

DRAFT MINUTES
TOWN OF APEX
REGULAR TOWN COUNCIL MEETING
TUESDAY, MAY 9, 2023
6:00 PM

The Apex Town Council met for a Regular Town Council Meeting on Tuesday, May 9, 2023 at 6:00 PM in the Council Chambers at Apex Town Hall, located at 73 Hunter Street in Apex, North Carolina.

This meeting was open to the public. Members of the public were able to attend this meeting in-person or watch online via the livestream on the Town's YouTube Channel. The recording of this meeting can be viewed here: <https://www.youtube.com/watch?v=SGmfdy4bry4>

[ATTENDANCE]

Elected Body

Mayor Jacques K. Gilbert (presiding)
Mayor Pro-Tempore Audra Killingsworth
Councilmember Brett Gantt
Councilmember Ed Gray
Councilmember Terry Mahaffey
Councilmember Arno Zegerman
Absent: None

Town Staff

Deputy Town Manager Shawn Purvis
Assistant Town Manager Demetria John
Assistant Town Manager Marty Stone
Town Attorney Laurie Hohe
Town Clerk Allen Coleman
Deputy Town Clerk Ashley Gentry
Parks Planning and Project Manager Angela Reincke
Traffic Engineering Manager Russell Dalton
Director of Transportation & Infrastructure Development Department
All other staff members will be identified appropriately below

[COMMENCEMENT]

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1
2
3 **Mayor Gilbert** called the meeting to order. He began by thanking those in attendance and
4 watching on livestream for joining. He said PeakFest this past Saturday was a joyous occasion, and
5 joked that he and Council met to put a bubble over the town to ensure no rain would interrupt it. He
6 recognized the diversity of faiths in the town, and said it grants the town strength. He then spoke in
7 honor of lifelong Apex resident and former Apex Commissioner/Councilmember, Auxiliary Police
8 Officer, Volunteer Fireman, School Board Member, and World War II Veteran William Nolan Cooke,
9 who passed away on May 6, 2023, at the age of 100. Mayor Gilbert then led a moment of silence in
10 honor of Mr. Cooke and his family.

11 **Mayor Gilbert** then led a recitation of the Pledge of Allegiance

12 13 [CONSENT AGENDA]

14
15 A **motion** was made by **Mayor Pro Tempore Audra Killingsworth**, seconded by
16 **Councilmember Brett Gantt**, to approve the Consent Agenda as amended, with the addition of
17 consent item number 15 - 2023 - Revised Town Council Meeting Calendar.

18
19 **VOTE: UNANIMOUS (5-0)**

20 21 **CN1 Agreement - North Carolina Department of Transportation (NCDOT) - Salem St and** 22 **Chatham St - Review Traffic Signal Modifications (REF: CONT-2023-103)**

23 Council voted to approve an Agreement with NCDOT for review and inspection of traffic signal
24 modifications proposed by the Town of Apex at the intersection of Salem Street and Chatham Street
25 in the Salem Streetscape project, and to authorize the Town Manager to execute the agreement on
26 behalf of the Town.

27 **CN2 Annexation No. 753 - 7612 Green Level Church Road - 1.74 acres (REF: RES-2023-027,** 28 **RES-2023-028, and OTHER-2023-041)**

29 Council vote to adopt a Resolution Directing the Town Clerk to Investigate Petition Received, to
30 accept the Certificate of Sufficiency by the Town Clerk, and to adopt a Resolution Setting the Date of
31 a Public Hearing for May 23, 2023, on the Question of Annexation - Apex Town Council's intent to

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annex 1.74 acres located at 7612 Green Level Church Road, Annexation No. 754 into the Town Corporate limits.

CN3 Council Meeting Minutes - Multiple

Council voted to approve, as submitted or amended, Meeting Minutes from the following meetings:

April 18, 2023 - Town Council Work Session Meeting Minutes

April 25, 2023 - Regular Town Council Meeting Minutes

CN4 Encroachment Agreement - 1718 Wimberly Road Lot 181 (REF: CONT-2023-104)

Council voted to approve an encroachment agreement between the Town and property owner Taylor Morrison of Carolinas, Inc. to install a driveway that will encroach 9 square feet (SF) onto the Town of Apex 20' Public Storm Drainage Easement and authorize the Town Manager to execute the same.

CN5 Encroachment Agreement - 2918 Alderson Court Lot 259 (REF: CONT-2023-105)

Council voted to approve an encroachment agreement between the Town and property owners Shantanu Kaprekar and spouse Divya Namjoshi to install a fence that will encroach 132 linear feet (LF) onto the Town of Apex Sanitary Sewer Easement and authorize the Town Manager to execute the same.

CN6 Memorandum of Understanding (MOU) between Wake Technical Community College and the Town of Apex - LaunchAPEX Educational Training (REF: CONT-2023-106)

Council voted to approve a Memorandum of Understanding (MOU) between Wake Technical Community College (WTCC) and the Town of Apex to conduct educational training to small businesses in the Apex community through the LaunchAPEX program; and authorize the Town Manager to execute the MOU.

CN7 Position Authorization - Additional 0.5 FTE - Public Works Department

Council voted to approve an additional 0.5 FTE part-time, benefited Public Works Attendant, Market Range 04, position for the Public Works Department.

CN8 Purchase of Real Property - 1125 Wimberly Road and Budget Ordinance Amendment No. 17 (REF: ORD-2023-036)

Council voted to approve purchase of real property located at 1125 Wimberly Road, authorize the Town Manager to execute associated contracts, and approve corresponding Budget Ordinance Amendment 17.

CN9 Resolution - Designating Deputy Finance Officers (REF: RES-2023-029)

Council voted to approve a resolution designating the Accounting and Finance Manager, and Purchasing Manager positions with the authority of deputy finance officer for the purposes of complying with the Local Government Budget and Fiscal Control Act.

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CN10 Resolution - Right-of-Way (ROW) Road Closure Request - Set Public Hearing (REF: RES-2023-030)

Council voted to approve a Resolution of Intent for the closing of a right-of-way (ROW) on a portion of Burma Drive located South of Goodworth Drive and North of Pristine Water Drive and between two tracts owned by Apex Industrial Owner 3 LLC (See Survey Map Included); and to set a Public Hearing for Tuesday, June 13, 2023, following the required 30-day public notice period.

CN11 Rezoning Case No. 23CZ01 - Cash Corporate Revised Uses - Statement and Ordinance (REF: RES-2023-037)

Council voted to approve the Statement of the Town Council and Ordinance for Rezoning Application #23CZ01, Rockpoint Group, LLC and Oppidan, petitioners, for the properties located at 0 & 0 Pristine Water Drive and 1251 Burma Drive (PINs 0751043020, 0751235497, & 0751132324).

CN12 Rezoning Case No. 23CZ02 - Triangle Home Services Phase II - Statement and Ordinance (REF: RES-2023-038)

Council voted to approve Statement of the Town Council and Ordinance for Rezoning Case #23CZ02 Triangle Home Services Phase II. The applicant is Peak Engineering & Design, PLLC for the property located at 0 US Hwy 64 West (PIN 0722047141).

CN13 Rezoning Case No. 23CZ03 - Veridea Expansion - Statement and Ordinance (REF: RES-2023-039)

Council voted to approve the Statement of the Town Council and Ordinance for Rezoning Application #23CZ03, Rebecca D'Eloia, RXR Realty, petitioner, for the properties located at 0 & 0 E Williams Street and 0 & 0 Veridea Parkway (PINs 0740982630, 0740982659, 0740240814, 0740052449).

CN14 Tax Reports - February and March 2023 (REF: OTHER-2023-042 and OTHER-2023-043)

Council voted to approve Apex Tax Reports dated March 5, 2023 and April 2, 2023.

CN15 ADDED - 2023 Revised Council Meeting Calendar

Council voted to amended the 2023 Council Meeting Calendar to move the Planning Committee meeting originally scheduled for Thursday, May 11th at 9:00 AM to Thursday, May 18th, 2023 at 9:00 AM at Town Hall located at 73 Hunter Street in Apex, North Carolina.

[PRESENTATIONS]

PR1 Presentation by the Apex Public School Foundation - Quarterly Peak S.T.A.R. Awards - 3rd Qtr

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Mayor Gilbert announced that this presentation would be postponed until the May 23, 2023 Council Meeting.

PR2 Proclamation - Asian American and Pacific Islander Heritage Month - May 2023 (REF: PRO-2023-015)

Mayor Gilbert and Town Council read the Asian American and Pacific Islander Heritage Month Proclamation in unity.

Mayor Gilbert then invited Celeste Sherer, DEI Coordinator, Dr. Jeehun Kim, and Ms. Shimozono up to receive the Proclamation and take a picture.

Dr. Kim spoke about he loved the Town of Apex. He said he is an active duty army officer, who moved here in 2017. He spoke about the beauty and inclusiveness of the town. He said he was moved to Northern Virginia for work, but his family loved Apex so much they stayed and kept the family roots there. He thanked the Mayor and team for their partnership and collaboration.

Ms. Shimozono gave a few remarks as well:

"Thank you, Mayor Gilbert and Council and of course the Town of Apex for proclaiming May as Asian American and Pacific Islander, or AAPI, month. I am a second generation Japanese American, but I'm also part of the Buddhist Community here in Apex. We just opened our Buddhist center here in January. But of course, I wanted to thank my friends and family for supporting me, and of course my parents for keeping me connected to my Japanese heritage. And again, I wanted to thank my Buddhist community here and of course Apex for allowing us to have diverse religious faiths here and celebrating that. And finally, of course, I wanted to thank my fellow AAPI community members here in Apex for continuing to share your stories and experiences and culture to really enrich and educate the community here in Apex. Thank you once again for this opportunity and allowing me and Dr. Kim to share words, and thank you everybody here for coming to celebrate AAPI Month. Thank you!"

PR3 Proclamation - National Police Week and Peace Officers' Memorial Day Proclamation - May 14 through May 20, 2023 (REF: PRO-2023-016)

Mayor Gilbert and Town Council read the National Police Week and Peace Officers' Memorial Day Proclamation in unity.

Mayor Gilbert then invited Police Chief Jason Armstrong and members of the Apex Police Department who were present up to receive the proclamation and take a picture.

[REGULAR MEETING AGENDA]

A **motion** was made by **Councilmember Arno Zegerman**, seconded by **Councilmember Ed Gray**, to approve the Regular Meeting Agenda as presented.

VOTE: UNANIMOUS (5-0)

[SLIDE 2]

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Public Participation

- Please sign in with the Town Clerk prior to the start of the meeting for all Public Hearings and Public Forum
- Public Forum speakers are requested to address only items that **do not** appear in the 'Public Hearings' section on tonight's agenda
- The Mayor will recognize those who would like to speak at the appropriate time
- Large groups are asked to select a representative to speak for the entire group and are limited to 9 minutes
- Individual comments must be limited to 3 minutes to allow others the opportunity to speak



[PUBLIC FORUM] (NOTE: To view Public Forum sign-up list, see **OTHER-2023-046**)

Mayor Gilbert spoke how he and Council want to hear from the community, and that anyone is welcome to come present at Public Forum.

