



Phase 3 | Engagement Summary

# Wake Transit Plan

June 2025



# Table of Contents

	Page
1 Overview .....	1-1
2 Survey Key Takeaways .....	2-2
3 Stakeholder meetings .....	3-5
4 Pop-Up Events .....	4-5

# 1 OVERVIEW

## Summary

In 2024, Wake Transit Plan (WTP) stakeholders initiated an update to revisit the strategic direction and investment priorities established in the 2016 Wake Transit Plan. This plan—the WTP Update—was designed to include significant public and stakeholder engagement throughout the process.

The third phase of the engagement, conducted in May 2025, was focused on sharing the draft investment strategy and gathering feedback from the public. An online survey was distributed through social media, pop-up sessions, and scheduled events to garner feedback on the draft 10-year investment strategy. A copy of the survey results can be found in Appendix A.

The survey also included a series of demographic and socioeconomic questions used by Wake Transit Plan Community Engagement team on previous efforts, to better ensure consistency and ability to measure trends in engagement over time. The demographic questions helped the team track responses across key resident groups as well as geographically. The demographic and socioeconomic data analysis was also helpful in identifying differing priorities between some of the key respondent groups. For the purpose of this summary, results will be framed in the context of overall survey responses and responses of transit riders who indicate using transit “regularly.”

The survey was available online between May 1, 2025, and May 31, 2025.

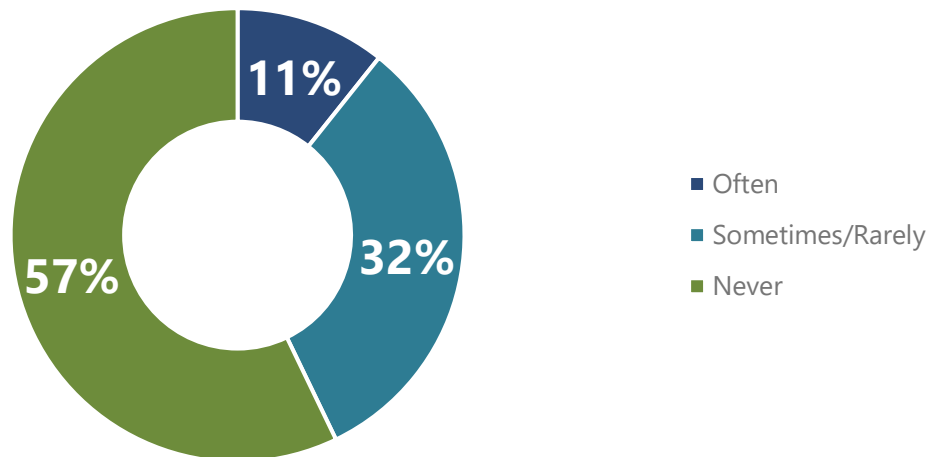
## 2 SURVEY KEY TAKEAWAYS

### Summary of Findings: Survey

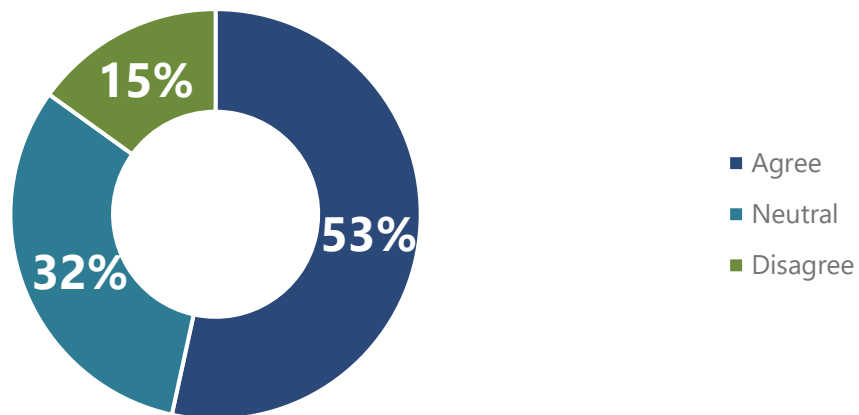
The public survey developed for Phase III was focused on understanding broad understanding and support for the final Wake Transit investment strategy. The summary of findings below, outlines the major data points collected by the close of the survey.

- Roughly 90 completed surveys
  - 40 completed both the demographic and draft investment strategy feedback sections
  - 44 completed draft investment strategy feedback section only
- 57% of respondents never use public transit
- 53% of respondents agree with the proposed 10-year investment strategy

How often do you ride public transit (the bus)?



## Do you agree with the proposed 2035 Wake Transit Plan 10-Year Investment Strategy?



### Summary of Findings: All Responses

Overall, transit expansion was supported among survey respondents, however there were two main themes in the survey responses – those who support transit expansion in the form of bus service and those who prefer a larger focus on rail. Of those supportive of bus service expansion, survey respondents expressed the desire to expand bus transit in areas that are not focused on in the 10-year investment strategy, specifically eastern and southern areas of Wake County, while others express the desire to increase the frequency of existing high demand routes, rather than create new routes and increase connection opportunity between Wake County communities. Others believed that transit expansion should focus on rail, rather than new bus routes.

The majority of respondents agreed with the proposed changes to the Community Funding Area Program Management Plan (CFA PMP). Those who did not agree with the proposed changes believed the cap for a single applicant should be increased or removed. Feedback on the proposed Microtransit Guidelines was primarily positive. The majority of concerns about Microtransit were related to the cost of service.

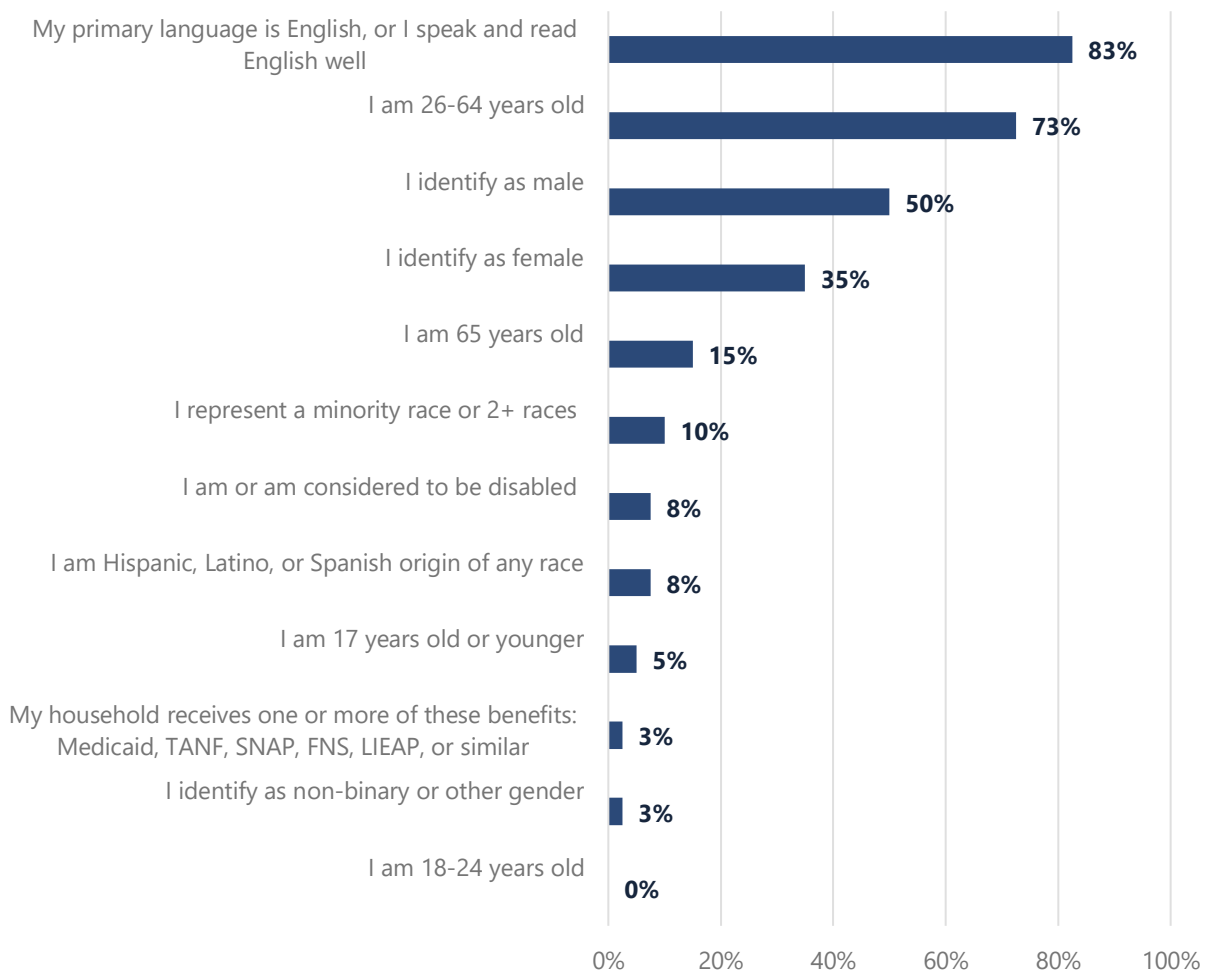
Although there was skepticism from some survey respondents about whether the proposed service expansions would be enough to increase transit ridership in Wake County, overall, feedback on the proposed Wake Transit investment strategy was positive.

