

## WAKE TRANSIT BUS PLAN: PROJECT PRIORITIZATION MEMO V8

### Technical Consultant Team's Response to Comments (1/5)

Comment	Consultant Response
<p>Page 1-2: Town of Cary added, "In this case, CAMPO may function as the lead agency to correspond with its responsibility of preparing/maintaining/updating the multi-year operating and capital improvement programs."</p>	<p>Agreed – text has been updated</p>
<p>Page 2-5: Town of Cary commented, "I appreciate the addition of this note below the table to further clarify methodology. Another note that provides clarification that I would like to see added under the table is:</p> <p>"For any measure of population or jobs within ¾ miles of a corridor, the calculation determines the geographic area of the block group or census tract that is within ¾ miles true walking distance (determined using network analyst) of the target corridor. That proportion is then applied to the population and jobs of that block group. So if 50% of a block group or census tract with 10 people total is newly accessible by transit due to the project, the project makes 5 more people have access to transit."</p> <p>I'm trying to make sure there is enough clarification hard coded in this policy document related to how population, jobs, households, etc. will be calculated using the identified census geographies given that not all of the subject census geography will be within the ¾-mile buffer."</p>	<p>Agreed – text has been updated with a few minor modifications. We also added the suggested text to the definitions section of Appendix A.</p>
<p>Page 2-6: Town of Cary commented, "This should be Intra-County and not Inter-County"</p>	<p>Agreed- text has been updated</p>
<p>Page 3-3, Town of Cary commented on the 2025-2027 Interim Goal for Connect Wake County Communities (Connect all comments with all day bus service – as appropriate).</p> <p>Again, this goes beyond the scope of the Wake Transit Plan. Wendell, Zebulon, Holly Springs and Fuquay-Varina are only recommended to have peak service in the Wake Transit Plan, not all-day service. Under the law that enables the sales tax, we are not really permitted to do anything with the funding that is not included in the plan. Further, implying that we will do this</p>	<p>The intention of this interim goal is to ensure that all Wake County communities have access to the greatest span of service identified in the Wake Transit Plan. Text has been updated to...</p> <p>"Connect all communities with the greatest span of service as identified in the Wake Transit Plan"</p>

**Response to Comments on Memo v8 | Project Prioritization Policy**  
Wake Transit Multi Year Bus Service Implementation Plan

<p>suggests it may take away from financial resources assumed in the financial constraint to go to other projects that are actually in the plan.</p> <p>This should say: " Connect all communities identified in the Wake Transit as having all-day service with all-day service" or something similar.</p> <p>CARY CANNOT VOTE TO APPROVE THIS POLICY UNLESS THIS IS RESOLVED</p>	
<p>During the TPAC meeting, CAMPO commented, "how does the PPP methodology measure that larger (beyond ¾ mile) catchment area for a express/regional route and limited stop services"</p>	<p>During the last TPAC meeting we clarified that limited stop routes will be measured with assumed stop locations rather than the entire route (i.e. we won't measure information from block groups that the route passed through while on a freeway)</p> <p>We will consider the impact of the park and ride catchment area during programming. However, we note that most of these routes will fall in the regional/express bucket and thus will be measured against each other, mitigating the impact of not measuring a larger catchment area. Regardless of catchment area, express/regional routes that directly serve more densely populated areas are more likely to be successful.</p>
<p>Wake County commented, "We need to ensure that WCTS is included in this, and it is not specifically mentioned. How are we going to allocate funding to them if it is not address"</p>	<p>Text was updated to call out that demand response service will be estimated separately from the project prioritization process. However, WCTS is not specifically called out as a transit provider as the process is designed to create the transit network rather than program specific projects for transit providers, although that will be an outcome.</p> <p>The costs and needs for ADA service will be estimated and programmed as part of the individual project programming process. This process will (a) identify if proposed</p>

**Response to Comments on Memo v8 | Project Prioritization Policy**  
Wake Transit Multi Year Bus Service Implementation Plan

	<p>projects/routes have ADA impact and (b) add the cost of this ADA impact to the total project costs.</p> <p>Our understanding is that funding for general public dial-a-ride service is included in the financial model. Operating and capital projects eligible for this funding will be proposed and programmed as part of the short range transit plan and human service coordinated planning process.</p>
<p>Additional changes</p>	<p>We made a few minor formatting changes, specifically ensuring that all charts fit on one page and adding Appendix A to the table of contents.</p>
<p>GoTriangle - The metric "reduction in travel time to major employment centers" under the Enhance objective (Page 2-5) should consider service frequency of the first leg of service in the calculation, not just during a transfer. Otherwise, there is not a metric in the Evaluation Framework that captures the accessibility benefits of additional frequency.</p>	<p>Transportation planners measure travel time cost as the total trip from the start of the first leg to the end of the last leg, with penalties for transfers. Increased frequency on the first leg of the journey will reduce the wait time (Wait time = ½ Frequency). Transfer times are measured according to the wait time for the connecting trip (same formula), so while increased frequency is an obvious benefit, transfer time has a more significant impact on the travel time cost. Customers perceive transfer wait time as feeling longer than any other element of a transit trip. The good news is that increased frequency on the first leg of the trip, reduces the transfer time penalty for travelers transferring to that route.</p> <p>Nelson\Nygaard tied operating project typologies directly to the planned frequency of the project – or that the project makes an existing route more frequent. Adding a frequency based metric would result in all projects in this category receiving a similar benefit.</p>
<p>GoTriangle - It is not reasonable to expect a 30-minute transit trip for regional/express services given the distance that is being traveled. In the metric "reduction in travel time to major employment centers" under the Enhance objective (Page 2-5), there may need to be some distinction between express and local services to account for the longer distance travel of the express routes. For comparison, in the May 2011 Brookings Institute report entitled "Missed</p>	<p>We changed the metric from 30 minutes to 45 minutes for all route types to provide a more realistic expectation for a standard transit commute trip in Wake County. We did not increase the travel time beyond 45 minutes because there</p>

**Response to Comments on Memo v8 | Project Prioritization Policy**  
Wake Transit Multi Year Bus Service Implementation Plan

<p>Opportunity: Transit and Jobs in Metropolitan America," a 90-minute, one way commute time is used because it is a comparable benchmark across all metro areas. At a minimum, a 45-minute transit trip for regional/express services would be more appropriate.</p>	<p>would be fewer routes that would stand out for prioritization with this metric.</p> <p>The Project Prioritization Process included metrics under the "Connect" and "Develop" objectives that measure access to people and jobs in other ways. These metrics prioritize routes that provide access to a high density of people and jobs or a high total amount of new people and jobs – regardless of whether it takes 30 or 90 minutes to access those areas. As all regional/express services will be prioritized against each other, the metric also evaluates which regional/express routes will reduce travel time to the most jobs – which is likely key to their relative success.</p>
<p>CAMPO – Include a firm notation somewhere in the document that recognizes that through programming, we will focus on the evaluation of the ¾ mile catchment issue surrounding express bus routes.</p>	<p>Added the following note under Figure 4 and in Appendix A: "Express bus routes typically draw customers from a larger capture area than other bus transit services (Up to 5 miles versus ¾ miles), as customers are more willing to drive to access an express service. The impact of this larger capture area on prioritization will be considered during project programming."</p>
<p>Town of Cary - There is a subject/verb agreement issue in the notes below Figure 4 and the Appendix</p>	<p>Done.</p>