First to speak was **Ashley Solis** of 1273 Brown Velvet Lane:

"Hi again. We're here requesting that some changes be made to Richardson Road to increase pedestrian safety. That is painted crosswalks at Richardson Road and Hasse, and Coral Banks and Richardson. On those two same intersections, we would like flashing crosswalks, the technical name is rectangular rapid flashing beacons, at both of those intersections. Reduction of speed from 45 to 35 miles an hour, and we are urging and hoping you will consider bringing in specifically a pedestrian safety expert. I understand the planning that goes into these subdivisions takes years, and we have city engineers, but we're not taking into account foot traffic. And so much of what we're developing is mixed use space, which is amazing because that's what you want, and it's what's environmentally friendly, but we can't do better if we don't know better. So, if we could get somebody or something, consulting group, consultation, we're asking that that more heavily be considered. Okay so, according to Vision Zero, which we are all working towards as a city, 259 crashes involved pedestrians in 2022. In a different study by AAA, your risk of fatality is roughly 50 percent if you're going 42 miles an hour. The speed limit is 45, with no crosswalk. We are playing real life frogger on Richardson, and not crossing the street is not an option if you're trying to get to amenities, if you're looking at anything in the community, and I don't even want to think about what's going to happen once the commercial areas develop. Harris Teeter, an average grocery store, has 400 cars a day. That's cars, not people. So, we're already having a little over 4,000 cars a day on Richardson right now, and that's before the commercial site is done. So, I'm thinking possibly double, so you're going to have that many cars go by a day without lighted crosswalks. It's not a good situation, it's dangerous at best. I would also say that I work with kids every week, specifically disabled children, and I would not be able to, in good conscience, have them cross the street with me. My son is 17 and he has special needs, he cannot cross Richardson by himself, because that's how dangerous it is, especially if you're dealing with anyone with any kind of delay, or handicap that might take them a little longer to cross, so I'd like you to think of all those things, and I look at this more as an opportunity, and not necessarily just a problem to solve, because this will come up in

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other subdivisions that are coming, and if we learn from Sweetwater what to do, we won't have to go up and do anything that's going to cost us extra money in the future. Thanks."

Mayor Gilbert thanked Ms. Solis for her comments.

Next to speak was **Dare Johnston** of 1192 Brown Velvet Lane:

"I want to first off reiterate what was said earlier tonight, I have lived in Apex for a while now, I absolutely love the community. I'm so happy that I made the change and moved here. But, I live in Sweetwater, as do many of the other people here tonight, and I travel Richardson Road consistently as a pedestrian. I walk my dog, I walk back and forth, and over the time I've been living there, I've become more and more concerned with what I'm seeing. If you've never been to Sweetwater or Smith Farm, and you've never walked up and down Richardson Road, I would ask that you come out. Come out in the mornings, come out on the weekends, come out in the evenings, there are tons of pedestrians walking back and forth on that road. We're walking dogs, we have children, children who are learning to ride their bikes. It's a wonderful community, but it's also a community that has a major highway, or a major throughway, running right through the middle of Sweetwater and Smith Farm. If I live in the townhouse area of Sweetwater, I have to cross the street to go to the pool, I have to cross the street to go to the fitness center. If I'm living in Smith Farm on one side of the street, I also have to cross the street to get to the amenities at Smith Farm. It's not just adults that are doing this, it's also children that are doing this. And while we'd all like to believe that parents take their children and walk them across the street, we also all know that doesn't happen. I've also watched where Smith Farm has built their playfields, I've seen kids run after balls, into the street, into Richardson Road. A car coming 45 miles and hour down Richardson Road is not necessarily going to see that child, and they're going to run out into the middle of the street. I would ask for three things. I let Ashley do the statistics, this is an emotional plea from somebody who lives there and is a mom, honestly. Please lower the speed limit on Richardson from 45 to 35, we need crosswalks that first of all tell people that it's a crosswalk, and there's a state law that says that a crosswalk must be observed, and somebody has to stop for that crosswalk. The other thing that I would ask is that you look at lighting on Richardson Road. Richardson Road at night is extremely dark, we've got major traffic going back and forth on Richardson Road. We need more light. We've heard stories of people who don't see pedestrians who walk dogs and who are on Richardson Road at night, and it's very concerning, there just needs to be more light there. Overall, I would just ask that you listen to us, we've come multiple times. Just please, if nothing else, just study the issue, because what I'd like to avoid is it's not if tragedy is going to happen, it's when a tragedy is going to happen on that road. Thank you."

Mayor Gilbert thanked Ms. Johnston for her comments.

Next to speak was **Veronica Pacheco** of 1316 Brown Velvet Lane:

"I want to thank you all for all your efforts to reduce the speed limit, in honor of Austin, as you all know, my dog that got killed at the intersection of Richardson and Hasse, I feel like Austin has kept all the dogs safe in the dog parks so far, because there have been a lot of incidents of dogs who have crossed through there and escaped. Thankfully, they've survived. Twice, one of them got

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hit by a car and he survived, so I feel like Austin is an angel in heaven watching over all of our dogs. I do feel like that was a big tragedy for me, and I just can imagine another tragedy happening on that intersection, so I would love for you to go the extra mile, and make this happen for us to have crosswalks that are lighted on that intersection with the flashing lights at Richardson and Hasse. We sat there at the dog park, and we've noticed that within an hour, about 15 people cross either riding bikes, especially going to the Tobacco Trail, or just going back and forth now that the pool is open just on that intersection. They cross about 15 people an hour, so about 150 people a day that cross that intersection, and it's just a matter of time before something happens. If we could also ask for a few crosswalks with flashing signs and yield signs closer to Smith Farms as well, since there's a lot of people that cross through there. But I want to thank you for your efforts in reducing the speed limit, and for your patience and for listening to us and our concern as a community to help us keep our community safe. Thank you."

Mayor Gilbert thanked Ms. Pacheco for her comments,

Next to speak was **Elizabeth Ray Stitt** of 3113 Friendship Road (To view her handouts to Council, see **OTHER-2023-047**)

"Mayor, Town Council, good evening. So, this marks my one-year anniversary of coming to express my concerns regarding the Big Branch Force Main. It's not a joyous occasion for me, because very little progress has actually been made. Many of the questions we asked a year ago still remain unanswered, and when I came at the April 11th meeting, I shared with you, along with two of my neighbors, our concerns about how the safety of our animals, our properties, our family, our neighbors, the workers were at risk, based on the lack of communication. I shared in that meeting that I sent an email on April 6th, and the meeting was April 11th, of hey can I please get a list of sub-contractors who are coming on my property, what's the scope, I need to understand who's legitimate. To date, there has been zero response from the four employees who were on that email. What's worse is, I continue to get phone calls. I got two phone calls on May 2nd. The man argued with me that he had to come on my property to check my septic tank. I don't have a septic tank on the property that you're going to take. I had to send him public records showing it's in a flood zone, and by definition, you do not put a septic tank in a flood zone because it will contaminate the groundwater. So, once we got beyond that, 15 minutes later he calls me back and says "oh I need to come check the streams." And I said "before you do I need to understand how you're going to access my property, give me some details." He couldn't answer the question, so I sent him an email, giving him the opportunity to follow up with me. So today, a week later, I do my follow-up, he's like "oh sorry, we don't need to come on there." I don't understand who, what, when, and where, so that's a problem. But what's worse is beyond the silence, that's bad, what's worse is what the town did. The town posted online the weekly activities of five companies in enough detail about my property, my neighbor's properties, to impersonate the town, and to impersonate these 5 companies. So, when I say I need to know who's legitimate coming on my property, this is not a joke. A year of my time coming to say I need your help, I need your partnership, I need your support, communication, collaboration, at what point are you going to say we have got to all sit down at the table, and figure out how to all communicate. I don't know the answer, and I'm getting frustrated, and I'm a really patient person. And I will always be polite, my offer to each of you to come out to the

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property to see and understand the circumstances remains. It's been out there for an entire year. So, we have many more years ahead of us. You guys know that, this 26-million-dollar project has turned into a 40-million-dollar project, and with it being one of the larger town projects, if it was mine and I owned it, I certainly would go out there and put my boots on and go out there to understand what the problem is. Because this is our future, I am not going anywhere, I have lived here for 32 years. And public record will show, I have 38 acres. I am not going anywhere, I am not giving up my lifestyle, and I have a right to know who's coming on my property. Period. And I'm not going to take legal action against you guys, because you're going to take legal action against me to take my property and all of this will come out in court at that point. Please, start getting involved. Act like my neighbor. Act like you now me. It is a running joke with some of the developers because we all agree, they don't acknowledge me around here, they don't acknowledge me in public, because they don't want to be associated with me. Because I have a reputation of showing up over and over and over. I have rights as a human being, I need you to stop and communicate, show up, please. Thank you."

Mayor Gilbert thanked Ms. Stitt for her comments.

Next to speak was **Gabriel Carrillo** of 105 Cameron Valley:

"There are now 127 folks there, and I represent them as the president of the Kelly West HOA. So this is actually not the first time I've come before you guys before, I've met individually about this issue before, and I gotta tell you I'm quite frustrated with where things stand, just because it has been a can kicked down the road too far. And we are at the point now as a community, where we said we've got to take some action here, so I'm not actually here asking for anything, I'm here letting you know, which I think is the right thing to do, that we are going to proceed with doing something in terms of administrative steps for oversight. We don't know what to do at this stage, but it has been 10 years ago that we started this, and we allotted the land for it, and we said you guys can take it and do what you will, but give us one mile, that's all we've asked for in that greenway, one mile, and that can has been kicked numerous times. And at this stage what we've done, is we have reached out, we have cycled back on numerous opportunities to try to open up, I've contacted the utility company myself, I actually spoke to the head engineer that signed off on the easement, just so we could get it back and sent. And now we're at this stage, and I think it's atrocious, because we've been here long before 540 ever even showed up, and there's something to be said for the people that have been around here a while. No offense to Sweetwater, but we were way before. And you gotta honor those people who have that build and established part of fabric in this community. And so, there's three things about it. One, there's the procedural process we think has been problematic, we haven't been really included in what has gone forward, in terms of what is actually the bidding process. We were told that it's approved, it went for CAMPA Funds, we said that NCDOT was the problem, and that they had stopped, COVID has been blamed, it has been the recycled, replayed, excuses. And we're saying enough on that part. Because that's nothing new, we all have to deal with that in medicine, in law I have to deal with that myself. I can tell you right now, the buck is turning and supply chain ain't getting any better. So, we asked previously for the Town Council to think about actually finding funds for an alternative, or removing funds from an alternative situation that you have set up, and putting them aside for what potentially, we say, you're already agreed to and should invest in now.

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And so that's what we've said, we feel very strongly about it, and we feel very strongly about it. And we think Apex has got the money because we've been building like it's cool. And we know because our community which has been here for x amount of years has just been inundated, and so have our schools, which some of you I know are very passionate about new schools coming in, and I've shared that same frustration. But the lack of partnership, the lack of process, and the lack of respect for the individuals that have been here is far exceeding where it should. And it's a problem that has to be addressed. And our community which has 127 individuals, and our next-door neighbors at Greenbrier, 213 homes, are going to sign on with us, and we'll do what it takes, and we'll take those steps. Because we think we are tired of being built on and we're telling you all to build for us, not on top of us. And we ask: stop the delay of the greenway and do it, it's long overdue. Thank you."

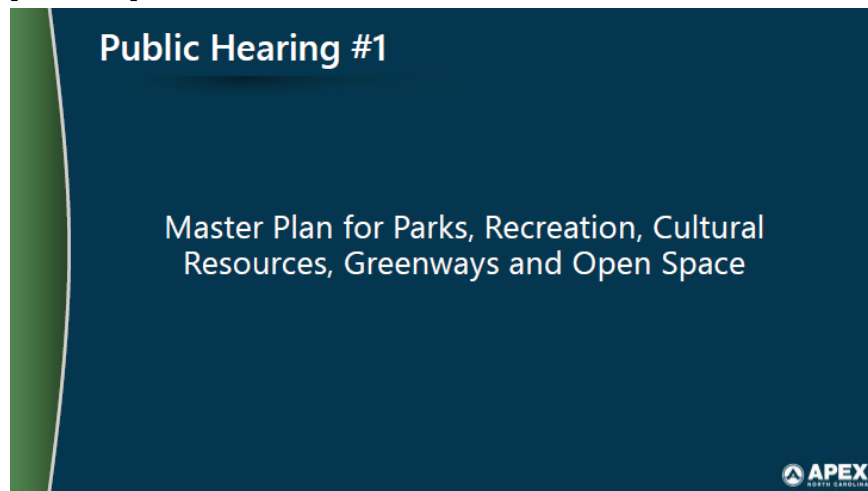
Mayor Gilbert thanked Mr. Carrillo for his comments, and closed Public Forum, moving the meeting on to the Public Hearings.

