

Upper Coastal Plain Regional Transit Plan

Coordinated
Public Transit-Human Services
Transportation Plan

2009
Upper Coastal Plain RPO

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Section 1: Introduction

Transportation has been and continues to be an issue of great concern for most people around the world. Whether traveling down the street for a cup of coffee or across town for a doctor's appointment, individuals rely on some sort of transportation to get where they are going. In large metropolitan areas, transportation needs are commonly addressed through public transit options such as buses or subways. Outside of these large metropolitan areas, public transportation options are often extremely limited.

Low income individuals, the aging community and persons with disabilities are the ones whom suffer the most from the scarcity of public transportation. Many of these same individuals, however, take advantage of programs offered by the Department of Social Services which arrange transportation to and from hospitals and their doctors' offices. Other programs also exist which offer similar services with little to no coordination between individuals or agencies.

President George W. Bush issued Executive Order 13330 on February 24, 2004 establishing the Interagency Transportation Coordinating Council on Access and Mobility (CCAM). Prompted by the fragmentation of services and resources provided by Federal agencies, CCAM was instructed to serve the following functions:

- Promote interagency cooperation and the establishment of appropriate mechanisms to minimize duplication and overlap Federal programs and services so that transportation-disadvantaged persons have access to more transportation services;
- Facilitate access to the most appropriate, cost-effective transportation services within existing resources;
- Encourage enhanced customer access to the variety of transportation and resources available;
- Formulate and implement administrative, policy , and procedural mechanisms that enhance transportation services at all levels; and
- Develop and implement a method for monitoring progress on achieving the goals of [Executive Order 13330].

On August 10, 2005 the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law, thereby continuing the initiative and providing transportation funding while requiring coordinating planning.

Section 2: SAFETEA-LU

Shaped by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21), SAFETEA-LU was established to “[supply] the funds and [refine] the programmatic frame work for investments needed to maintain and grow our vital transportation infrastructure” ⁽¹⁾. Three specific grant programs are identified within SAFETEA-LU which provides funding for transportation programs, growing the transportation infrastructure while focusing on transportation-disadvantaged individuals.

Special Needs of Elderly Individuals and Individuals with Disabilities (§5310) exists under SAFETEA-LU as an avenue for States and local governments to receive funds for capital improvement projects which meet the needs of elderly individuals and individuals with disabilities. Entities eligible for these grants funds must be either, 1) a private nonprofit organization, 2) a governmental authority that is approved by the State to coordinate services for elderly individuals and individuals with disabilities; or 3) a governmental authority that certifies that there are not any nonprofit organizations readily available in the area to provide the services described. North Carolina was selected by the Secretary of Transportation as one of seven states that are authorized to use up to 33 percent of its apportioned funds for operations costs of the project. Examples of eligible projects funded by 5310 funds include, but are not limited to:

- Purchase of Service (POS): The acquisition of transportation service
- Vehicles
- Mobility management centers and related activities
- Radio and communication equipment
- Vehicle shelters
- Wheelchair lifts and restraints
- Computer hardware and software

Job Access and Reverse Commute (JARC) (§5316) is continued within SAFETEA-LU, carried over from TEA-21. This program is designed for the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. Described as “Reverse Commute”, JARC also funds for projects which would provide residents of urbanized areas and rural areas to suburban employment opportunities. Examples of eligible projects funded by 5316 funds include, but are not limited to:

- Public transit late-night and weekend service
- Public transit guaranteed ride home program expanding fixed-route transit routes
- Vanpools or shuttle services to improve access to employment or training
- Car loan programs that assist individuals in purchasing and maintaining vehicles
- Promotion of public transit for non-traditional work schedules
- Voucher programs targeted to persons entering the workforce or on welfare

The New Freedom (§5317) program exists to develop new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990(ADA). These projects should be developed to assist any individual with a disability with transportation, including transportation to and from their place of employment and/or employment support services and must also be a new transportation service, not provided prior to August 10, 2005. Examples of eligible projects funded by 5317 funds include, but are not limited to:

- Expansion of paratransit service beyond the three-quarter mile required under ADA in urban areas
- Expansion of current hours of operation for paratransit services that are beyond those provided on fixed route services
- Same day ADA services
- Door-Through-Door service-provision of escorts
- Purchasing vehicles for new accessible taxi, ride sharing and/or vanpool programs
- New voucher programs offered by human service providers
- New volunteer driver and aide programs
- Operational planning for the purchase of intelligent transportation technologies

Expanding on Executive Order 13330 emphasis on coordination, the SAFETEA-LU legislation dictates that beginning in 2007, the recipient of the grant funds for these three programs must certify that, 1) the project selected were derived from a locally developed, coordinated public transit-human services transportation plan; and 2) that the plan was developed through a process that included representatives of public, private, and nonprofit transportation and human services providers and participation by the public.

Section 3: Demographics

Regional Profile

The Upper Coastal Plain region consists of Edgecombe, Johnston, Nash, and Wilson Counties. With a combined population of approximately 379,994, the Upper Coastal Plain region accounts for nearly five percent of North Carolina's population. The region's total area also covers nearly five percent of the state.

Edgecombe County

Edgecombe County is located in eastern North Carolina adjacent to Nash and Wilson Counties and covers an area of approximately 505 square miles. Edgecombe County has a population density of 110 persons per square mile. The County consists of ten incorporated municipalities located within fourteen townships. The Town of Tarboro serves as the County seat. Edgecombe County exists as a mostly rural county with urban areas existing in the City of Rocky Mount and the Town of Tarboro.

The 2007 certified population estimate for Edgecombe County was calculated at 51,813, ranking it 51 in North Carolina with approximately 6,760 residents 65 years of age or older. According to the 2000 census, 26.5 percent of Edgecombe County's population was disabled, 5.7 percent were unemployed, and 19.6 percent of individuals were living below the poverty line.

Johnston County

Johnston County is located adjacent to Nash and Wilson Counties and covers an area of approximately 796 square miles. Johnston County has a population density of 153 persons per square mile. The County consists of ten incorporated municipalities located within seventeen townships. The Town of Smithfield serves as the County seat.

Johnston County exists as a mostly rural county with urban areas existing in the City of Clayton and the Towns of Smithfield and Selma.

The 2007 certified population estimate for Johnston County was calculated at 157,296, ranking it the 13th most populated county in North Carolina with approximately 15,894 residents 65 years of age or older. According to the 2000 census, 22 percent of Johnston County's population was disabled, 2.6 percent were unemployed, and 12.8 percent of individuals were living below the poverty line.

Nash County

Nash County is located adjacent to Edgecombe, Johnston, and Wilson Counties and covers an area of approximately 543 square miles. Nash County has a population density of 161 persons per square mile. The County consists of ten incorporated municipalities located within seventeen townships. The Town

2000 Census

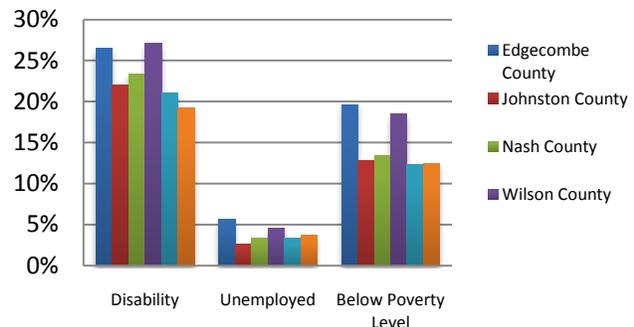


Figure 3.1

of Nashville serves as the County seat. Nash County exists as a mostly rural county with urban areas existing in the City of Rocky Mount and the Town of Nashville.

The 2007 certified population estimate for Nash County was calculated at 92,915, ranking it the 29th most populated county in North Carolina with approximately 11,485 residents 65 years of age or older. According to the 2000 census, 23.4 percent of Nash County's population was disabled, 3.4 percent were unemployed, and 13.4 percent of individuals were living below the poverty line.

Wilson County

Wilson County is located adjacent to Edgecombe, Johnston, and Nash Counties and covers an area of approximately 374 square miles. Wilson County has a population density of 199 persons per square mile. The County consists of seven incorporated municipalities located within ten townships. The City of Wilson serves as the County seat. Wilson County exists as a rural county with a continuously expanding urban center, located in the City of Wilson.

The 2007 certified population estimate for Wilson County was calculated at 77,970, ranking it 34 in North Carolina with approximately 10,169 residents 65 years of age or older. According to the 2000 census, 27.1 percent of Wilson County's population was disabled, 4.6 percent were unemployed, and 18.5 percent of individuals were living below the poverty line.

Section 4: Plan Methodology

The Upper Coastal Plain Rural Planning Organization (RPO), working as the lead planning agency, coordinated with the NCDOT Public Transportation Division to prepare an approach for the development of the Upper Coastal Plain Regional Transit Plan (UCPRTP). Other Coordinated Public Transit-Human Services Transportation Plans, already underway across the state, allowed for utilizing already existing surveys and workshop activities, which resulted in constructive input and valuable data.

The initialization of the UCPRTP is in response to grant opportunities made available through SAFTEA-LU legislation.

Projects funded through the Elderly and Persons with Disabilities (Section 5310), Job Access and Reverse Commute (Section 5316 - JARC) and New Freedom (Section 5317) programs require the development of a local, Coordinated Public Transit-Human Services Transportation Plan, which should incorporate private and non-profit transportation and human services providers and the general public.



In an attempt to attract a diverse representation of stakeholders to participate in the UCPRTP, invitations (Appendix A) requesting participation in the UCPRTP public workshop and Transportation Public Input Surveys were sent to public and private transit providers, each County's Social Services Director, County planning directors, area community colleges, hospitals, mental health care centers, area YMCAs, County and Council of Government's Aging offices, care centers, senior citizens affairs offices, Habitat for Humanity, as well as the regions shelters (Appendix B). Advertisements for the UCPRTP public workshop were also placed in each county's major local newspaper requesting participation from the public.

The Upper Coastal Plain RPO organized the UCPRTP workshop held on January 26, 2009 in Wilson, NC at the Wilson County Commissioners room. Throughout the workshop, stakeholders helped identify the needs and gaps within the current transportation service through workshop exercises as well as group discussion. Unmet needs were identified and programs were prioritized during through these exercises.

The data gathered from the UCPRTP workshop acts as the foundation for UCPRTP. The UCPRTP will also guide funding decisions relating to the Job Access Reverse Commute (JARC) Program (Section 5316), the New Freedom Program (Section 5317), and the Elderly and Disabled Individuals Program (Section 5310).

Section 5: Existing Services

The Upper Coastal Plain region encompasses four major transportation providers. These systems work to provide services within the region to the general public as well as persons with disabilities, low income individuals, as well as the local aging community. In addition to these major providers, services are augmented by several private and nonprofit service providers expanding the services offered and the transportation network of the region.

Johnston County Area Transit System (JCATS)

Operating under the management of the Johnston County Council on Aging, JCATS⁽²⁾ serves as a transit service for Johnston County residents. Two boards, the Johnston Council on Aging and the Coordinated Transportation System Advisory Board, serve as governing boards for the operations and overall performance of the JCATS organization.



JCATS operates with 24 vans (16 are wheel chair accessible), 21 CDL Drivers, and five office staff members.

The primary goal of the JCATS organization states that, *“JCATS strives to become the premier provider of transportation services within Johnston County and to destinations outside of Johnston County, meeting the transportation needs of the elderly, disabled, and of the general public.”*

JCATS operates solely as a paratransit service therefore providing transportation at request.

Service Hours

The hours of operation are as follows:

Monday – Friday:
6:00am – 5:00pm

Limited Transportation is available during weekends, evenings, and holidays.

Holiday Schedule

JCATS does not operate on the following observed holidays:

New Years Day
Martin Luther King, Jr. Day
Good Friday
Memorial Day
Independence Day
Labor Day
Veteran’s Day
Thanksgiving Day (Thursday and Friday)
Christmas Holiday (Working day Before and After Christmas Day)

Routes and Schedules

Because JCATS is not a fixed route system, routes and schedules are not available. As a paratransit system, however, JCATS is able to offer a wide variety of human services transportation to Johnston County residents. Some examples of services that are currently being offered are:

- Medical Trips in County as well as out of the County
- Workplace and Job Training
- Senior Centers
- Child Care Centers
- Social Services
- Public Hearings
- Dental Care
- School
- Work
- Appointments

Transportation services are also available to additional destinations. All requests are considered individually as to determine if the ride can be scheduled. Individuals are instructed to call JCATS by 12:00pm the business day before transportation is scheduled to see if transportation is available.

Fares

Generally, if a human service agency is scheduling your transportation, there is no cost to you. However, each agency has the option to charge a fee to help cover the cost.

Public:

In County - \$2.00 per Ride

Out of County - \$15.00 per Ride

(Rates are subject to change)

Tar River Transit

Operating out of the City of Rocky Mount Administrative Offices, Tar River Transit ⁽²⁾ functions as a *Regional Community Transportation System* ⁽³⁾ providing coordinated and consolidated services to both Edgecombe and Nash Counties. Tar River Transit is overseen by the Rocky Mount Assistant City Manager with daily activities managed by the Tar River Transit Administrator.



Providing services in urban and rural areas, the Tar River Transit System operates both a fixed-route bus service and a paratransit service known as DARTS. The Tar River Transit fixed-route bus service operates on a regular schedule and is available to the general public.

Service Hours

The hours of operation are as follows:

Monday – Friday:
6:45am – 6:45pm

Saturday:
9:15am – 5:45pm

Holiday Schedule

The fixed-route services as well as DARTS do not operate on the following observed holidays:

New Years Day
Martin Luther King, Jr. Day
Memorial Day
Independence Day
Labor Day
Thanksgiving Day
Christmas Day

Routes & Schedules

Tar River Transit maintains eight individual routes throughout the Rocky Mount Urban area. These routes exist as the Tar River Transit fixed-route service and operate according to a scheduled itinerary.

To accommodate individuals traveling to Rocky Mount from Nashville, Spring Hope, Castalia, Middlesex, Tarboro, Pinetops, Conetoe, and Whitakers or from Rocky Mount to one of these locations, Tar River Transit offers two Rural General Public routes. These routes run Monday thru Friday and follow the same holiday schedule as the regular fixed-route service.

The routes and areas served exist as followed:

Route #	Route Name	Area Served
1	MEADOWBROOK	Downtown Rocky Mount, Edgecombe Community College, Eastern Avenue Park, Oakwood Shopping Center, Thorne Ridge Apartments, Weeks Armstrong Apartments, Eckerd's Corner
2	OAKWOOD	Downtown Rocky Mount, US Post Office/Main Branch, East Rocky Mount Kidney Center, Edgecombe DSS, Oakwood Shopping Center
3	SOUTH ROCKY MOUNT	Downtown Rocky Mount, S. Church Street, Kingston Avenue, Raleigh Road, Rolling Meadows Apartments
4	HILLSDALE	O.R. Pope Elementary, Edgecombe Shopping Center, Fairview - E. Grand - Raleigh Street Connection, Weeks Armstrong Apartments, Martin Luther King Park, Leggett Road
5	GOLDEN EAST	Hunter Hill Road, Wal-Mart, Golden East Mall, Braswell Memorial Public Library
6	RAVENWOOD	Raleigh Road, West End Terrace Apartments, Burton Street, Ravenwood Drive, Kingston Avenue, S. Church Street
7	SUNSET	Sunset Avenue, Holiday Inn - Gateway, Rocky Mount Medical Center, Nash General Hospital
8	NASH COMMUNITY COLLEGE/LITTLE EASONBURG SHUTTLE	Downtown Rocky Mount, Rocky Mount Senior High, Edwards Jr. High, Little Easonburg, McIntyre Acres, Nash Community College
9	BATTLEBORO/GOLDROCK SHUTTLE	Downtown Rocky Mount, TCI, Wal-Mart, Golden East Mall, Battleboro Community Center, Goldrock

More detailed information regarding the Tar River Transit routes and schedules can be found in Appendix E.

