Transportation Multimodal Plan - Public Engagement Summary

Introduction

In April 2024, the Orange County Transportation Multimodal Plan (TMP) study team lead a public engagement campaign to gather community input on multimodal improvements. The team used various methods of outreach to inform residents and stakeholders about the plan and encourage participation in the study survey — the primary tool for collecting public feedback. Two public open house meetings allowed the community to review multimodal improvements, engage one-on-one with study team members, and provide feedback in person. This document outlines the public engagement tactics used and summarizes public input received from the study survey.

Promotional Materials & Outreach

The study team utilized a variety of promotional tools and outreach strategies to inform the public about the study, promote the survey, and garner participation for public meetings. Both print and digital means were necessary to promote the study to the public who use the corridor frequently and to the public who may receive information mostly from digital sources. These tools included a study specific webpage, social media, an e-blast, and a press release. A copy of the promotional materials can be found in Appendix A.

Website

The study webpage, hosted on Orange County's website at www.orangecountync.gov/3349/Transportation-Multimodal-Plan, houses a study overview and serves to provide project updates, contact information, and publicize engagement opportunities. The webpage also includes a link to the study survey and facilitates access to past transportation projects through its location on the County website.

Orange County used its social media accounts on Facebook, Instagram, X (Twitter), and LinkedIn to share two posts about the plan and its public engagement opportunities. The posted content included a study announcement, reminders for each public meeting, and a call to participate in the survey before it closed.

Public Open House Meeting

Public meetings were a key component of the engagement plan. Orange County held two open house style workshops, the first on Tuesday, April 23 at Whitted Building in Hillsborough, and the second on Thursday, April 25 at Southern Human Services Building in Hillsborough. Members of the community were invited to stop by and view display boards that presented the multimodal improvements and speak with study team members who were available to explain the plans, answer questions, and collect public input. The open house format of these meetings allowed participants to review the information at their own pace. When they arrived, attendees were asked to sign in, provide their contact information, and were encouraged to take the online study survey. Four participants attended the first meeting, and two attended the second.

There were five display boards exhibited at each public meeting; the boards are shown as figures 16 through 22 in Appendix B. Participants were greeted with an introduction board by the check-in table which explained the TMP, its context, and presented a QR code for the online survey. The second board displayed a map of roadway projects, including congestion/mobility improvements, new developments, and other improvements. The third board showed a map of bicycle and pedestrian projects with new routes for bicycle paths, sidewalks, multi-use paths, and bicycle and pedestrian bridges. The fourth board presented a map of transit and rail projects that included fixed guideways, fixed bus corridors, Amtrak stations, and park and ride lots.

Figure 1. Welcome station at the first public meeting

Figure 2. Residents reviewing recommendation maps

The fifth and final board offered an engagement activity that asked participants how they would allocate $100 of funding to transportation. The engagement board contained three boxes that represented roadway, pedestrian and bicycle, and transit and rail improvement projects. Attendees were given ten stickers with a hypothetical value of $10 each and were asked to distribute their stickers among the three categories however they wished. This activity emulated questions from the online survey and allowed the study team to capture additional data about which areas of improvement the community valued most. Figure 3 below shows the activity board and its results. During the first meeting there were four participants, two of whom completed the sticker activity. Bicycle and pedestrian projects received the most support, with $100, followed by roadway projects at $60, and transit and rail projects at $40. One participant added an additional sticky note comment that read “NC complete streets is highway biased but allows DOT to help pay for bike/ped”.

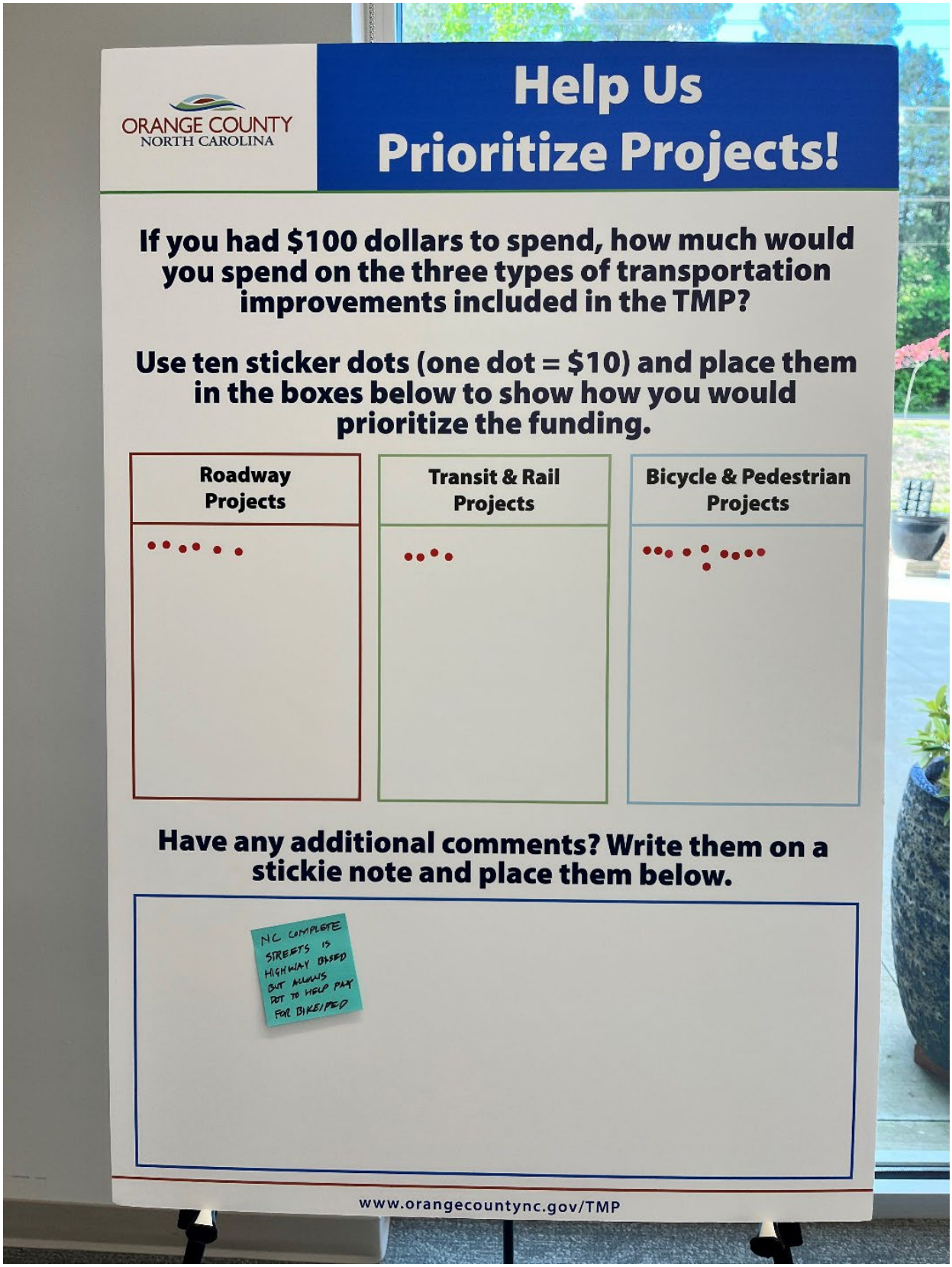

Figure 3. Prioritization activity public meeting board

Survey Results & Public Input

The online survey was the primary tool for collecting feedback on community priorities and goals about multimodal improvements. The survey period ran from April 9 to May 3, 2024. The survey included four sections: prioritization of all transportation modes, questions about specific modes, a section for open comment, and optional demographic questions. The survey captured 101 participants and 48 open comments.

Prioritization of All Transportation Modes

The survey's first section asked participants how they would allocate funding to highway, bicycle and pedestrian, and transit and rail improvement projects if they had $100 to spend. Participants were able to distribute the sum however they chose among the three categories of multimodal improvements. 99 participants completed this activity.

- Bicycle and pedestrian improvements received the most hypothetical funding with $3,717.
- Transit and rail improvements received the second most at $3,550.
- Roadway improvements received the least at $2,633.

Questions About Specific Modes

The second section of the survey sought to understand what the community's top priorities are within each of the three categories of transportation improvement projects. Participants were asked to select their top priorities in each category from a list of proposed improvements.

