

APPROVED MINUTES

TOWN OF APEX TRANSIT ADVISORY COMMITTEE MEETING WEDNESDAY, JANUARY 8, 2025 4:00PM

The Apex Transit Advisory Committee met Wednesday, January 8, 2025, at 4:00 pm in the 2nd Floor Council Chambers at Apex Town Hall, located at 73 Hunter Street in Apex, North Carolina.

This meeting was open to the public. Members of the public were able to attend this meeting in-person or watch online via the livestream on the Town's YouTube Channel. The recording of this meeting can be viewed here: [Apex Transit Advisory Committee 01.08.2025 YouTube](#)

[ATTENDANCE]

Transit Advisory Committee Members

Andrew Werking, Chair
Nick Bryant, Vice-Chair
Patrick Kirley
Linda Barrett
Frances Williams
Wendy Perry
Lauren Staudenmaier, Ex-Officio
Joanna Helms, Ex-Officio
Angela Reincke, Ex-Officio
Brett Gant, Councilmember

Staff

Shannon Cox, Long Range Planning Manager
Katie Schwing, Senior Planner-Long Range Transit
Alicia Harris, Planner II
Allen Coleman, Town Clerk
Ashley Gentry, Deputy Town Clerk

[WELCOME AND INTRODUCTIONS]

Chair Werking welcomed everyone and wished all Happy New Year. He asked each attending member and staff to introduce themselves.

APPROVED MINUTES

[MEETING MINUTES]

Chair Werking asked if there were any discussion for the minutes for the October 2024 minutes. He moved to a possible motion.

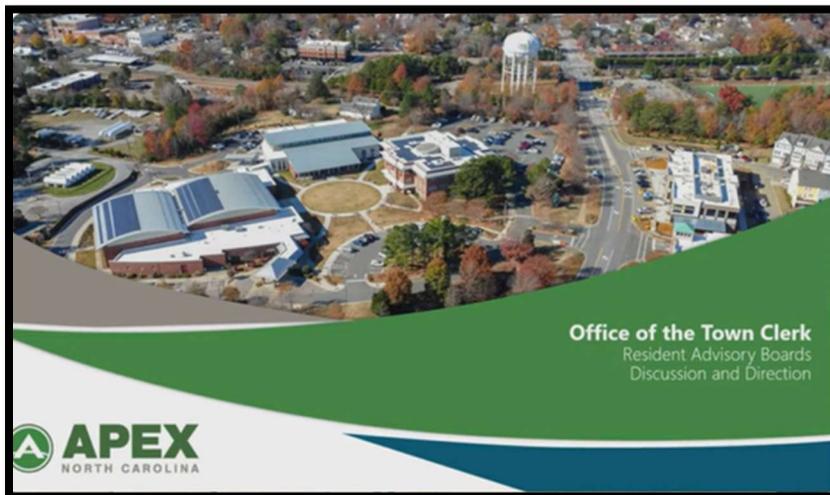
A **motion** was made by **Member Barrett**, seconded by **Member Williams**, to approve October 9, 2024, minutes.

VOTE: UNANIMOUS (9-0)

[COUNCIL WORK SESSION UPDATES - BOARDS AND COMMITTEES]

Allen Coleman, City Town Clerk gave an update on the Council Work Session Update on Boards and Committees. He gave a high-level overview of the discussion at the Work Session.

[SLIDE 1]



APPROVED MINUTES

[SLIDE 2]

Who, What, When . . .

- The purpose of Town appointed boards is to provide expert advice, guidance, and recommendations to the elected body within the organization and community on a specific focus area or Town priority.
- Serving as an advisory board member is an opportunity to collaborate with local government officials and to help shape decisions and policies that impact our Town to ultimately make a difference.
- **Statutorily Required** vs. Town Established

- **Nine (9) Advisory Boards**
 - Bee City Committee (2020)
 - **Board of Adjustment**
 - Environmental Advisory Board (2019)
 - Housing Advisory Board (2021)
 - Parks & Recreation Advisory Commission (1987)
 - **Planning Board**
 - Public Art Committee (2017)
 - Transit Advisory Committee (2017 and 2019)
 - Tree CAP (2016)



[SLIDE 3]

Why?

IMPACT

- The School of Government (SOG) at The University of North Carolina at Chapel Hill (UNC-CH) recommends that municipal appointed boards, commissions, and committees be reviewed on a regular basis for applicability and effectiveness.
- Purpose to understand how advisory boards are currently operating and identify opportunities for improvement.

Just the beginning . . .



[SLIDE 4]

Research and Discovery Process

- Surveyed neighboring municipalities and counties
- Staff Liaison and Department Director Meetings
- Chair and Vice-Chair Meetings
- Advisory Member Handbook



Themes

- Unclear roles and responsibilities
- Measurements of Success and Reporting
- Inconsistent Practices

APPROVED MINUTES

[SLIDE 5]

Transit Advisory Committee (TAC)- Current Scope of Responsibilities

<p>PURPOSE</p> <p>The Transit Advisory Committee shall have the following powers and duties</p> <p>1) Review transit plans and services. Review proposed local transit plans, policies, capital improvements, and service changes, and provide recommendations regarding revisions and/or approval. Review regional transit plans, policies, capital improvements, and proposed services changes relevant to the Town of Apex and provide recommendations regarding revisions and/or approval.</p> <p>2) Recommendations to Mayor and Town Council. Recommend to the Mayor and Town Council local transit plans, policies, capital improvements, and service changes.</p> <p>3) Provide information to the Mayor and Town Council. Provide information to the Mayor and Town Council regarding transit customer experience and stakeholder opinions and needs.</p>	<p>DEPARTMENT ALIGNMENT</p> <ul style="list-style-type: none">• Planning <p>DETAILS</p> <ul style="list-style-type: none">• Advisory Format and Established 2019• 6 members appointed for three-year terms• 3 members Ex-Officio (Staff) <p>RECOMMENDATION(S)</p> <ul style="list-style-type: none">A) Incorporate Bicycle and Pedestrian – titled "Multimodal Transportation Advisory Board"B) Discuss Broadening the Scope of ResponsibilitiesC) Add Voting Youth Representative and increase membership to 9 total voting members, excluding staff.
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[SLIDE 6]

Multimodal Transportation Advisory Board (M-TAB) – NEW Scope and Responsibilities

Rebrand to Multimodal Transportation Advisory Board

- Incorporate bicycle and pedestrian focus.

Membership Updates

- 2-year membership terms
- Add 3 voting positions, including a Youth Representative.
- Exclude staff from voting roles.
- Total: 9 voting members.

Expanded Scope

- Broader responsibilities encompassing multimodal transit (bicycles, pedestrians, public transit).

Member Williams asked about what the timing was for adding the three members were.

Clerk Coleman explained the process for the UDO Amendments and the timing.

Council Member Gantt suggested an overview of the Bike Apex Plan and the Sidewalk Priority Plan and the history to understand the responsibilities.

Ms. Schwing gave an overview of the Comprehensive Bicycle Apex Plan. She said the Comprehensive Pedestrian Plan was integrated into the overall Townwide Transportation Plan and gave information on what was included in that plan.

Council Member Gantt said there was a spreadsheet that ranks the sidewalk projects and suggested that the Board Members review advising on policies.

Ms. Schwing explained the Capital Improvement Plan and how it is utilized by Town Council in the budget process.

Ms. Cox said that they have the same prioritization for CIP for Greenways.

Clerk Coleman said that maybe there should be a Work Session for an orientation.

[SLIDE 7]

Resident Advisory – Updated Administrative Policy Changes

<p>ATTENDANCE</p> <ul style="list-style-type: none"> Missing three (3) consecutive meetings; or b) Missing twenty-five percent (25%) of meetings within any twelve (12) month period. Quarterly Reporting to the elected body <p>STIPEND</p> <ul style="list-style-type: none"> All resident advisory board members are eligible. \$50 per meeting held and attended Quarterly Payment (Contingent upon Attendance Report) <p>TERM LENGTHS</p> <ul style="list-style-type: none"> 2-year terms or 3-year terms Maximum term length (6 consecutive years) <p>DIVERSITY</p> <ul style="list-style-type: none"> Endeavor to appoint members who represent the ethnic, cultural, demographic, and geographic diversity of the community. 	<p>ELIGIBILITY</p> <ul style="list-style-type: none"> All members must be 18-years of age or older with the exception of the "youth" representative Current on Town of Apex and Wake County Taxes Youth Representative (High School) <p>RESIGNATIONS</p> <ul style="list-style-type: none"> Written Statement with effective date to the Town Clerk <p>MEETING MINUTES</p> <ul style="list-style-type: none"> Town Clerk or their designee Minutes Format: <ul style="list-style-type: none"> Summary of Action Items; or Thorough Meeting Minutes (similar to Town Council) <p>REQUIRED TRAININGS</p> <ul style="list-style-type: none"> Ethics and Conflicts of Interest Training Required Each Term
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Clerk Coleman gave detailed information on the Term limits.

Chair Werking suggested a discussion to have about expanding some of the seats.

Council Member Gantt suggested a grandfathering clause may be helpful.

Clerk Coleman said this was good feedback given the Board scope has changed and the significant transition this Board has experienced.

[SLIDE 8]

Resident Advisory – Membership and Annual Report Requirement

<p>ANNUAL REPORT REQUIREMENT</p> <ul style="list-style-type: none"> All resident advisory boards/committees/commissions Include: <ul style="list-style-type: none"> What was done to make a difference; Clear alignment with Town's Strategic Goal Areas The proposed plans and objectives for the upcoming 12-month period; What type of resources (if any) may be needed to pursue upcoming plans Annual Attendance Report Presented by the Chair <p>MEMBERSHIP</p> <ul style="list-style-type: none"> Clarify Corporate Limits Requirement, unless otherwise specified or required. Youth Representative on Each Resident Advisory Board/Commission/Committee All positions voting No Town Staff shall serve as ex-officio 	<p>ANNUAL REPORT SAMPLE</p> <table border="1"> <thead> <tr> <th>ANNUAL REPORT GUIDE</th> </tr> </thead> <tbody> <tr> <td>Report of Commissioner Name Annual Report - Fiscal Year</td> </tr> <tr> <td>SUMMARY OF REPORT Give a brief overview of the report. This can include the type of overall guidance and direction that the board plans for the year or broader outlook. Review the purpose of the report, you may also choose to briefly highlight the major points of the report as part of the summary, or create a different section for highlights.</td> </tr> <tr> <td>MISSION STATEMENT Presented information, including the board or commission's vision statement is a good reference to remind and inspire about the board or commission's purpose.</td> </tr> <tr> <td>HIGHLIGHTS Include what you highlight in this section. <ul style="list-style-type: none"> Describe what highlight results, by including the problem and solution Use bullets to list the major outcomes that will be covered in the report Be brief, highlights don't have to be detailed since they will be described in depth in the report </td> </tr> <tr> <td>PROJECTS/ACCOMPLISHMENTS Project/Accomplishment Name Detailed description of project or accomplishment. This should include, but is not limited to, dates, location, date collected, department support, challenges, impacts and resolutions. Project/Accomplishment Name Make sure to include a description for all your different projects and accomplishments. Remember that your highlights should be reflected in the section or each item table.</td> </tr> <tr> <td>EDUCATION AND OUTREACH Use this section to bring your education programs or outreach strategies that your board or commission participated in, or implemented during that fiscal year. This is a great opportunity to talk about any community engagement initiatives, or outreach that your board or commission had in the previous year. You may use tables, bullet, or lists to showcase the different activities, outreach events, or outreach board positions that were done that year.</td> </tr> </tbody> </table>	ANNUAL REPORT GUIDE	Report of Commissioner Name Annual Report - Fiscal Year	SUMMARY OF REPORT Give a brief overview of the report. This can include the type of overall guidance and direction that the board plans for the year or broader outlook. Review the purpose of the report, you may also choose to briefly highlight the major points of the report as part of the summary, or create a different section for highlights.	MISSION STATEMENT Presented information, including the board or commission's vision statement is a good reference to remind and inspire about the board or commission's purpose.	HIGHLIGHTS Include what you highlight in this section. <ul style="list-style-type: none"> Describe what highlight results, by including the problem and solution Use bullets to list the major outcomes that will be covered in the report Be brief, highlights don't have to be detailed since they will be described in depth in the report 	PROJECTS/ACCOMPLISHMENTS Project/Accomplishment Name Detailed description of project or accomplishment. This should include, but is not limited to, dates, location, date collected, department support, challenges, impacts and resolutions. Project/Accomplishment Name Make sure to include a description for all your different projects and accomplishments. Remember that your highlights should be reflected in the section or each item table.	EDUCATION AND OUTREACH Use this section to bring your education programs or outreach strategies that your board or commission participated in, or implemented during that fiscal year. This is a great opportunity to talk about any community engagement initiatives, or outreach that your board or commission had in the previous year. You may use tables, bullet, or lists to showcase the different activities, outreach events, or outreach board positions that were done that year.
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APPROVED MINUTES

[SLIDE 9]



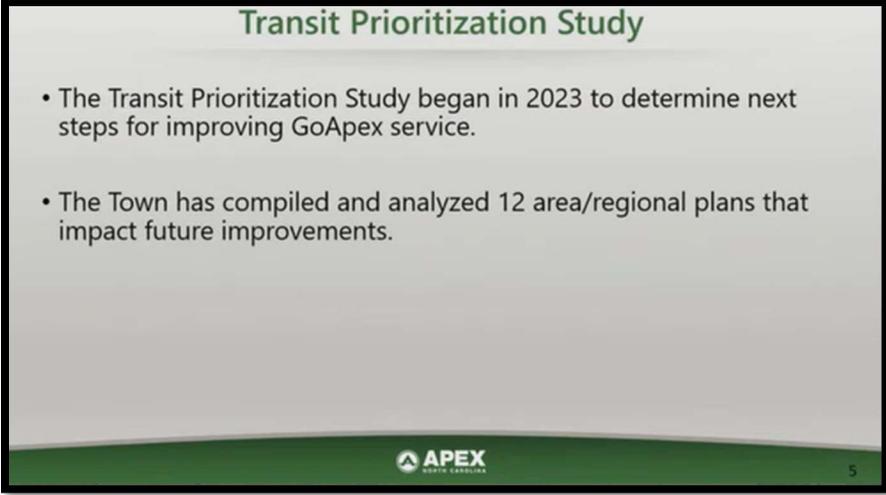
Next Steps

- Initiate Unified Development Ordinance (UDO) Changes and Town Code of Ordinance Changes – **March 1, 2025**
 - Current Advisory Board Terms will not be effected. Changes will take effect at the end of their current appointment.
- Meet with Staff Liaisons, Department Directors, and Applicable Chair and Vice-Chairs – **January 2025**
- Resident Advisory Board Administrative Policy – **February 2025**
- Recruiting for vacant positions – **February/March 2025**
- Quarterly Attendance Reports – **Beginning April 2025**
- Annual Report Requirement – **Due December 2025**

[TRANSIT PRIORTIZATION STUDY]

Katie Schwing, Senior Planner-Long Range Transit gave an update on the Transit Prioritization Study conducted in the Planning Department and the next steps for the Transit in Apex.

[SLIDE 1]



Transit Prioritization Study

- The Transit Prioritization Study began in 2023 to determine next steps for improving GoApex service.
- The Town has compiled and analyzed 12 area/regional plans that impact future improvements.

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APPROVED MINUTES

[SLIDE 2]

Document Name	Approving Body	Approval Date	Geographic Area
Western Wake Comprehensive Operations Analysis	Cary Town Council	Oct 2018	Western Wake County
Wake Transit Community Funding Area Program Management Plan	CAMPO Executive Board and GoTriangle Board of Directors	Nov 2018	Wake County and RTP
Advance Apex: The 2045 Transportation Plan	Apex Town Council	Feb 5, 2019	Apex Planning Area
Apex Downtown Master Plan & Parking Study	Apex Town Council	Dec 17, 2019	Apex Planning Area
Apex Circulator Study	Apex Town Council	June 2020	Apex Planning Area
Wake Transit Vision Plan	CAMPO Executive Board and GoTriangle Board of Directors	April 28, 2021	Wake County
Wake Bus Plan - 2023	CAMPO Executive Board and GoTriangle Board of Directors	May 2023	
GoCary Short Range Transit Plan	CAMPO Executive Board and GoTriangle Board of Directors	May 2023	
GoTriangle Short Range Transit Plan	CAMPO Executive Board and GoTriangle Board of Directors	May 2023	
S-Line Transit-Oriented Development Study (NCDOT) – Apex Playbook	NCDOT and Municipal Partners	July 2023	Apex Planning Area
Capitol Area Metropolitan Planning Organization Coordinated Public Transit-Human Services Transportation Plan (CAMPO CPT-HSTP)	CAMPO Executive Board	Sept 2024	Raleigh Urbanized Area
Western Big Branch Area Plan: Encompassing Portions of the Friendship and New Hill Communities	Apex Town Council	Nov 21, 2024	Apex Planning Area + Friendship and New Hill Communities


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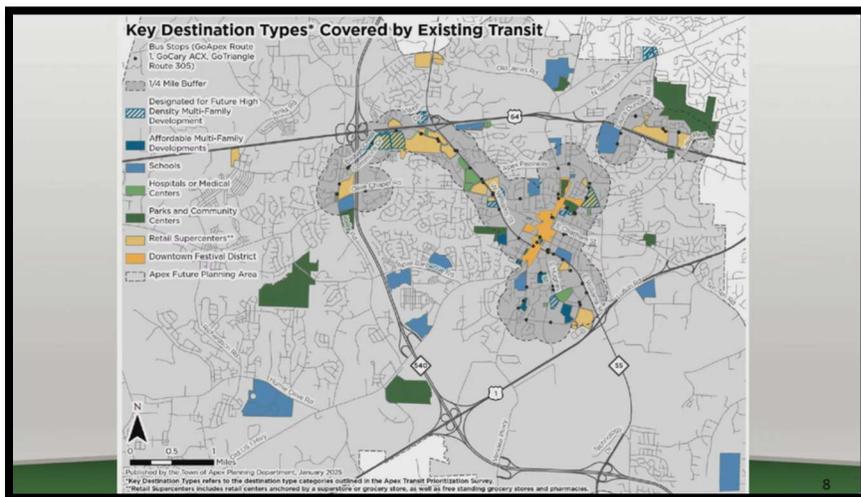
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Transit Prioritization Study

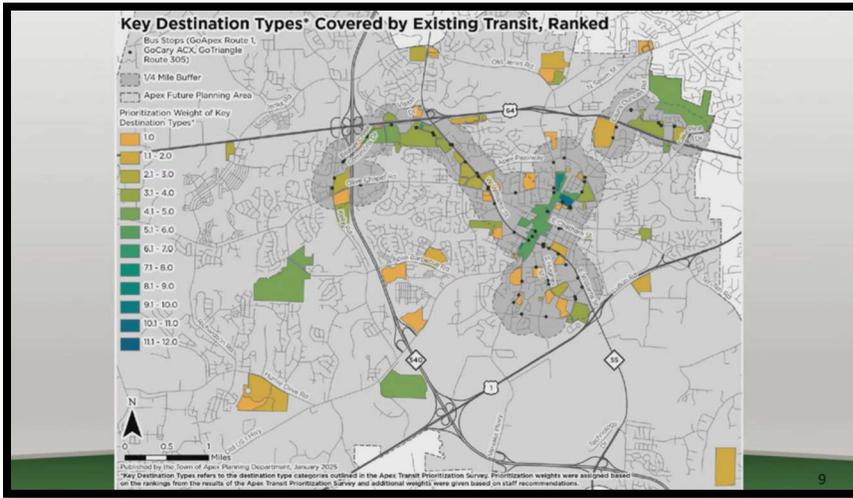
- Analysis: working with Planning Dept's GIS team to analyze results of requested destinations from 2024 onboard and online survey