Fares

Tar River Transit charges a base fare of \$1.25 for general public transportation on its fixed-route system. Rural General Public services charge a base fare of \$4.00. Discounted rates are available but must be applied for by the rider prior to the discounted trip. The special programs offered are:

HALF FARE - HALF FARE is a fare discount program for individuals who receive Medicare benefits. The program allows the individuals to ride the regular fixed-route system for half the regular fare.

Applying

The individual needs to bring a Medicare card to the transit office. A transit staff member will prepare a Half Fare identification card for the individual.



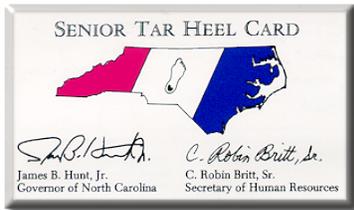
What Happens Next?

Upon boarding the bus, the individual must present the card to the bus operator. The operator will permit the individual to ride the bus for half the regular fare.

SENIOR TAR HEEL - Senior Tar Heel is a fare discount program for individuals age 60 and over. The program allows the individuals to ride the regular fixed-route system for half the regular fare.

Applying

The Individual needs to bring proof of his/her age to the Human Relations department (located on the first floor of the City Administrative Complex). A staff member will prepare a Senior Tar Heel identification card for the individual.



What Happens Next?

Upon boarding the bus, the individual must present the card to the bus operator. The operator will permit the individual to ride the bus for half the regular fare.

S.N.A.P. (Special Needs Awareness Program - S.N.A.P. is the half-fare program for individuals who have disabilities that make it difficult, but not impossible, for them to ride the regular fixed-route system.

Applying

In order to qualify for the half-fare, individuals need to complete Part I of the S.N.A.P. application. Part II of the application must be completed and signed by a medical professional who is familiar with the individual. The completed application should be returned to Tar River Transit.



What Happens Next?

The Transit Administrator will review the entire application, and determine whether the applicant is eligible for the S.N.A.P. program.

Eligible

Once the Transit Administrator has determined that the applicant is eligible, an approval packet is sent to the individual.

Packet Contents:

Letter of Eligibility
S.N.A.P. Identification Card

Not Eligible

If the Transit Administrator determines that the individual is not eligible for the S.N.A.P. program, a denial letter is sent to the applicant. The applicant has thirty (30) days from receipt of the letter to appeal the decision to the Assistant City Manager responsible for oversight of Tar River Transit. The Assistant City Manager's decision is final.

DARTS (Dial-A-Ride Transportation Services)

DARTS⁽²⁾ operates as a paratransit service for individuals with disabilities. The DARTS service is reserved for disabled individuals whom are unable to access the regular Tar River Transit bus service due to their disability. In order to benefit from the DARTS service, individuals must apply to the DARTS service



program. Upon the completion and submittal of the DARTS application, an in-person assessment of the applicant is performed by professional therapist. The purpose of this assessment is to evaluate the applicants' ability to perform functions necessary to travel from his/her origin to a bus stop, board the bus, ride the bus, determine where to disembark,

disembark the bus, and travel from the bus stop to his/her destination. The surrounding natural environment will also be evaluated, as this too plays a role in traveling to and from a bus stop.

Eligible

Once the Transit Administrator has determined that the applicant is eligible, an approval packet is sent to the individual.

Packet Contents:

Letter of Eligibility
DARTS Identification Card
DARTS Program Guidelines
DARTS No-Show Policy
Sample Sheet Showing How to Complete the Trip Coupons
DARTS Wait Time Guidelines

Conditional Eligibility

The Transit Administrator may determine that the applicant is conditionally eligible for the DARTS program. This means that the applicant may use the DARTS program only under certain conditions. The conditions for use may limit service to trips to certain locations, trips only on inclement weather days, trips when medical conditions may be worse on certain days.

Not Eligible

If the Transit Administrator determines that the individual is not eligible for the DARTS program, a denial letter is sent to the applicant. The applicant has thirty (30) days from receipt of the letter to appeal the decision to the Assistant City Manager responsible for oversight of Tar River Transit. The Assistant City Manager's decision is final.

Applicants denied eligibility for the DARTS program will be given the chance to apply for the S.N.A.P. program. This recognizes that the individual does have a disability, but it only makes it difficult, not impossible to ride the regular bus system. The individual only needs to complete Part I of the S.N.A.P. application and return it to Tar River Transit.

For individuals who are not eligible to use the DARTS service but do not know how to use the fixed route bus system, travel training is available. Travel training is one-on-one training or may be group training on how to use the fixed-route system. Travel training teaches individuals how to recognize bus stop signs, how to read the bus schedule, how to ride the bus, how to let the driver know that he/she wishes to exit the bus, and even what to do if he/she gets confused or lost. Someone from the transit staff will work with the individual to help them plan his/her trips and make practice trips with the individual to help them become comfortable with the system. For individuals with vision impairments Tar River Transit will work with the mobility specialist of the individual's choice to aid him/her in locating bus stops and riding the bus.

Wilson City Transit

The City of Wilson provides transportation services to the public by way of the Wilson Transit System (WTS). WTS operates with the purpose “to provide a safe, convenient, courteous and efficient transportation system to all citizens of Wilson which includes a fixed route service to the general public utilizing clean, mechanically sound buses and alternative facilities for the mobility impaired, bus shelters, including provisions for disabled riders; and a safe, attractive and well maintained Transportation Center for citizens, employees and travelers who utilize or pass through it”⁽⁵⁾. Operating under the management of the City of Wilson, WTS’s daily activities are overseen by the City of Wilson Transportation Manager. The staff of WTS consists of ten full-time: Transportation Manager, Administrative Clerk, Transit Apprentice, Lead Transit Operator, Transit Dispatcher and five Transit Operators; and 3 part-time Transit Operators⁽⁵⁾.



WTS operates a fixed route service as well as taxi, limousine, and van transportation services. Paratransit services are offered to individuals requiring transportation vehicles that are lift-equipped.

Service Hours

The hours of operation are as follows:

Business Office

Monday – Friday:
6:00am – 5:00pm

Fixed Route Services

Monday – Friday:
6:25am – 6:00pm

Saturday:

8:55am – 5:02pm

Fixed Route pickup and drop off times vary according to the individual route. The WTS bus schedule is available in Appendix B:

Holiday Schedule

The Wilson Transit System does not operate on the following observed holidays:

New Years Day

Martin Luther King, Jr. Day

Good Friday

Memorial Day

Independence Day

Labor Day

Thanksgiving Day

Christmas Day and the Following Day

Routes and Schedules

The Wilson Transit System maintains six individual routes⁽⁶⁾ throughout the City of Wilson Urban area. These routes exist as the Wilson Transit System fixed-route service and operate according to a scheduled itinerary.

The Shuttle Route covering Medical Park Drive, Glendale Drive, Madison Drive, Wal-Mart, Forest Hills Center, Gateway Plaza, Heritage Crossing, WestPoint, Lowes and the Social Security Administration leaves the Transportation Center at 20 minutes past each hour starting at 8:20 am and ending at 5:20 pm Monday through Friday. On Saturdays these areas are covered by the Red Route which leaves the Transportation Center at 11 minutes past each hour starting at 9:11 am and ending at 4:11 pm

The Red Route covers Woodard & Finch, Hines & Edwards, Downtown, Elizabeth & Forrest, the Wilson Mall, and Regency Plaza.

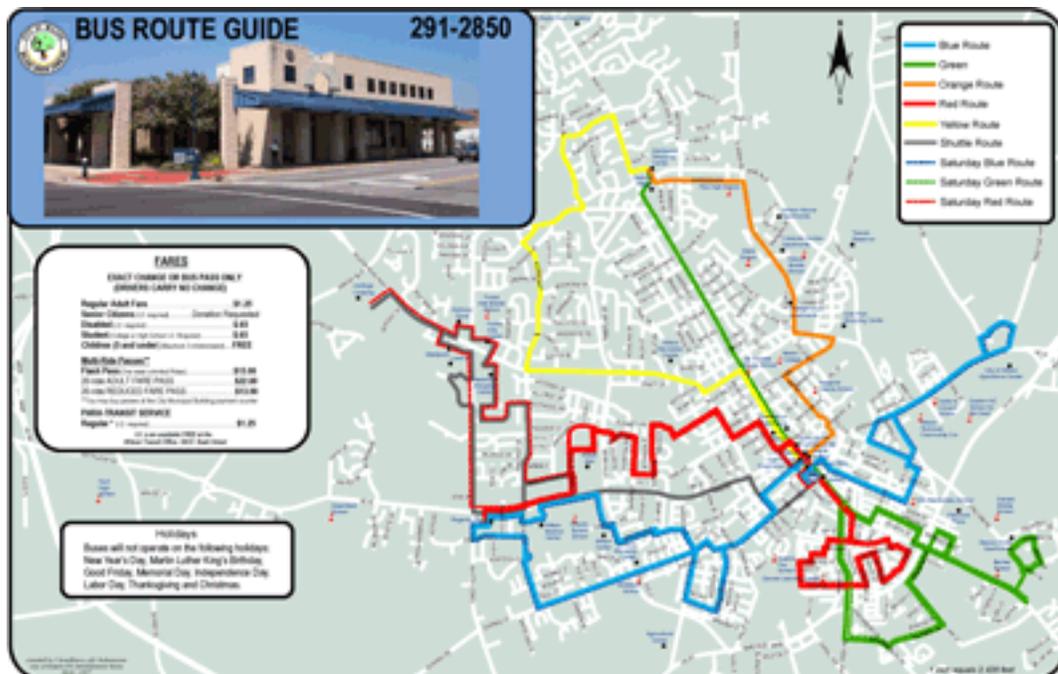
The Blue Route covers EB Jordan Homes, Gold & Reid, Downtown, Crawford & Lodge, Downing & Ward, Regency Plaza, and Fleming Stadium.

The Green Route covers Brentwood Center, Kincaid & W. Nash, Downtown, Snowden Dr., Beacon Point Apartments, and Tuskegee & Carolina.

The Orange Route covers Brentwood Center, Fike, Crescent Gardens, Barton College, and Downtown.

The Yellow Route covers Brentwood Center, Ridge Rd. & Canal, Parkside & Lakeside, Lakeside & Raleigh Rd., Raleigh Rd. & Hines, and Downtown.

The pickup and drop off times for each route and a larger bus route map can be located in Appendix F.



Fares

Wilson Transit System breaks its fares ⁽⁷⁾ down accordingly:

- Regular Adult Fare - \$1.25
- Senior Citizens (Wilson Transit Issued Identification Card Required) - Donation Requested
- Disabled (Wilson Transit Issued Identification Card Required) - 65 Cents
- Students (College or High School Identification Card Required) - 65 Cents
- Children (5 years old and under) - Free
(Maximum 3 children per adult)
- Paratransit Service (On contracted Vehicles) - \$1.25



Wilson Transit Issued Identification Cards and applications for cards are available free at the Wilson Transit Office, 320 E. Nash Street Wilson, NC

Multi-Ride Passes (You may buy passes at the payment counter, City Municipal Building)

Flash Pass (One Week Unlimited Rides) - \$13.00

20-Ride ADULT Fare Pass - \$22.00

20-Ride REDUCED Fare Pass - \$13.00

Transfers

It may be necessary to use two or more routes to complete your trip. To do this, you will need a transfer. Please remember the following rules:

- You must ask the driver for a transfer when you pay your fare. Transfers will not be issued at any other time during your trip. You cannot obtain one when you are exiting.
- The transfer will have an expiration time on it. It expires when your connecting bus leaves the transfer point.
- When you request a transfer, the driver will notify the other bus so that you will be assured of making your connection.
- Transfers can be accepted only at designated Transfer Points.
- If your bus is delayed, and you miss your transfer, the driver will make arrangements to help you complete your trip.
- When you board the second bus, give your transfer to the driver.
- Transfers are not valid for making a round trip. For example, you may not ride the bus downtown, shop for 30 minutes and use the transfer to return home.
- Transfers may not be sold or given away.

Special Services

The Wilson Transit System offers special services ⁽⁸⁾ outside of their typical fixed-route services.

Taxi Shuttle

This service is only offered on weekday between 6:50a.m. - 5:00p.m. The Taxi Shuttle service is provided at request to specific areas with some restrictions.

Paratransit Services

This service is offered to individuals whom are unable to access the Wilson Transit System fixed-route service. Pre-approval for this service is required and restrictions for this service may apply. To apply for the Paratransit Service, individuals must contact the Wilson Transit System office at 252-291-2850 for an application and/or more information.

Dial-a-Ride (DAR) Service

This service corresponds to the DAR services listed on the WTS bus schedule (Appendix F). DAR services are provide at request and must be done at least thirty (30) minutes before you wish to leave. Individuals eligible for this service must be located within a quarter (1/4) mile of a fixed route. Individuals wishing to arrange for the DAR service or requesting more information should contact the Wilson Transit System office at 252-291-2850.

Wilson County Transportation Services



The Wilson County Transportation Services (WCTS) provides services to Wilson County residents outside of the City of Wilson urban area. The mission of WCTS is stated as “to provide transportation services, within its capabilities, to the residents of Wilson County and the agencies that serve the public” ⁽⁹⁾. A division of the Wilson County Planning Department with a coordinator on staff, the daily operations of WCTS is contracted to MV Transportation. WCTS operates 14 vehicles, nine of which are lift-equipped.

Service Hours

Transportation services are available to individuals 24 hours a day including weekends.

Holiday Schedule

Wilson County Transportation Services does not operate on the following observed holidays:

Christmas Day

Routes and Schedules

Because WCTS is not a fixed route system, routes and schedules are not available. As a paratransit system, however, WCTS is able to offer a wide variety of human services transportation to Wilson County residents. Some examples of services that are currently being offered are:

- Wilson County Department of Social Services
- Diversified opportunities
- Wilson Transit System
- Wilson County Office of Senior Citizens Affairs
- Wilson County Services for the Blind
- Independent Living (OIC)
- Work First
- AN & FC Barnes (Aids / HIV)
- General public

Transportation services are also available to additional destinations. All requests are considered individually as to determine if the ride can be scheduled. Individuals are instructed to call WCTS 24 hours in advance for all transportation requests.

Fares

Rural General Public Transportation ⁽¹⁰⁾ is available to residents who reside and/or have destinations at least a quarter (1/4) of a mile outside of the City of Wilson’s bus route. This service is offered for non-agency affiliated passengers.