## Demographics

### Key Demographic Statistics:

- **43%** are regular or sometimes users of transit services
- **73%** are aged 26-64 years old and **15%** are 65 years or older
- **10%** are a minority race
- **8%** identified as a person with a disability

### Target Demographics





## 3 STAKEHOLDER MEETINGS

Several meetings with community stakeholders and elected officials were held between May 3, 2025, and May 27, 2025. Each meeting included a presentation of the proposed Wake Transit Plan Investment Strategy and allowed for feedback from the stakeholders. Meetings were held with the Town of Apex, Town of Garner, Town of Knightdale, Town of Rolesville, Town of Wendell, and the Raleigh Transit Authority.

## 4 POP-UP EVENTS

To supplement and expand the reach of the online survey, pop-up events were held around Wake County to meet residents in their respective communities at locations where events were already planned. At each pop-up event, boards with the proposed Wake Transit Plan Investment Strategy were displayed. Participants were invited to ask questions and fill out the online survey with comments. In total, there were 10 pop-up events held from May 3, 2025, to May 31, 2025. Below are several key takeaways from the pop-up events:

- There is interest in expanding transit service to connect to the southern and eastern areas of Wake County.
- Increasing the frequency of existing bus routes, specifically on weekends is supported.
- Participants were curious about how route change communications would be made.
- Future rail expansion was discussed at most events.
- Many expressed interest in expanding connections to major employers, the airport, the Town of Apex, the Town of Fuquay-Varina, the Town of Holly Springs, and the town of Morrisville.
- Frequent transit riders expressed the desire for better conditions at existing stations. Such as improved services for those with disabilities, more shelters, and increased cleanliness.



The following table includes the list of pop-up events held in May 2025.

Event	Location	Date
2025 Meet in the Streets	350 S White St, Wake Forest, NC 27587	May 3, 2025
PeakFest	237 Salem St, Apex, NC 27502	May 3, 2025
Wake Forest Toll Public Engagement	405 Brooks St, Wake Forest, NC 276587	May 5, 2025
Ritmo Latino Festival	316 N Academy St, Cary, NC 27513	May 10, 2025
NCSU Bike to Work Day Pit Stop	363 Dan Allen Dr, where Rocky Branch Trail crosses Dan Allen Drive	May 15, 2025
GoRaleigh Station Pop-Up	Wilmington Street at Hargett Street	May 15, 2025
SpringFest	101 Town Hall Dr., Indian Creek Trailhead, Morrisville, NC 27560	May 17, 2025
GoTriangle Pop-Up	901 Slater Rd, Durham, NC 27703	May 22, 2025
Famers Market	300 W Ballentine St, Holly Springs, NC 27540	May 24, 2025
Amazon Pop-Up	Garner Amazon Distribution Center	May 31, 2025

Detailed event summaries were developed for each pop-up session and can be found in Appendix B.



# **Appendix A:**

## **Survey Results**



# FEEDBACK FORM

1. What is your home zip code? \_\_\_\_\_

---

2. How often do you ride public transit (the bus)?

- Often
  - Sometimes/rarely
  - Never
- 

3. The 2035 Wake Transit Plan will be the region's 10-year transit investment strategy, setting the vision for improving and expanding the public transit network in Wake County. We have developed this plan to be consistent with the Wake Transit Plan's

**Four Big Moves:**

- Connect the Region
- Connect All Wake County Communities
- Create Frequent, Reliable Urban Mobility
- Enhance Access to Transit

Do you agree with the proposed 2035 Wake Transit Plan 10-Year Investment Strategy (see our storymap)?

- Agree
  - Neutral
  - Disagree
- 

4. Do you have any feedback on the proposed changes to the project prioritization policy?

---

---

5. Do you have any feedback on the proposed changes to the Community Funding Area Program Management Plan (CFA PMP):

---

---

---

6. Do you have any feedback on the proposed Microtransit Guidelines?

---

---

---

7. Please share any additional feedback regarding the 2035 Wake Transit Plan 10-Year Investment Strategy.

---

---

---

8. If you have an extra minute, we'd like to learn more about you! Please select all that apply.

- I am 17 years old or younger
- I am 26-64 years old
- I am 18-24 years old
- I am 65 years old
- I identify as female
- I identify as male
- I identify as non-binary or other gender
- My household receives one or more of these benefits: Medicaid, TANF, SNAP, FNS, LIEAP, or similar
- I am Hispanic, Latino, or Spanish origin of any race
- I represent a minority race or 2+ races (African American, Asian, South Asian, American Indian, Alaska Native, Middle Eastern, Hawaiian Pacific Islander)
- My primary language is English, or I speak and read English well
- I am or am considered to be disabled



Do you have any feedback on the proposed changes to the project prioritization policy?

No

The plan is bold. It is good. Infrastructure like this is necessary to connect our communities. I endorse transit expansion and I seek increased use of tolls to keep sprawling roads costs in check. I also hope to see long distand future plans mapped with local zoning authorities to lay the known map for where rail will eventually have to be placed. I know it can't be immediate, but it has to become inevitable. Plan for it.

Recommendation: We have seen our county grow at a very fast phase since we lived here for the past 25 years. We need Public Transportation grow and be available for people visiting just as we look for Public transport when we visit other Metros like New York, DC, LA etc.

I like that you are connecting the major universities and the downtowns of the cities.

Expanded service is the only way citizens will use the service. This a must

Do you have any feedback on the proposed changes to the Community Funding Area Program Management Plan (CFA PMP):

I can't really say. Although I live across the county line in Harnett. I wonder how people like me will eventually be accounted for while the system is in infancy and still needs to be seen as subsidized.



Do you have any feedback on the proposed Microtransit Guidelines?

I suggest an interactive map for citizens to place desired date/time destinations. Perhaps with the help of AI, microtransit routes could be created to optimize ridership where routes match up.

The potential map would benefit from addressing parents with children for drop-off or pickup.; As self driving cars become more feasible, I *\*strongly\** suggest collaborating with Tesla and the state/local government. Self Driving vehicles are a close to perfect answer for microtransit. It would be ideal to create a welcoming and collaborative environment for this technology which can drive real new connections.

This may be the quickest way to increase the service.

Please share any additional feedback regarding the 2035 Wake Transit Plan 10-Year Investment Strategy.	If you have an extra minute, we'd like to learn more about you! Please select all that apply.
	My primary language is English, or I speak and read English well ; I identify as male; I identify as non-binary or other gender; I am 26-64 years old
It is good to see CAMPO trying. I approve these, but you need even more. Transit is necessary for a healthy city. We are lacking but we're better than some and getting lucky with wealth pouring in. We need to take steps NOW to last foundational opportunities in the future. Zone, blueprint, and design the future we need. I suggest a small but persistent public facing campaign that depicts "transit we need" and it's constantly updated with an optimistic future or alternate form of life in our existing city if it was already connected with transit. It's important to help people understand why long term planning is important. We will fail if all we can do is think about short term solutions. Which are also necessary solutions. I get it. The campaign is just an idea.	I am 26-64 years old; I identify as male; My primary language is English, or I speak and read English well
	I am 26-64 years old; I identify as male; My primary language is English, or I speak and read English well
	I am 26-64 years old; I identify as male; My primary language is English, or I speak and read English well
	I am 26-64 years old
	I am 65 years old; I identify as female ; My primary language is English, or I speak and read English well
	I am 65 years old; I identify as male; My primary language is English, or I speak and read English well
	I am 65 years old; I identify as male; My primary language is English, or I speak and read English well
	I am 26-64 years old; I identify as female ; My primary language is English, or I speak and read English well

What is your home zip code?	How often do you ride public transit (the bus)?	Do you agree with the proposed 2035 Wake Transit Plan 10-Year Investment Strategy (see our storymap)?
27518	Never	Agree
	Sometimes/rarely	Agree
27502	Never	Agree
27502	Never	Agree
27502	Never	Agree
27523	Sometimes/rarely	Agree
27502	Never	Agree
	Never	Agree
27562	Never	Agree
27523	Sometimes/rarely	Agree
27502	Never	Disagree

Do you have any feedback on the proposed changes to the project prioritization policy?

Shortening wait times between busses to 15 minutes or less, especially during peak usage hours is important.  
I would also suggest investing in smaller busses that get reasonable gas mileage (non-plug in hybrid). Many of the current busses can hold 50+ passengers and the most that I see riding are 2-3. ; Continue to make this project a priority.

