



2050 MTP Alternatives Analysis: Survey and Focus Group Summary

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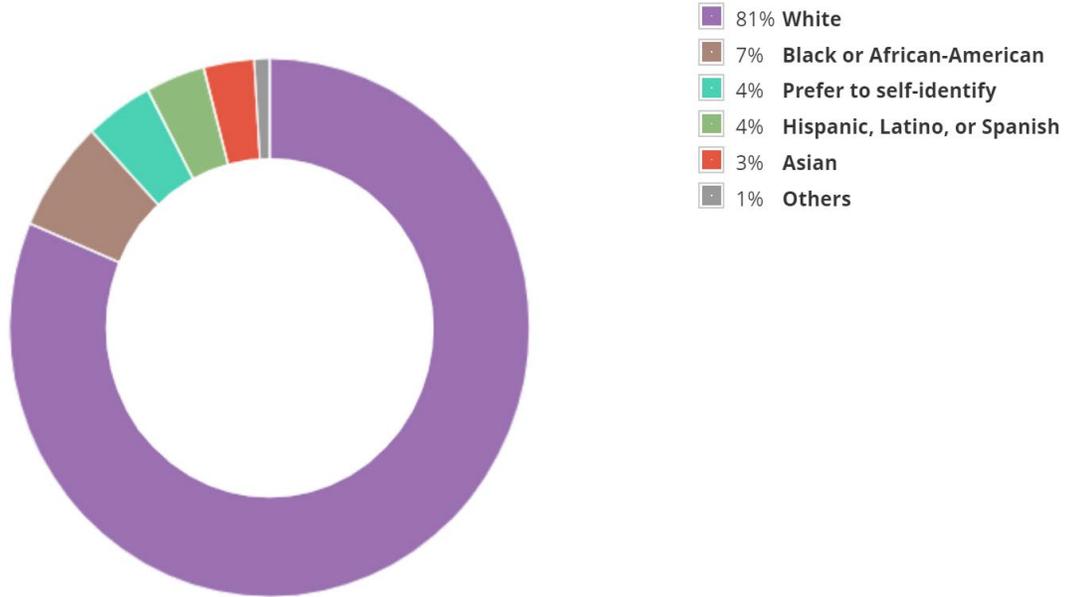
Survey Objectives - Gain feedback on two primary topics:

1. Ranking of Measures to inform comparison of scenarios
2. Determine support for additional funding to inform how “aspirational” 2050 should be.

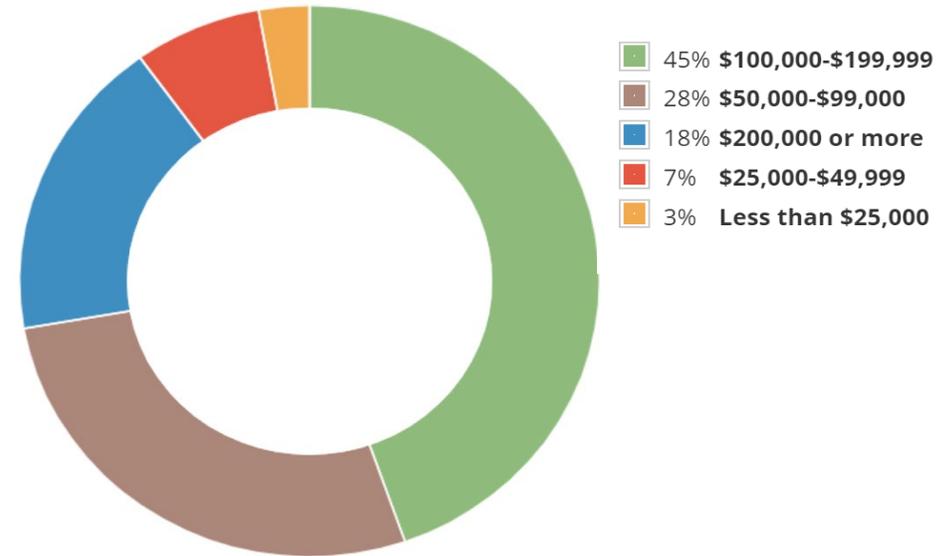
Survey Demographics

Household Income and Race

What is your *race/ethnicity*? Please select all that apply.

