

Raleigh Bus Rapid Transit: Equitable Development Around Transit: Kickoff Meeting Summary

On June 6th, 2019, a public meeting for the Raleigh BRT: Equitable Development Around Transit project was held at the Raleigh Convention Center. The meeting was held from 4 to 8 p.m., with an open-house, drop-in format that included a formal presentation at 6 p.m. The purpose of the meeting was to introduce the purpose, goals, and needs of this study. The project team sought public feedback about transit-oriented growth, affordable housing investments, mobility, what the growth associated with transit should incorporate, and other information that the public wanted to share and 368 provided comments online.

Attendees had the opportunity to speak directly with City of Raleigh staff and project consultants around project boards that described Raleigh's BRT corridors, transit supportive planning, Raleigh's city and regional growth, equity and affordability, the New Bern Avenue BRT project, and participate in a comment wall activity that asked what they were most excited and concerned about, and what it will bring to their neighborhoods. Participants were also asked to provide comments on exit surveys regarding the meeting format, along with project comment forms.

Project Overview

The Wake County Transit Plan calls for bus rapid transit (BRT) to connect Raleigh and the region. Bus rapid transit service will serve existing neighborhoods and shape future growth. The Equitable Development around Transit plan is an effort to consider future growth around transit and ensure that the benefits created by transit investment are shared broadly.

Bus rapid transit can:

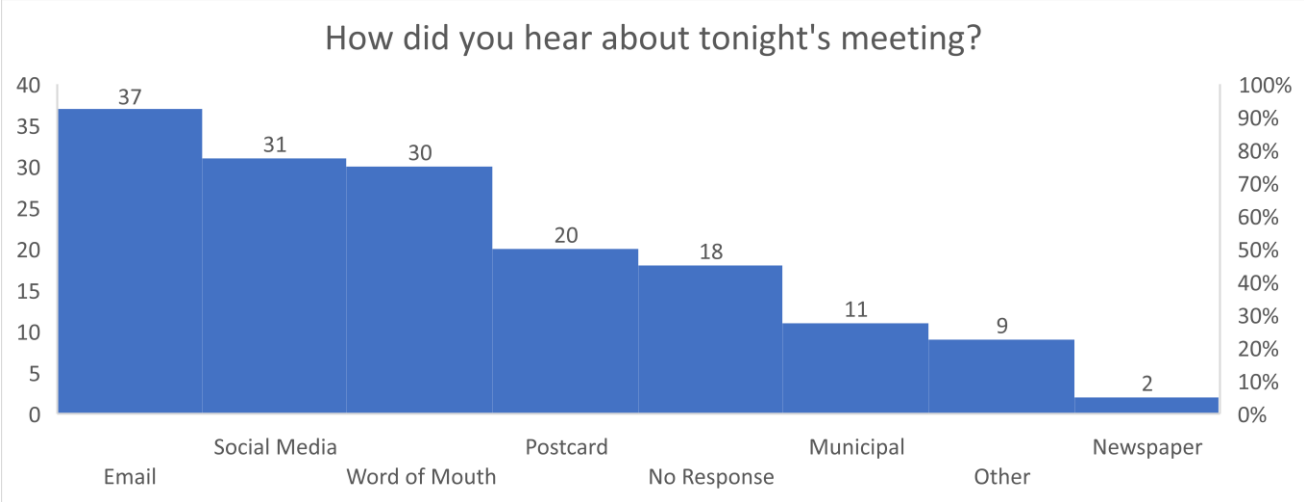
- Connect people to jobs, education resources, and other opportunities
- Support walkable places that provide more housing options and can lead to healthier communities
- Improve air quality and decrease carbon emissions per capita
- Save money for households who drive less or opt out of car ownership altogether

Fully achieving these benefits means thinking about areas around transit stations. The Equitable Development process poses two main questions:

- To what extent should Raleigh grow around transit in the future?
- How can affordability and equity issues be addressed?

Meeting Attendance

There were 159 people that attended the meeting. Most people heard about the meeting from email, social media, and word of mouth. Only 20 people knew about the meeting because of the mailed postcard. A breakdown of how people heard about the public meeting can be seen in the chart on the following page.



June 6 kickoff event.

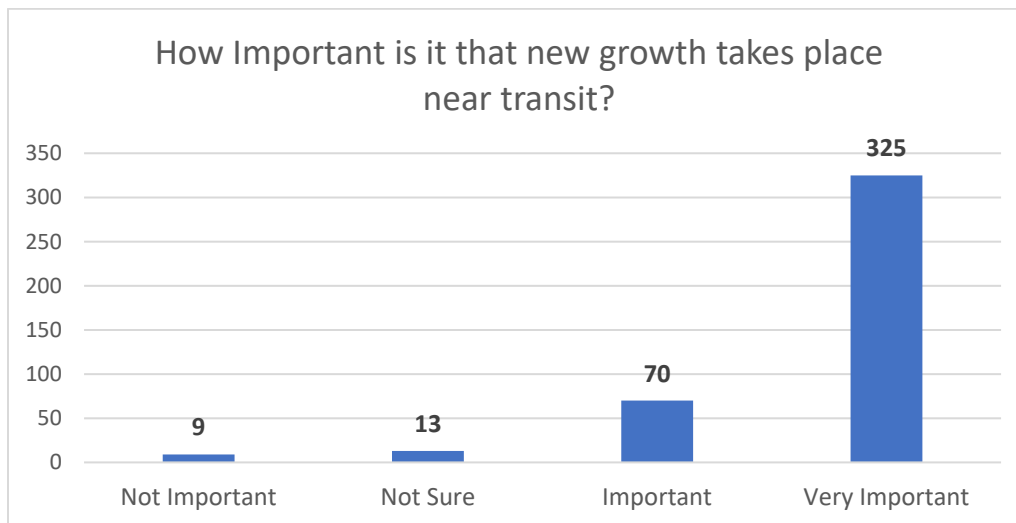
Public Comment Summary

Meeting participants and citizens were given a chance to provide comments at the meeting with physical sheets, mailing in comment forms, and an online comment form. The City of Raleigh received 368 online comment forms and 63 paper forms. The comment period was open from June 6, 2019 to July 1, 2019.

The following is a summary of input for each question in both table and chart form. The answer that received the most support for each question is highlighted in blue on each chart., a short summary of input is provided for each question. All additional comments and open-ended questions are in the appendix.

1. Raleigh is experiencing growth and change. Existing residents are electing to stay here for the opportunity and quality of life while new residents are moving here for the same reasons. How important is it that new growth takes place near transit?

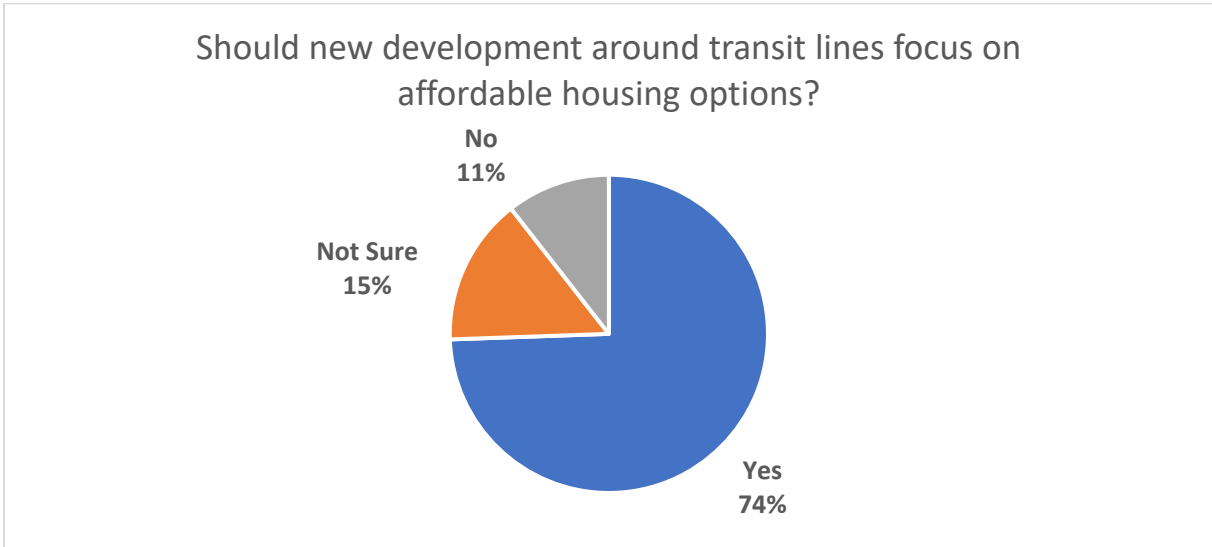
Answer Choices	Percentage	Responses
Not Important	2%	9
Not Sure	3%	13
Important	17%	70
Very Important	78%	325
Total		417



Comments reinforced the importance of growth around transit corridors. Participants want to reduce their reliance on cars, and focus on investment around transit corridors. These investments include sidewalk infrastructure, affordable housing and developments, rezoning, and further non-car transit investments like bicycle lanes, and rail.

2. Should new development around transit lines focus on affordable housing options?

Answer Choices	Percentage	Responses
Yes	90%	268
Not Sure	8%	54
No	2%	38
Total		360

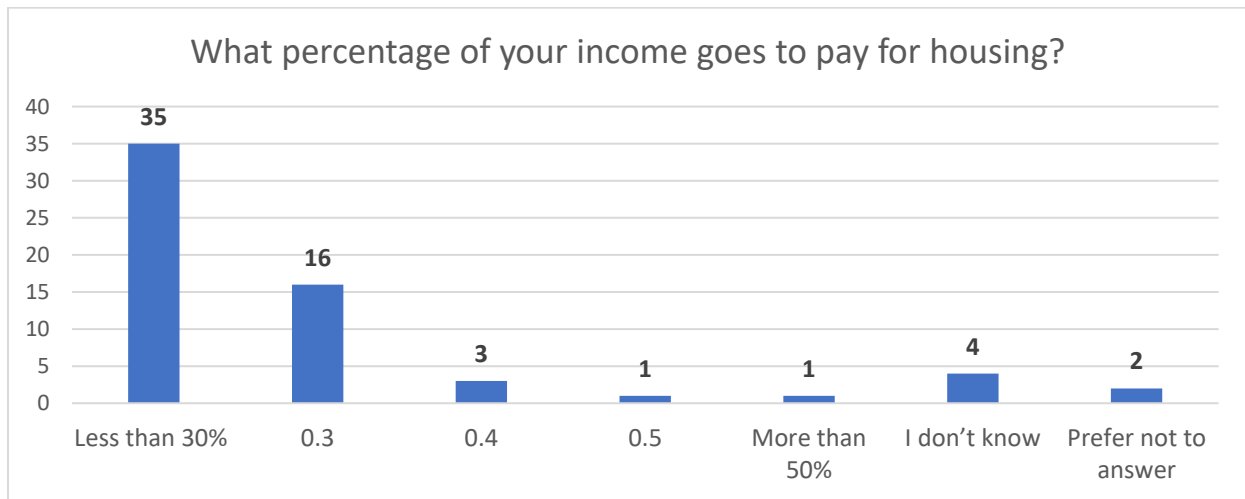


Participants highlighted that an equitable mixed income housing should be a focus, and not solely affordable housing. If there is a general focus on housing, it will allow all types of people to live around transit lines. Some solutions that were brought up include financial incentivization of developers to produce public housing, rezoning, setting affordable housing space closest to the stations, and other mixed housing in the vicinity. There was general confusion on what “affordable” meant, and how it is perceived by the public.

3. Question three was split into two sections because the wording of answer choices was different between the online and print versions of the comment form.

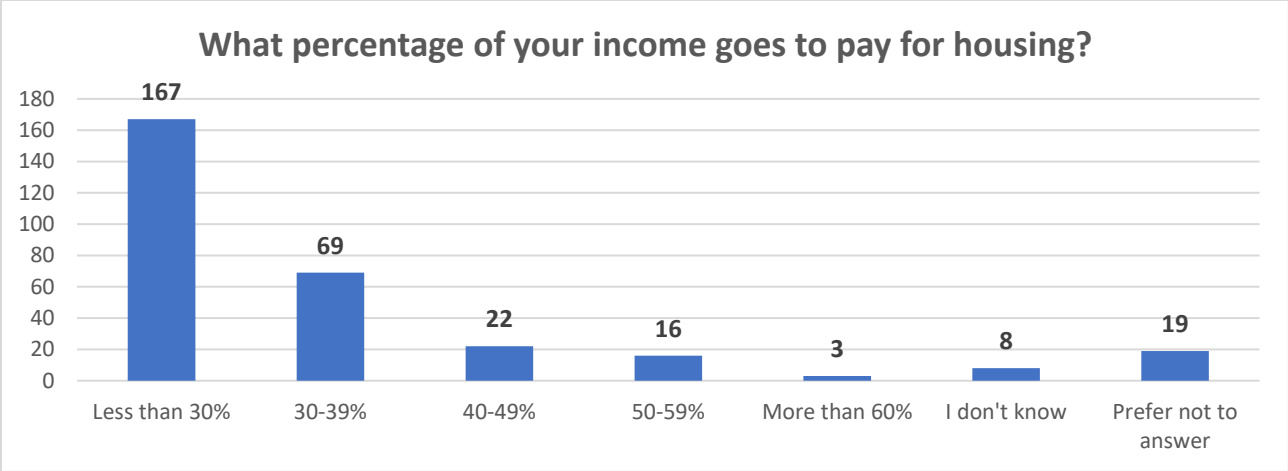
(PRINT) – What percentage of your income goes to pay for housing?

Answer Choices	Percentage	Responses
Less than 30%	56%	35
0.3	26%	16
0.4	5%	3
0.5	2%	1
More than 50%	2%	1
I don't know	6%	4
Prefer not to answer	3%	2
Total		62



(Online) – What percentage of your income goes to pay for housing?

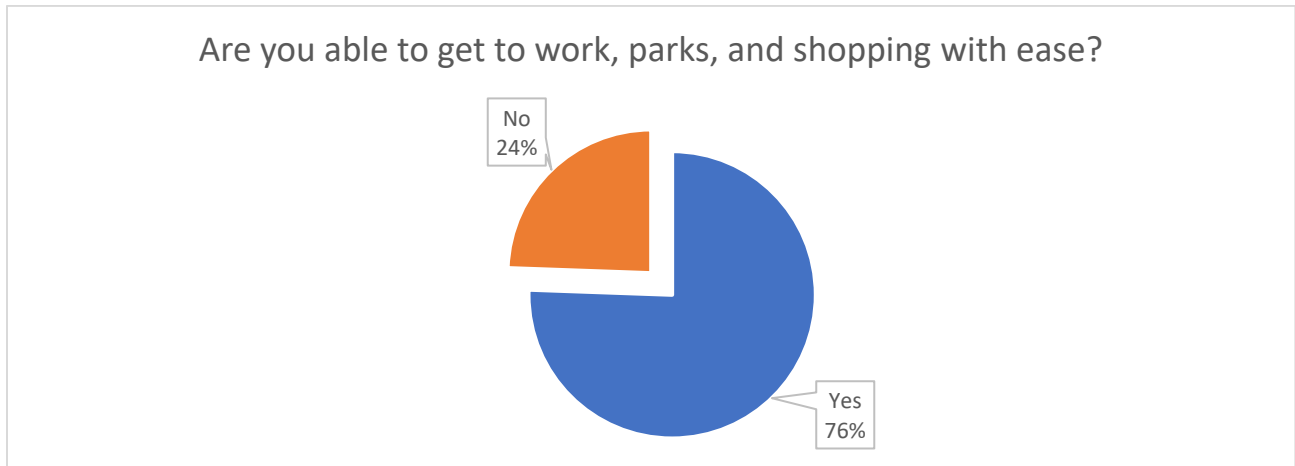
Answer Choices	Percentage	Responses
Less than 30%	55%	167
30-39%	23%	69
40-49%	7%	22
50-59%	5%	16
More than 60%	1%	3
I don't know	3%	8
Prefer not to answer	6%	19
Total		304



Responses to this question illustrate the burden of high housing costs. While the majority of respondents pay less than 30 percent on their income on housing – a typical benchmark for when housing costs become a burden – nearly half pay more. Participants stated that they would pay more to live in places with good public transit. Some participants stated they knew people who paid more than 50% of their income for housing because of the location, while they paid less than 30% because the location was affordable, but disconnected.