Public:

\$3.00 for each one-way trip (minimum)

Other Service Providers

On Time Transit

Local and Suburban Transit
2720 Chinquapin Rd.
Tarboro, NC 27886
252-446-2960

Greyhound

Intercity Transportation from Rocky Mount
111 COASTLINE ST
Rocky Mount, NC 27801
252-442-6200

Mobility Transportation Services, LLC

Non-Emergency Transportation Service Provider
P.O. Box 566
Battleboro, NC 27809
252-446-3778

Kota Transportation Service Llc.

Personal and Non-Emergency Transit Services
1125 S Cambridge Cir
Rocky Mount, NC 27801
252-467-1078

Rocky Mount Cab

Personal Transportation
308 Tarboro St,
Rocky Mount, NC 27801
252-985-1200

United Cab Co

Personal Transportation
226 Falls Rd,
Rocky Mount, NC 27804
252-442-4141

Checker Cab Company

Personal Transportation
179 Ridgewood Rd,
Tarboro, NC 27886
252-641-1785

Northeastern Chartered Bus Service Inc

Chartered Bus Service
Pinetops, NC 27864
252-827-4498

Tarheel Medical Transport

Medical Transportation
4215 Williamson Rd,
Wilson, NC 27893
252-291-2707

Blue Star Cab Co Inc

Personal Transportation
333 Nash St,
Wilson, NC 27893
252-237-1134

On Demand Transportation Services

Personal Transportation
956 Freedom Rd.
Smithfield, NC 27577
866-934-4565

Yellow & Checker Cab Co.

Personal Transportation
504 E. Market St.
Smithfield, NC 27577
919-934-2552

Tele Taxi

Personal Transportation
1006 S. Pollock St.
Selma, NC 27576
919-202-4511

Benson Cab Co.

Personal Transportation
100 W. Church St.
Benson, NC 2754
919-701-5120

Eddie Bee's Executive Coach

Personal Transportation
200 Daffodil Ln.
Clayton, NC 27527
919-533-1791

William Transportation Services

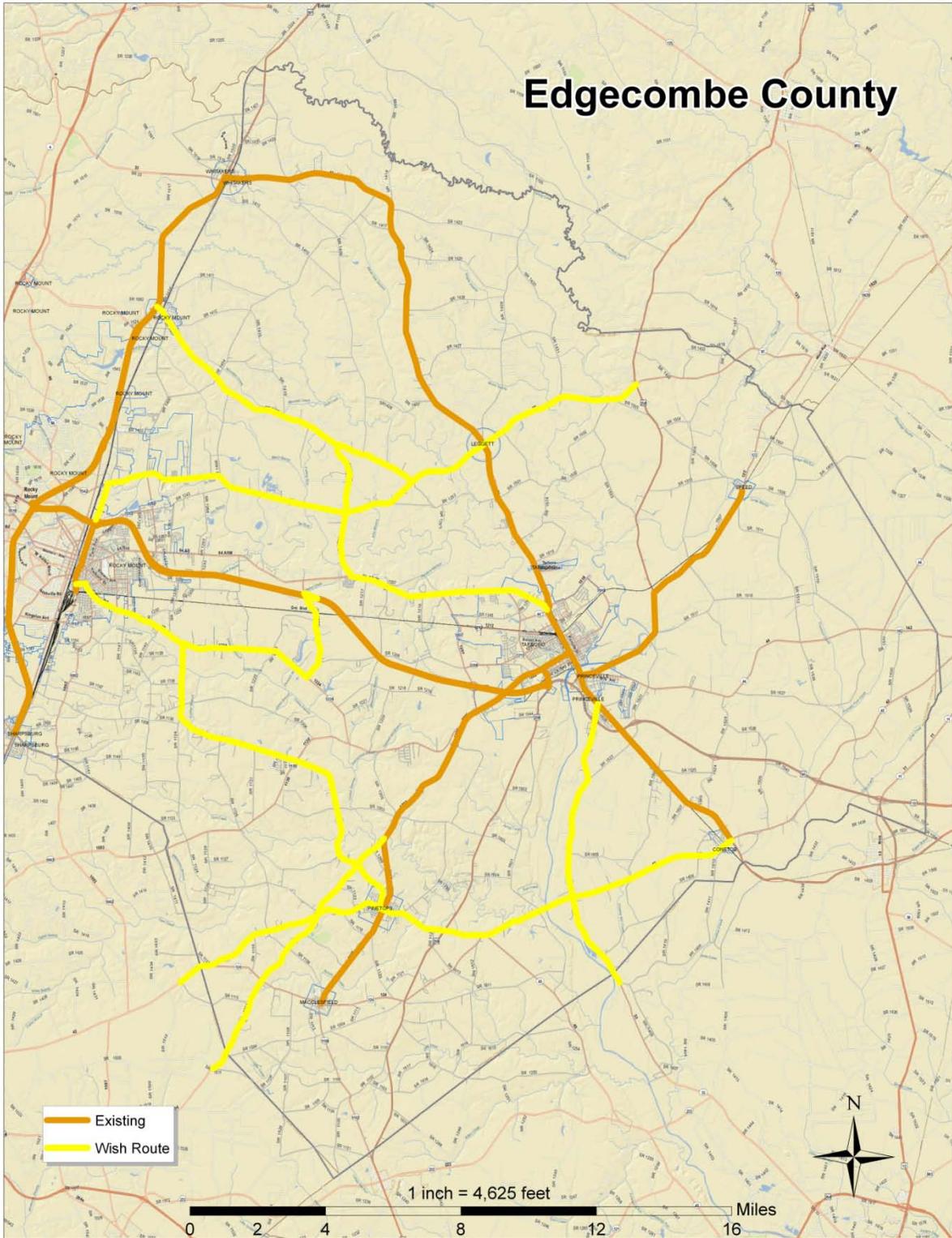
Personal Transportation
320 Stencil St
Smithfield, NC 27577
919-934-4565

Section 6: Unmet Needs Assessment

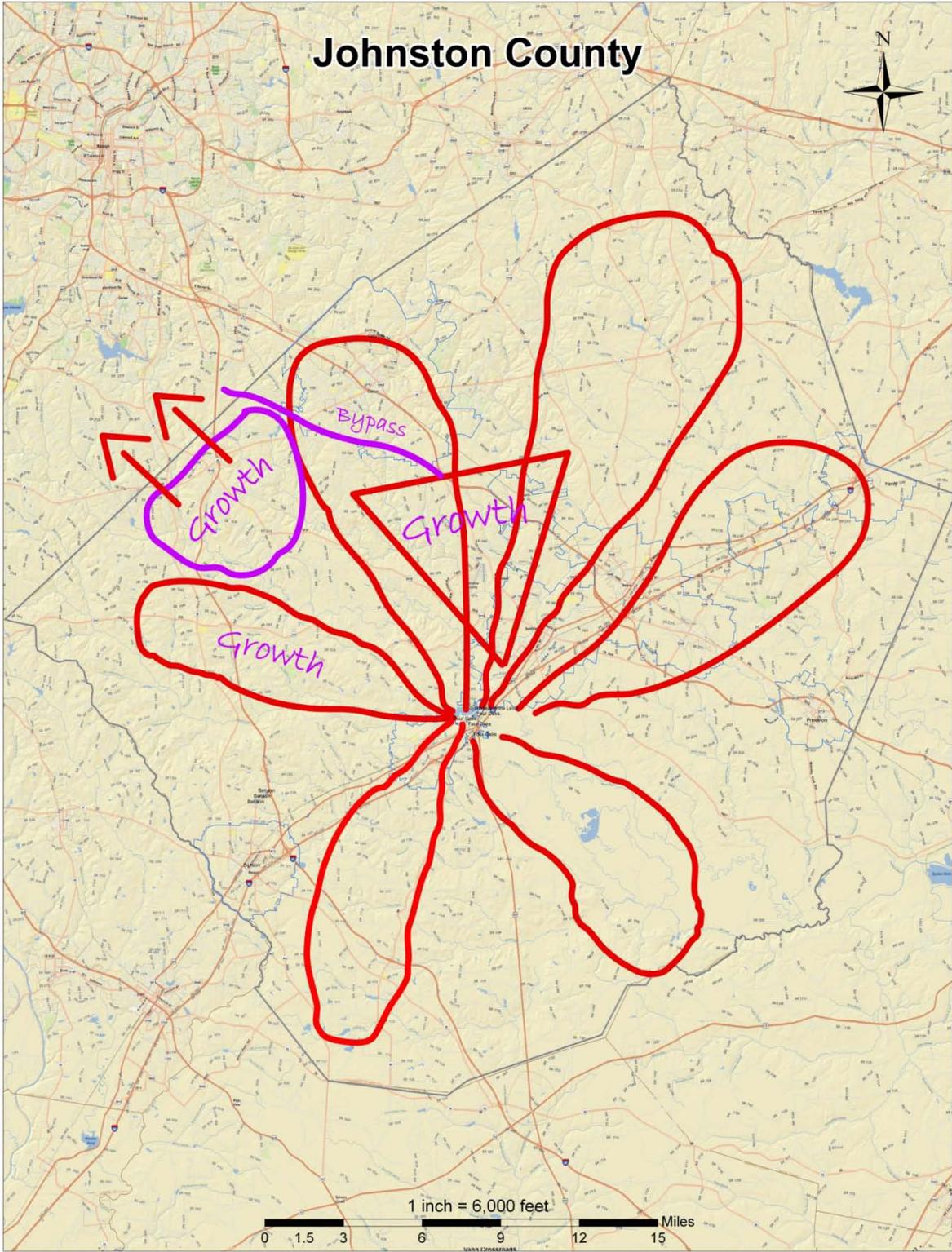
A survey was developed and sent out to better assess the unmet transportation needs and potential for transit coordination within the Upper Coastal Plain study area. The survey was distributed to the diverse set of organizations, described in section 4, along with an invitation (Appendix A) requesting their participation in the UCP RTP and a pre-paid envelope for returning the survey. The survey consisted of seven open-ended questions (Appendix G) focusing on existing services and asking the surveyor to think about new services that do not exist. Of the forty-four surveys that were sent out, ten surveys were returned. The information gathered from the survey is grouped into four categories below, with corresponding examples of the unmet needs.

Improvements	<ul style="list-style-type: none"> • Coordination between City and County • Readily Available Transit (Not Taxis, Cabs, etc.) • Increased Number of Routes on Fixed-Route Systems 	<ul style="list-style-type: none"> • Expanded Operation Hours • Increased Services Available in Rural Areas
Service Not Provided	<ul style="list-style-type: none"> • More Rural General Public • Commuter Rail • Bus or Van • Handicap Accessible Vehicles 	<ul style="list-style-type: none"> • Services to Recreational Areas, Parks, YMCA, etc... • Services from Rural Areas to County Seat • Public Transit
Potential Users of Service(s)	<ul style="list-style-type: none"> • General Public • Elderly • Disabled • Youth • Individuals Accessing Health Dept. and/or Social Services 	<ul style="list-style-type: none"> • Workers • Shoppers • Students • Clients of Vocational Rehabilitation
Destinations	<ul style="list-style-type: none"> • Municipalities • Locations within the Municipality • Medical Offices • Grocery Stores • Pharmacies • Hospitals • Treatment Centers 	<ul style="list-style-type: none"> • Banks • Home • Place of Employment • Shopping Centers • Social Services • Community Colleges

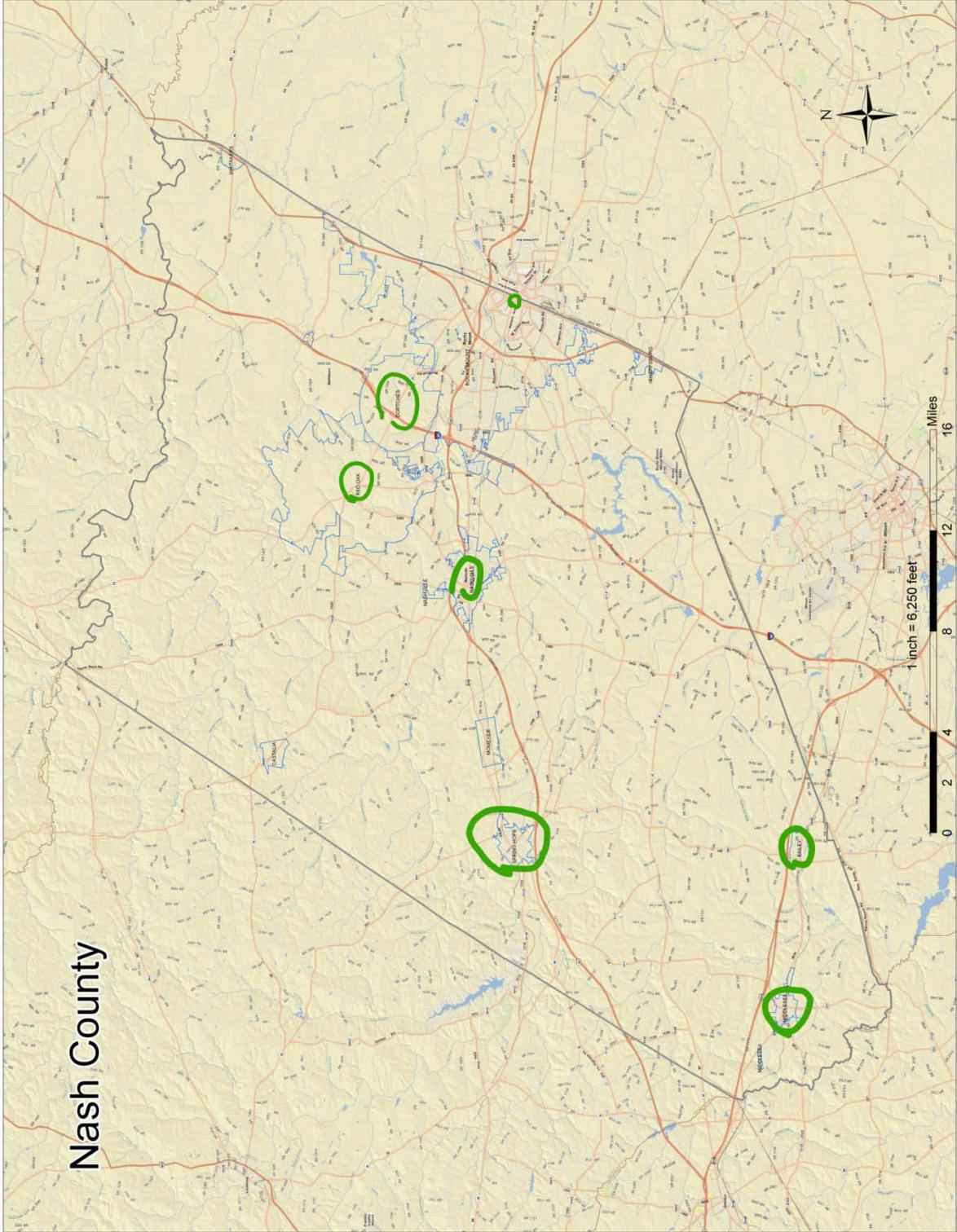
To further explore the unmet transportation needs for the region, a gap analysis exercise was completed. This exercise was administered by placing four maps, one for each county, on four separate tables. Instructions were then given for the workshop participants to go to which ever table had the map of the county in which their interests lie. At that point they were instructed to draw on the maps, identifying where there were gaps in services and where future service may be beneficial. No instruction was given to the groups as to how they should depict their thought and therefore each map was developed differently than the others. Maps 6.1, 6.2, 6.3, and 6.4 are the results of this exercise.