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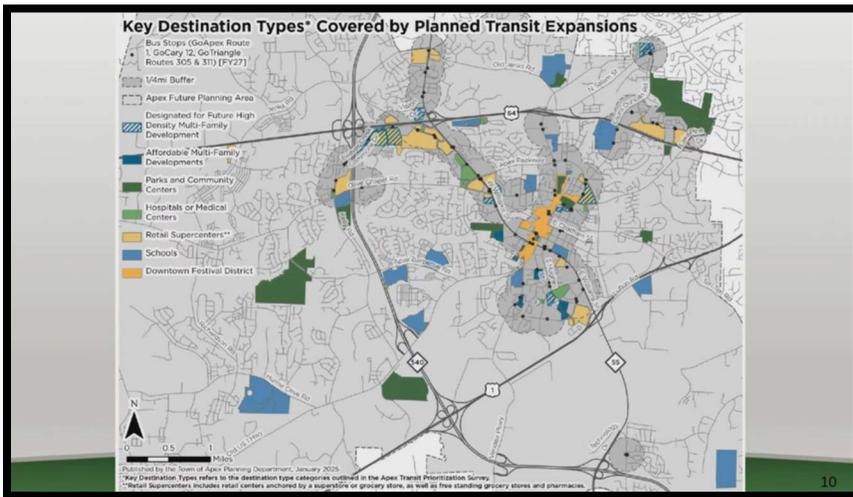
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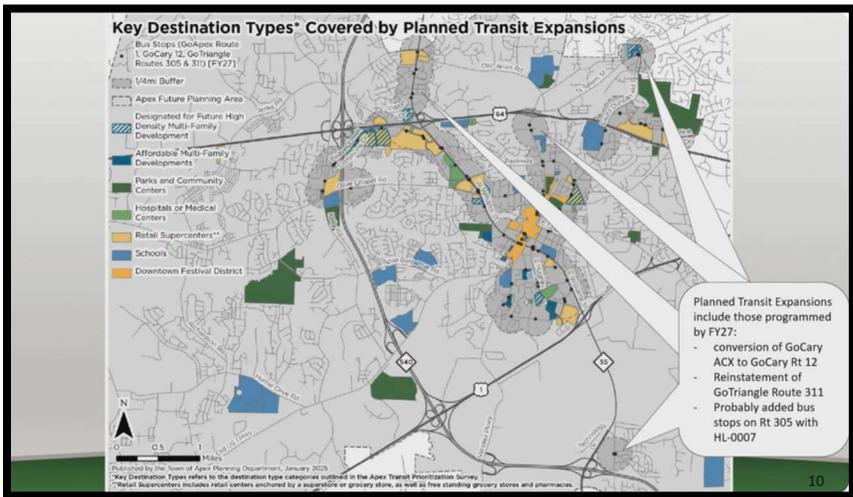
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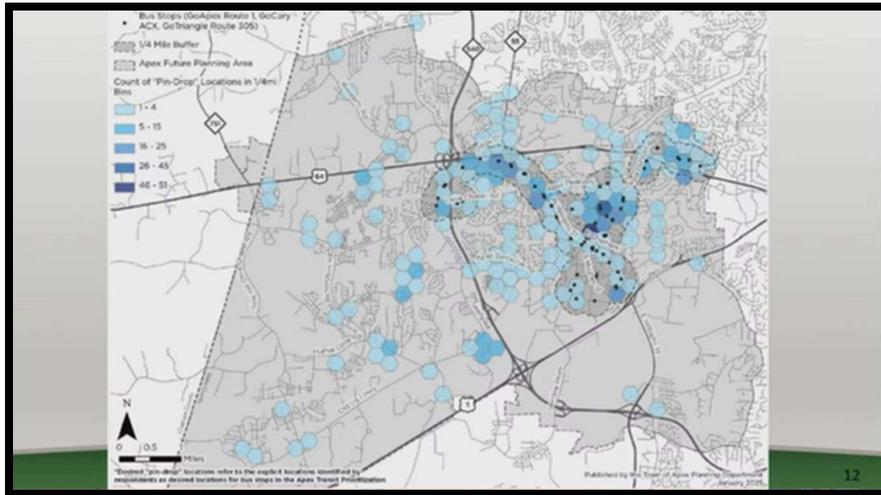
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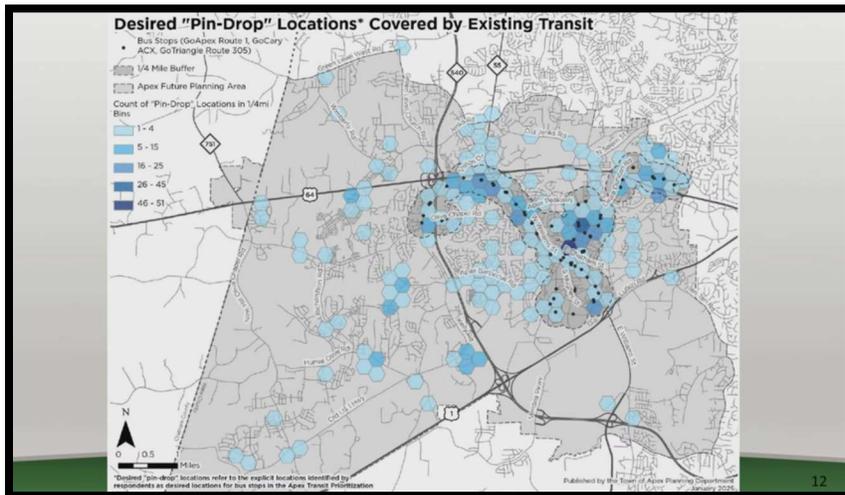
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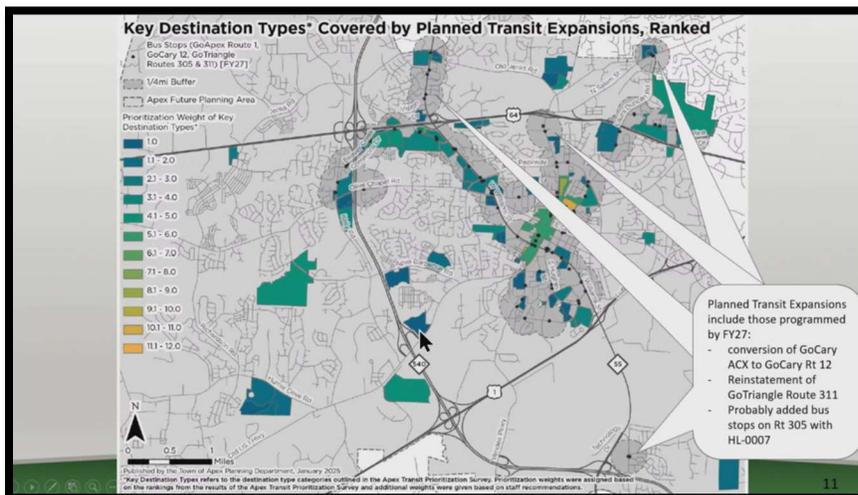
[SLIDE 8]



[SLIDE 9]



[SLIDE 10]



[SLIDE 11]

Transit Prioritization Study – Next Steps

- Adding population and job density to GIS overlay
- Overlaying these results with future routing scenarios

APEX
14

[WAKE TRANSIT PLAN UPDATE]

Katie Schwing, Senior Planner-Long Range Transit said that this was to make the Board aware on the Wake Transit Plan update which is the Countywide 10-year plan for spending the funds that are being collected through the ½ cent sale tax and other revenue and how it will guide how the funding will be used. She gave a presentation:

[SLIDE 1]

Wake Transit Plan Update

1. Connect the Region
2. Connect All Wake County Communities
3. Create Frequent, Reliable Urban Mobility
4. Enhance Access to Transit

WAKE TRANSIT PLAN UPDATE

Help Design Our Transit Future!
Visit our project website to learn more about the 2035 Wake Transit Plan and share your thoughts!
<https://www.google.com/maps/@37.5683333,-78.4783333,15z>

¡AYUDE A DISEÑAR NUESTRO FUTURO TRÁNSITO!
Visite la página web de nuestro proyecto para aprender más sobre el Plan de Tránsito Wake 2035 y comparta sus pensamientos sobre el futuro del tránsito en la región.

Project page:
<https://publicinput.com/WakeTransit2035>

APEX
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[SLIDE 2]

You told us you would like rail service in Wake County.

Here's what's happening.

- Amtrak is and will continue to operate passenger rail service in Wake County. These trains provide regional connections with stops in Durham, Cary, and Raleigh.
- There are a lot of rail projects planned in Wake County, including plans to purchase and/or upgrade tracks between:
 - Raleigh and Wake Forest.
 - Raleigh, Cary and RTP.
- The Wake Transit Plan could help improve the existing services or help new projects happen sooner by:
 - Providing funding for additional trains in Wake County.
 - Improving train infrastructure (tracks, stations, etc.).

What do you think? Is this a good way of building rail service in Wake County?

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[SLIDE 3]

You told us you want fast, reliable connections between Raleigh and Durham.

Here's what we can do.

- The region could build Bus Rapid Transit (BRT) along I-40 to provide fast, frequent, reliable connections between Raleigh and Durham. This service could include:
 - Buses every 15 minutes all day, every day.
 - Widening and improving highway shoulders so buses can travel faster for the full way between Raleigh and Durham.
 - Making it easier and faster for buses to get on and off I-40.
 - Building new transfer points, including an Airport transit hub close to the on/off ramp.

Time to Get Started	Estimated Travel Time (Door-to-Door, Average, Excluding Layovers)	Weekday Service	Weekend Service
Express Bus Service	Expansion starts in 2026 and 2027	60-70 minutes 15 minutes peak 30 minutes evenings	Every 15 minutes
BRT on I-40	5-10 years	50-60 minutes 30 minutes daytime 60 minutes evening	Every 20 minutes

How often do you travel between Raleigh and Durham?

Every day Once a week or so Every month or so Rarely or Never

Do you think BRT will be a good way to connect Raleigh and Durham?

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[SLIDE 4]

Here's what we can do.

Different Ways of Building a Transit Network

What should we do first?

OPTION 1

Expand bus service in Cary and Raleigh, so buses come more often and are available for longer hours and more days.

This option would serve more people.

OPTION 2

Create new bus routes and build new projects like mobility hubs to connect Wake County towns with Cary, Raleigh and other regional destinations.

This option would serve more places.

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[SLIDE 5]

Wake Transit Plan Update Phase II Engagement

- Two Pop-events scheduled for Apex:
 1. Christmas Tree Lighting – December 6, 2024 (complete)
 - Received 22 responses on the People vs Places question:
 - 13 in favor of serving more people
 - 9 in favor of serving more places
 - This is in line with wider responses across Wake County so far...
 2. Martin Luther King Jr Day Breakfast Reception/Senior Center – Saturday, January 18th
 - Planning to set up in Senior Center hallway, to capture seniors and event patrons

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[SLIDE 6]

Wake Transit Plan Update – Next Steps

- Phase II Survey will be open through at least end of January
- Staff plan to send e-blast about the public survey within the week
- Staff-level meetings at CAMPO on January 30th-31st for policy discussion and CFA program discussion

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[FY26 CFA FUNDING APPLICATION UPDATES]

Katie Schwing, Senior Planner-Long Range Transit gave updates on items that were discussed at the Transit Advisory Committee October meeting and that this was the main funding for Go Apex through Wake Transit which is a 50% match. I

APPROVED MINUTES

[SLIDE 1]

FY26 CFA Funding Application Updates

- We have two proposed projects:
 1. Capital project for bus stop improvements
 2. Operating project for increased frequency on GoApex Route 1
 - Discussed with GoCary – earliest they could operate additional frequency is Q4 of FY26 (Spring 2026)
 - Two service options:

Options	Proposed Schedule	Additional Revenue hours per Week	Est. Added cost – FY26 Q4 ONLY
Option 1	30 min service 6:00am-10:30pm Mon-Sun	110	~\$169,370 increase in total costs (~\$86,360 in local costs w/50% match)
Option 2	30 min service 6am-7pm Mon-Sat Hourly service 7pm-10pm Mon-Sat Hourly service 7am-9pm Sun	66	~\$106,030 increase in total costs (~\$53,010 in local costs w/50% match)

APEX
NORTH CAROLINA

21

[INFORMATION UPDATES]

Katie Schwing, Senior Planner-Long Range Transit asked if there were any questions on Informational Update handouts.

[SLIDE 1]

Informational Updates

- See handout

APEX
NORTH CAROLINA

22

Chair Werking asked if this was three months behind on current data from Go Cary.

Ms. Schwing said that the November data was received in early January and typically the data for November would be received in the third week of December. She said that December's data should be in the next week.

Chair Werking asked if there was information from Go Cary on feedback on why September, October and November's percentage has dropped.

Ms. Schwing said that they are working on a tool that is supposed to provide better information about the "on time" and it is taking longer than anticipated.

Chair Werking asked if a request could be made to confirm that specific time point.

APPROVED MINUTES

Vice Chair Bryant recommended that the drop off at the Senior Center first and then circle back to the Municipal building.

Ms. Schwing said that they could talk with Go Cary about this and try shifting the two drop-offs.

Ms. Cox gave an update on the Mobility Hub Feasibility Study. She invited the Committee Members to the next meeting that would be on February 26th as an Open House from 4p-6p at the Senior Center. She gave communication options for the meeting.

[OTHER BUSINESS]

Chair Werking moved to Other Business and asked Member Williams about the cost per boarding.

Member Williams asked about the cost for riders and about targeted marketing to increase the ridership. She asked Ms. Schwing about the goal for the cost for riders per route.

Ms. Schwing said that the CFA program that the funding comes from is the target for the ridership and cost per boarding. She gave information on the target for the next few years. She said that there is a corresponding cost per boarding, is \$25.50 for year three and then steps down. She said that the approved costs were in 2018, and that inflation wasn't considered and that these goals were not as reasonable. She said they are in discussions with CAMPO about the target goal. She said that the cost for the fee to Go Cary continues to go up and that ridership would go up each year.

Chair Werking said that there had not been much time planning how to grow and improve the service. He suggested that at the next meeting or before to have a discussion on planning the growth of the service and performance.

Member Williams asked to consider meeting more frequently or schedule a special meeting.

Chair Werking recommended getting approval for increasing the meeting frequency and asked what the Committee Members what they would want to increase to. j

Member Williams suggested bi-monthly.

Vice Chair Bryant agreed with bi-monthly.

Member Barrett agreed to increase the meeting schedule.

Member Perry agreed with bi-monthly.

Member Kirley suggested one special meeting regarding the bike and pedestrian, for an informational meeting.

Ms. Schwing said she would refer this information to the Clerk's office.

Chair Werking encouraged the other members to email Clerk Coleman about how this.

A **motion** was made by **Member Williams** and seconded by **Member Kirley** to request a bi-monthly frequency for the Transit Advisory Committee from the Town Clerk.

VOTE: UNANIMOUS (0-9)

APPROVED MINUTES

[ADJOURN]

Chair Werking announced the meeting adjourned at **5:40 p.m.**

Andy Werking
Chair

Submitted for consideration and approval by Apex Town Clerk Allen Coleman.

Minutes approved on _____ day of _____ 2025.

**TOWN OF APEX
REGULAR TRANSIT ADVISORY COMMITTEE MEETING
WEDNESDAY, APRIL 9, 2025
4:00PM**

The Apex Transit Advisory Committee met for a Regular Transit Advisory Committee Meeting Wednesday, April 9, 2025 at 4:00 PM in the Council Chambers, Apex Town Hall, located at 73 Hunter Street in Apex, North Carolina.

This meeting was open to the public. Members of the public were able to attend this meeting in-person or watch online via the livestream on the Town's YouTube Channel. The recording of this meeting can be viewed here: [Apex Transit Advisory Committee 04.09.2025](#)

[ATTENDANCE]

Transit Advisory Committee Members

Andrew Werking, Chair
Nick Bryant, Vice-Chair
Patrick Kirley
Linda Barrett
Frances Williams
Wendy Perry
Angela Reincke, Parks Representative
Brett Gant, Councilmember

Staff

Shannon Cox, Long Range Planning Manager
Katie Schwing, Senior Planner-Long Range Transit

[WELCOME AND INTRODUCTIONS]

Chair Werking welcomed everyone and moved to Meeting Minutes.

[MEETING MINUTES]

Katie Schwing, Senior Planner-Long Range Transit said that the agenda order had been revised.

[SLIDE 1]

Revised Meeting Agenda 4:00pm

1. Welcome and Introductions
2. Meeting Minutes
3. Town Boards and Committees Updates
4. GoCary – High-level overview of expansion over time
5. Wake Transit Plan Update
6. Transit Prioritization Study
7. Shopping Carts and Bus Stops – Prevention and Mitigation Strategies
8. Informational Updates
9. Other Business
10. Adjourn

APEX
2

[SLIDE 2]

Meeting Minutes 4:00-4:05pm

- *Requested Action:* Approve minutes from the November 18, 2024 special meeting.
- *Requested Action:* Approve minutes from the January 8, 2025 regular meeting.

APEX
3

Chair Werking asked if there was any discussion for the minutes for the November 18, 2024, Special Transit Advisory Committee meeting and January 8, 2025, minutes and for possible motion.

A **motion** was made by **Vice-Chair Bryant**, seconded by **Member Kirley**, to approve November 18, 2024, Special Transit Advisory Committee meeting and January 8, 2025, minutes.

VOTE: UNANIMOUS (5-0) with Member Perry absent for vote

[COUNCIL WORK SESSION UPDATES - BOARDS AND COMMITTEES]

Town Clerk Coleman gave an overview of the UDO and Town Code updates. He also gave an outline of the changes to the Transit Committee and what the next steps for the Town Code schedule for the changes would be. He said that the staff would directly communicate with the board members about the changes and updates with the staff liaisons being copied on the communications.

[SLIDE 1]

Town Boards and Committees Updates 4:05-4:10pm

Proposed policy changes for all Town boards and committees

- Process for approval
- Timeline for implementation

APEX NORTH CAROLINA 4

[GoCARY - HIGH-LEVEL OVERVIEW OF EXPANSION OVER TIME]

Katie Schwing, Senior Planner-Long Range Transit gave the following presentation:

[SLIDE 1]

GoCary/GoApex Historical Comparison 4:10-4:20pm

- Request to compare Cary's population, jobs, and transit service provided over time
- Main Questions:
 - **When Cary was the size Apex is today, what type of transit were they providing?**
 - **How does the service they are providing today compare to Apex?**
- Intended as a high-level overview only:
 - Timelines are approximate
 - Should be used to understand relative differences
 - More detailed data/analysis would be required for specific questions
- Thanks to GoCary for providing historic maps/ride guides

Welcome Aboard
Tran
CARY TRANSIT

APEX NORTH CAROLINA 5

[SLIDE 2]

Quick History of GoCary services

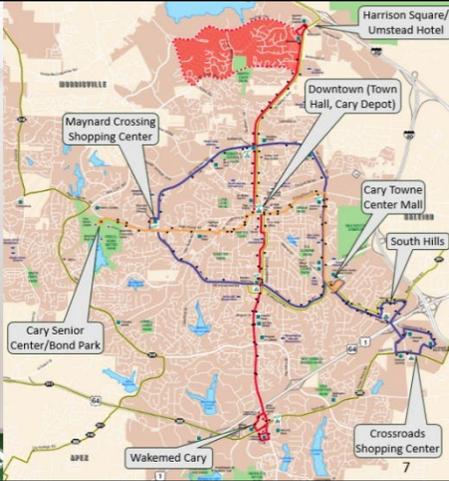
- In the past, Cary had a rail history similar to Apex, with their own depot
- 1990's: GoTriangle (then known as Triangle Transit Authority) began regional transit service from Cary to RTP and Raleigh
- 2001: the Town of Cary began providing Door to Door services for seniors and those with disabilities, funded through the Town
- December 2005: the Town launched its first fixed routes and was known as "C-Tran"
- 2006-2009: C-Tran continued to expand service through around 2009
- 2010: New contract with MV Transportation allowed for new vehicles and technology
- 2016: with the advent of the Wake Transit Plan and funding, its name was updated to "GoCary" and service expansion continued – first, with expanded hours and adding Sunday service
- 2017-present: GoCary has continued its expansion since then, and will continue to do so in the near future with both added routes/service, and added frequency and span
- More history can be found at www.gocary.org/gocary-history


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[SLIDE 3]

C-Tran ~2005-2006

- Maynard Loop Route
- East-West Route
- North South Route
- GoTriangle also operated Rts 301, 305, 310, 311 in the area



[SLIDE 4]

C-Tran ~2009-2010

- Route 1 - Maynard Loop (Counterclockwise)
- *Added* Route 2 - Maynard Loop (Clockwise)
- Route 3 - Harrison Ave
- *Added* Route 4 - High House Rt to NC 55
- Route 5 - Kildaire Farm Rd to Crescent Commons Rd
- *Added* Route 6 - Buck Jones Rd/Raleigh connection
- GoTriangle also operated the 301, 303, 305 and 311 in the area



[SLIDE 5]

C-Tran ~2014-2015

- Route 1 - Maynard Loop (Counterclockwise)
- Route 2 - Maynard Loop (Clockwise)
- Route 3 - Harrison Ave
- Route 4 - High House Rt to NC 55
- Route 5 - Kildaire Farm Rd to Crescent Commons Rd (and Kildaire Farms Express)
- Route 6 - Buck Jones Rd/Raleigh connection
- GoTriangle also operated Rts 301, 303, and 311 in the area

[SLIDE 6]

GoCary ~2020

- Route 1 - Maynard
- Route 2 - Maynard
- Route 3 - Harrison
- Route 4 - High House
- Route 5 - Kildaire Farm and KFX
- Route 6 - Buck Jones
- GoTriangle also operated Routes 300, 301, 305, and 311 in the area

[SLIDE 7]

GoCary ~2024

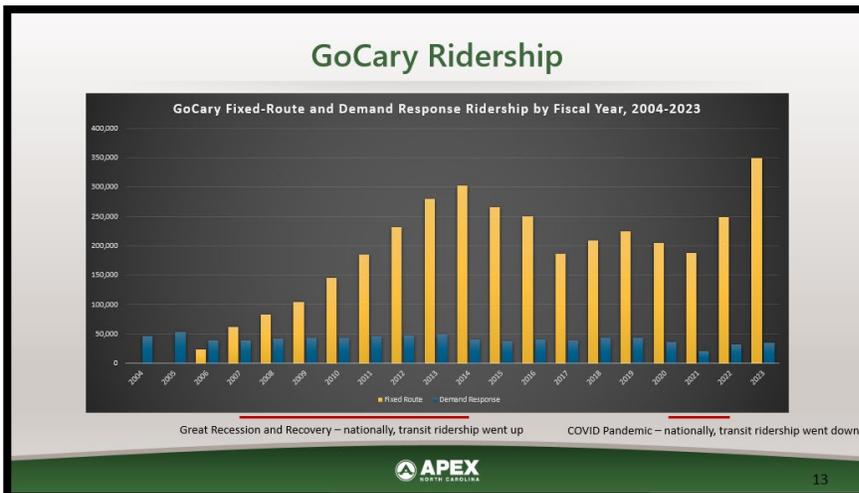
- Route 1 - Crossroads
- Route 3 - Harrison
- Route 4 - High House
- Route 5 - Kildaire Farm
- Route 6 - Buck Jones
- *Added* Route 7 - Weston
- *Added* ACX
- *Added* Downtown Loop

[SLIDE 8]

Summary

Approx. Year	Cary Population Est.	Cary Jobs Est.	Number of Town Routes	Route Characteristics	Cary Fixed Route Ridership (FY)
2005	107,644	58,376	3	~6am-7pm Mon-Saturday ~30-minute peak, 1-hr off peak	23,354 (FY06 – partial year of service)
2010	135,234	69,709	6	~6am-8pm Mon-Saturday ~30-minute peak, 1-hr off peak	145,690 (FY10)
2015	151,186	86,834	6	~6am-8pm Mon-Saturday ~30-minute peak, 1-hr off peak	265,850 (FY15)
2020	174,721	93,028	6	~6am-9pm Mon-Saturday ~7am-8pm Sunday ~30-minute peak and mid-day ~1-hr evening and Sunday	204,866
"Current"	176,686 (2023 ACS) 191,000 (Cary 2025 internal est.)	101,232 (2022 LEHD)	8 (2024)	~6am-10pm Mon-Saturday ~7am-9pm Sunday ~30-minute peak and mid-day ~1-hr evening and Sunday	348,590 (FY23)

[SLIDE 9]



[SLIDE 10]

Apex Comparison

Approx. Year	Apex Population Est.	Apex Jobs Est.	Number of Town Routes	Route Characteristics	Fixed Route Ridership (FY)
2005	30,381	8,576	0	n/a	
2010	37,476	10,775	0	n/a	
2015	42,220	15,070	0	n/a	
2020 (vintage 2023)	64,213	17,230	0	n/a	
"Current"	67,765 (2023 ACS) 76,578 (Apex 2023 internal est.)	20,613 (2022 LEHD)	1	~6am-10pm Mon-Saturday 1-hr frequency	12,075 (FY2023) 16,225 (FY2024)
	79,963 (Apex 2024 internal est.)				

