am familiar with the different aspects included in this type of transportation project. As far as my hands-on experience with Raleigh's public transport, I mainly walk everywhere here in Raleigh, driving only the grocery store and to see friends in Durham, so I haven't used it before. | I am really interested in pivoting careers to a public-sector role involving city planning and public engagement, so I am eager for this experience and chance to challenge and refine my skills in this area. Thank you for your time and consideration! |
| Western | Community Leader | Tara     | Bilodeau | 18/24 | White                | Kimley Horn                                      |  | Yes | I walk to work/around the city and drive to see friends in Durham. | Yes |   |  |   |  |  |  |  |   |   |
| Western | Community Leader | Andrew   | Bassett  | 18-24 | White                | Diveplane Corporation                            | I am a graduate student at NC State University | Yes | I take the bus, I bike or walk, I usually drive.                   | Yes |   | I completed my undergraduate degree at NC State and am currently a part-time grad student there. Although I don't live directly on the corridor anymore, I did for nearly 5 years. I can bring the perspective somebody who works downtown but also takes classes on campus; the Western BRT would be perfect for my current, very irregular (non 9-5) commuting schedule. | I am a frequent user of GoRaleigh, GoTriangle, and Wolfline buses. I am a general transit enthusiastic and advocate. I even made a YouTube video about the upcoming Wake BRT lines which sparked some excellent online discussion (see PeopleNotCars on YouTube). |  |  |  |  |   |   |
| Western | Both             | Carter   | Oliver   | 18-24 | White                | Nordstrom  | Graduate of Inaugural City Planning Academy    | No  | I take the bus.  | Yes |   | People who live and work in the City should be included in the planning process.   | I live along the corridor and commute via transit along the corridor everyday.  | I am a daily Go Raleigh rider, and commute to work and school via public transit everyday.   | I am a strong advocate for public transit and encourage those around me to use it. |  |  |   |   |
| Western | Both             | Edward   | Kensicki | 45-64 | White                | Local Government Federal Credit Union            |  | Yes | I usually drive.   | Yes |   | I've lived in Raleigh for 32 years and love this city. I'm a designer by trade and can envision how to make our city better in many ways. I am active in trying to better my community from litter pickup to actively reporting repair needs to the city and state as I discover them. I like to make a difference.  | I live 1/8 mile off the proposed Western BRT. I have an invested interest in making my little neighborhood better for the future generations. I'm aware of specific struggles our area deals with from fair traffic to lack of public infrastructure.             | No much but I try to use it in other cities when accessible and safe.  |  |  |  |   |   |
| Western | Community Leader | Ines     | Nizeye   | 25-34 | Black or African Ame | Benesch  |  | Yes | I usually drive.   | Yes |   | The community experience the issues we are planning for firsthand. Their input is very important to get user experience. When plans get to the implementation phase, public support is necessary for funding purposes.   | I live in the area.   | I used to live in Towson, MD and working in Baltimore. I used to drive my car to a park-n-ride then take the train to work. It gave me time to read the news and also saved on gas. Using transit also helps reduce number of cars on the street during peak hours.  |  |  |  |   |   |
| Western | Both             | Margaret | Atkins   | 45-64 | Black or African Ame | State of North Carolina Office of Admin Hearings | N/A  | Yes | I usually drive.   | Yes |   | As a citizen it's important to be engaged in government. That is a basic tenet of a representative democracy. Better outcomes occur when there is inclusivity in decision making and planning.   | As a parent, I have spent the last five years commuting from north Raleigh to Cary/ Apex at least 4 or 5 times a week for activities. The commute is challenging and I want to see an easier commute in method and means in the Western corridor.                 | It has been many years since I replied on Raleigh public transit. Growing up as a resident of Southeast Raleigh and even as a student at NCSU, I replied solely on Raleigh bus transit. I did not get a car until I graduated from college and my family could not afford a car. We relied on public transit and cabs. |  |  |  |   |   |