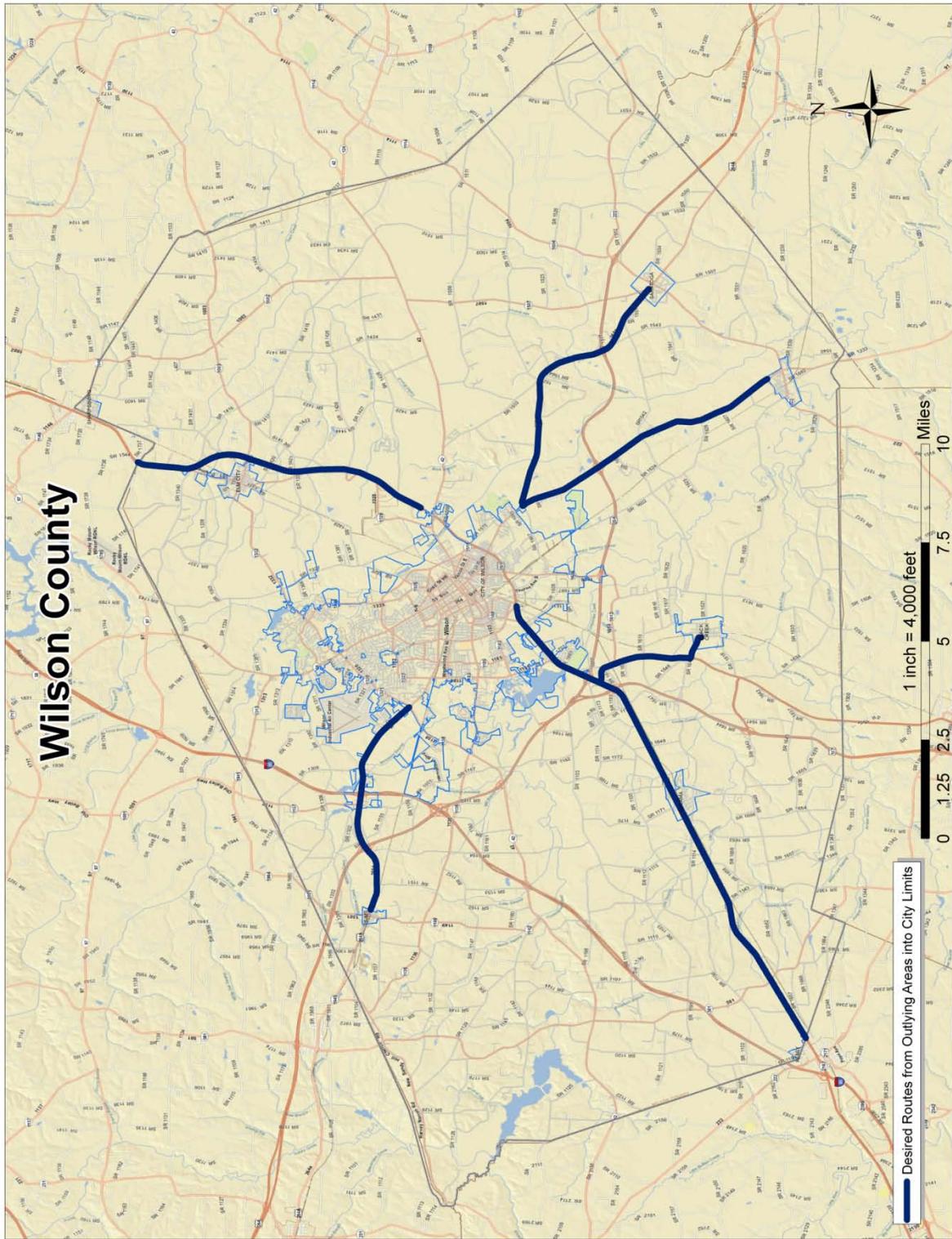
Map 6.1



Map 6.2



Map 6.3



Map 6.4

Section 7: Goals and Strategies

To supplement the information received from the surveys, a needs assessment exercise was completed as part of the UCP RTP public workshop. The attendees of the workshop were divided into four groups and provided a matrix (Appendix H) describing several possible goals of a coordinated transit system and several strategies to accomplish them. Each matrix provided to the groups contained additional space to identify items the participants felt were important although not already identified. The collaboration by the workshop participants on identifying strategies to help accomplish each goal not only allowed for participatory problem solving but helped further identify existing gaps, inadequacies, barriers, and opportunities for coordinated services that were previously unrecognized.



Upon completion of the needs assessment exercise, a spokesperson presented their groups matrix to the remainder of the workshop members. The matrices were then collected and compiled to create a collective analysis of the goals, strategies, and coordinated transit needs for the region. The collective results of this exercise are presented in Appendix H. Below are the goals with the strategies listed that were recognized by 50% or more of the groups.

Goal: Increase service to fill gaps - implies some inter-county fixed route or highway service corridors

Strategy: *Evenings*
Weekends
Increased Visibility

Goal: Better inter-connections and/or coordinated service

Strategy: *Broker Trips*

Goal: Broadcast user-friendly info/education – i.e. internet, public forums, etc.

Strategy: *Increased Visibility*
Agency Operated

Goal: Provide stops with transit amenities – i.e. lighting, benches, audible signs, and sidewalks.

Strategy: *Fixed Route*
Evenings
Weekends

Goal: Increase all types of service to new user groups, esp. Vets and door-to-door elderly

Strategy: *Broker Trips*
Door to Door

Goal:	Provide travel training for inexperienced/hesitant transit riders, i.e. for elderly, disabled, limited English, etc.	Goal:	Customer Service Improvements
Strategy:	<i>Fixed Route Increased Visibility</i>	Strategy:	<i>Vanpools Big Vehicle</i>
Goal:	Trips need to service employment, centers, and commuters	Goal:	Different expectations across county lines
Strategy:	<i>Fixed Route Evenings Weekends Vouchers Vanpools Park & Ride</i>	Strategy:	<i>Increased Visibility Transit Pass</i>
Goal:	Strengthen the Transportation Advisory Board	Goal:	Language Barriers
Strategy:	<i>Increased Visibility</i>	Strategy:	<i>Fixed Route</i>
		Goal:	Make land use and transit work together
		Strategy:	<i>Increased Visibility</i>
		Goal:	Remove barriers for mobility impaired
		Strategy:	<i>Door to Door</i>

As previously stated, additional space was provided to identify items the participants felt were important although not already identified. Additional goals which were written in are as follows:

Goal:	Signs with bus schedules at the bus stops
Strategy:	<i>Increased Visibility</i>
Goal:	Ensure each housing development has designated bus stops
Strategy:	<i>Increased Visibility</i>

Additional strategies that were identified by participants were *Rural Service* and *Newsletters*. *Rural service* was suggested as a strategy to help both “Inter-connections and/or coordinated service” and “Customer service improvements”. *Newsletters* were suggested as a strategy to help “Broadcast user friendly info/education” as well as “Customer service improvements”.

The needs assessment exercise exposed a laundry list of coordinated transit needs within the Upper Coastal Plain region. For eleven of the fourteen goals listed, the strategy that was most commonly identified as an avenue of benefit was that of increased visibility. As improvements are made to Upper Coastal Plain region’s transit systems, it will be important to view these goals and strategies as ways to help the area’s population. Coordination in these areas will be of growing importance as individual needs for travel outside of service continues to increase.

Section 8: Prioritization of Needs

Near the conclusion of the workshop, the participants were invited to rank the strategies they individually found most appropriate for their clients or the interest they represented. This was done by asking the participants to allocate \$100 spread over the strategies they had recommended in the prior needs assessment matrix exercise. The results of that Total Dollars Spent and Average Dollars Spent distribution are listed in the table 8.1 below.

Shopping List	Total Dollars Spent	Average Dollars Spent
Fixed Routes	\$330	\$23.57
Evening Service	\$107	\$7.64
Weekend Service	\$142	\$10.14
Voucher Program	\$87	\$6.21
Volunteer Drivers Program	\$20	\$1.43
Broker Trips to Others	\$15	\$1.07
Increased Visibility of Existing Program	\$65	\$4.64
Express Service	\$35	\$2.50
Transit Pass Program	\$17	\$1.21
Agency Operates Own Van	\$0	\$0.00
Vanpools Program	\$7	\$0.50
Bigger or Unique Vehicles	\$80	\$5.71
Park & Ride Program	\$29	\$2.07
Door to Door Service	\$285	\$20.36
County Planning Zoning (Added)	\$40	\$2.86
Emergency Evacuation (Added)	\$10	\$0.71
Older Adult Rider Aid Programs (Added)	\$30	\$2.14
Total – 13 Workshop Participants	\$1299.00	

Table 8.1

Allocation of Dollars for Priority Programs – Average and Total Dollars Spent

The following graph (Figure 8.1) shows the relationship between the Average Dollars Spent and the Total Dollars Spent per strategy. It is obvious to note that the two strategies participants afforded the majority of their allocated \$100.00 was Fixed Route Service (\$330) and Door to Door Service (\$285). Weekend Service (\$142) and Evening Service (\$107) followed next in line.

It should be noted that one participant allocated all of their \$100 to Fixed Route Service which skewed this strategy far above the rest for Total Dollars Spent and Average Dollars Spent. However, by taking the median dollars spent for each strategy the priorities stay relatively the same (Figure 8.2).

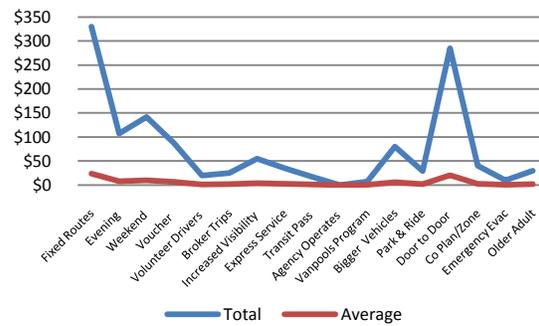


Figure 8.1

Through the prioritization exercise Fixed Route services and Door to Door services were identified as the highest priority strategies for the transit systems in the Upper Coastal Plain region. Improvements made to fixed route services by either increasing services offered within existing fixed route systems or initiating routes for systems that have not previously offered services are recognized as potentially improving the transportation situation for both the elderly and disabled as well as low income individuals. Expanded and/or initiating Door to Door services allows for the disabled and elderly population to move around and enhance their mobility in a way that may have been previously complex.

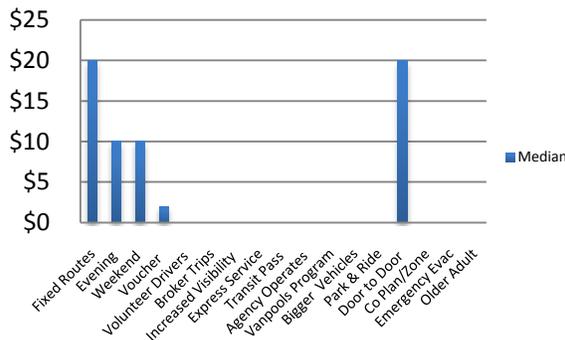


Figure 8.2

Evening and Weekend services also ranked high in the prioritization exercise as strategies for the regions transit systems. The expansion of operation hours should be reviewed and considered as a serious strategy for transit system improvements. While hours of operation vary between transit systems as seen in section 5, exploring the possibility and feasibility of providing additional services should not be dismissed.

Section 9: Conclusion

Transportation plays a very important role in every individual's everyday life. We are dependent upon transportation for nearly every task we undertake throughout the day and take for granted the ease in which most are able to commute with little or no impedance. Transit services provide an option for those individuals that are confronted with impeding factors in their everyday lives. Currently the Upper Coastal Plain region contains four major transit service providers offering similar services in their respective areas. Individual needs for travel outside of service continues to increase these same providers are finding it increasingly difficult to accommodate the incoming requests.

The Upper Coastal Plain RPO, in coordination with the North Carolina Department of Transportation – Public Transportation Division developed a successful approach towards better understanding the region's transit system as it exists today and gathering information as to the needs required for pursuing a thriving coordinated transit system in the future. The local workshop provided the opportunity for the public and local organizations to discuss their transportation needs and participate in suggesting strategies for improving the systems collectively. While suggestions were easily provided most were accompanied by statements like "if the funds were available."

SAFETEA-LU presents three specific grant programs (§5310, §5316, & §5317) which provide such funding for transportation programs and growing the transportation infrastructure while focusing on transportation-disadvantaged individuals. As seen in Section 3, the Upper Coastal Plain region's demographics depict a region that will greatly benefit from expanding transportation services provided through these three grant programs. Providing greater access to places of employment, health care, and other services assist the elderly, low-income, and disabled individuals retain their independence while satisfying their basic transportation requirements.

The initialization of the UCP RTP is in response to grant opportunities made available through SAFETEA-LU legislation. Projects funded through the Elderly and Persons with Disabilities (Section 5310), Job Access and Reverse Commute (Section 5316 - JARC) and New Freedom (Section 5317) programs require the development of this Plan, which has incorporated private and non-profit transportation and human services providers and the general public.

Upon approval, this plan will serve as the document to support future requests for funding targeted at the low income, elderly persons and disabled individuals who reside in the Upper Coastal Plain Region.

Appendix A: Invitation Letter

Upper Coastal Plain RPO

EDGECOMBE * JOHNSTON * NASH * WILSON

120 W. WASHINGTON ST. SUIT 2110 • NASHVILLE, NORTH CAROLINA 27856
(P) 252/462-2642 • (F) 252/459-1381
DANIEL.VANLIERE@NASHCOUNTYNC.GOV

January 12, 2009

Rosemary Dorsey
Planning Director Nash County
120 West Washington St. Suite 2110
Nashville, NC 27856

Dear Rosemary Dorsey,

You are invited to participate in the Upper Coastal Plain RPO Locally Coordinated Human Service - Public Transportation Planning Workshop in the City of Wilson on January 26, 2009. This workshop will be planned and directed by the Upper Coastal Plain RPO and the North Carolina Department of Transportation Public Transportation Division (NCDOT PTD). I will serve as the workshop facilitator and the NCDOT PTD staff will assist me. This event will be held from 8:30 A.M. to 12:30 P.M. at the Wilson County Commissioner's boardroom, 2201 Miller Road South, Wilson 27893.

This workshop is one of numerous similar events that will be held across North Carolina during early 2009. The findings and recommendations of the RPO workshop will be summarized into a locally coordinated human service - public transportation plan report. This action will ensure that the transit system and other interested transportation entities will be eligible for certain funds authorized under the Federal 2005 Safe Accountable, Flexible Efficient Transportation Equity Act: A Legacy for Users; specifically – New Freedom (5317), Job Access and Reverse Commute (5316), and Elderly and Disabled Individuals Transportation Assistance (5310). The thrust of the locally coordinated plan will be to identify the specific areas of need for individuals with disabilities, older adults and persons with low incomes; to propose strategies for meeting these local needs; and to prioritize public transportation services for funding and responsive actions. Attached for your ready information is a brief overview of the coordinated human service transportation process.