Growth is good, but it needs to be tightly managed. The past 5 years have been insane in Apex, large growth extremely quickly...would hate to see that continue at the current rate and change the charm of the town.

This won't directly affect us as we live outside the projection area in New Hill. However, I believe in public transportation and have used it in every city I lived in prior to the Wake County. Go Public Transport!

Wake County has spent hundreds of millions of dollars on rail with no track laid and I don't see a future where government forces a solution looking for a problem (light rial to S Line). Electric busses would meet the people where they are and solve any environmental and congestion problem at a much better cost and complexity. I am tired of trains (19th century technology) begin sold as as solution for 21st century life. Electric busses solve whatever problems new development and construction train service claims it will.

Door to door only for any Apex only bussing. Make it \$1 and an y Apex resident can ride from point a to point b in Apex.

To relieve traffic, there should be a downtown shuttle to and from the following:

- RDU Airport
- Cary Regional station
- Downtown Raleigh
- RTP

Do you have any feedback on the proposed changes to the Community Funding Area Program Management Plan (CFA PMP):

Agree with the proposed changes.

no; When Horton Ridge Road is complete, it will span all of New Hill from Horton Road to Humie Olive Road. many of the new residents of New Hill live along that corridor.

Do you have any feedback on the proposed Microtransit Guidelines?

This sounds like a good idea.



Please share any additional feedback regarding the 2035 Wake Transit Plan 10-Year Investment Strategy.	If you have an extra minute, we'd like to learn more about you! Please select all that apply.
Sounds like a good plan for the future. ; No additional comments.	I identify as female ; My primary language is English, or I speak and read English well
	I am 26-64 years old; I identify as female ; My primary language is English, or I speak and read English well ; I am or am considered to be disabled
I think this commitment to public transportation is worthwhile and a good use of funds, despite my limited use.	I am 26-64 years old; My primary language is English, or I speak and read English well ; I identify as male
	I am 26-64 years old; I identify as male; My primary language is English, or I speak and read English well
	My primary language is English, or I speak and read English well
no	I am 26-64 years old; I identify as female ; My primary language is English, or I speak and read English well
I support the plan update. Apex needs frequent daily connector service to Downtown Raleigh, downtown Cary, RDU airport and strong connections to Chapel Hill and Durham.	I am 26-64 years old; I identify as male; My primary language is English, or I speak and read English well

What is your home zip code?	How often do you ride public transit (the bus)?	Do you agree with the proposed 2035 Wake Transit Plan 10-Year Investment Strategy (see our storymap)?
27502	Never	Disagree
27502	Never	Disagree
	Never	Disagree
27502	Never	Disagree
27523	Never	Disagree
27591	Never	Neutral
	Sometimes/rarely	Neutral
27597	Never	Neutral
27562	Never	Neutral
27502	Never	Neutral
27502	Never	Neutral
27502	Never	Neutral
27502	Never	Neutral

Do you have any feedback on the proposed changes to the project prioritization policy?

It would be better to implement rail system to follow inner and outer belt lines with feeder rail to RDU. Existing and future bus line routes should feed to the rail system.

Mass transit does not work in areas like Apex. The current Apex bus rides around empty most of the time and is a total waste of taxpayer money. You would be better off paying for ubers for the amount of people that use it.; We need out taxes lowered and to cut out all of the nice to have programs.

There needs to be more connectivity between RDU and the network. For example linking the RDU shuttle to transit hubs or park and rides in Cary, Apex and Holly Spring's and Fuquay's via an express service. Currently Apex, Holly Springs, and Fuquay all need to connect via downtown and take between 2 and 3 hours.

More attention needs to be paid to the eastern and southern areas of wake county. More transit options are needed to connect residents within and in between communities.

I don't ride public transit because it's not available in my town.

Do you have any feedback on the proposed changes to the Community Funding Area Program Management Plan (CFA PMP):

Actual funding is unclear considering Federal budget cutting

We need our taxes cut and not another dog park, 'free' trees, or skate parks.

Do you have any feedback on the proposed Microtransit Guidelines?

This makes the most sense to me, but I am concerned with the cost. I would like to see the cost per mile for this service, and who will be responsible for paying it.

Please share any additional feedback regarding the 2035 Wake Transit Plan 10-Year Investment Strategy.	If you have an extra minute, we'd like to learn more about you! Please select all that apply.
	I identify as male; My household receives one or more of these benefits: Medicaid, TANF, SNAP, FNS, LIEAP, or similar ; My primary language is English, or I speak and read English well
Three billion dollars is a huge amount to spend for this. This area is historically against mass transit, and most people that are from here will not use it. Are there enough new people to make this worth while? I don't believe that there are. For example, the bus route in Apex. Every time I see the bus it is empty. This is a colossal waste of money. Please reconsider.	I am 26-64 years old; I identify as female ; My primary language is English, or I speak and read English well
	I am 17 years old or younger ; I identify as female ; I represent a minority race or 2+ races (African American, Asian, South Asian, American Indian, Alaska Native, Middle Eastern, Hawaiian Pacific Islander)
	I identify as female ; I am 26-64 years old; I am Hispanic, Latino, or Spanish origin of any race; My primary language is English, or I speak and read English well ; I represent a minority race or 2+ races (African American, Asian, South Asian, American Indian, Alaska Native, Middle Eastern, Hawaiian Pacific Islander)



What is your home zip code?	How often do you ride public transit (the bus)?	Do you agree with the proposed 2035 Wake Transit Plan 10-Year Investment Strategy (see our storymap)?
27502	Never	Neutral
	Never	Neutral
27562	Never	Neutral
27502	Sometimes/rarely	Neutral
27523	Never	Neutral
27502	Never	Neutral
27502	Never	Neutral
27502	Never	Neutral
27502	Never	Neutral
27502	Never	Neutral
27594	Never	Neutral
27312	Never	
27502	Never	
27502	Never	
27502	Never	
27502	Never	
27502	Never	

Do you have any feedback on the proposed changes to the project prioritization policy?

Do not support additional bonds or coats that will burden tax payers.

You are forgetting a BIG population off of Rt64, west of 540 in Apex. We need transportation to town from here, especially for Seniors living in developments who may not have adequate transportation in the future. Thank you

No

I'm not really interesting in having my tax money go towards public transportation beyond what is essential.

Do you have any feedback on the proposed changes to the Community Funding Area Program Management Plan (CFA PMP):

No additional bonds or burden to tax payers.

See above comments

No

Do you have any feedback on the proposed Microtransit Guidelines?

See above comments

No



What is your home zip code?	How often do you ride public transit (the bus)?	Do you agree with the proposed 2035 Wake Transit Plan 10-Year Investment Strategy (see our storymap)?
	Sometimes/rarely	Agree
27603	Often	Agree
27713	Often	Agree
27606	Never	Agree
	Often	Agree
27592	Never	Agree
27591	Never	Agree
27587	Sometimes/rarely	Agree
27502	Sometimes/rarely	Agree
27545	Sometimes/rarely	Agree
27713	Often	Agree
27607	Sometimes/rarely	Agree
27614	Sometimes/rarely	Agree
27591	Never	Agree



Do you have any feedback on the proposed changes to the project prioritization policy?

No

Please prioritize I-40 BRT in Tier 3. Coordinate with emergency services to build a functional emergency lane for their vehicles, as well as buses. Repave to standard lane size and move the rumble strip slightly.

None; N/A

I'm concerned that projects featuring development of passenger facilities, BRT projects, and rail track improvements are relegated to Tier 3. I feel that these are some of the most important transportation projects that could be funded, and being in Tier 3 I feel like it's setting these up for getting funding kicked down the road to "never". If we can't get an LRT or commuter rail, we should have far more BRTs than is even currently planned. And rail improvements should be a priority, unless it's the goal to steadily reduce ridership on trains through uncomfortable trips.

Do you have any feedback on the proposed changes to the Community Funding Area Program Management Plan (CFA PMP):

no

I would strongly encourage the funding to be tripled to 60 million over the next ten years with the local match requirement reduced to 20-25% for operating and capital projects. Because some communities like Apex might really want to invest in transit going forward, I'd also strongly encourage the 30% cap for a single applicant to be removed. I think these changes would go a long way in getting buy-in from communities that are paying the sales tax but don't see themselves in the Wake Transit Plan right now.