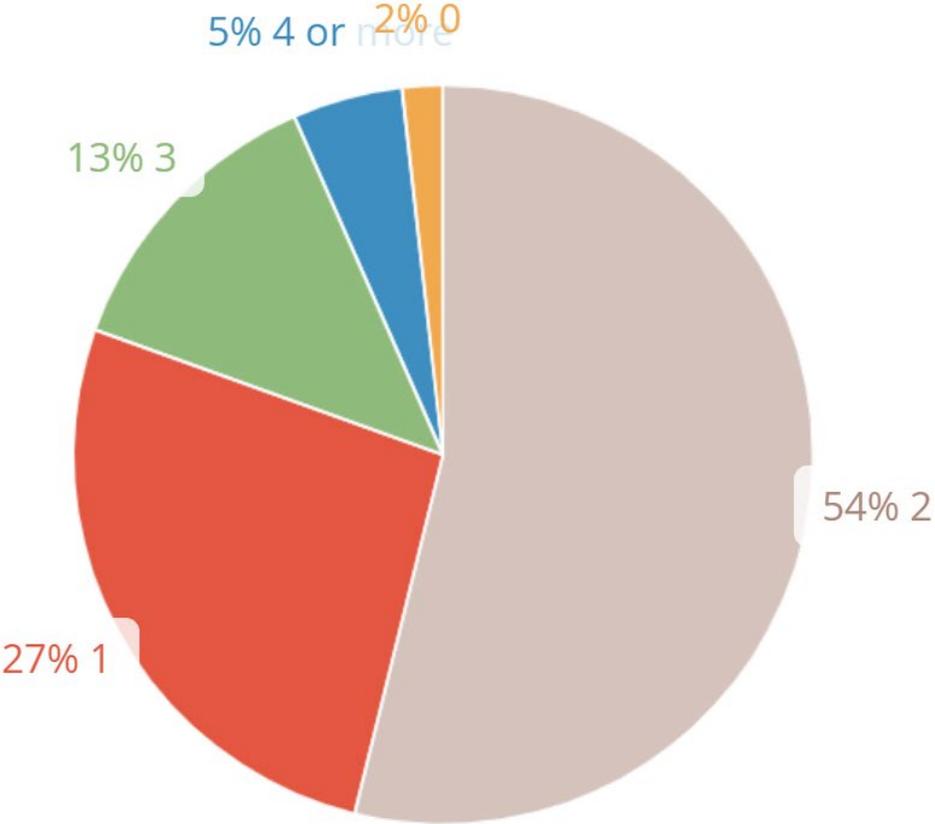


What is your annual *household income*?



