

ATTACHMENT C2

Community Funding Area Program Market Analyses Final Draft Comment Disposition

Document Section	Comment	Commenter	Comment Disposition
Global	It's not very clear in the document whether the potential improvements are prioritized in any way. For example, in the Transit Investments sections (p. 16-17 as an example), are the potential investments in order of viability? I assume it's just a list of potential options and that they are not prioritized in any way, but even if that is the case, I wonder how useful that really is. Giving municipalities a laundry list of things to do is fine – and I understand that further planning is going to be needed – but I feel like this document would be more useful if it made it clearer that some options are more viable, at least in the near term than others.	GoTriangle	It was not within the scope of the market analyses task to provide a prioritization or ranking of viability, especially in the absence of additional planning and associated information to help determine congruity of potential service options with each market. For the potential service options provided, there is some commentary on the viability of each within each market, but it is not within the scope of the market analyses to recommend that a specific way of serving the market is better than another because there are a multitude of other variables, such as cost to communities, that have to play into it.
Introduction	There are some grammatical errors throughout – an editorial review would be helpful.	Town of Apex	Section was scanned for errors. Any clear errors identified were corrected.
Introduction	It would be helpful to specify that the market analyses were based on existing conditions, not anticipated development or plans.	Town of Apex	Language was added to make this distinction.
Introduction	Figure 1 is hard to read.	Town of Apex	How so? Is it too small? Too fuzzy? What about it makes it hard to read?
Introduction/Transit Demand Index	Reword: This index takes into consideration both population and employment densities and individual community socioeconomic characteristics.	Town of Apex	Has been revised in most updated draft
Chapter 2: Apex Introduction	How is town center being defined? Small town character district? Within the Apex Peakway?	Town of Apex	With the additional suggested language incorporated, the definition of where there is a concentration of jobs and retail associated with the town center is more clear.
Chapter 2: Apex Introduction	Could this be an all-day connection to both Cary and Holly Springs?	Town of Apex	An all-day connection to Cary and/or Holly Springs could be provided, but the CFAP would not be used to fund the service all day because peak service is already funded by the Wake Transit Plan.
Chapter 2: Apex Planned Transit Capital and Service Investments	Is a service change sheet available for the peak-period service from Holly Springs to Cary?	Town of Apex	Yes, there is a project sheet reflecting the introduction of the HSX route for FY 2020. However, it is not part of the Community Funding Area Market Analyses. It is a component of the GoCary Short-Range Transit Plan.
Chapter 2: Apex Planned Transit Capital and Service Investments	With proposed service changes to Routes 305 and 311, would the improvements be more appropriate at the Compare Foods park-and-ride location?	Town of Apex	This is a question to work through in the short-range transit plan (GoCary's) that establishes the HSX service or in the very immediate service planning process specific to the HSX service change.
Chapter 2: Apex Population and Employment Density	Make references to level of density in the town center in the 2 nd paragraph consistent throughout.	Town of Apex	Language was modified to make density references consistent.
Chapter 2: Apex Population Density	Why is the area described as east of Laura Duncan Road and north of Old Raleigh Road “shown as high density on the population density map” but shown as an area of demand response on the “transit service map.”	Town of Apex	First, the analysis of population density in all communities, including Apex, was done at the census block group level. Census block groups can have a great deal of variation in density within the block group such that some parts of the block group are very dense, and others are sparsely populated. Density is not uniform across the entirety of many block groups. The transit demand index, which also takes into account employment density and other socioeconomic factors, is broken down at a more granular level than the larger block group geographies. Based on measurements of other factors that play into the transit demand index, there are portions of the referenced block group that the map shows as being appropriately served with fixed-route service. However, not all portions of the block group are indicated as being appropriately served by fixed-route service because all of the factors that drive the index aren't detected as having a heavy weight that would suggest provision of fixed-route service being appropriate in those portions of the block group.
Chapter 2: Apex Population Density	Is 'New Urbanist developments' an appropriate term for the referenced developments?	Town of Apex	'New Urbanist' was changed to simply 'new'.
Chapter 2: Apex Population Density	I'm not quite following the evaluation of pedestrian connectivity: 1) Is the population section the correct location to talk about pedestrian connectivity? 2) Should the pedestrian connectivity focus on existing routes, as done now, or should it focus on areas	Town of Apex	1) The population density or employment density section is the appropriate place to mention pedestrian facility connectivity. Population density does not matter as much to transit propensity if that concentration of population does not have pedestrian access to transit stop locations. 2) It should focus on both since the CFA program is intended to better tie communities to the larger transit network, whether through providing pedestrian improvements or additional service that links areas with or without pedestrian connections to the larger network.