Do you have any feedback on the proposed Microtransit Guidelines?

no

Please share any additional feedback regarding the 2035 Wake Transit Plan 10-Year Investment Strategy.	If you have an extra minute, we'd like to learn more about you! Please select all that apply.
As a 6 year local of the town of Fuquay-Varina, I have watched the town sky rocket from 2017 when me and my family first moved down here. Whenever I drive through the general area of Fuquay the only thing on my mind is the potential that this town has to offer with more transit. I loved the idea of seeing a Go Transit bus running through my home town. Plans for more service to and around Fuquay will not only benefit the Triangle Transit Authority, but as well as the local businesses but part of Raleigh's greater economy. The people of Fuquay-Varina can all agree that better bus services will generate great ridership and endless possibility for the town and Raleigh.	I am 17 years old or younger ; I identify as male
I love the location of the new RTC on the north side of Hwy 54 at Wilkinson Farm Rd. The originally proposed south side of Hwy 54 would destroy too many trees.	I identify as female ; I am 26-64 years old; My primary language is English, or I speak and read English well
It's 10 years but we keep beating the growth numbers check your margins are large enough	I am 26-64 years old; I identify as male; My primary language is English, or I speak and read English well
	I am 26-64 years old; My primary language is English, or I speak and read English well ; I identify as male
While I appreciate the overall strategy, I feel that the current plan for the BRT in Raleigh has insufficient coverage even when completed. In particular, seeing high traffic along Knightdale Blvd I think the plan should attempt to incorporate a BRT with dedicated transit lanes through Knightdale to help reduce car dependancy in the area.	I am 26-64 years old; I identify as male; My primary language is English, or I speak and read English well
	I am 26-64 years old
	I am 26-64 years old; I identify as female ; My primary language is English, or I speak and read English well

What is your home zip code?	How often do you ride public transit (the bus)?	Do you agree with the proposed 2035 Wake Transit Plan 10-Year Investment Strategy (see our storymap)?
27560	Never	Disagree
	Often	Disagree
27603	Never	Disagree
27529	Never	Disagree

Do you have any feedback on the proposed changes to the project prioritization policy?

Idea 1: (near term)

Invest in a high-speed rail corridor connecting major North Carolina hubs—Raleigh, Cary, RDU Airport, Charlotte Downtown, and CLT Airport—to significantly reduce travel time, boost regional connectivity, and encourage eco-friendly long-distance travel.

Idea 2: (immediate)

Enhance existing bus accessibility and visibility by partnering with rideshare platforms (like Uber or Lyft) to integrate GoTriangle and local bus services directly into their apps. This allows users to easily locate, plan, and request public transit trips through familiar technology, reducing barriers to entry and improving ridership.

Idea 3: (longer term)

Explore multi-state collaboration to develop a Southeast high-speed rail line from Atlanta to Washington, D.C., with stops in Greenville, Charlotte, Greensboro, Raleigh, and Richmond. This long-term vision supports regional economic development, reduces traffic congestion, and offers a sustainable alternative to car and air travel.

Make Duke pay their fair share in property taxes and be accountable for killing the Triangle light rail project.

Do you have any feedback on the proposed changes to the Community Funding Area Program Management Plan (CFA PMP):

Make Duke pay their fair share in property taxes and be accountable for killing the Triangle light rail project.

Do you have any feedback on the proposed Microtransit Guidelines?

Make Duke pay their fair share in property taxes and be accountable for killing the Triangle light rail project.



Please share any additional feedback regarding the 2035 Wake Transit Plan 10-Year Investment Strategy.	If you have an extra minute, we'd like to learn more about you! Please select all that apply.
there is so little additional investment in Raleigh...why? Almost all the proposed new service already exists in Raleigh...meanwhile Cary is proposed to get a Cadillac level of service...I don't understand that at all, when the riders are in Raleigh. There needs to be more investment in Raleigh on this plan.	I am 26-64 years old; I identify as male
Make Duke pay their fair share in property taxes and be accountable for killing the Triangle light rail project.	I am 26-64 years old; I identify as male; My household receives one or more of these benefits: Medicaid, TANF, SNAP, FNS, LIEAP, or similar ; I represent a minority race or 2+ races (African American, Asian, South Asian, American Indian, Alaska Native, Middle Eastern, Hawaiian Pacific Islander); My primary language is English, or I speak and read English well ; I am or am considered to be disabled

What is your home zip code?	How often do you ride public transit (the bus)?	Do you agree with the proposed 2035 Wake Transit Plan 10-Year Investment Strategy (see our storymap)?
27603	Often	Disagree
27587	Often	Neutral
27518	Never	Neutral

Do you have any feedback on the proposed changes to the project prioritization policy?

I don't support the I-40 BRT project, and I don't understand the basis for the project other than it being some attempt to connect to Durham to make up for the failed Commuter Rail. During most time, the congestion on I-40 does not warrant additional dedicated facilities. The solution could be an operation improvement, to increase frequencies to 15-minutes. The current ridership does not compare to the GoRaleigh routes being converted to BRT, and should first show proven high ridership before this is even considered. This is an operations solution, not a capital solution. Also it was a bit insulting by CAMPO staff to say at the RTA meeting that people who don't support the project, need more more education and information because we simply don't agree with CAMPO's push for the project.

I am disappointed at the lack of commitment to support a high-frequency network. The lack of potential routes shown in the Raleigh region is unacceptable. There are routes that are above the wake transit thresholds, and for CAMPO staff to say that 1 new frequent route is expected to be added each year is unacceptable. High frequent routes is how we build ridership, which increases support for bus service. I also question some of the potential GoCary routes. Based off the Short Range Transit Plan FY2025-FY2027, the local ridership and boardings for routes such as the 4 and 7 seem very questionable. Hopefully, the ridership has increased, but the narrative says in June 2022, there were 138 riders per day. I would hate for the prioritization to be based on geography, and that because Raleigh has frequent routes, then other places must have them, even if they have lower ridership.

I think go cary needs a route that just goes up and down cary parkway and maybe some other main cary roads every day. But mostly cary parkway.

Do you have any feedback on the proposed changes to the Community Funding Area Program Management Plan (CFA PMP):

I don't agree with the shift from 50% to 35%. I view the match as a serious commitment to changing your land use and transportation policies to support transit. There needs to be a better look at the increasing use of micro-transit as a CFA project. There is no scale in these projects, and these projects should not be getting blank checks for more operations to keep adding more expensive vehicles.

Do you have any feedback on the proposed Microtransit Guidelines?

These operators often deliberately misrepresent ridership to show only when they are active, upping the real per hour ridership. Are we going to actually use real data that fixed bus operators have to use to understand the performance and make comparisons to fixed service.

Please share any additional feedback regarding the 2035 Wake Transit Plan 10-Year Investment Strategy.	If you have an extra minute, we'd like to learn more about you! Please select all that apply.
<div></div> <p>I don't support transit facilities and hubs in the suburbs, what are we creating hubs for. What is the transfer options. Often these places don't have supportive land use policies to actually create transit demand. And then municipalities like Wake Forest actually have in the code of ordinances policies to ban multi-modal solutions such as scooters. So call me skeptical that these have any utility and are dollars that should go towards operations.</p>	
	I am 26-64 years old; My household receives one or more of these benefits: Medicaid, TANF, SNAP, FNS, LIEAP, or similar ; My primary language is English, or I speak and read English well

What is your home zip code?	How often do you ride public transit (the bus)?	Do you agree with the proposed 2035 Wake Transit Plan 10-Year Investment Strategy (see our storymap)?
27540	Sometimes/rarely	Neutral
27603	Sometimes/rarely	Neutral
27502	Never	Neutral
27560	Sometimes/rarely	
27612	Sometimes/rarely	
27545	Sometimes/rarely	
27591	Never	
27502	Sometimes/rarely	

Do you have any feedback on the proposed changes to the project prioritization policy?

I have comments on the proposed 2035 Wake Transit Plan 10-yr investment strategy:

- 1. Regarding the proposed rail projects:
  - a. Please clarify that NCDOT Rail Division and the state are making considerable contributions to these projects - not all of the funding from the Wake Transit Plan.
  - b. Please take the commuter rail project off the 10-yr plan. It is hugely expensive at over \$3B; not endorsed by the state or federal governments; ridership is too low as more people are working from home and it would only serve a limited area of the county; the freight railroads control the corridor and do not want more passenger rail traffic; the freight railroads will keep driving up the project cost with more demands; Durham County does not have the funds for their part of the system; and there are technical issues in the Durham area that are extremely difficult and expensive to resolve.
- 2. Has NCDOT approved the plans for BRT on I-40?
- 3. Need more direct service to RDU from all around the county, without multiple bus changes to get there.
- 4. Regarding the Community Funding Area Program, pg 5/6 notes that it is budgeted for \$40M over 10 yrs. This amount should be significantly increased, and the local match significantly decreased.
- 5. Before spending \$3B over 10 yrs mainly on bus projects:
  - a. Has GoTriangle and CAMPO determined how to get people out of their cars to use the increased bus service? With gas cheap and parking costs low, how to get people to take public transportation?
  - b. What ridership studies have been performed to substantiate the expenditure of \$3B on bus projects? More people are working from home or drive their cars to work. Bus ridership has not reached the pre-pandemic levels yet.