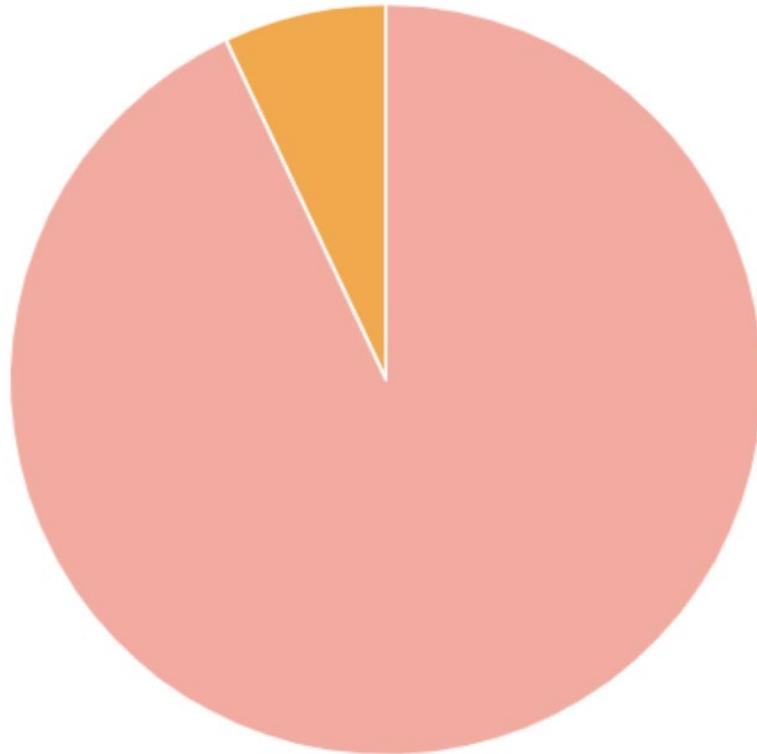
Household Vehicles

How many motor vehicles are available for use in your household?



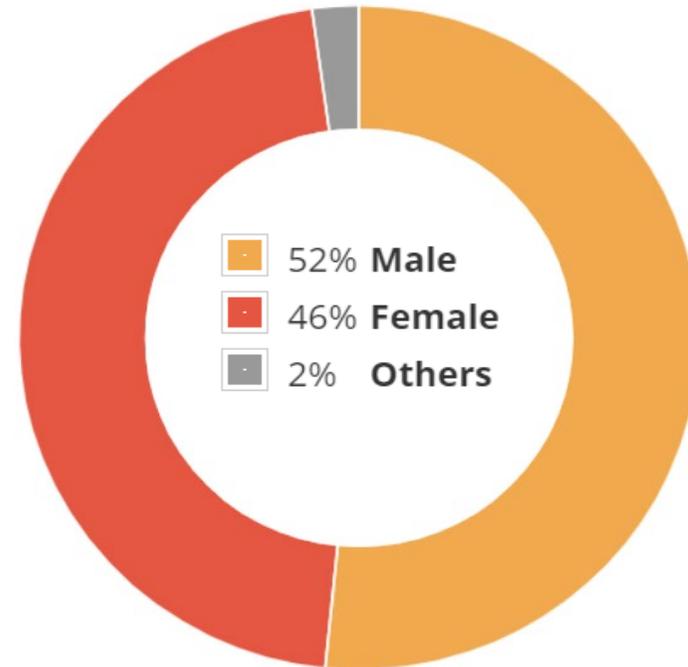
Do you have a *disability*?