4. Are you able to get to work, parks, and shopping with ease?

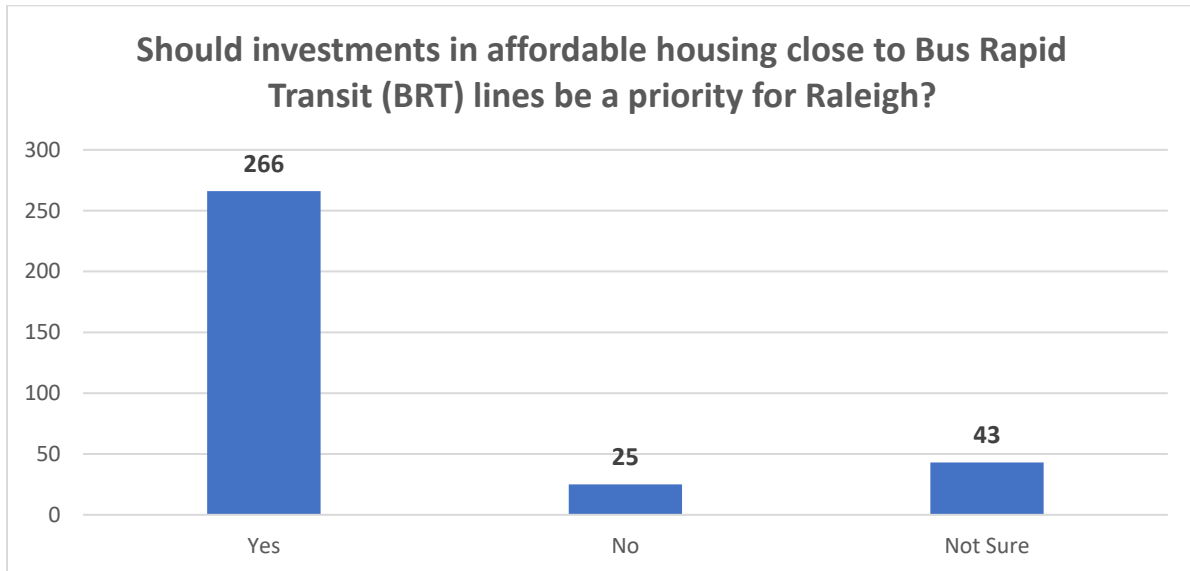
Answer Choices	Percentage	Responses
Yes	76%	269
No	24%	87
Total		356



Most participants stated that they could get to work, parks and shopping with ease because they could use their car, but wished that they could take transit, or have bicycle paths or sidewalks to these locations.

5. Should investments in affordable housing close to Bus Rapid Transit (BRT) lines be a priority for Raleigh?

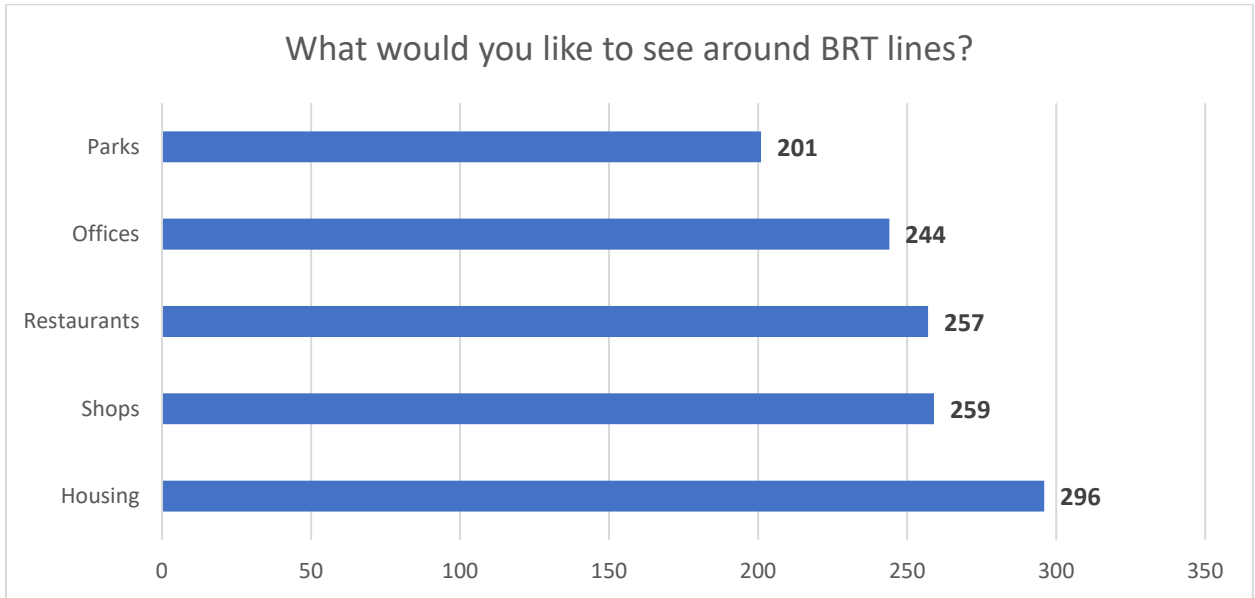
Answer Choices	Percentage	Responses
Yes	80%	266
No	7%	25
Not Sure	13%	43
Total		334



Participants want investments in affordable housing, and all housing to be close to BRT lines. These people also suggested that if new affordable housing is a priority near BRT lines, it may become stigmatized, and frequent bus service should also stop at all existing affordable housing locations in Raleigh. Some participants also expressed a concern that affordable housing should be closer to the city, and not on the fringes of city to promote City facility and resources.

6. What would you like to see around Bus Rapid Transit (BRT) lines?

Choices	Percentage	Responses
Housing	92%	296
Shops	81%	259
Restaurants	78%	257
Offices	73%	244
Parks	67%	201



Other Choices listed:

Greenway (8)	Schools (7)
Medical Facilities (7)	Bike Lanes (6)
Grocery Stores (5)	Childcare (5)
Multi-Use Paths (4)	Entertainment Centers (4)
Bikeshare (3)	Community Centers (2)
Museums (2)	Bike Racks and Lockers (2)
Libraries (2)	Sports Facilities
Park and Ride	Bicycle Racks
Government	Renewable Energy

7. What should we know about your housing situation or community needs?

Participants stated that their housing situation was only catered to getting around by car. They stated issues like being far away from a bus stop, or having no sidewalks or bicycle paths near them. The city needs to focus on providing more transit, but also considering land use around transit lines that include destinations, walkable, livable spaces. There was also a concern about how neighborhoods would change as new transportation options come online.

Public Input at the Meeting

Comment Wall Activity

The following charts show all comment wall activity poster comments. Please note that the comments are reproduced below exactly as they were written by the public.

There were 38 comments written down about what the public was most excited about. These comments primarily focused on providing more non-driving transportation options, and better connectivity. There were also participants excited about the opportunity for investing and developing places along transit corridors to be destinations with downtown as a connection and destination.

What are you most excited about?
<ul style="list-style-type: none">• Need dedicated lanes like that!• Don't let parking spots mess this up!• Housing in Longview needed! Let more people live near those stops• Uses tax money to build affordable housing.• Increase density to make more tax \$\$\$• Less driving! More densely populated areas to live/play/work!• Raleigh will be more connected!• Protect Bus Lanes Not Parking Spots• Transitioning excitement away from light rail and towards the future of BRT• GORALEIGH, ETC. YOUTHPASS. IT MAKES MORE TRANSIT AFFORDABLE FOR FAMILIES• An effective realistic alternative commute to work• Bike lanes affected/displaced by the BRT need to be replaced at the same time as the BRT installation if not sooner. These lanes should be replaced with tier one facilities no more than a block away from their original locations. We cannot wait several months for replacement facilities to show up.• Possibility of going quickly from one side of Raleigh to other - and going from Downtown to WakeMed without a CAR• Combing bikes + bus to reach more desirable destinations quickly and safely• More mobility opportunities• Would be good to see more diversity bus assume info will continue to be taken to neighborhoods esp. on New Bern. Good presentation. Presenters at posters were knowledgeable. I did not know of the workshop. A colleague forwarded it to me. Spa water was awesome! Thanks.• Less Drunk driving.• Incorporating Bike safety and options• Being able to actually ride transit that comes more often than every 30 minutes! Frequent, reliable, fast access to downtown + NC State• Not driving a car/Having a choice in transportation• Better places• Providing better transit opportunities for people that rely transit daily• Ditching my car• Quick access to downtown• Investment & growth• Ability to walk.• A functioning transportation network in Raleigh that doesn't rely on cars & serves everybody!• Not Driving• More non-car transportation options

- Western Blvd BRT!!
- So excited at prospect of enhanced transit in Raleigh. BRT, if done right has ability to transform our transportation system. YAY!
- Fewer cars
- Reducing GHG emissions by transporting more people in less vehicles
- Free bus tokens fare for school age children
- A real network thru transit that allows people to crisscross the city to jobs, fun, and resources
- BRT in Knightdale and Wendell :) (in the Future at least)
- A step in the direction to sustainable city
- The Wilmington Street BRT corridor - currently underserved area with tremendous potential - good for entire area South of Downtown - especially in Opportunity Zones

There were 47 comments written down about what the public was most concerned about. There were concerns about funding, BRT not being reliable, first-mile/last-mile connectivity, density limitations, and affordability along the corridors.

What are you most concerned about?

- Accessibility for disabled with real service animals and to be safe/protected from others
- Preserving current businesses and homeowners on the BRT route while creating affordable housing around it *no displacement*
- Will the BRT be deemed safe to ride on?
- Do I have to walk 2 miles to a BRT station?
- Are the BRTs going to be on time?
- Density along corridors -> change zoning
- Cars using dedicated bus lanes ex: right/left turn lane
- Stop lights not giving buses priority
- Lack of funding and phased implementation plan for protected bike facilities downtown
- Station/stop location and safety
- I'm most concern for the focus on building more roads. The future is multimodal transit and complete streets for equity, health and climate change. Reverse the budget. More roads do not solve congestion.
- I am most concerned that the downtown bike plan might not be implemented, reducing BRT effectiveness and decreasing bike safety
- Lack of dedicated funding or implementation plan for tier one bike facilities. Critical we think about impacts of BRT on 1st mi/last mi and do both together to make both successful.
- Affordable housing model that maintains the affordability and does not move to market rates a few years later. Affordable housing = below 50% AMI
- Why is GoRaleigh buses have the senior citizens age at 65, when all other bus companies in the Triangle has it at 60 years? This needs to be address and be uniformed to match the other Triangle Bus Cos.
- Unauthentic/"sanitized" urbanism
- Hope service does provide services to those who need it most
- Lack of policy and shared commitment to affordable housing and real TOD
- That we're such a car culture here in this part of the world. How you even get it to catch on?
- Failure to prioritize communities with the most need for public transit - can we avoid centering affluent white voices?
- Market pressures that occur when public investment occurs in an area of low-income

- Bike lanes will be removed for BRT w/o replacement elsewhere
- Good bus connection to the BRT stops - to serve broader area
- Access for existing Businesses along BRT routes
- Can the city balance dense development with transitions to neighborhoods with single family homes
- Access to stations via walking ... we will need more safe crossings.
- Preserving /increasing safety and connectivity for people on bikes
- Address a remedy Low income affordable housing in Raleigh for the much needed homeless and accessibility to needed services
- Funding and meeting the construction deadline.
- Ensuring we serve our people who rely on transit while recruiting new, lifelong riders.
- Equity & Affordable Housing some peoples income is so-o Low that financial institutions will Not consider them for assistance for mortgage Loans
- Not connecting BRT far enough to the community that needs it! No one will transfer more than 2x for such a such trip from Capital Blvd OTB (outside beltline)
- More Service on #8 and 16 to North Hills/Crabtree etc.
- Density Development on Oberlin without Dramatic Increase in Bus Service to 3-4x/HR
- The north segment of the BRT line does not go far enough. The logical termini point is Triangle Town Center.
- Please make the shelters with darkening plastic probably on top of sides & roof as a sun screen
- Ease of use and access
- Put funding Also for Bus shelters - not on BRT Line. I have seen women/children waiting for a bus in the Rain.
- Ensuring that walk/bike-ability is enhanced in designing stops and corridors
- Change Traffic Lights Timing to allow more vehicles thru the intersections
- Effective Public Outreach + Promotion to promote use in low income communities
- Seamless and United relation between BRT and local transit
- Doesn't do enough toward making Raleigh a sustainable city
- Fund permanently affordable housing via Community Land Trusts, Limited-equity cooperatives, + public housing, especially along major transit corridors
- Coordinating with WCPSS on routes
- Tying into bike paths so they can be supplementary transit

There were 23 comments written down about what the public hopes BRT brings to their neighborhood. People were excited about new developments coming to these corridors, and being able to get around without a car.

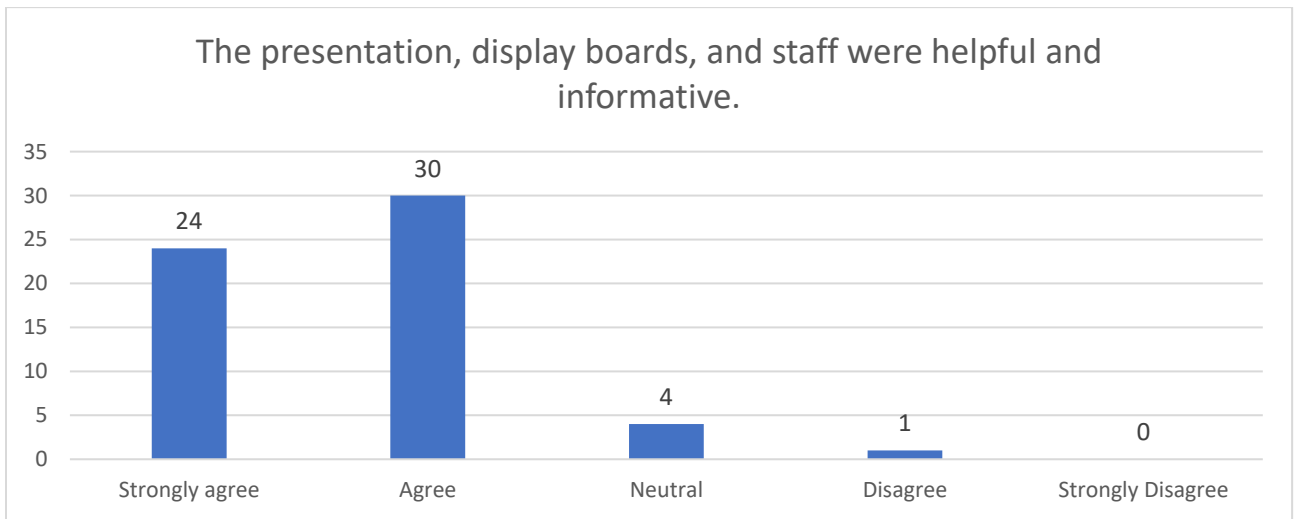
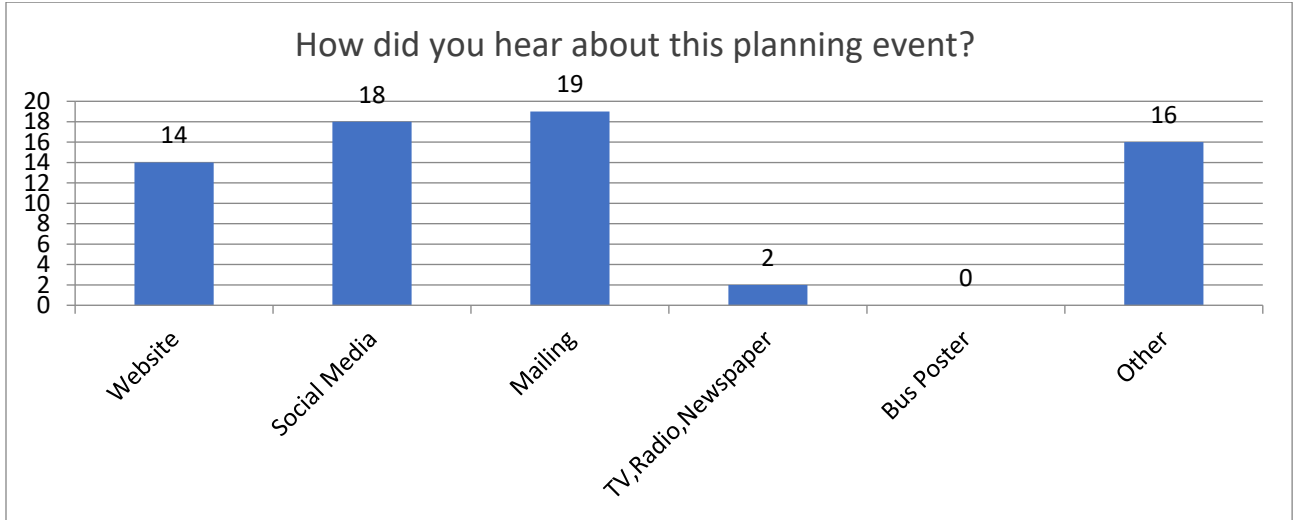
What do you hope this brings to your neighborhood?