More rail  
More focus should be on rail solutions than buses



Do you have any feedback on the proposed changes to the Community Funding Area Program Management Plan (CFA PMP):

1. Regarding the increase in budget for the CFAP to \$40M over 10 yrs, budgeting \$4M/yr, historically have the requests for CFAP funds been greater than \$4M/yr. If so, please consider increasing this budget item to address the need and requests.
2. Pg 3, Fig 2, the list of CFAs includes Unincorporated Wake County. This area was not included in the list in the Microtransit Guidelines document. Please revise the documents to be consistent.
3. What is the schedule to adopt the CFAP PMP?
4. Pg 7, Fig 3, Population Density - what are the units associated with the number for each municipality? For instance, Morrisville = 4.72 what?
5. Pg 8, 3rd paragraph, last sentence - "Holly Springs is one of two communities in the CFAP area that has not had a project funded." But the FY26 Work Plan includes CFAP funds for Holly Springs. And pg 10, 1st bullet, notes "All but one of the eligible communities have applied for CFAP funding." Please be consistent.
6. Pg 8, last paragraph, last sentence - "There is currently an all-day route connecting Knightdale to Raleigh WAS AND AN EXPRESS ROUTE, ..." Correct the wording.
7. Pg 15, "Microtransit Services - 2 Projects" - but 4 projects are listed. Please revise accordingly. In addition, regarding the GoWake Smart Ride service - revise to say "In partnership with Knightdale, Zebulon AND WENDELL ..."
8. How is the GoWake Smart Ride service to be funded beyond FY25?
9. Pg 17, Fig 9 shows a total of \$7,407,749, whereas Fig 6 only shows a total of \$4,454,845. Why are these amounts different?
10. Pg 23, "Funding Requirements" - mentions the minimum funding match by the municipalities is 50% of total project costs. But the updated Wake Transit Plan changed this to 35%. Please revise at all places.

[illegible]

Do you have any feedback on the proposed Microtransit Guidelines?

1. I'm sure the local municipalities will be appreciative of the CFAP funding match being lowered to a minimum of 35% from 50%, but consideration should be made in the future to lowering the percentage even more, say to 20%. Many of the smaller municipalities do not have the budget to fund higher percentages to obtain CFAP funding.

2. Pg 4, under Item 2, "Community Funding Area (CFA) Program" - After the last of the 10 eligible municipalities, there's a note that reads "Note: Wake County is expected to be eligible for CFA Program funds in FY27." That would mean that in FY27, Cary and Raleigh would be able to compete for CFAP funds in addition to the large sums they already get from the Wake Transit Fund. That would be a negative drain on CFAP funds taken away from the smaller municipalities. Since Cary and Raleigh already get a large share of Wake Transit funds, I suggest that this change NOT happen. Do NOT allow Cary and Raleigh to compete for CFAP funds that are desperately needed by the smaller communities.

3. What is the schedule for these guidelines to be adopted?

[illegible]





## PHASE 3 ENGAGEMENT – EMAILS

**April 24, 2025 – Comments from Austin Stanion, GoTriangle, [AStanion@gotriangle.org](mailto:AStanion@gotriangle.org)**

Regarding the microtransit guidelines, I think this is going to be a challenge for many Microtransit programs. I'd recommend the guidelines set a goal for average wait time, and use actual average wait times from partners currently operating Microtransit as a reference.

---

**May 28, 2025 – Comments from Scott Levitan, Research Triangle Foundation, [levitan@rtp.org](mailto:levitan@rtp.org)**

Thank you for the opportunity to comment. Our organization strongly supports the proposed Wake Transit 2035 plan – including new freeway BRT along I-40, an RDU airport exchange station over I-40, a BRT extension that would directly serve the arena/stadium area, and a funding pool to accelerate targeted regional rail investments and service – and we encourage rapid implementation by regional transit partners and NCDOT.

---

**May 28, 2025 – Comments from Matt West, PE, Dewberry, [mwest@Dewberry.com](mailto:mwest@Dewberry.com)**

Thank you for the opportunity to comment. Our organization strongly supports the proposed Wake Transit 2035 plan – including new freeway BRT along I-40, an RDU airport exchange station over I-40, a BRT extension that would directly serve the arena/stadium area, and a funding pool to accelerate targeted regional rail investments and service – and we encourage rapid implementation by regional transit partners and NCDOT.

---

**May 28, 2025 – Comments from Matthew J. Waligora, Martin Marietta, [matt.waligora@martinmarietta.com](mailto:matt.waligora@martinmarietta.com)**

Thank you for the opportunity to comment. Our organization strongly supports the proposed Wake Transit 2035 plan – including new freeway BRT along I-40, an RDU airport exchange station over I-40, a BRT extension that would directly serve the arena/stadium area, and a funding pool to accelerate targeted regional rail investments and service – and we encourage rapid implementation by regional transit partners and NCDOT.

**May 29, 2025 – Comments from John M. Boylan, The Spectrum Companies**

[JBoylan@SpectrumCos.com](mailto:JBoylan@SpectrumCos.com)

Thank you for the opportunity to comment. Our organization strongly supports the proposed Wake Transit 2035 plan – including new freeway BRT along I-40, an RDU airport exchange station over I-40, a BRT extension that would directly serve the arena/stadium area, and a funding pool to accelerate targeted regional rail investments and service – and we encourage rapid implementation by regional transit partners and NCDOT.

---

**May 29, 2025 – Comments from Mark Lawson, Cary Chamber of Commerce**

[mlawson@carychamber.com](mailto:mlawson@carychamber.com)

Thank you for the opportunity to comment. Our organization strongly supports the proposed Wake Transit 2035 plan – including new freeway BRT along I-40, an RDU airport exchange station over I-40, a BRT extension that would directly serve the arena/stadium area, and a funding pool to accelerate targeted regional rail investments and service – and we encourage rapid implementation by regional transit partners and NCDOT.

These initiatives are critical to our community and the entire region.

Thanks again to each of you for your tireless efforts to bring about constant improvements in transportation.

---

**May 29, 2025 – Comments from Cheryl R. Howard, MSPH, Howard Consulting, LLC**

[choward@howardconsultingllc.org](mailto:choward@howardconsultingllc.org)

Thank you for the opportunity to comment.

Our organization strongly supports the proposed Wake Transit 2035 plan – including new freeway BRT along I-40, an RDU airport exchange station over I-40, a BRT extension that would directly serve the arena/stadium area, and a funding pool to accelerate targeted regional rail investments and service – and we encourage rapid implementation by regional transit partners and NCDOT.

---

**May 29, 2025 – Comments from Greg S. Purvis, PE, Wetherill Engineering**

[GPurvis@wetherilleng.com](mailto:GPurvis@wetherilleng.com)

Thank you for the opportunity to comment. Our organization strongly supports the proposed Wake Transit 2035 plan – including new freeway BRT along I-40, an RDU airport exchange station over I-40, a BRT extension that would directly serve the arena/stadium area, and a funding pool to accelerate targeted regional rail investments and service – and we encourage rapid implementation by regional transit partners and NCDOT.

Thanks for all your hard work improving transportation in the Triangle area.

**May 29, 2025 – Comments from Yovannie Rodriguez, Esq. A.A.E, Raleigh-Durham Airport Authority** [yovannie.rodriguez@rdu.com](mailto:yovannie.rodriguez@rdu.com)

Thank you for the opportunity to comment. Our organization strongly supports the proposed Wake Transit 2035 plan – including new freeway BRT along I-40, an RDU airport exchange station over I-40, a BRT extension that would directly serve the arena/stadium area, and a funding pool to accelerate targeted regional rail investments and service – and we encourage rapid implementation by regional transit partners and NCDOT.

---

**May 29, 2025 – Comments from Michael Haley, Raleigh Chamber of Commerce** [mhaley@raleighchamber.org](mailto:mhaley@raleighchamber.org)

Thank you for the opportunity to comment. Our organization strongly supports the proposed Wake Transit 2035 plan – including new freeway BRT along I-40, an RDU airport exchange station over I-40, a BRT extension that would directly serve the arena/stadium area, and a funding pool to accelerate targeted regional rail investments and service – and we encourage rapid implementation by regional transit partners and NCDOT.

---

**May 30, 2025 – Comments from Dennis Edwards, Greater Raleigh Convention and Visitors Bureau** [dedwards@visitraleigh.com](mailto:dedwards@visitraleigh.com)

The Greater Raleigh Convention & Visitors Bureau strongly supports the proposed Wake Transit 2035 plan, including new freeway BRT along I-40, an RDU airport exchange station over I-40, a BRT extension that would directly serve the Lenovo Center area, and a funding pool to accelerate targeted regional rail investments and service. Wake County had 18.5 million visitors who generated \$3.2 billion in direct spending in 2023 and generated \$307 million in state and local tax revenues. We are investing millions of dollars in tourism infrastructure throughout the county over the next five years which will bring in additional visitation year-round and have a positive economic impact for the region. In order for our past and future tourism investments to be successful, it is critical we give our visitors easy access to our various points of interest and the Wake Transit 2035 plan will help do that. We encourage rapid implementation by regional transit partners and the NCDOT.

