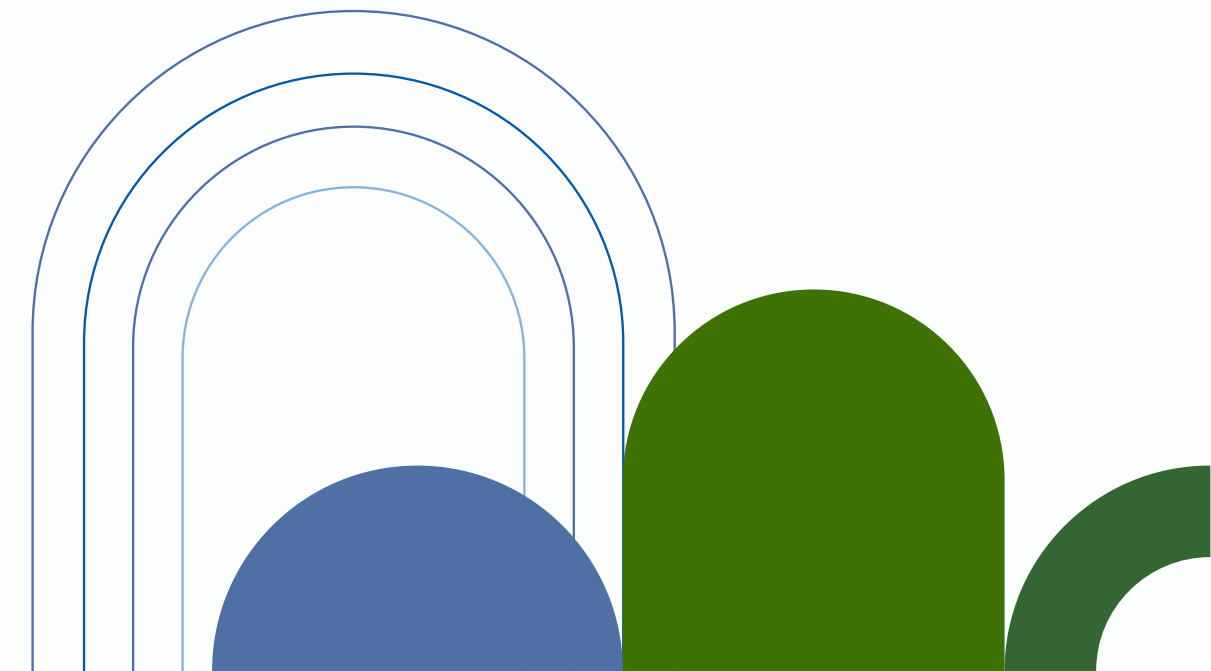




# Alternatives Analysis Community Engagement Results Summary

Bonnie Parker, Public Engagement Planner  
Jacob Irving, Transportation Planner



# Survey Results

630

Total Survey Respondents

431

CAMPO Survey Respondents

**16**

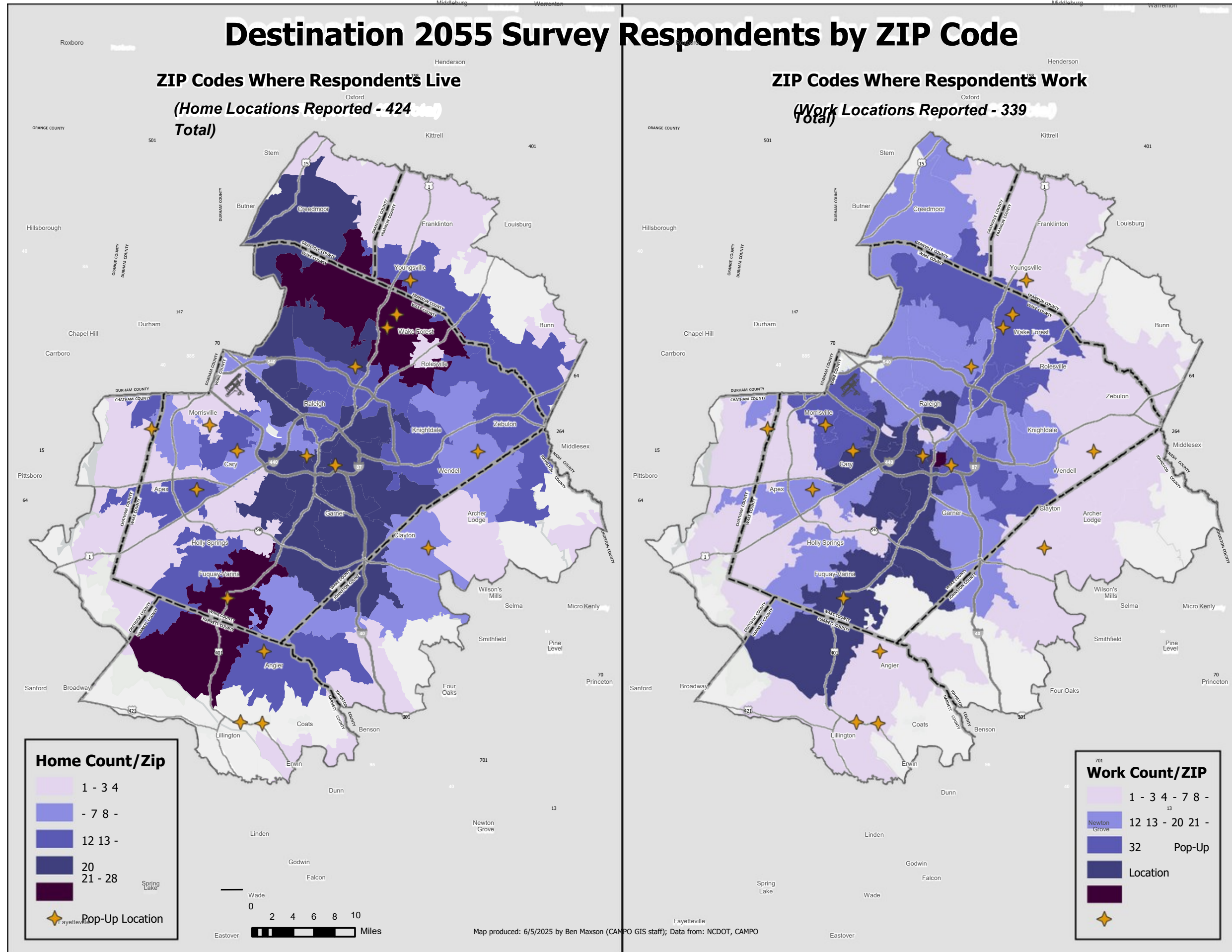
Total Pop-Up Events

**Approx. 322**

Total # of Pop-Up Attendees