ATTACHMENT C2

	<p>where we may need additional service as shown by the market analysis?</p> <p>3) Pedestrian connectivity to US 64 should probably not be identified as a need since there are no transit stops on US 64 and the vision is for it to become a freeway/expressway.</p> <p>4) There is sidewalk along the entire length of Old Raleigh Road on at least one side. There is also sidewalk along most major intersecting roads.</p> <p>5) Sidewalk and/or multi-use path will be complete along Williams from Olive Chapel to U.S. 1 with TIP U-2901. Construction is anticipated in 2021.</p>		<p>3) The language was modified to 'lack pedestrian connectivity to origins and destinations along US 64, Old Raleigh Road, and Williams Street'. The intent of this sentence in the market analysis is to point out that there is a lack of pedestrian connectivity from outlying areas of the community to major origins and destinations within the community along already planned transit corridors.</p> <p>4) Old Raleigh Road was removed from the list of specified planned transit corridors lacking pedestrian connectivity.</p> <p>5) The document was updated to acknowledge this.</p>
Chapter 2: Apex Employment Density	<p>What about employment around US 1 and Ten Ten Road? This area appears to be as substantial as Beaver Creek Commons but isn't mentioned.</p> <p>Also, is it worth noting the employment density just outside of Apex between US 1 and US 64 in Cary?</p>	Town of Apex	Reference to employment density at US 1 and Ten Ten Road was included in the document. Reference to employment density between US and US 64 was added to the document.
Chapter 2: Apex Employment Density	See NC 55 widening project U-2901. This project includes pedestrian and bicycle facilities.	Town of Apex	Reference to project was added to the document.
Chapter 2: Apex Figures 2-1 and 2-2	It is difficult to read this map, particularly the legend, scale bar, and street labels.	Town of Apex	The size and format of the maps was supported by the CTT when it reviewed the document. If a larger map is needed to further differentiate features, we can get the Town a larger version of the map.
Chapter 2: Apex Figures 2-1 and 2-2	2016 Data does not account for development around US 64 and Pine Plaza including Costco shopping center and outparcels.	Town of Apex	As stated in the introduction of the document, the market analysis is only as good as the recency of available data. If development has occurred since the data that is used was collected, it will not be detected.
Chapter 2: Apex Figures 2-1 and 2-2	If the figures are snips directly from the Social Explorer, credit should be given in a footnote or caption. If you aren't recreating maps, consider a landscaped format to make the figures larger so they are legible.	Town of Apex	We cannot comment on the relationship between a separate private company and the contractor and whether the use of data or mapping from a separate private company warrants the need for credit or a footnote. The size and format of the maps was supported by the CTT when it reviewed the document. If a larger map is needed to further differentiate features, we can get the Town a larger version of the map.
Chapter 2: Apex Figures 2-1, 2-2, 2-3 and 2-4	Consider using a different color for the planned transit routes to make them stand out more	Town of Apex	Comment noted. There was support on the CTT for the colors shown.
Chapter 2: Apex Figures 2-1 through 2-4	The Apex maps show all-day service to Holly Springs and Cary. This should be shown as peak only. This also shows up on the Holly Springs map.	GoTriangle	Waiting on revised maps from consultant that show appropriate level of planned service.
Chapter 2: Apex Socioeconomic Characteristics	Is the disability statistic for Apex or Fuquay-Varina?	Town of Apex and GoTriangle	It is for Apex. Language was modified.
Chapter 2: Apex Figure 2-3	<p>While this information is useful to the market analysis, the map may not be necessary to include because it is somewhat difficult to read.</p> <p>Consider noting map highlights in text format rather than showing a map.</p>	Town of Apex	Comment noted. There was support on the CTT to include the map. A summarization of the message the map conveys is present in the paragraph preceding the map in the document.
Chapter 2: Apex Transit Demand Index	Did you evaluate whether there could be a market for service within Apex? That is the service we are getting requests for from our transit committee and public outreach associated with 'Advance Apex'.	Town of Apex	Yes, the market analysis for Apex reveals that there is likely a market in Apex for internal circulation within the Town that connects various concentrations of population and employment density together and with planned regional transit services. Language was included in the document to reflect this.
Chapter 2: Apex Transit Investment Options	It isn't accurate to describe most of Apex as low-density.	Town of Apex	Density levels being explained as low, medium, or high is subjective. In transit planning conventions, if an area is less than 6 persons per acre, it is considered low density. Much of Apex is less than 6 persons per acre. However, it is also true that much of Raleigh and Cary, where fixed-route transit service is provided, is low density. Per transit planning conventions, it is accurate to say that much of Apex is low density. Language was modified in the document to say: 'low- to moderate-density'.
Chapter 2: Apex Transit Investment Options	The analysis should consider/note some of the major development since the ACS data...	Town of Apex	As stated in the introduction of the document, the market analysis is only as good as the recency of available data. If development has occurred since the data that is used was collected, it will not be detected. The