- More & closer (within city) areas for park & ride Raleigh
- Safer conditions for Ped. & bicycle transit.
- Mixed use development (including affordable housing) Down Western into Cary
- Ability to get more places w/o my car
- Ability for our family to live car free/car light lifestyle w/ real transportation options outside car.
- More frequent bus connections
- More options to get around and therefore less traffic (or at least a few less cars parked on the street)
- More businesses offices - not just bargain retail

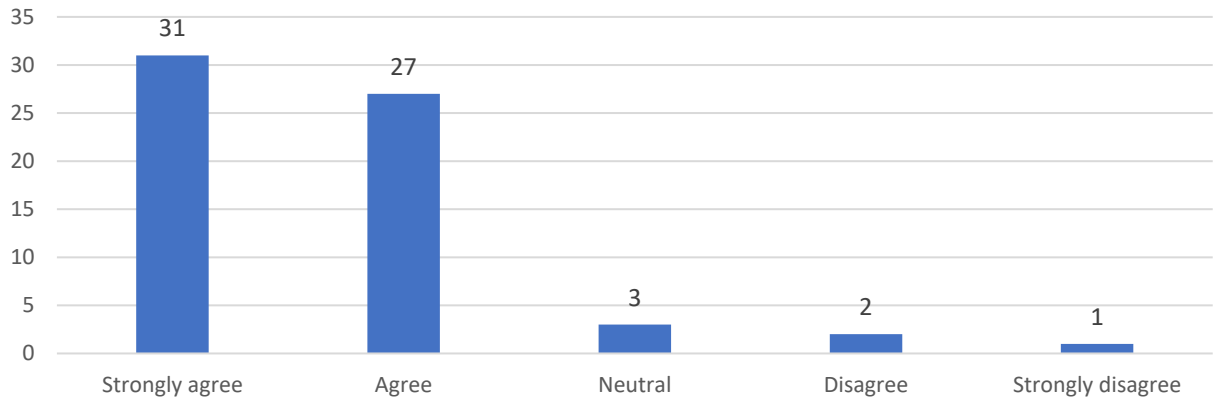
- Not much, other parts of Raleigh need BRT before north Raleigh. Serve the need
- Access to more than downtown (web of services vs. current spoke options)
- Less auto-oriented development
- Alternatives good connections with walking + biking
- More mixed used development
- More housing, jobs, options for better inner-city travel, & change to SE Raleigh
- Better Access to the ENTIRE region! (Raleigh -> Durham -> CH -> Wake Forest -> beyond!)
- Choices
- Authentic urban life
- Flexibility in time/daily schedules
- A connection to proposed light rail so we can live-work-play triangle wide without cars
- Ways for folks who don't drive or don't want to drive to access shopping, entertainment, parks, recreation
- Better access to South Raleigh - especially with the Wilmington Street BRT corridor
- Sidewalks to our neighborhood :)
- Less terrible driving behavior Downtown

Exit Survey

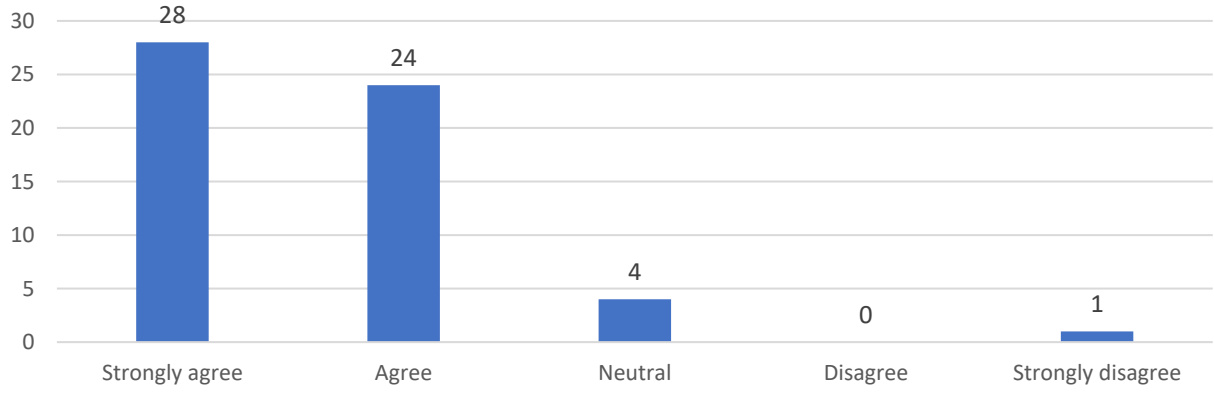
A brief survey was offered to all public meeting attendees. These questions, and their responses can be seen in the 6 figures, and one table below.



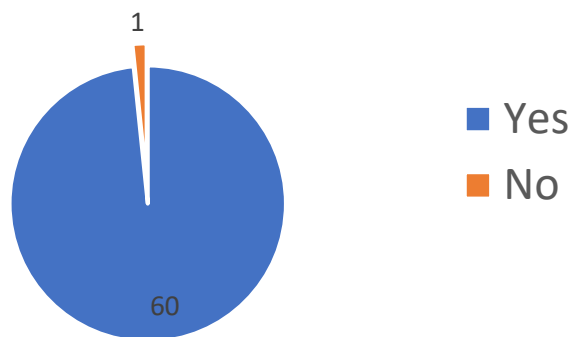
The meeting time and location were easy to access.



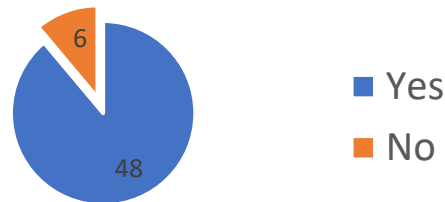
The Format of the meeting was efficient.



Would you attend another Equitable Development Around Transit Event in the fall?



Did the meeting provide a good opportunity for you to provide input and shape equitable development around transit?



Please note that the comments are dictated below as they were written by the public.

Do you have any other comments to add about this event or Equitable Development Around Transit?

- Thank you for going out of the way to make this accessible
- Raleigh Transit needs to be reduce the age of seniors from 65 years to 60 years to be in line with the other transit.
- I am worried that the downtown bike plan will not be implemented along with the BRT plan
- I am much more concerned about speeding up frequency of service on R76 70 Crabtree to 4x/hour not in 5 years but soon or #870 no hill which I now here will be moved and changed.
- I think the stats and example of places where BRT has been successful are especially impactful!
- Please continue with your focus on public/community engagement throughout this process.
- How to keep seniors in their homes as property tax rises-- they are on fixed incomes.
- It will be an excuse to keep housing out of other areas. Good job Jason.
- Question and answer period following presentation
- It would be helpful to know how superficially community input will be used. Clearly much planning will need to take place outside community impact so it would help to know more about the details process for using community input.
- Lack of diversity is concerning. please make sure to take these conversations to different SES context
- Growth around rapid transit stations will not enhance existing neighborhood spaces i.e. the New Bern Ave. corridor is a residential space.
- Upzone all areas near major transit to allow duplexes or grater density provide affordable housing by funding CLTs, limited- equality co-ops and public housing.
- Are you having meeting in the low income community included by BRT lines?
- Sarah M Owens sally.owens76@gmail.com 710 N. Penson St. Apt 204 Raleigh NC 27604-1276. Meeting and exhibits are unhelpful too little was given. Western Blvd Might be 2027. I am 72 almost. I don't want 8 yeas to get first riders.
- Don't allow predominantly white single family home areas like Longview garden keep out diversity and drive development into lower income areas.
- Get out of always hosting these meeting at the convention center

- Maybe try to avoid hosting event the same night as other major event- it was hard to find parking. Not that that's my greatest concern.
- Have an outreach meeting at Moore Square bus transfer station
- 50/50 for #6
- We need more people in the know to play a role in moving forward. Go faster. It shouldn't take so long to get BRT in.
- Keep other modes of transportation (Bikes!) in mind to create a fully integrated/commentary network
- Presentation was well done- very supportive of the equity side of all this.
- Promote the event at the GoRaleigh Station, Raleigh Union Station and Merchants throughout the current Bus routes.
- Get more people involved! :)
- Thx for allowing community input
- Yes My name is April Jones, you should reach out to Church to get info to take to their people. I would love to have the job of organizing that. April Johnson-deniseyjoy@gmail.com

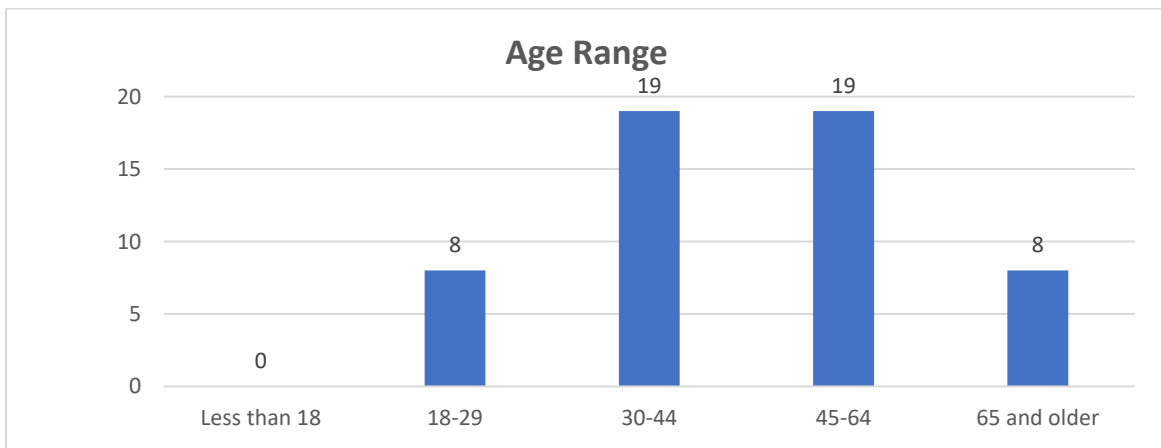
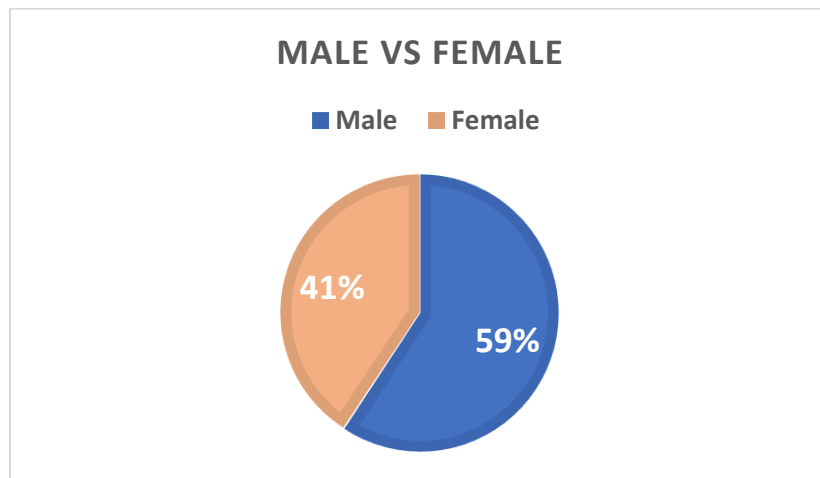
Most people heard about the meeting either online, or with a mailer. Most attendees thought the meeting was informative, had an efficient structure, and was easy to access. Additional comments suggested having meetings, and engagement opportunities on the BRT corridors, at Moore Square Station, and low income areas to increase the diversity of the engagement.

Participant Demographics

Meeting participants were offered a voluntary form at the public meeting aimed at gathering demographic data in order to improve outreach efforts. These responses can be seen in the tables and figures below. 59 meeting participants submitted a form at the public meeting.

HOW MANY PEOPLE ARE IN YOUR HOUSEHOLD?