# Where Survey Respondents Live & Work - CAMPO All



# Survey Results

With the future transportation system for the Triangle Region in mind, please answer the following questions about your priorities for roadway, transit, and bicycle/pedestrian investments.

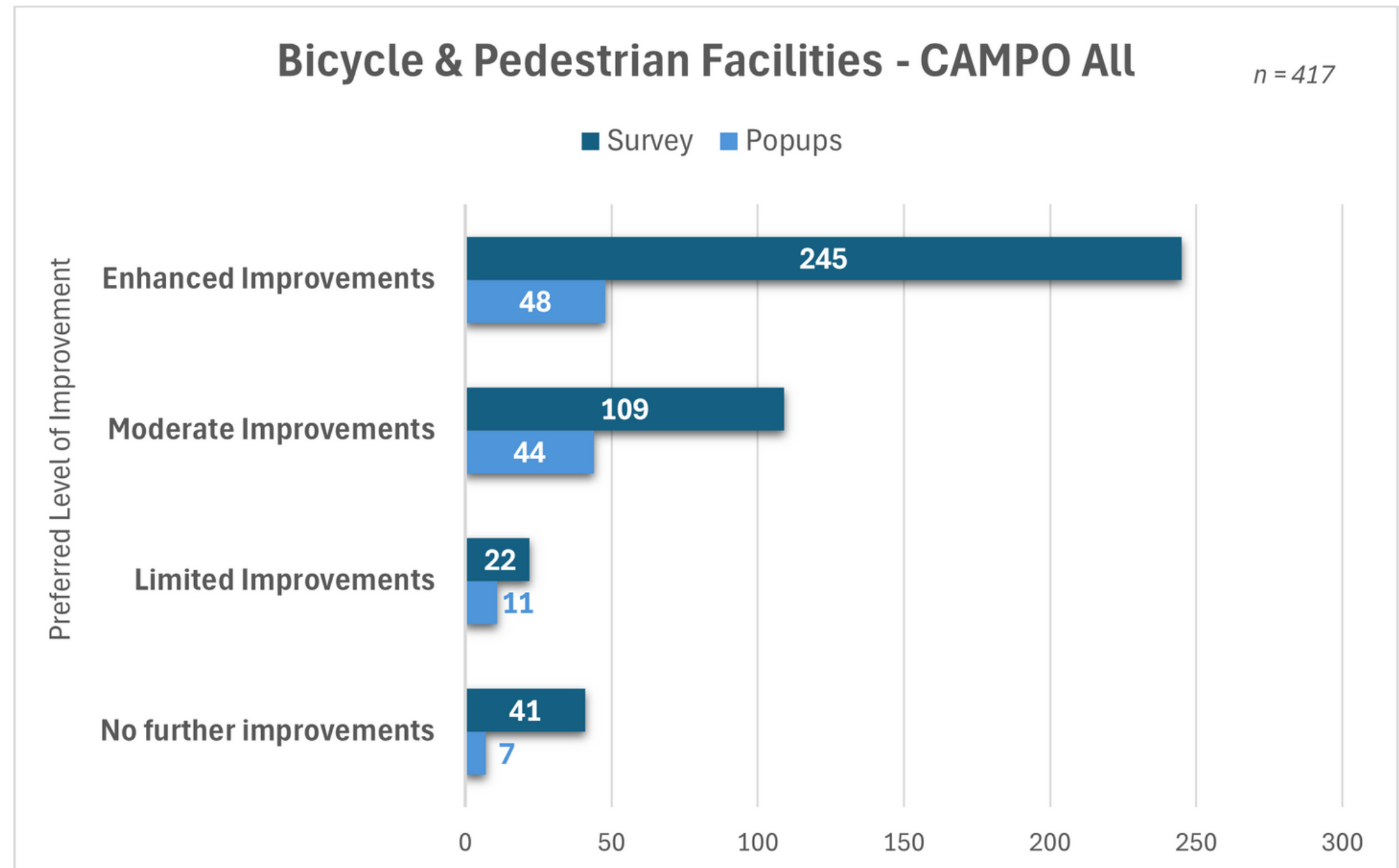
For **bicycle and pedestrian facilities** specifically, which of the following do you prefer?