[PUBLIC HEARING] (NOTE: To view Public Hearing sign-up sheets, see OTHER-2023-046)

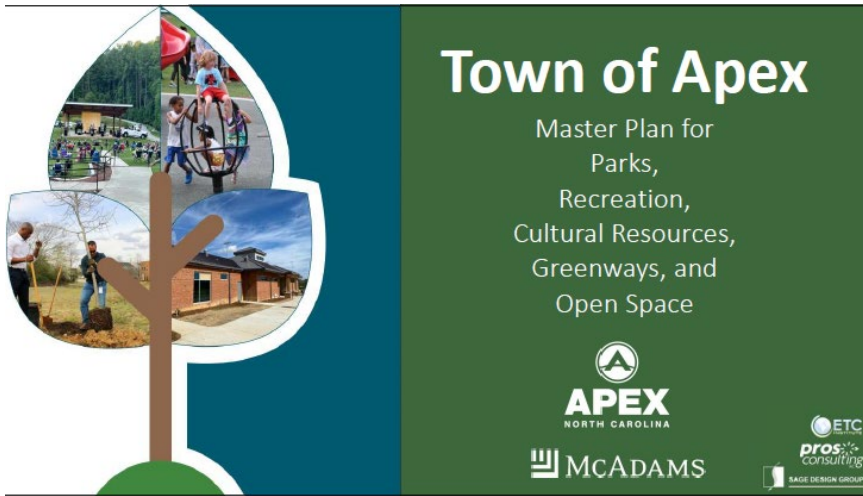
PH1 Master Plan for Parks, Recreation, Cultural Resources, Greenways and Open Space

Angela Reincke, Parks Planning Project Manager, and **Shweta Naneker**, Project Manager at McAdams Company (Consultant), presented the following PowerPoint regarding the Master Plan for Parks, Recreation, Cultural Resources, Greenways, and Open Space.

[SLIDE 3]

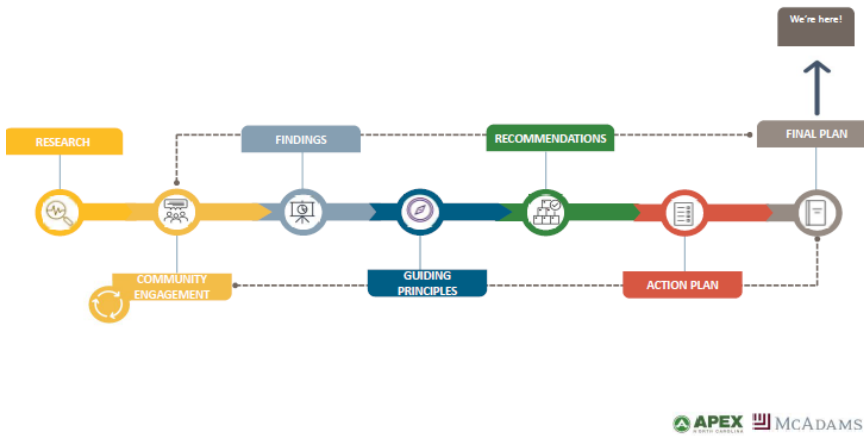


[SLIDE 4]



[SLIDE 5]

PLANNING PROCESS



[SLIDE 6]



The 2023-2033 comprehensive master plan for parks, recreation, cultural resources, greenways, and open space identified the following goals for the planning process.

Goals

- › Replace the 2013 PRGOS Master Plan
- › Identify community values
- › Define the parks system's role in the future of the Town of Apex
- › Develop a resource for elected officials, other town departments, and the public to guide future actions
- › Provide a framework for the PROR Department
- › Guide improvements to current parks system
- › Accommodate additional demand by new residents
- › Develop the action and implementation plan
- › Qualify to access certain state and national funding sources

APEX MCADAMS

[SLIDE 7]

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State of the System

GREENWAYS ASSESSMENT

- › Evolving and expanding system
- › Town's and community's central focus on connectivity to destinations
- › Development-constructed greenways as new projects are built in Town
- › Challenges upkeeping older sections and managing new ones
- › Design standards are being implemented on new sections



[SLIDE 8]



State of the System

PARKLAND ASSESSMENT

- › Equitable park distribution
- › Acquisitions in high growth areas
- › Well-maintained high-quality park amenities with diverse programming
- › Well loved, high demand, and aging facilities
- › High demand for rentals and organized activities



[SLIDE 9]



State of the System

INDOOR RECREATION SPACE + PROGRAMMING ASSESSMENT

- › Town of Apex currently has 86,294 sq. ft. of indoor recreation space concentrated in the town core and current level of service is 1.37 Sq.Ft/ capita.
- › These facilities include a community center, a senior center, and a historic cultural arts center.
- › The senior center was opened at Town campus in November 2021.
- › The community center is in great condition. As most senior programs shift to the senior center, there is an opportunity to expand programming at the community center.
- › The renovated Halle Cultural Arts Center is a unique destination in downtown Apex.



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COMMUNITY ENGAGEMENT

1800+

The planning process included more than 1,800 touch points with the community, advisory commission, Town staff, and Town Council combined.

- 3- Asset Mapping Sessions
- 2- Open Houses
- 2- Special Events
- 1- Online Questionnaire Survey
- 1- Scientific Survey
- 4- Focus Group Meetings
- 3- Visioning Workshops
- 3- Draft Recommendations Sessions
- 1- West Street Park Community Engagement



APEX MCADAMS

[SLIDE 11]

PLAN FRAMEWORK



APEX MCADAMS

[SLIDE 12]

PLAN FRAMEWORK - THEMES

APEXpand

Apex residents would like to **Expand** the Town's offerings with additional parkland, recreational programming, and a more connected greenway system while developing environmental stewardship programs and opportunities to strengthen the culture of belonging.

APEXperience

Residents want to **Experience** unique amenities and programs for all ages, abilities and interest that encourage a healthy lifestyle, explore cultural avenues and provide a strong sense of community.

APEXcel

Residents want to see the PRCR Department **Excel** in operational efficiencies, outstanding customer service, and best-in-class programming and facilities.

APEX MCADAMS

[SLIDE 13]

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PLAN FRAMEWORK- GUIDING PRINCIPLES

APEXpand



CONNECTIVITY

Prioritize interconnected public realm through greenways, bikeways, and transportation.



RECREATION OFFERINGS

Expand recreation offerings to attract new participants, retain current ones, and meet the needs of diverse demographics of Apex.



CULTURE OF BELONGING

Nurture the culture of belonging by prioritizing inclusion, diversity, equity, and accessibility.



ENVIRONMENTAL STEWARDSHIP

Expand efforts to protect the natural assets and collaborate on town-wide sustainability efforts.

- › Prioritize interconnected public realm through greenways, bikeways, and transportation.
- › Expand recreation offerings to attract new participants, retain current ones, and meet the needs of diverse and growing demographics of Apex.
- › Nurture the culture of belonging by prioritizing inclusion, diversity, equity, and accessibility.
- › Expand efforts to protect the natural assets and collaborate on town-wide sustainability efforts.



[SLIDE 14]

PLAN FRAMEWORK- GUIDING PRINCIPLES

APEXperience



HEALTH + WELLBEING

Support health and wellbeing of Apex residents through parks and recreation.



SENSE OF COMMUNITY

Provide a chance for people to socialize, form friendships, and discover common grounds.



UNIQUE TO APEX

Reflect on Apex's culture and history through the design of spaces that are unique, innovative, and imageable.

- › Support health and wellbeing of Apex residents through parks and recreation.
- › Provide a chance for people to socialize, form friendships, and discover common grounds.
- › Reflect on Apex's culture and history through the design of spaces that are unique, innovative, and imageable.



[SLIDE 15]

PLAN FRAMEWORK- GUIDING PRINCIPLES

APEXcel



OPERATIONS EFFICIENCY

Achieve organizational excellence by implementing business practices that enhance efficiency, staff satisfaction, and economic vitality.



CUSTOMER SERVICE

Provide outstanding customer service through streamlined communication and marketing efforts.

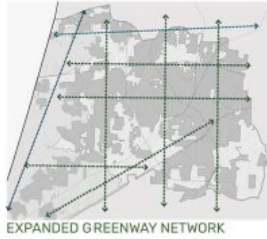
- › Achieve organizational excellence by implementing business practices that enhance efficiency, staff satisfaction, and economic vitality.
- › Provide outstanding customer service through streamlined communication and marketing efforts.



[SLIDE 16]

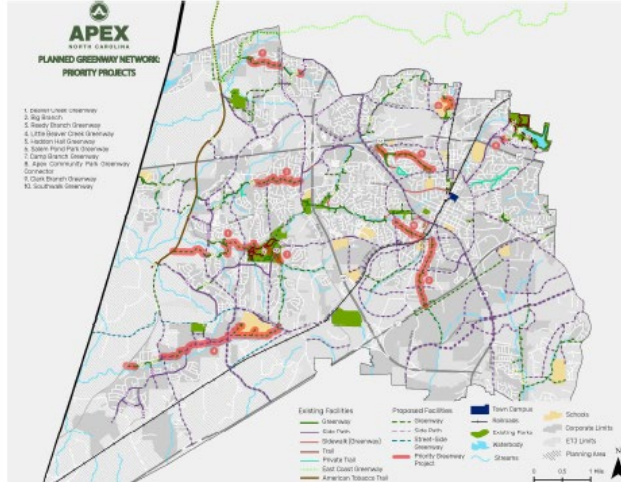
DRAFT MINUTES

GREENWAY PRIORITY CORRIDORS



Feasibility Studies

- Beaver Creek Greenway
- Big Branch Greenway
- Reedy Branch Greenway



[SLIDE 17]

PARKLAND + FACILITY EXPANSION



[SLIDE 18]

PROGRAMMING



HEALTH + WELLBEING

SENSE OF COMMUNITY

ENVIRONMENTAL STEWARDSHIP

[SLIDE 19]

DRAFT MINUTES

IMPLEMENTATION + ACTION PLAN

Implementation

This plan sets forth implementation guidelines for use as a decision-making tool for staff and elected officials. This approach informs and validates decisions through data and community values, leading to defensible and high performing projects implemented through consensus among stakeholders.

- › **Guiding Principles Compatibility**
- › **Community Needs**
- › **Parks System Advancement**
 - › Degree of Urgency
 - › Economic Impact
 - › Compatibility with Town policies and planning efforts including Advance Apex

PRIORITIZATION CRITERIA



1
2 [SLIDE 20]



3
4
5 [SLIDE 21]



6

DRAFT MINUTES

1 **Mayor Gilbert** said it looked like a lot of work went into putting all of this together, and
2 asked Council if they had any questions for the presenters.

3 **Councilmember Mahaffey** said there was a work session about the master plan, which
4 provided a great opportunity to talk about the details of the plan. He said he would reserve
5 questions for the next two public hearing. He thanked them for their hard work in putting the plan
6 together over the past year or more, and that this puts the town in a great position moving forward.

7 **Councilmember Zegerman** said one of the things he stated in his January introduction was
8 that he cares a lot about public parks and public spaces, and that it was exciting to see the vision
9 updated to reflect the new needs of Apex. He said they had a lot of discussion and questions
10 answered at the work session a couple months ago, and that he had no further questions at this time.