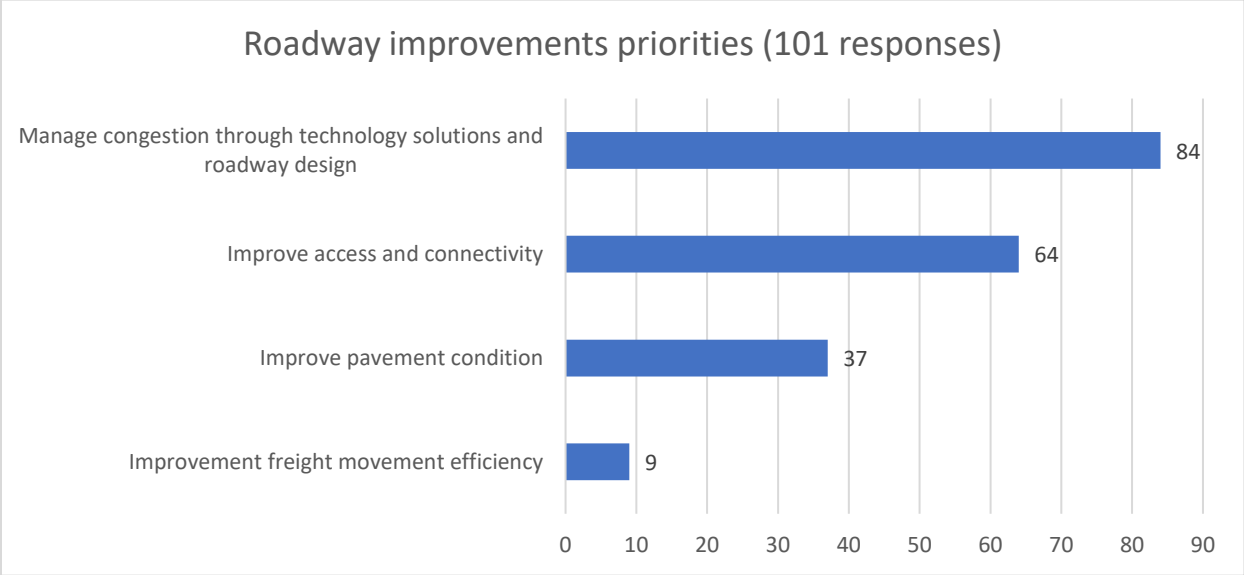

Figure 4. Roadway improvements priorities

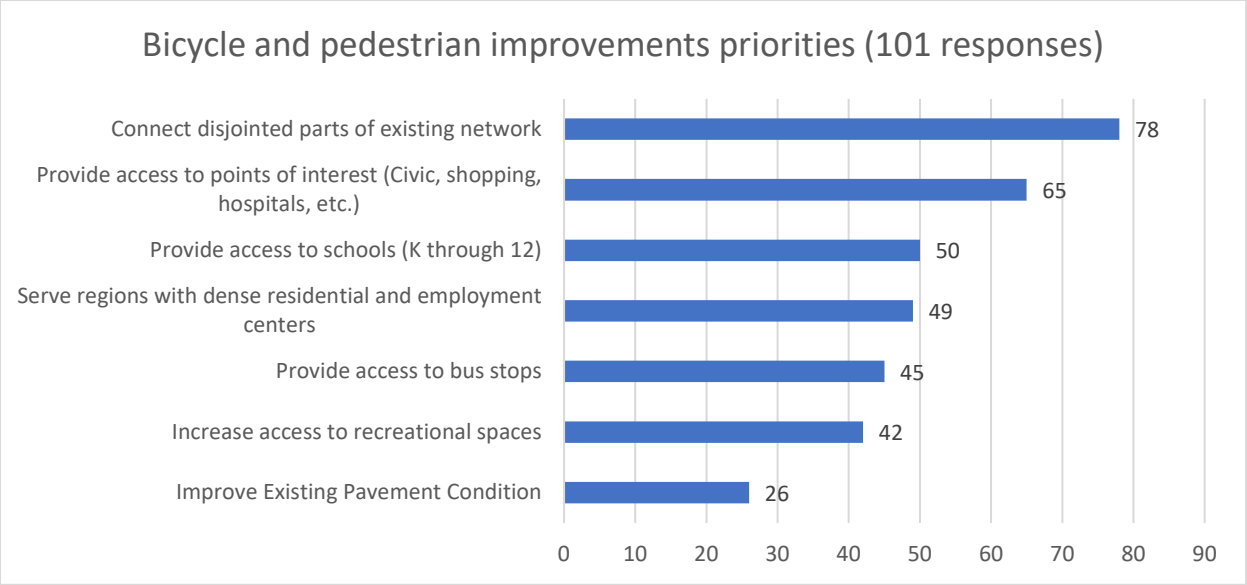

Figure 5. Bicycle and pedestrian improvement priorities

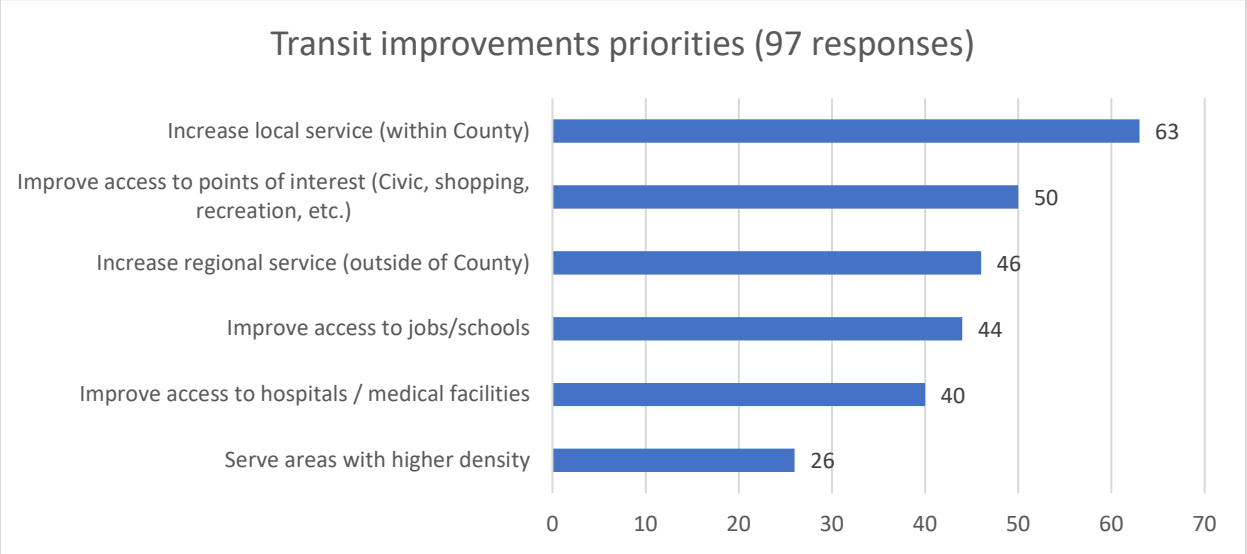

Figure 6. Transit improvements priorities

Open Comment

The third section asked participants to share any other comments or questions about how projects should be prioritized. There were 48 written comments submitted. Responses were assigned themes based on what the comment focused on, with six main theme groups identified. Most comments were assigned to multiple theme groups. Several theme groups incorporate subgroups to enhance data visualization; these are described below. The comments can be read in Appendix C.

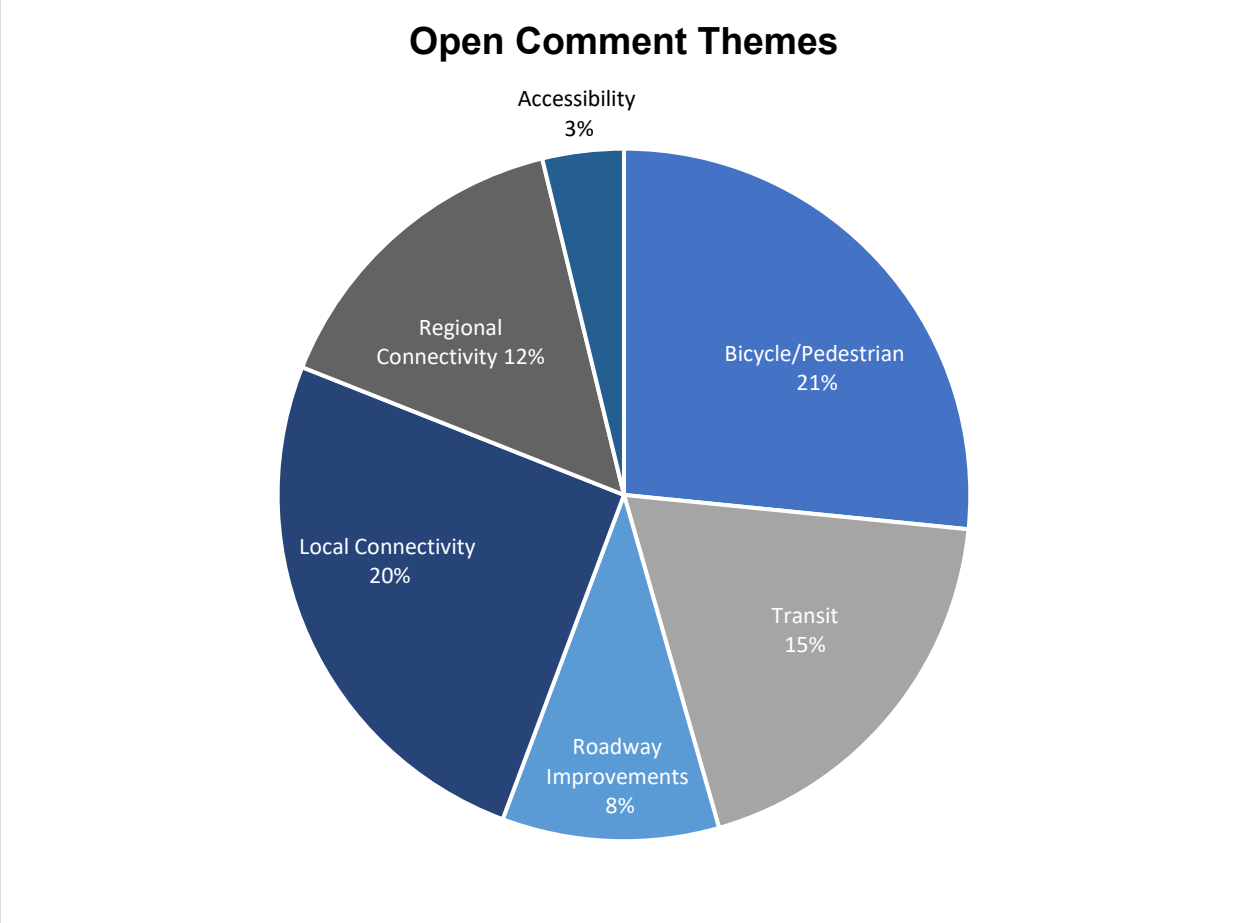

Figure 7. Open comment themes

Bicycle & Pedestrian: Comments that mention bicycle and/or pedestrian paths and facilities. Most comments specify a need for improved or additional bicycle and pedestrian paths, with a majority emphasizing safety as a top priority. Responses in this category identified a need for connecting disjointed parts of the existing bicycle/pedestrian network and improving access to points of interest, particularly in under-served areas.