Limited Improvements such as adding painted bike lanes on existing roadways.

Moderate Improvements such as protected bike lanes, multi-use paths (or side paths) and trails/greenways.

Enhanced Improvements such as upgrading existing roadway facilities with emphasis on protected lanes for bicycles that are also separated from pedestrians, multi-use paths and trails/greenways.

No further improvements to bicycle/pedestrian facilities in the region..



# Survey Results

With the future transportation system for the Triangle Region in mind, please answer the following questions about your priorities for roadway, transit, and bicycle/pedestrian investments.

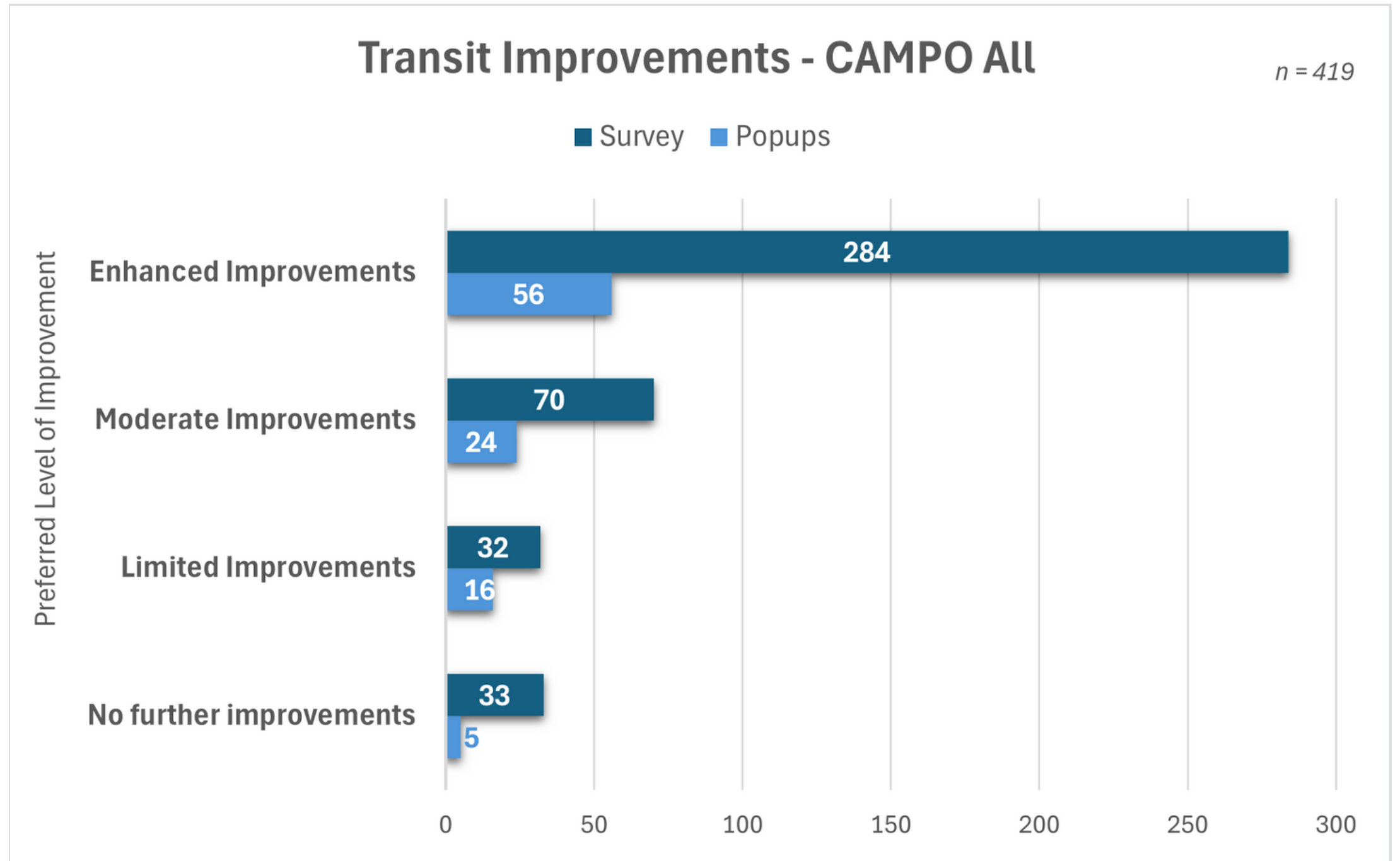
For **transit** specifically, which of the following do you prefer?

Limited Improvements: Additional bus routes and increased frequencies, bus rapid transit gets focused more in urbanized areas, no investments are made in rail improvement.

Moderate Improvements: Additional bus routes and increased frequencies that expand beyond urbanized areas, more rapid bus transit expansion, and increased service on existing rail routes and new rail facilities.

Enhanced Improvements: Additional bus routes and increased frequencies that expand beyond urbanized areas, even more rapid bus transit expansion across the region, and increased rail facilities, including regional rail connections.

No further improvements to transit in the region.



# Survey Results

With the future transportation system for the Triangle Region in mind, please answer the following questions about your priorities for roadway, transit, and bicycle/pedestrian investments.