---

**May 30, 2025 – Comments from Adrienne Cole, The Greater Raleigh Chamber of Commerce** [acole@raleighchamber.org](mailto:acole@raleighchamber.org)

Thank you for the opportunity to comment. Our organization strongly supports the proposed Wake Transit 2035 plan – including new freeway BRT along I-40, an RDU airport exchange station over I-40, a BRT extension that would directly serve the arena/stadium area, and a funding pool to accelerate targeted regional rail investments and service – and we encourage rapid implementation by regional transit partners and NCDOT.

**May 30, 2025 – Comments from Joe Milazzo II, PE, Regional Transportation Alliance**  
[Joe@letsgetmoving.org](mailto:Joe@letsgetmoving.org)

Great speaking with you earlier this week, and thank you for the opportunity to comment.

As the voice of the regional business community on transportation for more than two decades, RTA has focused extensively on advancing the progress of rapid transit across our market.

Our organization strongly supports the proposed Wake Transit 2035 plan – including new freeway BRT along I-40, an RDU airport exchange station over I-40, a BRT extension that would directly serve the arena/stadium area, and a funding pool to accelerate targeted regional rail investments and service.

We encourage rapid implementation by regional transit partners and NCDOT.

One “granular” request for your team’s consideration: To the extent that there is any flexibility in the plan, we would suggest incorporating or denoting as BRT at least the Harrison Avenue portion of the Cary north-south Harrison-Kildaire BRT corridor in the 10 year plan, perhaps as a “BRT light” corridor. In addition to current and future development along Harrison, that section will link I-40 and RDU Airport with Downtown Cary and the multimodal center/intercity rail station. Our understanding is that only the portion from Maynard to I-40, just over 2 miles, would be likely for dedicated lanes or significant queue jumps, so hopefully at least a BRT light corridor from Downtown Cary to I-40 would be deliverable in the plan.

The regional business community is grateful for the work of each of our regional transit partners in making the accelerated progress of Wake Transit a reality.

---

**May 30, 2025 – Comments from Bryan Fox, IOM, Durham Chamber of Commerce**  
[BFox@durhamchamber.org](mailto:BFox@durhamchamber.org)

Thank you for the opportunity to comment. Our organization strongly supports the proposed Wake Transit 2035 plan – including new freeway BRT along I-40, an RDU airport exchange station over I-40, a BRT extension that would directly serve the arena/stadium area, and a funding pool to accelerate targeted regional rail investments and service – and we encourage rapid implementation by regional transit partners and NCDOT.

---

**May 30, 2025 – Comments from Annie Drees, Holly Springs Town Councilmember**  
[annie.drees@hollyspringsnc.gov](mailto:annie.drees@hollyspringsnc.gov)

Thank you for the opportunity to comment. Holly Springs strongly supports the proposed Wake Transit 2035 plan – including new freeway BRT along I-40, an RDU airport exchange station over I-40, a BRT extension that would directly serve the arena/stadium area, and a funding pool to accelerate targeted regional rail investments and service – and we encourage rapid implementation by regional transit partners and NCDOT.

I also appreciate your presence at the Holly Springs Farmers Market last weekend to share details of the new plan. I am excited to see the increase in connectivity to our community.

---

**May 30, 2025 – Comments from Susan Amey, CDME, Discover Durham**

[susan@discoverdurham.com](mailto:susan@discoverdurham.com)

Thank you for the opportunity to comment.

We may be outside of Wake County, but we know in Durham that connecting our region with forward-thinking transit plans is critical for our broader community's prosperity. Discover Durham and Durham Next support the proposed Wake Transit 2035 plan – including new freeway BRT along I-40, an RDU airport exchange station over I-40, a BRT extension that would directly serve the arena/stadium area, and a funding pool to accelerate targeted regional rail investments and service – and we encourage rapid implementation by regional transit partners and NCDOT.

---

**May 31, 2025 – Comments from Aaron M. Nelson, IOM, The Chamber For a Greater Chapel Hill-Carrboro** [anelson@carolinachamber.org](mailto:anelson@carolinachamber.org)

Thank you for the opportunity to comment.

Please include The Chamber for a Greater Chapel Hill-Carrboro among the organizations that support the proposed Wake Transit 2035 plan – including new freeway BRT along I-40 and an RDU airport exchange station over I-40, and we encourage rapid implementation by regional transit partners and NCDOT.

---

**June 3, 2025 – Comments from Craig Albanese, MD, MBA, Duke University Health System** [craig.albanese@duke.edu](mailto:craig.albanese@duke.edu)

Wake leadership,

Thank you for the opportunity to comment. Our organization strongly supports the proposed Wake Transit 2035 plan – including new freeway BRT along I-40, an RDU airport exchange station over I-40, a BRT extension that would directly serve the arena/stadium area, and a funding pool to accelerate targeted regional rail investments and service – and we encourage rapid implementation by regional transit partners and NCDOT.

---



## **Appendix B:**

# **Event Summaries**

## **Summary Worksheet for Public Events & Activities**

**Date:** 5/03/2025

**Location:** Peakfest, Downtown Apex

**Staff/Partners Present:** Steven Mott (CAMPO), Suvir Venkatesh (CAMPO), Three Oaks Staff, Apex Staff

**Time set-up at event:** Three Oaks set up at 9am and staffed til 11. Steven was there from 11-1 and Suvir was there from 1-3.

**Indoor/Outdoor:** Outdoor

**Weather conditions of note:** Sunny, Clear

**Site conditions of note:** Pop-up hosted in the Town of Apex's Planning Department tent, located opposite of a music stage. The location was very popular but made discussions with the public very difficult due to the overwhelming noise from the stage. Being hosted in the Town of Apex tent offered cross-appeal due to GoApex being a large focus.

**General description of the people at the event:** The crowd was not very observably diverse outside of a range of ages being present. Estimates for overall attendance at Peakfest were around 22,000 people.

**Questions/comments you heard from attendees:** Attendees were very interested in transit, but the majority of them have not tried to ride transit and many had not heard of Wake Transit (or even GoApex for that matter). Most discussions with the public were focused on issues directly related to the Town of Apex, rather than broader transit and transportation topics.

**Things we should know/do/keep in mind for future events:** Proximity to areas of festivals that may be loud and provide a difficult environment for conversation.

## **Summary Worksheet for Public Events & Activities: Apex**

**Date:** 5/3/2025

**Location:** PeakFest, Apex

**Staff/Partners Present:**

- Three Oaks Engineering: Ana Santiago
- CAMPO – Suvir Venkatesh
- Local Partner: Shannon Cox

**Time set-up at event:** 9:00 am – 11:00 am (11:00 am-1:00 pm, CAMPO)

**Indoor/Outdoor:** Outdoor

**Weather conditions of note:** Excellent

**Site conditions of note:** N/A

**General description of the people at the event:**

Event was a joint effort to receive public feedback on various proposals for the Town of Apex. Wake Transit shared a table with GoApex to provide information and receive public input on whether they agree or disagree with the Wake Transit Plan. Most attendees were residents of Apex and surrounding towns – approximately 75 people attended.

**Questions/comments you heard from attendees:**

Most questions from the public centered around new/potential rail and bus service to Apex and popular destinations, including rail stations, hospitals, and the airport. Overall, comments were positive regarding transit expansion. Still, many attendees wished there was a projected service connection between Apex and major employers, such as the University of North Carolina (UNC) and Duke University Hospitals, as well as Research Triangle Park (RTP). Many attendees took bookmarks to review the website and provide input.

**Things we should know/do/keep in mind for future events:**

Attendees were confused about the difference between the Wake Transit Plan and other initiatives, such as the local bus service, since the materials were on the same table. Unless they were prompted to do so, attendees did not voluntarily write and add feedback to the comment box.

**Feedback:**

- **Agree:** 8
  - People focus vs vehicle focus
  - Just add a stop in Apex!
  - Would like to see public transit to and from big employers like UNC Chapel Hill Hospitals and Duke Hospitals and RTP for commuting to and from work
  - More public transit connecting the area is critical!

- **Disagree: 1**
  - Must have a stop at the airport.
- **Neither Agree or Disagree or Partial: 1**
  - Agree with the Connect All Communities if it connects to Fuqua
- **General Comments**
  - The GoCary and GoApex buses go from Town Hall to Town Hall, but I would like to see stops in Fuqua and Holly Springs.
  - Connect to Apex! Increase our opportunities for public transportation to Raleigh.
  - Need bus service to airport.
  - We'd love the 80-20 match for the CFA.
  - Fix the potholes.