- Against Bicycle: Two comments opposed bicycle lanes in rural areas and busier country access roads.

Transit: Comments mentioning transit-related improvements such as expanded bus routes and stops, enhanced local and regional transit connectivity, and a desire for new modes of transportation like light rail, bus rapid transit (BRT), and rideshare.

- Against Transit: Three comments opposed transit. Two commenters suggested that busses and trains are not a worthwhile investment for the county due to low ridership, and one declared that they didn't want a bus line in their neighborhood.

Roadway Improvements: Statements pertaining to roadway design and traffic management. An example is "Widen two lane roads that have become major commuting arteries. Housing developments continue

to be established with no corresponding improvements in local, two-lane roads." One comment opposed any new road capacity.

Local Connectivity: Comments that support bolstering and expanding the transportation network within Orange County. Central themes in this category highlight a communal desire for safer bicycle and pedestrian paths, new sidewalks, and expanded service routes for public transit, with a focus on connecting people to points of interest, schools and jobs, and linking disjointed parts of the network.

Regional Connectivity: Comments that support expansion of regional transit services to areas outside of Orange County. All comments in this category include interest in transit that connects Orange County to the Research Triangle, with several also showing interest in connectivity with adjacent counties, such as Chatham County.

Accessibility: Comments mentioning a need for improved accessibility for seniors and people with disabilities. An example of such is "You should be making it easier for seniors and disabled to access necessary services."

Optional Demographic Questions

The end of the survey included optional demographic questions to help the study team understand the survey participants. Figures 4-10 show the results of those demographic questions.