Answer Choices	Percentage	Responses
1	18%	10
2	55%	30
3	13%	7
4 or More	15%	8
Total		55



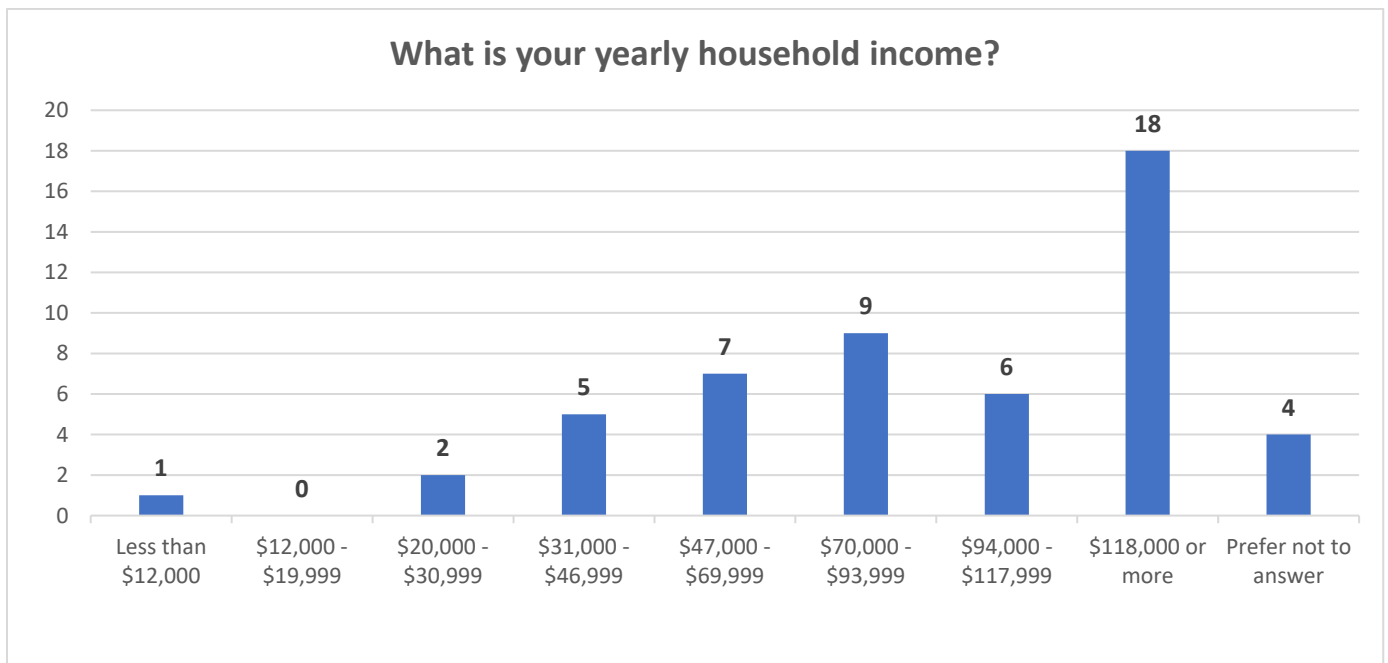
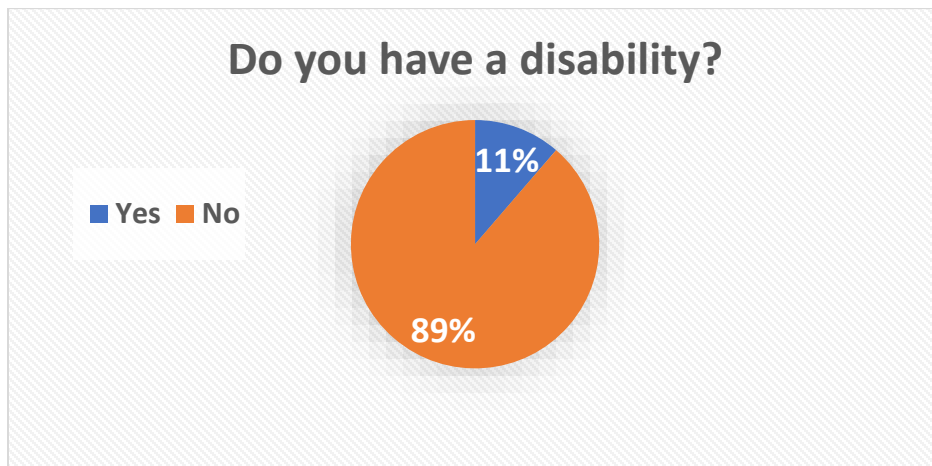
WHAT IS YOUR NATIVE LANGUAGE?

Answer Choices	Percentage	Responses
English	96%	52

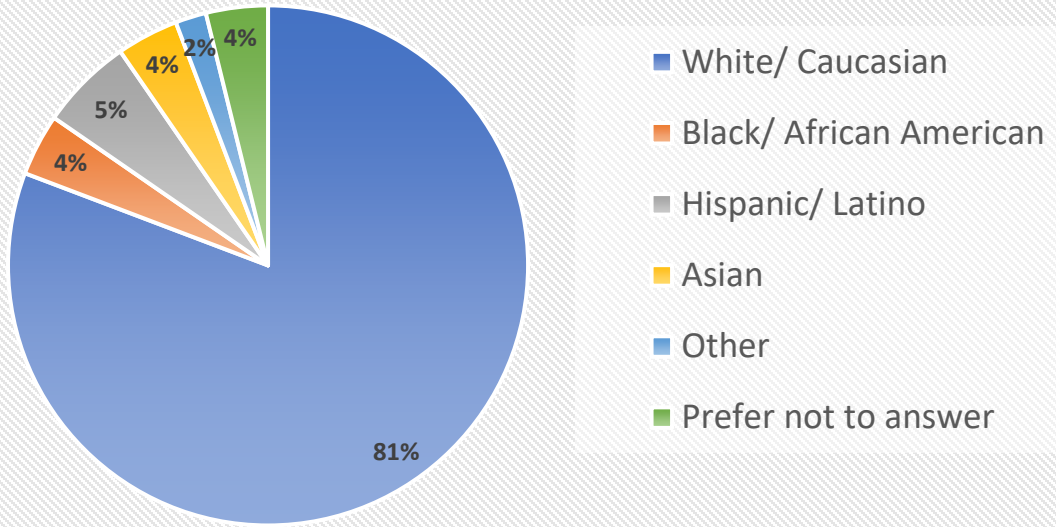
Spanish	4%	2
Total		54

IF ENGLISH IS NOT YOUR NATIVE LANGUAGE, HOW WELL DO YOU COMMUNICATE IN ENGLISH?

Answer Choices	Percentage	Responses
Very Well	100%	5
Well	0%	0
Not Well	0%	0
Total		5



What of the following best describes your race



National Origin (If born outside U.S.)
European (2)
Caribbean/ Western Indies
Other
South American
Pacific Islander

Appendix

Comment Form Comments and Open-Ended Responses

Please note that the comments are dictated below as they were written by the public.

1. Raleigh is Experiencing growth and change. Existing residents are electing to stay here for the opportunity and quality of life while new residents are moving here for the same reasons. How important is it that new growth takes place near transit?
My primary hope for this city is that it becomes possible to live here without owning a car. This is currently only manageable for a very small percentage of the population, but if we focus development in downtown and key transit corridors, that can change.
But busses aren't the answer, we need a real metro and need to look at Raleigh, Durham and Chapel Hill as one metro, like NYC's Boroughs.
Downtown should have very high development connected to corridors of high development. That way public transportation is viable.
Sadly for both buses and any rapid train, eastern wake county (Knightdale especially) which is THE FASTEST GROWING, is being IGNORED. Many people need and want to work in DOWNTOWN Raleigh and do not WANT to do a "transfer". Buses and a small transit train, can & should go STRAIGHT in, from at least a park and ride in Knightdale.
Also important to make sure that there is plenty of affordable housing near transit.
Light rail is needed ASAP, from Durham through rtp to Raleigh, then east to knightdale. Cycling infrastructure is also important (specifically partitioned from roads, not along the edges)
Transit expansion should take place all over all Raleigh not specific to one area or focus on downtown.
Transportation is the second largest emitter of GHGs in Raleigh, so we must do everything to get this down so we can meet the city's reduction goal of 80% by 2050.
I believe roads will continue to get busier and busier so there should be thought and innovation outside of using the roads such as implementing some sort of Triangle Area train system. Subway system could get difficult with the flood areas but an above ground system (that like the bays BART and CalTrain) would be a better alternative solution rather than putting more vehicles on roads. A system that could connect Raleigh, Chapel Hill, and Durham in a circle that then branches off to neighboring suburb city's in the triangle. I'm not an idiot and can see this is more expensive but it might be a better solution for long term visions rather than short term.
More lateral/ suburb-to-suburb routes might reduce travel times and congestion at central hub. Raleigh area East of 440 is not well served. Could use a stop at New Bern/ Rogers Lane for example.
It is obvious to this 28 year Raleigh(downtown) resident that the R line is successful and bike lanes and riders are everywhere downtown now. With all of the newly planned living units in the pipeline it seems silly not to make means of transportation an integral part of the planning.
Growth and density should be encouraged in transit friendly areas to reduce the impact on traffic and to encourage people to leave the car behind.
I'd like to see Raleigh be a place where people can use their cars less, not necessarily discourage their use but offer choices. I'd love for the "one-car family" to be a real possibility for Raleigh with the roll out of these BRT lines and enhancements that may come after them. Therefore, putting new growth within walking distance to BRT stations is a must.
The current emphasis seems to be driven by upper-middle class concerns -- access to downtown amenities. There needs to be a thoughtful examination of all the components of traffic and living patterns in the city, including transporting people who are priced out of ITB Raleigh into outlying areas. Also, the buses need to run more frequently. People don't want to wait 45 minutes for a bus and will choose other options.
Look at Denver for an example of how transit (buses, light rail, commuter rail) has helped generate urban development. The Regional Transportation District covers seven counties and is funded by a dedicated sales tax. Municipalities in metro Denver also put a lot of emphasis on improved sidewalks

<p>and new bike lanes, especially as they connect to transit. Fortunately, the Colorado legislature is helpful and not a deterrent like that in NC. You should press for local home rule for NC municipalities so the backward legislators can't overturn local initiatives. The infamous bathroom bill made NC a laughingstock, even this far away.</p>
<p>In order for this city to be successful down the road, public transit must be at the top of everyone's priority list. I was so disheartened by the lack of sidewalks when I moved here and also by the fact that the region won't be getting light rail. I used to live in a suburb, not a city, and I was able to travel on foot safely, and to whatever destination I chose. We need to develop our transit and create affordable housing solutions right alongside. This city won't function down the line if it continues to be car-dependent.</p>
<p>It is essential that we get cars off our roads. Our roads cannot handle the amount of people moving here and so we have to make public transit and housing more congruous.</p>
<p>Creating fewer emissions is extremely important and is vital to our existence. Also automobiles can be expensive to maintain overall and many cannot afford to travel. If we walk more and take buses we would help each other be healthier. Raleigh is a wonderful place to live and will be even better once this service is complete. I just hope that it doesn't become congested in the process.</p>
<p>Areas near transit routes and stations need to be zoned for multistory high density housing.</p>
<p>Such a unique place with the Triangle and RDU. It's a shame they are not connected with mass transit like train.</p>
<p>Very important is that the growth around transit include a very substantial % of affordable housing opportunities</p>
<p>Nodes of multi-use density need to be connected by solid rapid transit options.</p>
<p>The reason why we moved to Raleigh was a promise to develop non-car transit. If this is not implemented soon, we will move to a city that prioritizes people and parks rather than parking lots and cars.</p>
<p>My hope for the future growth of Raleigh is that we grow upwards rather than outwards, not in the sense of vertical sprawl so common in downtown areas but in a pleasant, compact, human-scale way.</p>
<p>Existing residents are struggling with rising housing costs</p>
<p>While it may be important for growth to occur along transit corridors, it is VITAL and important that any such growth be done in a way that respects and maintains the integrity of what the impacted area represents. Each corridor into Raleigh is different and some may warrant more significant growth and redevelopment, while other corridors are already established neighborhoods and forcing or pressuring development along such a corridor is not what Raleigh needs.</p>
<p>Many benefits of increasing growth around transit including environmental, equity, decreasing sprawl, health, economic, etc.</p>
<p>It is important that affordable housing, housing assistance, bus transportation in areas within the county that need buses near the area they live in for their jobs and other real needs to give our residence hope for the future!</p>
<p>Streets have already been messed up with the new bike lanes. Around 4pm, traffic is backed up from Poole road at Raleigh Blvd back to Newbern Ave.</p>
<p>I live in Lakemount and I'm very concerned about traffic and lack of mass transit options. The extensive development that had been built and will be built soon will lead to a traffic crisis on Six Forks and Old Wake Forest roads.</p>
<p>I would also love if Raleigh were car-free-livable. However I don't know that all growth must be in those areas.</p>
<p>My hope for Raleigh is that transportation is available for all areas and that this will be city that doesn't require vehicle ownership. It's expensive owning a vehicle (maintenance, insurance, gas, other).</p>
<p>What is important is that the areas that have long needed public transit are reached in this plan. The focus should not just be on the people who'd like to walk and bike to work, but the people who have to, to reach opportunity.</p>
<p>for a growing city having reliable, accessible public transit makes a good city, great; We need to focus on transportation & accessibility as a growing city. It's what makes a good city, great</p>

There are lots of buses downtown -- the Raleigh loop is free of charge, in fact--and the New Bern Ave route runs regularly from Moore Square to Wake Med. The problem is rapid transit throughout Wake County. Good luck getting a GoRaleigh bus if you live in Rolesville, Wendell, Holly Springs, or Fuquay-Varina and you need to get to Wake Med.
All of these reasons and more, including live music and excellent parks like Umstead, make this area awesome for everyone. However, I am disturbed by the increasing frequency of graffiti attacks on our roadsides.
Also, transit should take place where new growth is taking place
And also, mass transit needs to go where development is occurring. And needs to be widely available so that one won't need to drive the car or take a cab.
Raleigh needs to publicize bus service. For example, advertise that you can reach the NC Fairgrounds using the 27 bus. Advertise all the bus routes that go to the Crabtree Mall. Change Jury duty notices to indicate how easy it is to travel by bus to the courthouse (instead of driving), etc.
The growth should be higher density, plus transit should take place near new growth
We deperately need light rail and ways for people to get around besides cars.
Density is important at Transit stops and along Transit corridors, however it is also important to protect the historic character of the city, and residential neighborhoods that make Raleigh unique.
We need a metro system AND BRT. Just buses won't cut it. Roads are inferior for mass transit, and expanding them does nothing. See Houston TX. If this were 1950, I would understand, but we really need to think ahead. I visited Tokyo and there is less car traffic there than Raleigh, because everyone is underground in subways, or walking because of the high density layout. A metro system would improve the health of the people because more people would be walking as well.
Planning development of around transit is extremely important to me. Not only will this ensure access to resources for all people in our community, but it will prevent costly changes to transit systems down the road to compensate for unexpected growth.
Downtown, RTP, The hospitals and the schools need to be very well connected. Not necessarily with each other directly. Each of those areas needs to be self sufficient and also have hourly connections to others (example - every 15 minutes Harrison Ave to Cornwallis via Davis Dr. And an hourly connection to downtown).
The best way for growth to happen with less negative traffic impact is to grow around and with transit.
It is very important because everyone does not have their own Transpo
For the S. Wilmington BRT stops, please include one at Pecan?Layden. The Hertford Village and Parkland neighborhoods would really utilize it. I've heard that the stop is planned for Rush St which has very little foot traffic. Thanks!
Growth should be concentrated along transit lines and in walkable areas such as downtown as much as is practical.
The opportunities should NOT be limited to developers with deep pockets who acquire large blocks of land but should also include individual home owners being allowed to develop their own properties as duplex/triplex units.
My neighborhood was supposed to have a lot we could walk to that never happened. The retail component didn't work and was never incentivized by the city.
We need equitable transportation for all!!!

2. Should new development around transit lines focus on affordable housing options?
Mix incomes would be better as to not develop pockets of inequality.
We DO NOT have enough affordable housing and the Raleigh city council well knows it. Police, fire fighters & teachers cannot even afford to live where they are expected to work, let alone seniors on

limited income or those who need subsidized housing. I see other places REQUIRE builders/developers to put aside a certain number of units for such persons.
Please stop using the term "affordable housing" as it should be low income housing. New development should be required allow a mix income or dedicate at least 10%-20% to what you call affordable housing to all a mix use or diverse community.
Focus on affordable housing, yes, but I'd like to see the economics work with market-rate and luxury housing nearby as well. Less parking requirements as well. (way less) Mixed-use locations + mixed incomes helps everyone. (simply put anyway)
The city should require developers who are reaping the benefits of building near transit to add affordable units to any new development.
Yes, there should be a mix.
Affordable housing is needed to and if people can't afford to pay the high cost of housing then, it is safe to say they may need assistance with transportation as well. So yes the transit should focus on affordable housing options also.
Housing should contain a mix.
If Raleigh is not intentional about provisions for affordable housing in areas that are desirable located for mass transit it will not happen
It needs to be a serious consideration, as it will tend to gentrify established areas, and will command new high rents in currently undeveloped areas. The benefits can't all accrue to one group (I.e. developers and landlords).
This is self-evident.
I think we best create affordable housing by allowing more housing. Mass transit has higher capacity and thus allows denser living. I'm weary about limiting housing in any sense. If the idea of wealthy residents buying up the land made valuable by public funds makes us uncomfortable, then switch to Land Value Taxation and let them help fund the transit lines to begin with.
If you don't, then there won't be any workers making you coffee or baristas or even mcdonalds workers able to live in the area without an affordable place to live, let alone get to work.
Some people have lived in their homes for 20years or more, but now our homes are being replaced by high risers this very depressing!
In addition to locations near 'affordable housing', transit plans should consider where people actually work and shop. It is far too late to solve problems with light rail, but useful bus routes would be great.
Public transit should be available to everyone
New development should include affordable housing options
Yes, unless you only want rich people living there? That already seems to be the case with these tiny 3 story apartments being built in downtown.
Allowing existing home owners to redevelop their properties to a higher level of density would create market competition to the big dogs that set the size/style/price of individual units.
How about just housing options and make them inclusive of ALL housing options. Everyone using public transportation should be the goal not forcing the poor to use it so there is more room on the streets for the wealthy.
Diversity in the built environment matters!!!
Yes. Options at all income levels creates/sustains diverse healthy communities where all those working in a variety of jobs can live and support the areas where they work.
I don't think it needs to be focused on affordable housing. I think it's important to have varying income levels of development.
Absolutely. TOD should include a mix of low-income housing, workforce housing, and market rate housing in order to facilitate a diverse community.
Mixed Income Housing - not just affordable housing.