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| Western | Community Leader | Al       | Rieder    | 25-34 | White | Council on American Islamic Relations | Islamic Association of Raleigh                     | Yes | I usually drive, I bike or walk.; | Yes | It gives input from the people being affected most by decision making, thus giving them a voice in their futures.   | I am a community leader at the Islamic Association of Raleigh near the project's planned corridor  | I have had a passion for public transit for a long time, but no professional training in it, but a large interest via online videos and forums.  |   |
| Western | Community Leader | Harrison | Kesling   | 25-34 | White | Wiley/Wilson                          | N/A  | Yes | I usually drive.;                 | Yes | Community engagement is important because it allows for the leaders in charge of decision making to take into account the day-to-day needs and concerns of citizens to ensure that the solutions to problems are focused on addressing those needs and concerns. Also, if normal citizens feel that they had a say in the decision-making process, there is a higher likelihood for support as the community will feel that their needs are being met. This also allows the community to take ownership of the solution and be proud of the community solutions they helped implement. This is accomplished best with regular and active engagement with the community and understanding of their needs and concerns. | I attended NC State from 2012 to 2019 and utilized Western Blvd for much of my trips to and from both downtown Cary and downtown Raleigh. My Freshman and Sophomore years were spent in the Avent Ferry dormitories right by the corner of Western Blvd and Avent Ferry. I also lived between Gorman St and Varsity for four years during grad school and then when I started working. I used Western Blvd extensively to go into Cary and Raleigh during all of my time at NC State and have witnessed it's changes over that time. | I first used public transit in college where I used the Woffline busses to get to and from various destinations. This continued when I moved off campus yet was still close to the bus stops to take advantage of them. This ended once I began working and the Pandemic started, but after a trip to Europe in April 2022 and using the busses, metros, and trains there I was inspired to utilize more public transportation back in America. Much to my chagrin, there was not a whole lot of opportunities for this in Wake County, but I utilized it where I could such as taking the train from Cary to Washington DC on multiple occasions when I had work to perform there as well as taking the busses and metro while there. In addition to public transit, I believe that walkability is an important feature that is needed for public transit solutions to be viable. As such, I have started to do more walking to/from the shops and restaurants that I am able to walk to from my apartment. | I would be excited to be a part of this opportunity to engage with my local community more.   |
| Western | Community Leader | Hayley   | Braun     | 25-34 | White | MacConnell & Associates               | N/A  | Yes | I usually drive.;                 | Yes | Getting input from citizens who will use the new infrastructure is a great way to ensure everyone's needs and concerns are heard.   | I have a background in civil engineering and site planning and currently live downtown. I commute to Cary daily for work and would love to be a part of Raleigh's continued growth.  | I have a good understanding of Urban Design and general public transit needs. I typically drive my car, but when travelling to new cities (or when others visit Raleigh for tourism) public transportation is a great option.  | I think I would bring a unique perspective to the table as a Cary/Raleigh native that currently works in civil engineering in the area. |
| Western | Community Leader | Mark     | Teague    | 45-64 | White | Retired                               | Wake Co Council of the blind member                | No  |                                   | Yes | With the Rapid growth of Raleigh's population, it is essential that infrastructure is planned and executed to accommodate   | I live a short 5 minute drive from Union Station and Moore Square  | In 2013 I began riding Go Raleigh bus system exclusively until I lost my sight   |   |
| Western | Community Leader | Bill     | O'Donnell | 25-34 | White | MBA Candidate                         | N/A  | Yes | I usually drive.;                 | Yes | The City is growing at unprecedented rates and soliciting community engagement that is not only effective, but that is also efficient and doesn't bog down and slow the process is key.   | I'm passionate about Raleigh-area development and think that it's key the region get up to speed with public transit to facilitate and aid the area's growth. I'd like to publicize facts and messaging about BRT plans in this area.  | N/A  |   |
| Western | Community Leader | Ashlyn   | Doby      | 25-34 | White | GPM Investments                       | Autumn Woods HOA, NCSU Alumni, Triangle KD Alumnae | Yes | I usually drive.;                 | Yes | Community engagement is highly important for the future of Raleigh. Having community members involved in the process of improving and changing our city helps those community members to develop a sense of pride and responsibility for where they live.   | I live right off western boulevard and have lived here for 7 years. I have seen a multitude of changes already in this area near Blue Ridge Road, and want the opportunity to improve the area even more.  | I previously worked for NCDOR and had the option of riding the bus to work thanks to passes that DOR provided. I was hoping to be able to use public transportation to get to work, but unfortunately it would have taken me over an hour and 2 bus transfers to get to my place of work when it only takes 15 mins and basically on turn when I drive. I am hugely in favor of public transportation and improving it for the city of Raleigh would be beneficial for our residents.  |   |