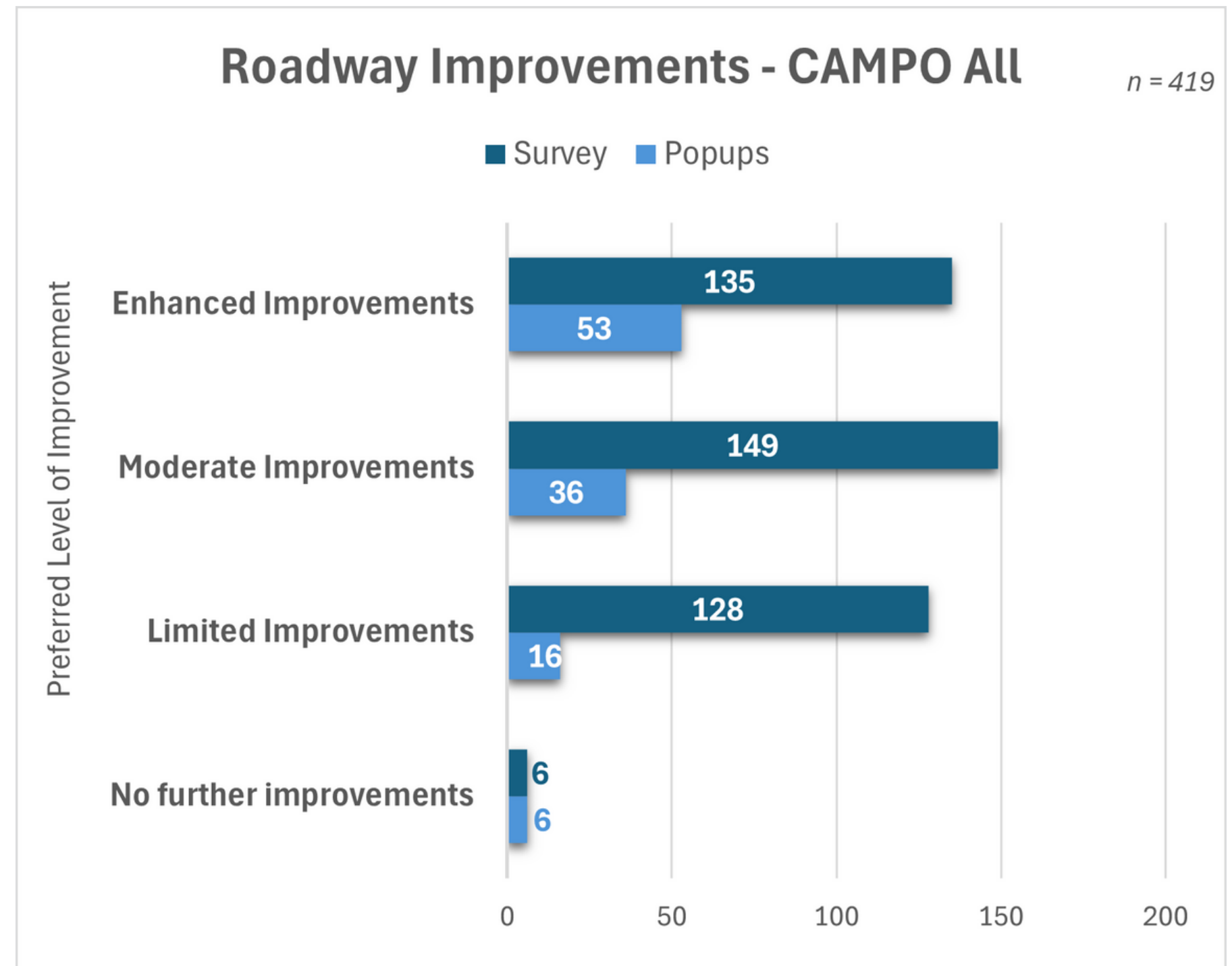
For **roadway investments** specifically, which of the following do you prefer?

**Limited:** Maintaining existing roads with few or no new lanes or roads; Prioritize low-cost improvements like better signal timing, safety enhancements at key intersections while managing congestion through other modes (transit, biking, walking).

**Moderate:** Maintain and modernize existing roads with expansion of key roads and intersections where congestion or safety issues are most severe; Balanced approach with moderate emphasis on improving car travel alongside investments in other modes.

**Enhanced:** Major investments in expanding road capacity (new lanes, new roads, bypasses, and interchanges focused on reducing congestion and travel times for cars and freight. Greater use of advanced traffic management technologies (e.g., smart signals, real-time traffic info).

No further investments in roadways in the region.



# Survey Results

With the future transportation system for the Triangle Region in mind, please answer the following questions about your priorities for roadway, transit, and bicycle/pedestrian investments.

For **land development patterns** specifically, which of the following do you prefer?

