



Town of Apex

# Transit Prioritization Study

August 2025

Prepared by  
The Town of Apex Planning Department



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EXECUTIVE SUMMARY

The purpose of the Town of Apex Transit Prioritization Study (ATPS) is to determine the priorities for local transit in the Town of Apex over approximately the next five years.

This study is not a full update of the Transit Plan Map for the Town. Rather, it is meant to set clear priorities to guide transit implementation and investments in the near term. This study is intended to provide:

- Priorities for transit expansion, including planning-level cost estimates and benefits;
- Recommendations for programming transit investments over the next five years; and
- Recommendations for revisions, if needed, to the Town’s Transit Plan Map.

The study was conducted between January 2024 and September 2025. Funding assistance was provided by the Wake Transit program for survey and outreach support.

The study included four major tasks:

- Task 1: Review existing local and regional transit plans and policies to understand transit context and ensure any recommendations are in keeping with the overall vision for transit in the area.
- Task 2: Gather public feedback to understand local preferences.
- Task 3: Analyze feedback and other data to develop potential options.
- Task 4: Develop, refine, and finalize recommendations.

Task 1 and Task 2 included two major outreach activities: an online survey open to the entire community between March and May 2024, as well as an onboard survey on GoApex Route 1 that was available in May 2024. Task 3 and Task 4 included in depth analysis of the survey results and other data, and development of recommendations. The draft recommendations were released for public comment in Summer 2025. Feedback gathered was used to finalize the recommendations in this report.

The resulting recommendations are summarized in Table ES- 1 and Table ES- 2. There are two sets of recommendations:

- Set 1 includes recommendations for fixed route transit service improvement and expansion. These are also shown in Figure ES- 1, along with regional transit routes assumed to be in place by FY27.
- Set 2 includes recommendations for other, non-fixed route service projects and studies to help support public transit.

Table ES- 1. Summary of Fixed Route Service Recommendations

Priority Order	Fixed Route Service Recommendations
1	Implement GoApex Route 1 expansion and improvements already recommended for funding in FY25 and FY26 (bulleted items may be timed independently): <ul style="list-style-type: none"><li>• Increased frequency Monday-Saturday</li><li>• Sunday service</li><li>• Continuing bus stop improvements</li></ul>
2	Revise the existing GoApex Route 1 routing to provide better access in the following areas (bulleted items may be timed independently): <ul style="list-style-type: none"><li>• Access to downtown/Town Hall Campus area in both route directions</li></ul>



Priority Order	Fixed Route Service Recommendations
	<ul style="list-style-type: none"> <li>Chapel Ridge Road</li> <li>Hughes Street/Broadstone Way</li> </ul>
3	Implement a new fixed route following the Pine Plaza/Pleasant Park routing concept, with the same frequency and span as approved for GoApex Route 1
4	Implement a new fixed route to serve the Veridea East Village area, timed with the Western Wake Tech campus and mixed-use center development

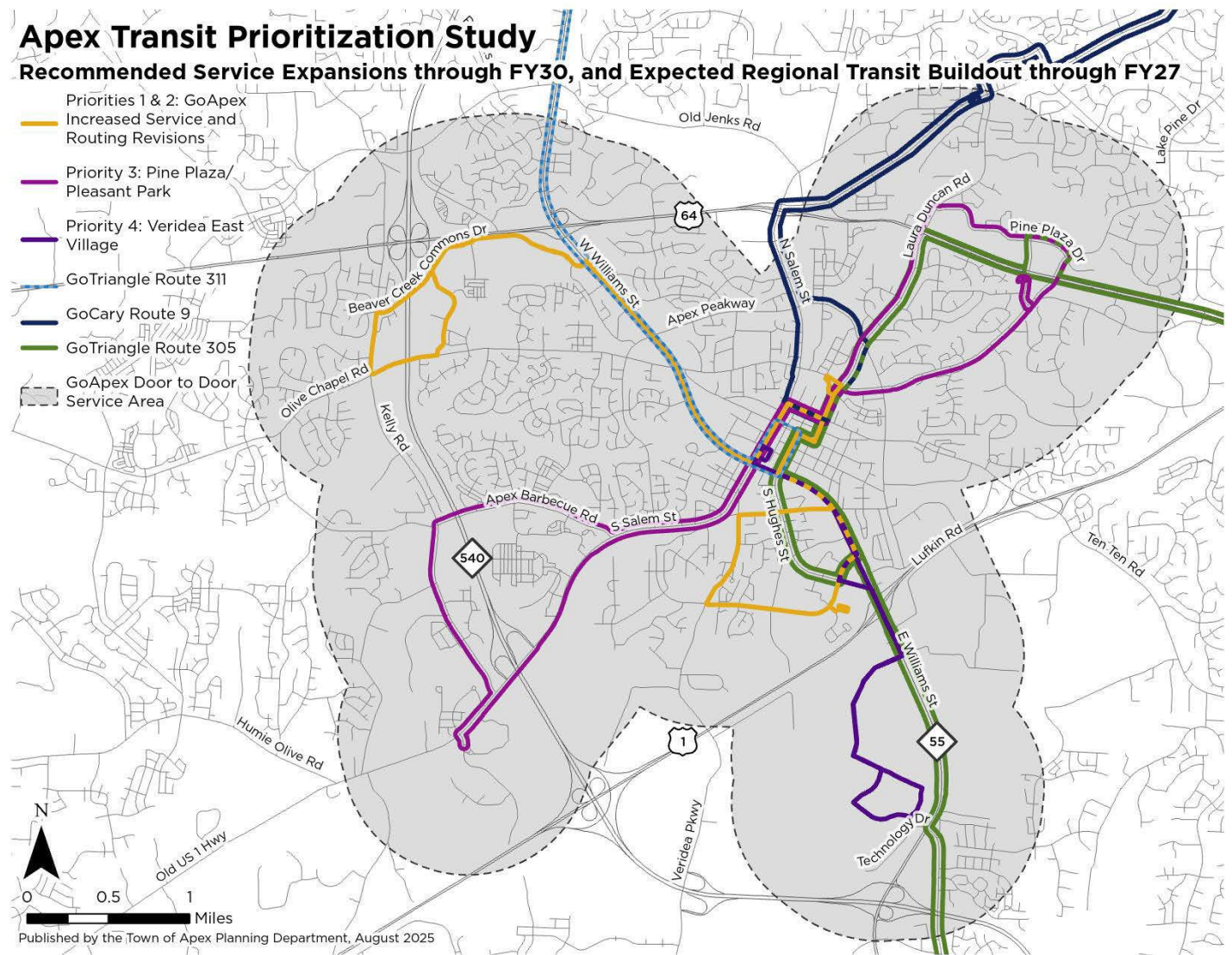


Figure ES- 1. Final Fixed Route Recommendations

*Table ES- 2. Summary of Other Recommendations*

Priority Order	Other (Non-Fixed Route Service) Recommendations
1	Support Phase 1 of the proposed downtown mobility hub, which would provide a bus transfer area in downtown Apex.
2	Evaluate land use policies for transit-supportive development as part of Peak Plan 2055 - the Town's comprehensive plan update beginning in 2025.
3	Explore options to serve seniors and those with disabilities outside the federally-required GoApex Door to Door Service Area.
4	Continue to support improved pedestrian and bicycle connections to transit.
5	Investigate transit signal prioritization, which would allow buses to travel more efficiently.
6	Explore options to serve others (those who are not seniors or individuals with disabilities) outside the general fixed route service area.

The proposed implementation plan is shown in Table ES- 3 and addresses recommendations in priority order. The first task will likely be to bring forward proposed amendments to the Town’s Transit Plan Map, which is a part of the Town’s Comprehensive Plan. Further tasks will be to develop funding applications, conduct further service planning to refine fixed route concepts and select future bus stop locations, and coordinate advance planning tasks for the other project recommendations.

Overall, this document should serve as a clear guide to staff on local transit priorities for the next approximately five years. However, these recommendations could be subject to change over time as new priorities are identified or local conditions change, such as through updates to the Town’s comprehensive plan. It is the intent to keep the community informed and offer additional opportunities for input as service improvement and expansion projects progress.

Table ES- 3. Estimated Timeline for Implementation

Recommendation Type	Description	FY26	FY27	FY28	FY29	FY30
Fixed Route	Transit Plan Map	Develop and present updates to Town Council				
Fixed route	GoApex Route 1 Revisions - increased frequency	Implement Spring 2026				
Fixed route	GoApex Route 1 Revisions – Sunday service	Implement as soon as feasible				
Fixed route	GoApex Route 1 Revisions – Bus Stop Improvements	Improvements at approx. 12 stops	Improvements at approx. 12 stops	Continue improvements as funding allows		
Fixed route	GoApex Route 1 Revisions – Downtown Routing Changes	Finalize routing, identify bus stop needs, begin design	Complete bus stop design, secure right-of-way as needed, and begin bus stop installation	Complete bus stop installation and implement service		
Fixed route	GoApex Route 1 Revisions – Chapel Ridge Rd Changes	Finalize routing, identify bus stop needs, begin design	Complete bus stop design, secure right-of-way as needed, and begin bus stop installation	Complete bus stop installation and implement service		

Recommendation Type	Description	FY26	FY27	FY28	FY29	FY30
Fixed Route	Pine Plaza/Pleasant Park route concept	Finalize routing, identify bus stop needs	Bus stop design	Complete bus stop design, secure right-of-way as needed, and begin bus stop installation	Complete bus stop installation and implement service	
Fixed Route	Veridea East Village route concept		Finalize routing, identify bus stop needs	Bus stop design	Complete bus stop design, secure right-of-way as needed, and begin bus stop installation	Complete bus stop installation and implement service
Other	Mobility Hub Phase 1	Investigate funding sources for Phase 1		Anticipated beginning of Phase 1 design	Anticipated beginning of Phase 1 acquisition	Anticipated beginning of Phase 1 construction
Other	Peak Plan 2055	Coordinate possible updates for transit-supportive development with plan update process				
Other	Options for seniors and those with disabilities outside the required GoApex Door to Door service area AND  Explore options to serve others (those who are not seniors or individuals with disabilities)		Conduct initial scoping options and apply for study funding support	Conduct study	Work through any grant funding applications and/or contract requests	Implement as determined by previous planning work



Recommendation Type	Description	FY26	FY27	FY28	FY29	FY30
	outside the general fixed route service area					
Other	Improved pedestrian and bicycle connections to transit.	Coordinate with internal staff on project prioritization, work through any special grant funding applications, and implement as determined by previous planning work				
Other	Investigate transit signal prioritization		Coordinate with internal staff and external partners (such as Town of Cary and NCDOT) and apply for study funding support	Conduct study	Work through any grant funding applications and/or contract requests	Implement as determined by previous planning work



## INTRODUCTION

The purpose of the Town of Apex Transit Prioritization Study (ATPS) is to determine the next priorities for local transit in the Town of Apex.

GoApex Route 1 was identified as the Town's highest-priority transit route in *Apex Advance Apex: The 2045 Transportation Plan* (Transportation Plan). Following adoption of the Transportation Plan, Route 1 was further studied through the *Apex Circulator Study*, and service launched in July 2022. While the Transit Plan Map of the Transportation Plan identifies other locations for transit, no priorities are specified, and no actual routes are identified.

This study is not a full update of the Transit Plan Map for the Town. Rather, it is meant to set clear priorities to guide transit implementation and investments over approximately the next five years. This study is intended to provide:

- Priorities for transit expansion, including planning-level cost estimates and benefits;
- Recommendations for programming transit investments over the next five years; and
- Recommendations for revisions, if needed, to the Town's Transit Plan Map.

The study was conducted between January 2024 and September 2025. Funding assistance was provided by the Wake Transit program for survey and outreach support.