7% Yes



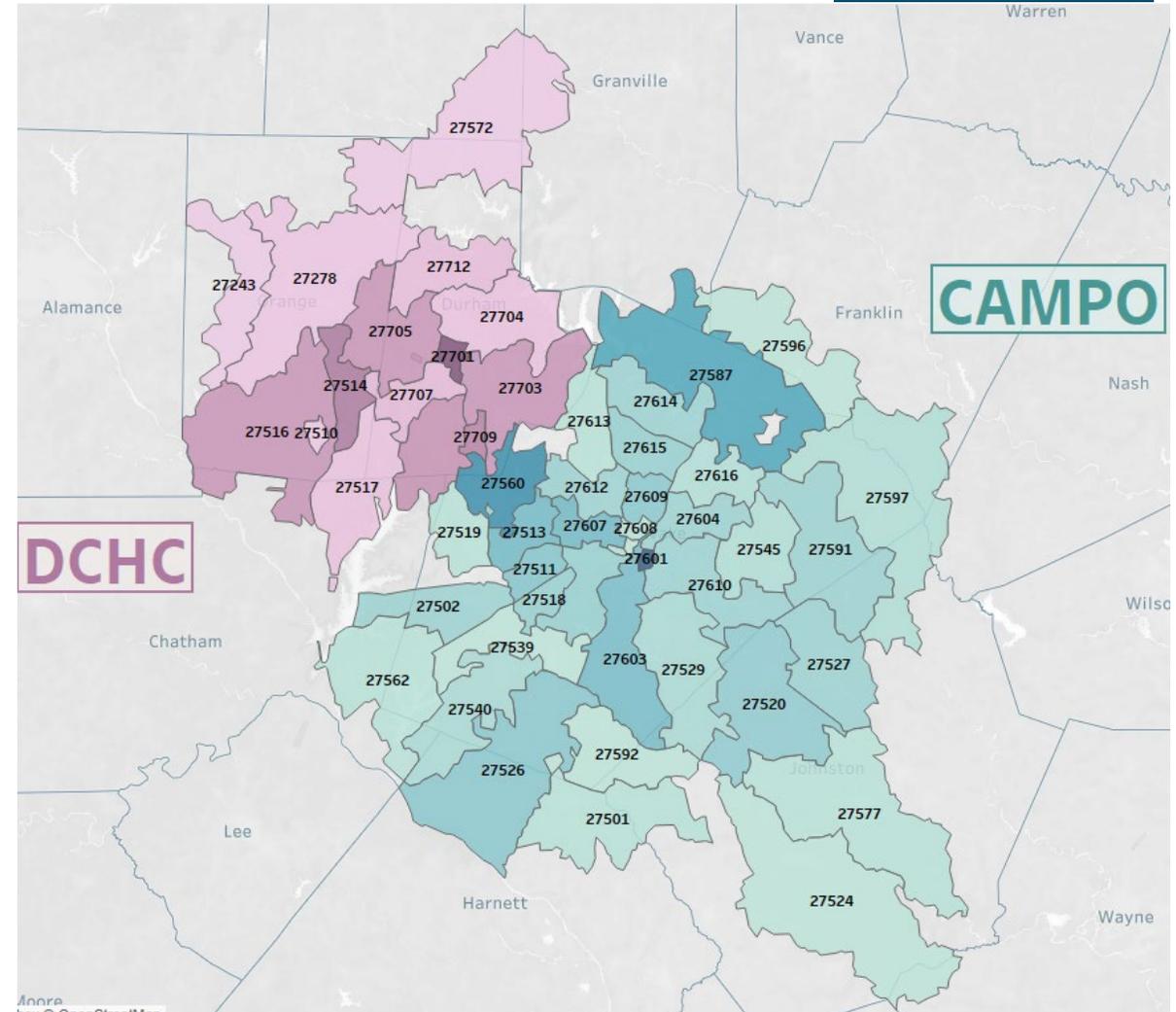