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| Western | Both             | Katia    | Griffin-Jakymec | 25-34 | White                | 316 N Academy St, Cary, NC 27513  | Raleigh Global Shapers   | Yes | I usually drive.;I take the bus.;                 | Yes | Public infrastructure projects succeed when they seek and center the voices of those who use them. Transportation projects in particular play a vital role in the daily lives of many residents. For those without a car, public transit can unlock employment opportunities, increase food access, and improve social connection. Some groups may have unique input to make public infrastructure safer and more convenient, including women, people with children, and people with disabilities. None of this can be achieved without prioritizing community engagement in every step of the planning process. | I work at the Cary end of the Western BRT Station Area. I also have used public transit extensively to commute, at times out of necessity and by choice. I'm passionate about community involvement and I believe the Community Leaders Group would benefit from my project management skills, experience with public speaking, and love for transit.   | As a student in geography and data science, I did research on urban transit plans and bus systems. I have also used public transit (GoRaleigh, GoCary, GoTriangle) regularly over the past seven years as a Raleigh resident.  | I can't wait to get involved in this process however I can.   |
| Western | Both             | Karen    | Russell         | 45-64 | White                | SMILE Camp, 6301 Hillsborough Street, Raleigh, NC   | SMILE Camp   | Yes | I usually drive.;I take the bus.;I bike or walk.; | Yes | I was born and raised in Wake county starting in 1962. I have taught middle school math in NC for over 32 years. Community is what makes a place home, instead of a place that I live and work. Community helps us become better well rounded and accepting citizens. To work with children and help enrich the lives of families is what builds a strong community.   | I was raised on Lorimer Road which use to cross Western Blvd next to the beltline. I now own the same house, have taught and worked in the schools, and now Co-direct SMILE STEM camp along the train track of Hillsborough Street. It is important to me to have the opportunity to reach families of all economic levels in order to build a strong community and to give children K_12 and adults so that they can live up to their potential. | I rode the bus as a child, I rode the bus as a college student and as a teacher traveling with students. Public transportation is a great way to see, visit and learn about our county and state.  | I would be honored to help with this system. I have retired from the school system and now volunteer at SMILE Camp to enrich others. Working on transportation opens doors for all. |
| Western | Both             | Veronica | Thring          | 25-34 | White                | Greater Raleigh Convention and Visitors Bureau/Visit Raleigh (located in downtown Raleigh on Fayetteville St. |  | Yes | I usually drive.;                                 | Yes | Raleigh is a booming, progressive southern city. A rapid growth in popularity for a mid-size city causes friction and its important for leaders to be able to balance the needs of newcomers and long-time residents.  | I lived in west Raleigh for a number of years, and currently work in downtown Raleigh. Previously, I worked for Cary, so I am very familiar with the area.  | I took public transit as a necessity while I lived in Charlotte from 2010-2014, and in Raleigh from 2014-2015. I lived at the intersection of Edwards Mill & Duraleigh. I walked alone in the dark early each morning to the bus stop at Rex Hospital. I rode the bus to the downtown bus station, where I got a connection to east Raleigh/toward WakeMed, to finally arrive at my work in east Raleigh after about a 2 hour commute. In the afternoon I would walk a mile from work to my bus stop on New Bern Avenue, where the pickup time heavily depended upon traffic. If my bus was late, I would miss my connection to get home. Some days it took over 3 hours to get home to West Raleigh. I have extensive first-hand knowledge of how difficult it is for our public transit to move freely throughout the city and how external factors can negatively impact their reliability. |   |
| Western | Both             | Funmi    | Shonekan        | 35-44 | Black or African Ame | Travel Nurse  | Redeemed Christian Church of God, Victory Temple Raleigh               | Yes | I usually drive.;                                 | Yes | It is essential to gain a deep understanding of existing needs, so services can be matched to existing needs. Also helps to anticipate future needs for planning purposes.   | We moved to Raleigh last year following a new home purchase and we absolutely love it here. I have travelled the world and various states within the US so I have seen other cities and how they are laid out. However, out of all the cities traveled, Raleigh gives us a feeling of home like no other. It would be my honor to give back to the city that has given us so much.  | Amtrak, Metro in DC/MD/VA  | At the moment, no thank you   |
| Western | Community Leader | Richard  | Chang           | 35-44 | Asian                | AJC LLC   | Taiwanese Chamber of Commerce, NC<br>Taiwanese Cultural Arts Nonprofit | Yes | I usually drive.;I bike or walk.;                 | Yes | It is important to ensure a successful project that is appreciated and used by the public, which in my opinion is the ultimate goal.   | I commute by and visit several businesses along this corridor. I hope to be able to bring a different and socially equitable perspective to the group.  | Subways/metros and buses in larger metropolitan areas around the world.  | I am excited to be part of a group that will shape the future of our local community!   |