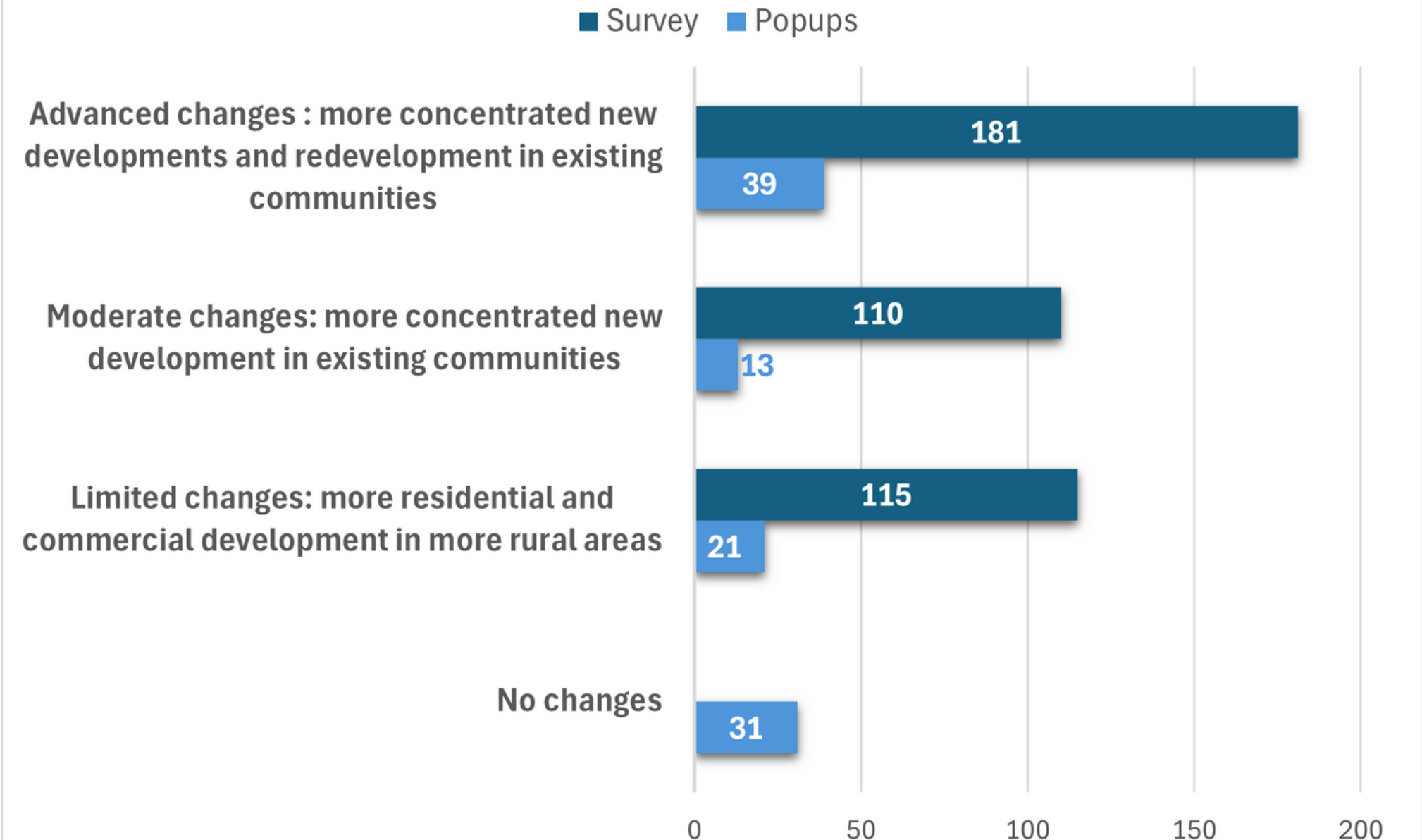
Limited changes to the land development pattern that includes more residential and commercial development in more rural areas.

Moderate changes to the land development pattern that includes more concentrated new development in existing communities.

Advanced changes to the land development pattern that includes more concentrated new developments and redevelopment in existing communities.