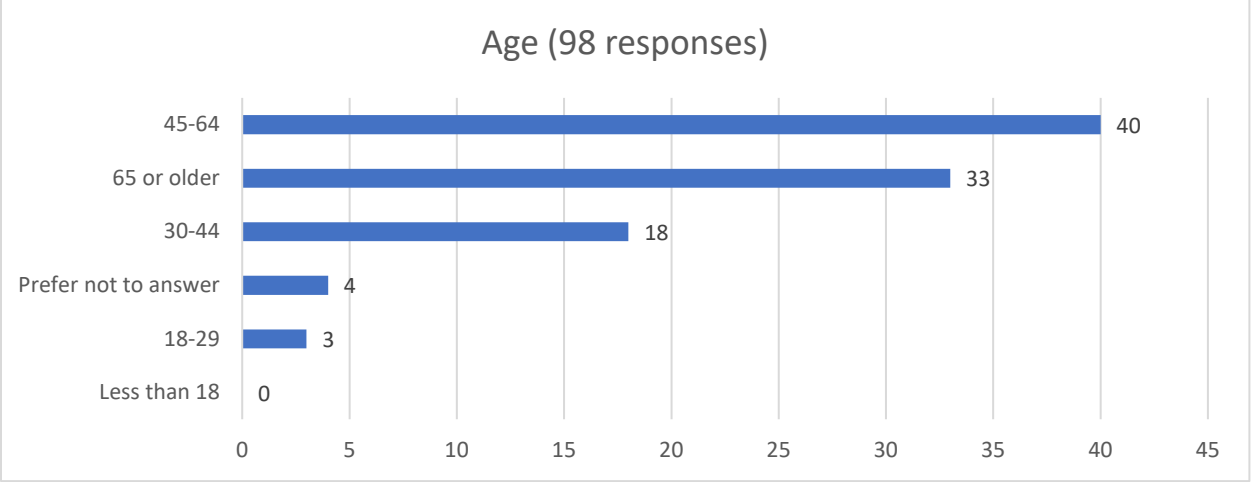

Figure 8. Age

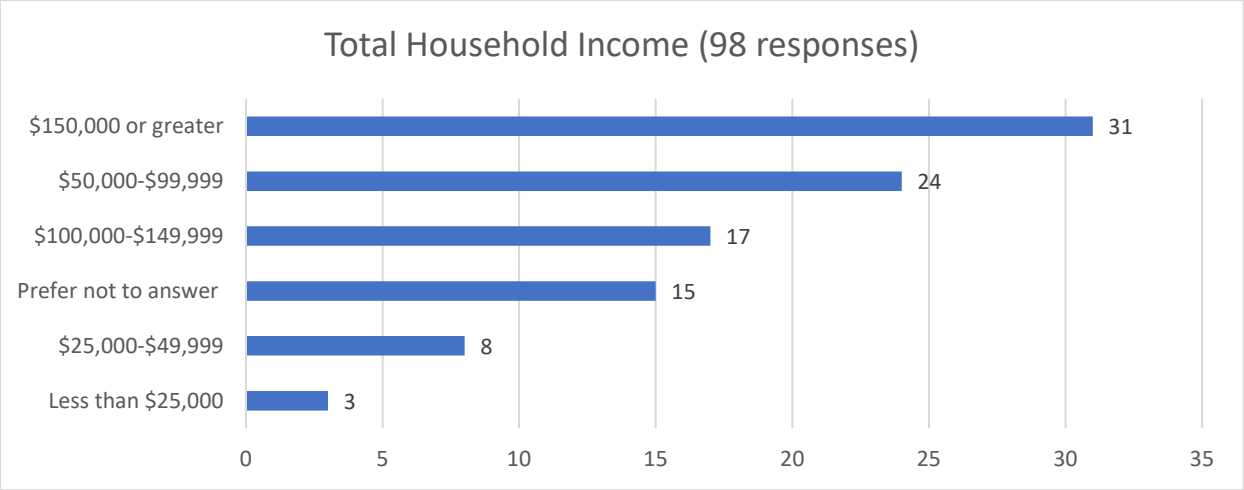

Figure 9. Total household income

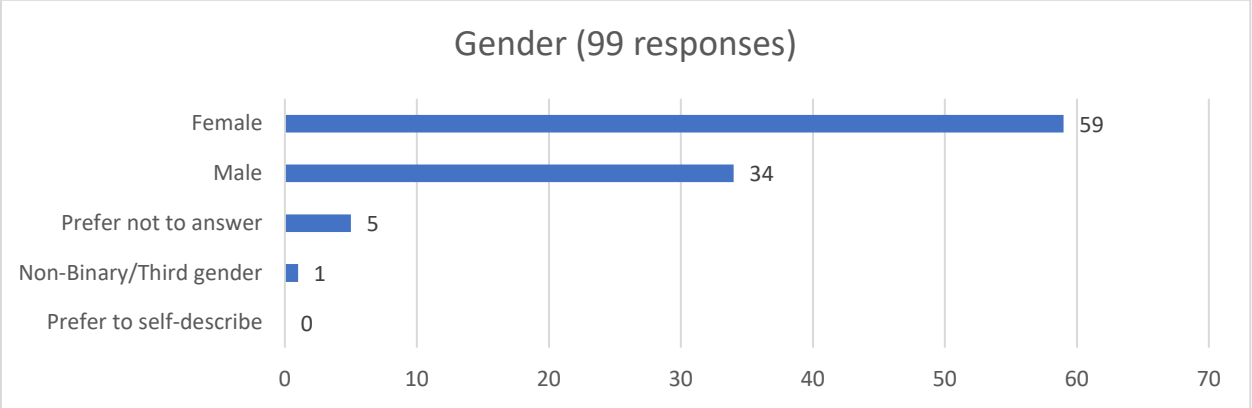

Figure 10. Gender

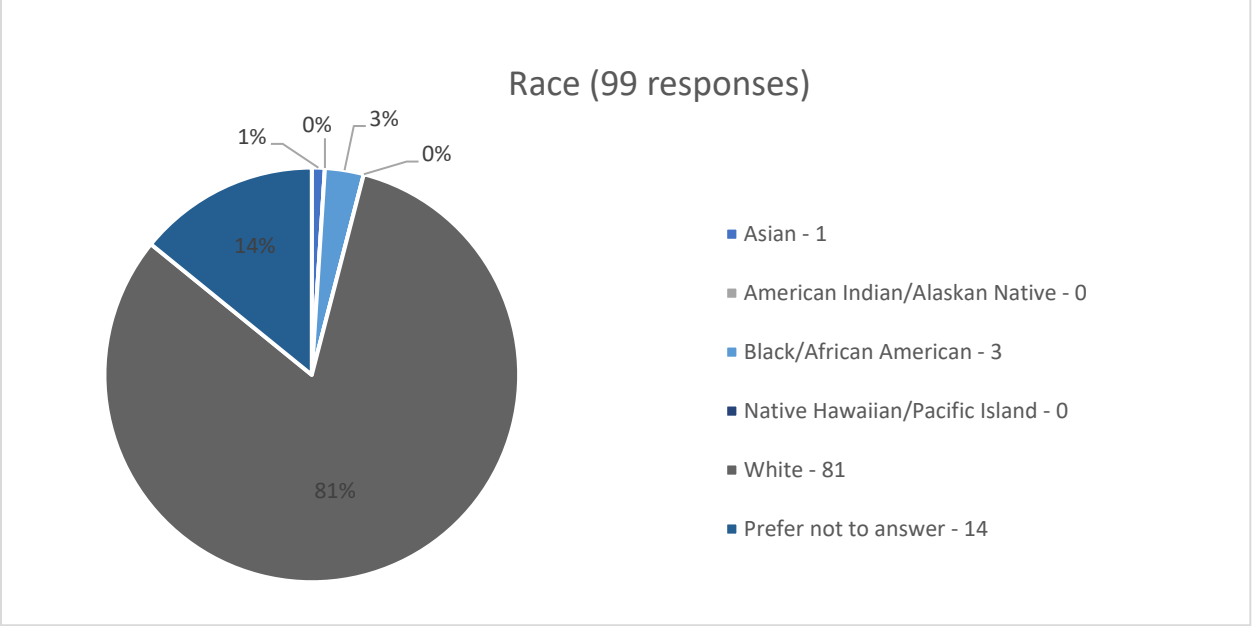

Figure 11. Race

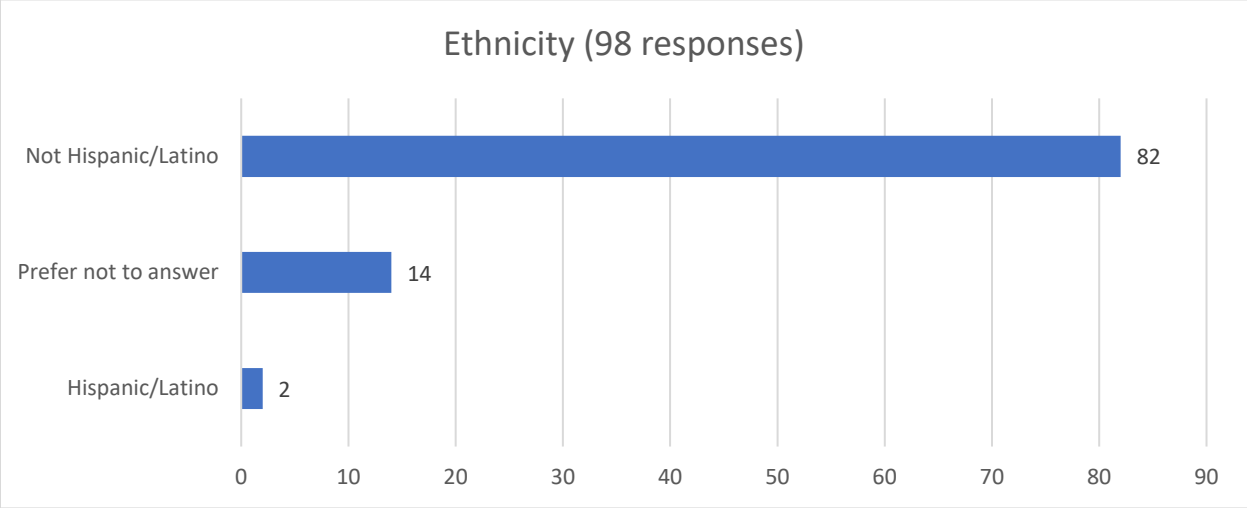

Figure 12. Ethnicity

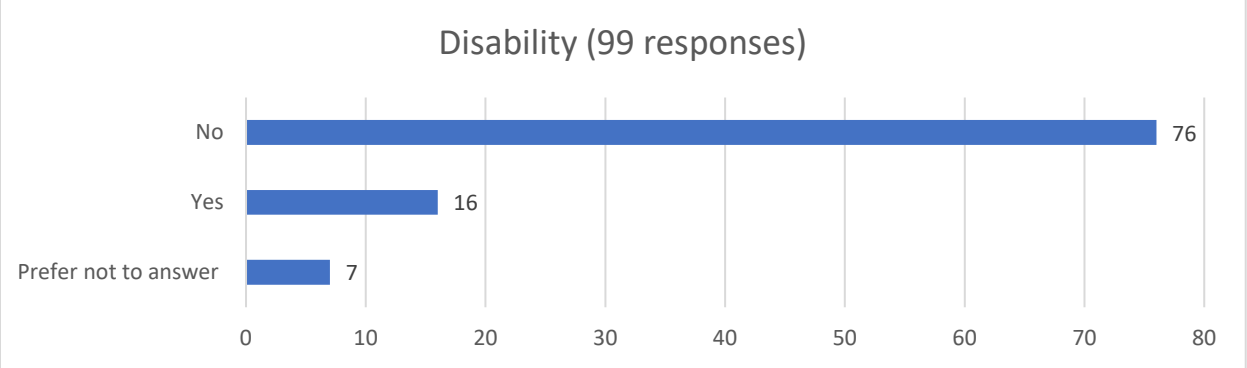

Figure 13. Disability

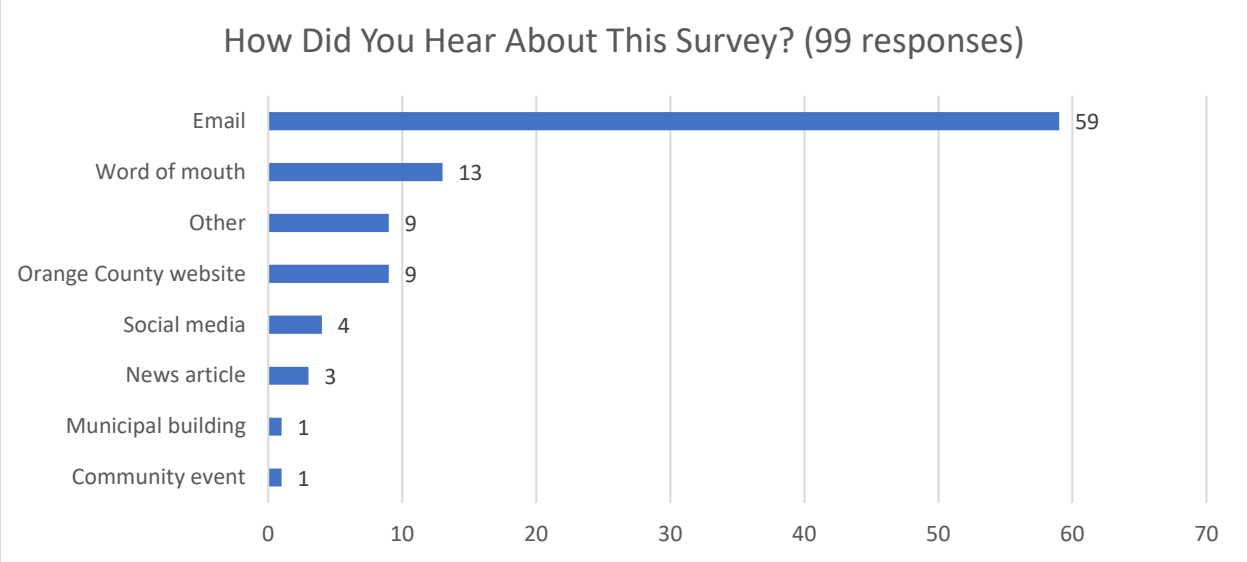

Figure 14. How participants discovered the survey

Appendix A. Promotional Materials

Press Release

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FOR IMMEDIATE RELEASE

ORANGE COUNTY REQUESTS INPUT ON TRANSPORTATION MULTIMODAL PLAN

Orange County, N.C. Orange County announces the launch of its Transportation Multimodal Plan (TMP), a comprehensive initiative aimed at addressing the diverse transportation needs of the community. Consolidating over 30 plans and ordinances from various transportation agencies operating within the county, the TMP presents a unified platform to strategize and prioritize transportation projects effectively.

What is the Transportation Multimodal Plan?

The Orange County Transportation Multimodal Plan (TMP) is a visionary framework integrating various transportation modes to establish a cohesive and interconnected system. By pooling together recommendations and regulations from multiple entities, the TMP offers a countywide perspective on transportation initiatives. This plan identifies gaps within Orange County's unincorporated areas and proposes strategies to ensure equitable access to transportation resources for all communities.

Key Objectives of the TMP

- Consolidate all the recommendations from the adopted transportation plans
- Develop a method for prioritizing transportation projects based on factors such as cost, impacts, needs, and benefits.
- Create an action plan outlining steps for the implementation of prioritized projects.