## BACKGROUND

### Funding Context

The Town is an active participant in the Wake Transit Program. According to the program's website, "The Wake Transit program is a taxpayer-supported investment approved by voters in 2016 to optimize public transportation in Wake County."<sup>1</sup> Wake Transit investments are guided by a 10-year vision plan, the *Wake Transit Plan*, and an annual programming of projects in the Wake Transit Work Plan. Funding for Wake Transit is made possible through a half-cent sales tax, portions of vehicle registration fees and vehicle rental tax revenues, federal and state contributions, existing local revenues that fund current transit services, and fares.<sup>2</sup> Regional transit routes operated through Apex are funded through the Wake Transit program rather than the Town's local funds. In addition, the Wake Transit program manages a Community Funding Area Program (CFAP). The CFAP provides matching funds on an application basis for towns outside of Raleigh and Cary to design and develop transit projects that meet their local needs. The Town of Apex uses this funding for a portion of the cost of GoApex Route 1 and GoApex Door to Door services. The Town also leverages the local option to use up to \$5.00 of the Municipal Vehicle Tax for public transportation.

### Regional Planning Context

#### Existing Service

While GoApex Route 1 is the only local transit route, there are two regional routes currently operated by transit partners that serve the Town of Apex. GoCary Apex-Cary Express (ACX) operates between downtown Cary and downtown Apex hourly on weekday mornings (6:00 AM – 8:25 AM) and afternoons (4:35 PM – 6:57 PM). GoTriangle Route 305 operates between Raleigh, Cary, Apex, and Holly Springs. The route operates hourly between Apex and Raleigh from approximately 6:00 AM - 9:30 PM on Monday through Friday, 7:00 AM - 9:00 PM on Saturday, and 7:00 AM - 7:00 PM on Sunday. An exhibit showing the two existing regional transit routes, along with local GoApex Route 1, is provided as Figure 1.

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<sup>1</sup> <https://www.goforwardnc.org/wake-county/>

<sup>2</sup> <https://www.goforwardnc.org/wake-county/>

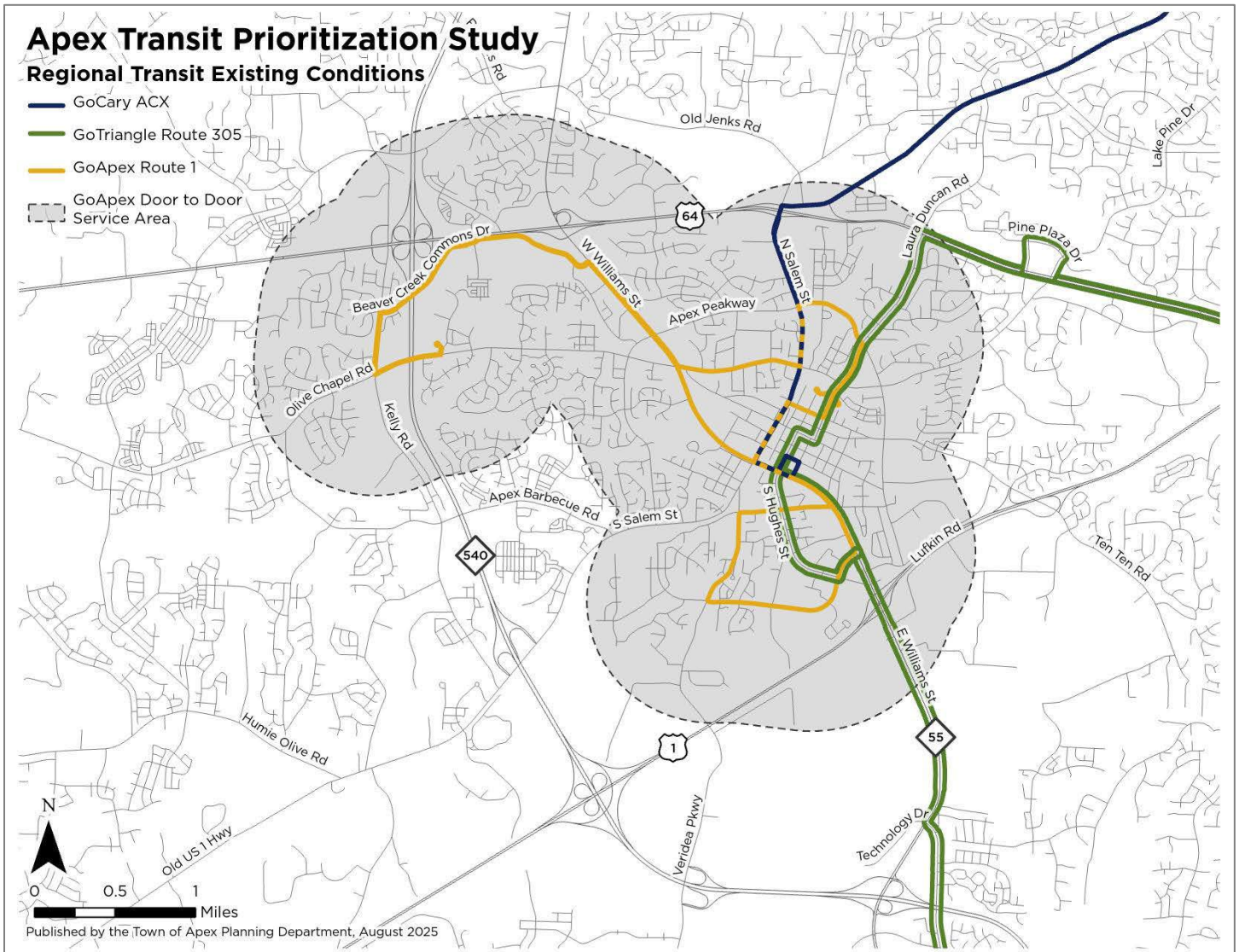


Figure 1. Existing Transit Routes

### Programmed Service

“Programmed” service refers to new or improved transit service that has been identified for a specific year and has been included in funding models. Regional transit service in Apex is expected to improve in the near term, associated with the Wake Transit program.

- GoTriangle anticipates re-instating former Route 311, which provides a connection from Apex into Research Triangle Park (RTP) along NC 55. Start of service is anticipated in fiscal year (FY) 2027.
- GoCary is actively working to add stops and increase service on the GoCary ACX, which will be re-branded GoCary Route 9 (formerly referred to as Route 12). These service improvements are anticipated in FY 2026.
- In FY 2027, GoTriangle anticipates implementing the third phase of improvements to Route 305. This will include 30-minute peak weekday frequency as well as improvements to bus stops.



The Town also has programmed improvements to GoApex Route 1. Increased frequency (30-minute service) on Monday-Saturday is anticipated to begin in April 2026 and Sunday service is expected to be added as soon as it is feasible. In addition, the Town will continue to improve bus stops on an incremental basis. Matching funding for all of these GoApex improvements has been awarded or recommended through the CFAP.

These programmed services are shown in Figure 2 and are assumed for purposes of this study to be the base transit buildout conditions for fiscal year (FY) 2027.

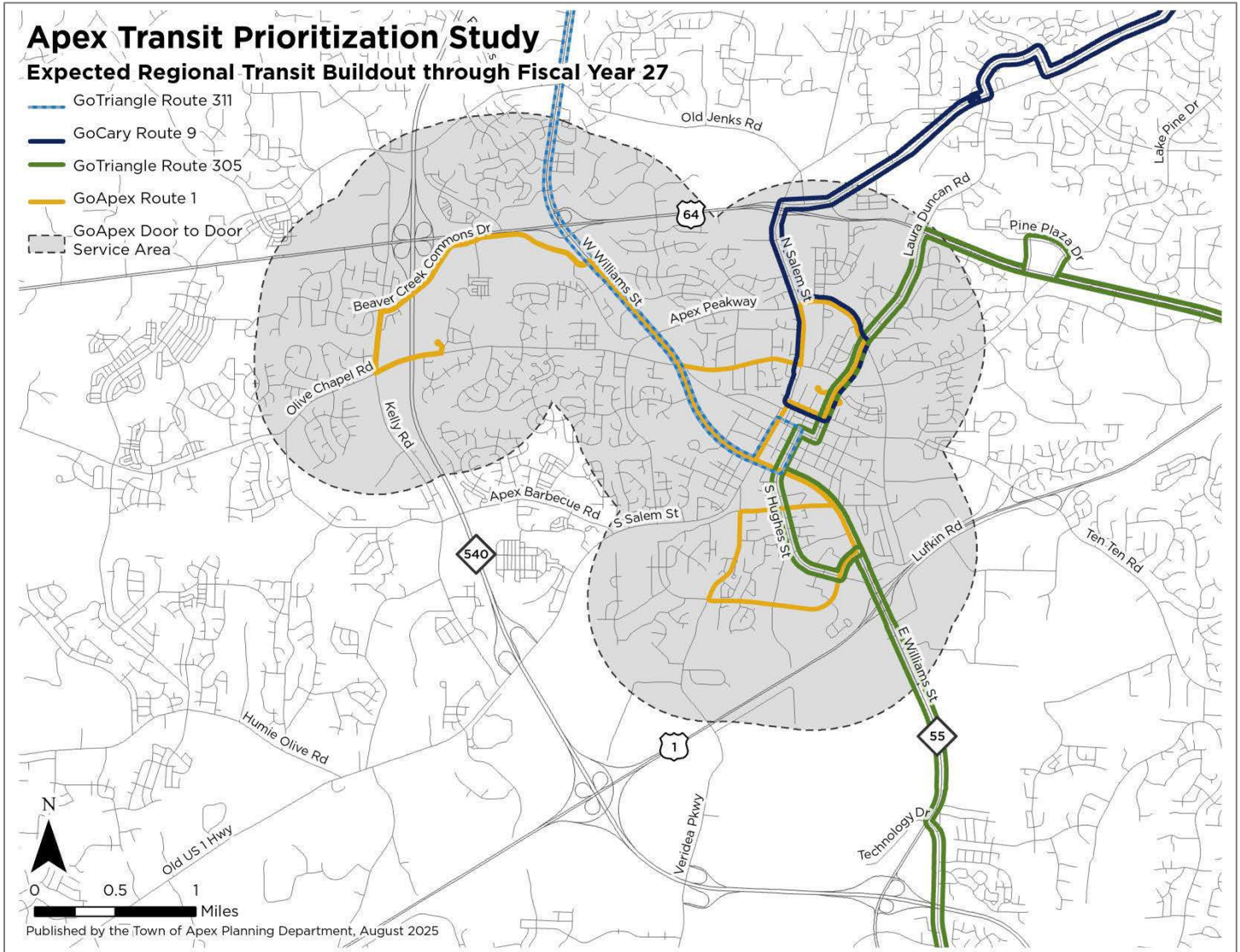


Figure 2. Expected Regional Transit Buildout through Fiscal Year 2027

### Planned Service

“Planned” service refers to new or improved transit service that has been documented and adopted as a future vision, but has not yet been programmed for a specific year and may not yet be included in funding models. While the Town





has a Transit Plan Map identifying roads that may be served by transit in the future, there are currently no planned new routes.

While the ATPS is intended to prioritize future local service, a concurrent update to the 10-year Wake Transit Plan, identifying the regional vision and investment strategy, has also been underway. At the time of preparing this report, the draft Wake Transit Plan Update includes recommendations for additional transit improvements in Apex by 2035, including:

- 15-minute service along GoCary Route 9.
- A new route from Fuquay-Varina, Holly Springs, and Apex to RTP along NC 55.
- A new route from Apex to RTP along Salem Street and Davis Drive.
- A new express route from Apex into Raleigh using US 1.

The draft Wake Transit Plan Update also recommends additional funding, without identifying specific projects, for:

- New mobility hubs.
- Projects that could advance regional rail opportunities.
- Improvements to bus stops.
- The Community Funding Area Program.

### Other Planned or Programmed Projects

At both the local and regional level there are also ongoing investments in projects that are supportive of transit.