11 **Councilmember Gantt** said that he was exhausted just thinking about the amount of work
12 that went into this project. He said he was very excited about how the greenway and parks projects
13 were able to be prioritized based on numbers and analyze all the information together, and that it
14 will help the Council best use the money raised through taxes and developer fees for the people of
15 Apex.

16 **Mayor Pro Tempore Killingsworth** said she loved how comprehensive the plan is. She said
17 it is responding to a growing town. She added that there is a big difference between small town
18 needs and larger town needs, and that even though Apex loves to maintain a small-town feel, it is
19 becoming too large for that term. She said it looks at the needs of the diverse population that Apex
20 has at this point.

21 **Councilmember Gray** said that this was a plan that the people of Apex can truly call theirs.
22 He said the process of putting this together had over 1,800 touchpoints with the community, and
23 that this is a project that reflects the values of the community. He said the community can embrace it,
24 because they created it.

25 **Councilmember Mahaffey** said he did have one question. He asked what the practical
26 meaning of adopting an area for parkland acquisition search meant. He asked what the search area
27 would mean for the people living in an area chosen for the parkland search areas and what that may
28 mean for them.

29 **Ms. Reincke** said these zones are already included in the plan, and they are looking at
30 amending them based on the new metrics they are using. She said the policy for what happens
31 within the boundaries is not changing from the current practice. She said what they do now, the
32 areas identified go through the process laid out in the UDO. She said they identify land for
33 dedication as a first thought. She added that if a project is very large, and would fit in a specific area,
34 they would try to figure out based on the number of units, the size of the property, and other factors
35 from the UDO, whether or not the town would like to do a park, or work with a developer and see if
36 they wanted to do a park. She said the areas identified were based on the measurements they have
37 now, but they are going to look at any property with potential.

38 **Councilmember Mahaffey** said he just wanted to be clear for homeowners that this plan
39 wouldn't really be changing anything. He wanted to ensure it wouldn't change what they could do
40 on their properties, if it would devalue their homes, or that it would be turned into a park. He said he
41 wanted to clarify that the large ovals identify areas where they may be wanting to plan for future
42 parks, if they find the right circumstances.

43 **Ms. Reincke** said that was correct.

DRAFT MINUTES

Councilmember Gantt said the vote for this change was a 3-2 vote in Parks and Rec Advisory Commission over making the ovals and search areas tighter and more focused, as there was concern over specific parcels being targeted. He said he felt the larger circles they had were actually pretty useless, and that the new smaller circles were more useful to let people know where the plan was really looking to potentially find future parks. He said this change that passed would be a good change.

Councilmember Mahaffey said he just wanted to inform homeowners that this would not affect what they would be able to do with their land.

Councilmember Gantt said this would also be good to inform the town on some decisions regarding fees-in-lieu or land, as land in these areas may be more valuable, even if the monetary values are the same.

Mayor Gilbert opened up the public hearing for comment. With no one signed up, he moved the meeting on to Public Hearing 2

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PH2 Master Plan Amendments for Parkland Acquisition and Indoor Facility Search Areas

Ms. Reincke then presented the following presentation for Parkland Acquisition and Indoor Facility Search Areas.

[SLIDE 22]

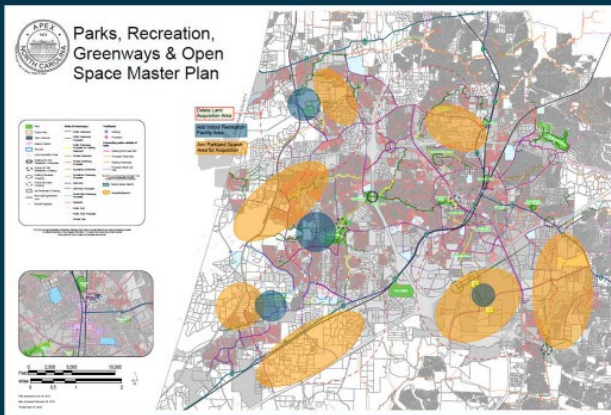
Public Hearing #2

Master Plan Amendments for Parkland Acquisition and Indoor Facility Search Areas



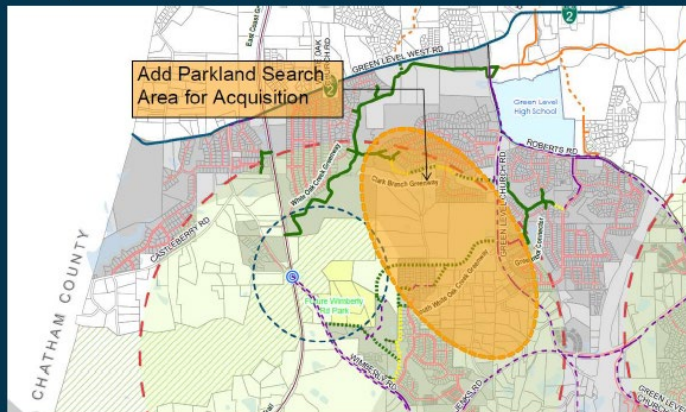
[SLIDE 23]

Master Plan Amendments



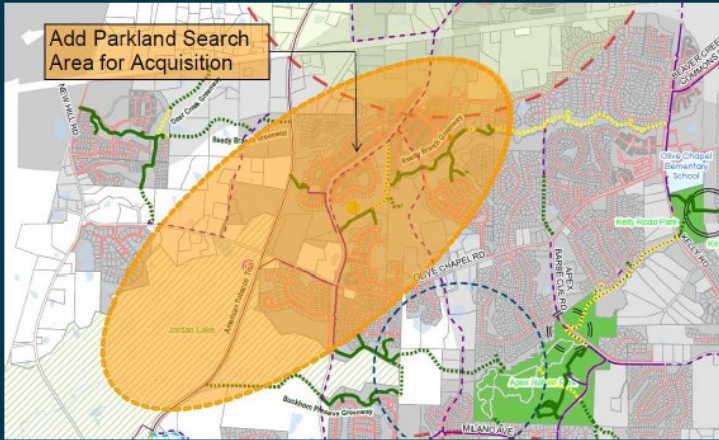
[SLIDE 24]

Map Amendment 2a



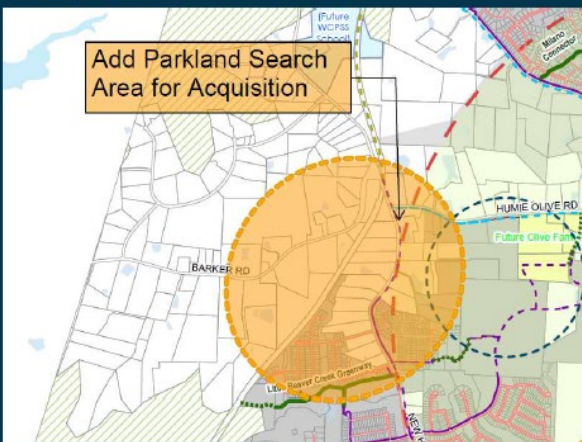
[SLIDE 25]

Map Amendment 2b



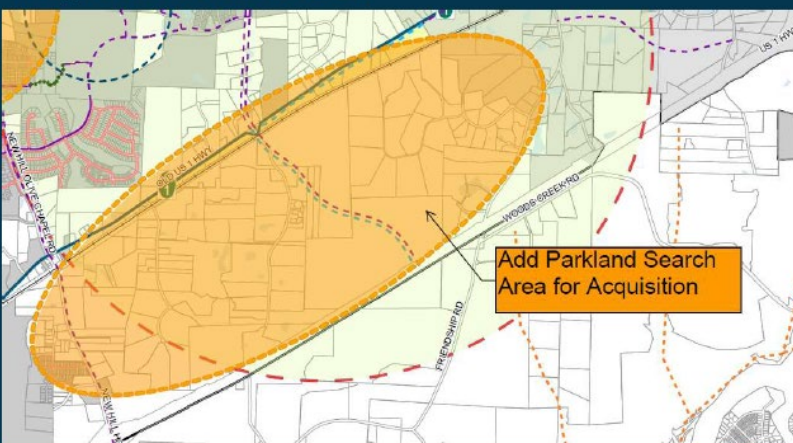
[SLIDE 26]

Map Amendment 2c



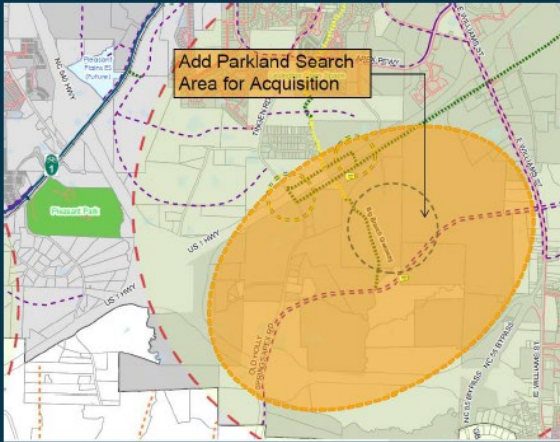
[SLIDE 27]

Map Amendment 2d



[SLIDE 28]

Map Amendment 2e



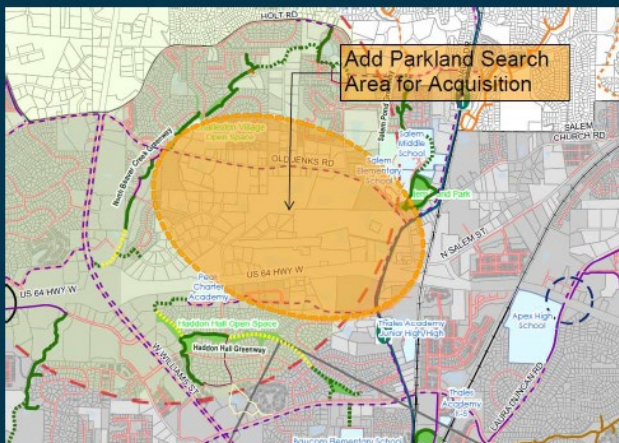
[SLIDE 29]

Map Amendment 2f



[SLIDE 30]

Map Amendment 2g



Councilmember Zegerman said he noticed that two of the search areas are near existing park land. He asked why there would be a search area near a place where a park already is.

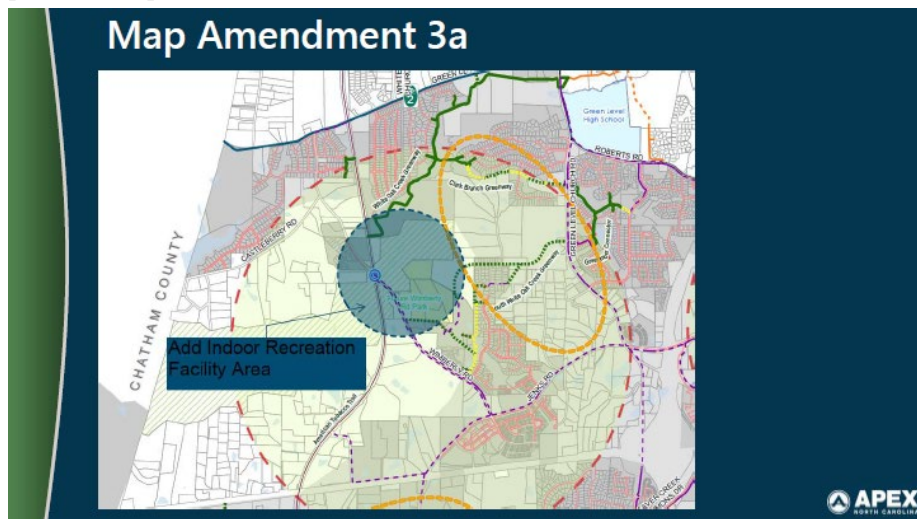
DRAFT MINUTES

Ms. Reincke said that in some cases areas will look closer on a map than they are from a practical standpoint when using the 5-minute drive and 10-minute walk to a park framework. She said in this case, the areas near the parks identified have a gap to park access based on this framework. She said they also looked at cases where they could expand parks that are already there.