<p>There should an equitable mix of housing accessible to all income levels, in rough proportion to the percentage of people at that income level, so that housing near transit is representative of society as a whole, and rich, poor, and middle-class alike can live together and have access to the benefits of sustainable urbanism.</p>
<p>Yes, and the city needs to financially incentivise it. Simply telling developers they must add a percentage of affordable unites at their own cost doesn't work. Instead, reduce impact fees, offer density & height bonuses, permit fee reductions, reduce infrastructure improvement burdens, etc.</p>
<p>Zoning makes sense, but to give people the most options, development needs to be market driven. The government shouldn't step in with arbitrary rules.</p>
<p>And affordable needs to be defined by the neighborhood and not by City Planners. I think Mr. Knott who is running for Mayor has great ideas on this issue.</p>
<p>Yes, but we shouldn't shut down proposed dense development every time it doesn't have as much affordable housing as we might prefer.</p>
<p>What is YOUR definition of affordable housing? This means wildly different things to many people. And it's impossible to dictate affordable housing to private developers. They simply won't build here.</p>
<p>Raleigh is quickly running out of affordable places to live. Many older apartment complexes are being torn down and replaced by upscale apartments and condos. If a solution to this is not found, low and middle income workers will be forced out of the market.</p>
<p>Lower income residents use transit much more often than upper income people with multiple cars. The more higher income people near stations, the fewer people actually riding transit.</p>
<p>This is not a yes or no question. There should be a mix of affordable and market rate housing resulting in diverse neighborhoods.</p>
<p>We need to eliminate or update regressive zoning laws, these are counter intuitive to diverse living/working/shopping communities and force reliance on personal vehicles especially with lack of affordable and reliable public transportation</p>
<p>It should contain a mix of affordable housing as well as other. it but should not be the sole focus</p>
<p>If we can incentivize developers to include affordable units, or can get groups like DHIC or Habitat to build that would be fantastic, but we shouldnt force developers to include affordable units. It will only raise the prices of the other units, adding to our affordability problem.</p>
<p>The market will not make this happen. City government must drive this policy.</p>
<p>it can't focus only on affordable housing. it needs to focus on all housing, otherwise the transit line housing will become stigmatized.</p>
<p>There need to be affordable housing options but there should also be standards of housing, like those set forth in an HOA, so that the community is clean, neat and orderly. It is not uncommon that places housing large populations tend to get over-run from overuse and are frequented by trash, misuse and vandalism.</p>
<p>Should include but not be sole focus.</p>
<p>Density is a key part of making housing affordable and making transit successful - if we can't build density around high-frequency, high-capacity transit, then the transit will fail and housing will be expensive.</p>
<p>It should deter development because "affordable housing" isn't included. Constraining supply doesn't help affordability</p>
<p>We can create affordable housing by boosting housing supply in general.</p>
<p>I think there should be affordable options around the lines, but I have nothing against lots of market rate housing going up as well. Building market rate housing helps lower rents in the city</p>
<p>Yes but we also need quick improvements to sidewalks and bike transportation for all within a 2 mile radius of transit stops. Not all affordable housing is going to be close to stops. Safe bike/Ped is the key to helping people live with one or no car.</p>

3. (Online) - What percentage of your income goes to pay for housing?

I am retired and my house is paid for. So this question does not really apply to me.
But I know many people for whom housing consumes nearly half of their income
But we make a conscientious effort not to spend crazy amounts of money. Just because we might be able to afford more doesn't mean we should spend more. (And although we are far from wealthy, I realize that we are lucky.)
The city needs to have special funds available so the disabled can take care of their house. The city of Raleigh needs to have flexible employment for the disabled. This will be that professional disabled people can work 15 to 32 hours a week. Disabled people desire to work. However, extra time is needed to keep up with physical therapy, exercise (e.g. stretching to relieve pain) and more rest is needed because of pain. Disabled workers are dedicated to their jobs.
Less than 30% only because I choose to live in an area that is not ideal for my preferences. If I lived in the area I wanted to, it would cost 50% of my income
Yes, because I have chosen to live with roommates.
I currently pay less than 30%, but as another commenter has said, if I lived in an area that actually was walkable and had frequent and reliable transit, I would have to pay far more, because there is so little housing in such areas today.
I am retired, without a mortgage.
I've paid off my mortgage. Housing costs now are for repairs and replacement.
Actually more goes to housing because when you include the utilities and all the other things that make a house a home it is way over 50% of my income.

4. Are you able to get to work, parks and shopping with ease?
Yes if I drive.
No parks I can walk to but walkable shopping
No! I wish I could it would really be nice.
We are a one car family so my answer is sometimes yes and sometimes no
Kind of, but nowhere what it should be. I say replace all parking lots and parking garages with parks. All of them.
Yes, but only because I am able to drive. The options to safely bike - lanes separated from traffic are very limited - no option for commuting this way from North Hills area to downtown.
I love that I can bike to stores, the school (for my child), library (where I'm typing now), parks, etc. I wish more of my neighbors would walk or bike, especially since these are often less than a mile, and generally less than 2 miles from my neighborhood. But I know folks are busy (I don't "work"), and cars are seductively convenient.
Using a car. And, the commutes are getting worse with the construction everywhere and the increase in population.
Thanks for the good planning done so far on the greenways and bicycle paths / lanes. But as far as I know, there is no way to get to any parks bus transit.
Traffic has become an issue as crowded streets during most day hours is terrible
I am not able to get to work with ease. I commute from Raleigh to Durham for work and try to use public transit as much as possible. Although the DRX and GoDurham are great resources, it takes me 3 hours round trip to travel by bus to work. Driving to work is a headache because I-40 is a nightmare and it doesn't look like traffic there will get better any time soon.
It is not a yes no question, Change it to easy, moderate, moderately hard, hard, extremely hard.
Sitting in traffic in the village of Raleigh is not OK. The proportion of traffic to the size of the city is completely out of balance here thanks to terrible road design and no public transit
I am able to get to things easily via car, but would like more options to walk, bike, and take transit.

But always in a car.
But sometimes we have to take a car to get there even though we'd prefer not to. We need better transit and bike options
We regularly walk to restaurants, parks and businesses in our neighborhood and downtown.
For the most part, yes. If express transit options like DRX didn't exist, this answer would be a "no."
I live within 1-3 miles of shopping and parks (WakeMed Soccer Park/Crossroads Shopping Center in Cary) and there isn't great coordinated transportation near the municipal boundaries. The sidewalks become sparse and the linkage between land use and transportation becomes non-existent. The only way to get to either location is via car. However, I applaud the city for recent efforts on routes such as Buck Jones Road! I would love to see similar things happen elsewhere.
Yes if I take the R-line or Uber/Lyft.
I retired then decided to go back to work. Now I work from home and go to the office once per month, but the bus doesn't go down the street where my job is located.
I can get to Lake Johnson Park by walking down the hill on the side of my building. For everywhere else, I have to drive.
Only if I drive
Yes, if I drive.
traffic in Raleigh has become ridiculous as far as driving and walking is not always an option due to lack of sidewalks
car owner
Yes, but only because I own a car. If I had to rely on public transit, I would have to move in order to work and shop.
I live 3 minutes south of downtown. It's pretty desolate except for drivers doing 60/70/80 mph to get home to Garner/South towns. We need to slow drivers and build adequate pedestrian infrastructure south of downtown! Right now it's a free for all!
Although not all within walking distance, there are plenty of such places in the part of town we are in.
Yes, but car required
Raleigh has been focused way too much on car only development for the past 50 years. A shift needs to occur to focus heavily on mass transit options. We do not need to be another Atlanta where 540 becomes a 10 lane highway circling the city like 420.
We are way behind in implementing a sound transit plan. Raleigh has been talking about transit for a long time. All the while development has been mushrooming.
We need separate lanes for bikes and cars
The answer is No if we're talking about by using transit. With a car I can, but without a car it would be very difficult. Getting to work would involve taking 2 (or more) buses and changing buses in downtown. There should be a bus line that runs along/on 540 and connects to other lines without having to go down to Moore Square.
Yes, but shopping is only easy because I am fortunate to own a car. We live downtown but not quite close enough to a bus stop to make a transit-facilitated grocery run achievable. The ice cream would melt.
Any trips across downtown require a bus transfer. The closure of the Crabtree Creek greenway crossing past Capital Blvd essentially shuts off NE Raleigh from downtown.
There's about to be. Go to the GoTriangle website and look for the NRX (North Raleigh Express) route under Service Changes. It's only running during peak hours, but it's a step in the right direction.
Yes because I drive almost everywhere in my electric car.
Yes but only because I am lucky enough to own a car and can drive.
I'm able to get to downtown easily by bike, but I wish there were more retail downtown. A lot of the spaces are restaurants and office space.

1. Should investments in affordable housing close to Bus Rapid Transit (BRT) lines be a priority for Raleigh?

Revamp the GO Raleigh system. Use the money from the 1% sales taxes that's suppose to be alot for transportation and make quarterly or annual changes. Changes should not come everyone 2-3 years.
That's a no brainer.
Yes, we need more affordable housing so people can get a taste of living in the areas like downtown Raleigh. It would be great!!!
Having attended many meetings this year focused at least partially on housing, I am aware that finding sites for affordable housing and getting it built are at the very least extremely challenging. Affordable to me means that persons working full time at service sector jobs can afford to live while spending less than 35% of income on housing related costs (include insurance and utilities).
Absolutely.
BUT only if the bus stops are chosen in a thoughtful way.
To keep Raleigh a community people want to live in we need to maintain and increase diversity in our housing. Those with lower incomes should not be forced to live on the outskirts of the city often where public transportation isn't available or is very difficult and time consuming to use.
Boy, I'm glad I'M not the one having to solve that issue! Next to BRT is desirable, and therefore the prices go up. And then it's not affordable. And the ones with means are often the ones who BRT the least. How to control that...I dunno.
Do you cater to everyone or only the rich? This will answer your question
ALL housing should be.
I live on a bus route and take the bus at least 4 days a week yo work. It saves money on parking and other car expenses.
How about moving the frequent bus service to where there is already affordable housing?
And it should be closer to downtown where all the great recreation is being sponsored by the City and by private businesses. We don't have that in our sector.
Affordable housing is needed. But it should not be used as a bargaining chip every time a developer asks for more density. City needs to comprehensive affordable housing plan besides hem and haw about it every time a developer wants to add more density.
if you only invest in affordable housing near frequent bus service you take a high risk of stigmatizing that location, regardless. affordable housing needs to be a part of an overall plan and bus service needs to serve ALL housing.
It should be part of a broader vision of smart growth and not the sole concern.
If housing is close to quality transit, people can afford to pay more because their transportation costs are lower. Focus on keeping housing plus transportation costs below 45% of income, not on housing alone
BUT those efforts shouldn't sacrifice or penalize rezoning requests with requirements for affordable housing unless there is a system available to compensate those developers for including affordable housing.

2. What should we know about your housing situation or community needs?
Difficult to get to NC State from North Raleigh.
I increasingly hear that housing benchmarked as affordable for families with a > 30% of AMI income is too challenging. The city should spend the money to find out where these pockets of low income are.
Live across the street from a bus stop, but there is no cross walk. You have to walk a quarter-mile to get across the street.
I live downtown (Edison Lofts). Motor vehicle traffic creates hazards for me as I walk, bike and use the bus. Slow it down or remove it.
It is expensive to get around because the difference in my bus fare versus senior bus fares. Reduce the senior citizens age from 65 to 60 years old for the Raleigh bus service.

New Bern Avenue BRT needs to respect current neighbors.
I live in the Maybrook Forest neighborhood in SE Raleigh. The area needs bus and improved road infrastructure.
More buses soon, not in 5 years on frequent routes.
Bike infrastructure in Raleigh is too segmented to be truly usable.
It would be nice for people you don't feel like driving.
Only way to get around is by car.
My subdivision has no direct access to a transit line.
Landowner off Atlantic Avenue. It is a 15 minute walk to the closest bus stop.
More grocery stores near downtown would help a lot.
Hoping zoning changes allow for more "missing middle" housing.
I live in downtown.
I live in an affordable neighborhood.
I am able to get to work because I have a car, but I commute 25 minutes to work and 25 minutes back. For financial reasons and environmental reasons, I would prefer to be able to use public transportation if it were available to me.
There aren't sidewalks to get to the bus. When I am waiting for the bus, it is dangerous because of the cars speeding by the bus stop.
I chose where to live based on affordability, walkability, bikeability, and bus routes and quick commutes to work and shopping.
I live downtown and work on NC State Centennial Campus. I bike most days. I would love to be to ride the bus.
Would love more transit options in north Raleigh.
Zoning is awful.
I want to build an ADU and would like 4 plexes and missing middle allowed all around.
We have very few options other than driving.
Too much traffic; Drivers are rude police don't enforce speed limits.
Getting to work is easy. I live without a car and reaching other destinations is challenging.
Sidewalks! (needed). Asking people to pay 30% of their income to housing is too much it is difficult to build new affordable housing.
I live in a single family ranch on New Bern. I'm worried that the openness of that area will be choked by density. I appreciate the need for density, but want to see old oaks and crape myrtles remain.
I don't have frequent enough transit.
Our community needs pedestrian and bicycle improvements at "five points merchant area". Glenwood traffic speed need to be reduced!
Frequency on the #7 is now excellent. We are need to increase frequency on #4
Want the city to be more walkable- wide comfortable sidewalks, safe bike lanes, public transit frequent, and things to do downtown.
Quickly being priced out of the area.
I live far away from transit but would use it If I could.
North Raleigh has limited transit options, but, for the time being, I don't think that should be the focus. We must work on density and walk ability, and North Raleigh is too spread out for that. Keep the focus on downtown.
I drive to work and would love to take a metro. I love walkable cities or ones that feel walkable and I take metros/light rail whenever I can. I will NOT take a bus. I will continue to drive.
Our streets in downtown that are ONE-WAY streets must be turned to two way as soon as possible-- this is low hanging fruit to reduce vehicles miles traveled and unnecessary idling.