[SLIDE 11]

Observations?

- Keep in mind: population and jobs numbers reflect the Towns overall, not just the transit service area
- Cary has more population, jobs, and retail/shopping destinations than Apex
- ACS 5-year estimates on Journey to Work:
 - For 2023, 0.4% of Cary residents used public transit to get to work (0.1% in Apex)
 - For 2015, 0.8% of Cary residents used public transit to get to work (0.3% in Apex)
 - For 2010, 0.7% of Cary residents used public transit to get to work (0.5% in Apex)

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[SLIDE 12]

Discussion

- Any questions or follow up requests?

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[SLIDE 13]

GoCary/GoApex Historical Comparison

• Data sources:

Item	Source
Population estimates	Town of Cary, Town of Apex, US Census, and American Community Survey 5-year estimates **Based on contemporaneous corporate boundaries**
Jobs estimates	U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2022). **Based on the most recent corporate boundaries - retroactively applied**
GoCary Service	Florida Department of Transportation, Urban Integrated National Transit Database online application, selected NTD report characteristics 2002-2023 FY06, 10, 15 fixed route numbers provided by GoCary
Maps/Illustrations	Source: Town of Cary and GoCary.org

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[WAKE TRANSIT UPDATE]

Katie Schwing, Senior Planner-Long Range Transit gave the following presentation:

[SLIDE 1]

Wake Transit Plan Update 4:20-4:30pm

- Phase III engagement period: May 1st – May 30th
- Project page will be updated by May 1st:
 - <https://publicinput.com/WakeTransit2035>
- Feedback request will be structured as:
 - “Do you agree with the proposed investment strategy?”
 - “Do you agree with the recommendations for each of the Four Big Moves?”
- Will include an interactive “Storymap” of the recommended projects
- Still working to schedule Apex-specific outreach
 - Another presentation likely before Town Council in May
 - One potential pop-up event

Plan documents expected to be completed before July 1st, then brought to CAMPO Executive Board and GoTriangle Board of Directors for approval

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[SLIDE 2]

Wake Transit Plan Update

DRAFT

Wake Transit Plan Priorities



Four Big Moves

1. Connect the Region
2. Connect All Wake County Communities
3. Create Frequent, Reliable Urban Mobility
4. Enhance Access to Transit



Community and Stakeholder Priorities

1. Regional Connections
2. Comfortable Bus Stops
3. Crosswalks and Sidewalks
4. Frequent Bus Service
5. Night and Weekend service



FY26-FY35 Investment Priorities

Invest in the Regional Network

- Build core BRT network, including I-40
- Strengthen connections to Raleigh or Cary
- Support regional rail network
- Allocate funding for bus stops, crosswalks and sidewalks
- Invest in Community Funding Area

Serve More People

- Operate more frequent bus routes
- Increase service levels on successful bus routes
- Operate more bus service

Serve More Places

- Regional transit infrastructure (some BRT, regional rail)
- Strengthen connections to Raleigh or Cary
- Invest in Community Funding Area
- Build Community Transportation Facilities


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[SLIDE 3]

Wake Transit Plan Update

DRAFT

Invest in the Regional Network


Rail Ready Projects

\$250m over 10 years

- \$50m to start, then ~\$19m per year, each year (funding rolls over)
- Regional Rail Implementation Plan will be completed in June 2025
- Potential investments may include
 - Stations
 - Track Improvements
 - Increased Rail Service
 - Additional study may be needed


Implement and Expand BRT Network

\$1.0b in BRT investment (capital only)

- **Core Network** (New Bern, Western, Southern and Northern with 2 endpoints)
- **BRT Extensions** (Cary to RTP and Garner to Clayton)
- **BRT Development** (I-40 Raleigh to TMH)
- **BRT Next Gen** (study 5 to 6 corridors)
- Funding for study for about 5 BRT corridors (including Harrison)


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[SLIDE 4]

Wake Transit Plan Update

DRAFT

Serve More People

Expand Frequent Bus Service

- **Increase hours and days of operation for existing bus services**
 - 14 Frequent Routes
 - 16 Local Routes
- **Add 13 New Frequent Routes**
 - Bus routes operating with 30-minute service will become frequent (15 minute) routes

Support Bus Service Investments

- 5% Contingency for Unanticipated projects
- 15% for ADA
- +70 Expansion Vehicles and Ongoing Replacement Vehicles
- \$3m/year Bus Stops, Sidewalks and Crosswalks
- 10 Connection Points where frequent routes intersect (\$750k per)
- Maintenance Facility Study

11/17/2016 WAKE

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[SLIDE 5]

Wake Transit Plan Update

DRAFT

Serve More Places

More Community Connections

- **Increase hours/days of existing regional bus routes (all day, every day)**
- **Add 6 New Regional Routes**
 1. Apex to RTP/TMH via Davis Drive
 2. Apex to Raleigh Express
 3. Triangle Town Center to Durham via Briar Creek and TMH
 4. Fuquay-Varina, Holly Springs, Apex to RTP/TMH
 5. Southern Connector: Tryon Road
 6. Knightdale to Crabtree
- **New Town-to-Town Route**
 - Rolesville to Wake Forest
- **New Commuter Route to Amazon Facility in Garner**

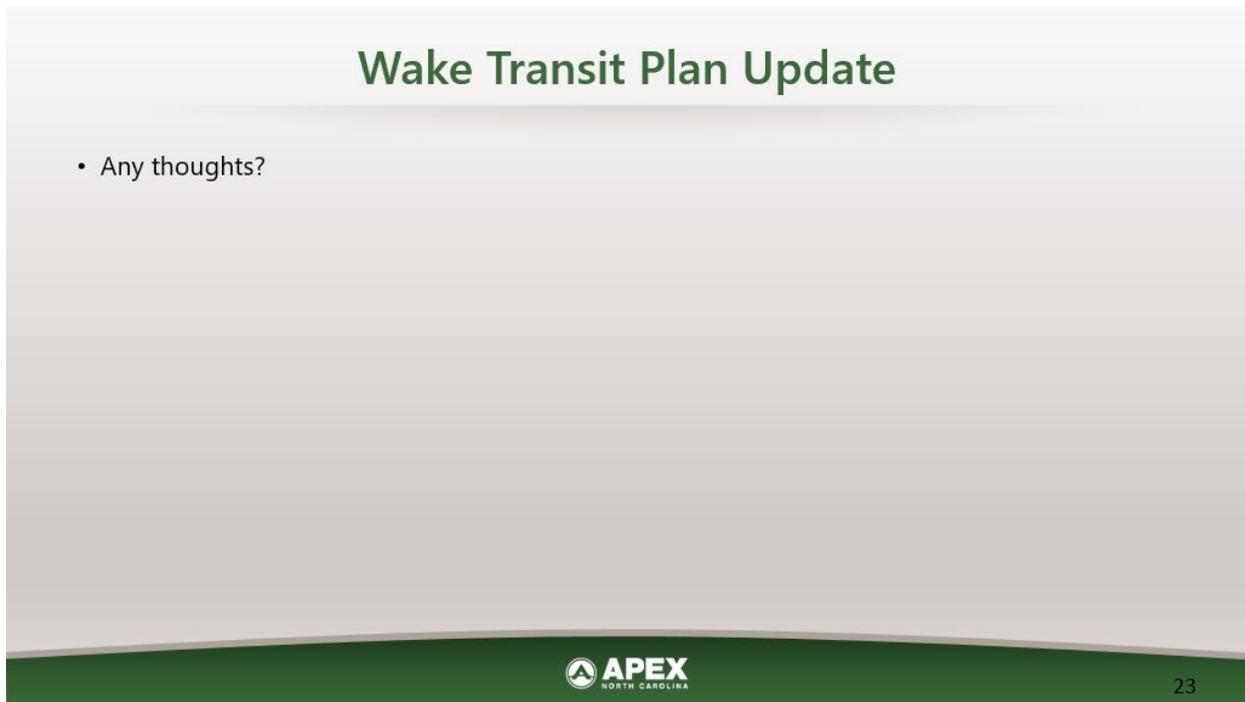
More Community Facilities

- **Invest in Community Transportation Facilities/Hubs (5 hubs at \$6m each)**
- **Increased Investment in Community Funding Area Program (\$40m over 10-years)**
- **Potential Airport Interchange Facility off I-40 (\$50m)**

11/17/2016 WAKE

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[SLIDE 6]



Wake Transit Plan Update

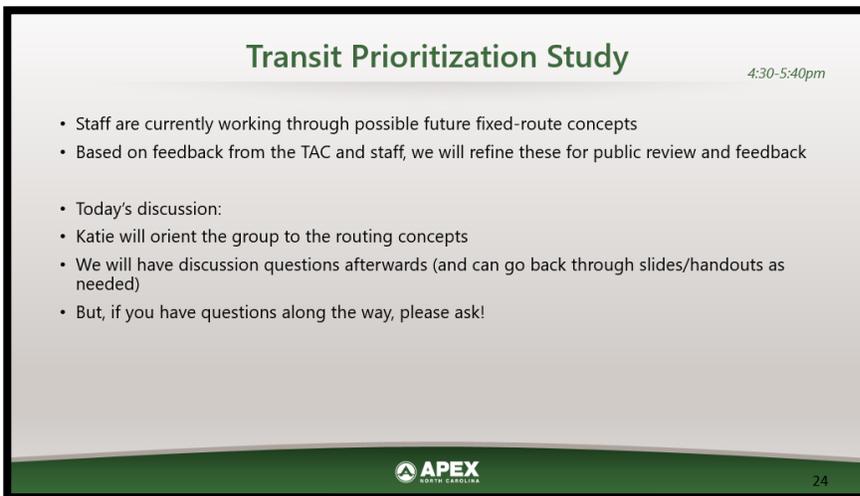
- Any thoughts?

APEX NORTH CAROLINA 23

[TRANSIT PRIORITAZION STUDY]

Katie Schwing, Senior Planner-Long Range Transit gave the following presentation:

[SLIDE 1]



Transit Prioritization Study 4:30-5:40pm

- Staff are currently working through possible future fixed-route concepts
- Based on feedback from the TAC and staff, we will refine these for public review and feedback

- Today's discussion:
- Katie will orient the group to the routing concepts
- We will have discussion questions afterwards (and can go back through slides/handouts as needed)
- But, if you have questions along the way, please ask!

APEX NORTH CAROLINA 24

[SLIDE 2]

Transit Prioritization Study

- Three route concept groupings (mainly for organizational purposes):
 - 40 minute routing concepts
 - Transit Plan Map buildout concepts
 - Various 1-hr and 30-minute route concepts

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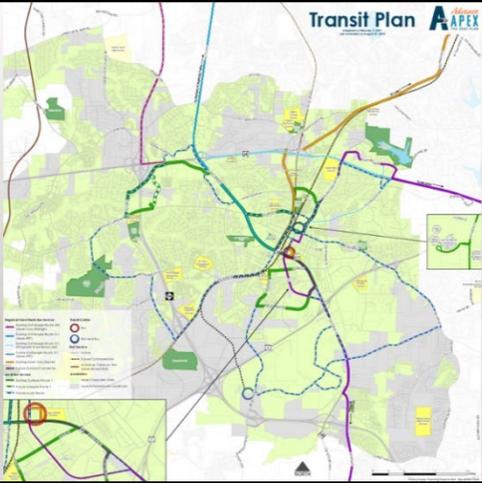
[SLIDE 3]

Transit Prioritization Study

- Some initial factors that went into the concepts:
 - Logistical limitations
 - amount of time it would take to complete the routing (30 min, 40 min, 1 hr)
 - ability to turn around, etc.
 - Access to desired destinations and access points
 - Connections to downtown
- Some of these options may not be viable, but didn't want to limit ourselves too soon
- Will focus more on budget as we get to recommendations

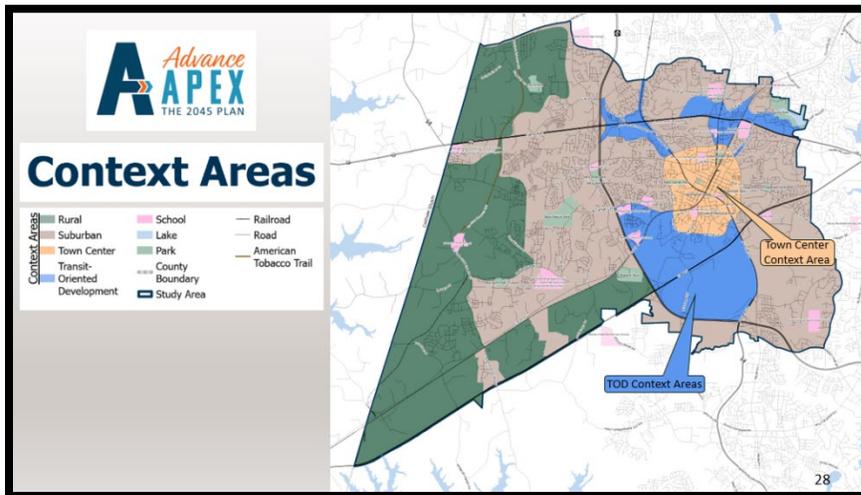
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[SLIDE 4]

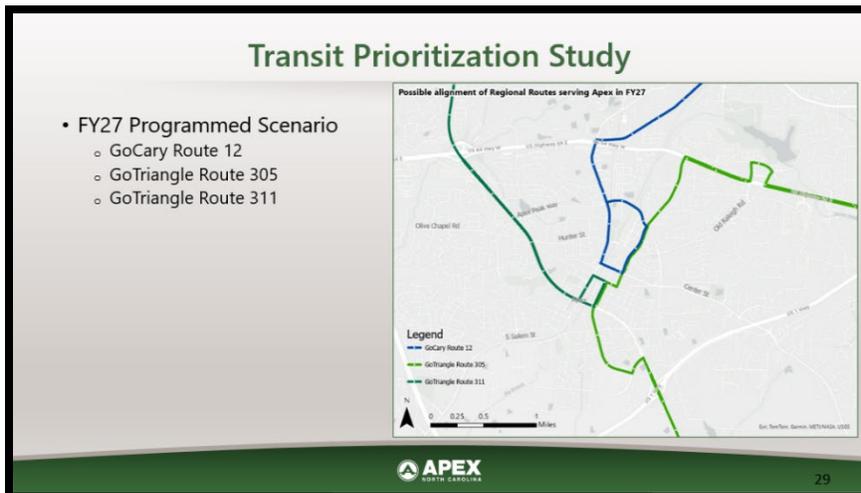


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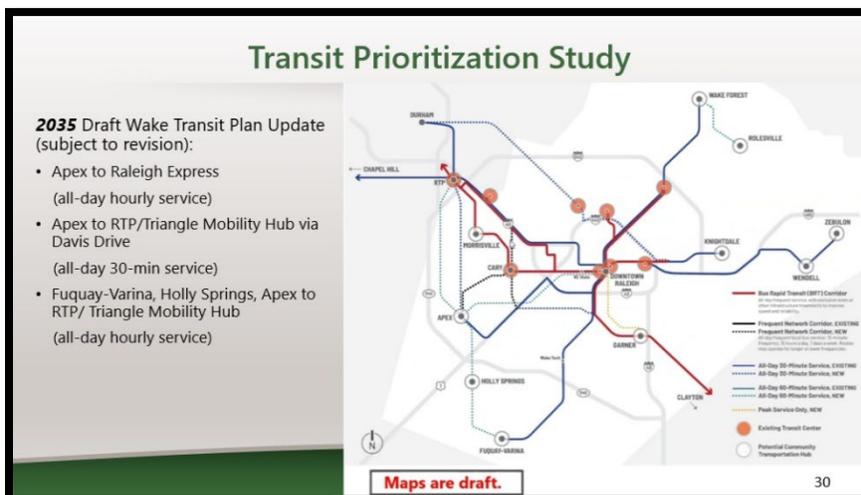
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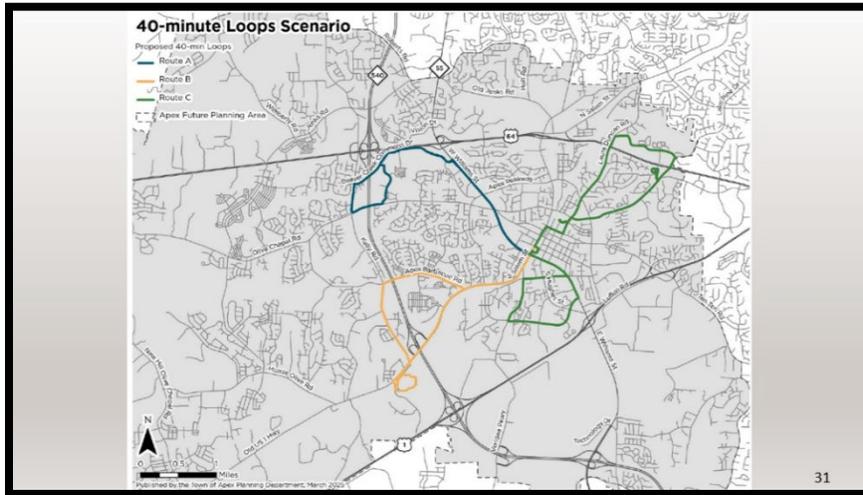
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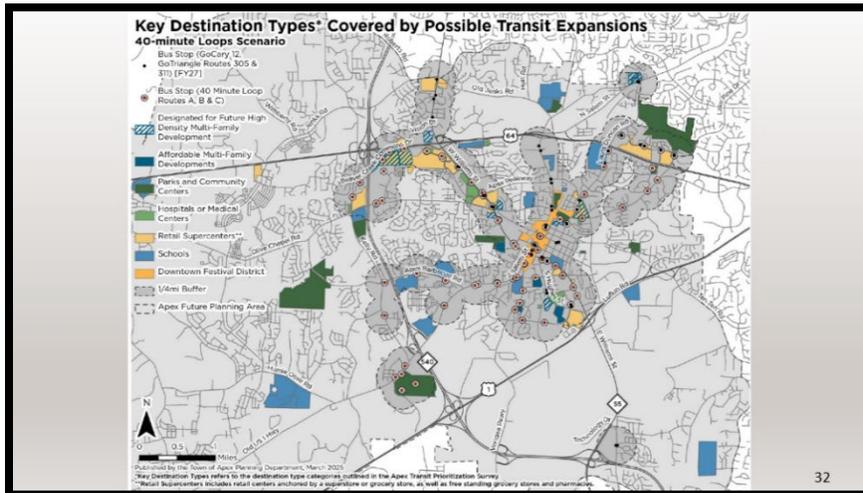
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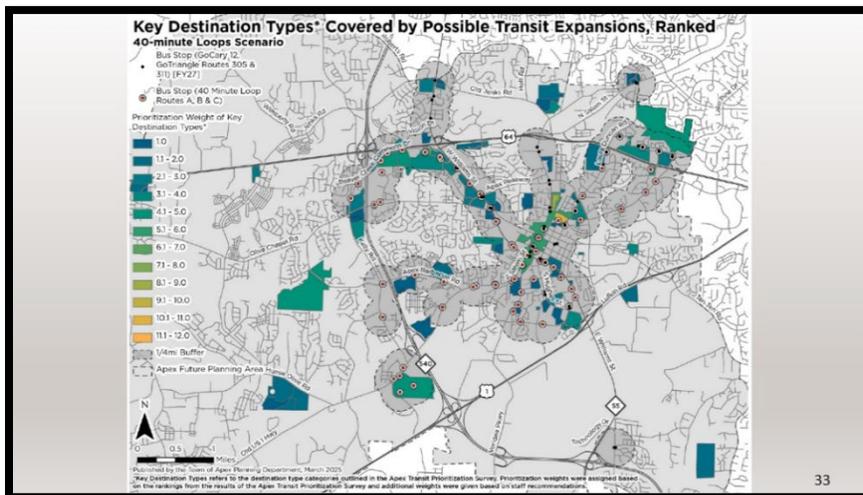
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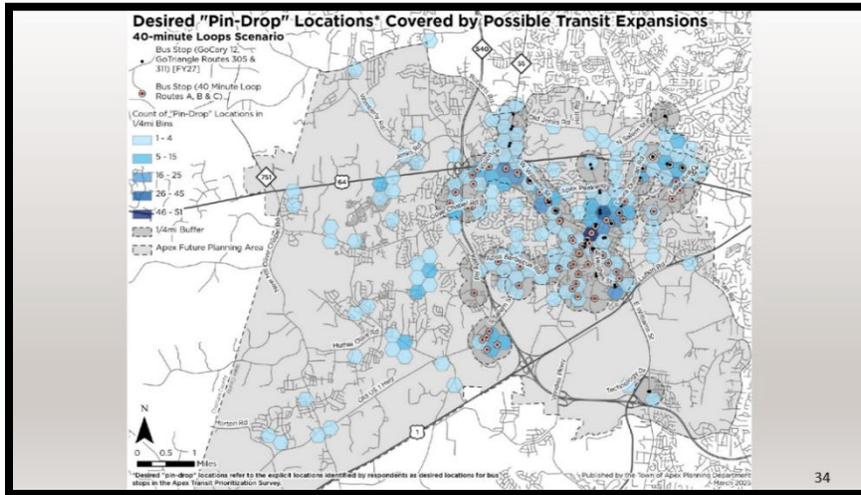
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[SLIDE 10]