|         |      |          |          |       |       |                  |   |     |  |     |  |   |  |  |
|---------|------|----------|----------|-------|-------|------------------|---|-----|--|-----|--|---|--|--|
| Western | Both | Michelle | Robinson | 35-44 | White | Restaurant Owner | Acorn Avengers (environmental stewardship neighborhood group in Boylan heights) | Yes | I bike or walk, I take the bus, I usually drive. | Yes | It's important for our citizens to be heard, and for them to have an understanding of challenges and realities faced in these planning processes. I attend my CAC meetings, and am involved in my neighborhood groups meetings. I am going to start publishing my neighborhood newsletter as well. I love talking to people about issues in our community, and enjoy learning more about how our city works. | Restaurant employees frequently get to and from work by bus. My kids would like to get to school and NCMA by bus more. I love riding the bus, but wish it were more reliable. String public transportation is essential for businesses downtown to staff effectively. | I ride the bus with and without my children. Sometimes we have our bikes or scooters in-tow. | I have some extra time available this year, and would love to be more involved with my city. |
|---------|------|----------|----------|-------|-------|------------------|---|-----|--|-----|--|---|--|--|

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|------------|--|
| To         | Marchell Adams-David, City Manager                   |
| Thru       | Estella D. Patterson, Chief of Police                |
| From       | Joseph F. Notch, Lieutenant, Administration Services |
| Department | Police   |
| Date       | June 16, 2023  |
| Subject    | Council Response – Take Home Vehicle Program         |

This memo is in response to a request from Councilmember Patton regarding the Raleigh Police Department’s take-home vehicle program and the Personal Police Vehicle program.

Police Personal Vehicle programs (PPV) and Take Home Cars have been vital to police operations since the early 70s. Many departments utilize the programs to provide a more significant police presence in the community, build officer morale, manage costs, recruit new officers, and deter crimes in outlying areas of the city.

The Raleigh Police Department began the Personal Police Vehicle program in June 2000, through a directive by then Chief M.W. Brown and City Manager D.E. Benton. The program was designated by DOI 1108-9 and took effect on June 30, 2000. The program’s stated purpose was to “maintain high visibility of police presence and thereby deter crime and enhance the feeling of safety by those who live and visit the City of Raleigh.” This stated purpose has not changed, although other factors have been added. The current policy cites the purpose as: “units are intended to promote high visibility, deter crime by vigilant patrol, allow quick response, reduce vehicle maintenance cost, increase morale and enhance community relation through more public contact.”

In its infancy, the program held five directives for officers who wished to participate in the program. Stipulations were placed on eligibility for officers to be fully-sworn and have three years of service with the department. That directive was changed to two years in 2010. Rules and procedures were developed to include items such as no personal use of vehicles and the agreeance to park the vehicle in a non-hazardous, highly-visible location. Restrictions were placed on where the vehicle could be driven and what official duties the vehicle was allowed to be driven. Officers in an off-duty capacity and utilizing a PPV were given directives in the policy to be in a position to take police action, if necessary, at all times while operating a police vehicle. Officers are also held to strict practices on maintenance and care of their assigned vehicles.

In 2022, RPD introduced the added the Senior Officer Program to the PPV policy. This program allows a designated number of vehicles within the patrol districts to be assigned to the most senior officers. These vehicles are either parked at the officer's residence within Wake County or an approved location inside the county.

In addition to the PPV program, the Raleigh Police Department Fleet also contains Take-Home Vehicles. These vehicles are assigned to officers based on rank, position, and call-back status. Rank-based assignments comprise Senior Command staff in each division above the rank of Lieutenant. Positional-based assignments consist of Watch Commanders, Investigations, and Special Operations. Call-back vehicles are the bulk of take-home vehicles. These officers are given vehicles because they must return to work during off-duty hours. The Investigation Division comprises two-thirds of these vehicles and are assigned to Homicide, Drugs and Vice, and Robbery. Special Operations officers who possess a take-home vehicle are the Selective Enforcement Unit (SEU), Canine Officers, and Crash Reconstruction Unit (CRU).