My community is walkable and affordable with some restaurants and shopping, but disconnected from transit, downtown, and parks.
I live in a high rise downtown condo and would use transit more often if it was available to places I'm going. In particular I'm interested in the proposed commuter rail line.
We need safer bike lanes and less cars, especially downtown. And we definitely need better bus infrastructure to make that a truly viable option for transit, both within the city and to places like RTP and Durham.
First, there is no bus near me. Not even within a 5 mile radius. I would love to take a bus to really see Raleigh in a different light. Drivers get sick of driving sometimes and want days off from driving. The bus will offer them that time to relax. Sort of like a mini vacation.
We live in an apartment that is quite nice but without recreational amenities. It rents for less than market rate in Raleigh. Next door is another small complex that rents equivalently and is slum quality.
We should work to make the city safer for pedestrians. With explosive growth and development, less emphasis has been placed on the sidewalk and protected crosswalk experience. We have also seen an increase in distracted driving and a deprioritization of traffic enforcement by RPD. All of this has made my "walkable" neighborhood noticeably less safe for my family. The less safe I feel walking to transit, stores, restaurants, and civic spaces, the more likely I am to get in my car to do that, just again contributing to the problem.
The end of car-dependency and the rise of a human scale, people centered transit network should be put in place first. Everything else depends on the ability to live free from car-dependency.
The transit foundation of this city is crooked.
If we want to improve transit then we need to improve zoning. This is because transit has a natural hierarchy to it. In the same way cars and roads have
Parking places -> Local Roads -> Collector Roads -> Arterial Roads -> Highways
transit has
Sidewalks/Bikelanes -> Buses -> Intracity Trains -> Intercity Trains -> High Speed Rail -> Airplanes
With each level catering to a specific unit of urbanism.
<ul style="list-style-type: none"> * Sidewalks/Bikelanes -> Your local Neighborhood * Streetcars/Buses -> Your local Borough * Intracity Trains -> The Boroughs of the City * Intercity Trains -> The Greater Metropolitan Area (in this case, The Triangle) * High Speed Rail -> The Megaregion; From Raleigh POV, Richmond, Greensboro, Charlotte, Fayetteville etc * Airplanes -> Anything farther
The fundamental problem with transit in Raleigh is that we lack the fundamentals of transit here in Raleigh; walkable communities. The challenges I face are the same as in the rest of the country and have been talked about by advocates like Jeff Speck, Jarrett Walker, and Charles Marohn. The roads aren't interconnected, commerce and residence is spread too far apart, apartment complexes are too big, and there's a city-wide lack of sidewalks and bikelanes. I'd like bus stops to have more frequent services but for many of us it doesn't matter because like everything else, without a car, we can't get to it to begin with.
We want walkability.
I have lived in Lakemont for 26 years and I am very discouraged by the amount of teardowns in the neighborhood and the tremendous price increase of homes in this and adjoining neighborhoods. In

<p>addition all the new homes being built are McMansions priced over \$600K, clearly not affordable to many.</p>
<p>Free bus services are needed for the disabled population off of South New Hope Road. The disabled living alone need twice a week telephone calls to check on us. We are lonely and in isolation. We need help to have healthy groceries donated to us that consist of poultry, seafood, green vegetables and other organic vegetables if flesh is exposed to environment. It would also be a stress relief to be able to get out of our homes to go places to relax. Funds or some type of program is needed so the physical disabled can travel. Traveling is relaxing and opens the world up. ; I live off of South New Hope which is only 1 mile from the bus operation. Buses are needed on South New Hope.</p>
<p>We live in the New Bern corridor area and enjoy a good amount of greenery. We'd like to see that the green spaces and mature trees (oaks and crepe myrtles on the median) are considered.</p>
<p>I live in NW Raleigh and I work in Southern Cary. There is a bus stop close to my home, but not my office. The ride by car is about 20 minutes. Last time I checked, it would take 2.5 hours to make the trip using 3 bus routes.</p>
<p>Please increase pedestrian, bike and scooter connectivity as part of transit and community development efforts. The "last mile" can be very difficult to traverse, and we should prioritize non-automobile options.</p>
<p>My housing situation is great, thankfully - but we were picky and a bit lucky. Then again, our house is not upgraded, still 1960s. We chose for its location - the neighborhood, the convenience, the people - and I make a conscientious effort to NOT drive as much as reasonably possible. I still drive a lot more than I would like, but it's a start.</p>
<p>Build high density cheap housing. Build a metro system connecting CH, Durham, chapel hill, Garner, knightdale, Cary, apex. You wouldn't have to worry about land acquisition for rail if you built underground? Why does no one talk about this here?</p>
<p>I strongly believe in allowing density near urban areas and around transit hubs. Need to allow Accessory Dwelling Units.</p>
<p>My neighborhood is sprinkled with duplexes, quadraplexes and smallish apartment buildings, all along side homes in the 400K and up range, and it's still a highly desirable location. Allowing density to be organically created by people is preferable to density designed by banks, developers and corporations.</p>
<p>Our road infrastructure needs to grow beyond the car and soon. We need safe access for all modes of transportation with priority on the ones best for the environment.</p>
<p>We need affordable and middle housing options!!! A diverse City is a successful City!!!</p>
<p>We need more transit oriented development that integrates affordable housing through land banking and other mechanisms. Our transit system will only be successful if we 1) think about it as part of a larger system (how are people able to get TO the bus ie better bike / pedestrian infrastructure) and if we include incremental density (3-5 story buildings) along the corridor that are mixed use and offer amenities to existing residents like restaurants and grocery. It makes sense to keep this mid-rise development along the corridor and then have the SFH accompanied by incremental density that is scaleable to neighborhood (like duplexes and other options)</p>
<p>I live in a duplex near downtown in a lovely walkable neighborhood. The inclusion of 2, 3 and 4 unit housing keeps neighborhoods more diverse and healthy. I'm able to stay in my budget and enjoy all that urban living has to offer. We walk to our neighborhood businesses as well as downtown.</p>
<p>We'd love to live closer to sidewalks and transit but we can't find anything that's less than \$200K more than what we paid for our home.</p>
<p>Right now, most people my age (early 30's) are being priced out of downtown neighborhoods and having to buy or rent in Southeast Raleigh if they want to be close to downtown. BRT and potential redevelopment along New Bern Ave. provides the opportunity to alleviate this problem by building denser, more affordable housing that doesn't induce dependence on a car.</p>
<p>There should be better coordination along the municipal boundaries. It often feels like there is a no-man's land between Raleigh/Cary that neither City wants to claim or coordinate a cohesive network.</p>

<p>I live along the Avent Ferry corridor. Hopefully we will see mixed development with housing for people other than students (Avent Ferry shopping center) with shops and public transit easily available. We need continuous sidewalks and protected crossings.</p>
<p>My family was one of the first families to move to our home and sub division over 17 years ago, since then I have seen the Food Lion at Battle Bridge shopping center built, also four other sub-divisions around mine. The walking paths off of Barwell Road and Poole Rd. It is a lovely area but no decent walk-able restaurant/bar like I see in some neighborhoods. Now if we can get that and some shelters at some of the bus stops it would be great!</p>
<p>True affordable housing is critical to our community health</p>
<p>My neighborhood is dead-ended in almost every direction. Connect us with sidewalks and bike paths.</p>
<p>Our community could use access to public transit in a way that would allow people without vehicles, opportunities for employment. I am thinking of the younger people in our community in which owning their own car is not possible and go without work for lack of transportation.</p>
<p>We need more City recreation in our area directed at the Senior Citizens. There is little offered in NE Raleigh by</p>
<p>Density! Density! Density! Densify the areas around transit and all areas ITB. Let property owners construct more units on the property, which will help with affordable housing. We are the major city in a major Metropolitan area of the US. The growth has to go somewhere, and Raleigh is the correct place for it.</p>
<p>We are fortunate to have purchased our home 30 years ago in an area that has become a very desirable place to live. Today, young people may not have the same affordable opportunities we had. The City needs to concentrate on improving less fortunate areas of Raleigh without sacrificing affordable housing.</p>
<p>Connectors are not a good way to make mass transit happen. If I'm on a single type of transit, I'm much more liable to use it. If I have to switch or use connectors, I'd rather uber/taxi or drive myself.</p>
<p>Higher density housing along the brt lines would help drive rents down</p>
<p>BRT works best with more density. We need to allow people to build duplexes, triplexes, etc and not just car-centric single family home neighborhoods. And this especially applies to inside the beltline.</p>
<p>We are fortunate to earn far more than the median household income, and therefore are among the respondents who are excited about transit options for choice, rather than for necessity. Our housing situation is costly, but can afford this, and will likely benefit from continued increase in property value as transit options expand nearby. I am concerned about the effect this could have on the low-income community members of my neighborhood if we do not consider their need (as opposed to want) for transit options as well. I do not have a solution to offer for this challenge, but it is a concern of mine that should be known.</p>
<p>South Park is adjacent to downtown but many areas lack sidewalks. It's close enough to walk to restaurants or jobs but not safe to do so.</p>
<p>I rent space in my house. My neighborhood is being polluted with McMansions. I'd prefer to have well designed duplexes, triplexes, quadplexes than over-sized mansions for 2 people.</p>
<p>We need to not only work on affordable housing financing and policies, but we need to focus on housing affordability in total. There needs to be a better and more comprehensive zoning code to allow additional density in the existing neighborhoods throughout the community. This will allow our seniors to age in place, allow our children to come back and reside in our existing and well established neighborhoods, and allow those who are new to Raleigh to enjoy what we all enjoy in these neighborhoods.</p>
<p>Young people who don't work in high paying, high growth sectors like tech are being priced out and struggling to make ends meet and we pay off student debt and high rents. Also, the city has encouraged sprawl which has slowed down the development of public transit because if there isn't enough density, the city argues it's not economic to invest in public transit. The city needs to slow down sprawl and</p>

incentivize density that is diverse (more low income housing in wealthy areas) so that the city can't make excuses for why we don't have public transit (not enough density)
I am 25 and renting an apartment. It's expensive but I can justify it for all of the amenities and good location that come with it. The idea of owning a home is a completely far-off, unfathomable option for me at this time.
Our kids would appreciate riding the bus.
Unfortunately my once safe and attractive townhouse development is slowly deteriorating. Drug traffic is a major problem, including guns, and increased traffic for users to get drugs. Police drive through but the dealers know how to work the system. It
The new transit plan has increased my travel by GoRaleigh from 40 minutes to 80 minutes, thus, making it too inconvenient to use any more. I travel from midtown to the NC State campus.
I've been lucky so far, but I think there should be some sort of public transit system everywhere. I've been taking the bus for 19 years and I love that it has expanded it's routes to places that were hard to get to years ago.
I think the city should insentivize the building apartments and condos over single family homes downtown so we can keep the area affordable. The current model of growth is squeezing out the most at risk citizens.
Start with ACTUAL SIDEWALKS, not "in lieu of" so folks can get to public transportation without having to have the expense of an automobile.
I live in an area walkable to some stores and one bus stop, but the traffic is so congested I'm scared to walk across the road to get to the stores or the bus stop (Wake Forest Road & Six Forks Road). If there was a pedestrian bridge, I would feel more confident crossing to walk to the shops and bus stop.
Please please focus on providing more equal access to public transit. It is very hard to currently live life to its fullness without a car. More focus on public transit is severely needed at the current rate of development of the Triangle or else it'll just turn into LA with its horrible traffic. More highways is not the answer, we need to focus on public transit now!
We need to focus on density around the most sensible transit locations but we also need to expand transit service and sidewalks so that more people can access transit.
I live in Glenwood South and so am close to transit, restaurants, grocery shopping, and work. I feel like I live in the cheapest possible, studio apartment and it is just affordable. Living in a one bedroom apartment would probably not be affordable for me and would require that I live further from downtown.
Living in downtown Raleigh, I have access to restaurants, parks, etc. by walking and through public transit. For using the bus for work and getting to shopping centers, I'd like to see a better schedule and more options like Bus Rapid Transit.
Free bus service in high density area's
Mor bus line options ; More bus lines; More bus line options
I live in an electric wheelchair and cannot drive on my own. The Triangle is a bunch of unconnected hubs that requires a car to reasonably get between them. We need transit that quickly and reliably connects Chapel Hill, Durham, Raleigh, and RDU with other large areas such as RTP. I'd like to be independent but as of now, if I want to travel outside my little area I'm reliant on others for driving
We need buses that connect to each other outside the beltline. I live on route 70x, shop on 8, go to church on 4, make a weekly visit on 25L... but almost never use the bus to get anywhere because it doesn't go where I'm going (without going an hour down to Moore Square to connect) when I'm going there. There's been a lot of infill in NW Raleigh the last few years & I'd like to see more (especially mixed income), but a lot of people who are driving cars would take the bus if it would meet our transportation needs.

<p>Our income will decrease upon retirement but housing costs continue to rise. Living close to good public transportation will be key to affordability.</p>
<p>I live near downtown. We need more local bus routes that go downtown, Cameron Village and Library, grocery stores, NCSU, etc. ; The R Line needs to be rerouted to accommodate more riders. Why not go down Person St and Glenwood? It's a great concept but routes need attention if the line is to pick up more than tourists at hotels, which it should.</p>
<p>Knightdale does not have enough housing for seniors or people as they grow older more and more people need special communities where they can be active but also get gradually more care if needed. My mother refuses to go to most of the hotel types which are strictly for seniors because she hates being surrounded by ONLY OLD people. I see neighborhoods in Durham where they sort of intentionally MIX young and old, on purpose and I find that an interesting concept. They also have a program where they try to match people who are seniors who have more home than they "need" with someone who need to rent (for a lesser amount) but can offer a service that the house-rich person may need - like someone to cook or drive for them; in place of rent. When both persons are well vetted, this can be a win-win.</p>
<p>I will probably leave Raleigh is they don't add transit soon, it's not worth my Investment.</p>
<p>Innovative, affordable and stimulating housing options for older citizens are lacking</p>
<p>I think we should allow more developers to build lard apartment buildings with small square footage in each apartment, for more affordable housing. I also think downtown should transition away from cars and be only available to pedestrian traffic</p>
<p>I really don't have any. Live in a good community.</p>
<p>That Lowe income people are human beings too and they also wants to have good parks restaurants main brands stores too</p>
<p>We are senior citizens who enjoy being very active in our community and who enjoy Raleigh's cultural life. We enjoy living independently. We rely on autos to attend church, meetings, symphony, shop, visit doctors, etc. We enjoy recreational walking, but walking, biking, and buses are not viable for daily activities. We use cabs to take us to Amtrak for travel; buses would be hard for us with luggage.</p>
<p>I live in a single-family home in southeast raleigh, and while general proximity to areas of activity / development / transportation are important, consideration should always be given to balancing development and growth with the scale and identity of established neighborhoods. mixed-use development, dense housing and transit-oriented development should be focused on the urban core of downtown with clear thresholds and transition zones between these areas and established neighborhoods.</p>
<p>Love the diversity of housing types, incomes, relationships, age, cultures in our older neighborhoods - we need to focus on nurturing that environment, and avoid monocultures.</p>
<p>More/some protected bike lanes. And maybe we don't need a four-way stop at every single intersection in the downtown area. But... we do need the intersection of Davie and Bloodworth to be a four-way stop. Most people mistakenly think it is.</p>
<p>There needs to be more options for residents to own an apartment or condo downtown.</p>
<p>We need Tier 1 bike lanes and safe urban spaces for cycling.</p>
<p>I am a homeowner in a middle class neighborhood long held together by black families who are being pushed out by real estate capital and a neoliberal planning agenda. My community needs pedestrian and bicycle amenities accompanied by housing strategies that protect underwater homeowners, preyed-upon renters, and young families crushed by student debt. End the abomination of NCODs throughout the city but specifically along BRT and high-frequency transit routes. The city should recruit and fund alternative forms of housing supply.</p>