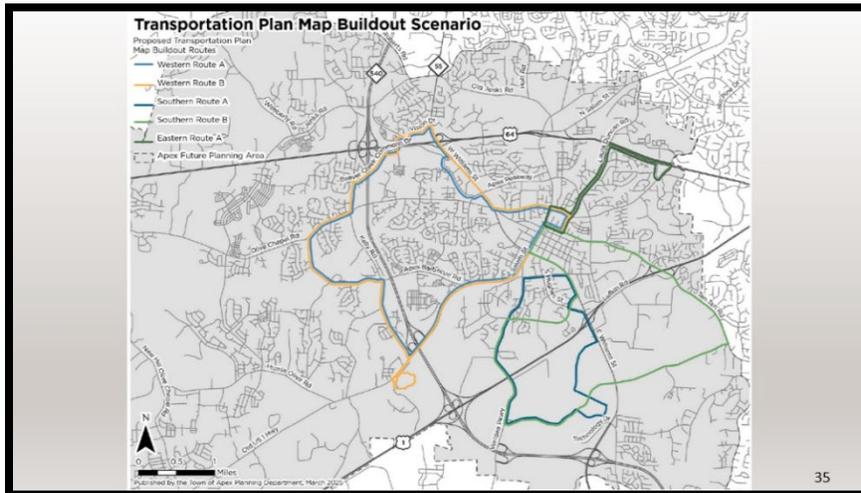


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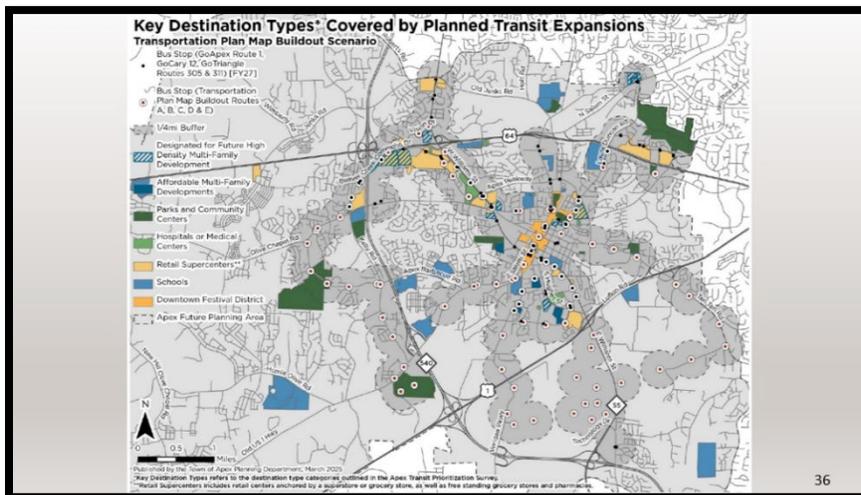
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[SLIDE 12]



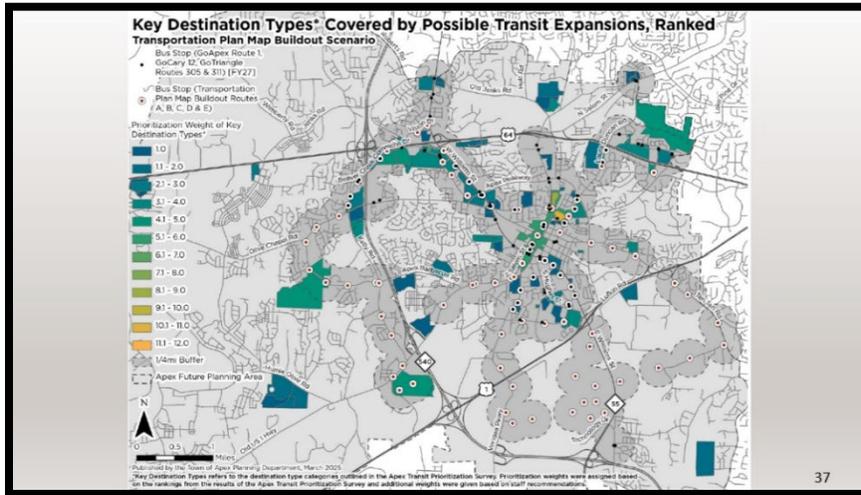
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[SLIDE 13]

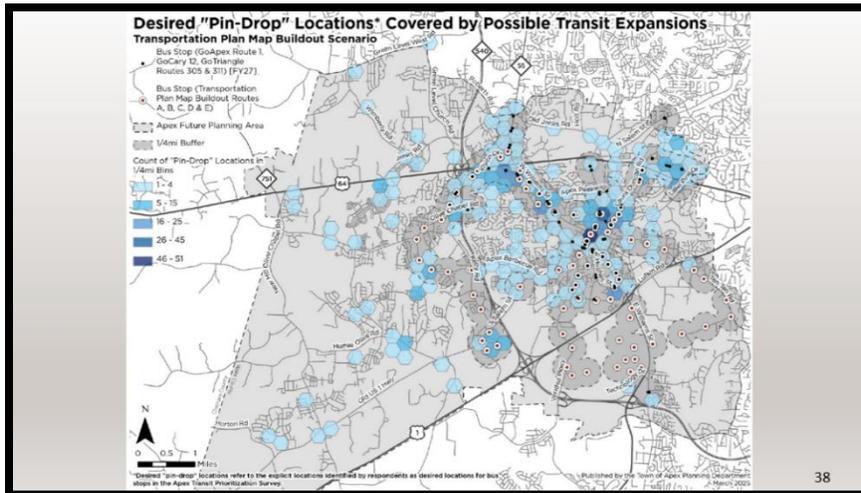


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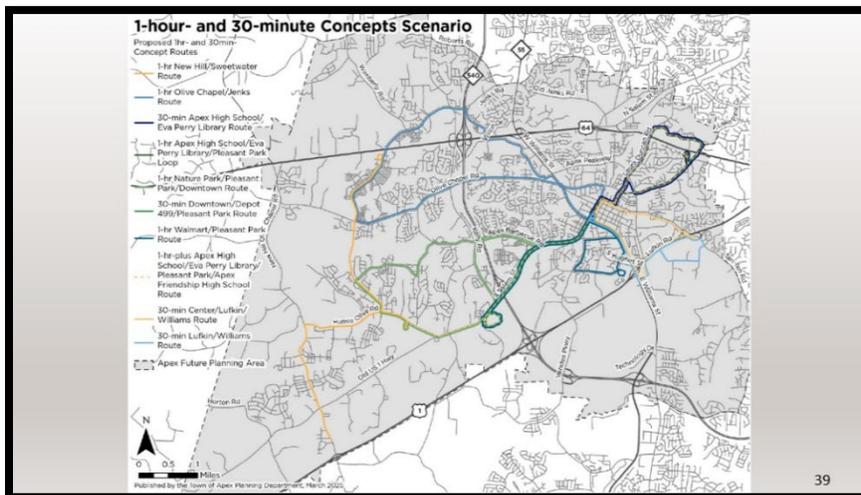
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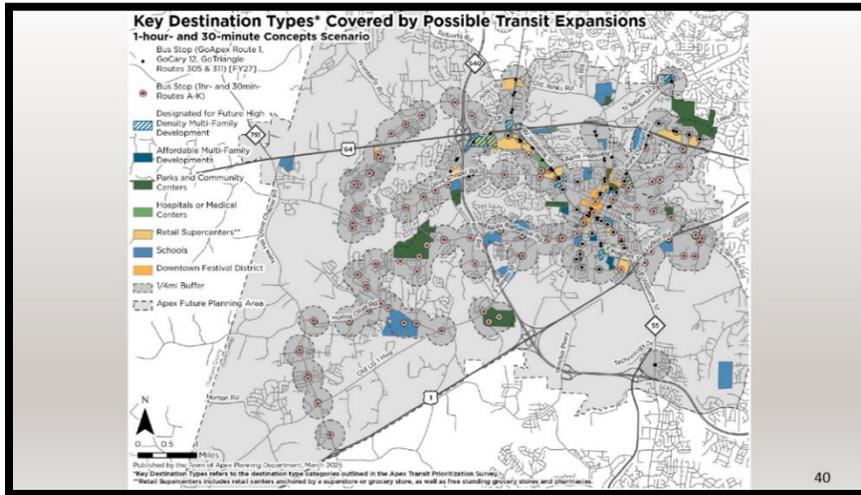
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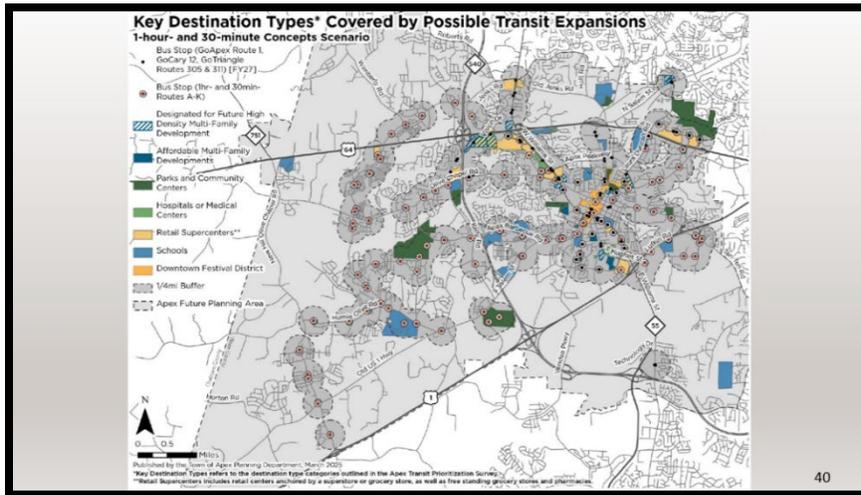
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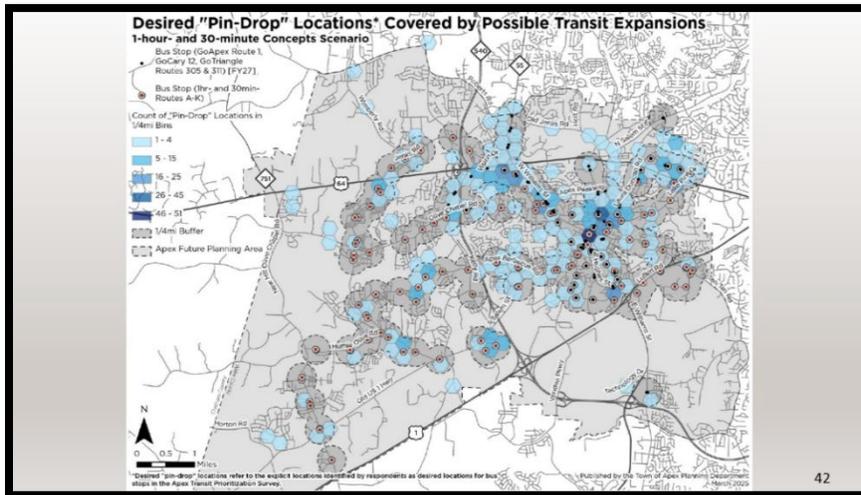
[SLIDE 17]



[SLIDE 18]



[SLIDE 19]



[SLIDE 20]

Transit Prioritization Study

Guide – 4:30-4:40pm

Thoughts/discussion on these initial concepts:

- Did anything stand out to you?
- Do any of these concepts seem infeasible or *not* worth keeping into the next round?
- Did this exercise bring up additional questions?

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[SLIDE 21]

Transit Prioritization Study

Guide 4:45-5:00pm

- Factors to consider for prioritization:
 - CFA program performance requirements (for matching funding)
 - Connectivity to regional transit services
 - Connectivity to key destinations
 - Access for key populations
 - Primarily serves our “Town Center” or “Transit-Oriented Development” context areas (Comprehensive Plan)
 - Availability of existing bus stops/number of new bus stops required
 - Utility of a future Mobility Hub
 - Other...?

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[SLIDE 22]

Transit Prioritization Study

Guide 5:10pm

Other factors to consider :

1. How important do you believe *continuity* is when expanding the GoApex network?
2. Do you think every route should stop at the *Senior Center* or *other specific destination*?
3. Do you think every route should have the same *frequency*, or could some be more frequent than others?
 - *There are some ways to “double up” frequency along higher-demand corridors using two lower-frequency routes, but only if they share routing/stops for a significant portion of their routing.*
4. Do you think that GoApex should expand in *phases*, or push to expand more at one time?

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[SLIDE 23]

Transit Prioritization Study

Discussion Items:

1. Should some factors be weighed more heavily than others? Which ones?
2. Should factors be considered in more of a quantitative (i.e. scoring process) or qualitative manner (i.e. general consideration, maybe a couple of categories)?
3. Should an expanded Door to Door service area be taken into account (beyond the ADA requirements)? How so?
4. Should the prioritization process address Microtransit? How so?

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[SLIDE 24]

Transit Prioritization Study

- Some initial staff thoughts on the routing concepts:
 - Caution about large loops – less convenient for return trips
 - "Barbell" shaped routes likely to work best (mostly two-way lines with smaller loops on the ends)
 - Map out equity considerations in more detail (low-income, no vehicle, etc)
 - Need to better understand Veridea buildout timeline:
 - Road network
 - Development (residential and commercial)
 - Future Wake Tech
 - Need to better understand possible transit demand in business park areas
 - 30-minute frequency is more desirable, but more expensive
 - Consider access to future public library in Friendship area (location not set)
 - Determine a baseline "viability" level for fixed routes in the near term
 - Consider microtransit for low-density areas?

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[SLIDE 25]

Transit Prioritization Study

- CFA program performance requirements

Measure	Year 1	Year 2	Year 3	Year 4	Year 5 and beyond
Passengers per revenue hour (PPRH)	n/a	n/a	3 Pax / RVH	4.5 Pax / RVH	6 Pax / RVH
Cost per unlinked passenger trip (UPT)	n/a	n/a	\$25.50	\$21.25	\$17.00

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These could be updated in the future, but changes didn't make it to the final draft of this past year's program updates

GoApex Route 1 example:

- For our proposed FY27 service level (30-minute service 6am-8pm Mon-Sat, hourly service 8pm-10pm Mon-Sat and 7a-9p Sun), ridership would need to be about ~58,000 boardings per year to meet our long-term PPRH target

[SLIDE 26]

Transit Prioritization Study

- Microtransit services are proliferating in Wake County (and beyond):
 - Morrisville Smart Shuttle
 - SmartRideNE (Zebulon, Wendell, Knightdale)
 - GoWake Forest (replaced Wake Forest Loop)
 - Rolesville Microlink (replaced 401X Rolesville express route)
 - NEW – Fuquay-Varina (replacing FRX express route) (FY26)
 - NEW – Holly Springs CFA project (FY26)



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[SLIDE 27]

Transit Prioritization Study

Could microtransit work in Apex? Things to keep in mind:

- Probably won't work best in a context of mixed local routes and microtransit services:
 - Cannibalizing fixed route trips
 - Difficulty in timing transfers
 - Confusion on what, where, and when service is available
- Would likely need 1-3 transfer hubs to transfer to regional fixed route services
- Would want to consider different user types (i.e. high school, medical, work commute, those with disabilities, etc.)
- Would want to coordinate with future land use map to still encourage future fixed-route transit-supportive areas into the future
- Want to be careful of equity if different service models are offered in some areas and not others

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[SLIDE 28]

Transit Prioritization Study

Guide 5:00pm

The Wake Transit CFA program also includes microtransit as an eligible mode.

- Benefits:
 - Provides a coverage-based service for areas harder to service with a fixed route
 - Can usually cover a larger area with smaller, less expensive vehicles
 - Flexible service models (curb-to-curb, corner-to-corner, or node-to-node)
 - Can offer a "one-seat ride" instead of local transfers
 - Offers multiple ways to request rides (i.e. smartphone app, phone number, website) and see real-time info
 - Can sometimes use local TNC networks to supplement service during high-demand times
 - Can be used as a first step towards future fixed route, especially in areas where demand is expected to increase in the near future (~5 years)

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[SLIDE 29]

Transit Prioritization Study

The Wake Transit CFA program also includes microtransit as an eligible mode.

- Limitations:
 - Most are set up as first come-first service/queue-based system
 - Usually can't pre-schedule trips (even for important appointments)
 - Doesn't scale up easily: high-demand times = longer waits, and often means refused trips (i.e. customers have to wait and request a trip later when demand is lower)
 - Doesn't necessarily encourage transit-oriented development or transportation system efficiency
 - Requires thoughtful approach to ADA accessibility

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[SLIDE 30]

Transit Prioritization Study – Next Steps 4:10-5:20pm

- Revising route concepts based on today's feedback and other staff feedback, to develop a refined list for comparison.
- Likely going out for public feedback in May
- Will come back in July with final recommendations for review

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[SHOPPING CARTS AND BUS STOPS - PREVENTION AND MITIGATION STRATEGIES]

Alisha Harris, Planner II gave the following presentation:

[SLIDE 1]

Shopping Cart Study 5:40-5:45pm

- Please consult the hand-out for more details
- Originally discussed April 2023
- Identified as a minor issue
 - Staff has reported seeing and returning 1-2 shopping carts per year since
- Staff conducted research on similarly sized municipalities with bus systems
 - Derived best practices and plan of action from research
 - Near term solutions
 - Discuss shopping cart collection with store management along GoApex route
 - Continue to track instances of abandoned carts that have been reported by residents and staff
 - Mid-term solution
 - Update UDO to include provision for cart corrals in new retail developments
 - Enforce existing Town Ordinance once Code Enforcement Officers are hired

APEX NORTH CAROLINA 54

[SLIDE 2]

[INFORMATIONAL UPDATES]

Katie Schwing, Senior Planner-Long Range Transit gave the following updates:

[SLIDE 1]

Informational Updates 5:45-5:50pm

- See handout

APEX NORTH CAROLINA 55

[OTHER BUSINESS]

Ms. Schwing gave term reminders of the seats that were up for re-appointments as of July 2025 which included Chair Werking, Vice-Chair Bryant and Gaye's seats. She said that if anyone wants to keep serving to let her know before the next meeting. She said tht the Advisory Board application process is currently open. She said that there is a Wake Transit

101 Session at CAMPO Offices on April 30th, 2025 at 1:30pm. She also said that PeakFest Outreach is on Saturday, May 3rd, 2025 (9am-5pm). She said that EarthFest is the weekend prior to PeakFest.