Project Area and Stakeholders

The project area encompasses all of Orange County's unincorporated areas and involves collaboration with several transportation agencies, including:

- Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO)
- Burlington-Graham Metropolitan Planning Organization (BGMPO)
- Triangle Area Regional Planning Organization (TARPO)
- North Carolina Department of Transportation (NCDOT) Division 7 and Region D
- City of Mebane
- Town of Hillsborough
- Town of Carrboro
- Town of Chapel Hill

Community Engagement

Orange County emphasizes the importance of community involvement in shaping the TMP. Residents, businesses, and stakeholders are encouraged to participate in the planning process by providing feedback and attending public meetings. To facilitate engagement, two identical in-person public workshops will be held on:

- Tuesday, April 23rd, from 4:00 – 7:00 pm at Whitted Building Main Conference Room, 300 W Tryon Street Hillsborough, NC 27278
- Thursday, April 25th, from 4:00 – 7:00 pm at North Campus - Multipurpose and Board Room, 1020 US 70, Hillsborough, NC 27278

Can't Attend In Person? An online version of the survey is available until May 3, accessible through https://www.surveyhero.com/c/OrangeCtyTMP.

For inquiries or further information about the Transportation Multimodal Plan, please contact Nishith Trivedi, Orange County Transportation Services Director, at ntrivedi@orangecountync.gov.

Join us in shaping the future of transportation in Orange County!

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E-Blast Content

Email Subject Line: Provide Input on the Orange County Transportation Multimodal Plan

Email Body: Orange County is excited to invite you to participate in shaping the future of transportation in our community! We're launching our Transportation Multimodal Plan (TMP), a comprehensive initiative to address diverse transportation needs across Orange County.

What is the TMP?

The TMP integrates various transportation modes to create a cohesive and interconnected system, consolidating over 30 plans and ordinances from multiple agencies. It identifies gaps in unincorporated areas and proposes strategies for equitable access to transportation resources.

Get Involved:

Join us at one of our two identical in-person public workshops:

- Tuesday, April 23rd, from 4:00 – 7:00 pm at Whitted Building Main Conference Room, 300 W Tryon Street Hillsborough, NC 27278
- Thursday, April 25th, 4:00 – 7:00 pm, North Campus - Multipurpose and Board Room, 1020 US 70, Hillsborough, NC 27278

Can't make it in person? Share your input through the online version of the survey until May 3 [Insert Link Here].

For more details, contact Nishith Trivedi, Orange County Transportation Services Director, at ntrivedi@orangecountync.gov.

Join us in shaping Orange County's transportation future!

Social Media Content

Figure 15. Social media graphic

Date	Content
April 15 & April 22	Orange County wants to hear your thoughts on the future of transportation in unincorporated areas of the county. Attend in-person workshops on April 24 or April 25 to weigh in on the Orange County Transportation Multimodal Plan. www.orangecountync.gov/tmp
April 22	Orange County wants to hear your thoughts on the future of transportation in unincorporated areas of the county. Attend in-person workshops on April 24 or April 25 to weigh in on the Orange County Transportation Multimodal Plan. www.orangecountync.gov/tmp You can take the online version of the survey now until May 3: https://www.surveyhero.com/c/OrangeCtyTMP

Appendix B. Public Meeting Materials

ORANGE COUNTY
NORTH CAROLINA

Welcome!

Welcome to the Public Workshop for the Orange County Transportation Multimodal Plan

Over the past few years, various transportation agencies with jurisdiction within **Orange County have adopted more than 30 plans and ordinances**. This plan aims to consolidate the recommendations and regulations from all these plans to one single platform to allow a more cohesive and strategic approach to addressing multimodal needs and prioritizing projects.

The purpose of tonight's workshop is for the community to learn about the planned projects and collect feedback that will help guide how projects will be prioritized.

Walk around to each display board to learn more about the proposed solutions and talk with staff members.

Provide your feedback on our survey by scanning the QR code for the online survey or request a paper survey at the sign-in table.

What is a Transportation Multimodal Plan?

The Transportation Multimodal Plan (TMP) integrates various transportation modes to create a balanced system, consolidating projects from existing plans for a countywide perspective. It aims to address gaps in transportation access in unincorporated areas, ensuring equity. The TMP will prioritize projects based on factors like cost and benefits, creating an action plan for implementation.

The TMP looks at projects that are planned within the unincorporated areas of Orange County.

Note that the plans consolidated into the Orange County TMP are developed and adopted by other government agencies. For questions and comments about specific plans and projects, please contact those agencies directly.