<p>I live in Longview Gardens and don't want to see New Bern Avenue turn into a bunch of high-rise apartment buildings that completely changes the feel of our single-family home community. While I don't mind some of that development, I don't want it to be solely apartment/condo buildings. We already have Washington Terrace and Raleigh North (formerly Millbank Apartments) nearby.</p>
<p>I live in a house near New Bern Ave. I am fortunate enough to have a car, but I believe the community needs the BRT along with affordable housing.</p>
<p>Affordable housing downtown is hard to come by. I've had friends interested in moving to Raleigh, but living downtown is not feasible with current housing prices. If we were trying to buy a house now versus when we bought 5 years ago, we wouldn't be able to afford to live where we do.</p>
<p>True affordable housing is critical to our community health</p>
<p>My neighborhood is dead-ended in almost every direction. Connect us with sidewalks and bike paths.</p>
<p>Our community could use access to public transit in a way that would allow people without vehicles, opportunities for employment. I am thinking of the younger people in our community in which owning their own car is not possible and go without work for lack of transportation.</p>
<p>We need more City recreation in our area directed at the Senior Citizens. There is little offered in NE Raleigh by</p>
<p>Density! Density! Density! Densify the areas around transit and all areas ITB. Let property owners construct more units on the property, which will help with affordable housing. We are the major city in a major Metropolitan area of the US. The growth has to go somewhere, and Raleigh is the correct place for it.</p>
<p>We are fortunate to have purchased our home 30 years ago in an area that has become a very desirable place to live. Today, young people may not have the same affordable opportunities we had. The City needs to concentrate on improving less fortunate areas of Raleigh without sacrificing affordable housing.</p>
<p>Connectors are not a good way to make mass transit happen. If I'm on a single type of transit, I'm much more liable to use it. If I have to switch or use connectors, I'd rather uber/taxi or drive myself.</p>
<p>Higher density housing along the brt lines would help drive rents down</p>
<p>BRT works best with more density. We need to allow people to build duplexes, triplexes, etc and not just car-centric single family home neighborhoods. And this especially applies to inside the beltline.</p>
<p>We are fortunate to earn far more than the median household income, and therefore are among the respondents who are excited about transit options for choice, rather than for necessity. Our housing situation is costly, but can afford this, and will likely benefit from continued increase in property value as transit options expand nearby. I am concerned about the effect this could have on the low-income community members of my neighborhood if we do not consider their need (as opposed to want) for transit options as well. I do not have a solution to offer for this challenge, but it is a concern of mine that should be known.</p>
<p>South Park is adjacent to downtown but many areas lack sidewalks. It's close enough to walk to restaurants or jobs but not safe to do so.</p>
<p>I rent space in my house. My neighborhood is being polluted with McMansions. I'd prefer to have well designed duplexes, triplexes, quadplexes than over-sized mansions for 2 people.</p>
<p>We need to not only work on affordable housing financing and policies, but we need to focus on housing affordability in total. There needs to be a better and more comprehensive zoning code to allow additional density in the existing neighborhoods throughout the community. This will allow our seniors to age in place, allow our children to come back and reside in our existing and well established neighborhoods, and allow those who are new to Raleigh to enjoy what we all enjoy in these neighborhoods.</p>
<p>Young people who don't work in high paying, high growth sectors like tech are being priced out and struggling to make ends meet and we pay off student debt and high rents. Also, the city has encouraged sprawl which has slowed down the development of public transit because if there isn't enough density,</p>

<p>the city argues it's not economic to invest in public transit. The city needs to slow down sprawl and incentivize density that is diverse (more low income housing in wealthy areas) so that the city can't make excuses for why we don't have public transit (not enough density)</p>
<p>I am 25 and renting an apartment. It's expensive but I can justify it for all of the amenities and good location that come with it. The idea of owning a home is a completely far-off, unfathomable option for me at this time.</p>
<p>Our kids would appreciate riding the bus.</p>
<p>Unfortunately my once safe and attractive townhouse development is slowly deteriorating. Drug traffic is a major problem, including guns, and increased traffic for users to get drugs. Police drive through but the dealers know how to work the system. It</p>
<p>The new transit plan has increased my travel by GoRaleigh from 40 minutes to 80 minutes, thus, making it too inconvenient to use any more. I travel from midtown to the NC State campus.</p>
<p>I've been lucky so far, but I think there should be some sort of public transit system everywhere. I've been taking the bus for 19 years and I love that it has expanded it's routes to places that were hard to get to years ago.</p>
<p>I think the city should insentivize the building apartments and condos over single family homes downtown so we can keep the area affordable. The current model of growth is squeezing out the most at risk citizens.</p>
<p>Start with ACTUAL SIDEWALKS, not "in lieu of" so folks can get to public transportation without having to have the expense of an automobile.</p>
<p>I live in an area walkable to some stores and one bus stop, but the traffic is so congested I'm scared to walk across the road to get to the stores or the bus stop (Wake Forest Road & Six Forks Road). If there was a pedestrian bridge, I would feel more confident crossing to walk to the shops and bus stop.</p>
<p>Please please focus on providing more equal access to public transit. It is very hard to currently live life to its fullness without a car. More focus on public transit is severely needed at the current rate of development of the Triangle or else it'll just turn into LA with its horrible traffic. More highways is not the answer, we need to focus on public transit now!</p>
<p>I live in a house near New Bern Ave. I am fortunate enough to have a car, but I believe the community needs the BRT along with affordable housing.</p>
<p>We need to focus on density around the most sensible transit locations but we also need to expand transit service and sidewalks so that more people can access transit.</p>
<p>I live in Glenwood South and so am close to transit, restaurants, grocery shopping, and work. I feel like I live in the cheapest possible, studio apartment and it is just affordable. Living in a one bedroom apartment would probably not be affordable for me and would require that I live further from downtown.</p>
<p>Free bus service in high density area's</p>
<p>Mor bus line options ; More bus lines; More bus line options</p>
<p>I live in an electric wheelchair and cannot drive on my own. The Triangle is a bunch of unconnected hubs that requires a car to reasonably get between them. We need transit that quickly and reliably connects Chapel Hill, Durham, Raleigh, and RDU with other large areas such as RTP. I'd like to be independent but as of now, if I want to travel outside my little area I'm reliant on others for driving</p>
<p>We need buses that connect to each other outside the beltline. I live on route 70x, shop on 8, go to church on 4, make a weekly visit on 25L... but almost never use the bus to get anywhere because it doesn't go where I'm going (without going an hour down to Moore Square to connect) when I'm going there.</p> <p>There's been a lot of infill in NW Raleigh the last few years & I'd like to see more (especially mixed income), but a lot of people who are driving cars would take the bus if it would meet our transportation needs.</p>

<p>Our income will decrease upon retirement but housing costs continue to rise. Living close to good public transportation will be key to affordability.</p>
<p>I live near downtown. We need more local bus routes that go downtown, Cameron Village and Library, grocery stores, NCSU, etc. ; The R Line needs to be rerouted to accommodate more riders. Why not go down Person St and Glenwood? It's a great concept but routes need attention if the line is to pick up more than tourists at hotels, which it should.</p>
<p>Knightdale does not have enough housing for seniors or people as they grow older more and more people need special communities where they can be active but also get gradually more care if needed. My mother refuses to go to most of the hotel types which are strictly for seniors because she hates being surrounded by ONLY OLD people. I see neighborhoods in Durham where they sort of intentionally MIX young and old, on purpose and I find that an interesting concept. They also have a program where they try to match people who are seniors who have more home than they "need" with someone who need to rent (for a lesser amount) but can offer a service that the house-rich person may need - like someone to cook or drive for them; in place of rent. When both persons are well vetted, this can be a win-win.</p>
<p>I will probably leave Raleigh is they don't add transit soon, it's not worth my Investment.</p>
<p>Innovative, affordable and stimulating housing options for older citizens are lacking</p>
<p>I think we should allow more developers to build lard apartment buildings with small square footage in each apartment, for more affordable housing. I also think downtown should transition away from cars and be only available to pedestrian traffic</p>
<p>I really don't have any. Live in a good community.</p>
<p>That Lowe income people are human beings too and they also wants to have good parks restaurants main brands stores too</p>
<p>We are senior citizens who enjoy being very active in our community and who enjoy Raleigh's cultural life. We enjoy living independently. We rely on autos to attend church, meetings, symphony, shop, visit doctors, etc. We enjoy recreational walking, but walking, biking, and buses are not viable for daily activities. We use cabs to take us to Amtrak for travel; buses would be hard for us with luggage.</p>
<p>I live in a single-family home in southeast raleigh, and while general proximity to areas of activity / development / transportation are important, consideration should always be given to balancing development and growth with the scale and identity of established neighborhoods. mixed-use development, dense housing and transit-oriented development should be focused on the urban core of downtown with clear thresholds and transition zones between these areas and established neighborhoods.</p>
<p>Love the diversity of housing types, incomes, relationships, age, cultures in our older neighborhoods - we need to focus on nurturing that environment, and avoid monocultures.</p>
<p>More/some protected bike lanes. And maybe we don't need a four-way stop at every single intersection in the downtown area. But... we do need the intersection of Davie and Bloodworth to be a four-way stop. Most people mistakenly think it is.</p>
<p>There needs to be more options for residents to own an apartment or condo downtown.</p>
<p>We need Tier 1 bike lanes and safe urban spaces for cycling.</p>
<p>I am a homeowner in a middle class neighborhood long held together by black families who are being pushed out by real estate capital and a neoliberal planning agenda. My community needs pedestrian and bicycle amenities accompanied by housing strategies that protect underwater homeowners, preyed-upon renters, and young families crushed by student debt. End the abomination of NCODs throughout the city but specifically along BRT and high-frequency transit routes. The city should recruit and fund alternative forms of housing supply.</p>

I live in Longview Gardens and don't want to see New Bern Avenue turn into a bunch of high-rise apartment buildings that completely changes the feel of our single-family home community. While I don't mind some of that development, I don't want it to be solely apartment/condo buildings. We already have Washington Terrace and Raleigh North (formerly Millbank Apartments) nearby.
Living in downtown Raleigh, I have access to restaurants, parks, etc. by walking and through public transit. For using the bus for work and getting to shopping centers, I'd like to see a better schedule and more options like Bus Rapid Transit.
My family was one of the first families to move to our home and sub division over 17 years ago, since then I have seen the Food Lion at Battle Bridge shopping center built, also four other sub-divisions around mine. The walking paths off of Barwell Road and Poole Rd. It is a lovely area but no decent walk-able restaurant/bar like I see in some neighborhoods. Now if we can get that and some shelters at some of the bus stops it would be great!
Needs more affordable housing for low income residents.

3. What thoughts or questions do you have about Bus Rapid Transit (BRT) lines?
Center lane or outside lane? Bus only lanes, or can cars use them as turn lanes?
Is it part of the Regional Transit Authority?
What exactly would the fare to ride the bus be?
What can be done to expedite construction?
I would like to see more 4x buses on the hour before BRT.
Safety, noise, cleanliness upkeep?
Looking forward to it!
I use the bus today, some stops are shady, dark and unsafe. Also the hours of operation are designed exclusively for commuters. I would like a safe and reliable way to enjoy downtown and not drive at night and on weekends.
Will BRT northwards be extended to Triangle Town Center?
It would be nice if BRT lines in Cary connected with GoCary and GoTriangle routes in that area
I wish the terminus points went out further. Hopefully multi-modal aspects such as bike paths and sidewalks will be included.
2027 transportation plan for a 72 year old person to wait is too long.
Will there be cross routes to get to the BRT routes? Will a route go to the airport?
Must upzone surrounding areas to BRT lines and stations
Why are these studies taking so long? This is starting to feel like Durham-Orange Light Rail.
Are regular bus lines still going to run?
What kind of security will be available for late-night use of the BRT?
Show me the time difference between existing bus travel times and BRT on the same route.
Badly needed! I hope this gets more people able to separate from their cars.

Big Supporter!
Don't let this be an excuse for not having affordable housing across the city. NCODs are awful
Upzone single family homes in longer Garden/King Charles NCOD.
With the recent failure of the Durham-Orange light rail, I feel BRT may be the only option that can actually happen.
We need much greater density along BRT corridors.
Are you in coordination with other area groups- specifically greenway planners at WCPSS?
Is it possible to put bike racks on BRT like a traditional bus, or would this compromise quick loading/alighting?
Make sure crossings and access are safe for cyclists and pedestrians
I am concerned that we will end up paving too much of the city. I think of denser cities and how few trees they have. Downtown Raleigh is already an example of that. How can we preserve green spaces and trees?
Ensure they actually have dedicated lanes - <u>real</u> BRT.
I remember original design had transfer hubs. It appears that all lines lead to downtown. Same mistake with current design.
We need more! Avent Ferry Road.
BRT is about accessibility. How will accessibility improve for the (vast majority of) population who is not near BRT?
I would prefer rail lines instead of Bus Transit.
Affordable/low income housing needs to be a priority .
None- I'm very excited for it!
Would it be affordable?
The sooner, the better. Dedicated lanes and signal priority are critical to the success of BRT. I'd also love to see a frequency of ten minutes or less and late hours, even on weekends.
Buses aren't going get rid of traffic problems, they have a stigma of being for the poor and homeless. People will continue to drive. This is coming from your key demographic.
Dedicated lanes and strict enforcement. There will be people that take advantage of the bus lanes. Fine them and use that money to fund public transportation.
We need more, frequent schedules. Ideally, you'd have an electronic board at the bus stops indicating how far away a bus is, so people can stick around to ride them. We need to make it easier for folks to consider using buses and get out of their SOVs.
I think it can be one part of an overall plan but just putting more vehicles on the roads can't be the only solution.
I'm all for this. If the state is going to be regressive in its lack of support for light rail, then we need to turn to improving the bus system. Dedicated lanes for buses is a great start -- also, increasing the frequency of service.
Why is there not an easy, efficient way to get from Raleigh to RTP via bus? There should be dedicated lanes for efficient movement of buses and also for safe bike transit to/from central bus hubs, with easy for bike commuters to use buses.
The bus service should provide an airy, clean and comfortable ride. Large viewing windows that are tinted from the Suns rays and a audible PA system. Buses like these will also increase ridership. And the tourist will love them as well. Every fifteenth min. will be fine.