- GoApex bus stop improvements – The Town’s Capital Improvement Plan (CIP) anticipates an annual allocation of \$200,000 toward improving existing GoApex bus stops. For the past three years, the Town has secured matching funding through the CFAP (for a total of \$200,000 per year, with \$100,000 in local funds and \$100,000 in CFAP funds).
- GoTriangle bus stop improvements – GoTriangle is currently working through design plans for improvements to bus stops along existing Route 305. They have also completed improvements for a future stop serving planned Route 311.
- Apex Mobility Hub – The North Carolina Department of Transportation (NCDOT) partnered with the Town of Apex to complete a feasibility study for a future mobility hub that could serve bus transit as well as future passenger rail. The mobility hub was identified for land adjacent to the S-Line railroad at E. Moore Street in downtown Apex. At the time of the ATPS, the environmental document was underway. Future phases (design, right of way, construction) are not funded. The proposed funding for new mobility hubs included in the draft Wake Transit Plan Update could serve as a source of funding for the first phase of the Apex Mobility Hub.
- Pedestrian and bicycle infrastructure projects – The Town is committed to improving opportunities for biking and walking. A prioritization process is used to program projects annually. The process includes considerations for facilities that will provide connectivity to bus stops.

### Existing Plans

Several plans and documents were compiled and reviewed to understand the current transit planning context and ensure any future recommendations are consistent with the local and regional transit vision. A summary of the plans that were reviewed is found in Table 1 and the full summary is included as Appendix A.

*Table 1. Documents included in the Summary of Previous Transit-Related Plans and Studies*

Document Name	Approving Body	Approval Date	Geographic Area
Western Wake Comprehensive Operations Analysis	Cary Town Council	October 2018	Western Wake County
Wake Transit Community Funding Area Program Management Plan	CAMPO Executive Board and GoTriangle Board of Directors	November 2018	Wake County and RTP
Advance Apex: The 2045 Transportation Plan	Apex Town Council	February 2019	Apex Planning Area
Apex Downtown Master Plan & Parking Study	Apex Town Council	December 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 2021	Wake County
Wake Bus Plan - 2023	CAMPO Executive Board and GoTriangle Board of Directors	May 2023	Wake County
GoCary Short Range Transit Plan	CAMPO Executive Board and GoTriangle Board of Directors	May 2023	GoCary Service Area
GoTriangle Short Range Transit Plan	CAMPO Executive Board and GoTriangle Board of Directors	May 2023	GoTriangle Service Area in Wake County
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	September 2024	Raleigh Urbanized Area
Western Big Branch Area Plan: Encompassing Portions of the Friendship and New Hill Communities	Apex Town Council	November 2024	Apex Planning Area - Friendship and New Hill Communities

Overall, there has been a significant amount of transit planning work in Wake County and in the Apex area over the past decade, and Apex community members have been active participants in engagement opportunities.

The Wake Transit Plan and investment strategy have brought both funding, as well as greater regional coordination, which led not only to the launch of GoApex Route 1 as part of the CFAP, but also brought improvements to regional routes that provide connections from Apex to Cary, Raleigh, and beyond.

The S-line Transit Oriented Development and Mobility Hub projects led by NCDOT identified downtown Apex as a future mobility hub location, which could serve as a multimodal gateway to downtown, as well as a transit transfer point.

Additionally, the Apex community has shown support for the desire for transit options to connect to regional destinations as well as local service to access jobs, shopping, and recreational opportunities. Downtown Apex is a key destination, and Eva Perry Regional Library appears to be the local destination where access is most desired that is not



currently served by GoApex Route 1. Further, residents have expressed a desire for additional connections from residential areas to connect to key destinations in Town, as well as additional regional connections to places such as Holly Springs, Fuquay-Varina, and Morrisville.



## PUBLIC ENGAGEMENT

Public engagement for the ATPS was conducted in two phases and was guided by a Public Engagement and Communications Plan developed for the ATPS and included in Appendix B. The first phase was primarily intended to raise awareness about the study and gather input on overall transit preferences. During this phase, interested stakeholders were encouraged to subscribe for email updates about the study. The second phase was primarily intended to share and gather feedback on draft recommendations for new transit routes and other studies.

### Phase One

A major task of the ATPS was to understand key transit preferences from the community. This involved requesting public input early in the process to help guide the analysis and development of recommendations. This early input was gathered primarily through two public surveys conducted in Spring 2024. Input was also gathered from the Apex Transit Advisory Committee (TAC), a Town board of appointed community members whose charge was to review local transit plans and policies and provide recommendations to staff and Town leadership. TAC members reviewed draft survey questions and helped to interpret survey results, as well as provided their own thoughts for project input.

The first public survey was posted online through Publicinput.com and was open to anyone in the community. It was conducted between March 26, 2024 and May 15, 2024 and asked participants to share information about:

- Their awareness and experience riding local transit.
- Types of destinations that are important to serve with transit.
- Potential users who should be prioritized in service considerations.
- Service factors important to them to consider riding local transit.
- Preferences among proposed improvements.

The survey results were posted in the form of an online dashboard that allows users to create custom filters of the results.

The other public survey was conducted onboard the GoApex bus and was targeted to current GoApex riders. It was conducted between May 11, 2024 and May 18, 2024. In contrast to the online survey, the onboard survey focused more on the current riding experience for users. It asked for information about their current riding habits, satisfaction level with different service characteristics, and demographic information. A summary report of the onboard survey is found in Appendix C.

Riders who had completed the online survey were also eligible to take the onboard survey, and vice versa.

Strategies from the Public Engagement and Communications Plan developed for the ATPS were used to ensure the public was aware of these survey opportunities. Supporting marketing and outreach activities for these surveys included:

- In-person outreach:
  - Planning Department booth at Apex EarthFest, April 2024
  - Pop-up table at Eva Perry Library, April 2024
  - Planning Department booth at Apex PeakFest, May 2024
  - Distribution of study postcards at several dozen Apex businesses and multi-family residential communities as well as the Apex Town Hall, Senior Center, and Community Center



- Online outreach:
  - Two posts on the Town of Apex Facebook page
  - Notification on Apex Transit News and Updates webpage
  - Email blast to the Town’s Transit Plans and Services and All Long Range Plans email lists
- Printed materials:
  - Postcards with QR code to the online survey to distribute as needed
  - Poster placed in the bus with QR code to the online survey
  - Poster placed in the bus notifying riders of the onboard survey
  - Advertisement in *Suburban Living Magazine* (April/May 2024 issue)
  - Advertisement in the Apex Utility Bill mailer (April 2024 bills)

## Phase Two

A second round of public engagement was completed in Summer 2025 in order to gather feedback on the draft staff recommendations. The project webpage was updated with the draft recommendations and an online comment survey was made available between June 27, 2025 and August 3, 2025. A summary report of the public comments results is provided in Appendix C.

Supporting marketing and outreach activities for this phase included:

- In-person outreach:
  - Planning Department booth at Apex EarthFest, April 2025
  - Planning Department booth at Apex PeakFest, May 2025
  - Distribution of study postcards at multi-family residential communities, Apex Town Hall, Senior Center, Community Center, and at a CommUniversity event
  - Presentation to Town Council, June 2025
- Online outreach:
  - One post on the Town of Apex Facebook page
  - One post on the Town of Apex Instagram page
  - Notification in the “All in Apex” newsletter
  - Notification on Apex Transit News and Updates webpage
  - Email blast to the Town’s Transit Plans and Services and All Long Range Plans email lists
- Printed materials:
  - Postcards with QR code to the online survey to distribute as needed
  - Poster placed in the bus with QR code to the online survey



## ANALYSIS

The main purpose for the analysis task was to create, test, and compare different options for transit improvement and expansion in the five-year study timeframe. There were two main considerations for the development and comparison of fixed route concepts: (1) priority areas to serve with transit in Apex and (2) logical routes.

To identify priority areas to serve with transit, staff considered:

- Key destinations, as identified through public preferences
- Population and job centers
- Connections to regional transit routes
- Planning context

To consider whether a route would be logical, staff considered:

- Initial placement of new bus stops
- Route run-time
- Anticipated costs
- Logistical feasibility
- Customer utility

More information about each of these factors is provided in the following sections.

## Priority Areas to Serve with Transit

### Key Destinations

Key service destinations were identified primarily from the online survey results, including preferred land use types as well as specific points where users desired bus access (based on an online map pin-drop exercise).

Prioritized land use types are shown below. Minor adjustments to the land use categories as they were listed in the survey were made during the analysis. Those adjustments were to: (1) remove single-family residential as a land use type for prioritization, since those areas cover much of Apex and are not helpful in determining destinations to serve, and (2) revising multi-family to include affordable multi-family and transit-oriented development, and (3) remove a category called “other” since those destinations were captured in the “pin-drop” exercise.

1. Downtown Apex
2. Public Parks and Community Centers
3. Retail Areas with Superstores
4. Hospitals or Medical Centers
5. Schools
6. Affordable Multi-family and Transit-oriented Development
7. Smaller Retail Areas
8. Office/Industrial Employment Centers

The top six ranked destination categories were analyzed. Each category was given a base weight according to their rank (first priority got a weight of 6, second 5, etc.). Then, within each category, an adjustment factor was applied to subgroupings based on the likelihood of whether trips would be made by car, foot, or bus. For example, a neighborhood park would start with a weight of 5, then have an adjustment factor of .5, since most trips would be by foot or car, which would result in a total weight of 2.5.

The top six ranked destination categories were then mapped along with the FY2027 Base Transit Scenario, which includes programmed transit expansions, as shown in Figure 3. The weighted and ranked key destination categories were mapped with the FY2027 Base Transit Scenario in Figure 4.