www.orangecountync.gov/TMP

Figure 16. Welcome public meeting board

ORANGE COUNTY
NORTH CAROLINA

Roadway Projects

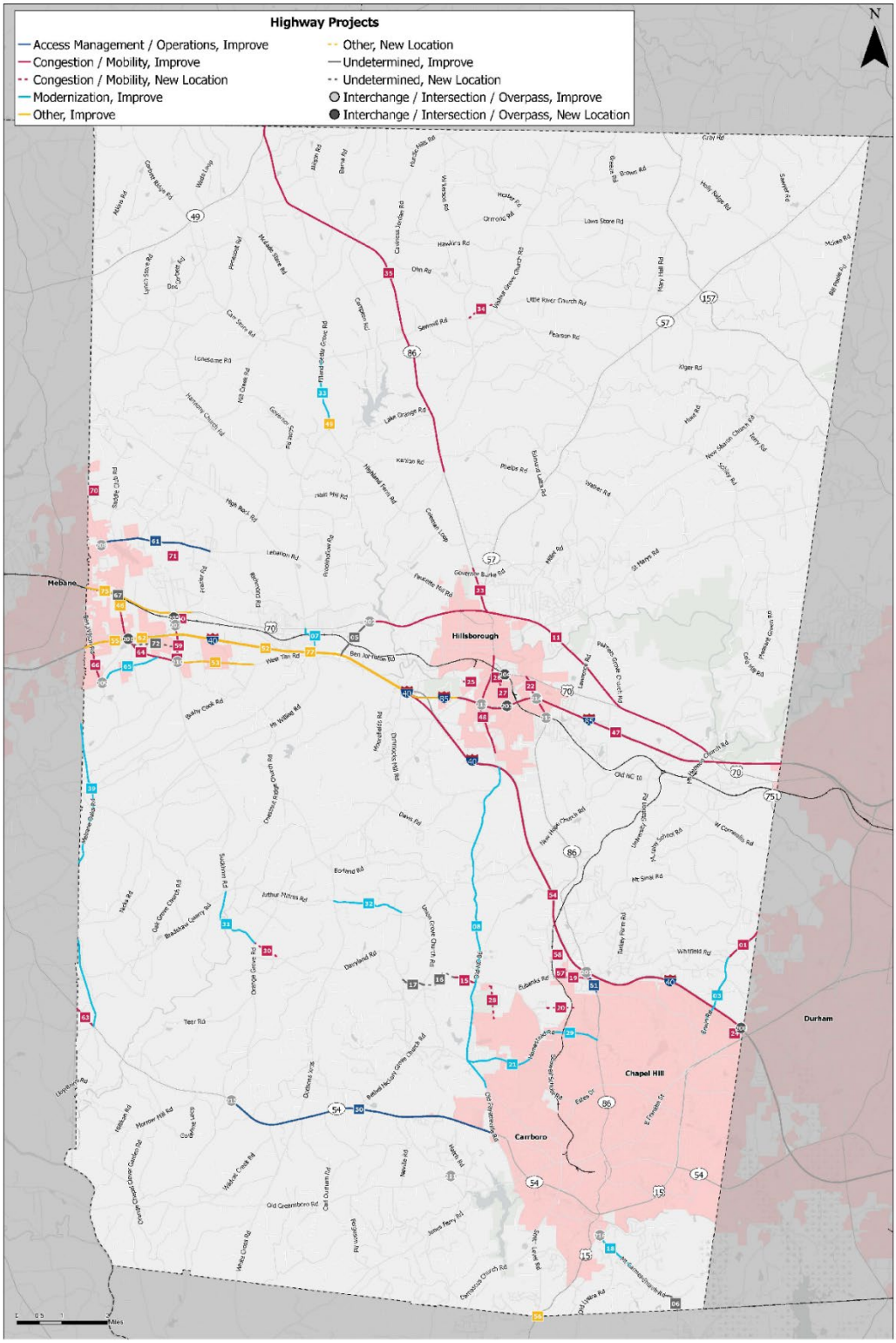

Figure 17. Roadway projects public meeting board

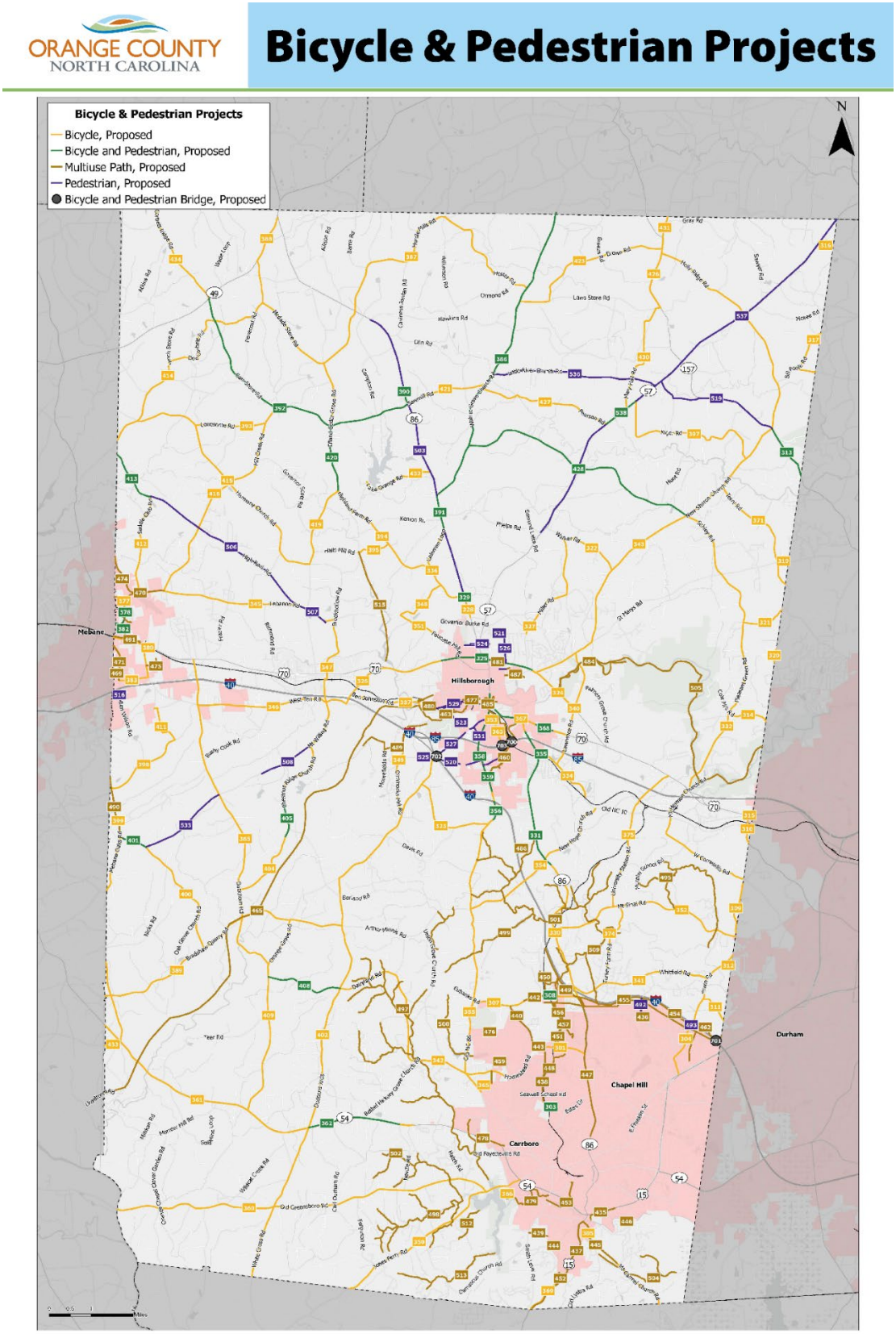

Figure 18. Bicycle & pedestrian projects public meeting board

ORANGE COUNTY
NORTH CAROLINA

Transit & Rail Projects

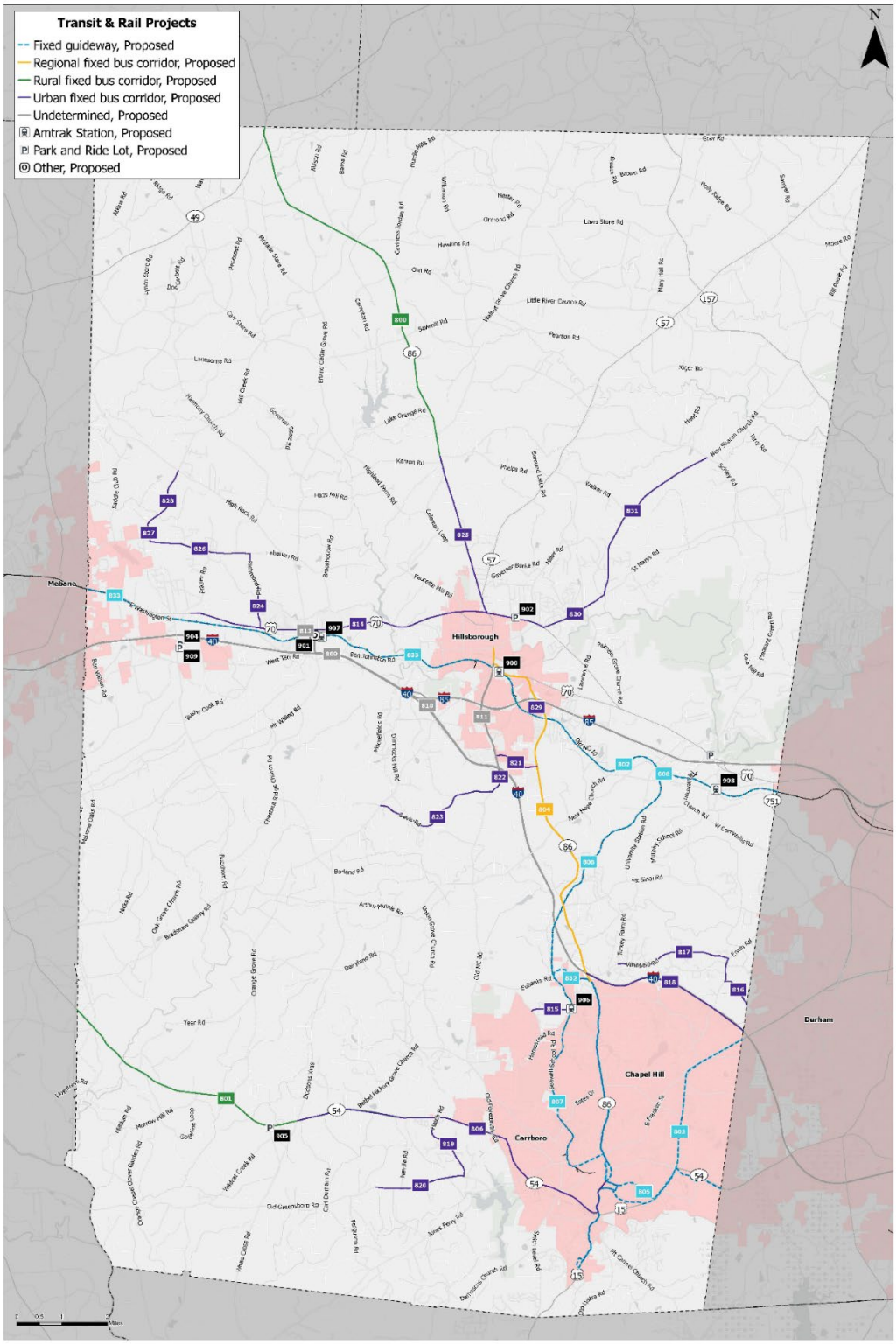

Figure 19. Transit & rail projects public meeting board

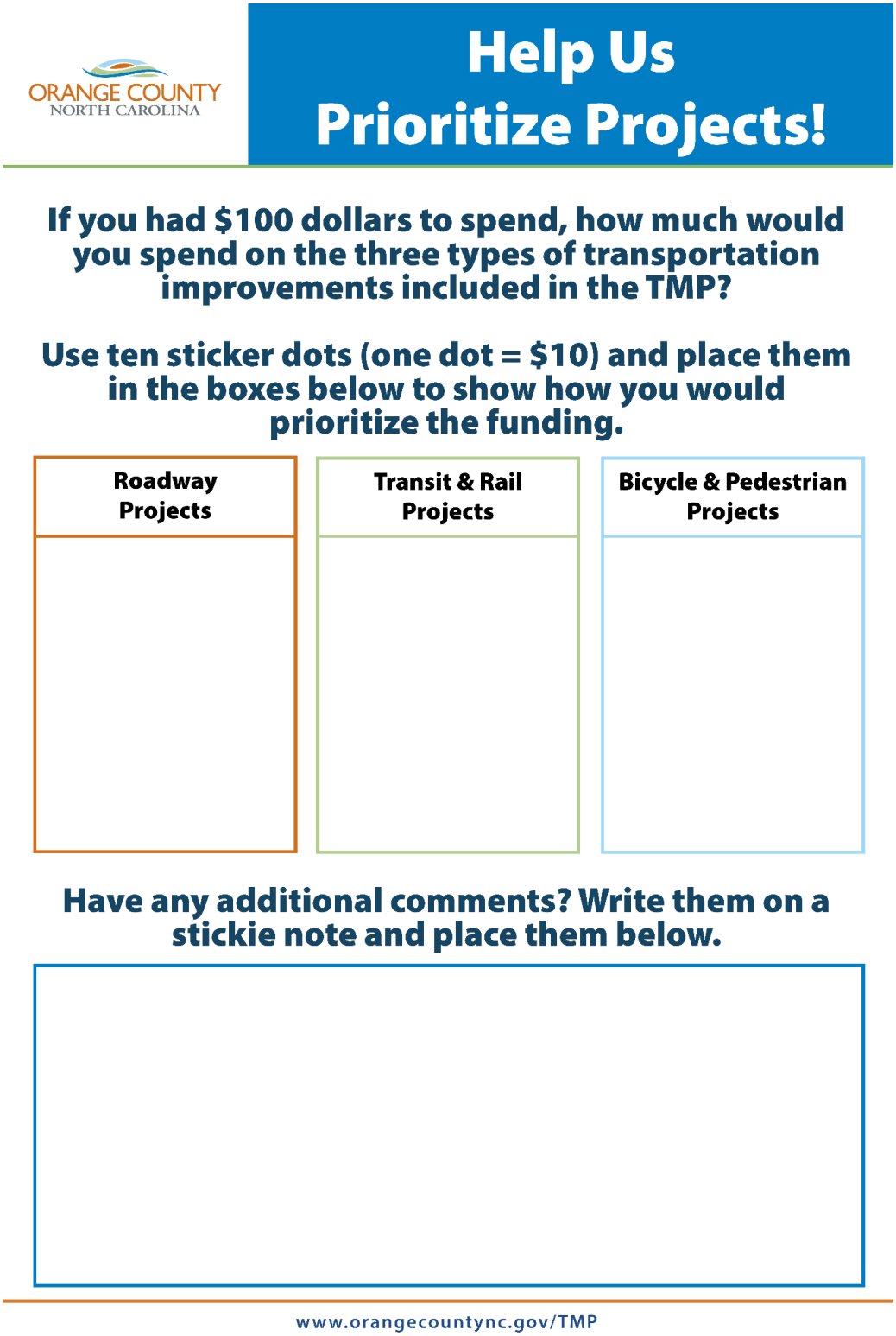

Figure 20. Engagement public meeting board

ORANGE COUNTY
NORTH CAROLINA

Orange County Transportation Multimodal Plan (TMP)