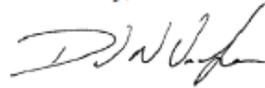
To assist with the planning and preparation for this workshop, it is requested that you review and complete the attached survey document, "Coordinated Public Transit – Human Service Transportation Planning." Instructions are provided at the beginning of the document as to how to provide your responses. Your feedback in identifying specific service related problems will be invaluable. The areas of interest include:

- education and information,
- accessibility and safety,
- cross county trips and coordination,
- applications and eligibility,
- general and specific service related,
- customer service,
- customer price,
- program funding,
- agency development

You are also provided the opportunity to provide feedback concerning other specific concerns or other personal observations. While this review may seem to be a daunting task, it should be readily manageable if you focus on your personal observations and specific experiences of the past few years. Remember there are no right answers. The information that is included in your responses will be helpful for the workshop itself and will provide helpful documentation for the development of the locally coordinated human services transportation plan report. It is requested that you complete this survey document and the RSVP form and return them via email in the attached pre-metered envelope by January 22nd, 2009.

If you have any specific questions concerning the survey document, please feel free to contact me (email address, phone number). Thank you for your assistance and I hope to see you at the workshop in January.

Sincerely,



Daniel Van Liere
Transportation Planner
Upper Coastal Plain RPO

Enclosures (4)

Appendix B: Invitees

Rosemary Dorsey
Planning Director Nash County
120 West Washington St. Suite 2110
Nashville, NC 27856

Mark Johnson
Planning Director Wilson County
P.O. Box 1728
Wilson, NC 27894

Berry Gray
Planning Director Johnston County
309 E. Market St.
Smithfield, NC 27577

Ola Pittman
Planning Director Edgecombe County
P.O. Box 10
Tarboro, NC 27886

Jane Shirmer
Director Council on Aging/JCATS
1363 W. Market St.
Smithfield, NC 27577

Todd Gardner
Administrator Tar River Transit
P.O. Box 1180
Rocky Mount, NC 27802

Gronna Jones
Coordinator Wilson City Transit
P.O. Box 10
Wilson, NC 27894

Elaine Swinson
Coordinator Wilson County Transit
2201 Miller Rd. S
Wilson, NC 27893

Laura O'Neal
Social Services Director Nash County
120 West Washington St.
Nashville, NC 27856

Marva Scott
Social Services Director Edgecombe County
3003 N. Main St.
Tarboro, NC 27886

G. Maret
Social Services Director Johnston County
P.O. Box 911
Smithfield, NC 27577

J. Osborne
Social Services Director Wilson County
P.O. Box 459
Wilson, NC 27894

Amanda Humphrey
Director of Admissions Barton College
P.O. Box 5000
Wilson, NC 27893

Donald Boyette
Dean of Student Services Wilson
Community College
P.O. Box 4305
Wilson, NC 27893

Sam Davis
Director of Student Services Nash
Community College
522 N. Old Carriage Rd.
Rocky Mount, NC 27804

Michael Jordan
Vice President of Student Services
Edgecombe Community College
2009 W. Wilson St.
Tarboro, NC 27886

Carrol Warren
Director of Student Support Services
Johnston Community College
P.O. Box 2350
Smithfield, NC 27577

Jeff Hedgepeth
Public Relations Director Nash General
Hospital
2460 Curtis Ellis Dr.
Rocky Mount, NC 27804

Lisa Briley
Marketing and Foundation Manager Wilson
Medical Center
1705 Tarboro St. SW
Wilson, NC 27893

Jim Perpich
Public Relations Director Johnston
Memorial Hospital
P.O. Box 1376
Smithfield, NC 27577

Dr. Janis Nutt
Director Johnston County Mental Health
Center
P.O. Box 411
Smithfield, NC 27577

Laura Thompson
Operations Director YMCA
P.O. Box 4063
Rocky Mount, NC 27803

Kathryn Davis
YMCA
3436-C Airport Blvd
Wilson, NC 27896

Melissa Oliver
Branch Director YMCA
PO Box 1447
Clayton, NC 27528

Stacie Nelson
Nash County Aging Department
103 N. Alston St.
Nashville, NC 27856

Jim Agar
Transportation Nash County Aging
Department
103 N. Alston St.
Nashville, NC 27856

Bill Newkirk
Director Spaulding Family Resource Center
600 S. Pine St.
Spring Hope, NC 27882

Sandra Carter
Wilson Senior Center
504 E. Green St.
Wilson, NC 27893

Carol Long
Edgecombe Co. Home Care
PO Box 100
Tarboro, NC 27886

Debra Coley
Edgecombe Co. Office on Aging
PO Box 10
Tarboro, NC 27886

Debbie Raper
Wilson's Office of Seniro Citizens Affairs
2306 Cedar Run Pl.
Wilson, NC 27896

Karen Salacki
Area Director The Beacon Center
500 Nash Medical Arts Mall
Rocky Mount, NC 27804

Whom It May Concern
Habitat For Humanity
PO Box 1973
Wilson, NC 27894

Brenda Collins
Director Williford Family Resource Center
801 Williford St.
Rocky Mount, NC 27803

Laura Fann
Office Administrator Habitat For Humanity
P.O. Box 2057
Smithfield, NC 27577

Donna Creech
Johnston County Council on Aging
PO Box 2235
Smithfield, NC 27577

Whom It May Concern
Wesley Shelter
106 East Vance St.
Wilson, NC 27893

Whom It May Concern
OIC of Wilson
801 Reid St.
Wilson, NC 27893

New Choices Coordinator
Harbor, Inc.
P.O. Box 1903
Smithfield, NC 27577

Ricardo Saines
Transportation Coordinator Johnston-Lee-
Harnett Community Action
1605 Dail St.
Smithfield, NC 27577

Jody Riddle
Area Agency on Aging Program Director
Upper Coastal Plain Council of Government
P.O. Box 9
Wilson, NC 27893

Joan Pellettier
Area Agency on Aging Program Director
Triangle J Council of Governements
P.O. Box 12276
Research Triangle Park, NC 27709

Chris Battle
Executive Director The Bassett Center
916 Branch St.
Rocky Mount, NC 27801

Meredith Holland
Executive Director My Sister's House
P.O. Box 7665
Rocky Mount, NC 27804

Appendix C: Attendees

Upper Coastal Plain RPO Coordinated Transit Plan

Name	Organization	E-mail	Mail Address
Lisa Shreve	Wilson Comm Coll.	lshreve@wilsoncc.edu	902 Herning Ave Wilson 27893
Lamont Jackson	Tar River Trans.	l.jackson.trt@embarcmail.com	100 coastline st Suite 315 Rocky Mount, NC 27804
Gronna Jones	City of Wilson transit	transit@wilsonnc.org	P.O. Box 10 Wilson, NC 27894
Berry Gray	Johnston County	berry.gray@johnstncc.com	309 E Market St Smithfield NC 27577
Jeff Crabbly	NC DOT		
Stacie Shatzer	Nash Co Aging Dept.	stacie.shatzer@nashcountync.gov	103 N. Atkin St Nashville, NC 27852
Jody Riddle	UCP COG	jriddle@ucpcog.org	P.O. Box 9 Wilson, NC 27894
Mark Johnson	Wilson County	mjtjohnson@wilson-co.com	
Deborah Coley	Edgecombe County Office on Aging	dcoley@co.edgecombe.nc.us	P.O. Box 10 201 St Andrew Street Tarboro, NC 27886
Ola Pittman	Edge. Co. Planning	olap@co.edgecombe.nc.us	P.O. Box 10 201 St Andrew St Tarboro, NC 27886
Jynn Birmingham	JCATS	manager@jcats.org	1363 W. Market St. Smithfield, NC 27577

Upper Coastal Plain RPO Coordinated Transit Plan

Name	Organization	E-mail	Mail Address
Marva Scott	Edgecombe DSS	marva.scott@co.edgecombe.nc.us	3003 N. main St Torbora, NC 27580
Betty Battle	Edgecombe DSS	bbattle@co.edgecombe.nc.us	
Tilda Marshall	Edgecombe CA DSS	tilda.marshall@co.edgecombe.nc.us	3003 N. main St. Torbora, NC
Bobbie Noble	Edgecombe DSS	bobbie.noble@co.edgecombe.nc.us	3003 N. main St. Torbora, NC
Kelsie Brantley	Wesley Shelter Leads	ebibbs@wesleyshelter.org	P.O. Box 1426 Wilson 27894
DANIEL VANLIERE	UPPER COASTAL PLAIN RPO	DANIEL.VANLIERE@MANCOUNTY.NC.GOV	120 W. WASHINGTON ST. SUITE 210 NASHVILLE, NC 27856

Appendix D: News Paper Advertisements

Wesleyan swept

From Staff Reports

ROCKY MOUNT -- The men's and women's basketball teams of Shenandoah University earned a USA South doubleheader sweep of North Carolina Wesleyan last Saturday afternoon inside Everett Gymnasium on the NCWC campus.

In the women's game, the Hornets led by as many as 23 in the second half en route to a 64-47 victory.

In the men's game, Shenandoah survived a furious Bishop rally over the final four minutes to secure a 68-65 win.

The Lady Hornets held Wesleyan to just 21 percent shooting in the first half and held a 27-17 advantage at the break.

North Carolina Wesleyan got as close as 54-42 in the second period, but SU closed out the game with a 10-5 run to secure the final margin of victory.

Alexis Hasehal scored the

four assists.

Shenandoah's men never trailed from start to finish. Tied 12-12 at the 9:28 mark, the Hornets outscored the Bishops 18-5 the rest of the half to forge a 30-17 halftime lead.

They went on to lead by as many as 20 at 37-17 and held a 60-47 advantage with 4:11 left in regulation.

It was then, however, that Wesleyan put together a 16-4 run to pull within one point at 64-63 with 18 seconds left.

SU's Brandon Bryant proceeded to go 4-for-4 at the free-throw line over the final ticks, and a Trey Drake three-point attempt to tie the score fell short as time expired.

Drake finished with a game-high 23 points, while Jarmel Arrington chipped in 11.

Freshman Alex Murray hauled in 12 rebounds on the day.

For Shenandoah, Kevin

Do you have an interest in transportation needs in Edgecombe, Johnston, Nash or Wilson County?

The Upper Coastal Plain RPO is preparing a Local Coordinated Transportation Plan to help address transportation needs for the transportation disadvantaged.

To help identify the needs and possible solutions a meeting will be held as follows:

Date: Monday, January 26, 2009

Time: 8:30am to 12:30pm

Place: Wilson County Commissioner's Boardroom, 2201 Miller Road South, Wilson 27893

Be a part of the solution. Public involvement is encouraged.

**MORE INFO: Daniel Van Liere 252-462-2642
daniel.vanliere@nashcountync.gov**

PROFESSIONALS

Do you have an interest in transportation needs in Edgecombe, Johnston, Nash or Wilson County?

The Upper Coastal Plain RPO is preparing a **Local Coordinated Transportation Plan** to help address transportation needs for the transportation disadvantaged.

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Time: 8:30 a.m. to 12:30 p.m.

Place: Wilson County Commissioner's Boardroom

2201 Miller Road South, Wilson, NC 27893

Be a part of the solution.

Public involvement is encouraged.

MORE INFO:

Daniel Van Liere 252-462-2642

daniel.vanliere@nashcountync.gov

Several Hundred Items at 50% Off Retail

HARDEE'S FURNITURE

A Warehouse of Savings

291-3105

Hwy. 301 between Wilson & Rocky Mount at Sharpsburg

Mon., Tues., Thurs. & Fri. 8:30am-7pm;
Wed. & Sat. 8:30am-5pm; Closed Sunday

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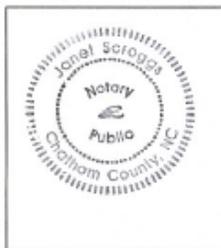
NORTH CAROLINA)
Johnston County.) ss.

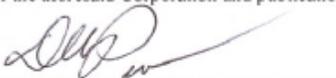
Do you have an interest in transportation needs in Edgecombe, Johnston, Nash or Wilson County?
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To help identify the needs and possible solutions a meeting will be held as follows:
Date: Monday, January 26, 2009
Time: 8:30am to 12:30pm
Place: Wilson County Commissioners' Boardroom, 2201 Miller Road South, Wilson 27893
Be a part of the solution, Public involvement is encouraged.
MORE INFO: Daniel Van Lere 252-462-2342
dan.l.vanlere@ncdot.gov
SH: January 21, 2009

Before the undersigned, a Notary Public of Chatham County North Carolina, duly commissioned and authorized to administer oaths, affirmations, etc., personally appeared Debra Peebles, who, being duly sworn or affirmed, according to law, doth depose and say that she is Billing Manager-Legal Advertising of The Herald a corporation organized and doing business under the Laws of the State of North Carolina, and publishing a newspaper known as The Herald, in the City of Smithfield, Johnston County and State aforesaid, the said newspaper in which such notice, paper, document, or legal advertisement was published was, at the time of each and every such publication, a newspaper meeting all of the requirements and qualifications of Section 1-597 of the General Statutes of North Carolina and was a qualified newspaper within the meaning of Section 1-597 of the General Statutes of North Carolina, and that as such she makes this affidavit; that she is familiar with the books, files and business of said corporation and by reference to the files of said publication the attached advertisement for UPPER COASTAL PLAIN RPO was inserted in the aforesaid newspaper on dates as follows: 01/21/09

Account Number: 46226420

The above is correctly copied from the books and files of the aforesaid Corporation and publication.




Debra Peebles, Billing Manager-Legal Advertising
Wake County, North Carolina

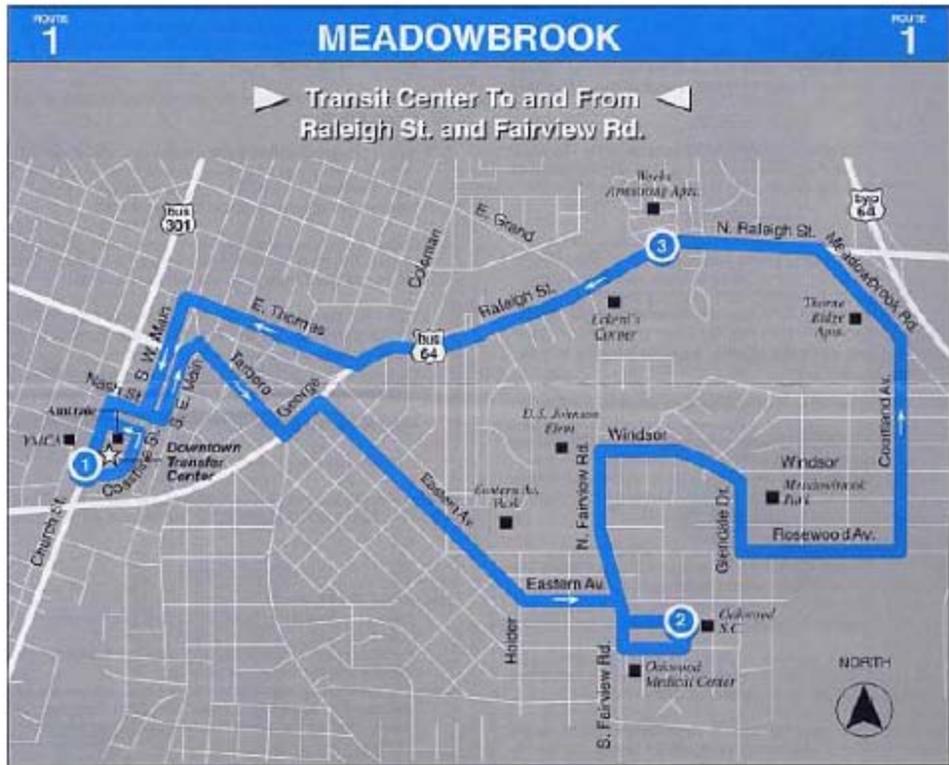
Sworn or affirmed to, and subscribed before me, this
22 day of JANUARY, 2009 AD, by Debra Peebles.