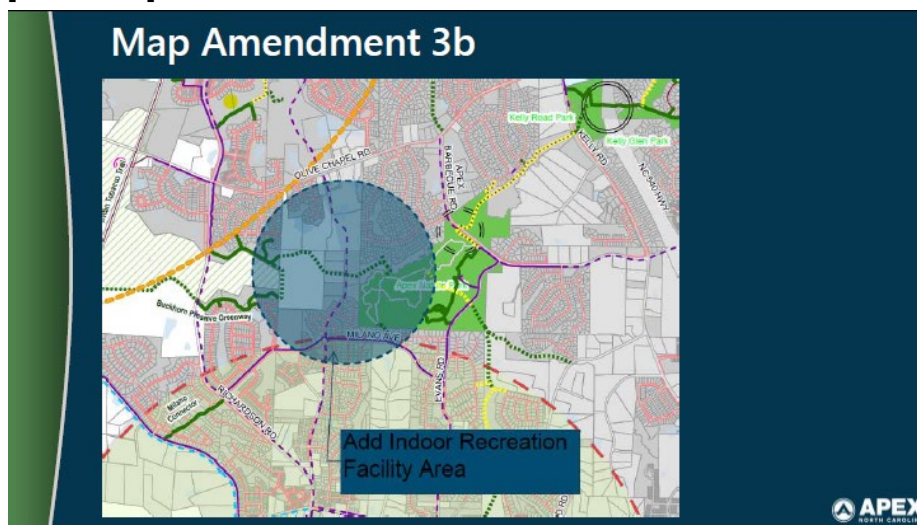
Councilmember Zegerman asked about the part of the search area circle to the right of the main road cutting through it near Olive Farm Park, and why it was included since access wasn't blocked off for it.

Ms. Reincke said this was an example where it was meant to be expanded, as that land had already been dedicated for a recreation activity center. She said this is being considered as the site of a future partnership for a recreation-based programming opportunity.

[SLIDE 31]

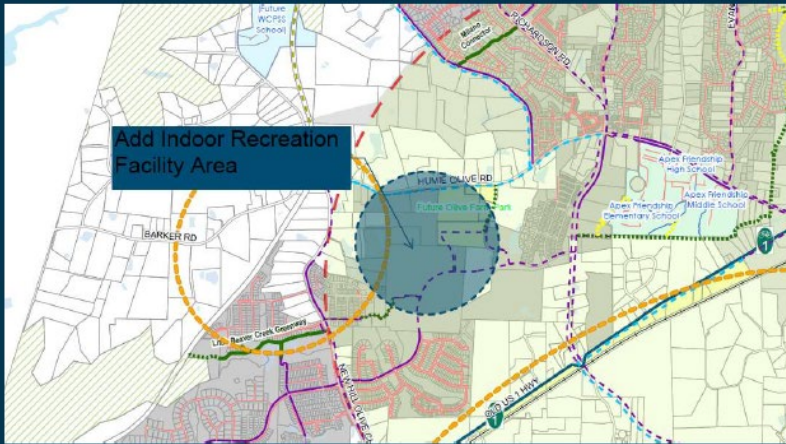


[SLIDE 32]



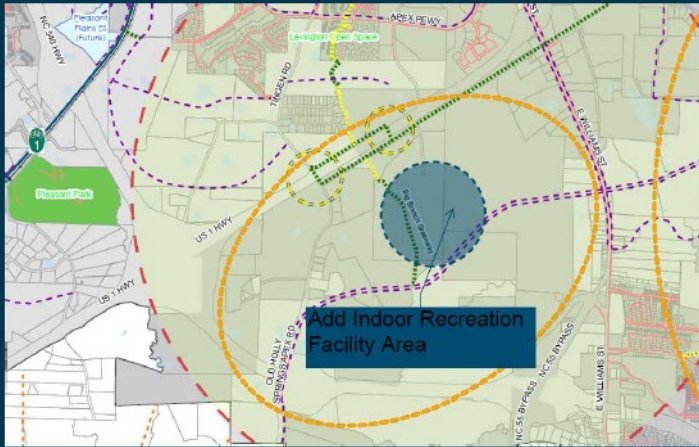
[SLIDE 33]

Map Amendment 3c



[SLIDE 34]

Map Amendment 3d



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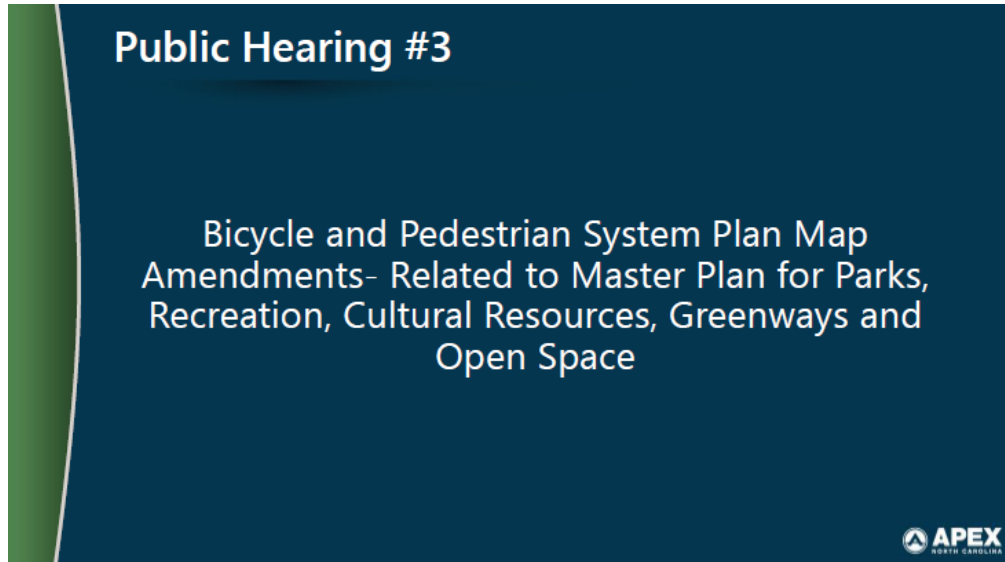
DRAFT MINUTES

1 **AND**

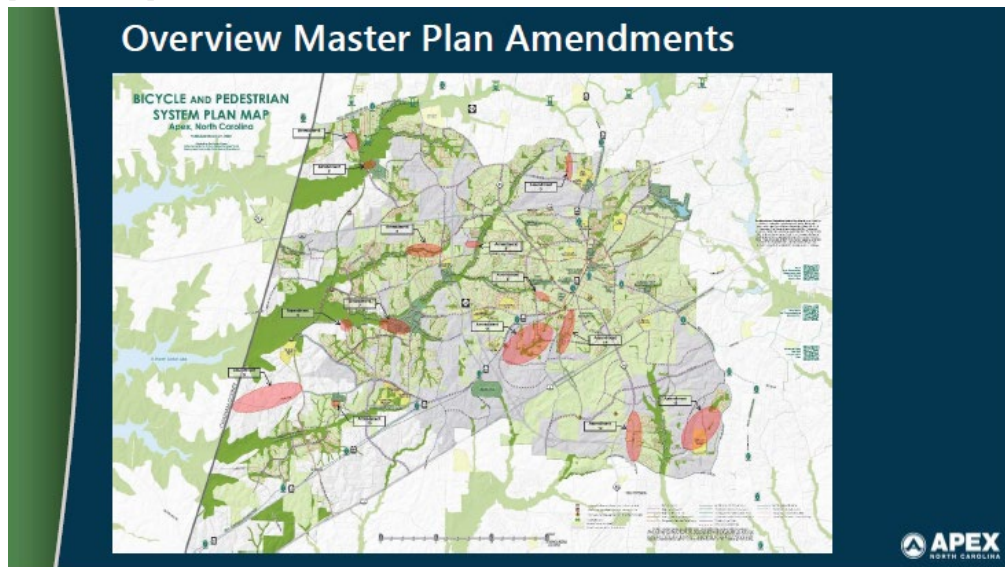
2 **PH3 Bicycle and Pedestrian System Plan Map Amendments - Related to Master Plan for**
3 **Parks, Recreation, Cultural Resources, Greenways and Open Space**

4 **Ms. Reincke** gave the following presentation for the Bicycle and Pedestrian System Plan Map
5 Amendments Related to Master Plan for Parks, Recreation, Cultural Resources, Greenways, and
6 Open Space.