## **Summary Worksheet for Public Events & Activities: Cary**

**Date:** 5/10/2025

**Location:** Ritmo Latino, Cary

**Staff/Partners Present:**

- Three Oaks Engineering: Ana Santiago
- CAMPO: Steven Mott

**Time set-up at event:** 3:00 pm – 5:00 pm (1:00 pm – 3:00 pm, CAMPO)

**Indoor/Outdoor:** Outdoor

**Weather conditions of note:** Excellent

**Site conditions of note:** N/A

**General description of the people at the event:**

Event was held to receive public feedback on various proposals for the town of Cary. Wake Transit shared a table with GoCary to provide information and receive public input on whether they agree or disagree with the Wake Transit Plan. Most attendees were residents of Wake County and part of the Spanish-speaking community. Interacted with approximately 30 participants.

**Questions/comments you heard from attendees:**

Comments overall were positive toward transit expansion, with most attendees agreeing that any expansion of public transit in the area is good and necessary. Most questions centered on potential connections to Cary and the airport, as well as expansions to the rail service. Many attendees took fliers, bookmarks, and other materials to review at home and provide input.

**Things we should know/do/keep in mind for future events:**

Many attendees were unaware of the Wake Transit Plan. The materials geared towards children were popular at this event, attracting attendees to the table. Unless prompted to do so, attendees did not voluntarily write and add feedback to the comment box; however, they were willing to share their comments once engaged by the staff.

**Feedback:**

- **Agree:** 9
  - Would like a connection to Apex
  - We should have more transit in Wake County
  - We need more transit
  - Any expansion is good, but needs to connect to the airport.
  - This is a good idea for the citizen and people who don't have their own transport, like the old or young.

- Agree with being able to have more accessible public transport. (Comment provided in Spanish)
- **Disagree: 0**
- **Neither Agree or Disagree or Partial: 2**
  - Agree with everything except trains. Tracks are mostly privately owned, must work around cargo trains, and since Amtrak can't operate well, how can Wake County? Trains also cannot be expanded easily or quickly.
  - More bus security in Downtown Raleigh is needed.

## **Summary Worksheet for Public Events & Activities**

**Date:** May 31, 2025

**Location:** Garner, Amazon Distribution Center

**Staff/Partners Present:** Will Anderson, Kimley-Horn

**Time set-up at event:** 5:00pm-6:30pm

**Indoor/Outdoor:** Indoor

### **Weather conditions of note:**

Raining outside but did not impact engagement. All engagement was held indoor, and all amazon employees were indoors.

### **Site conditions of note:**

Location was set up outside of the break room in the Amazon facility. Heavy traffic from employees.

### **General description of the people at the event:**

Only Amazon employees. Were able to visit the table during their shift changes.

### **Questions/comments you heard from attendees:**

- Asked for increased frequency of existing bus routes in Wake County
- Would like to see a direct bus connection to the Amazon Fulfillment Center
- HR coordinator mentioned many employees asking for Amazon to cover the costs of uber/lyft charges to get to the fulfillment center. Amazon's policy does not cover these costs. Expanding transit services to connect to the fulfillment center would help these employees.
- Multiple employees mentioned having to walk home since there are no bus services in the area
- More bus stops in Apex
- Expand train services to connect to Fuquay-Varina and Garner
- Improved access to bus services in Fuquay-Varina and Garner. Include a stop at the fulfillment center
- Program a bus stop at White Oak Crossing in Garner. Would provide better access to fulfillment center and local commercial spaces.

### **Things we should know/do/keep in mind for future events:**

Employees asked us to come back on a weekday to give other shift teams a chance to participate. Most people are very indifferent and just wanted to determine why we were there. The giveaways and the QR code handout were popular.

## **Summary Worksheet for Public Events & Activities: GoRaleigh**

**Date:** 5/15/2025

**Location:** GoRaleigh Station, Raleigh

**Staff/Partners Present:**

- Three Oaks Engineering: Ana Santiago, Adrienne Lambert

**Time set-up at event:** 7:00 am – 9:00 am

**Indoor/Outdoor:** Outdoor

**Weather conditions of note:** Excellent

**Site conditions of note:** Normal

**General description of the people at the event:**

The event was held to receive public feedback on the updated Wake Transit Plan. Wake Transit set up a table to provide information and receive public input on whether they agree or disagree with the Wake Transit Plan. Most attendees were residents of Raleigh and bus riders, with approximately 130-150 people in attendance.

**Questions/comments you heard from attendees:**

Comments were overall positive towards transit expansion, with most attendees agreeing that improvements to the transit system are desirable and beneficial. Most questions and comments centered around bus service issues such as a need for better services for the handicapped, improved communication about services offered, improved safety at bus stops, more frequent services, especially on the weekends, better cleanliness and sanitation, and more shelters. The disagreements centered on the desire for more trains and concerns about affordability with the new plan. A few attendees took printed materials to review at home.

**Things we should know/do/keep in mind for future events:**

Many attendees at this location were familiar with the transit system and were interested in learning more about the proposed improvements and in providing feedback about the service. The promotional items were very popular at this event, attracting attendees to the table where they were informed about the Wake Transit Plan, and most were willing to provide their feedback and comments.

**Feedback:**

- **Agree:** 47
  - Transit is doing a good job
  - Need more regular buses on the weekends
  - Need more routes at night
  - Need more stops in more places
  - If you live far, you can miss the bus and must wait a long time



- Need more shelters out of the rain
- This is a good system for the homeless and the poor
- The screens on the buses do not display the time often enough
- The old cloth seats are unsanitary and need to be replaced with seats that can be cleaned
- **Disagree: 3**
  - Disagree, need more trains
  - Disagree with the approach if it means they are going to start charging more or get rid of the card
- **Neither Agree or Disagree or Partial: 0**
- **General Comments:**
  - Need better service for the handicapped, as they are often left on the side of the road
  - Need better customer service by the drivers; drivers are often rude to riders
  - Need more buses
  - Need new buses
  - Need to go to new places
  - Need earlier service in RTP
  - Need improved safety at the stops
  - Need better communication of services offered

## **Summary Worksheet for Public Events & Activities: Holly Springs**

**Date:** 5/24/2025

**Location:** Holly Springs Farmer's Market, Holly Springs, NC

**Staff/Partners Present:**

- Three Oaks Engineering: Ana Santiago

**Time set-up at event:** 8 am – 10:30 am

**Indoor/Outdoor:** Outdoor

**Weather conditions of note:** Excellent

**Site conditions of note:** N/A

**General description of the people at the event:**

The event was an effort to provide information and receive public feedback on the Wake Transit Plan from the residents of Holly Springs. Wake Transit set up a table at the Farmer's Market to educate and receive public input on whether they agree or disagree with the Wake Transit Plan. Most attendees were residents of Holly Springs and surrounding towns – approximately 50 attended.

**Questions/comments you heard from attendees:**

Most questions centered around expanding service to Holly Springs and other options such as light rail or high-speed trains. Overall, comments were positive regarding any transit expansion, but many attendees wished for a projected service connection to Holly Springs and more transit options. Many attendees took materials to review the website and provide input.

**Things we should know/do/keep in mind for future events:**

Attendees were not familiar with the Wake Transit Plan but were very interested in learning about it. Unless prompted to do so, attendees did not voluntarily write and add feedback to the comment box. At this event, participants were eager to learn about the plan and shared their feedback verbally. Only a few participants shared their written comments.

**Feedback:**

- **Agree: 2**
  - I like how you added more stops
  - I agree with the expansion, if done correctly. I disagree with a light rail because it's too expensive.
- **Disagree: 1**
  - Disagree with the approach; we need light rail.

- **Neither Agree or Disagree or Partial: 0**

- **General Comments:**

- Need more options in Holly Springs besides weekday bus service
- It is a struggle to get transportation from Durham to Raleigh for the homeless.  
Taking transit to work is difficult due to the numerous connections and switches that must be made.
- I would like Holly Springs to be included in the bus plan. We need public transportation here.

## **Summary Worksheet for Public Events & Activities: Morrisville Spring Fest**

**Date:** 5/17/2025

**Location:** Springfest, Morrisville, NC

### **Staff/Partners Present:**

- Three Oaks Engineering: Ana Santiago
- CAMPO: Suvir Venkatesh
- Local Partner: Bret Martin

**Time set-up at event:** 12:00 pm – 2:00 pm (10:00 am-12:00 pm)

**Indoor/Outdoor:** Outdoor

**Weather conditions of note:** Rainy, then good but windy

**Site conditions of note:** N/A

### **General description of the people at the event:**

Event was a joint effort to receive public feedback on various proposals for the town of Morrisville. Wake Transit shared a table with the Morrisville Smart Shuttle Service to provide information and receive public input on whether they agree or disagree with the Wake Transit Plan. Most attendees were residents of Morrisville and surrounding towns – approximately 200 people attended.