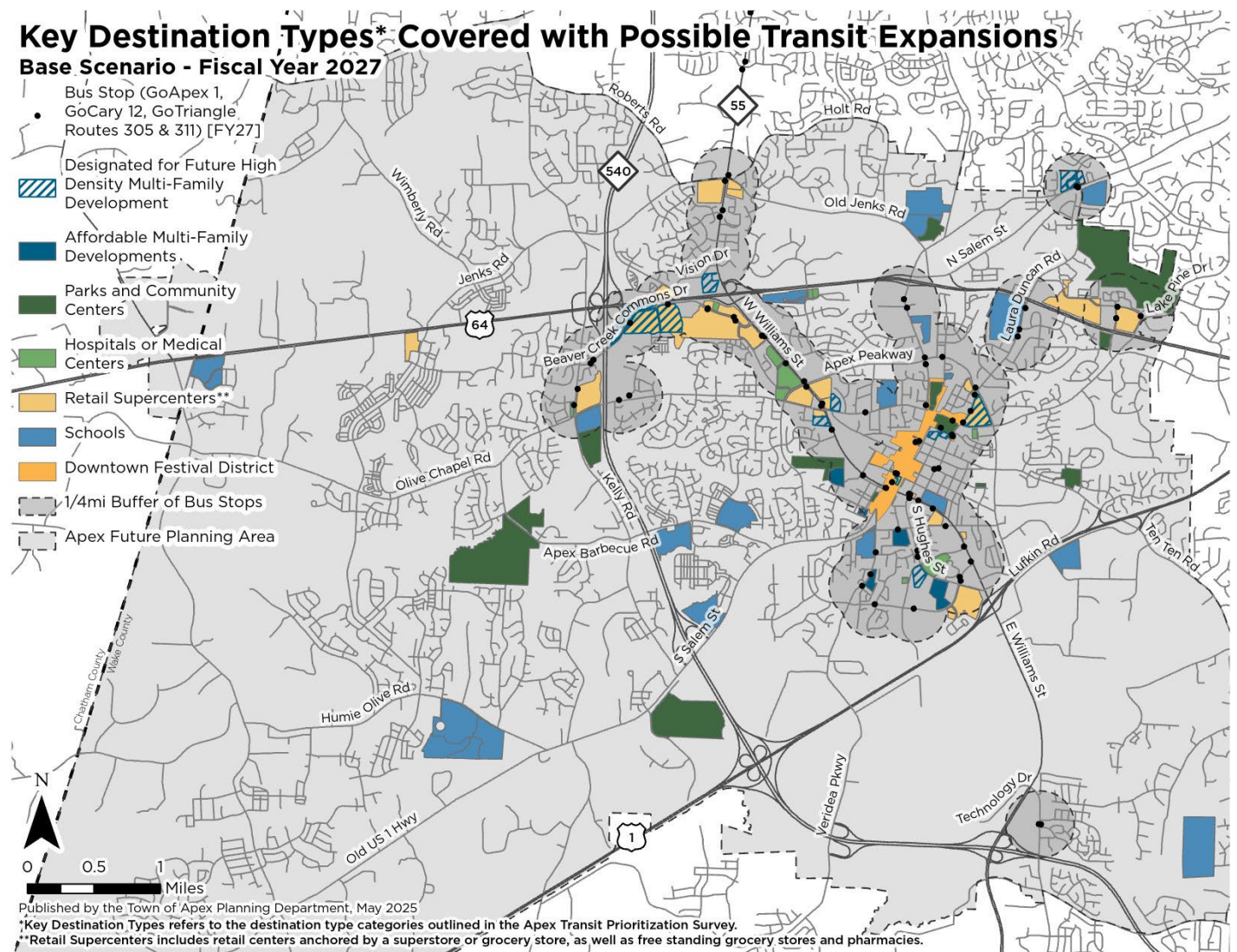


Figure 3. Key Destination Types and Coverage of the FY2027 Base Transit Scenario

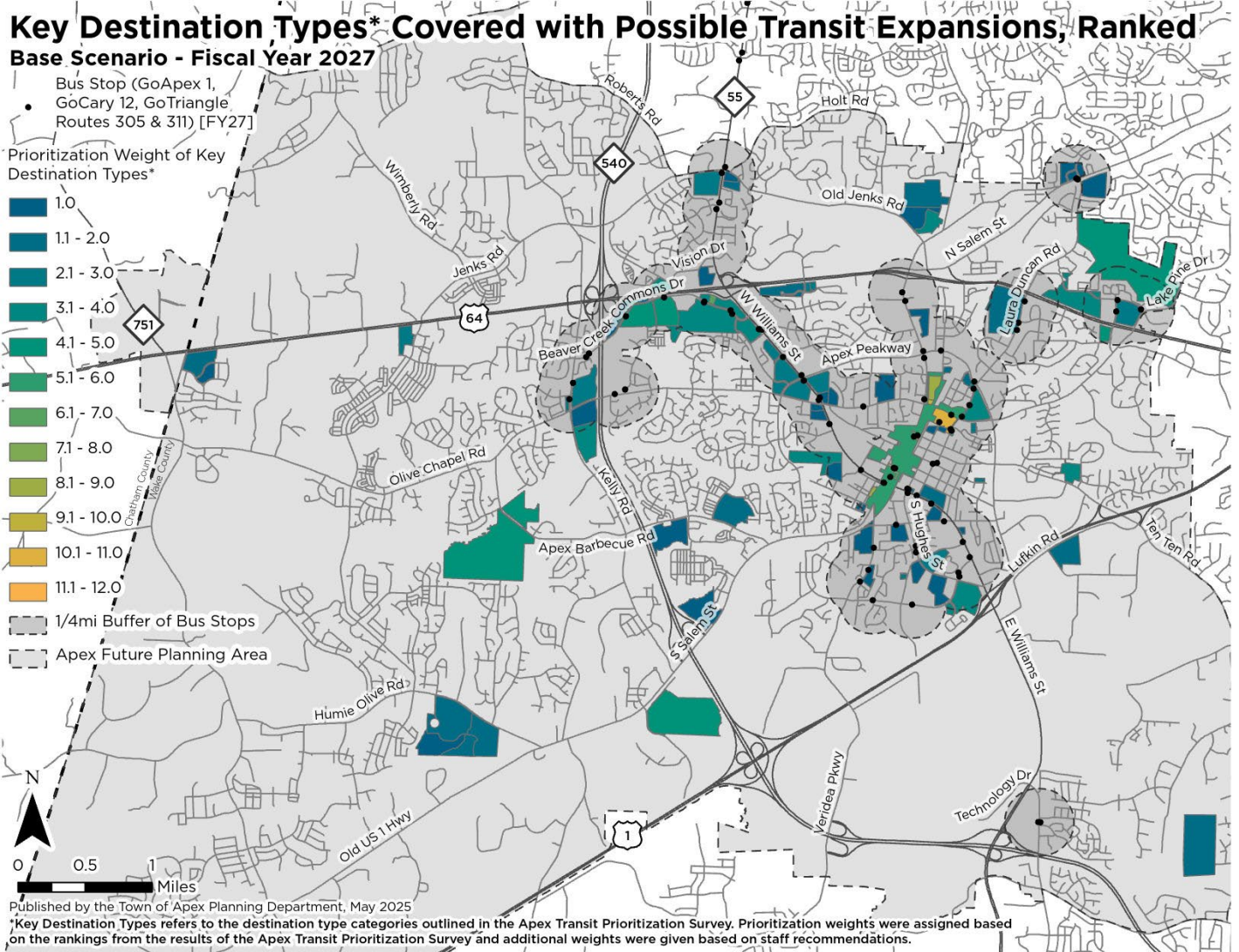


Figure 4. Weighted and Ranked Key Destination Types and Coverage of the FY2027 Base Transit Scenario

The survey also provided an opportunity for respondents to identify specific locations in Town that they would want to access by transit by dropping pins on a map. These “pin-drops” gathered from the online survey were aggregated into hexagonal areas to account for imprecision of users dropping pins on the online map. Each hexagon represents close to 35 acres. Aggregated pin-drop areas with the number of pins per hexagon are shown in Figure 5. These areas are mapped with the FY2027 Base Transit Scenario in Figure 6. Areas with the largest aggregation of pin drops (more than 15 per hexagon) included areas near:

- Downtown Apex
- Apex Town Hall/Senior Center/Community Center/Hunter Street Park area
- Eva Perry Library



- Broadstone Station/Walmart area
- Beaver Creek Commons area
- Olive Chapel Village area

Areas with between 5 and 15 pin drops included:

- Several local parks (Pleasant Park, Nature Park, Apex Community Park)
- Beaver Creek Crossings area
- Pine Plaza Drive retail area
- Sweetwater area
- Friendship schools area
- Apex High School area