Chair Werking asked if there was any other business to discuss.

[SLIDE 1]

The slide is titled "Other Business" in green text at the top center. In the top right corner, it says "5:55-6:00pm". The slide contains a bulleted list of items:

- TAC Term reminders
 - Andy, Nick, and Gaye's terms are up for renewal in July, 2025
 - Staff will coordinate with Clerk's office on any updates to the process
 - Let staff know either way if you'd like to continue serving
- Town Advisory Board applications are currently being taken
- Wake Transit 101 session at CAMPO Offices at 1:30pm on April 30th, 2025
 - Open to TAC members, staff, and leadership (Council)
 - See email for details – Registration closes April 22nd
- PeakFest is Saturday, May 3rd from 9am-5pm on Downtown Apex
 - Please volunteer to come support the Planning Dept tent and talk transit!
 - Email Katie for details (or use sign up sheet)

At the bottom of the slide, there is a green footer area containing the Apex North Carolina logo on the left and the number "56" on the right.

[ADJOURN]

Chair Werking announced the meeting adjourned at **6:08pm**.

Andy Werking
Chair

Submitted for consideration and approval by Apex Town Clerk Allen Coleman.

Minutes approved on _____ day of _____ 2025.

TOWN OF APEX
MULTIMODAL TRANSPORTATION ADVISORY BOARD
WEDNESDAY, JULY 9, 2025
4:00PM

The Apex Multimodal Transportation Advisory Board met Wednesday, July 9, 2025, at 4:00 pm in the 2nd Floor Council Chambers at Apex Town Hall, located at 73 Hunter Street in Apex, North Carolina.

This meeting was open to the public. Members of the public were able to attend this meeting in-person or watch online via the livestream on the Town's YouTube Channel. The recording of this meeting can be viewed here: <https://www.youtube.com/watch?v=-8X0ULjqVZ8&t=1894s>

[ATTENDANCE]

Multimodal Transportation Advisory Board Members

Andrew Werking, Chair

Nick Bryant, Vice-Chair

Linda Barrett

Gaye Williams

Wendy Perry

Absent: Patrick Kirley, Board Member and Brett Gantt, Councilmember

Staff

Shannon Cox, Long Range Planning Manager

Katie Schwing, Senior Planner-Long Range Transit

Allen Coleman, Town Clerk

Ashley Gentry, Deputy Town Clerk

[WELCOME AND INTRODUCTIONS]

Chair Werking welcomed everyone.

[MEETING MINUTES]

Chair Werking asked if there were any discussion for the minutes for the April 9, 2025 minutes and moved to a possible motion.

Member Bryant suggested that the April 9, 2025, minutes include more detail, noting that much of the discussion was missing.

Member Williams stated that she preferred the minutes to contain more of a summary than verbatim detail.

Member Williams requested that her name be reflected as Gaye Williams instead of Frances Williams, as she goes by her middle name.

Town Clerk Coleman confirmed that the correction would be made to the minutes and the agenda materials from this point forward. He stated that the Clerk's Office would revise the April 9, 2025 minutes and bring them back for approval at the September 10, 2025, meeting.

All Board Members were in consensus in including more detail in the April 9, 2025, minutes and bring back September 10, 2025.

[TOWN BOARDS AND COMMITTEES UPDATES]

Deputy Clerk Gentry gave an overview of the updated Resident Advisory Policy and process. She said that on December 17th, 2024, at the Work Session changes were approved by the Council and one of the changes was the name of the Board from the Transportation Advisory Committee to the Multimodal Transportation Advisory Board (MTAB). She said that this expanded the scope of the Board to include biking, walking, transit and any other related infrastructure. The updated scope also increased the regular voting members and added one youth voting member. She gave information on the recruitment and application process. She said that the new members of the MTAB are Thanh Schado, Noah Toppe and Mark Spanoli and Gaye Williams were re-appointed to a full two-year term from filling a partial term. She said that there were no applications for the youth position. She said that the mayor elected Linda Barrett as the next Chair and Noah Toppe as the next Vice-Chair of the MTAB. She said that both new and re-appointed members will attend orientation. She said that they would be re-advertising for the youth and vacant positions.

[FY2025-2026 MEETING CALENDAR]

Deputy Clerk Gentry gave an update on the Multimodal Transportation Advisory Board calendar. She gave the updated schedule of the Board moving from meeting quarterly to bi-monthly. She said that one of the new members had proposed a new start time from 4:00pm to 5:00pm. She said the meeting will be every other month, 2nd Wednesday at 4:00pm in the Council Chambers and will be conducted live stream. She asked if a member could not attend a meeting to let her, Ms. Cox and the Chair, know. She asked what the Board's feedback was for the start time.

Member Williams asked if changing the time from 4:00pm to 5:00pm would be ok with the staff.

Katie Schwing, Senior Planner-Long Range Transit, said that it would work for her, but noted that she was not sure with the scope of the Board changing, there may be additional staff joining the meetings.

Shannon Cox, Long Range Planning Manager, said that she could not answer whether this would work for the new staff who would need to participate. She noted that the request was after 5:00pm due to the workday hours and it would probably need to be at 5:30pm at the earliest.

Deputy Clerk Gentry said that most of the Boards meet at 6:00pm. with variations of other meeting times for some boards.

Chair Werking said that some of these meetings have run long with just transportation matters and now that the additional scope is being added to this Board, that the meetings could run longer.

Deputy Clerk Gentry said that this discussion could be brought back to the September 10th meeting when the new Board members would be in attendance. She noted that the next meeting would remain at 4:00pm and there would be more discussion on changing the time.

Town Clerk Coleman said that the new calendar should be adopted with the regular time with the current calendar only going through the July meeting. He said that there could be an agenda item set to discuss and possibly amend the meeting time at the next meeting.

Chair Werking asked if there was a motion to accept the calendar as presented.

A **motion** was made by **Member Williams** and seconded by **Member Barrett** to approve the FY2025-2026 Meeting Calendar with the intent to be reintroduced at the September 10th meeting to discuss the start time of the meetings.

VOTE: UNANIMOUS (5-0) with Patrick Kirley absent.

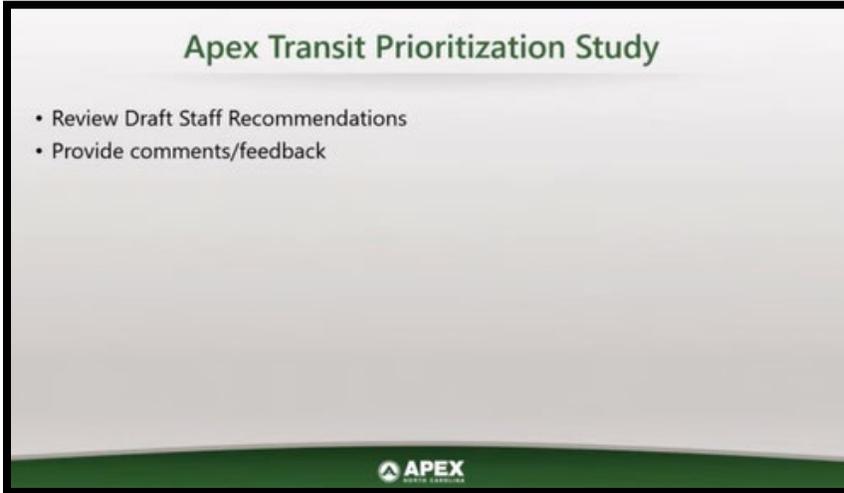
Ms. Schwing asked if the Board wanted the members to share their availabilities for the time to work at the next meeting.

Chair Werking said to come prepared at the next meeting to work through the time of the meetings at that time.

[TRANSIT PRIORTIZATION STUDY UPDATES]

Katie Schwing, Senior Planner-Long Range Transit, gave an update on the Transit Prioritization Study and asked for feedback on the draft staff recommendations developed for the study that are out for public comment and review. She said that finalizing the recommendation for the study by the end of July or early August was the goal so that it could be brought to Council in late August or early September meeting. She gave the following presentation:

[SLIDE 1]

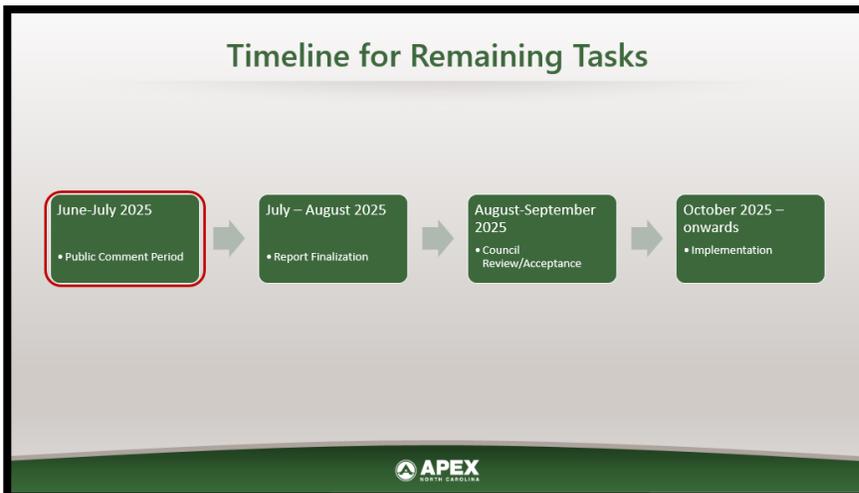


Apex Transit Prioritization Study

- Review Draft Staff Recommendations
- Provide comments/feedback

APEX
NORTH CAROLINA

[SLIDE 2]



Member Bryant asked if this would be back to the committee on September 10th.

Ms. Schwing said that it would probably go to the Council meeting for approval before the next MTAB meeting in September.

Chair Werking asked when the public comment period would end.

Ms. Schwing said Sunday, August 3rd would be the last day. She said that she was continuing to advertise and seeking feedback with the Town newsletter, social media, flyer and postcard distributions and putting a channel card in the buses.

Member Perry asked if there were any placards available for distribution.

Ms. Schwing said that she would get them to her.

[SLIDE 3]

Apex Transit Prioritization Study

- Public Comment Period June 27th – August 3rd
- Marketing Strategies include:
 - Project webpage updates, with online comment form (June 27th)
 - Email blast to Transit Plans and Updates email list (June 27th)
 - "All in Apex" Town Newsletter (July 1st)
 - Town social media update (this week)
 - Flyers in bus shelters and parks kiosks (this week or next)
 - Postcard flyers in Town buildings (this week or next)
 - Channel Card (poster) on the GoApex bus (this week or next)
- As of July 8th, there were ~35 participants



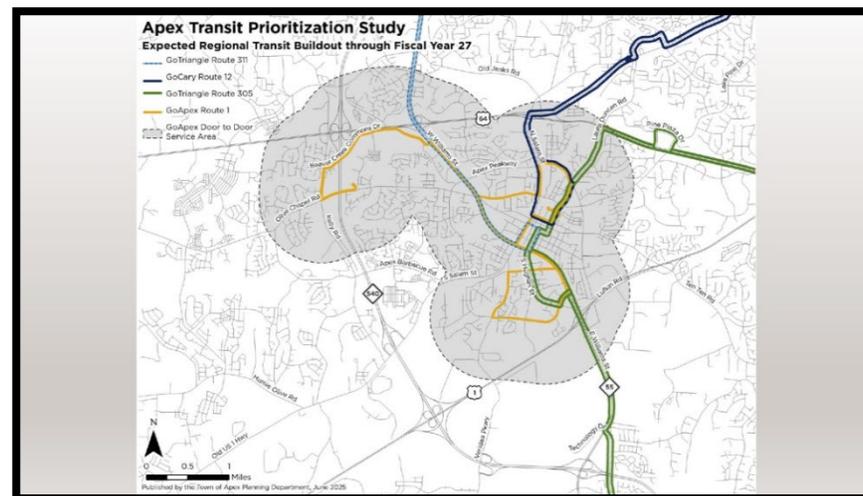


[SLIDE 4]

Draft Staff Recommendations – Fixed Route Service Expansion

Order	Draft Recommendations – Fixed Route
1	Implement GoApex Route 1 expansion/improvements already recommended for funding in FY25 and FY26: <ul style="list-style-type: none"> • Sunday service • Increased frequency Monday-Saturday • Continuing bus stop improvements
2	Implement a 2 nd fixed route (Pine Plaza/Pleasant Park), with the same frequency and span as GoApex Route 1
3	Revise existing GoApex Route 1 to provide better access to downtown, Walmart and Chapel Ridge Rd (each change could be implemented independently)
4	Implement a new fixed route to serve Veridea East Village area, timed with Western Wake Tech campus opening and mixed-use center development
5	Implement fixed route service along Center St to Lufkin Rd area

[SLIDE 5]



Member Williams asked for clarification on the funding approval for the 30-minute change.

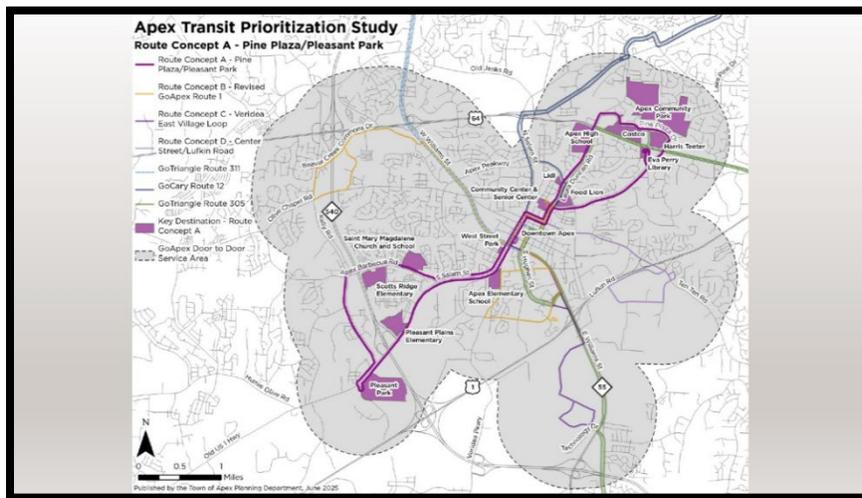
Ms. Schwing said that Community Funding Area (CFA) funding had been applied for FY26 to start in Q4 and was approved in June 2025. She said that Q4 was the soonest GoCary was able to commit to having a second vehicle and operator available. She said that the Sunday service funding was approved for this fall but were waiting for the logistics with GoWake Access and they are working through bus improvements.

Vice-Chair Bryant asked when sidewalk connections would begin to be discussed for the buses to run or could it be considered and when the entire multimodal portion would be implemented.

Ms. Schwing said that this current meeting was the last “real” TAC meeting and at the next meeting it would broaden out more. She said that for a future agenda it could be looked at the state of all of the sidewalk projects.

Ms. Cox said that there may need to be some elements of the orientation that would be for the entire Board because of the new scope of the Board. She said that there is prioritization for transit connections and many of the sidewalks that are in development are funded through transit. She said this would come back to a future agenda.

[SLIDE 6]



Chair Werking asked what the targeted timeframe for the new GoApex Route #1.

Ms. Schwing said that the implementation start date was FY28. She said that in FY27 they would work through contracts and potentially install new bus stops.

Chair Werking asked if the purple route was the preferred route on side #6.

Ms. Schwing said that it was the route that would hit most destinations, this included downtown and the library which had been requested for these areas.

Member Williams asked about the overlap with Route #1.

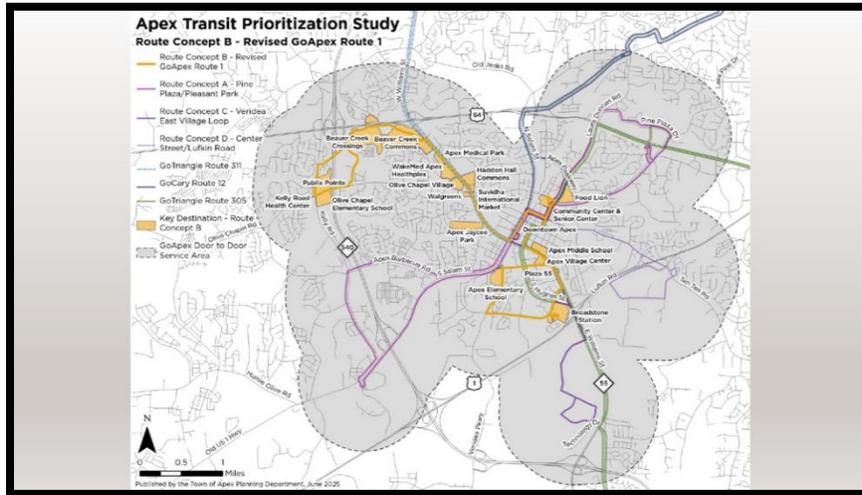
Ms. Schwing said that the route would overlap in the downtown area, and the idea would be to set up the schedule to do pulse point transfers to be able to transfer in either direction from places downtown. She discussed a future downtown mobility hub.

Member Williams said that ridership would improve the convenience to downtown.

Chair Werking asked if Mason Street or Town Campus would be the hub.

Ms. Schwing said that would probably be the default and near the existing layover for GoApex Route #1 which would cause buses to loop around to drop off then loop around and pick up.

[SLIDE 7]



Chair Werking asked if there were any future plans for using the new routing to the downtown area.

Ms. Schwing said that they are continuing to look at this.

Chair Werking said that one thought is that the downtown access would effectively be doubled by the increase in frequency to Route # 1 which is already funded and that would be doubling downtown access with this route.

Ms. Schwing said that it would possibly be going from a 45-minute trip to a 15-minute trip to get downtown.

Vice-Chair Bryant asked if the feedback about increasing downtown access was received on the current or previous survey.

Ms. Schwing said it was from last year's survey.

Chair Werking said that the survey didn't reveal if people rode the bus but that just people were more interested in where they wanted to go the most.

Ms. Schwing said yes. She said that these are still concepts and may need more refinement, especially the exact downtown route. She said that if they went with GoApex Route #1 that there would be some areas that would not be served and gave some of those examples of areas.

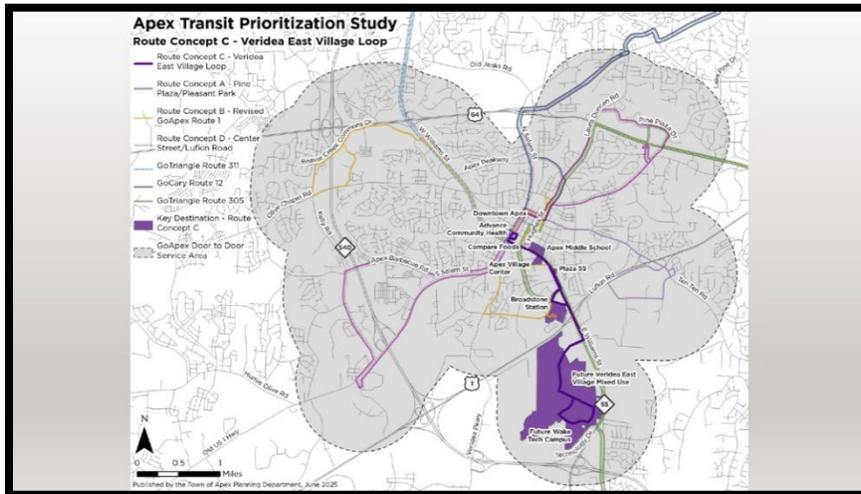
Vice-Chair Bryant said that he would like to know what the areas not served would look like.

Chair Werking asked if the timing for Route #1 to be changed would be similar the other proposals.

Vice-Chair Bryant asked if there were any decisions made around taking off that portion around ridership at those stops that may be eliminated.