## Land Use Development Patterns - CAMPO All

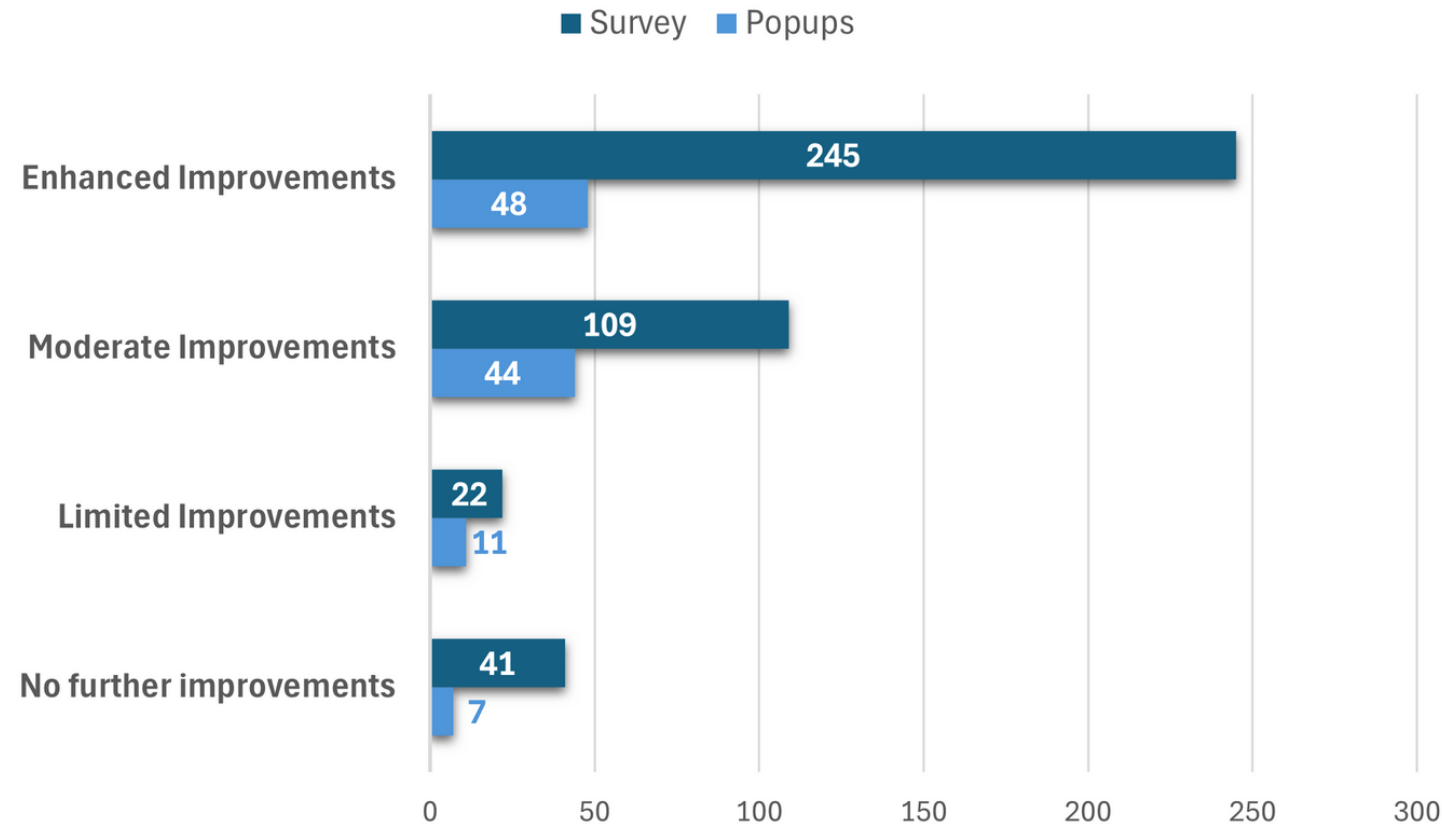
n = 419





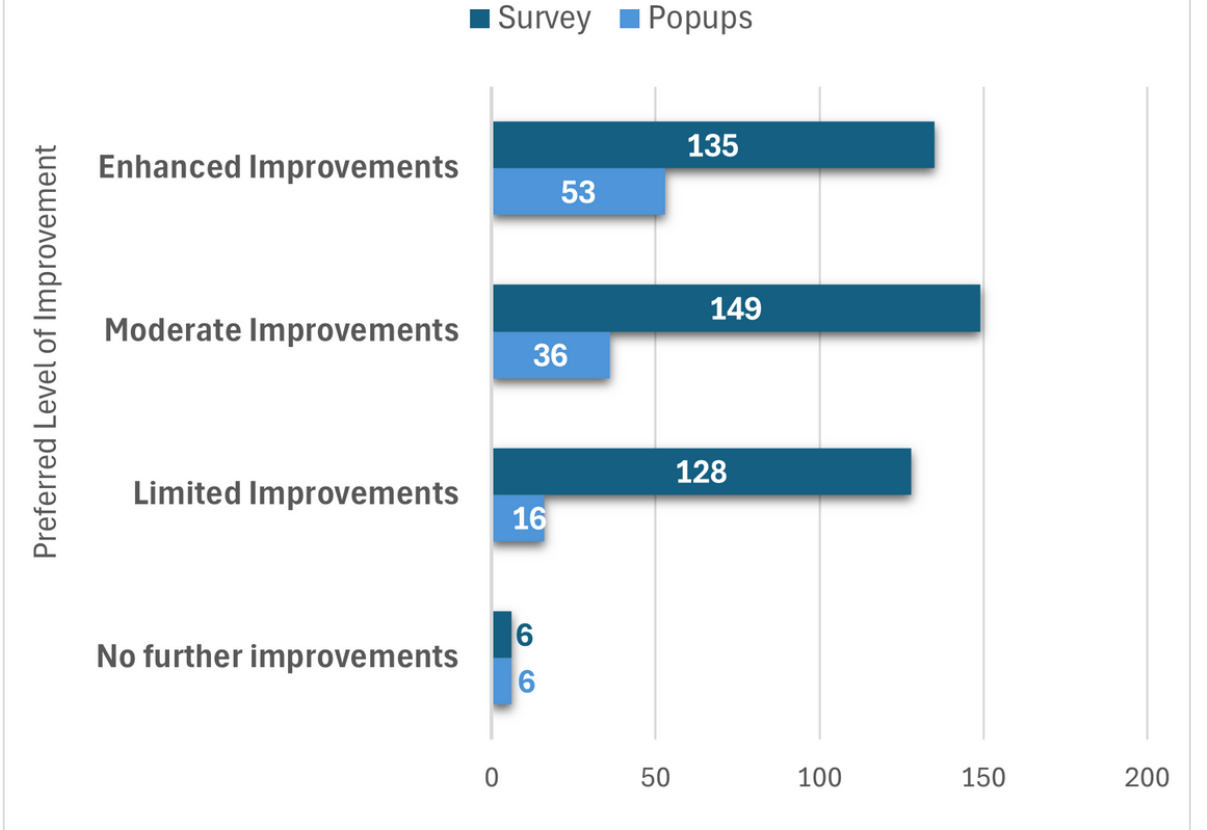
### Bicycle & Pedestrian Facilities - CAMPO All