Excited about the future of mass transit in Raleigh. New Bern Ave project is an important first step and a chance to get it right before expanding. Do hope eventually that there will be more than 4 BRT routes.
Must have full dedicated lanes. Remove car lanes so that we can free ourselves from car-dependency and start to construct a human scale, walkable, equitable, inclusive space for people not machines and parking decks.; BRT is a great alternative to street cars, though not as good. The key to BRT is to have lanes that are completely separate from cars. Completely dedicated BRT lanes is the only way to make this succeed. Any compromise here will doom it to failure.
I'm not so sure. Connection points between BRT and buses could become a highly valued area ripe for shops, schools, offices, or parks. If the city insisted on blocking those areas up with parking lots, it would take away uses that may be enjoyed by more people.; In the short term, yeah. But light rail uses rail. It's more energy efficient, has higher capacity, less prone to maintenance issues, and can be more easily automated in the future. ; BRT seems to me to be a bad knock off of light rail, which in turn seems like a cheaper compromise of an interconnected train and streetcar system. Compared to rail, BRT seems like the option that is cheaper upfront but more expensive in the long run. It isn't great but it's something. I would rather have the city focus on walkable communities.
Design that is in scale and scope for the existing corridor. Replacing trees for dedicated lines where they are not needed is a change that can never be altered. Seems as if most commenters are requesting dedicated lanes, but those should only be incorporated where they are absolutely needed.
must address increased and increasing density in North Hills and soon along St. Albans Dr. without mass transit options Six Forks Rd and Old Wake Forest traffic congestion will be a tremendous problem
Environment - are we taking it into account other than in parks?; Can we have those reversible lanes, in the middle, for BRT? We have them by the NCSU arena. Then we don't have to build 2 lanes, one in each direction. I know that takes some coordination, etc, but it seems a better use of all that freakin' asphalt and right of way... We have to keep an eye out for the environment and its other residents as well. (NO, CRAZY PROGRAM, FREAKIN' IS NOT VULGAR.); Oh man, haven't I thrown them out there already? I'll repeat this : I don't want to live in Downtown Manhattan or Chicago, where sometimes it feels like there is not open space, no green, all cement and tiny houses smashed together. And yet, that if often what makes public transit - which I very much desire - work.
I expect BRT to solve the problems which planners are dreaming about for light rail. It is far too late for light rail in our area. Communities have too much space between them and they are not centralized or lined up well enough for rail.
Can't wait to have BRT in Raleigh!!!!
It's a good idea, but it's 10% of the solution. The rest included a full metro system, light rail, and trolley
BRT must be done right or it won't be successful. Frequent service, dedicated lanes, signal priority, off-board fare collection, nicer/sheltered stops, etc. It has to be a good experience or people with a choice won't ride it.
Dedicated lanes as well as dedicated walking/bike paths / greenways to the stations. The greenway system has to evolve from strictly a linear park system to a transportation system.
We need it, but it shouldn't be our only option!!!
The lanes MUST be dedicated! We also must have tier one bike facilities and sidewalks that connects into the system so that folks have safe options to get to the bus.
How can we keep cyclists safe?
BRT can be good if you get it right. Dedicated and protected lanes (to prevent misuse/use by cars) is a must in order for this to be true fixed guideway transit that attracts transit-oriented development. We also need significant investment in bike/ped infrastructure within 1/2 mile of station locations in order to facilitate walkable & bikeable communities near stops.
I agree with the comments that it is only part of the solution. The bus systems that I have seen/experienced most- used are those that are connected to metro or light rail (ex Boston), where bus service is used to extend the line and get people from farther out to/from the metro. There is something

about the train/metro experience that is more appealing than the bus experience - I'm not sure how to change this perception...
It needs to have dedicated lanes to be true BRT and not just a re-branded express bus. Without dedicated lanes speeds are unreliable and depend on traffic, giving no advantage to transit over driving for the end user (even though it has significant collective benefits regardless, which we must encourage).
We also need more scooters/bikes/ebikes!
This should happen asap.
Stops need secure bike cages. ; The proposed lines I have seen are direct into and out of downtown. We need crosstown routes too...like routes that loop with 440 and 540 so we can go other places.
BRT will definitely provide options but this population will always be reluctant to ride public transportation until they no longer have the option to drive themselves. Stops need to be readily accessible to large housing developments and more than just one Transit station per community.
It sure beats lightrail for cost/benefit!
I am trying to informed on proposals, but I do not know much about Bus Rapid Transit.
Do it right or don't do it at all. I feel like Raleigh will halfass this like every other public works project.
We need this pronto. We need dedicated lanes and service every 12 minutes if not more frequent.
Bus travel must be affordable, especially for low income riders, and it must be convenient to destinations that with as few transfers as possible.
Yes please. Build out the network and make it fast, clean, reliable, and efficient. work with employers along the route to subsidize bus passes to employees to promote and encourage use.
We need to build densely (preferably vertically) along the lines! We need people living and working on the lines so they're used, and so they live in dense walkable areas, not srawled out!
A line from Krispy Kreme up Atlantic Ave. and out Six Forks to Costco/Trader Joe's area.
Agree on dedicated lanes - don't compromise and give us "BRT light". If you don't get exclusive lanes now, you'll never get them, and this will take some tough discussions and understanding of trade-offs.
New Bern Avenue is a good place to start - connect downtown to WakeMed, a great transit generator.
Make walking and biking to BRT completely safe from cars to maximize the benefit.
Less talk, more action. Lets get it up and running already! Other cities - of similar size no less - have been doing this for decades. We're very late to the party.
When I was younger I would have loved to bus from Five Points to downtown for work if the bus could be reliable. I can't walk now so take Lift.
Would like to see buses with bike racks. I would also like to see more park and ride for people that live in suburbs or just outside the beltline
Will the driver be committed to making sure no one on the bus is bullied?
The planned BRT line on New Bern makes no sense. One, the time saved traveling from downtown to WakeMed will not be that great an improvement for most. BRT lines should, at minimum, be no fewer than 8-10 miles or longer if you're not moving through dense or highly trafficked areas. A BRT line to the Eastern parts of Wake County would make sense if it connected Knightdale and Wendell since I believe there are many people from those areas who work in and around the urban core. I recently spent a year in Richmond and their 1st and recent BRT line made a lot of sense because it connected at least 2 key adjacent areas of the city center.
I like the idea, and am excited to see how it turns out.
I love this and can't wait until Raleigh has this!!!!

free in high density area's
Why not expand it faster? The roll-out beyond the initial routes should be quick and widespread. Let's help people see that buses are not just a last resort for those who don't have a car as an option.
Much more cost-effective option than light rail, with more flexibility.
Again, too hard to get from Knightdale into downtown (requires a transfer.) WHY not a straight line, all the way IN? As in (keep it simple).
A bus that travels from downtown via Hillsborough st down blue ridge and back downtown via Glenwood
Is it going to accesible to everyone
I am concerned that they will not meet the needs of most citizens. Removing car lanes without viable options for transportation will be very disruptive. We should plan for transportation that is safe, reliable, and affordable and be careful not to make things worse. Many people voice dislike for cars, but cars are operated by fellow citizens who are trying to live their lives the best they can and who don't want to be controlled by zealots.
Please consider bicycle access (personal and rentals) with bike lockers for commuters.
If the routes are not at least 90% dedicated lanes then please don't call this BRT.
Will the fares cost more than regular local bus service?
What is the city's time line to install replacement bike facilities to make up for the existing bike lanes that will eventually be removed when the BRT is installed? Can we start planning to have new bike lanes installed prior to the BRT removing existing lanes?
Raleigh and the Triangle have been talking about Metro trains and light rail for 20+ yrs. That has not happened. An Excellent and Convenient Bus Transit System (New York, Chicago, DC, Boston where Metros exist as well...) would be an option!
Raleigh's corridors are laid out in spokes. We have a great footprint to increase density along these corridors and build up and not out and provide easy-to-use BRT along these spokes.
Trains would be better than BRT, but BRT is better than nothing
We need it ASAP! If this area wants to remain a competitive and appealing place to live, emphasis MUST be placed on dense urban areas and transport there, and to more residential areas.
we need something done quickly. we don't have time to wait years for huge amounts of funding from other sources.
Let's get it going and stop dragging your feet. Also, New Bern Ave is first? Really? How about literally any other areas instead? Capital, Six Forks, Wade Ave, Hillborough St, I-40?
Not close to enough routes
I don't want to loose my neighbourhood to rezoning
BRT in Raleigh needs to operate in dedicated lanes. Connections to other transit/mobility are key.
Capital Boulevard corridor is preferred route for me
Will the growth-skeptic majority on Raleigh City Council effectively capitalize on Wake County residents' investment in public transportation by permitting more intense development around BRT? Failing to upzone these corridors would be a massive missed opportunity for Raleigh and Wake County.
Must have dedicated lanes. Also please look at existing BRT systems for guidance rather than starting the process from scratch. Places like Mexico City have an extremely successful BRT system that we could emulate.
The corridors should eventually extend further, either with full infrastructure or service only. Eastward to Zebulon/Five County Stadium, North to 540, south toward Lake Benson.

Need more parking options around suburban bus stations and BRT
You're behind schedule. The transit sales tax vote was in 2016 and I see the current plan for Raleigh's first BRT won't be until 2023. We can't wait that long, especially with the delays for design, right of way acquisitions, and construction that will push it to 2024-25.
There's going to be a lot of push back as this becomes more of reality about "losing" lanes and parking. Giving in to motorist interests will get you an expensive failure. BRT needs dedicated lanes and diligent enforcement to keep other motorists out.
We are really excited about the Wilmington Street Corridor. This will allow a quick fast way into downtown. The lanes have to be dedicated and the frequency is very important to make sure people ride them.

4. Do you have any other questions or comments for the project team?
Can the city balance density and transitions to neighborhoods with single-family homes?
When will this be implemented and will the senior age to ride the bus be reduced to 60 years, instead of 65 years?
New Bern Avenue should be viewed differently than the other 3 lines due to historic neighborhoods already in place.
What can be done to shift funds for more 4x frequency just like the 16, 8 and 6?
Does the plan include partnering with GoRaleigh to allow free or discounted transfers?
Capital Boulevard route is good. Others need to run every 15 minutes.
Routes inside the beltline are as important as routes outside the beltline.
Please keep working to bring in diversity to these types of events.
I am concerned that the bicycle plan doesn't have a phased implementation plan or an identified source of funding. How can we ensure all modes of transit are supported?
Test routes before making big investment in BRT-infrastructure. Make sure the routes are supported with ridership.
Older school students represent a huge untapped market for public transit-non drivers for the most part with well defined transit needs.
What financial incentives does Raleigh offer to developers to encourage affordable housing?
Regarding my question above: if bike racks are not feasible, could cyclist bring bikes on board without disturbing other passengers?
Consider Dix park accessibility. Consider if the Central Prison was a dense end mixed use development. Include high school and middle school transit options.
I hope to preserve the diversity of my community.
Fund affordable housing by creating and funding community land trust, limited -equity housing co-ops, and mixed income public housing (to avoid economic and racial segregation).
Listen to us, <u>but</u> also bring in experts. We don't know to get us to where we should be.
Please make sure cycling infrastructure a priority, not an afterthought.
Yes- Please get out and have meetings throughout Raleigh- Northeast Raleigh, South Raleigh. Include Spanish interpreter. Increase diversity
Urban sprawl is impractical and unsustainable. Density makes for better communities. Cities that prioritize walkability and high-frequency transit are setting themselves up for success in the long run, even in a car-centered culture. If we intend to keep up with peer cities, we must continue to move away from car dependency.

Did you do any research on who takes buses or if they would take a bus? We have a free bus that goes around downtown that is mostly empty. Why do you think people would give up their car to take a bus.
Please consider bringing back Bird scooters (which use guidelines) and continue to market usage of the Citrix Cycles. We need to provide other options for a diversity of people of use alternative forms of transportation.
Please consider that Raleigh is spread out enough that we cannot consider downtown to be the main hub for all transit.
Please prioritize non automotive transportation. Safe bike and pedestrian paths of movement, and increased bus connectivity are essential. Less parking and traffic, more safety for people on foot and bike. That should be the priority with every decision.
Focus on the practical, human element in your designs. What does a day in the life look like for the city residents you are most looking to help? What would they say would benefit them the most?
Help free us from utter car-dependency and build a city for the future, one focused on people, place-making, bikes, fast, efficient transit, parks, rather than parking craters, one-roads, and car worship,; Thank you for your work, and please, please, please free Raleigh from our car addiction. Raleigh has the potential to be a truly great city, but it must be aggressive and dedicated in bringing about an inclusive, diverse, healthy, community. The key to this kicking out the cars and putting in a robust transit network of bike and walking lanes, buses, street cars, and trains.
did this really throw out my comments about protecting the environment and not just worry about humans because I used the work freak?
How will the lack of sidewalks on New Bern Ave. be addressed? That is a major concern and danger.
I travel all around the Triangle on a regular basis for home, work, church, and recreation. I don't expect BRT or any other solution to fit my needs 100%
Transportation in Raleigh is not just about low income ridership! We need to make the city walkable and dramatically reduce car use and traffic. This is about responsible living for all citizens.
I support denser development and encourage local leadership to support and promote alternative/non-traditional housing options so that housing is available for all tastes, budgets, and lifestyles. Even if they can afford it, not everyone wants to live in a suburban single family home.
Please consider more options for helping public transit. BRT is a good first step but it's only the first step. Take a look at any European city to see the rest of the steps. Adding BRT takes Raleigh out of the 1950s into the 1970s. We need a metro system and light rail system to bring us to 2000.
Thank you so much for your work on this! As a family that gets around mostly by bike / bus we are so excited for these long overdue investments. Please make sure you have an implementation and funding strategy to create bike facilities that are safe and provide a connected path for commuters and residents to use our transit system.
Maintain a long-term planning mindset - how will the sustain continuously grow over time? How can it be complemented with light rail, commuter rail, or metro in the future? Make sure to plan all infrastructure to include the ongoing cost of maintenance and operations, not just initial buildout - perhaps if we had done that we would never have built so much sprawl in the first place, since low-density suburban sprawl neighborhoods are rarely able to pay for the maintenance of their own infrastructure in the long term. If we plan for maintenance and operations we will also avoid the disaster that is the deterioration of the New York subway.
As a family that advocated for bus service 17 years ago, when my husband used to work in Durham and we had to take him and pick him up from the downtown bus facility, although he has since retired, we are still excited to see this long overdue investment. Now we need to work on a daily rail service like the NY subway connecting Raleigh, Durham, Chapel Hill, and Greensboro. After all we are the capital of NC and way behind on our transit system...????
This is a good move. Include many more scooters, bikes, ebikes into the plan as well. A comprehensive plan needs to include collar communities like Wake Forest too.
Keep up the good work!
It should be implemented by building new lanes, not by reducing lanes to create more auto congestion.

Yes. When will something be done to bring by Trolleys to Raleigh" I would like to have a Trolley to Raleigh and i think it would boost tourism, too. people prefer Trolleys to BRT. Are they mutually exclusive?
People will push to not loose car lanes. When they do, please keep in mind that for every person that rides a bus, there is one less car on the road.
Please make sure bike infrastructure is put in at the same time to have a complete multi-modal network. Especially the downtown plan
I am happy to see Raleigh beginning to think beyond cars. Keep focus on how to get people out of cars for the most densely populated areas. Pollution and car congestion is killing us - literally.
Think of BRT as replacing car trips and how to best do that. Dedicated lanes? Yes. We need to get ourselves off of our car-centric ways.
The bond was passed in 2016 and it's time to get something going. Please work to move this from the study phase to implementation. Why is this taking so long.....
Be accountable to people, not real estate capital.
Will there be bike Lanes?
Increased traffic lanes on New Hope Rd. and Buffaloe Rd. must be provided. Houses are sprouting like mushrooms, Lidl is being built at the corner of Buffaloe and New Hope but no new lanes for increased traffic have been added. Apartments or houses are slated to be built on the corner across from Lidl. Still no provisions for safe access and egress have been provided. Capital Blvd. is a disaster. I've lived in my neighborhood in N.E. Raleigh for 22 yrs. Countless and severe accidents occur regularly. Imagine the threat to people's safety with intense development and severely inadequate traffic lanes. Traffic solutions are a priority.
This "dump the pump" campaign seems silly. If it is really intended to get people out of their vehicles and on public transportation it cannot work if the basic service is still not convenient. Planning needs to be made in ways to encourage growth as well as in in places where there is already growth. I suspect this will require investment that may lose money until ridership catches up. I can't see another option given the great growth in the area.
What are ways that communities can rally around you all and help support this initiative? It would be great to be known for great public transit as well as opportunity and quality of life.
invest in public art, trees (foliage), flowers, community gardens
WHY no rapid train service? Knightdale and all of eastern Wake county already has train tracks that are NOT being used AT ALL any more, except for a train that has been "parked" for 6 months or more on the tracks along hwy 264. I do not understand why small quick running trains, to downtown or RTP could not run from eastern Wake every 15 or 20 minutes.
Please use data.
Biking as alt transport provides solutions for low income residents but also
Survey should include options for housing strategies. The vast majority of residents are not aware of the tools at our disposal and will revert to failed neoliberal strategies if not provided alternatives.
Please keep cycling infrastructure in mind and aim to proactively replace affected bike infrastructure so cyclists wont be forced to depart from their standard route onto a separate road that may not have proper facilities to safely accommodate bike commuters.
Consider protected bike Lanes as well.
Don't forget bikes.
I like the BRT concept - really inventive way to get people into transit systems
Transportation investments and land use changes must be considered hand-in-hand. BRT running along routes in low-density single families would make absolutely no sense.
Is there any possibility of taking over control of the NCDOT roads running ribbons through the city? The NCDOT has no interest in anything but motorist throughput and is a detriment to Raleigh's transit future.

THANK YOU for working on this :)

Get a light rail and or commuter rail system going