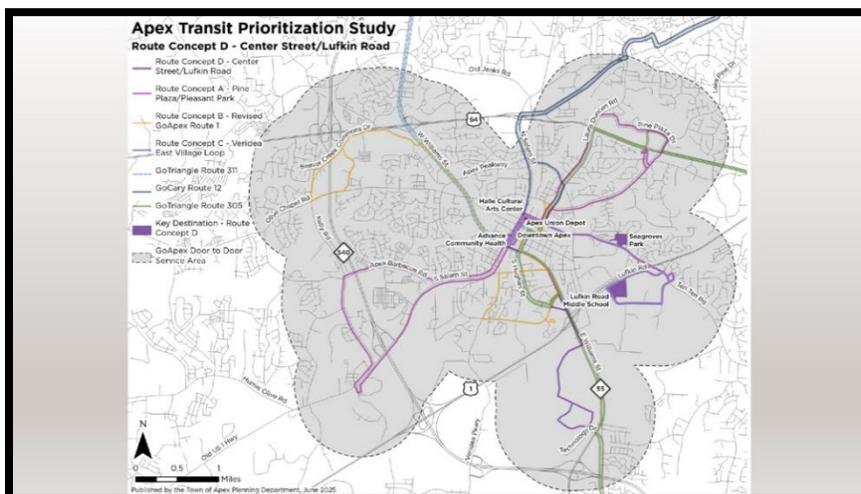
Chair Werking said that ridership was looked at and it was not very high at those stops. She said that ridership generally is the highest around the shopping centers. She said that the mauve colored line is the new route that Cary is working on to introduce to connect to downtown Apex and downtown Cary and it will be coming down North Salem Street, down Center Street to Mason Street Municipal Building where Apex is working with them on the timing for time transfers this November. She explained that it's about a quarter of a mile that people are willing to walk to a bus stop.

[SLIDE 8]



Vice-Chair Bryant said that conceptually this looks good but there is nothing definite at this time as far as the development.

[SLIDE 9]



Vice-Chair Bryant said that it is a concept but wasn't sure what was the point of serving Lufkin Road. He said that if this had to happen then possibly leaning against serving Lufkin Road unless Lufkin Road is the connection to serve Highway 55.

Chair Williams asked why Lufkin Road was pulled into the scenario in route concept D.

Ms. Schwing said that Center Street has been requested from residents that live in the area between downtown and US-1 for access to downtown, from the large multifamily apartment communities in the area and Apex High School students that are walking home. She said that there are a lot of jobs in the Business Park area.

Chair Werking asked if there were specific requests from businesses or potential businesses for bus service in that area.

Ms. Schwing said that that had not heard from the businesses and maybe it would be worth exploring.

Member Williams asked if this option would serve the mobile home community that was near this area.

Ms. Schwing said that this route would be the closest.

Member Williams asked if Lufkin Road would have to be included to make this happen.

Ms. Schwing said that it wouldn't have to include Lufkin Road.

Vice-Chair Bryant said that this was skipping the industrial park and when Jesse Drive happens and looping it back over to Highway 55, but it could almost be combined with Veridia with the Veridia portion and that eliminates the 30-minute portion.

Chair Werking said that two 30-minute routes could make an hour route.

Member Williams said that if you are going from Center Street to US-1 then it wouldn't be far from the mobile home community. She asked if this was the fourth concept in priority.

Ms. Schwing confirmed that it was the fourth concept in priority.

[SLIDE 10]

Draft Staff Recommendations – Fixed Route Service Expansion

- Discussion on these recommendations:
 - Inclusion of each of these items?
 - Order of priority?
 - Is there anything missing?

- Katie presented to Town Council at the June 10th meeting – see livestream recording for TC comments/questions:
 - Timing of the improvements (why not GoApex revisions sooner?)
 - Questions about Sweetwater/area west of 540
 - Questions about non-fixed route options (like microtransit)

Chair Werking said that it was a good job covering the areas and the increase to the potential frequency to downtown is supported. He said that concept 4 is identified as a low priority and is appropriately identified.

Member Williams said that routes that include the library were exciting.

Vice-Chair Bryant asked to see the slides of concept A and B. He asked if B was modifying Route #1

Ms. Schwing said yes and that it could happen at the same time.

Chair Werking said previously the library had tried to be included in the original Route #1 and it would not work from a timing perspective, so being able to include it now is a good thing. There were further discussions about the ridership in Pleasant Park and Scotts Ridge Community.

Vice-Chair Bryant asked the Board if A should be prioritized higher than B. The overall response was yes.

Chair Werking said that because the frequency of Route #1 in the concepts is already increasing, he put A first.

Vice-Chair Bryant said that theoretically it may be possible to do both at the same time.

Member Williams said this gives more visibility so that people will become more aware.

Member Perry said that there may have been conversations about it being difficult to turn around at the library.

Ms. Schwing said that the library property is owned by Apex and leased and operated by Wake County, so they would have to work with Wake County to make improvements like installing a bus stop. She said that it is a difficult place to get a bus in and out of the library, but they feel like it is important enough to do everything possible to get a stop at the library.

[SLIDE 11]

Draft Staff Recommendations – Other (Non-Fixed-Route Service, Capital Projects, and Planning)	
Order	Recommendations – Other (Non-Fixed-Route Service, Capital Projects, and Planning)
1	Continue to support federally-required GoApex Door to Door complementary ADA service, and expand required service area as fixed-route service expands
2	Explore options to serve seniors and those with disabilities <i>outside</i> the federally-required GoApex Door to Door Service Area
3	Support Phase 1 of the proposed downtown Mobility Hub buildout – transit transfer area
4	Evaluate land use policies for transit-supportive development as part of Comprehensive Plan update
5	Investigate Transit Signal Prioritization in Town
6	Explore options to serve others <i>outside</i> the general fixed-route service area
7	Ongoing - Support improved pedestrian and bicycle connections to transit

Vice-Chair Bryant asked if GoTriangle looked at Apex expanding new routes and how do they re-evaluate door-to-door service based on adding a new route.

Ms. Schwing asked Vice-Chair Bryant if he was specifically asking about the GoWake Access that operates the door-to-door service. She said that they pay the County for that.

Vice-Chair Bryan said that he wanted to make sure that they gave feedback.

Ms. Schwing said that Sunday's have been a sticking point, and they are working through Sunday services. She said that they have funding program constraints that are offered. She said if the town wanted to cover the cost of the trips, they would be able to operate the route.

Chair Werking said that with the other priorities discussed particularly adding service routes and increasing frequency and making changes to existing routes, increasing the priority of the transfer area is appropriate.

Ms. Schwing said that the more routes they operate, the more a Mobility Hub would be needed.

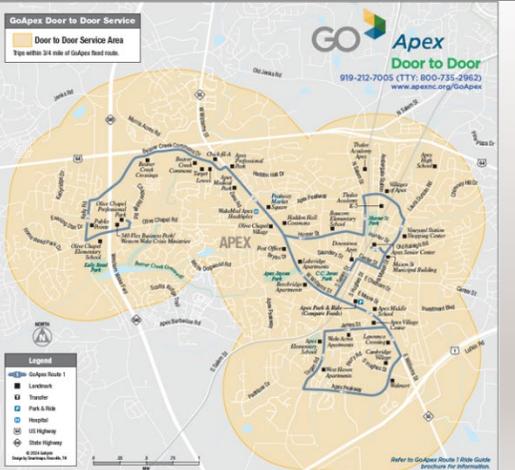
Chair Werking agreed.

[SLIDE 12]

Set 2 – Other Projects

Recommendation 2:
Explore options to serve seniors and those with disabilities outside the federally-required GoApex Door to Door Service Area.





[SLIDE 13]

Set 2 – Other Projects

Recommendation 3:
Support Phase 1 of the proposed downtown Mobility Hub, which would provide a bus transfer area in downtown.



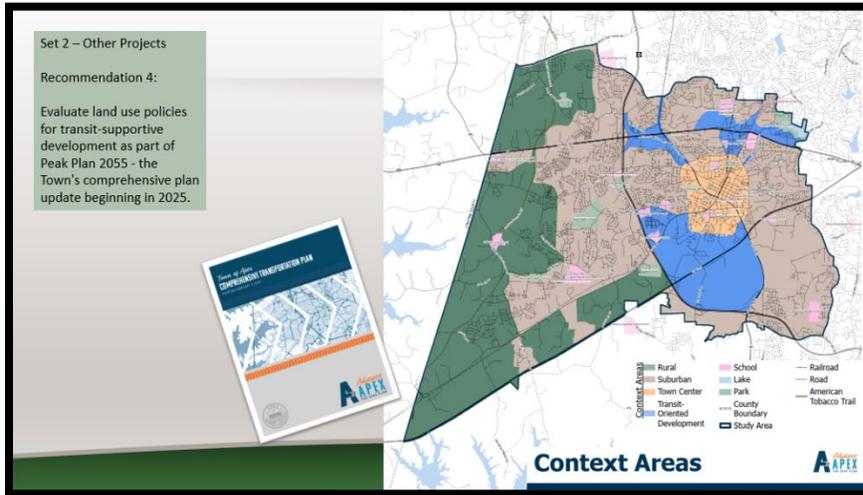


Vice-Chair Bryant asked if phase one requires acquisition of any building property.

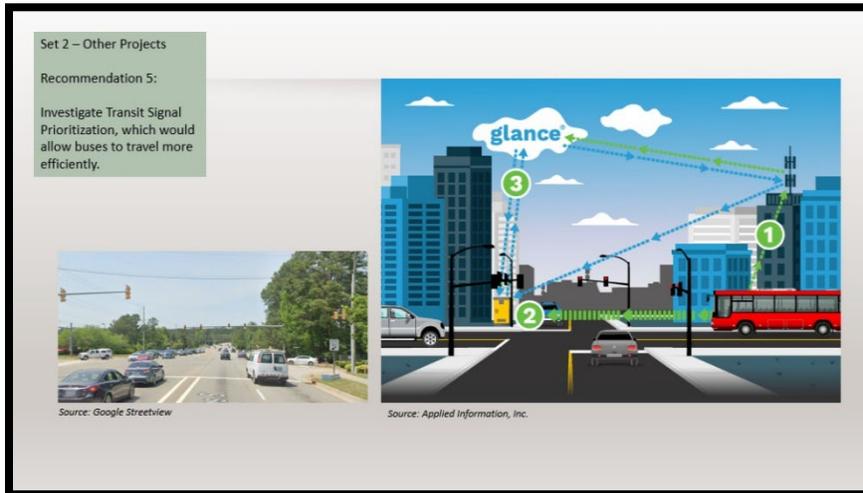
Ms. Cox said that phase one would rely on a new connection to the adjacent commercial parking lot so buses could move through and not have to turn around and they just loop through. Phase two is where the grand vision starts to come together.

Ms. Schwing said the rest of the presentation was informational and the Board could send her comments. She said she would email the slides to the Board as well.

[SLIDE 14]



[SLIDE 15]



[SLIDE 16]

Set 2 – Other Projects

Recommendation 6:

Explore options to serve others (those who are not seniors or individuals with disabilities) outside the general fixed-route service area.



[SLIDE 17]

Set 2 – Other Projects

Recommendation 7:

Continue to support improved pedestrian and bicycle connections to transit.



[SLIDE 18]

Draft Staff Recommendations – Other Recommendations

- Discussion on these recommendations:
 - Inclusion of each of these items
 - Order of priority
 - Is there anything missing

[SLIDE 19]

Draft Implementation Plan

- Fixed Route Service Expansion requires a three-step process:
 1. (Year 1) Finalize routing, apply for grant funding, design bus stops
 2. (Year 2) Install Bus Stops* **May extend beyond one year, depending on property needs*
 3. (Year 3) Start Operations

- Other Recommendations (Non-Fixed-Route Service, Capital Projects, and Planning) will also likely take multiple years to complete

Note: the Town's Comprehensive Plan is expected to be updated during this implementation timeframe. Any updates to the overall transit vision in Town could impact the out-years of this implementation plan.


25

[SLIDE 20]

Tentative Implementation Timeline

Project Type	Service	FY26	FY27	FY28	FY29	FY30
Planning	Transit Plan Map	Present Updates				
Fixed-Route	2 nd Route – Pine Plaza/Pleasant Park	Grants, Service planning, Bus stop design	Bus Stop Installation*	Start service		
Fixed-Route	GoApex Route 1 Revisions	Grants, Service planning, Bus stop design	Bus Stop Installation*, Update Routing	Update Routing	Update Routing (cont'd)	
Fixed-Route	Veridea East Village Loop		Grants, Service planning, Bus stop design	Bus Stop Installation*	Start service	
Fixed Route	Center/Lufkin Loop		Grants, Service planning, Bus stop design		Bus Stop Installation*	Start service
Planning	Explore options for seniors and those with disabilities	Internal research	Tentative: Conduct study	Tentative: Implementation		
Planning	Investigate Transit Signal Prioritization	Internal research	Tentative: Conduct study	Tentative: Implementation		

*Bus Stop Installation projects could take more than one year, depending on property needs



[SLIDE 21]

Draft Staff Recommendations – Overall Discussion

What other...

- Questions
- Concerns
- Thoughts
- Comments

...do you have about these Draft Staff Recommendations?

Ms. Schwing said that due to the time, she would gather additional comments from the Board through email or by phone to talk through the information. She also encouraged the Board to go to the project web page, [apexnc.org/transit study](http://apexnc.org/transit-study), and complete the comment form.

[SLIDE 22]

Gather Public Feedback – Online Survey

- Most preferred options for improvement/expansion:
 - Tie for "Add a new local bus route" and "Increase frequency of service on GoApex Route 1"
 - Followed by "Complete improvements at GoApex bus stops" and "Increase span of service on GoApex Route 1 (nights/Sundays)"
- Most important destination:
 - Downtown
 - Followed by retail areas with superstores, and parks
- Highest ranked target populations to serve:
 - Low-income residents
 - Seniors
 - People with disabilities
- Most important factors "required for me to consider riding":
 - Feeling of safety and security at the bus stop
 - Feeling of safety and security in the vehicle
 - Safe and convenient walking path to the bus stop and destination
- Other important factors were:
 - Reliability/on-time service
 - Short distance from bus stop to home and destination
 - Frequent service (30 minutes or shorter)



[SLIDE 23]

Gather Public Feedback – Onboard Survey

Customer Usage

- 63% reported that they rode 4 or more days a week
- 64% reported their usual trip purpose was “work”
- 65% reported that they did not have a car available
- 37% reported transferring to GoCary and/or GoTriangle routes






[SLIDE 24]

Gather Public Feedback – Onboard Survey

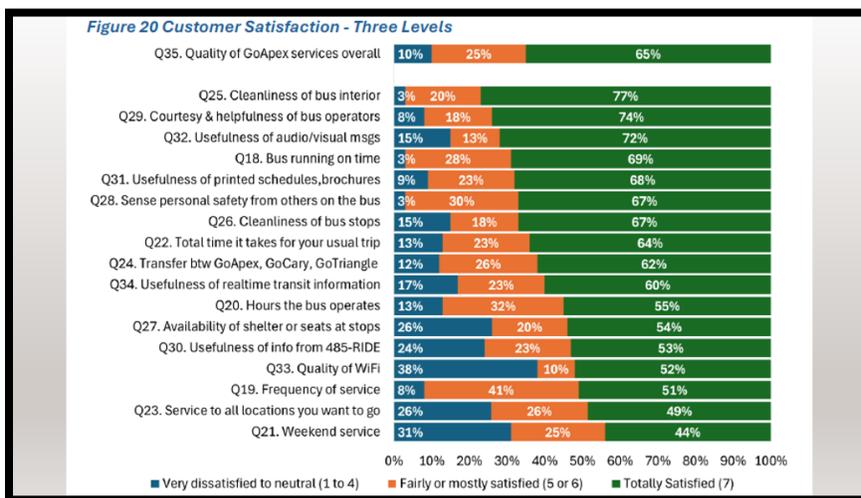
Demographics

- 52% reported a household income under \$40,000
- 13% reported that they have a disability that prevents driving
- 11% reported using a language other than English at home (and 6 additional customers declined to take the survey due to limited English or Spanish proficiency)
- 27% reported being age 24 or younger (and several riders were not approached to take the survey as they appeared under age 18)
- 25% reported being age 59 or older

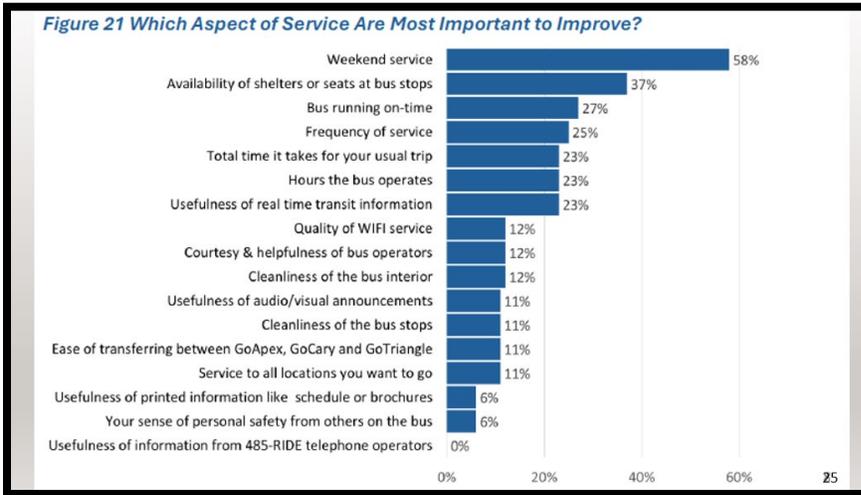




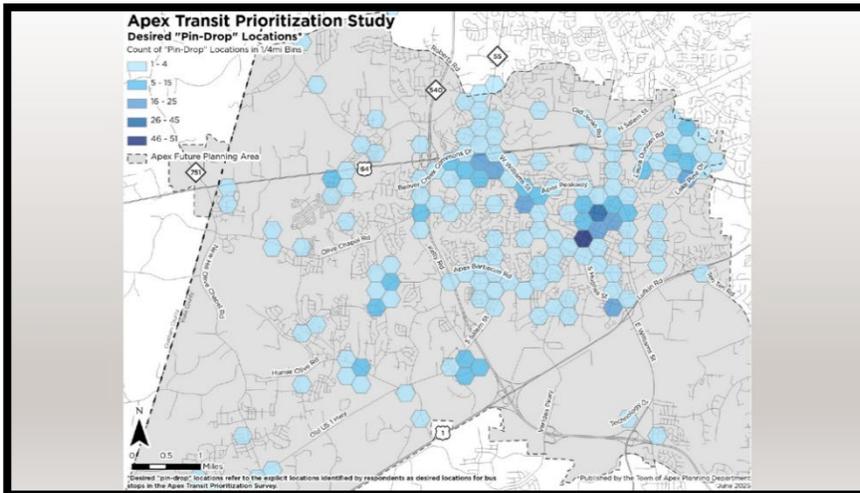

[SLIDE 25]



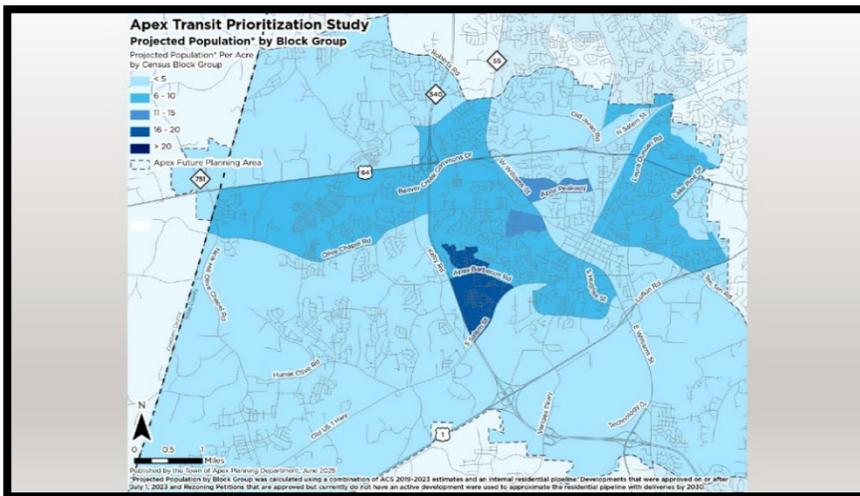
[SLIDE 26]



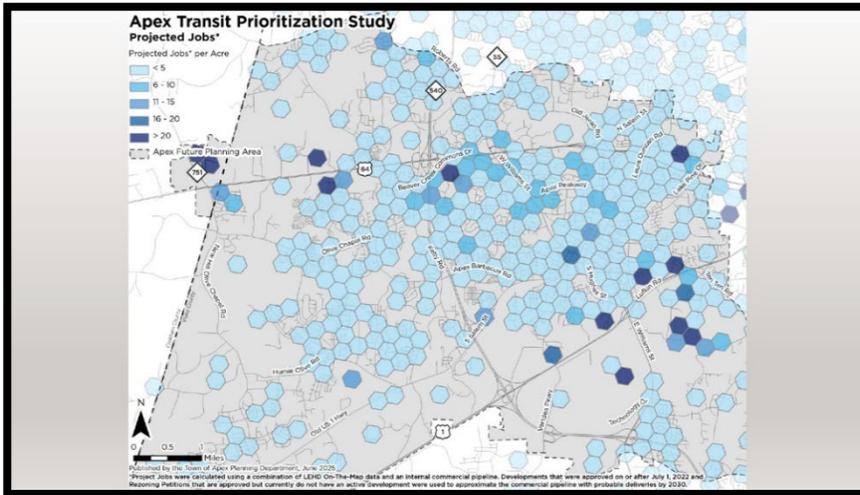
[SLIDE 27]



[SLIDE 28]



[SLIDE 29]



[WAKE TRANSIT PLAN UPDATE]

Katie Schwing Katie Schwing, Senior Planner-Long Range Transit, said that the Wake Transit Plan Update would take place in September.