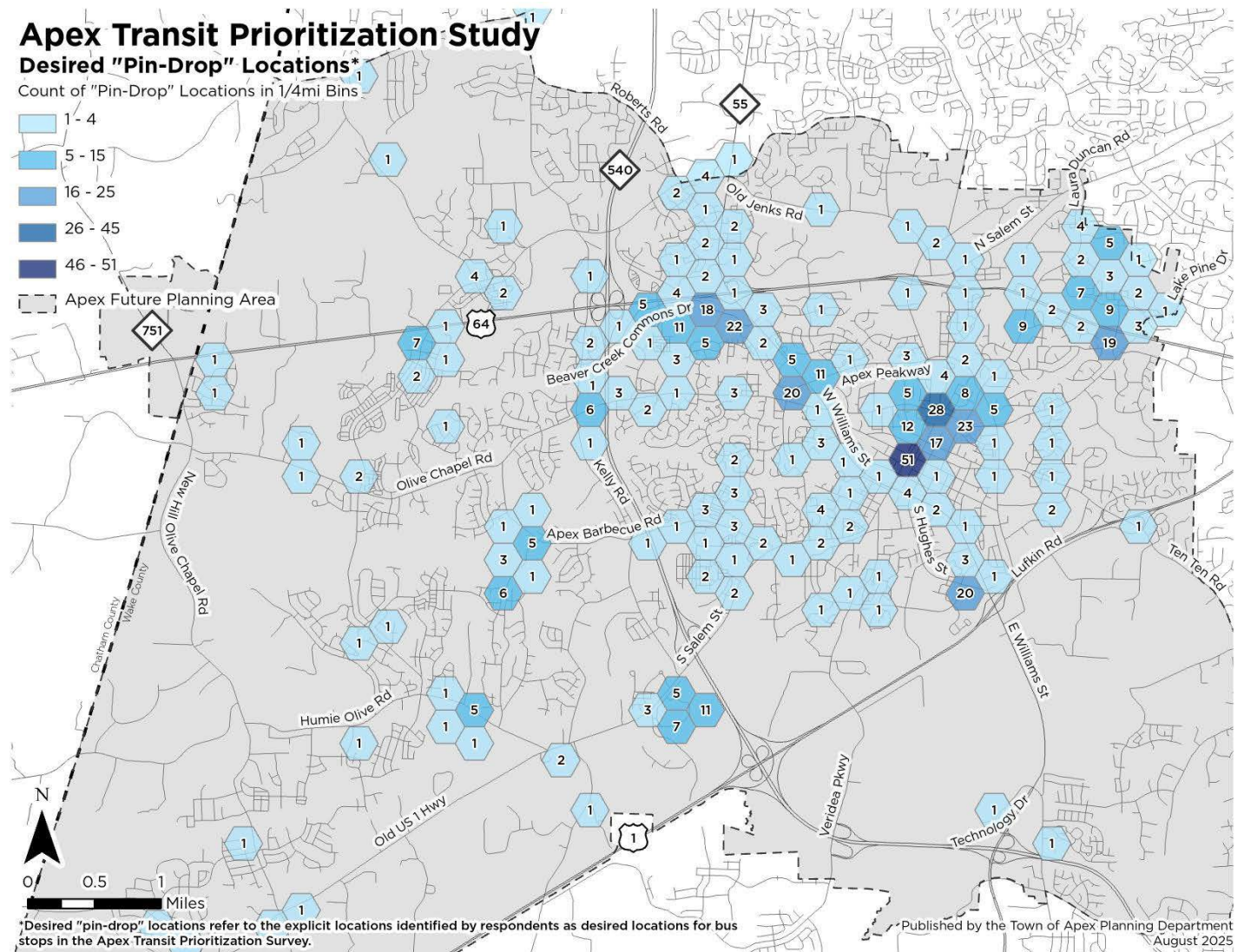


Figure 5. Aggregated "Pin-Drop" Locations Identified for Transit Access

## Desired "Pin-Drop" Locations\* Covered with Possible Transit Expansions

### Base Scenario - Fiscal Year 2027

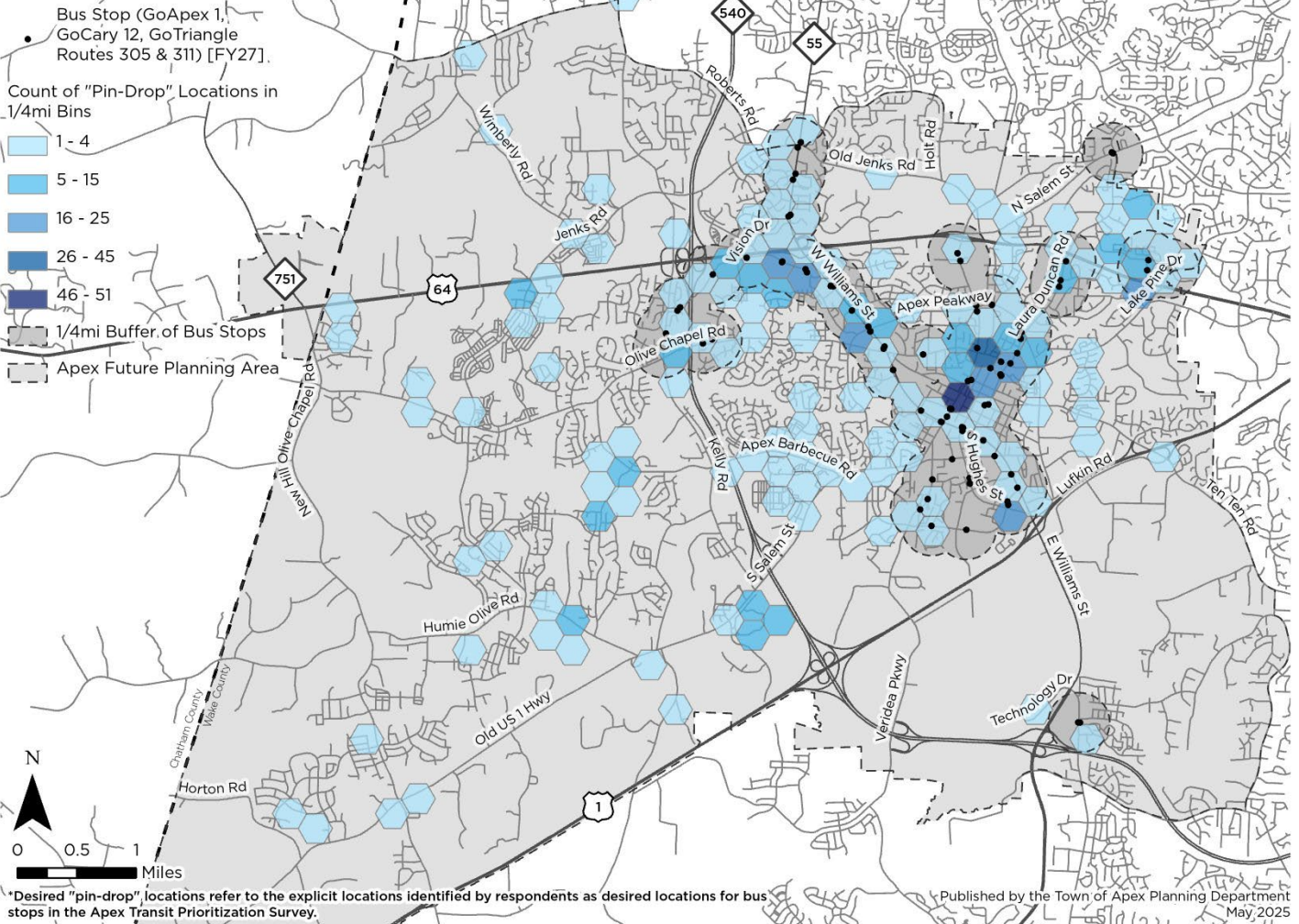


Figure 6. Aggregated "Pin-Drop" Locations with the FY2027 Base Transit Scenario

## Jobs and Population

Both total population and the relative density and distribution of population were analyzed to identify what areas may be more supportive of transit service in the near term. Population estimates were mapped using a combination of American Community Survey (ACS) 2019-2023 five-year population estimates at the Census Block Group level, and population expected to be added by 2030 through the pipeline of residential development, including: developments that were approved on or after July 1, 2023 (including those completed or under construction), as well as rezoning applications that are approved but currently do not have an active development in progress. Projected population by Census Block Group is mapped with the FY2027 Base Transit Scenario in Figure 7.



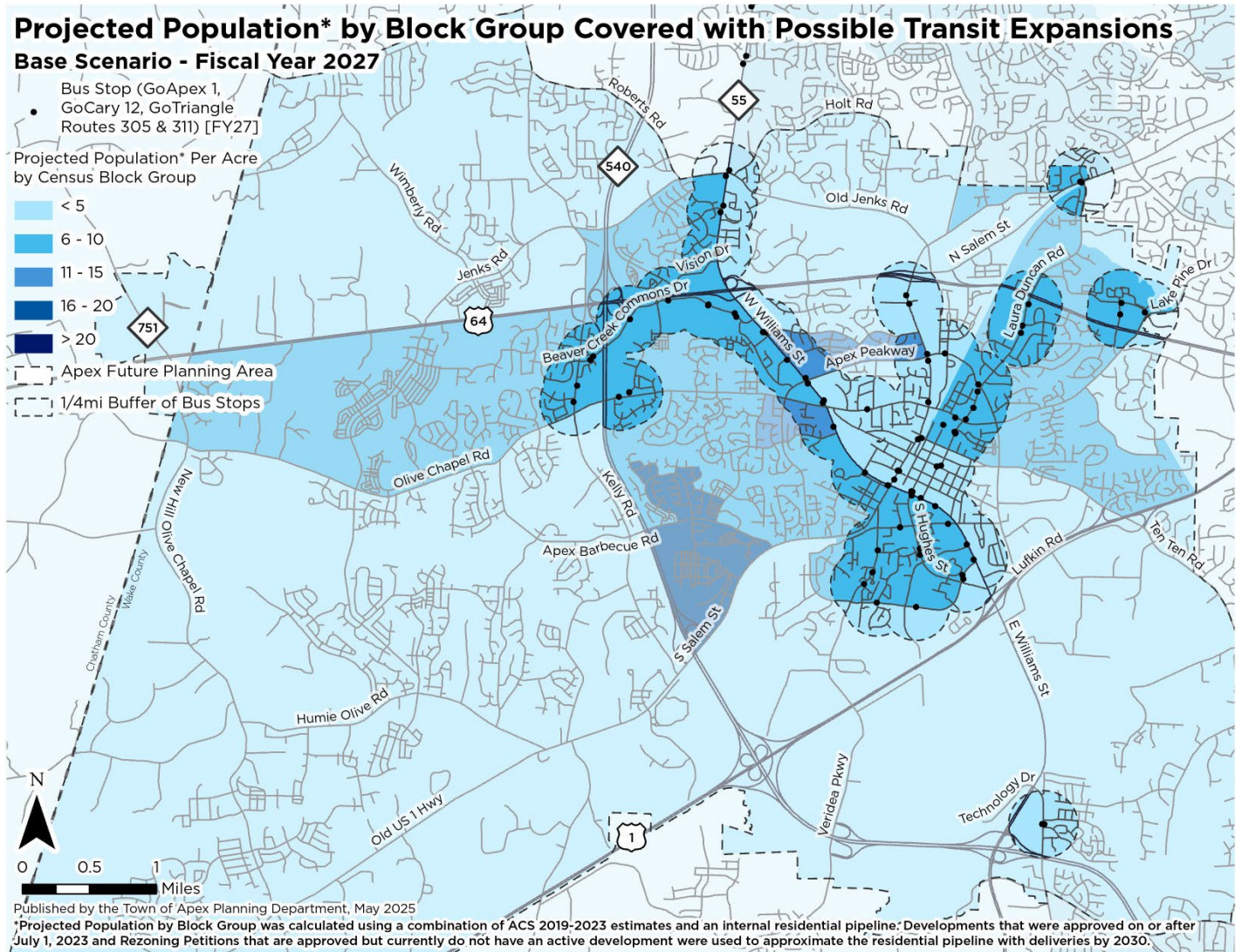


Figure 7. Projected Population and the FY2027 Base Transit Scenario

Areas that were identified with the highest projected population per acre, at about 16-20 people per acre, include the Depot 499 development area and (between South Salem Street, NC 540, and Apex Barbecue Road) and parts of the Scotts Mill neighborhood (north of Apex Barbecue Road). These areas were followed by parts of Golder's Green and Haddon Hall (near Apex Peakway between W Williams St and N Salem St) and the area around Glen Arbor and Peakway Village (near Olive Chapel Rd and Apex Peakway), at around 11-15 people per acre.

Projected jobs per acre by 2030 were mapped, using a combination of US Bureau of Labor Statistics (BLS) Longitudinal Employer-Household Dynamics (LEHD) maps data, and added jobs based on the anticipated pipeline of commercial development, including: developments that were approved on or after July 1, 2022 (including those completed or under construction), as well as rezoning applications that are approved but currently do not have an active development in progress.



Since LEHD jobs data is assigned to block groups like the population data from the US Census, the projected jobs point files were aggregated to hexagonal areas, and projected development pipeline jobs were added to these hexagons. Resulting projected jobs are shown in Figure 8 and are shown along with the FY2027 Baseline Transit Scenario Figure 9.