Across the nation, the number of police departments dedicating cars for their Take Home Car programs have grown exponentially. Most agencies see it as a hiring and retention incentive, while serving as a community engagement opportunity. An additional and important consideration is cost. A study performed by Hampton Police Department found that the operating cost for take-home vehicles vs. fleet vehicles was drastically lower. Fifty-five take-home vehicles' total operating cost was \$113,757, while the operating cost for 24 fleet vehicles was \$115,179. A Cost Benefit Analysis study performed by Donald Lauria on Tacoma Washington Police Department's Assigned Vehicle Program showed that the operating cost is 30 percent lower for take-home vehicles than that of fleet vehicles. The repair cost of a take-home vehicle is \$.12 per \$1 of the initial vehicle cost (\$27,000), and the fleet vehicle repair cost is .0132 per \$1 of the initial cost. The repair cost for shared vehicles would reach \$8,400 a year, while assigned vehicles went up to \$1,375. There was a massive reduction in wrecked or damaged vehicles amongst the take-home vs. fleet cars. The Tacoma study also found that shared vehicles lasted 20-26 months, while take-home cars lasted 60 months. On average, officers in take-home vehicles have three contacts with citizens per month while on their way to work or on the way home, and the officer, on average, was recalled while off-duty at least four times a month. The Tacoma study surveyed the community for their opinion on the take-home car program, and the most important benefits they quoted were quicker response and deterrence of crime. The analysis

found that the benefits of assigning vehicles and allowing them to be taken home far outweigh the costs, and police productivity is significantly enhanced.

The Raleigh Police Department utilizes 143 vehicles in its PPV program spread out across all divisions. One hundred five of those vehicles are assigned to Field Operation supervisors and officers. The department designates 60 vehicles as Take-home vehicles, and they are assigned to senior supervisors (Lieutenant and above), Watch Commanders, and some detectives. One hundred twenty-three vehicles are currently designated as Call-back Vehicles. These vehicles are utilized in the above capacity, and many are assigned to investigative division detectives.

The police department has used the PPV program for twenty-three years. During this time, it has grown to over one hundred vehicles. This program provides the needed real and perceived safety stated in the department's mission. Citizens feel safer and see these vehicles as deterring criminal activity, along with building new relationships between the police and the community.

Reference:

Lauria, D. T. (2007). Cost-Benefit Analysis of Tacoma's Assigned Vehicle Program. *Police Quarterly*, 10(2), 192–217. <https://doi.org/10.1177/1098611105283126>

|            |   |
|------------|---|
| To         | Marchell Adams-David, City Manager                      |
| Thru       | Heather McDougall, Senior Strategy & Innovation Manager |
| From       | Alexander Vazquez, Strategy & Impact Manager            |
| Department | Office of Strategy & Innovation                         |
| Date       | June 15, 2023   |
| Subject    | Top Priorities Identified in 2016-22 Community Survey   |

In alignment with the City’s Strategic Plan, the City of Raleigh is committed to obtaining regular feedback from community members about City programs, projects, and services in order to make improvements. To this end, the City has administered a Community Survey biennially since 2016.

The Community Survey identifies residents’ top priorities through two methods. One is based on responses to a question that directly asks about the City’s most significant issues over the next five years. The second method is based on an importance-satisfaction rating calculation that identifies priorities for the next two years.

This memo 1) describes each method for identifying top priorities in detail and 2) outlines how top priorities identified through both methods have changed over time.