In Testimony Whereof, I have hereunto set my hand
and affixed my official seal, the day and year aforesaid.

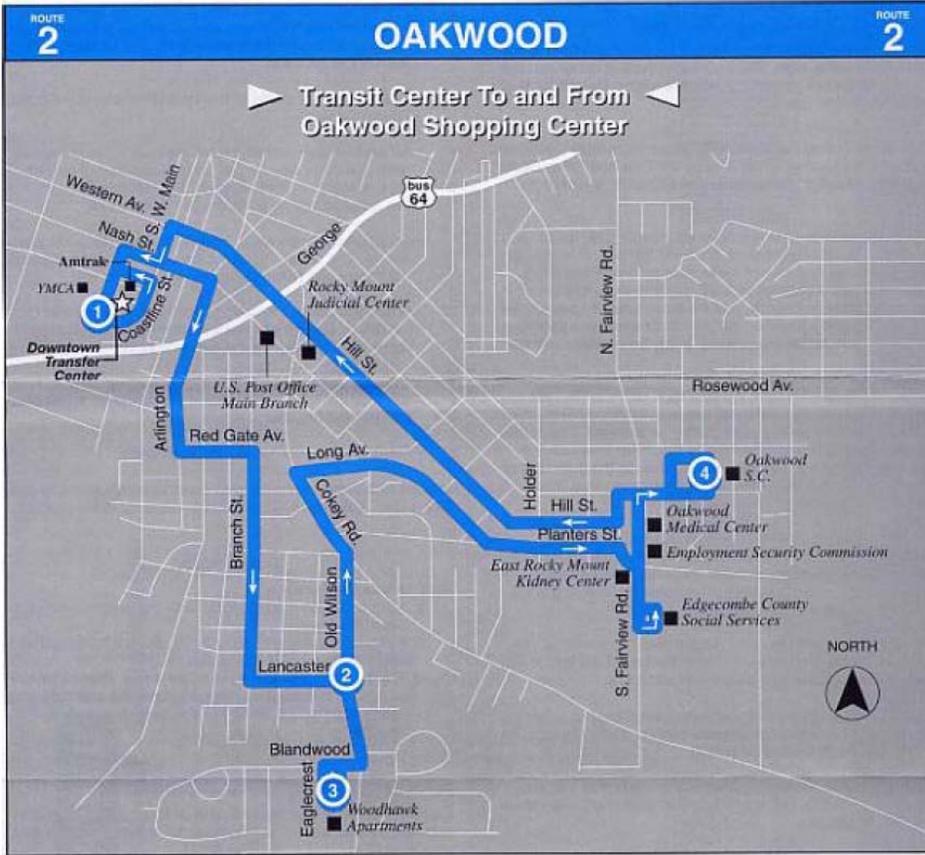

Janet Scroggs, Notary Public

My commission expires 14th of March 2009.

Appendix E: Tar River Transit – Routes & Schedules



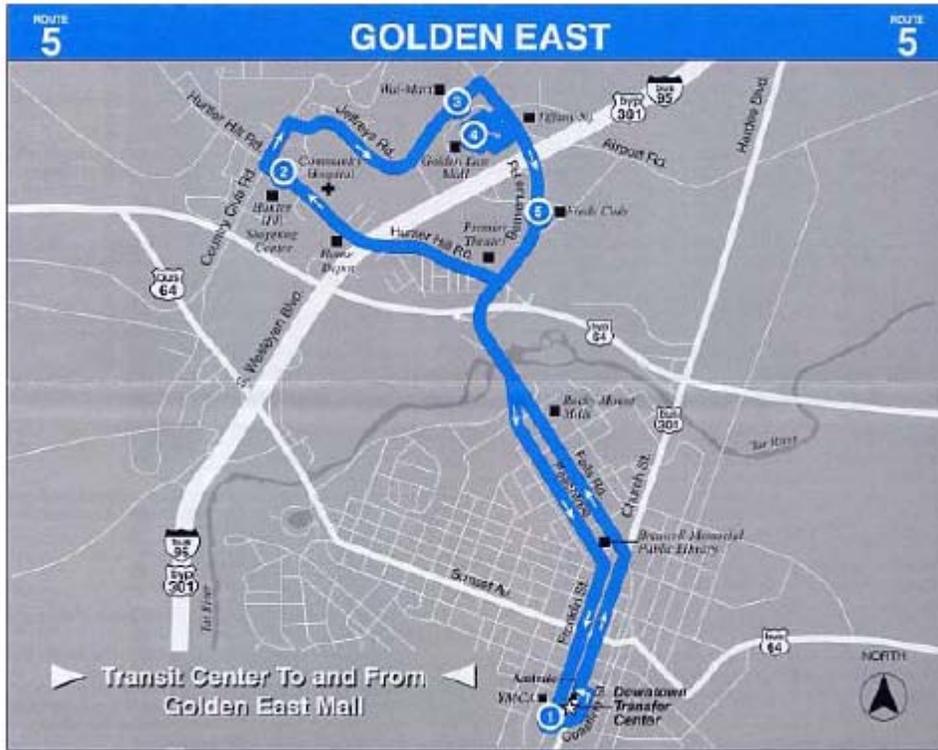
	1 BUS STARTS at Downtown Transfer Center	2 Bus Leaves from Oakwood Shopping Center	3 Bus Leaves from Weeks Armstrong Apartments	1 BUS ENDS at Downtown Transfer Center
WEEKDAYS				
A.M.	7:15	7:20	7:35	7:45
	8:15	8:20	8:35	8:45
	9:15	9:20	9:35	9:45
	10:15	10:20	10:35	10:45
	11:15	11:20	11:35	11:45
P.M.	12:15	12:20	12:35	12:45
	1:15	1:20	1:35	1:45
	2:15	2:20	2:35	2:45
	3:15	3:20	3:35	3:45
	4:15	4:20	4:35	4:45
	5:15	5:20	5:35	5:45
6:15	6:20	6:35	6:45	
SATURDAY				
A.M.	9:15	9:20	9:35	9:45
	10:15	10:20	10:35	10:45
	11:15	11:20	11:35	11:45
P.M.	12:15	12:20	12:35	12:45
	1:15	1:20	1:35	1:45
	2:15	2:20	2:35	2:45
	3:15	3:20	3:35	3:45
	4:15	4:20	4:35	4:45
5:15	5:20	5:35	5:45	



	1 BUS STARTS at Downtown Transfer Center	2 Bus Leaves from Lancaster St. and Old Wilson Rd.	3 Bus Leaves from Woodhawk Apartments	4 Bus Leaves from Oakwood Shopping Center	1 BUS ENDS at Downtown Transfer Center	<i>Upon Return to Transfer Center this route continues to Meadowbrook</i>
WEEKDAYS						
A.M.	6:45	6:50	6:52	7:00	7:15	
	7:45	7:50	—	8:00	8:15	
	8:45	8:50	8:52	9:00	9:15	
	9:45	9:50	—	10:00	10:15	
	10:45	10:50	10:52	11:00	11:15	
	11:45	11:50	—	12:00	12:15	
P.M.	12:45	12:50	12:52	1:00	1:15	
	1:45	1:50	—	2:00	2:15	
	2:45	2:50	2:52	3:00	3:15	
	3:45	3:50	—	4:00	4:15	
	4:45	4:50	4:52	5:00	5:15	
	5:45	5:50	—	6:00	6:15	
	6:15	6:20	6:22	6:30	6:45	
SATURDAY						
A.M.	9:45	9:50	9:52	10:00	10:15	
	10:45	10:50	—	11:00	11:15	
	11:45	11:50	11:52	12:00	12:15	
P.M.	12:45	12:50	—	1:00	1:15	
	1:45	1:50	1:52	2:00	2:15	
	2:45	2:50	—	3:00	3:15	
	3:45	3:50	3:52	4:00	4:15	
	4:45	4:50	—	5:00	5:15	
	5:15	5:20	5:22	5:30	5:45	



	1 BUS STARTS at Downtown Transfer Center	2 Bus Leaves from O.R. Pope School	3 Bus Leaves from Park Av. and E. Grand Av.	1 BUS ENDS at Downtown Transfer Center	<i>This route continues to South Rocky Mount.</i>
WEEKDAYS					
A.M.	6:45	6:55	7:05	7:15	
	7:45	7:55	8:05	8:15	
	8:45	8:55	9:05	9:15	
	9:45	9:55	10:05	10:15	
	10:45	10:55	11:05	11:15	
	11:45	11:55	12:05	12:15	
P.M.	12:45	12:55	1:05	1:15	
	1:45	1:55	2:05	2:15	
	2:45	2:55	3:05	3:15	
	3:45	3:55	4:05	4:15	
	4:45	4:55	5:05	5:15	
	5:45	5:55	6:05	6:15	
SATURDAY					
A.M.	9:45	9:55	10:05	10:15	
	10:45	10:55	11:05	11:15	
	11:45	11:55	12:05	12:15	
P.M.	12:45	12:55	1:05	1:15	
	1:45	1:55	2:05	2:15	
	2:45	2:55	3:05	3:15	
	3:45	3:55	4:05	4:15	
	4:45	4:55	5:05	5:15	

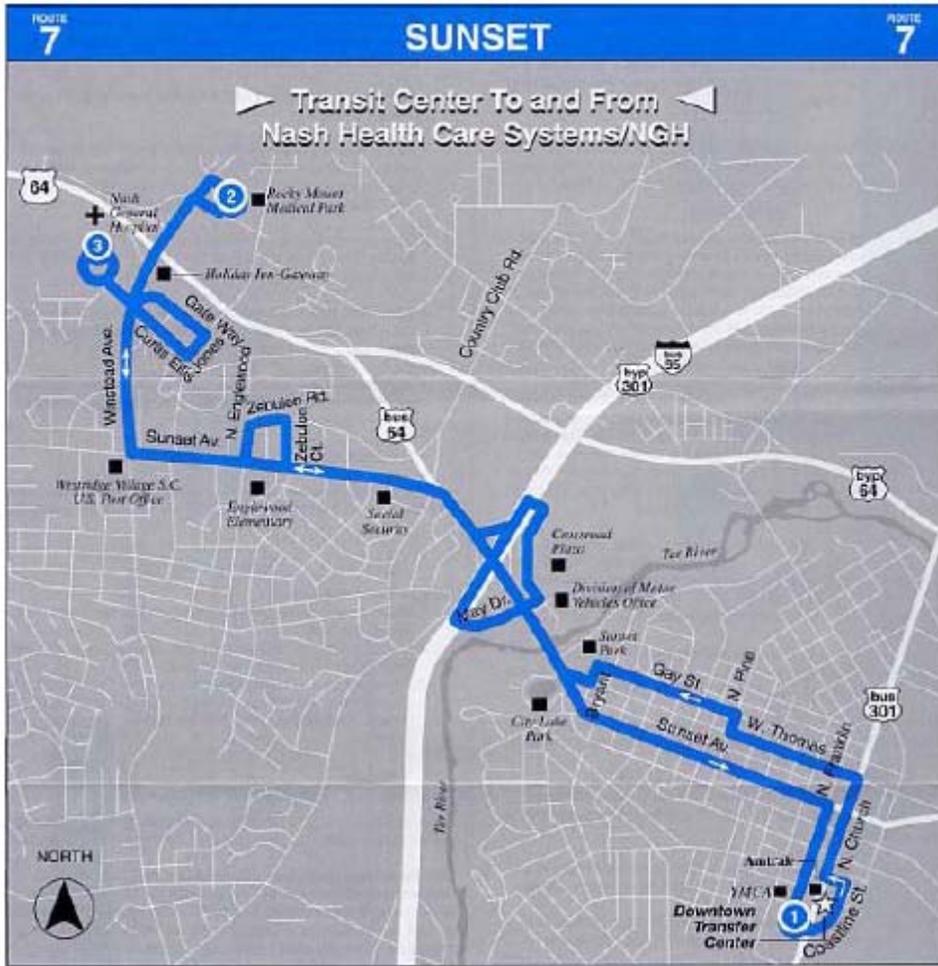


	1 BUS STARTS at Downtown Transfer Center	2 Bus Leaves from Hunter Hill Shopping Center	3 Bus Leaves from Wal-Mart Shopping Center	4 Bus Leaves from Golden East Mall	5 Bus Leaves from Benvenue at Fred's Club	1 BUS ENDS at Downtown Transfer Center	Upon Return to Transfer Center this route continues to Riverwood on Weekdays only
WEEKDAYS							
A.M.	7:15	7:22	7:30	7:33	7:37	7:45	
	8:15	8:22	8:30	8:33	8:37	8:45	
	9:15	9:22	9:30	9:33	9:37	9:45	
	10:15	10:22	10:30	10:33	10:37	10:45	
	11:15	11:22	11:30	11:33	11:37	11:45	
P.M.	12:15	12:22	12:30	12:33	12:37	12:45	
	1:15	1:22	1:30	1:33	1:37	1:45	
	2:15	2:22	2:30	2:33	2:37	2:45	
	3:15	3:22	3:30	3:33	3:37	3:45	
	4:15	4:22	4:30	4:33	4:37	4:45	
	5:15	5:22	5:30	5:33	5:37	5:45	
SATURDAY							
A.M.	9:15	9:22	9:30	9:33	9:37	9:45	
	9:45	9:52	10:00	10:03	10:07	10:15	
	10:15	10:22	10:30	10:33	10:37	10:45	
	10:45	10:52	11:00	11:03	11:07	11:15	
	11:15	11:22	11:30	11:33	11:37	11:45	
P.M.	11:45	11:52	12:00	12:03	12:07	12:15	
	12:15	12:22	12:30	12:33	12:37	12:45	
	12:45	12:52	1:00	1:03	1:07	1:15	
	1:15	1:22	1:30	1:33	1:37	1:45	
	1:45	1:52	2:00	2:03	2:07	2:15	
	2:15	2:22	2:30	2:33	2:37	2:45	
	2:45	2:52	3:00	3:03	3:07	3:15	
	3:15	3:22	3:30	3:33	3:37	3:45	
	3:45	3:52	4:00	4:03	4:07	4:15	
	4:15	4:22	4:30	4:33	4:37	4:45	
4:45	4:52	5:00	5:03	5:07	5:15		



	1 BUS STARTS at Downtown Transfer Center	2 BUS Leaves from Burton St. and Nashville Rd.	3 BUS Leaves from Kingston Av. and Church St.	1 BUS ENDS at Downtown Transfer Center	This route continues to Golden East.
WEEKDAYS					
A.M.	6:45	6:55	7:05	7:15	
	7:45	7:55	8:05	8:15	
	8:45	8:55	9:05	9:15	
	9:45	9:55	10:05	10:15	
P.M.	10:45	10:55	11:05	11:15	
	11:45	11:55	12:05	12:15	
	12:45	12:55	1:05	1:15	
	1:45	1:55	2:05	2:15	
	2:45	2:55	3:05	3:15	
	3:45	3:55	4:05	4:15	
	4:45	4:55	5:05	5:15	
	5:45	5:55	6:05	6:15	
SATURDAY					

No Saturday Service on Ravenwood.
This Area is served by Route 3 - South Rocky Mount.