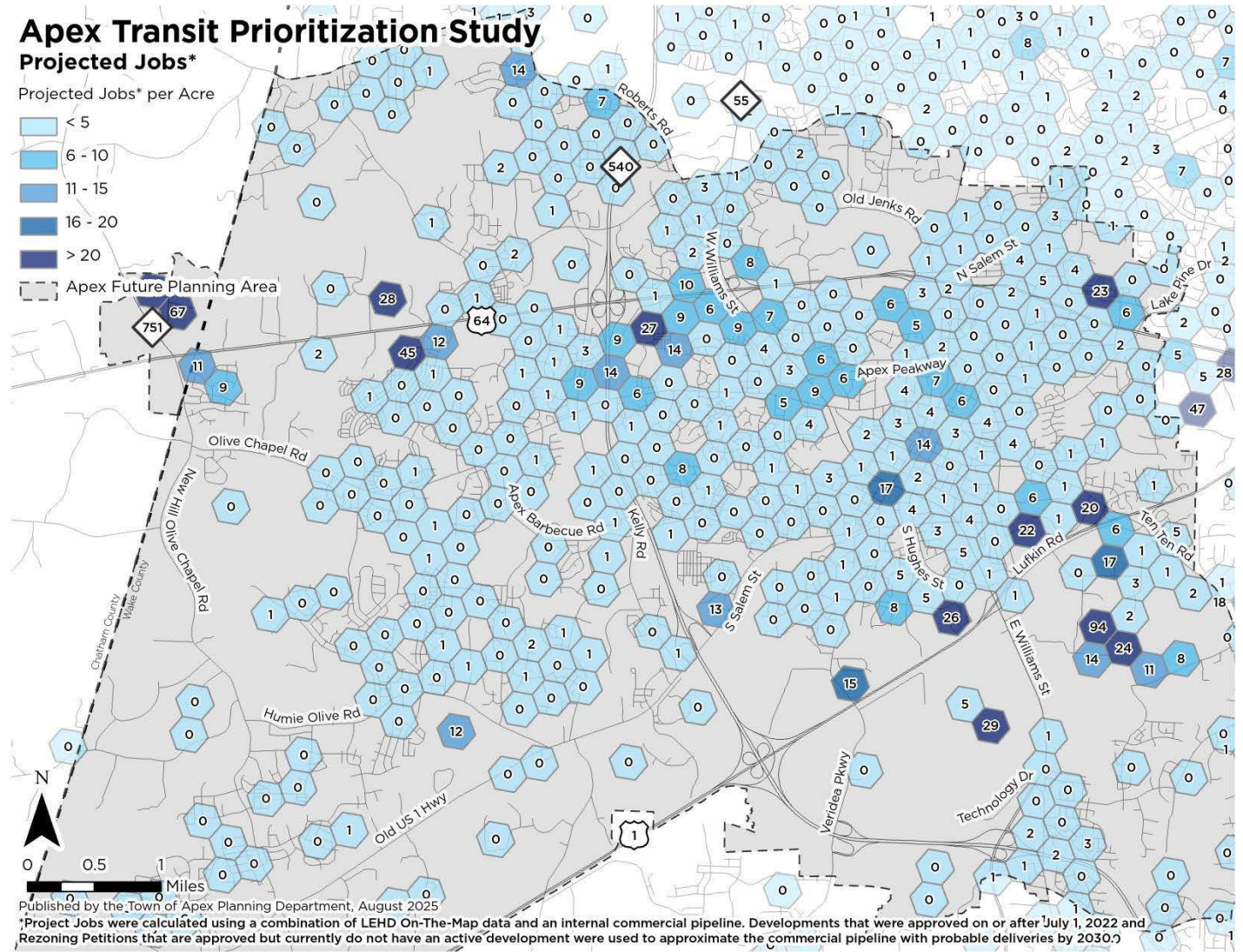


Figure 8. Aggregated Projected Jobs



## Projected Jobs\* Covered with Possible Transit Expansions

Base Scenario - Fiscal Year 2027

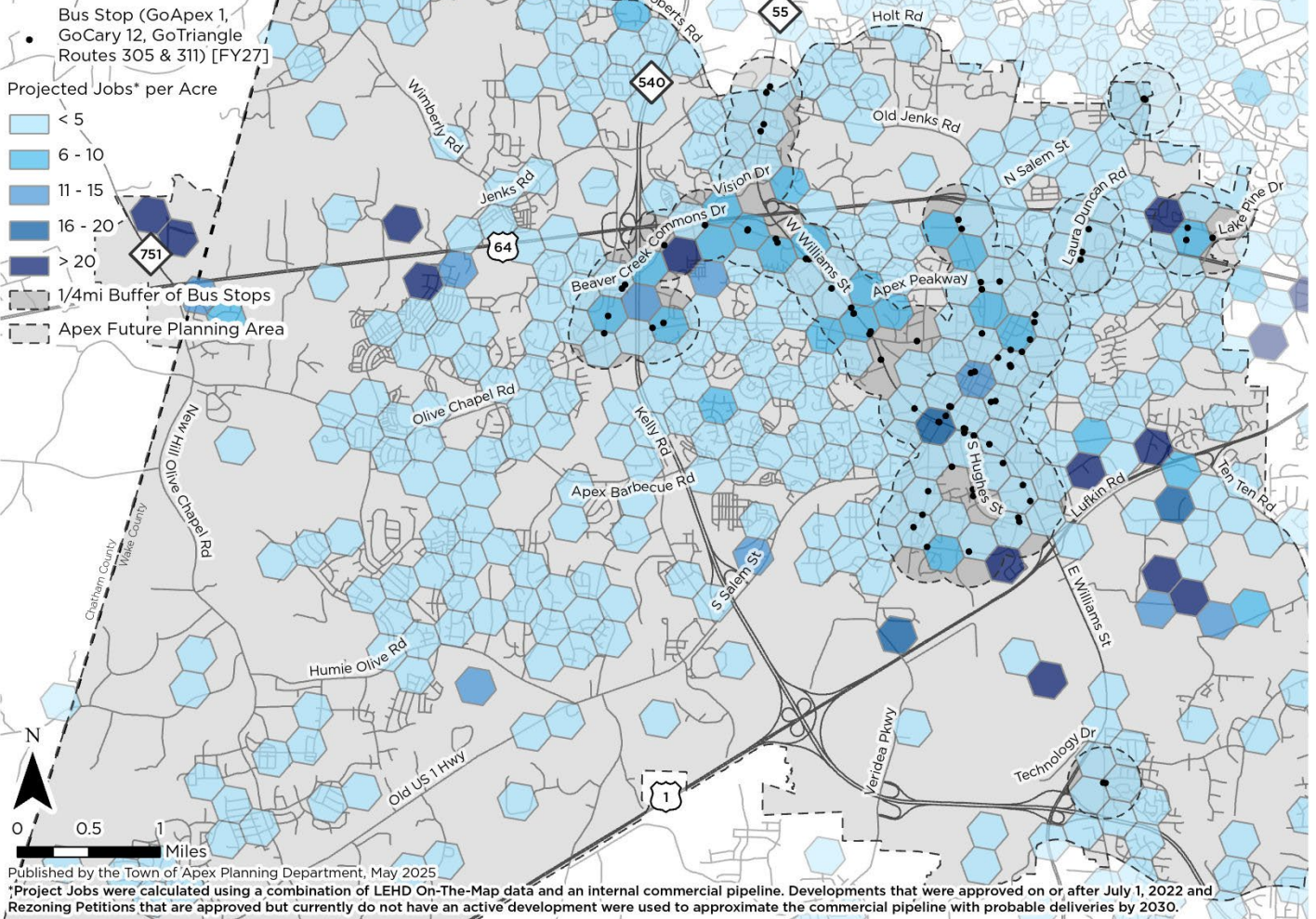


Figure 9. Projected Jobs and the FY2027 Base Transit Scenario

Areas with the greatest projected job density, at over 20 jobs per acre, include several retail and industrial areas:

- Cash Corporate Center/Production Drive/Lufkin Rd business park area
- Energy Drive/Investment Blvd business park area
- Apex Gateway light Industrial area (near NC-751 and US-64)
- Sweetwater retail area
- Beaver Creek Crossings retail area
- Pine Plaza Drive retail area (Costco/Academy Sports area)
- Apex Light Industrial area (near US-64 and Goodwin Rd)
- Broadstone Station/Walmart area

Several additional areas, were identified with projected jobs of around 11-20 jobs per acre included smaller retail and office centers and schools.



In addition to mapping out total jobs, the number of retail and accommodation and food services jobs were estimated, which tend to have a higher transit propensity than other types of jobs.

### Connectivity to Regional Transit

In addition to GoApex Route 1, Apex is also served by regional transit routes, as described above. Connectivity to regional routes that are already programmed through the Wake Transit Program to be in service before 2030 were considered as part of the development and analysis of recommendations. These include the GoTriangle Route 305, GoTriangle Route 311, and GoCary Route 9 (previously referred to as GoCary Route 12) shown in Figure 2.

### Planning Context

The Context Areas Map from the Transportation Plan shown in Figure 10 was used to inform priority areas to serve with transit. The map includes areas designated as Transit-Oriented Development context areas, where the design and scale of future development is encouraged to enable active transportation, with a comprehensive and interconnected network of walkable streets. This includes the Beaver Creek Commons Drive, Depot 499, and Veridea area, among other areas. The map also designates a Town Center context area, which offers a mix of housing types within proximity to employment, shopping, and community activity and features slower traffic speeds and an emphasis on active transportation. These two areas were identified in the Apex Transportation Plan as priority areas to serve with transit, as well as bicycle and pedestrian projects. This context was especially influential in considering potential routes to the area generally bounded by US 1, NC 55 and NC 540. This is the future location for Veridea, which is largely intended to be a transit-oriented development, and Wake Tech Community College. During the final stages of this study it was also announced that this area will be the home of the future North Carolina Children's Hospital. This area would not show up in survey preferences or land use designations because it is currently undeveloped.

## Context Areas

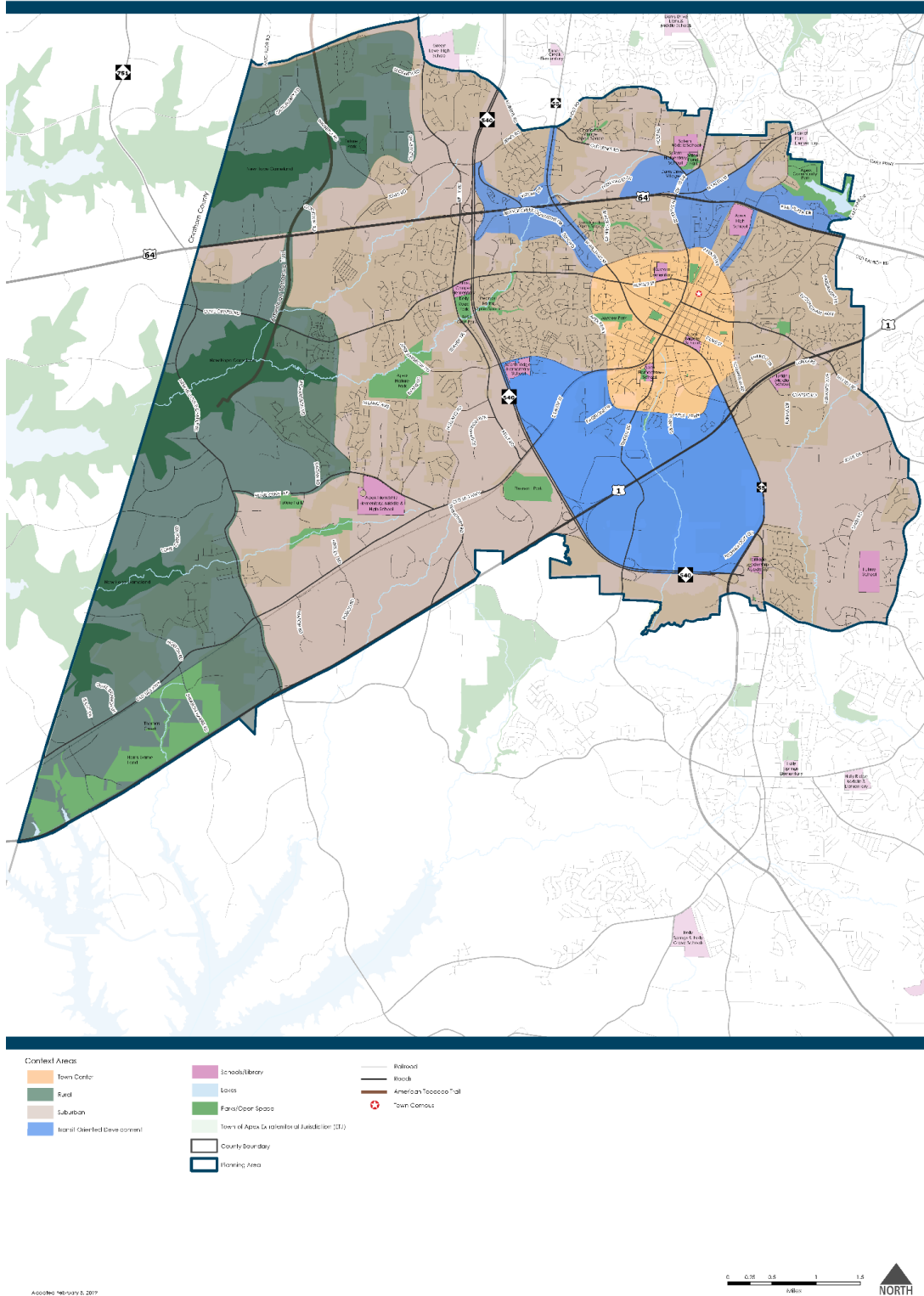


Figure 10. Context Areas Map from Advance Apex: The 2045 Transportation Plan



## Logical Transit Routing

While this study did not include the detailed, turn-by-turn study of specific routes; in developing potential route concepts, the practicalities of providing service were considered, including: the need for bus stops, route run-time, number of vehicles needed, logistical feasibility, and high-level costs.

### New Bus Stops

The need for additional bus stops to be placed with any new routing were considered. When developing route concepts, preliminary bus stop locations were manually selected based on nearby destinations, pedestrian connectivity, typical spacing standards (about every 1/4-mile to 1/3-mile along the routing), installation feasibility, and ability to transfer to other routes. These stops were used to estimate the potential destinations, population, and jobs served by the route concept. The stop locations used for the analysis have *not* been fully vetted and would need to be evaluated before any new routing is finalized.

### Run-Time and Vehicles Needed

“Run-time” is the amount of time it would take to reliably serve a proposed route concept. Run-time and providing a straightforward and convenient schedule for riders were factored into the concepts. Different run time options were initially investigated, but it was determined that routes with both a run time and schedule based on 60-minute or 30-minute frequency would provide the best structure to allow for easy-to-read schedules, transfers between routes, and maximized vehicle efficiency.

It was also assumed that any new fixed route services would follow a schedule with 30-minute service frequency on Monday-Saturday between 6am-8pm and hourly service from 8pm-10pm, with hourly service on Sunday between 7am and 9pm. This follows the current schedule practice of GoCary, the contracted operating provider for GoApex Route 1. Using this assumption, it was possible to determine whether one or two vehicles would be needed to serve each proposed route concept. Span, frequency, and vehicle need assumptions used to inform the route concepts are summarized in Table 2.

*Table 2. Span, Frequency, and Vehicle Assumptions for Route Concepts*

Fixed Route Service Assumptions	Span at 30-minute frequency	Span at 60-minute frequency	Daily Hours (vehicle revenue hours + deadhead)	Approx. Days of Service Per Year	Total Yearly Hours
<b>Hour-long routes (2 vehicles needed for 30-minute frequency)</b>					
Weekday	6am-8pm	8pm-10pm	32	255	8,160
Saturday	6am-8pm	8pm-10pm	32	51	1,632
Sunday	n/a	7am-9pm	15	57	855
Totals				363	10,647
<b>30-minute-long routes (1 vehicle needed for 30-minute frequency)</b>					
Weekday	6am-10pm	n/a	17	255	4,335
Saturday	6am-10pm	n/a	17	51	867
Sunday	7am-9pm	n/a	15	57	855
Totals				363	6,057

### Costs Assumptions

General cost assumptions were used to create high-level cost estimates for each routing concept based on the number of vehicle-hours operated per day, the number of new bus stops required, as well as the projected increase in the number of GoApex Door to Door paratransit service trips that the new service would enable. The assumptions are shown in Table 3. These estimates are subject to change based on more detailed information, but provide general guidance on the anticipated cost of the route recommendations.