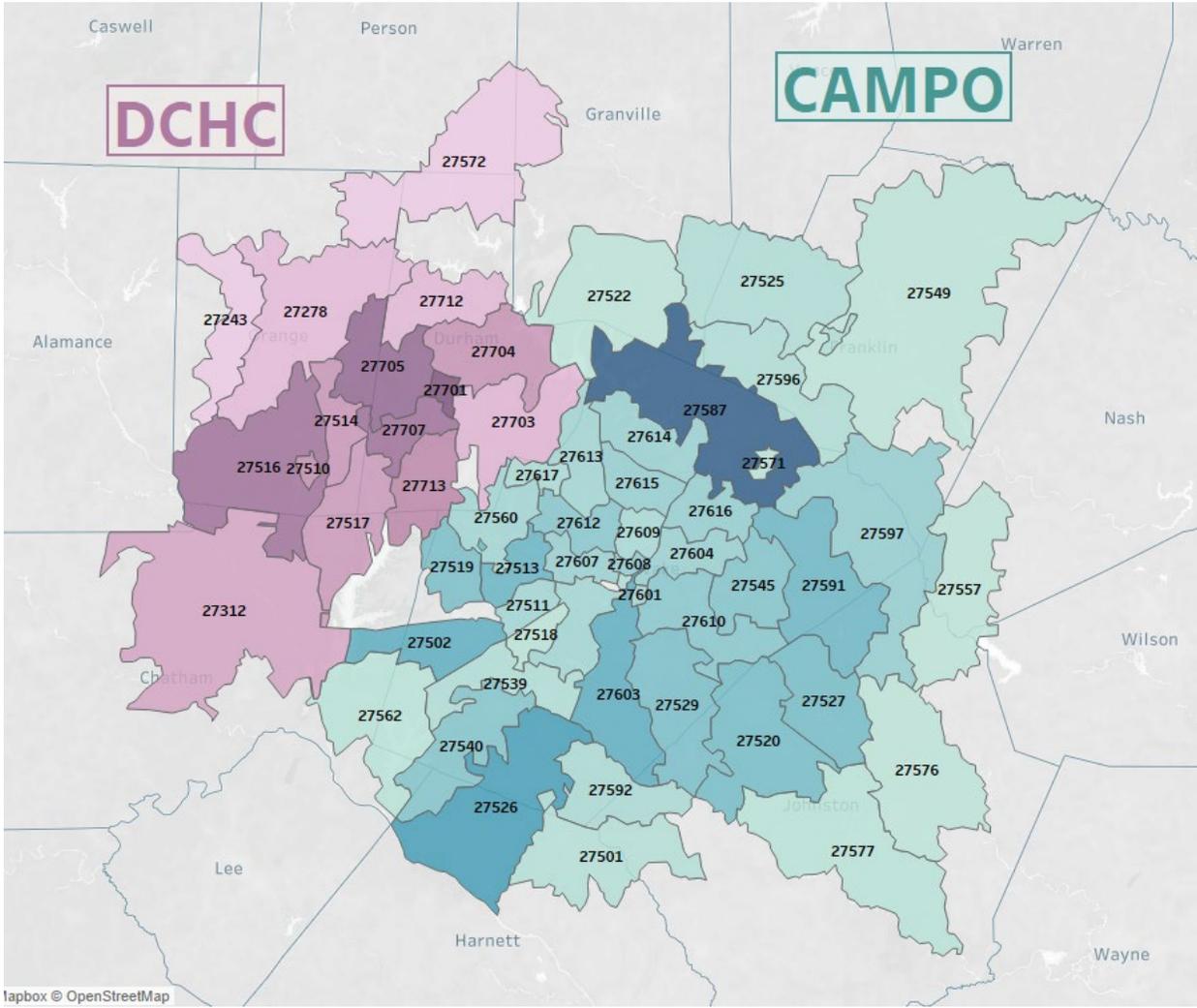
93% No