[SLIDE 1]

Wake Transit Plan Update

- The Plan Update (2035) document is currently being finalized
- The anticipated adoption schedule is:
 - August: TPAC* action to release the 2035 Plan for a final 30-day public review period
 - September: 30-day public review period, and joint governing board public hearing held
 - October: TPAC* recommends Plan adoption to the governing boards
 - November: CAMPO and GoTriangle governing board consider Plan adoption

*TPAC = Transit Planning Advisory Committee, the staff-level group of regional transit partner agencies and municipalities that provides recommendations to the CAMPO Executive Board and GoTriangle Board of Directors on Wake Transit-related decisions



[SLIDE 2]

Big Move 1: Connect the Region

Major Changes from Previous Plan:

- Investing in Regional Rail (instead of Commuter Rail) for next 10 years
- Adding the S-Line Corridor to the Connect the Region Map

Connect Regionally
 - - - - - Option for Future Regional Rail Expansion
 - - - - - Regional service with limited stops
 - - - - - Bus Rapid Transit (BRT)
 - - - - - All-day frequent service

[SLIDE 3]

Big Move 2: Connect All Wake County Communities

Major Changes from Previous Plan:

- Updated interpretation such that "Connecting All Wake County Communities" means *all-day* transit, not just peak period service
- New connections added

Bus Rapid Transit (BRT) Corridor
 All-day frequent service, with the exception of other all-day frequent corridors to be determined and established.

Local and Regional Routes
 Existing/Proposed Local and Regional Routes
 Potential New Local and Regional Routes
 Potential New Peak Only Service

Existing/Proposed Transit Center
 Potential Community Transportation Hub

[SLIDE 4]

Big Move 3: Frequent and Reliable Urban Mobility

Major Changes from Previous Plan:

Expanded BRT Network

- The Original core BRT network now includes two Northern Corridor Branches
- Two BRT extensions (Cary-RTP and Garner-Clayton)
- New I-40 BRT with Airport Transfer Hub (+potential integration with Harrison BRT)
- Study and plan for future BRT

Additional Frequent Services (15-minute peak)

- More GoRaleigh Routes
- Most GoCary Routes, including the Rt 9 to Apex (may be closer to 2035)

Bus Rapid Transit (BRT) Corridor
 All-day frequent service, with the exception of other all-day frequent corridors to be determined and established.

Frequent Routes
 15-minute peak service, with the exception of other 15-minute peak service to be determined and established.

Existing/Proposed Transit Center

[SLIDE 5]

Big Move 4: Enhanced Access to Transit

Major Changes from Previous Plan:

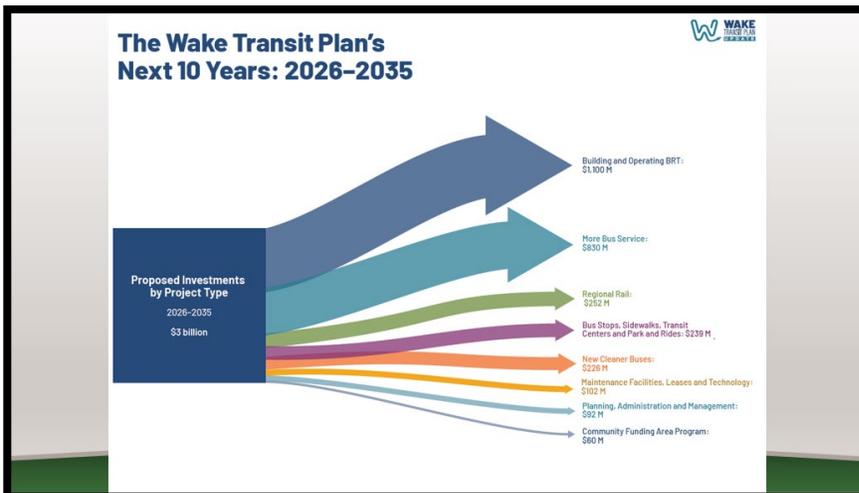
Expanded Community Funding Area Program

- Lower matching requirement (35%) and more funding (~\$60 million over 10 years)

Additional Funding for:

- Bus stop improvements
- Mobility hubs
- Bicycle and pedestrian connections to transit

[SLIDE 6]

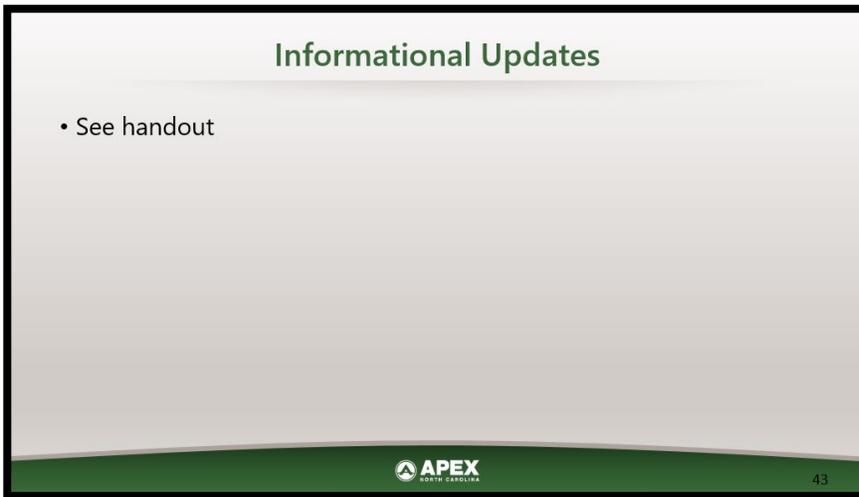


[SLIDE 7]

Wake Transit Plan Update

- Community Funding Area Program Management Plan Updates
 - Match reduced from 50% to 35% local match effective for FY27
 - Justification is that this is close to what the larger agencies will put forward in local match during the plan update period
 - Increased funding to ~\$60 million over the next 10 years
 - Removed the \$100k project cost limit for planning studies
 - Changes not made at this time:
 - Performance targets were not updated
 - Staffing expenses were not added as an eligible expense
 - 30% Cap not removed
- New – Microtransit Guidelines
 - Provides for more consistency between various microtransit services
 - Service Standards
 - Performance Measures
 - Microtransit not held to the same performance standards as fixed-route service (lower ridership per revenue hour and higher cost per passenger allowed)

[SLIDE 8]



[INFORMATION UPDATES]

Chair Werking asked about the cost per boarding and on time percentage. He said that starting in January the average cost of boarding has increased significantly, and this was reflective of a significant increase in direct service costs.

Ms. Schwing said it was a combination of two factors, the number of people that are riding and the cost per hour for operating costs. She gave an overview of the history and breakdown of why the cost has increased.

Chair Werking said that there was an increase of about 25% increase in cost per boarding and a significantly lower decline in average boardings per trip. He asked why the ratio changed so significantly without something else changing.

Ms. Schwing said that she would look at the numbers and that it's possible there's an error.

Vice-Chair Bryant said it was consistent throughout 2025.

Vice-Chair Bryant said that the on-time average was 94-95% but the most recent were just under 77% for the on-time average and would like to see this average back up.

Ms. Schwing said that there had been conversations with GoCary and their analysts looked through the on-time numbers and have identified a few issues, one is vehicle issues, South on Highway 55 gets congested along with some other issues.

Vice-Chair Bryant said that if there is constant bus issues and constant routes being skipped it goes back five years ago where it was said, where does the accountability for the service that is provided start or stop?

Chair Werking said that accountability is a concern and the rapidly increasing costs for boarding is a concern. He said it would be beneficial to the Town to provide this committee with an understanding of where the break point is, what are the fixed costs per year for GoApex Route #1 as it exists right now and at what point does it become the same or cheaper for the Town to directly provide the service. He said that this information should be

available to provide to the Council and if necessary, a recommendation that might be a worthwhile investment for the Town to provide the services itself.

[OTHER BUSINESS]

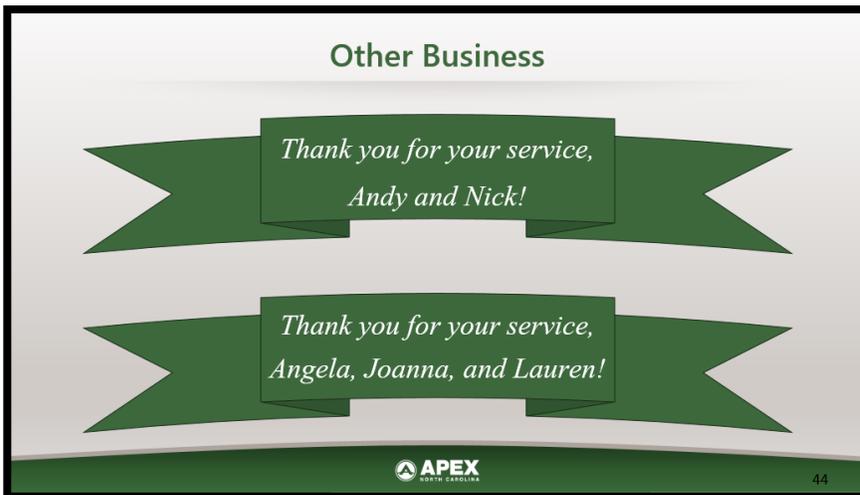
Member Williams thanked Chair Werking and Vice-Chair Bryant for all of their work and dedication to the Board and behalf of the Town, thank you.

Member Barrett said that both have been amazing leaders for the Advisory Board and thanked them.

Member Perry said that they had both made a difference. She said that her daughter is disabled, and this is how she gets everywhere and it such a huge difference in her life, so thank you.

Chair Werking thanked Ms. Cox and Schwing and all of the staff in the Clerk's Office, Parks and Recreation, Economic Development and everyone else that is in attendance. He said that they had made the work of this committee possible.

Ms. Cox said that she appreciated both Chair Werking and Vice-Chair Bryant for being open to ideas and inquisitive and thoughtful about how we move forward. She said that the ex officio members would also be missed.



[ADJOURN]

Ms. Schwing said to get a cupcake.

Chair Werking announced the meeting adjourned at 5:40pm.

Andy Werking
Chair

Submitted for consideration and approval by Apex Town Clerk Allen Coleman.
Minutes approved on the 12th day of November, 2025.

TOWN OF APEX
MULTIMODAL TRANSPORTATION ADVISORY BOARD
WEDNESDAY, NOVEMBER 12, 2025
4:00PM

The Apex Multimodal Transportation Advisory Board met Wednesday, November 12, 2025 at 4:00 pm on the 2nd Floor Council Chambers at Apex Town Hall, located at 73 Hunter Street in Apex, North Carolina.

This meeting was open to the public. Members of the public were able to attend this meeting in-person or watch online via the livestream on the Town's YouTube Channel. The recording of this meeting can be viewed here: <https://www.youtube.com/watch?v=EuJK93YB04>

[ATTENDANCE]

Multimodal Transportation Advisory Board Members

Linda Barrett, Chair

Noah Toppe, Vice-Chair

Patrick Kirley

Gaye Williams

Mark Spanioli

Elizabeth Brunner

Samiksha Kadari, Youth Representative (arrived late)

Absent: Board Members, Wendy Perry and Jennifer Ahler

Staff

Shannon Cox, Long Range Planning Manager

Katie Swing, Senior Planner-Long Range Transit

Chris Watson, Planner II

[WELCOME AND INTRODUCTIONS]

Chair Barrett opened the meeting and welcomed all in attendance and asked each member to give a brief introduction.

- **Patrick Kirley** - Apex resident for 25 years, he has been on the Advisory Board for 1 year and works at an Engineering firm with experience in IT and Transportation Planning.
- **Gaye Williams** - Apex resident for 13 years, she has been on the Advisory Board for 1 year and recently retired from Cisco Systems.

- **Noah Toppe (Vice Chair)** - New committee member, has been an Apex resident 7.5 years, he works for UNCC Health in real estate, facilities, and air operations and is excited to support transit-related discussions.
- **Linda Barrett (Chair)** - Apex resident for 20+ years and works at WakeMed in Business Development and community health, excited about ongoing multimodal transportation efforts.
- **Elizabeth Brunner** - Lifelong bus rider and an Apex resident for 22 years, this is her first committee meeting; She is a grant writer but a bus advocate at heart.
- **Mark Spanioli** - Apex resident for 5 years, he is an ETJ representative and the Director of Engineering for the Town of Morrisville, he works closely with topics relevant to the Advisory Board.

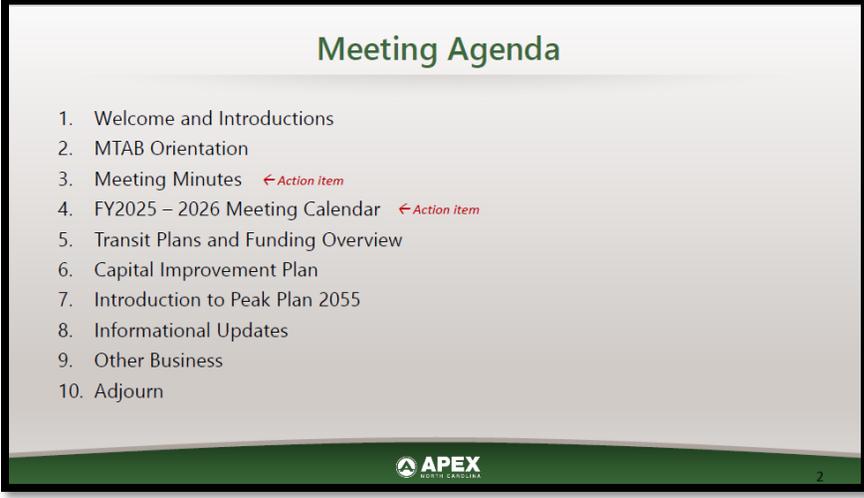
[MULTIMODAL TRANSPORTATION ADVISORY BOARD ORIENTATION]

Chris Watson, Staff Liaison for the Town of Apex, Planner 2, introduced himself and gave an overview of the agenda for this meeting.

[SLIDE 1]



[SLIDE 2]



Meeting Agenda

1. Welcome and Introductions
2. MTAB Orientation
3. Meeting Minutes ← *Action Item*
4. FY2025 – 2026 Meeting Calendar ← *Action Item*
5. Transit Plans and Funding Overview
6. Capital Improvement Plan
7. Introduction to Peak Plan 2055
8. Informational Updates
9. Other Business
10. Adjourn

 2

[SLIDE 3]



Welcome New Board Members

Noah Toppe
Mark Spanioli
Jennifer Ahler
Elizabeth Brunner
Samiksha Kadari



Shannon Cox, Long Range Planner Manager, introduced staff and gave the Board an overview related to Transit, and mentioned she will give more on the Bicycle and Pedestrian Planning work at the next meeting.

[SLIDE 4]

Multimodal Transportation Advisory Board Orientation

- Professional Staff
 - Chris Watson, Planner II
 - Katie Schwing, Senior Transit Planner
 - Jenna Shouse, Senior Planner
 - Shannon Cox, Long Range Planning Manager
- History of the Board
- Expanded Scope and Requirements
- Plan for Orientation

APEX

[MEETING MINUTES]

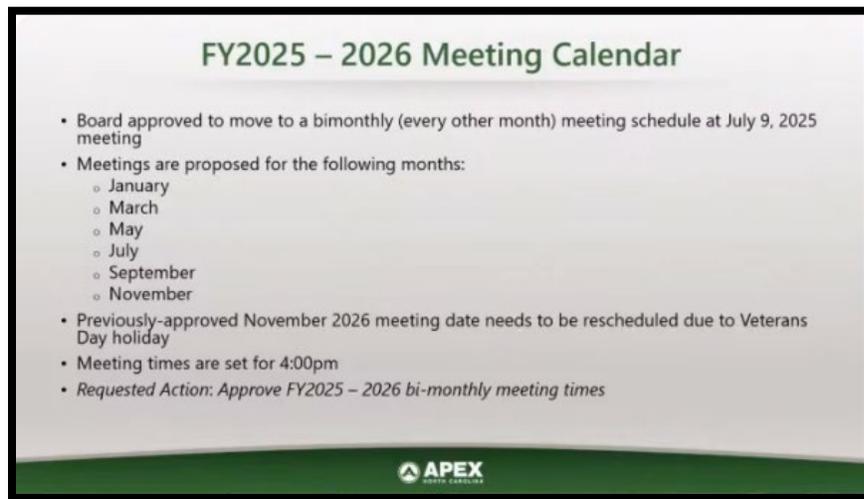
A **motion** was made by **Member Kirley**, seconded by **Member Spanioli**, to approve the April 9, 2025 Special Transit Advisory Committee and July 9, 2025 Multimodal Transportation Advisory Board meeting minutes.

VOTE: Unanimous (6-0) with Members Perry, Ahler, and Kadari absent for vote.

[FY2025 - 2026 MEETING CALENDAR]

Town Clerk, Allen Coleman presented the proposed 2026 meeting calendar to the Board. He noted that the Board would transition from quarterly meetings to bi-monthly meetings and that the November 2026 meeting was moved to the first Wednesday of the month due to Veteran's Day.

[SLIDE 1]



A **motion** was made by **Member Williams**, seconded by **Member Spanioli**, to approve the FY2025 - 2026 bi-monthly meeting times.

VOTE: Unanimous (6-0) with Members Perry, Ahler, and Kadari absent for vote.

Clerk Coleman introduced Samiksha Kadari, the youth representative board member, and asked her to introduce herself.

Member Kadari said that she is an 11th grader and was excited to be on the advisory board to raise more awareness in Apex.

Clerk Coleman then swore in youth representative member Kadari.

[TRANSIT PLANS AND FUNDING OVERVIEW]

Katie Schwing gave a high-level overview of the transit plans and funding that influences Apex's transit. She gave the following presentation:

[SLIDE 1]

Transit Plans and Funding

- Regional Plans:
 - Wake Transit Plan (2016, 2021, and 2025)
 - Western Wake Comprehensive Operations Analysis (2018)
- Local Plans:
 - Advance Apex – 2045 Comprehensive Transportation Plan (2019)
 - Apex Circulator Study (2020)
 - Apex Transit Prioritization Study (2025)



[SLIDE 2]

Wake Transit Plan

- County-wide referendum passed in November 2016: new ½-cent sales tax in Wake County
- Accompanied by a Transit Vision Plan completed in 2016
 - First Update in 2021, next update planned for decision in November 2025
- Established the "Four Big Moves" for transit in Wake County:



Connect
The Region



Connect
All Wake County
Communities



Create Frequent,
Reliable, Urban
Mobility



Enhance Access
to Transit



[SLIDE 3]

Wake Transit Community Funding Area (CFA) Program

- Created to provide an opportunity for areas in Wake County that would otherwise have limited fixed-route transit services
- Provides matching funds for municipalities outside Raleigh and Cary
- Apex has had the most *number* of projects funded under the CFA program, but both Wake Forest and Morrisville have *spent more* CFA funding to-date



[SLIDE 4]

Wake Transit-Funded Regional Route Improvements in/near Apex:

- GoTriangle Rt 305:
 - Improvements to move from a Monday-Friday peak-period-only express route to an all-day, seven-day route between Holly Springs and Raleigh
- GoCary Route 9
 - Started service on November 1, 2025
 - All-day service between Downtown Apex and Downtown Cary
 - Replaced the GoCary ACX (Apex-Cary Express) which only operated limited trips Monday-Friday
- GoTriangle Rt 311:
 - Legacy express route between Apex and RTP, suspended service in March 2020 due to the COVID-19 Pandemic and low ridership
 - 2025-2030 Wake Bus Plan calls for re-introducing the 311 in FY27, using Wake Transit funding



[SLIDE 5]



[SLIDE 6]

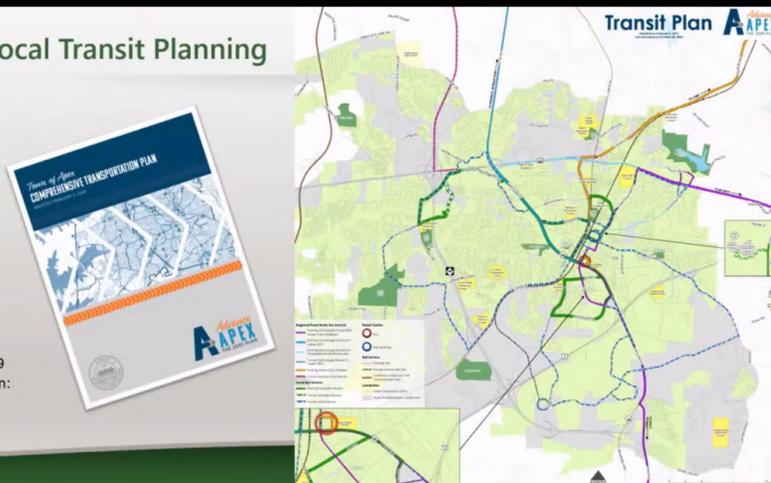
Regional Transit Planning

- GoCary's Western Wake Comprehensive Operations Analysis (2018)
 - Established the concept of a local Apex Circulator based on transit propensity



[SLIDE 7]

Local Transit Planning



Apex 2019
Population:
59,485

Transit Plan APEX

The slide features a presentation titled "Local Transit Planning". On the left is the cover of the "Town of Apex Comprehensive Transportation Plan" with the Apex logo. To the right is a map of Apex, North Carolina, showing various transit routes in different colors (green, blue, purple, orange) and a legend. The map is titled "Transit Plan APEX".