*Table 3. Cost Assumptions*

Item	Cost Assumption	Unit
Fixed Route Operating Cost (Per Vehicle)	\$120	per hour
ADA Paratransit Operating Cost (Per Vehicle)	\$96	per hour
Bus Stop Installation Cost	\$20,000	per bus stop

### Logistical Feasibility

The ability of a bus to travel the routing with minimal difficulties was considered, as well as areas where it would be possible to safely serve bus stops and allow passengers to cross the road where needed. Where possible, difficult turns and private property were avoided. Again, because these concepts are still preliminary, additional evaluation would be required to finalize any new routes. Additionally, route concepts were considered that provide the ability to transfer between routes at a central location, in this case at the proposed downtown mobility hub location.

### Customer Utility

To refine concepts, route utility and legibility for customers were also considered. This included:

- Maximizing two-way service options and reducing large one-way loops,
- Reducing redundant routing where possible, and
- Allowing access to a centralized mobility hub to allow for timed transfers between routes.

Based on the factors related to priority areas to serve transit and logical transit routing, a variety of routing options were developed and tested. Based on a comparison of performance across all factors, review by the Transit Advisory Committee, and review by staff across multiple departments; a refined list of five draft recommendations were proposed for public review and comment. Details of the analysis for those five recommendations are included in Appendix D. Final recommendations are included in the next section.

## RECOMMENDATIONS

The final recommendations are based on information gathered from the public feedback and analysis tasks. They include a set of recommended future fixed route service improvements and expansions, as well as a set of recommended supporting projects. They are outlined separately below.

### Fixed Route Service Recommendations

As Apex has grown, demand for more travel options, including transit, has increased. Several options for possible fixed route service expansion were explored. In general, compared to demand-response service, fixed route transit service provides a more structured, regular service schedule that doesn't change based on daily demand, with predictable/established stop locations. Fixed route service provides the ability to handle higher levels of ridership over time and transfers to other services more efficiently, as well as provides the opportunity to coordinate land use and transportation goals to help support more transportation-efficient land use patterns.

Based on the analysis and public feedback, fixed route recommendations are shown in Table 4.

*Table 4. Summary of Fixed Route Service Recommendations*

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

The above recommendations include any required ADA paratransit service area expansions, as well as the addition of bus stops to serve new areas. It is a federal requirement to include complementary ADA-accessible paratransit services, to federal specifications, for any all-day, local fixed route transit service in the US that benefits from federal funding assistance. An exhibit depicting all conceptual route recommendations, along with the resulting ADA paratransit service area is provided as Figure 11. Descriptions of each route concept follow the exhibit.

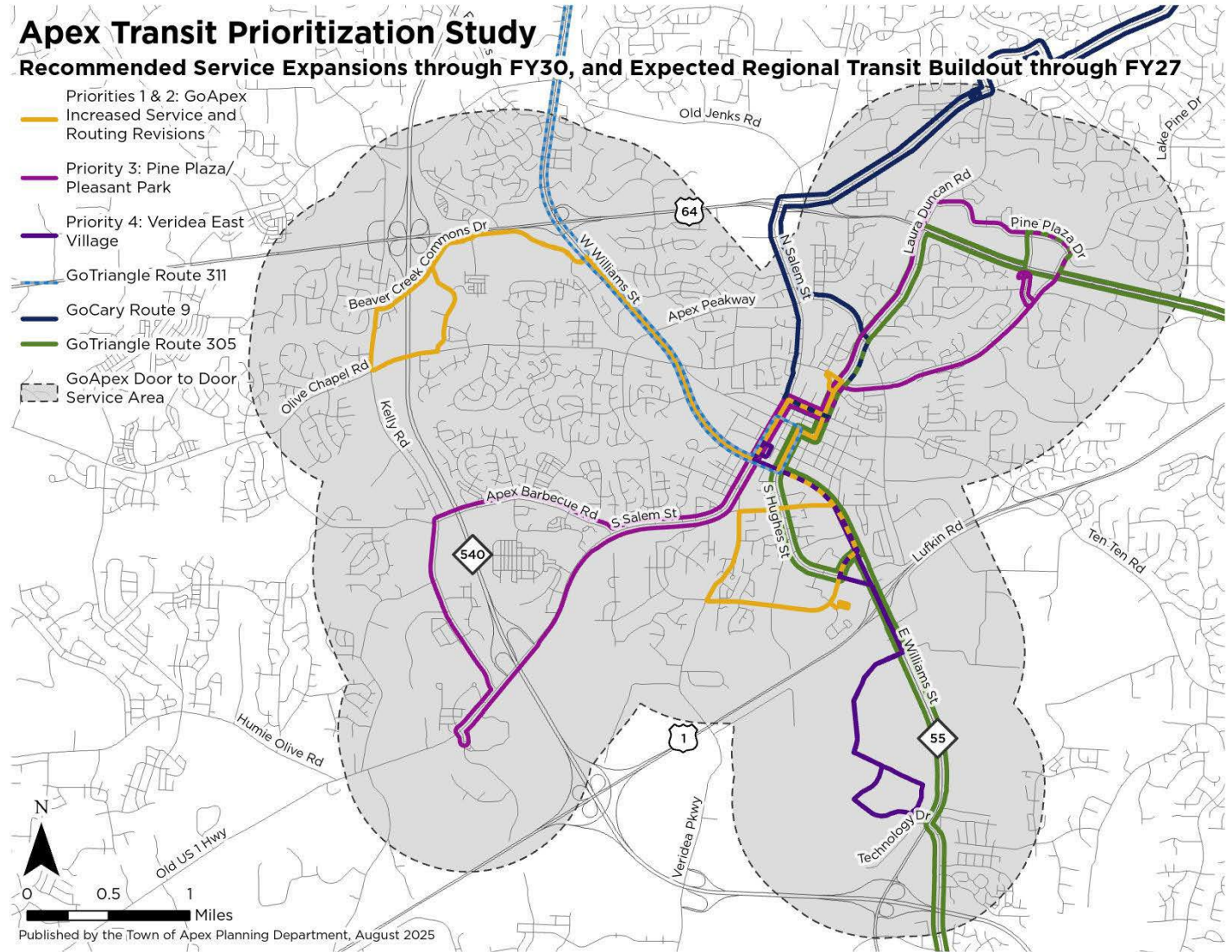


Figure 11. Final Fixed Route Recommendations

### Priority 1: Implement Funded GoApex Route 1 Changes

Over the past two years, observations have been made of GoApex Route 1 operations, performance, and feedback provided from riders and the public to identify incremental changes to improve rider utility. For the FY26 CFA grant cycle, funding approval was successfully secured to add Sunday service, as well as increase GoApex Route 1 frequency Monday-Saturday (beginning in Q4). Staff have been working through options with the Town's contracted service providers to make these changes.

CFA funding approval has also been successfully secured for GoApex bus stop improvements for three grant cycles (FY24, FY25, and FY26). Future applications are anticipated to eventually bring all GoApex bus stops up to the standards set in the Town's Bus Stop Improvement Policy.



## Priority 2: Revise GoApex Route 1

### *Access to downtown/Town campus area in both directions*

One of the most frequent transit requests heard from Apex residents is the desire to access Downtown Apex. Currently, GoApex Route 1 does serve downtown, but its looping structure means that downtown is only accessed once per hour. For riders it can take up to 45 minutes to either reach downtown, or return from downtown, which lessens the appeal when comparing to other travel options. Updating the routing to serve downtown in both route directions means that it would be no more than 15-20 minutes to access downtown, as well as to get back to one's trip origin when leaving.

### *Chapel Ridge Road*

In 2024, Town Council approved a Transit Plan Map amendment to show future local routing along Chapel Ridge Road. This amendment was put forward in response to a new roadway connection of Chapel Ridge Road to Beaver Creek Commons Drive as part of a new multi-family development with more than 300 units (including many affordable units). Adding a bus stop in this area would provide access to the new residents without compromising the run time of Route 1 because it would create a short loop at the end of the route. However, this change would result in the closure of Bus Stop #16029 on Kelly Rd at Evening Star Drive.

### *Hughes Street/Broadstone Way*

Another frequent request from customers is closer access to Walmart at Apex Peakway and Broadstone Station Way. Currently, the nearest GoApex bus stop is located on Apex Peakway at Hughes Street, near the Cambridge Village senior living community. There is a traffic signal with signalized pedestrian crossing at this location. However, there is a significant grade change from the bus stop to the main Walmart store entrance. Staff have preliminarily explored closer bus stop options which all have some drawbacks. The intersection of Apex Peakway and Broadstone Way currently lacks a pedestrian crosswalk, and requires an unprotected left turn from Broadstone Way to the Peakway.

## Priority 3: Implement a new Pine Plaza to Pleasant Park Route

This proposed route concept would connect two of the highest-requested transit access points that aren't currently served by GoApex: Eva Perry Library and Pleasant Park, with Downtown Apex and GoApex Route 1. This proposed route would also service the Pine Plaza Drive area, which includes retail and multifamily development, as well as the Depot 499 development where hundreds of new apartment units are currently under construction. The route is proposed to have the same frequency and span as approved for the improved GoApex Route 1.

## Priority 4: Implement a new Veridea East Village Route

This proposed routing concept would serve a new mixed development currently under development review and construction in the southern area of Apex. Veridea East Village is planned to have retail and office uses, as well as apartments, townhomes, and single-family homes, and will also be the new location of the Conlon Western Wake Technical Community College campus, slated to open within a few years. This area falls within the Town's Transit-Oriented Development Context Area.

## Other Recommendations

Additional recommendations are proposed in response to public feedback and emerging transit needs in Apex. These are projects and studies that could expand access to services in various ways beyond the fixed route recommendations. Additional recommendations are summarized in Table 5.



Table 5. Summary of Other Recommendations

Priority Order	Other (Non-Fixed Route Service) Recommendations
1	Support Phase 1 of the proposed downtown Mobility Hub, which would provide a bus transfer area in downtown Apex.
2	Evaluate land use policies for transit-supportive development as part of Peak Plan 2055 - the Town's comprehensive plan update beginning in 2025.
3	Explore options to serve seniors and those with disabilities outside the federally-required GoApex Door to Door Service Area.
4	Continue to support improved pedestrian and bicycle connections to transit.
5	Investigate transit signal prioritization, which would allow buses to travel more efficiently.
6	Explore options to serve others (those who are not seniors or individuals with disabilities) outside the general fixed route service area.

### Priority 1: Support Phase 1 of the Apex Mobility Hub Plan

The Town of Apex has partnered with NCDOT on a series of planning studies to identify a location for a possible future passenger rail station and mobility hub in the Downtown area. This work is being done to help prepare for future passenger rail service in North Carolina along the S-line. The proposed hub is near Moore and Salem Streets. The NCDOT/Apex Mobility Hub Plan envisions the area to initially serve as a general transit transfer area (“Phase 1”) offering a centralized location to facilitate transfers between routes, and for buses and operators to layover (take a break between trips), and could be operated independent of potential future passenger rail service. The Phase 1 recommendation includes amenities such as covered seating, lighting, security features, bicycle and automobile parking, a breakroom/storage building for operators, and possibly restrooms. Most of the regional routes in the FY2027 Base Transit Scenario and the proposed local routes included as recommendations of this study meet in downtown. This hub will be an important transfer station for riders to transfer between the proposed bus routes. Downtown was also the top destination identified in the public survey. The proposed hub would provide convenient access into downtown.

### Priority 2: Evaluate land use policies for transit-supportive development as part of Peak Plan 2055

The Town’s Comprehensive Plan, called Peak Plan 2055, is the long-term vision for planning and transportation in Town over a 30-year time horizon. The work on the Town’s comprehensive plan update kicked off in July 2025 and is expected to take a little over 18 months to complete. It is an opportunity to gather feedback from the community and plan ahead for big and small changes to improve the quality of life for current and future residents.

The current iteration of the Plan, Advance Apex, introduced Transit-Oriented Development Context Areas for the Town. These are envisioned as areas that are oriented around a transit corridor and where “the design and scale of the development in this context encourages active transportation, with a comprehensive and interconnected network of walkable streets”.<sup>3</sup> With this update, there is an opportunity to dive deeper into planning for transit-supportive development and to integrate recommendations from the S-Line Transit Oriented Development Study.