What is your *gender*?



Response rates by HOME Zip Code

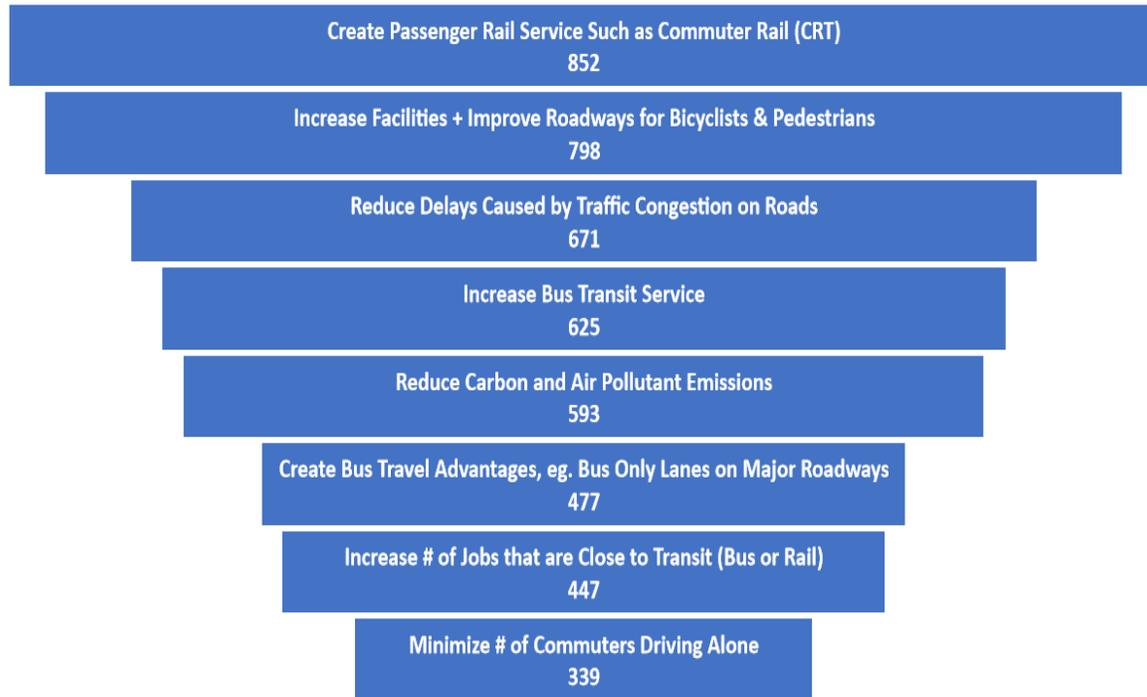
Response rates by WORK Zip Code



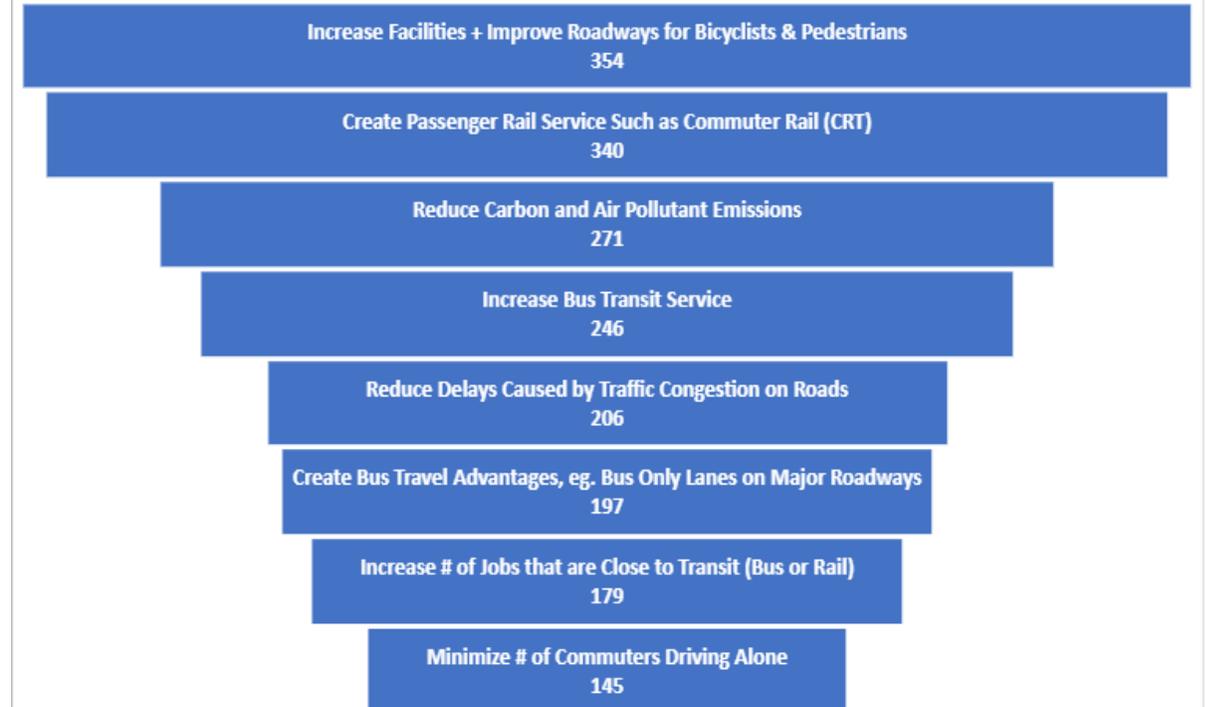
Survey Results

Ranking of Measures

ALL Respondents - **Ranking of Measures** to Improve Transportation
(Cumulative Scores) n=613



DCHC MPO Respondents- **Ranking of Measures** to Improve Transportation
(Cumulative Scores) n=235