The Orange County Transportation Multimodal Plan (TMP) is a strategic framework that integrates various modes of transportation to create a balanced and interconnected system. It consolidates projects and programs from existing plans, providing a countywide perspective on transportation initiatives. By identifying gaps in the unincorporated areas of the county and providing recommendations to address underserved communities, the TMP aims to ensure equitable access to transportation resources across Orange County.

The TMP will ultimately develop a method for prioritizing projects based on factors such as cost, impacts, needs, and benefits, and will create an action plan that outlines the steps to implement the prioritized projects.

The project area includes all of Orange County's unincorporated areas and includes projects developed by the following transportation agencies:

- Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO)
- Burlington-Graham Metropolitan Planning Organization (BGMPO)
- Triangle Area Regional Planning Organization (TARPO)
- North Carolina Department of Transportation (NCDOT) Division 7 and Region D
- City of Mebane
- Town of Hillsborough
- Town of Carrboro
- Town of Chapel Hill

Roadway Projects

There are 97 roadway and highway projects planned in the study area. Roadway projects include intersection and interchange improvements, new bridges/overpass locations.

Transit & Rail Projects

There are 34 transit and rail projects planned in the study area. These projects include mostly new transit routes such as rural fixed bus corridors, commuter rail transit, bus rapid transit invested, express buses, and other improvements that serve existing transit routes.

Bicycle & Pedestrian Projects

There are over 220 bicycle and pedestrian projects planned throughout the study area. The projects include on-road bike paths/lanes, paved shoulder , pedestrian bridge, greenways, multiuse paths, new and improvements to existing sidewalks, and off-road paths.

Figure 21. Engagement handout page 1

Project Area

Over the past few years, various transportation agencies with jurisdiction within Orange County have adopted more than 30 plans and ordinances. This plan aims to consolidate the recommendations and regulations from all these plans to one single platform to allow a more cohesive and strategic approach to addressing multimodal needs and prioritizing projects.

Get Involved!

Community engagement is vital to the success of the TMP. We encourage residents, businesses, and stakeholders to provide feedback, attend public meetings, and stay informed. Your input will help shape the future of transportation in Orange County.

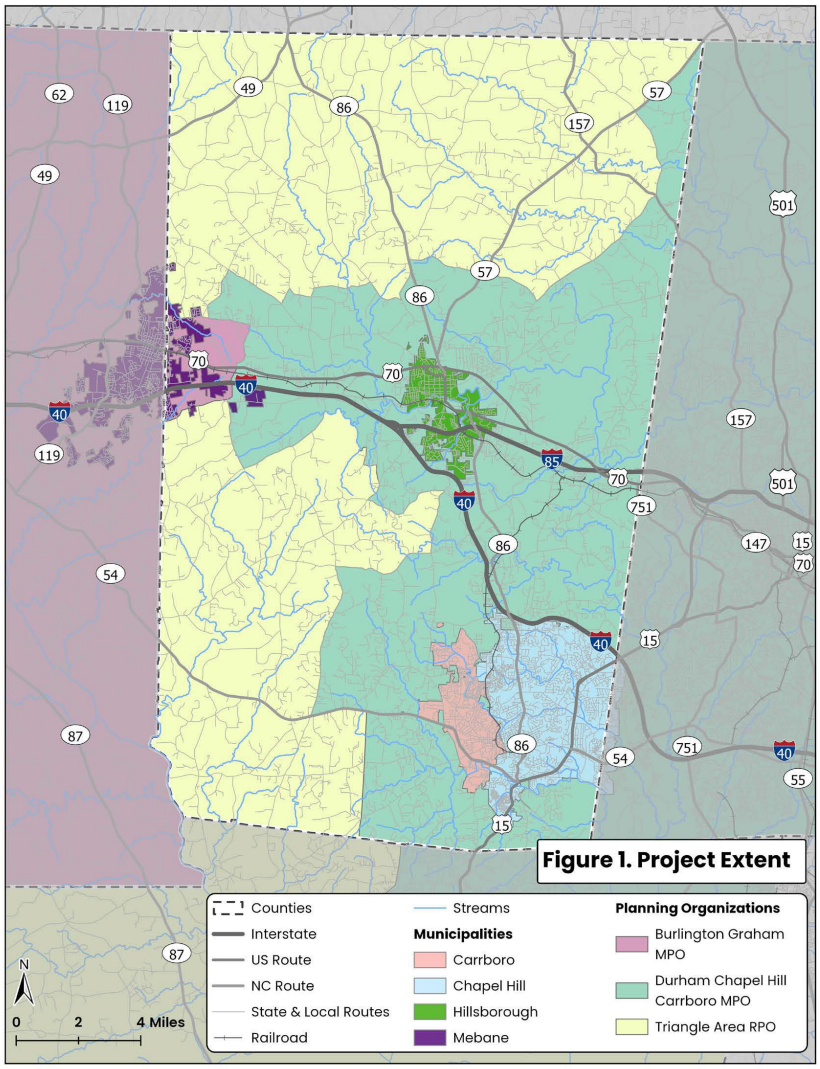

Figure 1. Project Extent

Take Our Online Survey!

An online version of the survey is available until May 3. Scan the QR or request a paper survey to provide feedback that will help guide how projects will be prioritized.

https://www.surveyhero.com/c/OrangeCtyTMP

To learn more, and find other way to stay informed, visit our website at:

www.orangecountync.gov/TMP

ORANGE COUNTY
NORTH CAROLINA

Figure 22. Engagement handout page 1

Appendix C. Survey Open Comments

Please note that comments have not been edited to correct spelling, grammar, or syntax errors.

Do you have any other comments or questions about how projects should be prioritized?	Comment Categorization
We need more transparency about services available and how it's funded, also it is vital that outreach includes people that live in Cedar Grove and in rural parts of Orange county where wi-fi is not good. Sending letters in the mail to the seniors that use transportation for lunch would be way to ensure that their voices are heard.	Senior Accessibility
Greenways, greenways, greenways. I want to see Hillsborough and Orange County interconnect its neighborhoods and towns via Greenways that allow bicycle and pedestrian traffic access as viable transportation options for interested individuals.	For Bike/Ped
More access to the elderly in rural areas of the county.	Senior Accessibility
On March 27th I was on the OCT bus at 10:15am. I disembarked in Chapel Hill and waited for the GoTriangle van to Morrisville where I had a medical appointment. The Dr was busy and I almost missed the van to make the return trip where I reached home at 6:21. I can't do this repeatedly. You should be making it easier for seniors and disabled to access necessary services. Develop sensibilities.	Senior Accessibility; Local/Regional Connectivity
No more 4 way stops, round a bouts, replace all the old 4 way stops with round a bouts. Stop putting bike "roads" on highly used country access roads. I.E. dairyland rd, rocky ridge,	Roadway Design; Against Bicycle
Top priority should be providing regional rail and Bus Rapid transit to where the jobs are. That would be RTI, Durham and Raleigh. The existing highways 40 and 85 are at capacity now and will only get worse. We have a rail line that goes from Raleigh to Charlotte let's use it provide transportation to the Research Triangle area.	For Transit; Local/Regional Connectivity
More money needs to be spent on bike/ped projects including connectivity between Chapel Hill and Hillsborough. Also need more walkable (greenways, footpaths, whatever) connectivity within those places. Bottom line - less money for roads, more money for bike/ped (and light/commuter rail).	For Bike/Ped
My transportation priority would be light rail within Orange County and connectivity to the Triangle	Local/Regional Connectivity; For Transit
It is important to bring fast rail service to all the metropolitan areas. Would love a train to Raleigh downtown!	For Transit; Local/Regional Connectivity