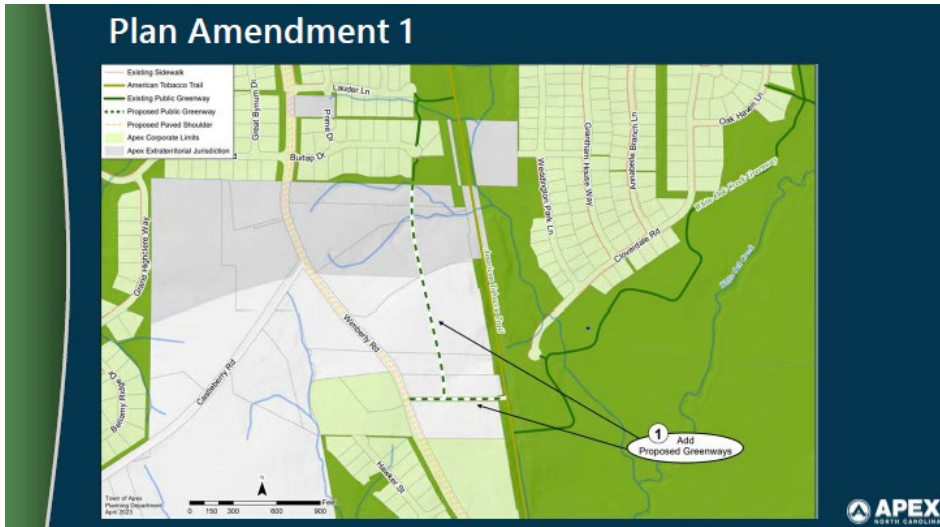
7 **[SLIDE 35]**



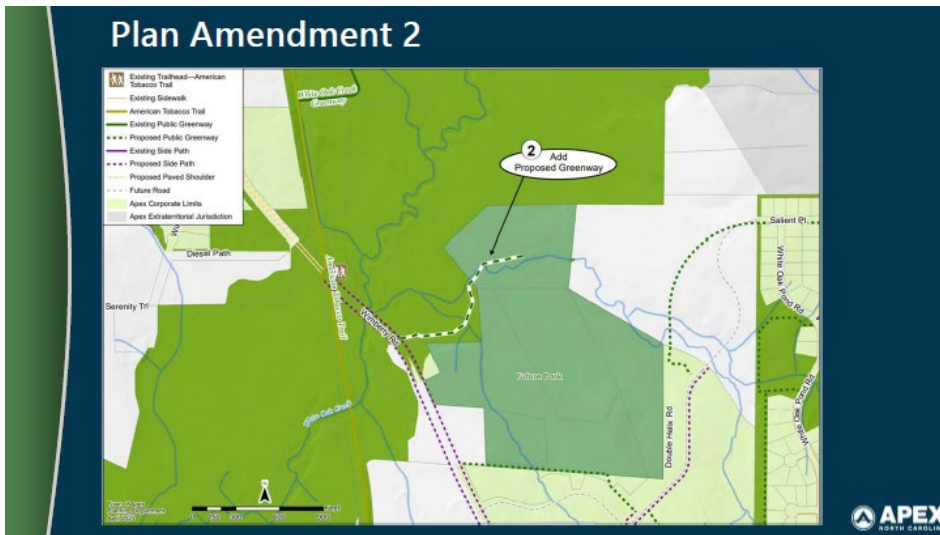
8
9 **[SLIDE 36]**



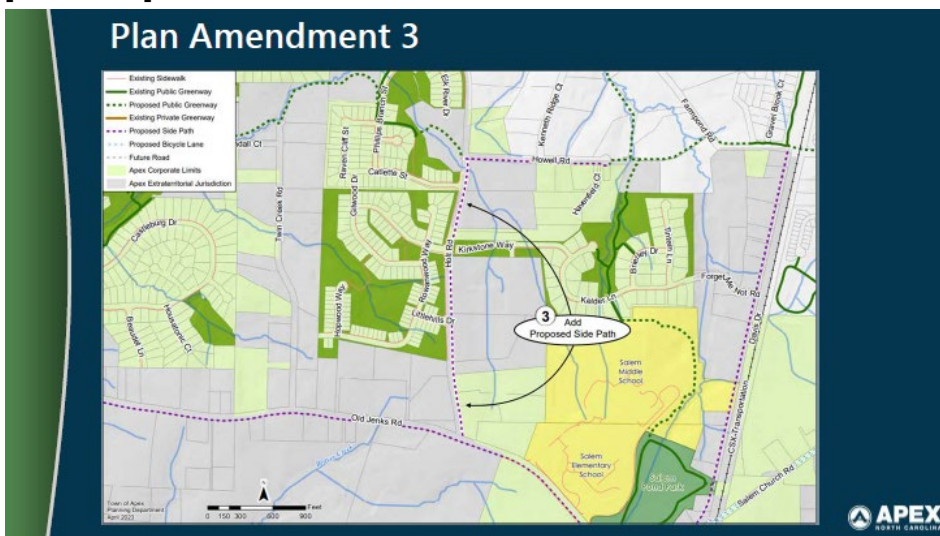
1 [SLIDE 37]



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3 [SLIDE 38]

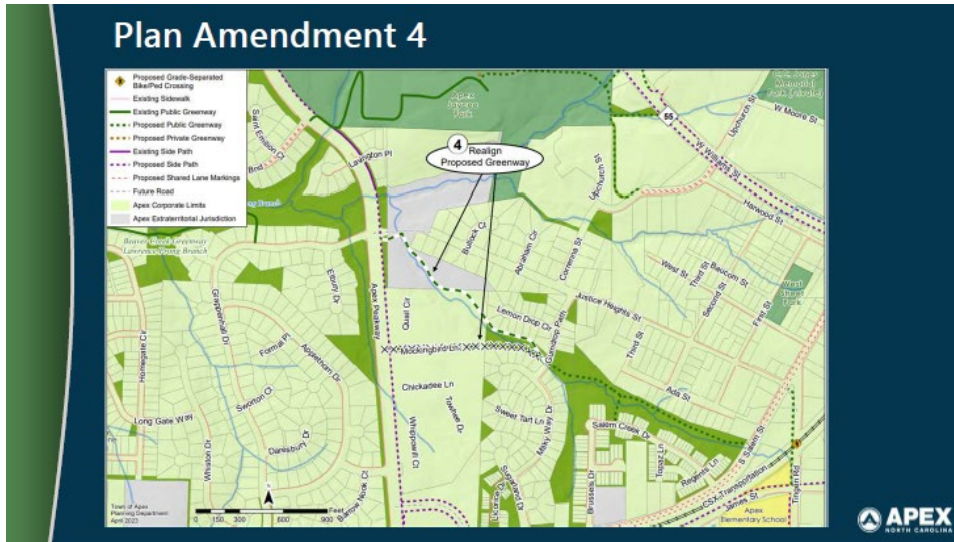


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5 [SLIDE 39]



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1 [SLIDE 40]



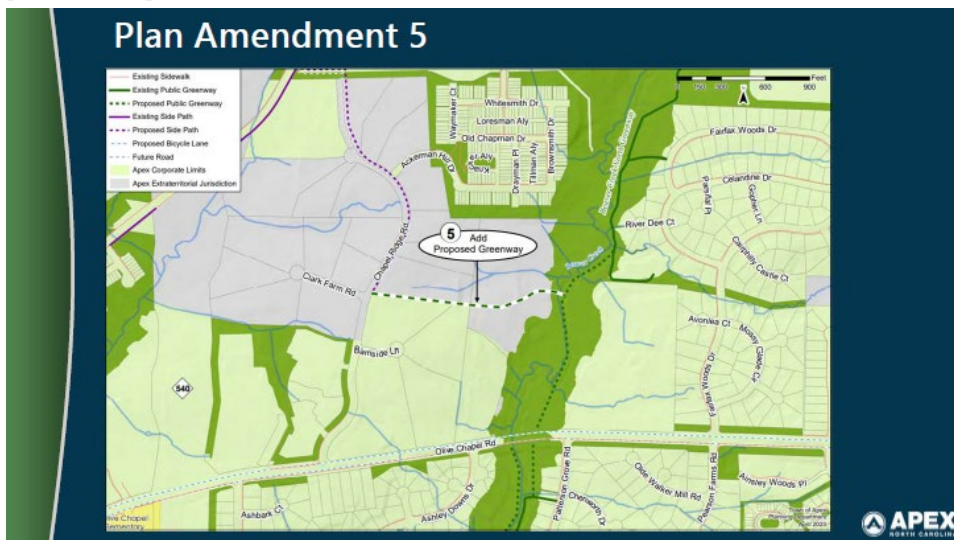
2
3 **Councilmember Zegerman** asked if Amendment 4 would interfere with the extension of
4 Justice Heights Street, or if it would run alongside.

5 **Ms. Reincke** said it would run adjacent to it.

6 **Councilmember Zegerman** asked if Justice Heights would connect where Gravano
7 connects to the Peakway.

8 **Ms. Reincke** said it comes in right below that.

9 [SLIDE 41]



10
11 **Councilmember Gantt** asked if the town had missed out on an opportunity to work with a
12 developer in this area to get part of this greenway built when they built the townhomes there.

13 **Ms. Reincke** said there have been conversations with people from Colonial Pipeline about
14 whether the town could get into their easement at all, and have talked to the engineer of the
15 developer to the south, and there is also a development to the north, and they are currently looking
16 at if there are any ways to fit into any of those. She said there are some issues in making that work
17 such as slopes and riparian areas, so the town is placing it in this area on the map to give some
18 flexibility as to what may happen if the future as development occurs. She said there was a pond, but
19 there was a way to go around it. She said normally plans like this that sit near property lines get
20 adjusted as plans for development come up.

DRAFT MINUTES

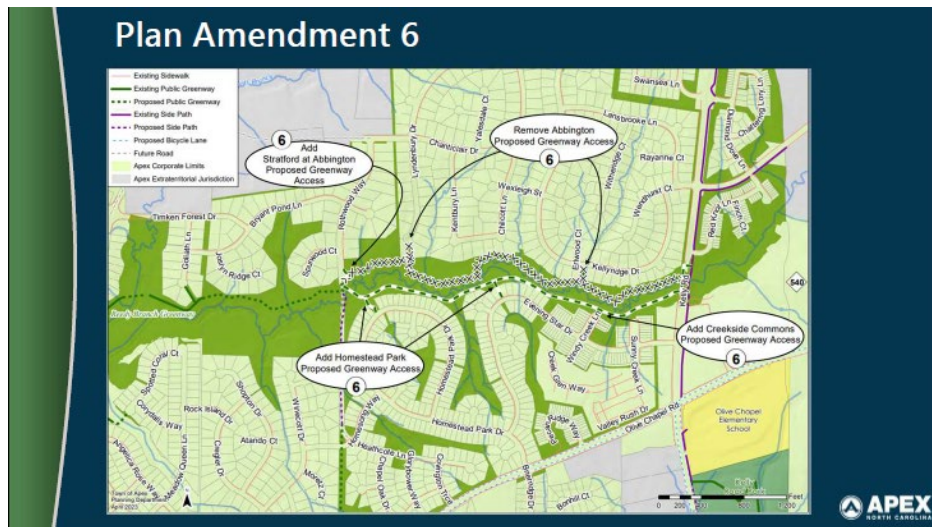
Councilmember Gantt asked if grade-separated crossings were possible or on the map at the time of construction in these areas. He wanted to know if it was unfeasible at the time, or if there was another reason it wasn't done then.

Ms. Reincke said she had heard that at the time that segment was not constructible. She said the Reedy Creek crossing has originally been routed within the creek corridor to connect to the American Tobacco Trail. She said it ended up that this area was nearly always underwater. She said the water and the grade separations made it so they were not allowed to connect to the American Tobacco Trail here.

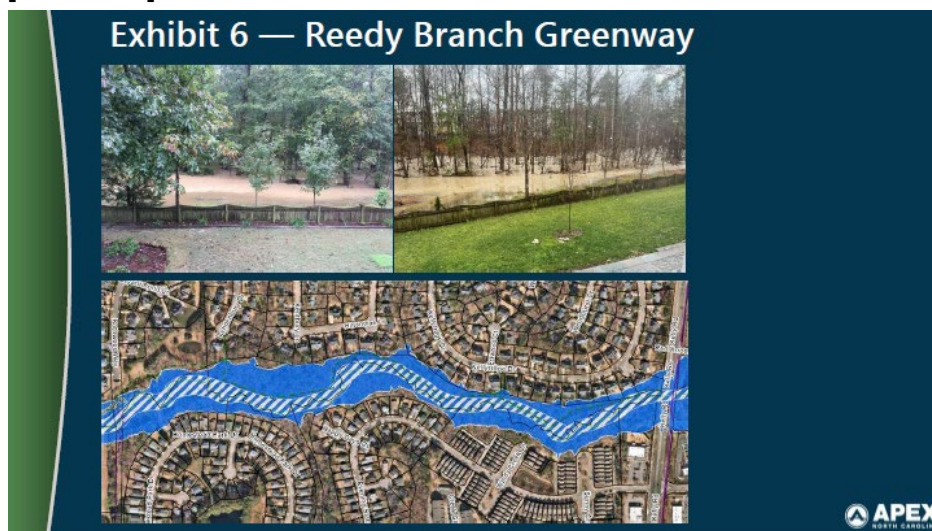
Councilmember Gantt said at-grade crosswalks at certain locations may be a short-sighted view, but he is glad the town is looking at doing this now. He said the greenway crossing may be difficult once the Peakway Bridge is completed.

Ms. Reincke said staff is getting better at identifying potential future conflicts before they arise.