### **Questions/comments you heard from attendees:**

Most questions centered around the idea of adding new and potential rail service to Morrisville and popular destinations, including the airport and local universities. Overall, comments were positive toward Transit expansion, but many attendees wished there was a projected service connection to Morrisville. Some participants expressed skepticism about the completion of the proposed plan and its funding. Many attendees took materials to review the website and provide input.

### **Things we should know/do/keep in mind for future events:**

Attendees were unfamiliar with the Wake Transit Plan but showed great interest in learning about rail service and its expansion. Unless prompted to do so, attendees did not voluntarily write and add feedback to the comment box. Therefore, staff engaged the public to obtain the desired feedback. At this event, very few participants expressed interest in sharing their views on whether they agreed or disagreed with the Wake Transit Plan.

### **Feedback:**

- **Agree:** 2
- **Disagree:** 1
  - The plan doesn't benefit the people of Morrisville. Safe and free transport to the local universities and airports (both RDU and Charlotte) with high-speed trains would be more useful.

- **General Comments:**

- Some participants disagreed with the approach to rail service because they wanted to see specific stops and service to and from Morrisville.
- Some participants expressed skepticism regarding the completion of the proposed plan and its funding.
- Most participants agreed with any expanded transit for the area.

## **Summary Worksheet for Public Events & Activities**

**Date:** May 15, 2025

**Location:** NC State University (363 Dan Allen Dr.)

**Staff/Partners Present:** Brian Graham, Kimley-Horn

**Time set-up at event:** 7:30am-9:00am

**Indoor/Outdoor:** Outdoor

**Weather conditions of note:**

Cloudy morning with occasional light rain.

**Site conditions of note:**

The table was set up adjacent to a well trafficked bike route named the Rocky Branch Trail during the City of Raleigh's Bike to Work Day. The engagement table was set next to a biker's pit stop with signs directing bikers and pedestrians to the tables.

**General description of the people at the event:**

Most people interacted with were bikers commuting to work. Most often also use the transit system to get around and seemed familiar with the system's existing routes.

**Questions/comments you heard from attendees:**

- Will this improve the transit system's connection to the airport?
- The NC State to North Hills connection is expected to be well trafficked
- Is there a Gorman Street to Downtown connection?
- How will changes to routes be communicated?
- Is there any additional plans to expand to the southeast of Raleigh instead of primarily to the West?
- Will there be an Umstead Park connection?
- Does this consider other systems such as Go Cary and the Wolfline

**Things we should know/do/keep in mind for future events:**

All of the participants from this engagement event were participants in Raleigh's Bike to Work Day, as such this group may not be representative of the entire population of this area.

## **Summary Worksheet for Public Events & Activities**

**Date:** 5/10/2025

**Location:** Ritmo Latino Festival, Academy St., Cary

**Staff/Partners Present:** Steven Mott (CAMPO), Ana (Three Oaks Staff), Fabian (GoCary Staff)

**Time set-up at event:** CAMPO set up at 1 and staffed til 3, Four Oaks staffed from 3-5

**Indoor/Outdoor:** Outdoor

**Weather conditions of note:** Sunny, Clear

**Site conditions of note:** The tent was located away from the main stage, which was very helpful for engaging with the community due to lack of loud environmental distractions.

**General description of the people at the event:** The festival focuses on highlighting and celebrating the culture and people from Latin America. The crowd was very diverse on all observable accounts. Staff engaged with approximately 200 people. It was remarked by several festivalgoers that the attendance was much lower than typical, likely due to current political circumstances.

**Questions/comments you heard from attendees:** Attendees were very engaged in transit and the growth of transit in Cary. Many had ridden GoCary or other transit systems in Wake County. They expressed disappointment in the pivot away from prioritizing commuter rail but were excited about the potential for BRT throughout Cary and Wake County in the 2035 Wake Transit investment strategy. People were disappointed about rail not being as big of a priority. Some also commented and asked about the light rail situation in Durham and Orange Counties. People who hadn't ridden transit were excited to try it out. Having a big sign highlighting the Downtown Cary Loop was very beneficial to this, as it is very popular (at least in concept, unsure about specific ridership figures for the Downtown Cary Loop at this time, though GoCary ridership has been increasing overall). Many are excited about transit growth for congestion management purposes.

**Things we should know/do/keep in mind for future events:** N/A

## **Summary Worksheet for Public Events & Activities**

**Date:** 5/10/2025

**Location:** RTC, GoTriangle, RTP

**Staff/Partners Present:** Steven Mott (CAMPO), Suvir Venkatesh, Ana Santiago (Three Oaks Staff), Adrienne Lambert (Three Oaks)

**Time set-up at event:** Set up at 6:45am and staffed til 9am

**Indoor/Outdoor:** Outdoor

**Weather conditions of note:** Sunny, Clear

**Site conditions of note:** Nothing particular of note.

**General description of the people at the event:** The general population were commuters coming into RTP or transferring.

**Questions/comments you heard from attendees:** There were not a lot of questions of comments from people present. There were not many people there, and those that were present were not typically interested in engaging.

**Things we should know/do/keep in mind for future events:** I believe it is important to capture this type of transit ridership, this was not a successful event that I would recommend doing again due to the lack of people there. It was very empty and sparse. Ana and Adreinne were amazing, and I would work any event with them again!



## **Summary Worksheet for Public Events & Activities: RTC**

**Date:** 5/22/2025

**Location:** Regional Transit Center, Durham, NC

**Staff/Partners Present:**

- Three Oaks Engineering: Ana Santiago, Adrienne Lambert
- CAMPO: Suvir Venkatesh, Steven Mott
- Local Partner: Robert Hayes

**Time set-up at event:** 7:00 am – 9:00 am

**Indoor/Outdoor:** Outdoor

**Weather conditions of note:** Excellent

**Site conditions of note:** N/A

**General description of the people at the event:**

The event aimed to provide information and gather public feedback from passengers at the Regional Transit Center. Wake Transit set up a table to educate and receive public input on whether they agree or disagree with the Wake Transit Plan – approximately 25 people attended.

**Questions/comments you heard from attendees:**

Participation at this location was generally passive, but we received feedback about the need for buses to run later in the evening and early hours of the morning, as well as about transit service to Morrisville and the airport. Many attendees took materials to review the website and provide input.

**Things we should know/do/keep in mind for future events:**

Most attendees were unfamiliar with the Wake Transit Plan but were interested in learning more about it. In general, attendees at this location did not approach the table or add any feedback to the comment box. The project team needed to move around the stops to engage the public. At this location, participants did not express interest in sharing whether they agreed or disagreed with the Wake Transit Plan.

**Feedback:**

- **Verbal Comments:**
  - I agree and am happy that the BRT goes to Morrisville. Morrisville doesn't show up on the GoTriangle map. It would be good to have service from North Hills to RDU.

## **Summary Worksheet for Public Events & Activities**

**Date:**

5/5/2025

**Location:**

Renaissance Centre, Wake Forest

**Staff/Partners Present:**

CAMPO – Ben Howell from Wake Transit Team

**Time set-up at event:**

4:30pm – 7:30pm

**Indoor/Outdoor:**

Indoor

**Weather conditions of note:**

N/A

**Site conditions of note:**

N/A

**General description of the people at the event:**

Event was held to receive public feedback on proposals for tolling US 1. Wake Transit had table set up to provide information and publicize public engagement period for Wake Transit Plan. Majority of attendees were residents of Wake Forest – approximately 150 attended.

**Questions/comments you heard from attendees:**

Most questions centered around potential rail service and Wake Transit investment in rail. Comments were overall positive towards Transit, with many attendees taking copies of Executive Summary and stating they will review website and provide input.

**Things we should know/do/keep in mind for future events:**

## **Summary Worksheet for Public Events & Activities**

**Date:** May 3, 2024

**Location:** Wake Forest, NC Meet in the Street Festival

**Staff/Partners Present:** Ross Whipkey, Kimley-Horn

**Time set-up at event:** 12:00pm-2:00pm

**Indoor/Outdoor:** Outdoor

**Weather conditions of note:**

Beautiful day, slight wind made the poster hard to display but the tent helped offset challenges.

**Site conditions of note:**

Location was slightly easy to miss as it was a free standing tent in a parking lot with the bike rodeo.

**General description of the people at the event:**

Wide range of people interacted with. Some regular transit users, some familiar, and many unfamiliar with Wake Transit.

**Questions/comments you heard from attendees:**

The bulk of the questions pertained to the S-Line. Some people asked about if certain fixed route locations were being considered. A majority of people to engage were excited and took a survey card to share thoughts. Generally, people just wanted to stop by quick and hear about it without many comments.

**Things we should know/do/keep in mind for future events:**

Some form of an activity would be helpful to facilitate conversation. Most people are very indifferent and just wanted to hear what was going on but an activity to elicit feedback could help. The giveaways and the poster were nice and effective for what it was.