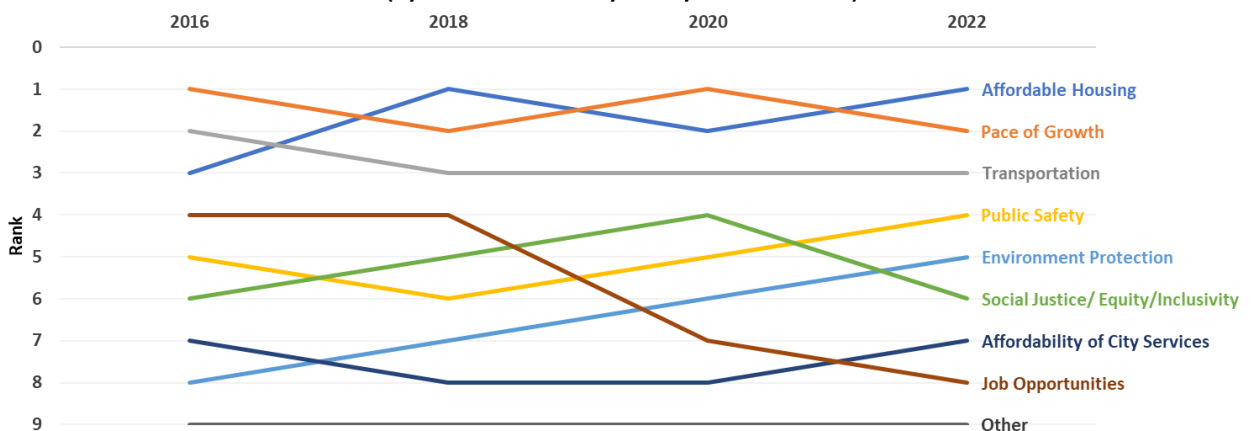
### Priorities Using Direct Survey Question (Five-year outlook)

In each Community Survey the City has administered, respondents are asked the following question:

*What are the THREE most significant issues you think Raleigh will face over the next five years?*

Nine answer choices are given: Affordable Housing, Pace of Growth, Transportation, Affordability of City Services, Public Safety, Job Opportunities, Environmental Protection, Social Justice/Equity/Inclusivity, and an Other option that allows respondents to write-in a response. Respondents can select up to three choices. Figure 1 below shows how these nine items have ranked each time the Community Survey has been conducted.

**Figure 1: Most Significant Issues Raleigh Will Face Over the Next Five Years?  
(By Year of Community Survey Administration)**



Affordable Housing, Pace of Growth, and Transportation have consistently ranked among the top three issues Raleigh will face over the next five years since 2016. The ranking for Environmental Protection has increased each time the Community Survey has been conducted, reaching its highest rank in 2022 (i.e., it ranked 5<sup>th</sup>). Similarly, Public Safety has risen in priority each year since the 2018 survey – it ranked 4<sup>th</sup> in the 2022 Community Survey. Job Opportunities experienced the largest decline in ranking – moving from 4<sup>th</sup> in 2016 to 8<sup>th</sup> in 2022.

Appendix A includes the percentage of respondents that selected each issue for each Community Survey.

### **Priorities Using Importance-Satisfaction Ratings (Two-year Outlook)**

An Importance-Satisfaction (IS) analysis is also used to identify priorities in the Community Survey. This analysis examines the importance residents placed on various City services and their level of satisfaction with each service. By identifying services of high importance and low satisfaction, this method identifies which services can have the most impact on overall satisfaction with City services over the next two years.

An IS rating is calculated using the following formula:

$$IS\ Rating = Importance\ \% \times (1 - Satisfaction\ \%)$$

Where:

1. *Importance %* = The sum of the percentage of times an item/service was selected as the first, second, and third most important services for the City to emphasize over the next two years (i.e., responses to *Which three items do you think should receive the most emphasis from city leaders over the next two years?*).
2. *Satisfaction %* = The sum of the percentage of respondents who indicated they were positively satisfied with an item/service (i.e., the percent of respondents who rated items/services as *Excellent* and *Good*, excluding “don’t know” responses).

IS Ratings that are greater than or equal to 0.20 identify areas that should receive significantly more emphasis over the next two years (i.e., they are *very high* priorities). Ratings from 0.10 to 0.20 identify service areas that should receive increased emphasis (i.e., they are *high* priorities). Ratings less than 0.10 should continue to receive the current level of emphasis.

A total of 13 unique services have been identified as “very high priorities” using IS ratings in biennial Community Surveys conducted since 2016. As Figure 2 on the next page shows, *How well the City of Raleigh is managing growth* and *Overall traffic flow in Raleigh* have been identified as very high priorities in each of the four Community Surveys the City of Raleigh has conducted. *Availability of affordable housing* has been a very high priority since 2018 and *Overall maintenance of City streets* was a very high priority in 2016, 2020, and 2022.