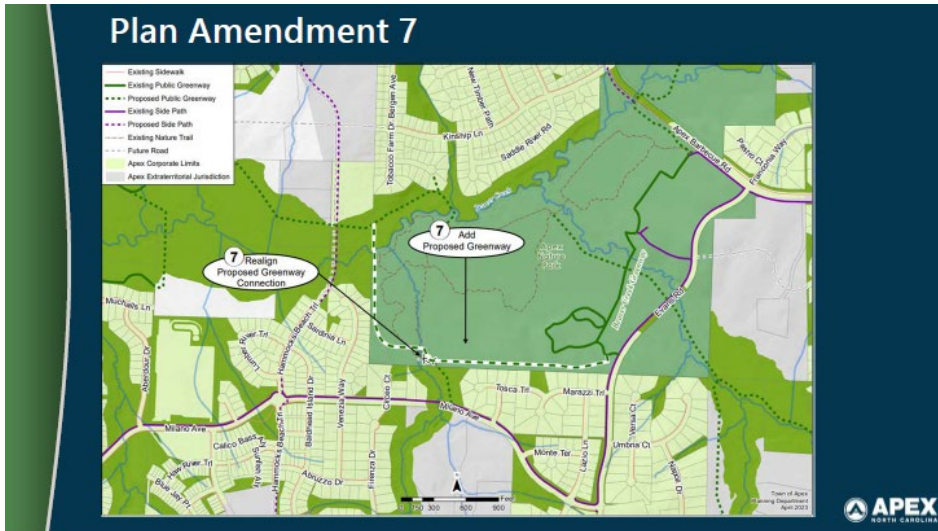
[SLIDE 42]



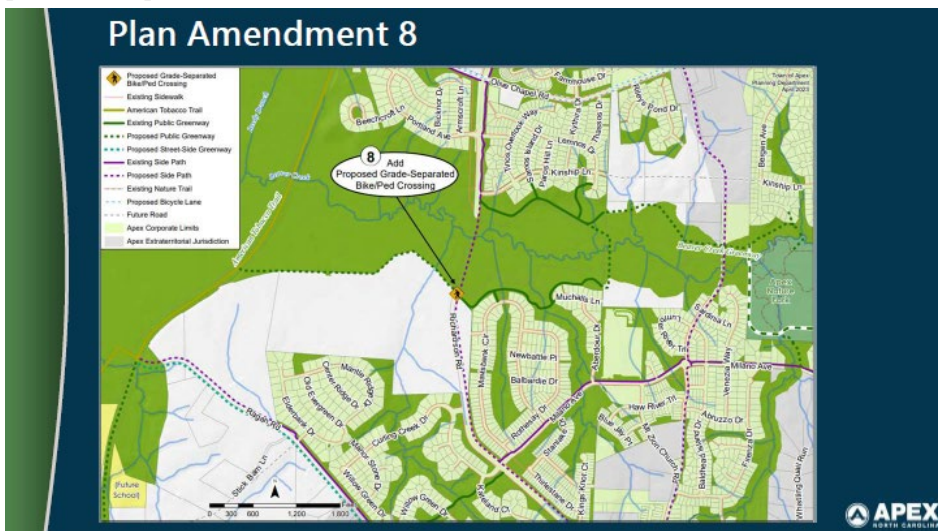
[SLIDE 43]



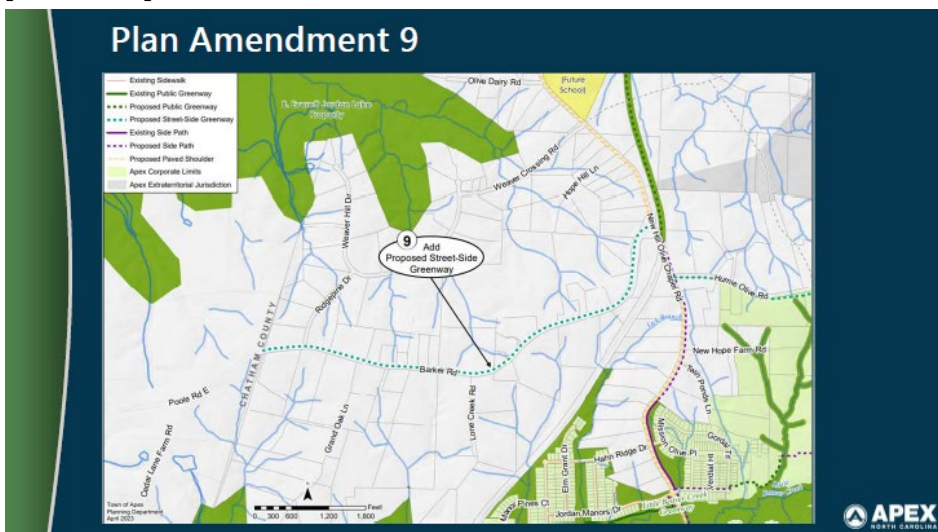
1 [SLIDE 44]



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3 [SLIDE 45]

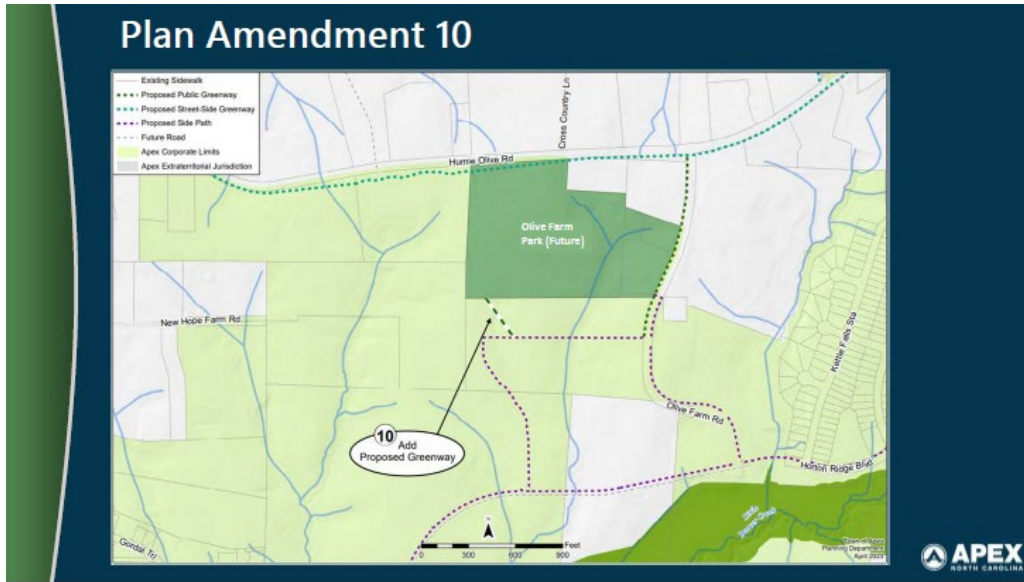


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5 [SLIDE 46]

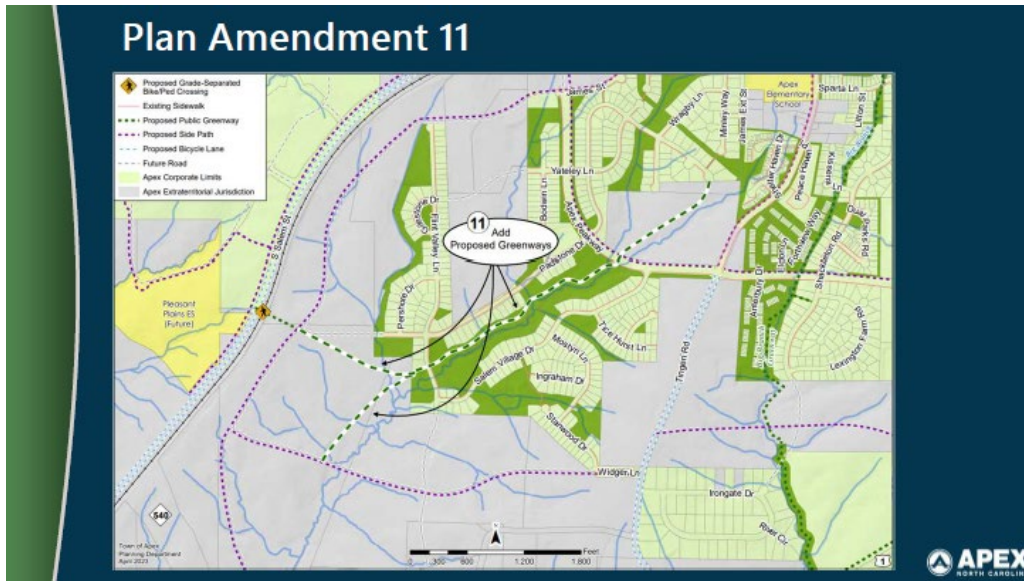


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[SLIDE 47]



[SLIDE 48]



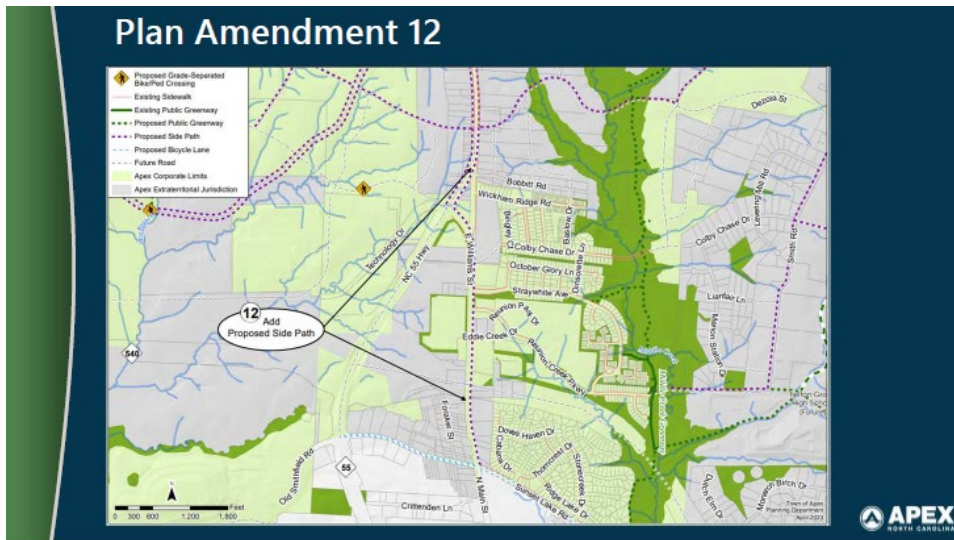
Councilmember Gantt asked why this greenway wasn't in the plan when Salem Village was constructed, since it's a relatively new development.

Ms. Reincke said she wasn't sure of the exact timeline of Salem Village and the plan when it was being developed. She said staff saw the potential connection now and are hopeful it works out.

Councilmember Zegerman asked if there was a way to connect it all the way to Apex Elementary, potentially using the James Street extension.

Ms. Reincke said staff looked at this possibility, and found there was very likely to be not enough space on the map to connect the greenway all the way to the school. She said there are sidepaths students can use to get to school after the greenway ends.

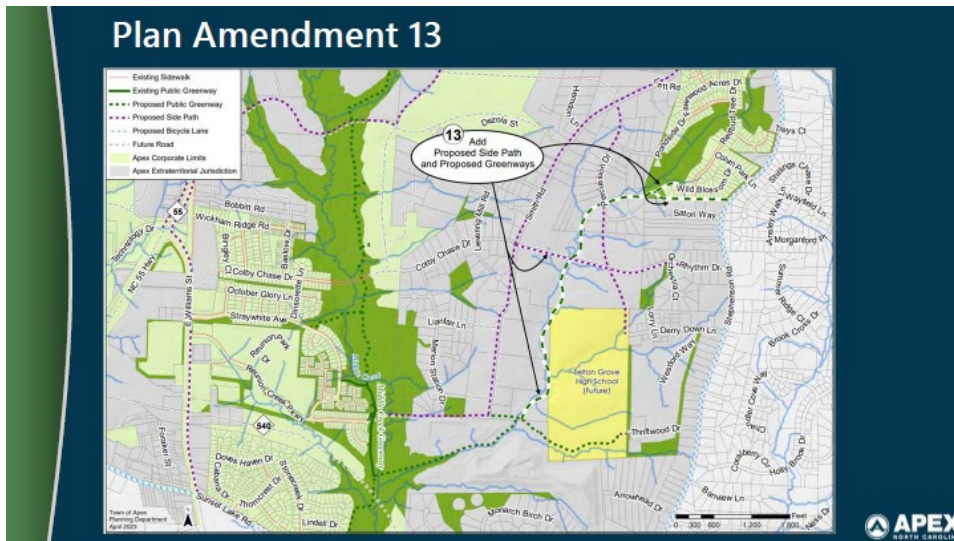
[SLIDE 49]



Councilmember Zegerman asked if there would be a crosswalk across Highway 55.