Comparison of All, DCHC, and CAMPO Ranking of Measures

Overall	DCHC
Create Passenger Rail Service (869)	Increase facilities + Improve Roadways for Bicyclists and Pedestrians (354)
Increase facilities + Improve Roadways for Bicyclists and Pedestrians (817)	Create Passenger Rail Service (340)
Reduce Delays Caused by Traffic Congestion on Roads (681)	Reduce Carbon and Air Pollutant Emissions (271)
Increase Bus Transit Service (643)	Increase Bus Transit Service (246)
Reduce Carbon and Air Pollutant Emissions (611)	Reduce Delays Caused by Traffic Congestion on Roads (206)

- There was stronger support for state funding for roadway projects than local funding
- There was strong support for increased transit funding at both the state and local levels
 - 83% at the state level
 - 75% at the local level
- There was strong support for increased bicycle and pedestrian funding at both the state and local level
 - 73% at the state level
 - 80% at the local level
- In DCHC, almost twice as many respondents wanted to see additional funding for transit and bicycle and pedestrian funding at both levels over roadway funding

Focus Groups: An Equitable Engagement Strategy

- Aidil Ortiz, a local consultant, hired to recruit participants for 4 focus groups
- There was an emphasis on recruiting people of color, low income people, people with disabilities, and seniors
- Language access
- Participants offered a \$25 incentive to participate in focus groups
- 39 people ultimately participated in one of four one-hour focus groups held in September 2021 using Zoom

Demographic Information about Participants

Race/Ethnicity

- 6 Latinx participants
- 18 participants identified as people of color

Gender and Age

- 29 participants identified as women
- 11 participants identified as seniors

Income

- 6 participants currently live in public housing
- 10 participants are currently low income
- 6 participants have had housing insecurity in their life experience

Disability

- 8 participants are part of the disability community as a parent, caretaker, or person living with a disability

Geography

- 24 participants currently live within Durham County - 62%
- 15 participants currently live within Orange County - 39%

- The consultant worked with MPO staff to develop a facilitator guide for the focus groups
- Facilitator guide explained key terms and contained questions related to:
 - 1) How participants currently travel through the region
 - 2) Transit investments
 - 3) Bicycle and pedestrian infrastructure

Findings (Highlights): Biking and Walking

- “Most of the places where we have our largest population of underserved individuals usually don’t have access to bike lanes, usually have the poorest of sidewalks, the poorest of lighting, and I watch students every day trying to catch a bus without a sidewalk anywhere....and they’re literally putting their life in danger.” ~ Focus Group 2 Participant
- “In addition to trails though we need to connect roads to trails and have dedicated bike lanes in between....we need trails, we need dedicated bike lanes, we need sidewalks that are all interconnected.” ~ Focus Group 3 Participant
- “I would love to bike more and I only felt safe doing it in parts of downtown Chapel Hill and even then only during daylight hours. I would love get to Durham on a bike, but there are really scary corridors I would not feel safe biking.” ~ Focus Group 4 Participant

- “BRT would serve more people in a quicker time frame. Looks like it has more definitive kind of predictable costs and the commuter rail project has a lot more variables...” ~Focus Group 2 Participant
- “I feel that very much that for the underserved population that is exactly why they are underserved. That’s where the focus should be for the funding, and after they are served we can go on to talk about new routes and how to add new bus things.” ~Focus Group 2 Participant
- “I am physically disabled. I only have EZ Rider, they won’t take me there. Hillsborough. I would have to change three times...I couldn’t manage the three transitions. It would have been hours....they don’t have enough drivers and they have tons of money.” ~ Focus Group 3 Participant

- There is strong support for additional funding for transit and bicycle infrastructure spending at both the state and local level, especially in DCHC.
- There is stronger support for additional funding for roadways at the state level than at the local level.
- Focus group participants were supportive of investments in Bus Rapid Transit and to Commuter Rail, but feared that such investments would come at the expense of local bus systems.
- Focus group participants wanted to see investments in:
 - Paratransit
 - Extended bus hours
 - Transit that they could access from their neighborhoods and amenities such as bus stops
 - Infrastructure for safe walking and bicycling
 - Underserved communities