Appendix B includes more detailed information for each of the items/services identified as “very high priorities” in each of the four Community Surveys the City has conducted.

**Figure 2: Items/Services Receiving *Very High Priority* IS Ratings, by Survey Administration Year**

| <b>Item/Services</b>   | <b>2016</b> | <b>2018</b> | <b>2020</b> | <b>2022</b> | <b>Total</b> |
|--|-------------|-------------|-------------|-------------|--------------|
| How well the City of Raleigh is managing growth                            | X           | X           | X           | X           | <b>4</b>     |
| Overall traffic flow in Raleigh  | X           | X           | X           | X           | <b>4</b>     |
| Availability of affordable housing   | -           | X           | X           | X           | <b>3</b>     |
| Overall maintenance of City streets  | X           | -           | X           | X           | <b>3</b>     |
| Efforts to promote & assist small, minority, & women-owned businesses      | -           | X           | X           | -           | <b>2</b>     |
| Availability of downtown parking   | X           | -           | -           | -           | <b>1</b>     |
| Raleigh's pedestrian & transit networks                                    | X           | -           | -           | -           | <b>1</b>     |
| Quality of downtown parking  | X           | -           | -           | -           | <b>1</b>     |
| Effectiveness of City communication with the public                        | -           | -           | -           | X           | <b>1</b>     |
| The City's overall effort to protect natural resources and the environment | -           | -           | -           | X           | <b>1</b>     |
| Overall quality of new development in Raleigh                              | -           | -           | -           | X           | <b>1</b>     |
| New construction's compatibility   | -           | -           | -           | X           | <b>1</b>     |
| Overall condition of major city streets                                    | X           | -           | -           | -           | <b>1</b>     |
| <b>Total</b>   | <b>7</b>    | <b>4</b>    | <b>5</b>    | <b>8</b>    | <b>24</b>    |

**APPENDIX A:**

**Responses to “Most Significant Issues Raleigh Will Face Over the Next Five Years?”, by Year of Community Survey Administration**

| <b>Item</b>                       | <b>Rank</b> | <b>%<sup>1</sup></b> |
|-----------------------------------|-------------|----------------------|
| <b>2022</b>                       |             |                      |
| Affordable Housing                | 1           | 75                   |
| Pace of Growth                    | 2           | 66                   |
| Transportation                    | 3           | 47                   |
| Public Safety                     | 4           | 34                   |
| Environment Protection            | 5           | 21                   |
| Social Justice/Equity/Inclusivity | 6           | 19                   |
| Affordability of City Services    | 7           | 14                   |
| Job Opportunities                 | 8           | 10                   |
| Other                             | 9           | 4                    |
| <b>2020</b>                       |             |                      |
| Pace of Growth                    | 1           | 61                   |
| Affordable Housing                | 2           | 57                   |
| Transportation                    | 3           | 41                   |
| Social Justice/Equity/Inclusivity | 4           | 36                   |
| Public Safety                     | 5           | 31                   |
| Environment Protection            | 6           | 23                   |
| Job Opportunities                 | 7           | 19                   |
| Affordability of City Services    | 8           | 17                   |
| Other                             | 9           | 4                    |
| <b>2018</b>                       |             |                      |
| Affordable Housing                | 1           | 68                   |
| Pace of Growth                    | 2           | 63                   |
| Transportation                    | 3           | 60                   |
| Job Opportunities                 | 4           | 21                   |
| Social Justice/Equity/Inclusivity | 5           | 21                   |
| Public Safety                     | 6           | 20                   |
| Environment Protection            | 7           | 17                   |
| Affordability of City Services    | 8           | 14                   |
| Other                             | 9           | 3                    |
| <b>2016</b>                       |             |                      |
| Pace of Growth                    | 1           | 63                   |
| Transportation                    | 2           | 62                   |
| Affordable Housing                | 3           | 51                   |
| Job Opportunities                 | 4           | 29                   |
| Public Safety                     | 5           | 25                   |
| Social Justice/Equity/Inclusivity | 6           | 22                   |
| Affordability of City Services    | 7           | 17                   |
| Environment Protection            | 8           | 17                   |
| Other                             | 9           | 4                    |

Notes: <sup>1</sup>This percentage represents the percent of respondents that selected each item as a priority. Items do not add up to 100 percent because respondents were able to select their top three priorities.