ATTACHMENT C2

			consultant for the bus plan and the CTT released a call to CFA-eligible organizations to indicate additional trip generators in each community that were not detected by the American Community Survey data. The consultant and the CTT did not receive meaningful input from this call. Consequently, it was determined by the CTT that the market analyses would focus on documenting existing conditions as of the date the data were collected upon which the analyses are based. When conceptualizing potential services, it will be important to note any new developments that were not detected by the data shown in the analysis.
Chapter 2: Apex Transit Investment Options	Was any consideration given to whether the Apex market would support a local circulator route? Our citizens are asking for this service type.	Town of Apex	The market analysis for Apex reveals that there is likely a market in Apex for internal circulation within the Town that connects various concentrations of population and employment density together and with planned regional transit services. Language was included in the document to reflect this. Preexisting language touching on this is provided under 'Develop Local Circulator Service' in the Apex section of the document.
Chapter 2: Apex Transit Investment Options	Was any consideration given to a route between Apex/Holly Springs and the Wake Tech campus in Garner? This seems like a gap.	Town of Apex	The existing market does not reflect enough propensity to justify a fixed-route service that runs directly between Apex/Holly Springs and the Wake Tech campus.
Chapter 6: Knightdale; Planned Transit Capital and Service Investments	It was my understanding that the hourly service would terminate at East Raleigh Transit Center at New Hope Road.	Town of Knightdale	Language modified to reflect termination at the East Raleigh Transit Center
Figure 6-1: Knightdale Population Density	Legacy Oaks has two apartment complexes and Duke Primary Care Center representing both high-density residential and employment density that is not shown on this map.	Town of Knightdale	It is likely not shown on the map because they are the only locations of population and employment in a much larger census block group that has no other or very little other population or employment. When the total density of the block group is computed, the areas without population and employment bring the total density down. While there is some density there, the scale of analysis does not emphasize it. Regardless of the scale of analysis, areas of density should be noted and considered within the community when further evaluating transit propensity.
Figure 6-1: Knightdale Population Density	There should be some density around Downtown Knightdale and Knightdale Station Subdivision.	Town of Knightdale	It is likely not shown as relatively higher density because only a small portion of a much larger census block group has detectable population. See above response.
Figure 6-2: Knightdale Employment Density Map	Hinton Oaks Industrial Park has some Employment Density as well	Town of Knightdale	See above responses. Other factors may be the recency of the data depending on when it was developed.
Figure 6-2: Knightdale Employment Density Map	Eastpointe Office Center has employment density of at least 10 Jobs/Acre	Town of Knightdale	See above responses. While the actual office center itself may be at that level of density, that does not mean that the scale of analysis is at that level of density. Other factors may be recency of the data depending on when it was developed.
Chapter 8: Research Triangle Park	RTP does not run the Go OnDemand service. GoTriangle does.	GoTriangle	Language was modified to reflect this.
Chapter 8: Research Triangle Park	The RTC is not actually in RTP proper, nor is Perimeter Park.	GoTriangle	Language was modified to reflect this.
Chapter 8: Research Triangle Park	The text refers to commuter rail station locations, but those have not been determined yet.	GoTriangle	References to commuter rail station locations were changed to 'planned commuter rail stations'. While they have not been determined yet, there are commuter rail station assumptions in the federally required regionally adopted long-range transportation plan.
Chapter 8: Research Triangle Park	The transit demand section mentions the possibility of supporting 15-minute service to the Kit Creek Road area, but no suggestions are later made to increase frequency to that part of the Park (GoTriangle will likely continue 30-minute peak only service there is Go OnDemand is eliminated).	GoTriangle	There is no reference to the possibility of 15-minute service being supported to the Kit Creek Road area. The text states: "RTP can support 30 minute all day service frequency near the planned future commuter rail station and frequent service to the employment centers along Kit Creek Road."
Chapter 8: Research Triangle Park	The document talks about connections to/from Park Center, but that is well within Durham County. Is that eligible for these funds?	GoTriangle	Determining eligibility of Community Funding Area funding is not within the scope of the market analyses. The scope of the market analyses was to take a snapshot of the existing market in each of the areas identified as Community Funding Areas in the Wake Transit Plan. This includes the entirety of RTP regardless of county boundaries, as the county boundary is arbitrary to the function of RTP as a business park. Eligibility for funding relative to county boundaries would be evaluated through the administration of the CFAP.