I understand that certain roads/projects require working together with the state DOT. I'd rather see you put effort into making much needed projects happen even if it requires continuous effort with the state, than accomplishing the low-hanging fruit. I just feel like every improvement happens in the historic district! I know that is a generalization but every time I see a person walking in the weeds along South Churton Street, often in their fast food uniform, I feel angry. And I love bike trails and the riverwalk but I just feel angry about the new ridge trail because it seems like you always do the projects that serve the wealthy neighborhoods. I live near an unsafe intersection and I've been running across it for 17 years now to get to the pharmacy, bus stop, dentist, and vet (with my cat!) and it seems like surely something could have happened by now. Sorry I know it is probably not your fault but I'm aging and it's depressing to think I'll probably be dead before I get my crosswalk :(Also, there are SO MANY MEETINGS. I try to go to them but no matter how many I go to, another one comes along and I wonder if my previous input still counts or if I need to spend more time going to another one. And this week I have jury duty so I think I'm going to have to skip these!	For Pedestrian; Local Connectivity
Increase service area of the easy rider van service for the elderly.	Senior Accessibility; Local Connectivity
All new residential developments should be serviced by and integrated with transit and bicycle routes	For Bike/Ped; For Transit
Prioritize safe bicycle lanes and crosswalks	For Bike/Ped
I would like more bus stops. Particularly at heritage hills and smith level rd intersections. I would also like a bike lane on smith level road all the way in to Chapel Hill	For Bike/Ped; For Transit
Rural Connectors are a critical improvement for Orange County, buses, bike lanes and safe walking path are not too much to ask.	For Bike/Ped; For Transit; Local Connectivity
Expanded bus/transit routes and more bike lanes would go a long way to make this amazing town even better.	Local Connectivity
I think the quality of roads in the county is great. Keep that up! Make sure you're including improvements that will help underserved populations, people without transportation that need access to grocery stores and pharmacies, etc... That should be #1 priority. Also, help create a greenway out of the rail line that goes from the UNC CoGen facility through Carrboro and up to Brumley Nature Preserve: https://chapelboro.com/news/local-government/carrboro-commits-to-new-co-gen-rail-line-project!	Local Connectivity
I'd like for Heritage Hills to be connected to the county/Carrboro/Chapel Hill public transportation and/or ride service	Local Connectivity; For Transit
Need a bus stop or two on Mt. Carmel Church Road that provides access to UNC hospital and campus.	Local Connectivity
I absolutely do not want a bus line coming to my neighborhood	Against Transit

I mainly completed this survey as an opportunity to advocate for bike and pedestrian infrastructure around the southern gateway to CH. Connecting the sidewalks south of the Chatham county line up to the southern community park and adding pedestrian/bike lanes on smith level road would greatly improve public safety and access to community resources (including the park and ride on 15-501S). Thanks for considering community input.	For Bike/Ped; Local Connectivity
I live in Heritage Hills where there is no access to public transportation and no sidewalks on Smith Level, making it dangerous to walk to the nearby service station or to Walmart or really anywhere outside of the neighborhood. Sidewalks on Smith Level would make a huge difference, as would a bus stop nearby.	For Transit; For Pedestrian; Local Connectivity
I would like to ask that you consider more public transit and safe bikeway options for southern and southwestern Chapel Hill. As more development happens in northern Chatham, southwest CH is becoming more congested and dangerous for bikers. I would also ask that you consider a bus stop near Transplanting Traditions Farm, to help the refugee community that uses that space.	Local/Regional Connectivity
I would love to see sidewalks along secondary busy roads like West 10 from Buckhorn to Gravelly Hill Middle School and to Mt. Willing Road, Full disclosure:	For Bike/Ped
Add proper bike lanes where everyone sees large bike use, such as up Fayetteville Road heading towards Mapleview farm, over University Lake (Ianes Ferry Road), Old Greensboro Hwy, and Homestead Road.	For Bike/Ped
No new road capacity	Against Roadway
how many people actually use pubic transportation? Do they pay? How much is the county/state losing every year on empty busses/trains?	Against Transit
Orange County should ban all new housing developments until road infrastructure is developed and deployed. Too much traffic through down town and we keep adding more housing but not expanding roads to support the traffic flow.	Roadway Traffic
I would like to see a long-term effort to add bike lanes when roads are improved. It will take a sustained commitment to add lanes as roads are updated, but over time the cycling network will expand. Certain roads such as Cole Mill into Durham and the road to Orange Middle and High are quite dangerous for cyclists or pedestrians, and there is no connectivity to places such as Food Lion or shopping downtown that make the region safe for either pedestrians or cyclists. I would love to see our region commit to foot and bike traffic with safe ways to travel other than cars. I would ride my bike regularly to Hillsborough or from my county home into Durham... if there was a safe way to do so. Right now there is not. The kids can't even go safely to their schools because there are no sidewalks.	For Bike/Ped; Local Connectivity

Safe pedestrian and bike passage, especially along Smith Level, Jones Ferry, and Mt. Carmel Church Rds. out past municipal limits (which would provide access to Carrboro HS, Culbreth MS, Scroggs ES, Town of Carrboro, Town of Chapel Hill, hospital, and bus routes along for folks in Dogwood Acres, Heritage Hills, Bayberry, and even out towards the Walmart). There seems to be a disconnect esp. in that part of the County which still has pockets of dense subdivision development between municipal and county transportation planning - Town knows they're not municipal residents and services stop at town lines, County assumes needs are met by proximity to municipality. However, those residents are served by municipal schools and unable to access them through public transportation means. (i.e., I'd love my kid to bike to/from Carrboro HS approx .75 mi away should he attend school there in the future, but as of right now, it's not actually accessible and safe to do so).	For Bike/Ped; Local Connectivity
Either install bike lanes or keep bicycles off rural roads. Especially groups of bikes. Sharing the road works both ways.	Against Bicycle
More need for pedestrian infrastructure than bicycle, though these are often lumped together.	For Pedestrian
I fail to see how this plan will improve transportation in the county outside of the towns.	General
I don't know what "Improve access and connectivity" means. It would have been helpful if that had been explained. I would like to see bike paths or other bicycle safety areas installed. Also, I would especially like to see a safe walking area created for students who walk over the I-40 bridge to Cedar Ridge High and Grady Brown schools. I don't have a student, but when I drive through that area, it's scary to see them walking along the road on dark mornings very close to traffic.	For Bike/Ped; Local Connectivity
Community members outside of Chapel Hill/ Carrboro have very limited options when it comes to transportation. This is a major barrier to leading a successful life for the many people who cannot afford their own car. It would be great to take the budget and just do on demand transportation via lyft or uber. I have heard from many that MOD is an unreliable option. Northern Orange is especially in dire need.	For Transit; Local Connectivity
Bus lanes and reasonable pull-over spaces are needed. With the increase in development and traffic congestion, cars are getting worse about slowing down and stopping for buses at bus stops. In addition, the bus shelters need to be designed to truly shelter from sun and rain. The park and ride options are decent in southern Orange County, so maybe more of these throughout the county, and route or shuttle connectivity between these, as well. Anything to get more people in buses and less cars on the road.	Roadway Design; For Transit
Keep disability access top of mind	Disability Accessibility
Safer walking & bicycling paths/routes.	For Bike/Ped

-Encourage the use of hybrid and electric cars by expanding access to charge centers outside urban areas -what happened to carpooling	General
I would like to see transit and bike/ped services designed for people who do not have access to a private vehicle, including seniors, people with disabilities, and people who can't afford the high cost of car ownership. If we could get those people who don't drive to the places they need to go (government offices, grocery, pharmacy, CHURCH would be awesome and there's no Sunday service in Hillsborough. The bus routes need improvements to make them more user friendly---the Hillsborough Circulator has so many stops that it can't possibly keep to the posted schedule. Would be awesome if we could see where the buses are in real-time, even more awesome if that service could be accessed by calling a phone number and didn't require a smartphone or internet connection.	For Bike/Ped; Local Connectivity; For Transit
Widen two lane roads that have become major commuting arteries (e.g. Mt. Carmel Church Road and others in Orange County). Encourage surrounding counties to cooperate and join in the widening effort. Housing developments continue to be established with no corresponding improvements in local, two-lane roads. Increasing congestion by eliminating lanes of traffic is counterproductive, IMO (e.g. in Chapel Hill town proper). If you want bike lanes, then create them where you don't remove needed lanes of traffic. Conduct bus ridership studies to appreciate who can really use busses. I see them running all over--with barely 1 or 2 people on board. Makes me wonder how much more investment should be made in busses if they are not used.	Roadway Design; Roadway Traffic; Against Transit
I would take a transit system if it got me into rtp in a reasonable amount of time.	Regional Connectivity; For Transit
Put a roundabout at Calvander for safety reasons. Provide safe crosswalks for pedestrians across 54 bypass between Columbia St and Jones Ferry for apartment residents to access bus stops	Roadway Design
Improve transportation to connect other counties together not just Orange but surrounding. Chatham, Alamance,Durham	Regional Connectivity
Bike/ped/transit improvements should be prioritized over roads, and road congestion should be addressed through multimodal solutions and enhancements to the roadway that do not increase capacity (eg better signals). Thank you!	For Bike/Ped; For Transit; Roadway Traffic

Outside of Hillsborough northern boundary but within the city extra territorial jurisdiction near US70/86/St. Marys Road area are several shopping centers, residential communities, recreation areas and schools. They are completely disconnected from Hillsborough by US70 and Hillsborough has shown no interest in improvements toward the northern direction (due to Churton traffic). Increasing multimodal transit (Sidewalks, crosswalks at existing stoplights, separated bike lanes) in this area would greatly improve connectivity of lower income neighborhoods to shopping, recreation, schools, and workplaces by allowing connection to already existing Hillsborough transit services.	Local Connectivity; For Bike/Ped