**APPENDIX B:**

**Items/Services Receiving “Very High Priority” Importance-Satisfaction Ratings, by Community Survey Administration Year**

| <b>KFA</b>  | <b>Item/Service</b>  | <b>Importance %</b> | <b>Importance Rank</b> | <b>Satisfaction %</b> | <b>Satisfaction Rank</b> | <b>I-S Rating</b> |
|-------------|--|---------------------|------------------------|-----------------------|--------------------------|-------------------|
| <b>2022</b> |  |                     |                        |                       |                          |                   |
| GNR         | How well the City of Raleigh is managing growth                            | 72%                 | 1                      | 31%                   | 12                       | 0.4925            |
| TT          | Overall traffic flow in Raleigh  | 51%                 | 1                      | 34%                   | 16                       | 0.3372            |
| SVHC        | Availability of affordable housing   | 42%                 | 1                      | 24%                   | 22                       | 0.3170            |
| OE          | Effectiveness of City communication with the public                        | 45%                 | 1                      | 40%                   | 16                       | 0.2707            |
| GNR         | Overall quality of new development in Raleigh                              | 45%                 | 2                      | 43%                   | 10                       | 0.2557            |
| TT          | Overall maintenance of City streets  | 39%                 | 2                      | 36%                   | 14                       | 0.2528            |
| GNR         | The City's overall effort to protect natural resources and the environment | 44%                 | 3                      | 48%                   | 9                        | 0.2262            |
| SVHC        | New construction's compatibility   | 32%                 | 2                      | 35%                   | 20                       | 0.2041            |
| <b>2020</b> |  |                     |                        |                       |                          |                   |
| TT          | Overall traffic flow in Raleigh  | 55%                 | 1                      | 37%                   | 17                       | 0.3467            |
| EDI         | Efforts to promote & assist small, minority, & women-owned businesses      | 52%                 | 2                      | 35%                   | 5                        | 0.3375            |
| GNR         | How well the City of Raleigh is managing growth                            | 60%                 | 1                      | 48%                   | 12                       | 0.3122            |
| SVHC        | Availability of affordable housing   | 34%                 | 1                      | 24%                   | 22                       | 0.2606            |
| TT          | Overall maintenance of City streets  | 39%                 | 2                      | 43%                   | 14                       | 0.2204            |
| <b>2018</b> |  |                     |                        |                       |                          |                   |
| TT          | Overall traffic flow in Raleigh  | 52%                 | 1                      | 31%                   | 18                       | 0.3584            |
| SVHC        | Availability of affordable housing   | 42%                 | 1                      | 27%                   | 22                       | 0.3046            |
| GNR         | How well the City of Raleigh is managing growth                            | 57%                 | 1                      | 46%                   | 12                       | 0.3044            |
| EDI         | Efforts to promote & assist small, minority, & women-owned businesses      | 45%                 | 2                      | 36%                   | 6                        | 0.2844            |

(Continued)

**Items/Services Receiving “Very High Priority” Importance-Satisfaction Ratings, by Community Survey Administration Year (Continued)**

| <b>KFA</b>  | <b>Item/Service</b>                             | <b>Importance %</b> | <b>Importance Rank</b> | <b>Satisfaction %</b> | <b>Satisfaction Rank</b> | <b>I-S Rating</b> |
|-------------|---|---------------------|------------------------|-----------------------|--------------------------|-------------------|
| <b>2016</b> |   |                     |                        |                       |                          |                   |
| TT          | Overall traffic flow in Raleigh                 | 71%                 | 1                      | 28%                   | 10                       | 0.5155            |
| GNR         | How well the City of Raleigh is managing growth | 52%                 | 1                      | 40%                   | 15                       | 0.3114            |
| TT          | Availability of downtown parking                | 46%                 | 1                      | 33%                   | 6                        | 0.3091            |
| TT          | Overall maintenance of City streets             | 55%                 | 2                      | 48%                   | 9                        | 0.2833            |
| TT          | Overall condition of major city streets         | 43%                 | 1                      | 46%                   | 8                        | 0.2288            |
| TT          | Quality of downtown parking                     | 34%                 | 2                      | 36%                   | 4                        | 0.2160            |
| TT          | Raleigh's pedestrian & transit networks         | 31%                 | 3                      | 34%                   | 5                        | 0.2047            |