[SLIDE 8]

Apex Circulator Study

- Served to refine the circulator route identified in the WWCOA, including routing, costs, and service model
- Included robust community engagement
- Helped with CFA program grant application
- Route started service on July 30, 2022



Proposed GoApex Route 1

The slide is titled "Apex Circulator Study". It contains a bulleted list of achievements. Below the list are two photographs showing community engagement: one with people at a table and another with people looking at a map. To the right is a detailed map of a neighborhood in Apex, North Carolina, showing the "Proposed GoApex Route 1" in red. A legend identifies various land use types: Existing Regional Blvd, High Density, Medium Density, Low Density, Transit Station, Local Center, Office, Commercial, Park, and Public.

[SLIDE 9]

Apex Transit Prioritization Study

- Identify and prioritize future transit improvements to serve the Apex community over the next ~5 years
- The Transit Advisory Committee was briefed several times in 2024 and 2025 and provided valuable feedback
- Town Council accepted the final draft of the study on September 23rd, 2025
- Materials are available at www.publicinput.com/transitstudy

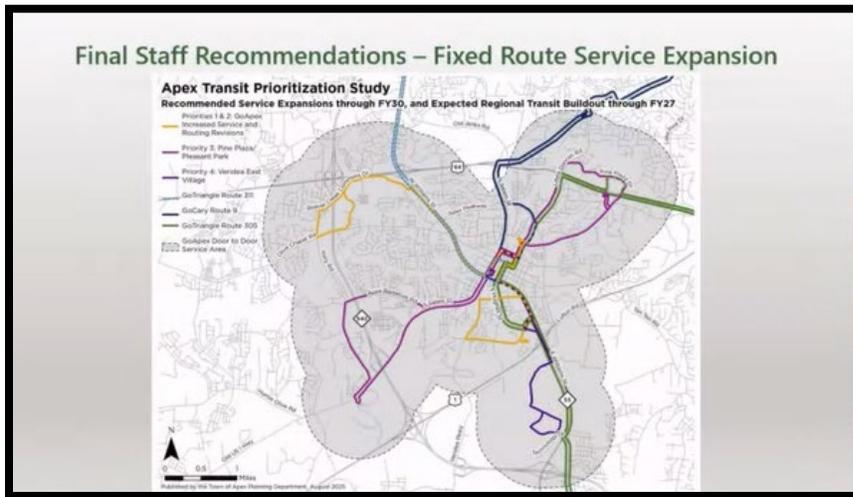


GO Apex
Transit Prioritization Study

APEX
NORTH CAROLINA

The slide is titled "Apex Transit Prioritization Study". It contains a bulleted list of study details. At the bottom right is the "GO Apex Transit Prioritization Study" logo, and at the bottom center is the "APEX NORTH CAROLINA" logo.

[SLIDE 10]



[SLIDE 11]

Final Staff Recommendations – Fixed Route Service Expansion

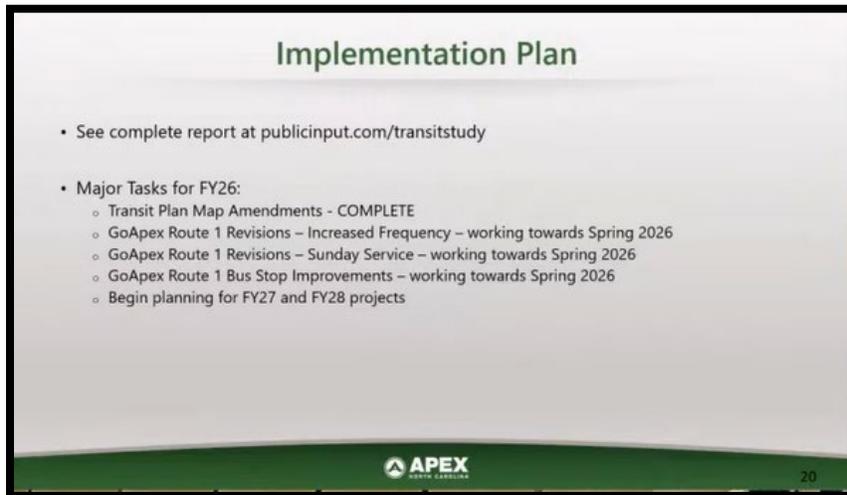
Order	Staff Recommendations – Fixed Route
1	Implement GoApex Route 1 expansion/improvements already recommended for funding in FY25 and FY26 (bulleted items may be timed independently): <ul style="list-style-type: none"> Increased frequency Monday-Saturday Sunday service Continuing bus stop improvements
2	Revise existing GoApex Route 1 to provide better access in the following areas (bulleted items may be timed independently): <ul style="list-style-type: none"> Access to Downtown/Town Hall in both route directions Chapel Ridge Road Hughes Street/Broadstone Way
3	Implement a new fixed route (Pine Plaza/Pleasant Park), with the same frequency and span as GoApex Route 1
4	Implement a new fixed route to serve Veridea East Village area, timed with Western Wake Tech campus opening and mixed-use center development

[SLIDE 12]

Final Staff Recommendations – Other (Non-Fixed-Route Service, Capital Projects, and Planning)

Order	Staff Recommendations – Other (Non-Fixed-Route Service, Capital Projects, and Planning)
1	Support Phase 1 of the proposed downtown Mobility Hub buildout – transit transfer area
2	Evaluate land use policies for transit-supportive development as part of <i>Peak Plan 2055</i> comprehensive plan update
3	Explore options to serve seniors and those with disabilities <i>outside</i> the federally-required GoApex Door to Door Service Area
4	Support improved pedestrian and bicycle connections to transit
5	Investigate transit signal prioritization in Town
6	Explore options to serve others <i>outside</i> the general fixed-route service area

[SLIDE 13]



Ms. Schwing asked if anyone had any questions.

Member Brunner suggested that if the 30-minute frequency and Sunday service were deferred from October to Spring, that it be communicated with passengers.

Ms. Schwing said that there had not been an official announcement for October 2025 to be the launch date but they can work towards communicating this. She said there is hesitation in giving a definitive date because service is somewhat dependent on external transit providers.

Member Brunner said that the miniature transfer hub at the Municipal Building doesn't have certain amenities, for example restroom access. She asked if riders could access municipal buildings.

Ms. Schwing said yes, they can and there is a restroom in the Municipal Building on the first floor, but this is only when the building is open from 8:00am - 5:00pm and she said that they can communicate this.

Member Brunner asked if it was high priority for covered protection for when it is raining, currently there isn't any.

Ms. Schwing said that currently it is not one because there had been a plan for several years to be a GoTriangle project to implement bus stop improvements, which is still in the process of being worked through.

Member Brunner suggested removing the giant white rocks and replacing it with paver stones for enough room to get under the overhang at the Municipal Building to have some cover until the covered protection is built.

Ms. Schwing said that they could check that.

Member Brunner suggested signage at the miniature hub and a kiosk for a full bus schedule to be displayed.

Ms. Schwing said that GoCary and GoApex recently added schedule information at their stops but probably not GoTriangle, they don't typically print out a lot of copies of their ride guides and it's not within Apex's ability to provide that information, but she can request them to add more information.

Councilmember Gantt said that Ms. Schwing and staff described many implementation issues that Council has tried to work with the County or GoTriangle and expressing these at venues other than this meeting and directly speaking to them at CAMPO or a higher-level public meeting would be valuable.

Member Brunner said she does every survey and if staff helps her and the rest of the Board know when there are opportunities to provide feedback, she will gladly go to meetings. She also noted a majority of the meetings are nearly impossible to get to by bus.

Vice Chair Toppe asked regarding major tasks for FY26, if there are additional staff or additional fleet needed, is that contracted through a third party entirely or is that provided by the town.

Ms. Schwing said currently we contract with GoCary through a service agreement as a turnkey agreement. She said that the door-to-door service is contracted with GoWake Access (County Transportation Service). She continued with an update about funding for service through a mix of Community Funding Area (CFA) grants and local funding.

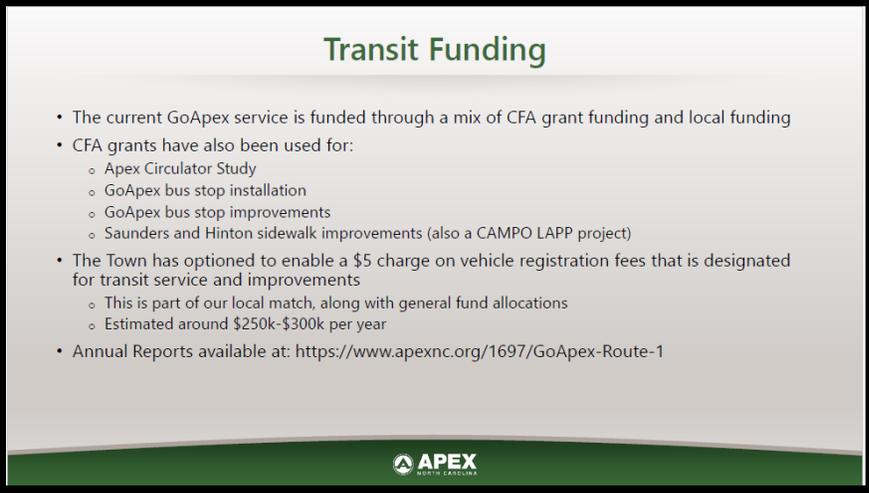
Member Brunner asked about the concept of completely fare-free service for everyone in Apex.

Ms. Schwing said that it is well supported so far and the circular study was planned to be a free service and there is less work when money isn't collected, but as of right now there is no plan to change from a free service for GoApex.

Member Brunner said that the GoTriangle pass and fare program is a good system, especially for low-income riders and it means that the rider is scanned which means that there is data for statistics.

Councilmember Gantt said that GoTriangle will probably be free in the future.

[SLIDE 14]



Transit Funding

- The current GoApex service is funded through a mix of CFA grant funding and local funding
- CFA grants have also been used for:
 - Apex Circulator Study
 - GoApex bus stop installation
 - GoApex bus stop improvements
 - Saunders and Hinton sidewalk improvements (also a CAMPO LAPP project)
- The Town has optioned to enable a \$5 charge on vehicle registration fees that is designated for transit service and improvements
 - This is part of our local match, along with general fund allocations
 - Estimated around \$250k-\$300k per year
- Annual Reports available at: <https://www.apexnc.org/1697/GoApex-Route-1>

APEX
NORTH CAROLINA

Ms. Schwing said that there was a difference in how GoTriangle operates and Apex operates because they get a significant fraction of their fares from employer funded transit programs, which are a significant funding source.

[TRANSIT PLANS OVERVIEW]

[CAPITAL IMPROVEMENT PLAN]

Shannon Cox, Long Range Planning Manager, gave foundational and background information for Transit and Bicycle and Pedestrian items that will come before the Board. She gave the following presentation.

[SLIDE 1]

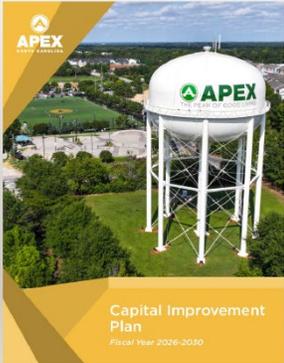


[SLIDE 2]

A slide with a white background and a black border. The title "Capital Improvement Plan" is at the top center in green. On the left, there is a bulleted list. On the right, there is a photograph of a water tower with the APEX logo on it. Below the photo, the text "Capital Improvement Plan" and "Fiscal Year 2026-2030" is displayed.

Capital Improvement Plan

- 5-year projection of major capital expenditures
 - Greater than \$100,000
- Updated annually
- See www.apexnc.org/153/Budget



Capital Improvement Plan
Fiscal Year 2026-2030

[SLIDE 3]

Capital Improvement Plan

- Informed by adopted Transportation Plan, input on emerging needs and available funding from staff, public input, Town Council priorities
- See Transportation Element

[SLIDE 4]

Transit Requests Included in Draft CIP

Project Name	FY26-27	FY27-28	FY28-29	FY29-30	FY30-31	Future	CIP Total
Annual GoApex Transit Improvements	200,000	-	200,000	200,000	200,000	200,000	1,000,000
S-line Mobility Hub Phase 1	300,000	500,000	1,500,000	-	-	-	2,300,000
GoApex New Bus Stop Installations for Routes 1, 2, 3	700,000	-	-	-	-	-	700,000
TOTAL	1,200,000	500,000	1,700,000	200,000	200,000	200,000	4,000,000

Next month...bicycle and pedestrian projects.

Ms. Cox asked if there were any questions.

Member Brunner asked what the status of the passenger rail is and the realistic projection of when a passenger rail may be in Apex.

Ms. Cox said that currently there wasn't a funded project to bring passenger rail to Apex. She said that currently it is being worked on for Raleigh to Wake Forest and Raleigh to Richmond, but nothing south of Raleigh and there is passenger rail that comes through Apex but there is not a stop. She said the next step to bring passenger rail to Apex and other areas south would be a corridor identification program and she gave an overview of the process and the feasibility study and there is not a timeline. She said that NCDOT is actively working on passenger rails across the State.

Member Brunner asked what the goal percentage was for future expanded routes to have covered benches.

Ms. Cox said that there wasn't a goal percentage for cover, it's the enhanced bus stops that would have a cover.

Ms. Schwing said that there is a bus stop improvement policy and the goal is that every bus stop has a bench and there is also a category for enhanced bus stops which includes shelter, trashcan and bike racks and prioritization process depends on certain factors. She said that the policy is on their website and she can share it with the Board as well. She said that it is complex to add benches and shelters, but it is being worked toward.

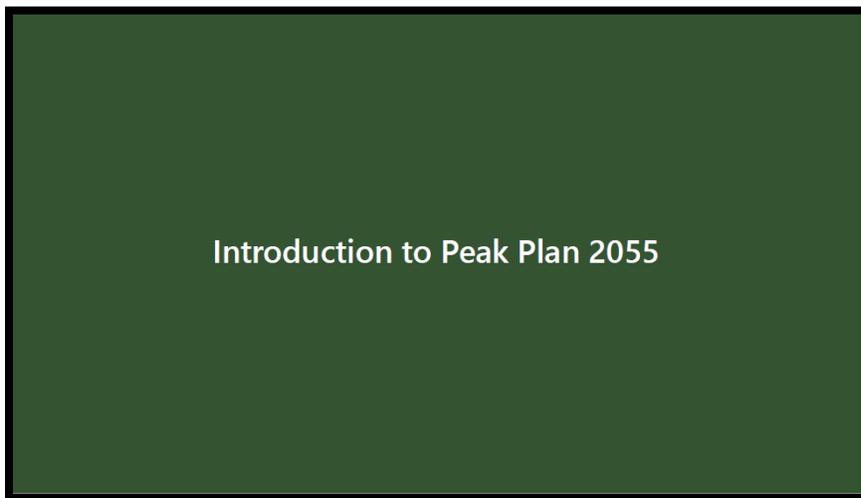
Member Brunner said that in other municipalities if they can't deliver covered bus stops that citizens and volunteers are creating them.

Councilmember Gantt said that he had advocated a better ration of the matching funds from Wake County Transit but it has not been successful so far and it should be easier than it is.

[INTRODUCTION TO PEAK PLAN 2055]

Shannon Cox, Long Range Planning Manager said this is an introduction to the Peak Plan 2055 and the Town's comprehensive plan and the biggest long-range plan, it's a 30-year vision. She said that the mission of this Board is to share information with the community related to transportation. She gave the following presentation:

[SLIDE 1]



[SLIDE 2]

Introduction to Peak Plan 2055

- 30-year vision plan addressing land use, transportation, and more
- Products will include new maps:
 - Transit Plan Map
 - Thoroughfare & Collector Street Plan Map
 - Bicycle & Pedestrian System Plan Map
- Wendy Perry will represent MTAB on Peak Plan Task Force
- Website: www.publicinput.com/peakplan2055



PEAK PLAN

2055

Our Plan. Our Peak.
Our Future.



[SLIDE 3]

Introduction to Peak Plan 2055



- Survey open now through November 30th at www.publicinput.com/peakplansurvey1
- PLEASE respond AND share!



Member Brunner asked what specifically can be done for bus riders as far as the survey, and if there could be a link and flyers on the bus while people are riding.

Ms. Cox said there will be a postcard with a QR code.

Member Brunner asked if it would be a card that would be taken on the bus.

Mr. Watson said that it would be on the interior bus channel panels.

Member Brunner said that wasn't ideal because of the ability to read the transit board depending on where you are seated, so a "take it with you" would be a better option and, some don't have a smart phone to read QR codes.

Ms. Cox said they are currently working to get it on the bus and will somehow provide copies in the brochure holders.

Member Brunner suggested a new multiple-tiered rack like the one on the GoTriangle bus.

Member Brunner said that are areas of the country where rail is popular in wealthy suburban areas. She asked how do you get Veridea people or how likely that they will be heavy users of passenger rail.

Ms. Cox said that it is probably more of a regional question than what could be taken on looking at rail to Apex. She said that Ms. Schwing had looked into Veridea and whether it could support rain in the future through a study that had been abandoned.

Ms. Schwing said the outlook wasn't looking good for just using rail and new lines haven't performed well as places like in New York and Boston, it presents a challenge if the line has to be built and the cost benefit prospect wouldn't make sense at this time.

Member Brunner gave information on the Transit Propensity Index Score; she said that it is a question of how hard it is to convince the increasingly affluent people in the area to consider transit.

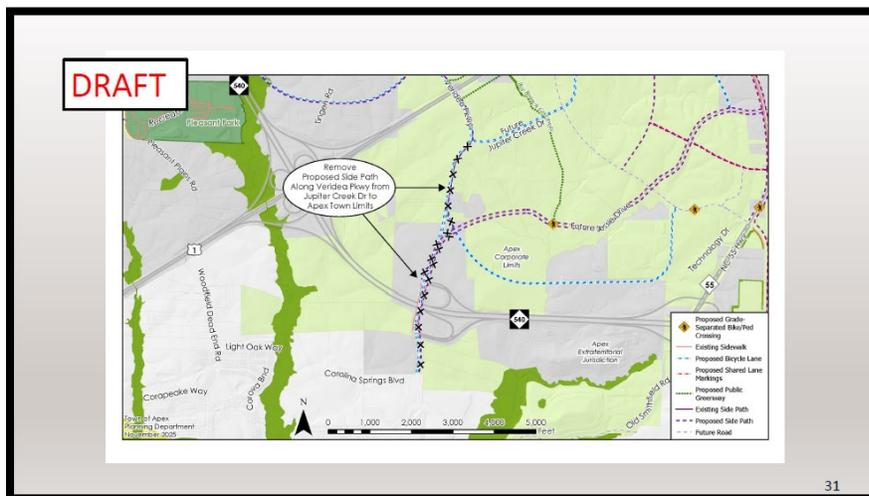
Member Spanioli said that it comes down to convenience, like if you have to walk a mile to the nearest transit it isn't going to be used and this is a suburban town and there isn't a bus stop at every corner.

Councilmember Gantt said that Apex scores are low in the scores that were described and the maps in Western Wake County are amongst the lowest of the scores. He said that everybody has a car or two in Apex and so this competes with the cars and convenience and this has been an uphill battle, but Apex is trying.

Member Williams asked for confirmation of the recommendation to remove the spur from the plan because it was not feasible without Federal funding and this would be done at the next Planning meeting.

Ms. Cox said that was right. She said there was also commitment within Veridea zoning commitments to reserve the right-of-way for future rail and they would be working with Veridea to provide that bus transit center to serve more bus frequency.

[SLIDE 3]



[OTHER BUSINESS]

Mr. Watson turned the meeting back to the Board for Other Business or further discussion.

Chair Barrett asked if there was any further business or discussion.

Member Brunner said that there is an issue with the new bus with GoApex and GoCary. She said there is a slope as you board and a steep ramp to get up and unless the bus is close to the curb and lowers the bus, the passenger must jump from the curb onto the bus. She has taken pictures and sent to staff and Chair Barrett. She gave some solutions for the issue and said that there is a need for communication with riders that the bus makes accessibility easier and to have it as a standard procedure for them to help those who are vulnerable to getting on the bus.

Mr. Watson said this had been noticed on the new buses and they could work with GoCary in making sure that they communicate with their bus operators on a standard operating procedure for operators to use.

Chair Barrett asked if there was any other business and with none, she adjourned the meeting.

[ADJOURN]

Chair Barrett announced the meeting adjourned at **5:35pm**

Linda Barrett
Chair

Submitted for consideration and approval by Apex Town Clerk Allen Coleman.

Minutes approved on the 14th day of January 2026.