	1 BUS STARTS at Downtown Transfer Center	2 Bus Leaves from Rocky Mount Medical Park	3 Bus Leaves from Nash General Hospital	1 BUS ENDS at Downtown Transfer Center
WEEKDAYS				
A.M.	7:15	7:40	7:50	8:15
	8:15	8:40	8:50	9:15
	9:15	9:40	9:50	10:15
	10:15	10:40	10:50	11:15
	11:15	11:40	11:50	12:15
P.M.	12:15	12:40	12:50	1:15
	1:15	1:40	1:50	2:15
	2:15	2:40	2:50	3:15
	3:15	3:40	3:50	4:15
	4:15	4:40	4:50	5:15
	5:15	5:40	5:50	6:15
SATURDAY				
Saturday services begin at 9:15 and end at 5:15.				

Nash Community College/ Little Easonburg Shuttle

Inbound

Nash Community College	Sunset West MHP	McIntyre Acres	Winstead Elementary	Edwards Junior High	Transfer Center
7:45	7:50	7:53	7:59	8:07	8:15
8:45	8:50	8:53	8:59	9:07	9:15
9:45	9:50	9:53	9:59	10:07	10:15
10:45	10:50	10:53	10:59	11:07	11:15
11:45	11:50	11:53	11:59	12:07	12:15
12:45	12:50	12:53	12:59	13:07	13:15
1:45	1:50	1:53	1:59	2:07	2:15
2:45	2:50	2:53	2:59	3:07	3:15
3:45	3:50	3:53	3:59	4:07	4:15

Out Bound

Transfer Center	Edwards Senior High	Winstead Elementary	McIntyre Acres	Sunset West MHP	Nash Community College
7:15	7:22	7:29	7:38	7:40	7:45
8:15	8:22	8:29	8:38	8:40	8:45
9:15	9:22	9:29	9:38	9:40	9:45
10:15	10:22	10:29	10:38	10:40	10:45
11:15	11:22	11:29	11:38	11:40	11:45
12:15	12:22	12:29	12:38	12:40	12:45
1:15	1:22	1:29	1:38	1:40	1:45
2:15	2:22	2:29	2:38	2:40	2:45
3:15	3:22	3:29	3:38	3:40	3:45

Battleboro/Goldrock Shuttle

Inbound

Goldrock	Battleboro Main / Daniels	Wesleyan College	Golden East Mall	TCI	Transfer Center
8:00	8:10	8:17	8:28	8:35	8:45
9:30	9:40	9:47	9:58	10:05	10:15
11:00	11:10	11:17	11:28	11:35	11:45
2:00	2:10	2:17	2:28	2:35	2:45
3:30	3:40	3:47	3:58	4:05	4:15
5:00	5:10	5:17	5:28	5:35	5:45

Outbound

Transfer Center	TCI	Golden East Mall	Wesleyan College	Battleboro Main / Daniels	Goldrock
7:15	7:23	7:35	7:43	7:50	8:00
8:45	8:53	9:05	9:13	9:20	9:30
10:15	10:23	10:35	10:43	10:50	11:00
1:15	1:23	1:35	1:43	1:50	2:00
2:45	2:53	3:05	3:13	3:20	3:30
4:15	4:23	4:35	4:43	4:50	5:00

Edgecombe County Rural General Public

Inbound

Speed Manning Grill Monday—Friday Upon Request	Pinetops Dunn Complex Monday—Friday	Leggett Big Jim's Monday—Friday Upon Request	Conetoe Discount Corner Monday—Friday	Macclesfield Peaden's Grill Monday—Friday Upon Request	Princeville Jones Restaurant Monday—Friday	Whitakers Medical Center Monday—Friday Upon Request	Battleboro L@L Food Store Monday—Friday Upon Request	Tarboro DSS Monday—Friday	Sharpsburg Kangaroo Monday—Friday upon Request	Transfer Center
9:38 AM	9:35 AM	9:13 AM	9:05 AM	9:07 AM	8:55 AM	8:53 AM	8:43 AM	8:35 AM	9:32 AM	10:15 AM
11:38 AM	11:35 AM	11:13 AM	11:05 AM	11:07 AM	10:55 AM	10:53 AM	10:43 AM	10:35 AM	11:32 AM	12:15 PM
2:38 PM	2:35 PM	2:13 PM	2:05 PM	2:07 PM	1:55 PM	1:53 PM	1:43 PM	1:35 PM	2:32 PM	3:15 PM
4:38 PM	4:35 PM	4:13 PM	4:05 PM	4:07 PM	3:55 PM	3:53 PM	3:43 PM	3:35 PM	4:32 PM	5:15 PM

Outbound

Transfer Center	Sharpsburg Kangaroo Monday—Friday Upon Request	Tarboro DSS Monday—Friday	Battleboro L@L Food Store Monday—Friday Upon Request	Whitakers Medical Center Monday—Friday Upon Request	Princeville Jones Restaurant Monday—Friday	Macclesfield Peaden's Grill Monday—Friday Upon Request	Conetoe Discount Corner Monday—Friday	Leggett Big Jim's Monday—Friday Upon Request	Pinetops Dunn Complex Monday—Friday	Speed Manning Grill Monday—Friday Upon Request
8:15 AM	8:27 AM	8:35 AM	8:43 AM	8:53 AM	8:55 AM	8:57 AM	9:05 AM	9:13 AM	9:35 AM	9:38 AM
10:15 AM	10:27 AM	10:35 AM	10:43 AM	10:53 AM	10:55 AM	10:57 AM	11:05 AM	11:13 AM	11:35 AM	11:38 AM
1:15 PM	1:27 PM	1:35 PM	1:43 PM	1:53 PM	1:55 PM	1:57 PM	2:05 PM	2:13 PM	2:35 PM	2:38 PM
3:15 PM	3:27 PM	3:35 PM	3:43 PM	3:53 PM	3:55 PM	3:57 PM	4:05 PM	4:13 PM	4:35 PM	4:38 PM

Nash County Rural General Public

Inbound

Spring Hope L@L Food Store (Monday—Friday)	Middlesex Pitt Stop Store (Monday—Friday Upon Request)	Castalia Town Hall (Monday—Friday Upon Request)	Bailey @ Hardees (Monday—Friday Upon Request)	Dortches Red & White (Monday—Friday Upon Request)	Nash County DSS (Monday—Friday)	Red Oak Citgo Station (Monday—Friday Upon Request)	Transfer Center
9:13 AM	9:10 AM	9:05 AM	9:20 AM	9:25 AM	9:38 AM	9:35 AM	10:15 AM
11:13 AM	11:10 AM	11:05 AM	11:20 AM	11:25 AM	11:38 AM	11:35 AM	12:15 AM
2:13 PM	2:10 PM	2:05 PM	2:20 PM	2:25 PM	2:38 PM	2:35 PM	3:15 PM
4:13 PM	4:10 PM	4:05 PM	4:20 PM	4:25 PM	4:38 PM	4:35 PM	5:15 PM

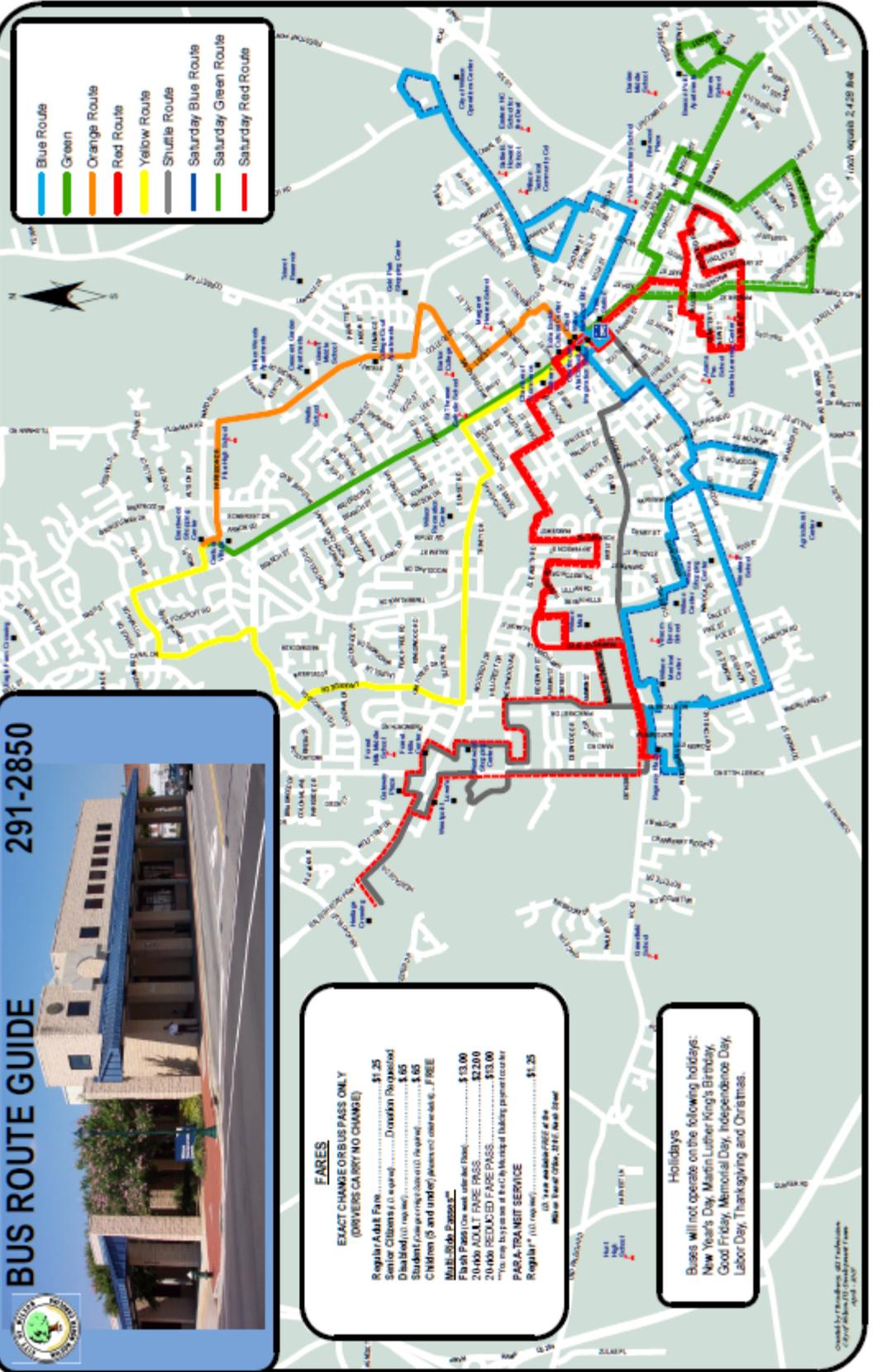
Outbound

Transfer Center	Red Oak Citgo Station (Monday—Friday Upon Request)	Nash County DSS (Monday—Friday)	Dortches Red & White (Monday—Friday Upon Request)	Bailey @ Hardees (Monday—Friday Upon Request)	Castalia Town Hall (Monday—Friday Upon Request)	Middlesex Pitt Stop Store (Monday—Friday Upon Request)	Spring Hope L@L Food Store (Monday—Friday)
8:15 AM	8:30 AM	8:33 AM	8:40 AM	8:45 AM	8:55 AM	9:00 AM	9:03 AM
10:15 AM	10:30 AM	10:33 AM	10:40 AM	10:45 AM	10:55 AM	11:00 AM	11:03 AM
1:15 PM	1:30 PM	1:33 PM	1:40 PM	1:45 PM	1:55 PM	2:00 PM	2:03 PM
3:15 PM	3:30 PM	3:33 PM	3:40 PM	3:45 PM	3:55 PM	4:00 PM	4:03 PM

Appendix F: Wilson Transit Service – Routes & Schedules

291-2850

BUS ROUTE GUIDE



FARES
EXACT CHANGE OR BUS PASS ONLY
(DRIVERS CARRY NO CHANGE)

Regular Adult Fare	\$1.25
Senior Citizens (65 years) / Disabled (ID required)	Donation (Requested) \$1.00
Student (age 18 and under) / Children (5 and under) / Unaccompanied minors	FREE
Multi-Ride Passes**	
Flash Fare (for 10 rides)	\$13.00
20-Ride Roll-Up Fare Pass	\$22.00
20-Ride Reduced Fare Pass	\$15.00
*This may vary per area and planned taking per route or	
PARATRANSIT SERVICE	
Regular (ID required)	\$1.25
**ID must be available at the time of fare collection. SEE local area.	

Holidays
Buses will not operate on the following holidays:
New Year's Day, Martin Luther King's Birthday,
Good Friday, Memorial Day, Independence Day,
Labor Day, Thanksgiving and Christmas.