n = 417



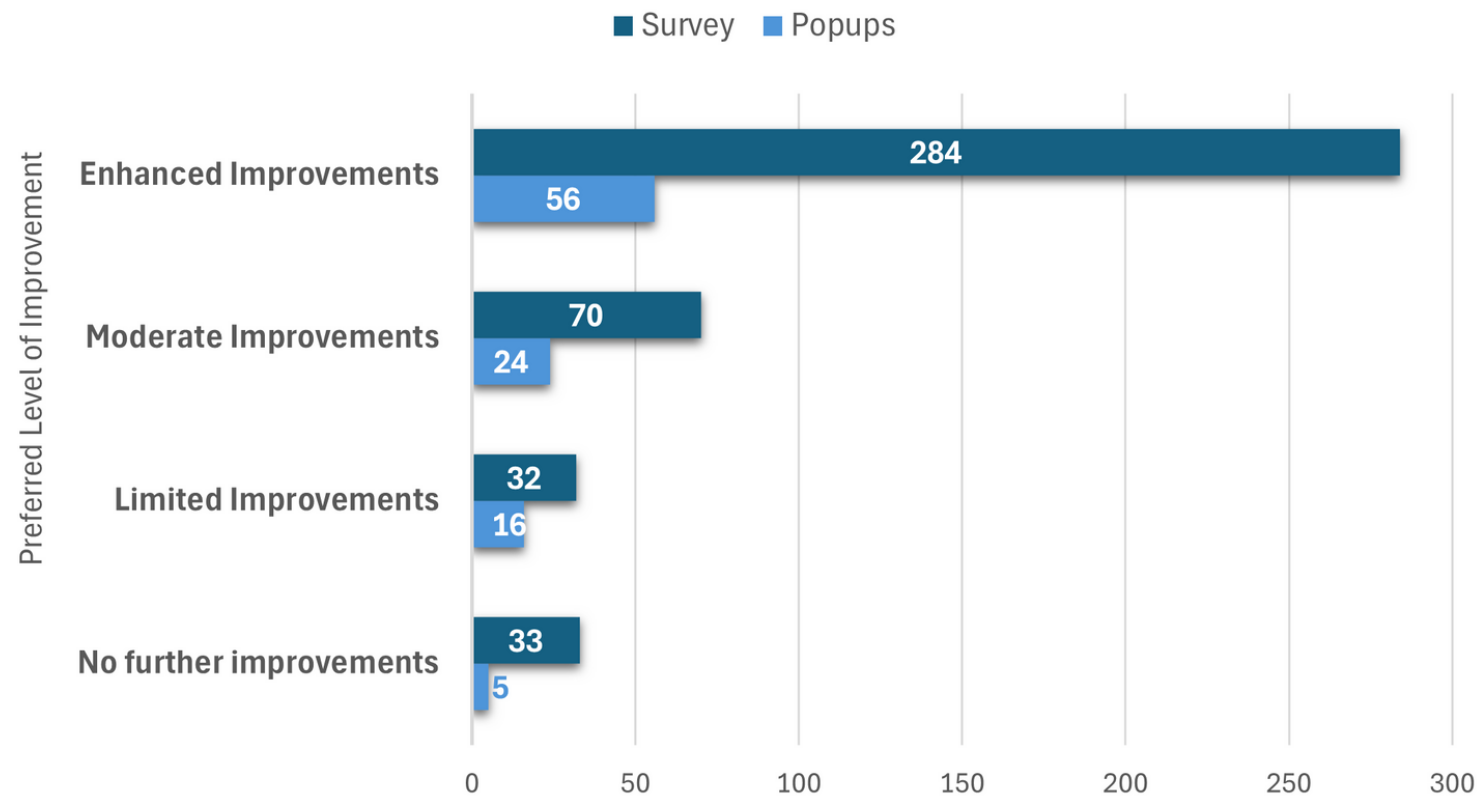
### Roadway Improvements - CAMPO All

n = 419



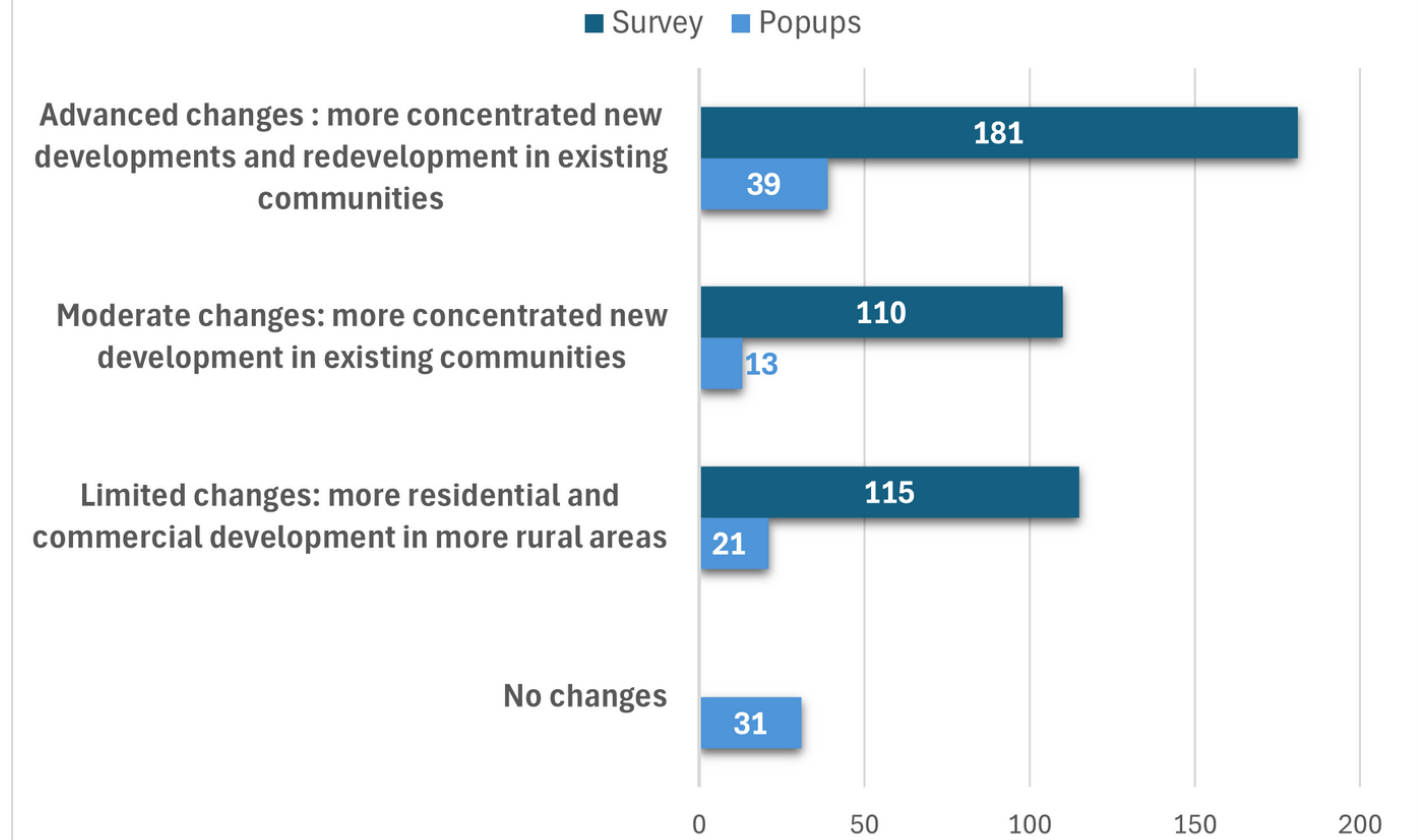
### Transit Improvements - CAMPO All

n = 419



### Land Use Development Patterns - CAMPO All

n = 419



# Survey Results

Please Rank the following priorities for our region's future transportation system from most important to least important.

The lower the number,  
the higher the priority

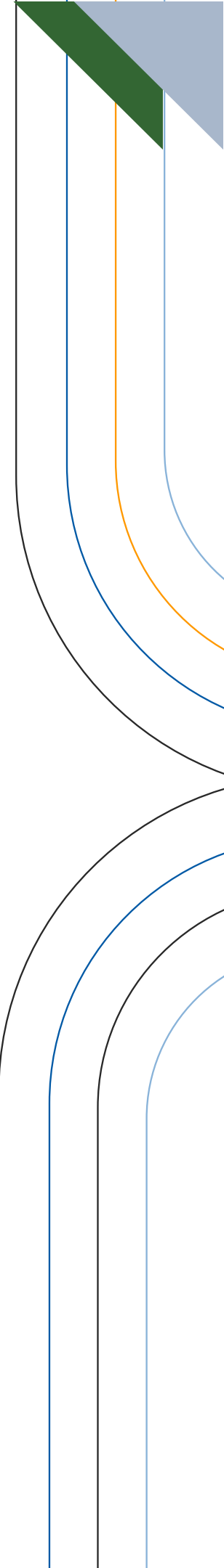
## Ranking of Priorities - CAMPO All (n = 217)








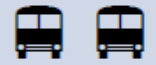
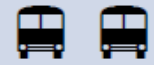

















Score is based on priority given - a respondent's top priority received a score of 1, lowest priority a score of 7.



# Comments – Survey & Popups

- **Transit:** Support for higher density around core transit areas.
  - **Transit:** Desire for improved or expanded public transportation to improve environment *and* for increased choices/mobility.
  - **Global innovation;** Learn from international models and trends.
  - **Roadways & Transit:** Desire for Longer-Distance Transportation Options - transit *and* larger highways are most congested (I-40, I-440, I-540, NC 50, NC 64, NC 70, NC 98).
  - **Roadways:** Concerns About RCUT (Restricted Crossing U-Turn) Intersections; Criticisms of RCUT implementation as not effective or safe.
  - **Roadways:** Congestion and Commute Delays; Increasing congestion and travel times worsening.