### Priority 3: Explore options to serve seniors and individuals with disabilities outside the federally-required GoApex Door to Door Service Area

The GoApex Door to Door service area currently follows the minimum service area requirement of covering an area out to ¾-mile around the GoApex fixed routing. This service area does not cover all of Apex. Providing a reliable and





affordable option for seniors and those with disabilities could help reduce isolation and increase ability to meet medical and personal transportation needs.

As GoTriangle and GoCary begin operating all-day local service in Apex, this will bring the provision of their own complementary paratransit services, known GoTriangle Access, and GoCary Door to Door, respectively. Staff have already begun discussions with these operators as part of the CAMPO Mobility Coordination Committee on how to coordinate these services in Town.

For seniors and those with disabilities who live in Apex, but not within the GoApex Door to Door service area or other complementary ADA transit service areas, the only current public option is GoWake Access, operated by Wake County. GoWake Access offers demand-response transit service to select users, including seniors and those with disabilities through their Elderly and Disabled Transportation Assistance Program (EDTAP). This program is available to anyone over age 60 or with a verified disability, and typically operates Monday through Saturday, 6 a.m. to 6 p.m., excluding holidays. Trips are booked in advance as capacity allows. The funding availability for this program is limited, and so it can be common to experience a wait list or to be denied a trip once the daily or monthly quota is met.

The purpose of this recommendations is to explore the need for additional transportation services in Apex for seniors and individuals with disabilities and to make recommendations on possible strategies to address those service gaps.

#### Priority 4: Continue to support improved pedestrian and bicycle connections to transit

As Apex grows, the Town has been working towards increasing bicycle and pedestrian system connectivity to increase safety, accessibility, and quality of life. The Town has a Bicycle and Pedestrian System Plan Map that shows planned improvements, as well as a prioritization system for funding new projects. One factor in the current sidewalk prioritization process includes proximity to bus stops. Staff recommend continuing this coordination in order to boost accessibility to bus stops.

Additionally, staff have received feedback about the need for safe pedestrian crossing options in Town. This recommendation includes crosswalk and lighting needs for pedestrians making their way to and from bus stops.

#### Priority 5: Investigate transit signal prioritization along transit corridors

Transit signal prioritization refers to a tool that is used to shorten wait times for transit vehicles at traffic signals to help increase trip time reliability and reduce travel times.<sup>4</sup> There are different types and technologies available that usually involve hardware on a bus and traffic signal and software to communicate between them. Example uses include programming a signal to hold a green phase longer if it senses a bus approaching, or providing an early green light to a waiting transit vehicle.

These systems require evaluation by a traffic engineer to determine the appropriateness in different areas, as well as integrating transit signal priority with other needs, such as emergency vehicles. The Town of Apex is currently working on traffic signal prioritization for emergency vehicles, and will be upgrading its traffic signals over time to be able to make use of these types of technologies.

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<sup>4</sup> National Academies of Sciences, Engineering, and Medicine. 2020. Transit Signal Priority: Current State of the Practice. Washington, DC: The National Academies Press. <https://doi.org/10.17226/25816>.

## Priority 6: Explore options to serve others (those who are not seniors or individuals with disabilities) outside the general fixed route service area

In addition to the recommendations listed above, there may be important mobility needs identified for community members who are neither elderly nor have a disability, and in areas that may not be a good fit for fixed route transit expansion. Examples of ideas that could be investigated include limited shuttle services to public destinations or public events, microtransit on-demand service in limited areas or to fixed route services, ride vouchers for transportation network company (TNC) services like Uber or Lyft for when GoApex services are not operating, etc. It is important to note that some of these options may not be eligible for federal or Wake Transit grant funding.

## Changes from Draft Recommendations

Draft recommendations were released for public review and comment during Phase 2 of the public engagement process. Several changes were made based on the feedback received. These changes are reflected in the description of recommendations above. They included:

### Fixed Route Service Recommendations

- **Removing a proposed new fixed route Concept that would use Center Street, Ten Ten Road, Lufkin Road, and Reliance Avenue** – This route was proposed to serve the employment center, two multi-family neighborhoods, and Lufkin Road Middle School. There were very few “pin-drops” in this area during the first phase of public engagement. Public support was also very low during the second phase of public engagement, with only 21% of respondents indicating they “Agree” with this route. Other public comments cited concern overall with the cost of providing transit service. Given these comments and the five-year anticipated implementation timeframe for study recommendations; this route was removed from final recommendations. It could be considered for future implementation.
- **Reprioritizing revisions to GoApex Route 1** – This service change was initially placed after the proposed Pine Plaza/Pleasant Park routing concept. However, it was revised to be a higher priority as it would be a cost-neutral change, could be implemented on an accelerated timeline, and would not be as reliant on a new transfer location as a second route would. Phase 2 public comments suggested this had a very similar support rating as the proposed Pine Plaza/Pleasant Park new routing concept.

### Other Recommendations

- **Removed supporting federally-required GoApex Door to Door complementary ADA service from the list** – this was included as an initial recommendation but was removed as it is more accurately a requirement than a recommendation, and was instead included as an assumed task in the proposed fixed route service recommendations.

**Reprioritizing the Apex Mobility Hub** – this was initial placed after the recommendation to explore options to serve seniors and those with disabilities outside the GoApex Door to Door service area. However, the timeline for the mobility hub planning, funding, and project advancement activities may require a higher priority of staff attention and funding match in the near term, especially as the Wake Transit Bus Plan update gets underway in 2026. These two items had similar approval ratings in the Phase 2 public comments.

**Reprioritizing support for improved pedestrian and bicycle connections to transit** – this recommendation was the highest-rated recommendation in the Phase 2 public comments and was a clear priority for many respondents. It was moved ahead of exploring transit signal prioritization and exploring transit options for others outside the general fixed route service area.

## IMPLEMENTATION PLAN

In addition to developing recommendations, the necessary steps required to implement these recommendations within the study timeframe of approximately five years were considered. Many of these recommendations will require a multi-year implementation process.

Based on the local context, fixed route service expansion typically requires a three-step process, over approximately three years. The timeframe could vary depending on the project.

1. (Year 1) Finalize routing, apply for grant funding, design bus stops.
2. (Year 2) Acquire right-of-way or easements if needed and begin to install bus stops (may extend beyond one year, depending on property needs).
3. (Year 3) Complete bus stops and start operations.

The other recommendations (non-fixed route service, capital projects, and planning activities) will also likely take multiple years to complete depending on the budget, time, and coordination necessary.

A sample Implementation Plan is provided in Table 6 based on the recommendations, subject to change.

Table 6. Estimated Timeline for Implementation

Recommendation Type	Description	FY26	FY27	FY28	FY29	FY30
Fixed Route	Transit Plan Map	Develop and present updates to Town Council				
Fixed Route	GoApex Route 1 Revisions - increased frequency	Implement Spring 2026				
Fixed Route	GoApex Route 1 Revisions – Sunday service	Implement as soon as feasible				
Fixed Route	GoApex Route 1 Revisions – Bus Stop Improvements	Improvements at approx. 12 stops	Improvements at approx. 12 stops	Continue improvements as funding allows		
Fixed Route	GoApex Route 1 Revisions – Downtown Routing Changes	Finalize routing, identify bus stop needs, begin design	Complete bus stop design, secure right-of-way as needed, and begin bus stop installation	Complete bus stop installation and implement service		
Fixed Route	GoApex Route 1 Revisions – Chapel Ridge Rd Changes	Finalize routing, identify bus stop needs, begin design	Complete bus stop design, secure right-of-way as needed, and begin bus stop installation	Complete bus stop installation and implement service		



Recommendation Type	Description	FY26	FY27	FY28	FY29	FY30
Fixed Route	Pine Plaza/Pleasant Park route concept	Finalize routing, identify bus stop needs	Bus stop design	Complete bus stop design, secure right-of-way as needed, and begin bus stop installation	Complete bus stop installation and implement service	
Fixed Route	Veridea East Village route concept		Finalize routing, identify bus stop needs	Bus stop design	Complete bus stop design, secure right-of-way as needed, and begin bus stop installation	Complete bus stop installation and implement service
Other	Mobility Hub Phase 1	Investigate funding sources for Phase 1		Anticipated beginning of Phase 1 design	Anticipated beginning of Phase 1 acquisition	Anticipated beginning of Phase 1 construction
Other	Peak Plan 2055	Coordinate possible updates for transit-supportive development with plan update process				
Other	Options for seniors and those with disabilities outside the required GoApex Door to Door service area AND  Explore options to serve others (those who are not seniors or individuals with disabilities)		Conduct initial scoping options and apply for study funding support	Conduct study	Work through any grant funding applications and/or contract requests	Implement as determined by previous planning work

Recommendation Type	Description	FY26	FY27	FY28	FY29	FY30
	outside the general fixed route service area					
Other	Improved pedestrian and bicycle connections to transit.	Coordinate with internal staff on project prioritization, work through any special grant funding applications, and implement as determined by previous planning work				
Other	Investigate transit signal prioritization		Coordinate with internal staff and external partners (such as Town of Cary and NCDOT) and apply for study funding support	Conduct study	Work through any grant funding applications and/or contract requests	Implement as determined by previous planning work

## Estimated Operating Costs

Table 7 offers a possible, estimated cumulative annual operating cost through FY30 if the proposed fixed route recommendations are implemented. Table 8 provides estimated annual cost estimates by proposed route. The data in these tables are high-level estimates only and are based on the service and cost assumptions listed in the Analysis section above, plus accounting for inflation after FY27. The estimates include operating and administrative expenses, but not capital expenses (such as bus stop installations, or facilities). They also include possible cost breakdowns if these operating projects receive funding through the Wake Transit CFA Program, which is not guaranteed.

*Table 7. Estimated Cumulative Operating Costs and Match*

Operating Year	Est. Cumulative Annual Operating Cost	Assumed CFA Funding Level	Possible CFA Funding: Program Match	Possible CFA Funding: Local Match	Service Included
FY26	\$1,100,000	50%	\$550,000	\$550,000	Route 1 with expanded Sunday service and expanded frequency beginning in Q4 only
FY27	\$1,300,000	65%	\$845,000	\$455,000	Route 1 with expanded frequency all year
FY28	\$1,350,000	65%	\$877,500	\$472,500	Above plus no new service
FY29	\$2,800,000	65%	\$1,820,000	\$980,000	Above plus Pine Plaza/Pleasant Park route
FY30	\$3,700,000	65%	\$2,405,000	\$1,295,000	Above plus Veridea East Village Loop route

*Table 8. Estimated Operating Costs by Route Concept*

Service Expansion Cost Estimates (high-level)	Approx. Annual Operating Cost - Fixed Route (FY27 - \$120/hr)	Approx. Annual Increase in Door to Door cost	Total	Total local match if assuming CFA approval
GoApex Revised	\$1,277,640	\$(16,649)	\$1,260,991	\$ 441,347
Pine Plaza/Pleasant Park	\$1,277,640	\$129,966	\$1,407,606	\$ 492,662
Veridea East Village	\$726,840	\$17,968	\$744,808	\$260,683

## Estimated Capital Costs

Estimated costs for bus stops needed to support the proposed route concepts are provided in Table 9. These estimates are high-level and are subject to change as bus stop needs are refined and designs are developed. These represent estimates for construction only and do not include any costs associated with design or property acquisition. These costs are also assumed to be independent of the ongoing bus stop improvements already approved for funding or programmed in the Town's Capital Improvement Plan through FY30.

*Table 9. Estimated Capital Costs for Bus Stop Installation by Route*

Bus Stop Expansion Cost Estimates (high-level)	Approx. New Bus Stops Needed	Approx. Bus Stop Install Cost	Assumed CFA Funding Level	Possible CFA Funding: Program Match	Total local match if assuming CFA approval
GoApex Revised	5	\$100,000	65%	\$65,000	\$35,000
Pine Plaza/Pleasant Park	20	\$400,000	65%	\$260,000	\$140,000
Veridea East Village	5	\$100,000	65%	\$65,000	\$35,000
Total	30	\$600,000	65%	\$390,000	\$210,000

Estimated costs for other recommendations will be guided by future studies.