Created by Planning and Evaluation
City of Dallas, 2011

Red Route WEEKDAY ONLY						
To Regency Plaza						
Windsor & Finch	Windsor & Finch	Downtown	Windsor & Finch	Windsor & Finch	Windsor & Finch	Windsor & Finch
AM	6:25	DAR	DAR	DAR	DAR	DAR
	6:50	6:57	7:02/06	7:13	7:20	7:23
	7:55	8:02	8:07/11	8:18	8:25	8:28
	8:55	9:02	9:07/11	9:18	9:25	9:28
	9:55	10:02	10:07/11	10:18	10:25	10:28
	10:55	11:02	11:07/11	11:18	11:25	11:28
PM	11:55	12:02	12:07/11	12:18	12:25	12:28
	12:55	1:02	1:07/11	1:18	1:25	1:28
	1:55	2:02	2:07/11	2:18	2:25	2:28
	2:55	3:02	3:07/11	3:18	3:25	3:28
	3:55	4:02	4:07/11	4:18	4:25	4:28
	5:00	5:07	5:12/16	5:23	5:30	5:33

Red Route SATURDAY						
To Regency Plaza						
Windsor & Finch	Windsor & Finch	Downtown	Windsor & Finch	Windsor & Finch	Windsor & Finch	Windsor & Finch
AM	8:55	9:02	9:07/11	9:18	9:25	9:28
	9:55	10:02	10:07/11	10:18	10:25	10:28
	10:55	11:02	11:07/11	11:18	11:25	11:28
	11:55	12:02	12:07/11	12:18	12:25	12:28
PM	12:55	1:02	1:07/11	1:18	1:25	1:28
	1:55	2:02	2:07/11	2:18	2:25	2:28
	2:55	3:02	3:07/11	3:18	3:25	3:28
	3:55	4:02	4:07/11	4:18	4:25	4:28
	4:55	5:02	---	---	---	---

Blue Route WEEKDAY ONLY						
To Regency Plaza						
Windsor & Finch	Gold & Red	Downtown	Gold & Red	Downtown	Gold & Red	Windsor & Finch
AM	6:25	DAR	DAR	DAR	DAR	DAR
	6:55	7:00	7:05/09	7:12	7:19	7:23
	8:00	8:05	8:10/12	8:17	8:24	8:28
	9:00	9:05	9:10/12	9:17	9:24	9:28
	10:00	10:05	10:10/12	10:17	10:24	10:28
	11:00	11:05	11:10/12	11:17	11:24	11:28
PM	12:00	12:05	12:10/12	12:17	12:24	12:28
	1:00	1:05	1:10/12	1:17	1:24	1:28
	2:00	2:05	2:10/12	2:17	2:24	2:28
	3:00	3:05	3:10/12	3:17	3:24	3:28
	4:00	4:05	4:10/12	4:17	4:24	4:28
	5:05	5:10	5:15/17	5:22	5:29	5:33

Blue Route SATURDAY						
To Regency Plaza						
Windsor & Finch	Gold & Red	Downtown	Gold & Red	Downtown	Gold & Red	Windsor & Finch
AM	9:30	9:05	9:10/12	9:17	9:24	9:28
	10:00	10:05	10:10/12	10:17	10:24	10:28
	11:00	11:05	11:10/12	11:17	11:24	11:28
PM	12:00	12:05	12:10/12	12:17	12:24	12:28
	1:00	1:05	1:10/12	1:17	1:24	1:28
	2:00	2:05	2:10/12	2:17	2:24	2:28
	3:00	3:05	3:10/12	3:17	3:24	3:28
	4:00	4:05	4:10/12	4:17	4:24	4:28

Green Route WEEKDAY ONLY						
To Brentwood Center						
Brentwood Center	Windsor & Finch	Downtown	Windsor & Finch	Windsor & Finch	Windsor & Finch	Brentwood Center
AM	6:25	DAR	DAR	DAR	DAR	DAR
	---	---	7:10	7:17	7:22	---
	---	---	8:15	8:22	8:27	---
	---	---	9:15	9:22	9:27	---
PM	---	---	10:15	10:22	10:27	---
	**11:00	---	11:10/16	11:22	11:27	---
	---	---	12:10/16	12:22	12:27	---
	**1:00	---	1:10/16	1:22	1:27	---
	---	---	2:10/16	2:22	2:27	---
	**3:00	---	3:10/16	3:22	3:27	---
	---	---	4:10/16	4:22	4:27	---
	5:05	5:09	5:21	5:27	5:32	---

Green Route SATURDAY						
To Brentwood Center						
Windsor & Finch	Windsor & Finch	Downtown	Windsor & Finch	Windsor & Finch	Windsor & Finch	Windsor & Finch
AM	9:50	9:55	10:00	10:04	10:10	10:10
	10:50	10:55	11:00	11:04	11:10	11:10
	11:50	11:55	12:00	12:04	12:10	12:10
	12:50	12:55	1:00	1:04	1:10	1:10
	1:50	1:55	2:00	2:04	2:10	2:10
PM	2:50	2:55	3:00	3:04	3:10	3:10
	3:50	3:55	4:00	4:04	4:10	4:10

Yellow Route WEEKDAY ONLY						
To Regency Plaza						
Windsor & Finch	Windsor & Finch	Downtown	Windsor & Finch	Windsor & Finch	Windsor & Finch	Windsor & Finch
AM	7:55	8:00	8:04	8:08	8:12	8:16
PM	5:00	DAR	DAR	DAR	DAR	DAR

Red Route WEEKDAY ONLY						
To Woodard & Finch						
Windsor & Finch	Windsor & Finch	Downtown	Windsor & Finch	Windsor & Finch	Windsor & Finch	Windsor & Finch
AM	6:25	DAR	DAR	DAR	DAR	DAR
	6:55	DAR	DAR	DAR	DAR	DAR
	7:25	7:30	7:37	7:44/46	7:50	---
	8:30	8:35	8:40	8:49/51	8:55	---
PM	9:30	9:35	9:40	9:49/51	9:55	---
	10:30	10:35	10:40	10:49/51	10:55	---
	11:30	11:35	11:40	11:49/51	11:55	---
PM	12:30	12:35	12:40	12:49/51	12:55	---
	1:30	1:35	1:40	1:49/51	1:55	---
	2:30	2:35	2:40	2:49/51	2:55	---
	3:30	3:35	3:40	3:49/51	3:55	---
	4:35	4:40	4:47	4:54/56	5:00	---
	5:35	5:40	5:47	5:54/56	6:00	---

Red Route SATURDAY						
To Woodard & Finch						
Windsor & Finch	Windsor & Finch	Downtown	Windsor & Finch	Windsor & Finch	Windsor & Finch	Windsor & Finch
AM	9:30	9:35	9:40	9:49/51	9:55	---
	10:30	10:35	10:40	10:49/51	10:55	---
	11:30	11:35	11:40	11:49/51	11:55	---
PM	12:30	12:35	12:40	12:49/51	12:55	---
	1:30	1:35	1:40	1:49/51	1:55	---
	2:30	2:35	2:40	2:49/51	2:55	---
	3:30	3:35	3:40	3:49/51	3:55	---
	4:30	4:35	4:40	4:49/51	4:55	---

Blue Route WEEKDAY ONLY						
To E.B. Jordan Homes						
Windsor & Finch	Gold & Red	Downtown	Gold & Red	Downtown	Gold & Red	Windsor & Finch
AM	6:25	DAR	DAR	DAR	DAR	DAR
	7:25	7:31	7:36	7:43/44	7:50	7:55
	8:30	8:36	8:41	8:48/48	8:55	9:00
	9:30	9:36	9:41	9:48/48	9:55	10:00
	10:30	10:36	10:41	10:48/48	10:55	11:00
	11:30	11:36	11:41	11:48/48	11:55	12:00
PM	12:30	12:36	12:41	12:48/48	12:55	1:00
	1:30	1:36	1:41	1:48/48	1:55	2:00
	2:30	2:36	2:41	2:48/48	2:55	3:00
	3:30	3:36	3:41	3:48/48	3:55	4:00
	4:35	4:41	4:46	4:53/55	5:00	5:05
	5:35	5:41	5:46	5:53/55	6:00	6:05

Blue Route SATURDAY						
To E.B. Jordan Homes						
Windsor & Finch	Gold & Red	Downtown	Gold & Red	Downtown	Gold & Red	Windsor & Finch
AM	9:30	9:36	9:41	9:48/48	9:55	10:00
	10:30	10:36	10:41	10:48/48	10:55	11:00
	11:30	11:36	11:41	11:48/48	11:55	12:00
PM	12:30	12:36	12:41	12:48/48	12:55	1:00
	1:30	1:36	1:41	1:48/48	1:55	2:00
	2:30	2:36	2:41	2:48/48	2:55	3:00
	3:30	3:36	3:41	3:48/48	3:55	4:00
	4:35	4:36	4:41	4:48/48	4:55	5:00

Green Route WEEKDAY ONLY						
To Beacon Point Apts						
Beacon Point Apts	Windsor & Finch	Downtown	Windsor & Finch	Windsor & Finch	Windsor & Finch	Beacon Point Apts
AM	6:25	DAR	DAR	DAR	DAR	DAR
	7:25	7:28	7:35/43	7:48	**7:53	---
	8:30	8:34	8:40/48	8:53	**8:58	---
	9:30	9:34	9:40/48	9:53	**9:58	---
	10:30	10:34	**10:40	---	---	---
PM	11:30	11:34	11:40/48	11:53	**11:58	---
	12:30	12:34	**12:40	---	---	---
	1:30	1:34	1:40/48	1:53	**1:58	---
	2:30	2:34	**2:40	---	---	---
	3:30	3:34	3:40/48	3:53	**3:58	---
	4:35	4:39	4:45	---	---	---

Orange Route WEEKDAY ONLY						
To Regency Plaza						
Windsor & Finch	Windsor & Finch	Downtown	Windsor & Finch	Windsor & Finch	Windsor & Finch	Windsor & Finch
AM	6:25	DAR	DAR	DAR	DAR	DAR
	7:25	DAR	DAR	DAR	DAR	DAR
	9:00	9:02	9:04	9:07	9:10	---
	10:00	10:02	10:04	10:07	10:10	---
PM	12:00	12:02	12:04	12:07	12:10	---
	2:00	2:02	2:04	2:07	2:10	---
	4:00	4:02	4:04	4:07	4:10	---

Orange Route WEEKDAY ONLY						
To Regency Plaza						
Windsor & Finch	Windsor & Finch	Downtown	Windsor & Finch	Windsor & Finch	Windsor & Finch	Windsor & Finch
AM	10:50	10:53	10:55	10:58	11:00	---
	12:50	12:53	12:55	12:58	1:00	---
	2:50	2:53	2:55	2:58	3:00	---
	4:55	4:58	5:00	5:03	5:05	---

BUS RIDE GUIDE
FOR INFORMATION OR ASSISTANCE

CALL 291-2850
MONDAY - FRIDAY 6:00 am - 5:00 pm

"Our dispatcher will tell you which route to take, where to wait and what time the bus is due."
"If you have questions while riding a WTB bus, please ask your driver."

WAITING
"Wait by a bus stop sign. Signal the driver to make sure you are seen."
"Check the sign over the bus windshield for your route name."

BOARDING
"Please have your EXACT FARE, I.D. OR PASS ready before boarding the bus. Bus drivers carry no money and cannot make change."
"If you do not show your I.D. or PASS upon boarding, you will be required to pay full fare."

RIDING
"Please, NO SMOKING, DRINKING, EATING, OR PLAYING RADIOS without earphones on the bus."
"Please to ask information, do not talk to the drivers; they must concentrate on driving."
"After paying your fare, move towards the rear of the bus. Please hold on to the grab rails or seat backs."
"Please leave the front seats for Senior Citizens and disabled passengers."
"Help us stay tidy. Please use the trash containers at the front of each bus."

TRANSFERS
It may be necessary to use two routes to complete your trip. To do this you will need a transfer. Please remember the following regulations:
"You must ask the driver for a transfer when you pay your fare. Transfers will not be issued any other time during your trip. You cannot obtain one when you are exiting."
"The transfer will have an expiration time on it. It expires when your connecting bus leaves the transfer point."
"When you request a transfer, the driver will notify the other bus so that you will be assured of making your connection."
"Transfers can be accepted only at designated Transfer Points."
"If your bus is delayed, and you

Appendix G: Public Input Survey

UPPER COASTAL PLAIN TRANSPORTATION PLAN PUBLIC INPUT SURVEY

We encourage you to provide feedback about current and needed public transportation service in our four-county area. The information you provide will be used to help identify future transportation services as well as improve existing services.

EXISTING SERVICE

- What county do you live in? _____
- Do you currently use public transportation (Check one) YES _____ NO _____
- What improvements would you like to see made to existing public transportation service in your county? (Example: frequency of service, hours of service, new destinations)

NEW SERVICE

- What kind of transportation service, not currently provided, is needed in your county?
- What group of people would use this service? (Example: commuters, elderly, disabled, shoppers, etc.)
- What destinations would be connected by this service? (Example: hospitals, schools, office parks, etc.)
- Do you have any additional comments?

Thank you for your time. You may return this survey to:

Daniel Van Liere, Upper Coastal Plain RPO
120 W. Washington St. Suite 2110
Nashville, NC 27856
FAX - (252) 459-1381
daniel.vanliere@nashcountync.gov

Appendix H: Goals and Strategies

GOALS / STRATEGIES	Fixed Routes	Evenings	Weekends	Vouchers	Volunteer drivers	Broker tips	Increased visibility	Express service	Transit Pass	Agency Operated	Vanpools	Big vehicle	Park&Ride	Door-to Door	Add-	Add-	Add-	Add-
Increase service to fill gaps - implies some intercounty fixed route or highway service corridors																		
Better inter-connections and/or coordinated service																		
Broadcast user friendly info/education - i.e. web, public forums,																		
Stops with amenities - i.e. lighting, benches, audible signs, sidewalks																		
Increase all types of service to all user groups, esp. Vets and door-to-door elderly																		
Travel training for inexperienced/hesitant, i.e. for elderly, limited english, elderly, etc.																		
Trips need to serve employment / centers / commuters																		
Strengthen the Transportation Advisory Board																		
Customer service improvements																		
Different expectations across county lines																		
Emergency evacuation																		
Language barriers																		
Make land use and transit work together																		
Remove barriers for mobility impaired																		
Add-																		
Add-																		
Add-																		
Add-																		
Add-																		
Add-																		
Add-																		
SERVE TARGET POPULATION																		
Elderly																		
Disabled																		
Unemployed																		
Low-income																		

GOALS / STRATEGIES	Fixed Route	Evening	Weekends	Yardbuds	Volunteer drivers	Booker/Ten	Increased Visibility	Express service	Transit Fees	Agency Oversight	Vehicles	Big vehicles	Parklets	Door-to-Door	Adt.	Adt.	Adt.	Adt.
Increase service to H gaps - implies some potentially fixed route or high-way service options	1	2	2	1	1	1	2	1	1	0	0	1	1	1				
Better inter-connections and/or coordinated service	1	1	1	1	0	2	1	1	1	0	1	1	1	0				
Broaden user friendly information - i.e. web, public forums,	1	1	1	1	1	1	3	1	1	2	1	1	1	1				
Stops with amenities - i.e. lighting, benches, audible signs, stairwells	2	3	2	0	0	0	0	0	0	0	0	1	1	0				
Increase all types of service to all user groups, esp. elderly, limited English, ability, etc.	1	1	1	0	1	3	0	1	0	1	1	0	0	2				
Travel training for inexperienced/travelers, i.e. for elderly, limited English, ability, etc.	2	1	1	1	1	1	2	1	0	0	1	0	0	1				
Trips need to serve employment / centers / commuters	2	3	3	2	0	0	1	1	1	0	2	1	2	0				
Strengthen the Transportation Advisory Board	0	0	0	0	0	0	2	0	0	0	0	0	0	0				
Customer service improvements	1	1	1	1	1	0	1	1	1	1	2	2	1	1				
Different expectations across county lines	1	1	1	0	0	0	2	1	2	0	0	1	1	0				
Emergency evaluation	0	1	1	0	0	0	1	0	0	1	0	0	0	0				
Language barriers	2	1	1	0	1	0	0	0	0	0	0	0	0	0				
Make land use and transit work together	1	1	1	1	0	0	2	1	1	0	1	1	1	0				
Remove barriers for mobility impaired	1	1	1	1	0	0	1	1	1	0	0	0	0	2				
Add-																		
Add-																		
Add-																		
Add-																		
Add-																		
Add-																		
Add-																		
SERVE TARGET POPULATION																		
Elderly		1	1											1				
Disabled		1	1											1				
Unemployed		1	1											1				
Low-Income		1	1											1				

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