  - **Bike/Ped Infrastructure;** Desire for safer, more connected networks for non-motorized travel.
  - **Accessibility** for People with Disabilities; Desire for inclusive planning that addresses special needs.
  - **Environmental Concerns:** Interest in reducing vehicle emissions and promoting sustainability policies.
  - **Affordability;** Worry over rising costs and affordability of transit options.
  - **Land Development Concerns:** Interest in reducing the amount of local development due to traffic congestion concerns.
- 

# Connections to Community Input

	Deficiencies & Needs	Plans & Trends	Shared Leadership	All Together
Available Funding	\$	\$\$	\$\$\$	\$\$\$\$
Highway Investment				
Bus Investment				
BRT Investment				
Rail Investment				
Bike & Ped Investment				
Development Density				

The number of signs indicates a relative level—more signs suggest higher values and fewer suggest lower values. However, this scale is not linear; for example, two-dollar signs do not necessarily represent twice the investment of one-dollar sign.

**Roads:** Must have investments but should be *mixed* approach

**Transit:** Demand for *highest* level

**Bike/Ped:** Desire for *highest* level

**Development:** *Densify* more to limit sprawl, preserve land

## Support for Policies:

- Complete Streets
- Safety
- Inclusivity - Access, Cost to users
- Sustainability & Environment



# Thanks!

Questions?