Ms. Reincke said she wasn't sure about any plans for something like that.

[SLIDE 50]

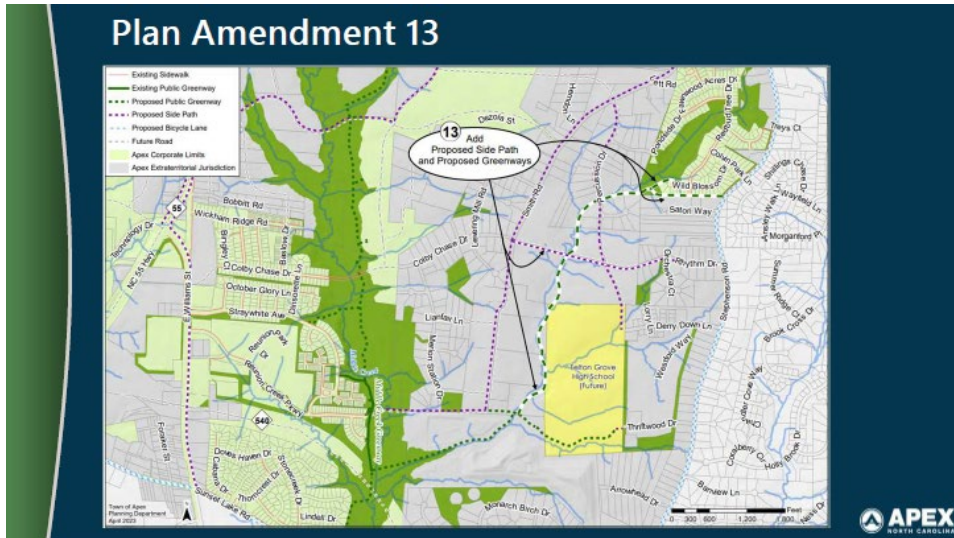


Councilmember Zegerman asked if there was a way to extend the sidepath along Colby Chase all the way to the Pemberley community.

Ms. Reincke said that currently that area is developed. She said staff could look into the possibilities

Councilmember Zegerman, Councilmember Gantt, and Councilmember Mahaffey discussed how it would be a good idea because it would provide a safe route to the future Felton Grove High School, and would like it to be looked at.

[SLIDE 51]



[SLIDE 52]



Councilmember Gantt asked if lessons had been learned about assessing the possibility of greenway additions before projects are completed.

Ms. Reincke said that staff now has a process where they require an extra 15 feet of easement width if they identify a shared sanitary sewer greenway corridor. She said they are also doing dedications upfront, and that greenway easements cannot be within a residential lot.

Councilmember Zegerman asked how the greenway would cross the Peakway.

Ms. Reincke said staff would be looking at this, and that there was a possibility to build a culvert and potentially make a grade-separated crossing.

Councilmember Zegerman asked that a potentially grade-separated crossing at the Peakway be studied.

Ms. Reincke said staff would look at it.

Mayor Gilbert told Ms. Reincke that the work was very well done, and thanked staff for all of their hard work on this.

Mayor Gilbert opened up public hearing for this item. With no one signed up, he moved discussion back to Council.

DRAFT MINUTES

A **motion** was made by **Mayor Pro Tempore Audra Killingsworth**, seconded by **Councilmember Brett Gantt**, to approve the Master Plan for Parks, Recreation, Cultural Resources, Greenways and Open Space, to approve the Master Plan Amendments for Parkland Acquisition and Indoor Facility Search Areas, and to approve the Bicycle and Pedestrian System Plan Map Amendments Related to Master Plan for Parks, Recreation, Cultural Resources, Greenways and Open Space.

VOTE: UNANIMOUS (5-0)

[NEW BUSINESS]

NB1 Richardson Road - Traffic Safety

Mayor Gilbert said he wanted to discuss this issue with the whole Council present. He said they have been getting comments from residents, social media messages, and emails, and now Council was in a position where they needed to make a decision, because the problem was not going away. He said they will make a decision tonight, because they are about solutions. He added that staff would be presenting information regarding this issue, then Council would discuss and decide what they are going to do.

Mayor Pro Tempore Killingsworth said that people had been talking about this issue a lot since last year, and that she prefers to prevent problems rather than react to problems. She said this area will eventually have even more traffic, and they need to get ahead of the problem.

Councilmember Gantt said he has been noticing problems in several different communities that are split by thoroughfares. He said maybe from a planning perspective, the town needs to work on seeing if developments can build amenities on either side of a road so residents of that community don't necessarily need to cross a main road to access them. He said this might could be addressed through zoning changes or in the site plan phase.

Mayor Pro Tempore Killingsworth said that it's a chance to think about pedestrian safety rather than primarily vehicular safety, and this could inform how they discuss these kinds of developments moving forward.

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DRAFT MINUTES

Russell Dalton, Traffic Services Manager, gave the following presentation regarding Traffic Safety on Richardson Road

[SLIDE 1 - NB]



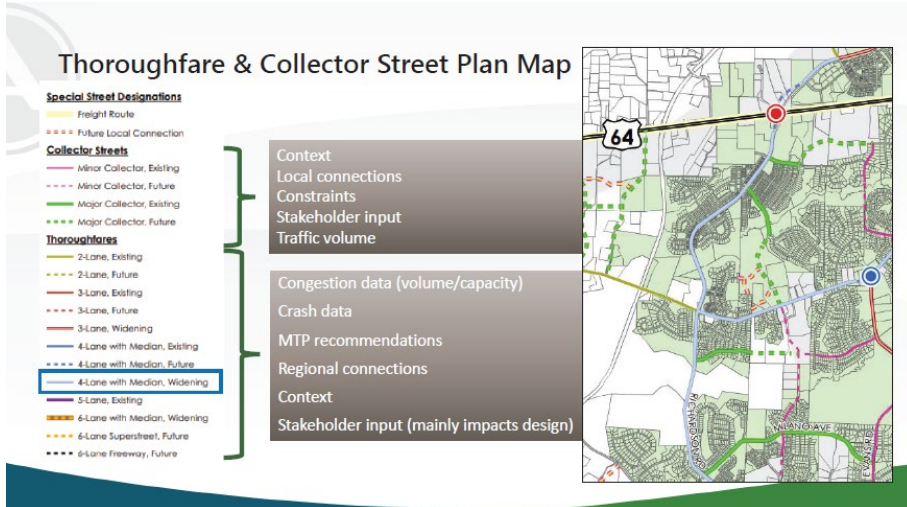
[SLIDE 2 - NB]



[SLIDE 3 - NB]



1 [SLIDE 4 - NB]



2 3 [SLIDE 5 - NB]

Roadway Design & Traffic Control

- AASHTO Green Book & Roadside Design Guide
- NCDOT Roadway Design Manual
- FHWA Manual on Uniform Traffic Control Devices (MUTCD)
- Apex standard specifications & details
- Many other specialized publications provide guidance

4 5 [SLIDE 6 - NB]

Apex Street Geometric Standards, Detail 300.14

Richardson Road was constructed to meet NCDOT standards to turn over for state maintenance after completion from US 64 to Olive Chapel Road

CLASSIFICATION	DESIGN SPEED (MPH)	MAX. GRADE (%)	HORIZONTAL CURVE CONTROLS		VERTICAL CURVE CONTROLS	
			MAX. SUPER ELEVATION (%)	MIN. CL RADIUS (FT)	MIN. LENGTH CREST (FT)	MIN. LENGTH SAG (FT)
THOROUGHFARE	50	7	4	925	54A	96A
MAJOR COLLECTOR	35	10	4	371	29A	49A
MINOR COLLECTOR	30	10	NC	333	19A	37A
RESIDENTIAL STREET	25	10	NC	198	12A	26A
ALLEY	---	10	RC	50	12A	26A

NOTES:

1. A = ALGEBRAIC DIFFERENCE IN GRADES
2. NC / RC = NORMAL CROWN / REVERSE CROWN
3. THIS TABLE OUTLINES MINIMUMS FOR ROADWAY DESIGN. SOUND ENGINEERING JUDGEMENT SHOULD BE EXERCISED WHEN USING MINIMUM DESIGN STANDARDS FOR ROADS.
4. ALTERNATE DESIGNS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION PUBLISHED BY AASHTO: A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS.
5. GRADES SHALL NOT EXCEED 5% WITHIN 100 FEET OF STOP OR YIELD CONDITION.

DRAFT MINUTES

Councilmember Gantt said there seems to be some issues in the Sweetwater area because of it having sort of a “town center” feel to it.

Mr. Dalton said it seems like Councilmember Gantt may want a more urban form for these kinds of developments rather than a suburban form. He said modern design seeks to incorporate more urban design aspects into suburban corridors, but he said these can be dangerous, and they have to follow procedure to ensure they are making the best recommendation.

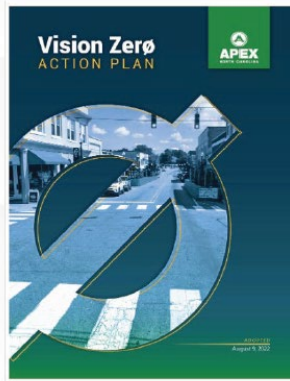
Councilmember Gantt said he’s a bit annoyed because this development isn’t completely finished yet, and the town has had years to learn from the mistakes of previous developments like it. He is wondering why it is still occurring.

Mr. Dalton said it is a major thoroughfare, and he said in the presentation he will discuss the purpose and need of the road, and how that compares to the desire for a more urban feel and speed. He said it isn’t unusual for a planned unit development to come up around a major thoroughfare such as this, and that situation inherently brings about these kinds of challenges.

[SLIDE 7 - NB]

Vision Zero Action Plan

- Action Plan adopted August 2022
- Cross-departmental Task Force: Planning, Traffic, Police, Communications, DEI
- 28 Actionable Strategies
- 5-year crash data (2017-2022)
- High Crash & High Injury Network



[SLIDE 8 - NB]

Vision Zero Plan Review Staff

- Town staff are both part of the Vision Zero Task Force and:
 - Review site & subdivision plans
 - Are involved in safety studies, public outreach & recommendations
 - Are involved in project prioritization and funding requests
 - Recommend changes to standards and best practices to improve safety and efficiency
- Traffic Safety Engineer hired in March 2023 to lead the Vision Zero program
- Apex Police are actively involved in community outreach, education and enforcement promoting traffic safety

[SLIDE 9 - NB]

Request to lower speed limit from 45 mph to 35 mph

- Richardson Road is 45 mph from US 64 to south of Humie Olive Road
- Study result (Oct-Nov 2022):
 - Volume = 4,100 vehicles per day (vpd)
 - 85th percentile speed = 45 mph (15% or 615 vehicles > 45 mph)
 - Average speed = 39.7 mph
 - 2% of vehicles (82 vpd) traveling >50 mph
 - Not on Apex's Vision Zero "High Injury Network", 2017-2022 (see next slide for crash data summary)
- Projected year 2035 traffic = 20,300 vpd (almost 5x existing)

[SLIDE 10 - NB]

Annually Updated 5-year Crash Data (2017-2022) for Vision Zero

Segment	Town wide ranking by crash severity index*	Town wide ranking by number of crashes*
US 64 to Core Banks Street**	56 th	28 th
Core Banks St to Hasse Ave	832 nd	1,078 th
Great Lawn Rd to north of Olive Chapel Rd	116 th	199 th

*Ranking out of 1,080 total segments. No crashes reported from Hasse Ave to Great Lawn Rd from 7/1/17-6/30/22. 6,808 total crashes and 274 severe/fatal crashes occurred town wide in the Apex Police response area.

**Crashes prior to four-lane widening and US 64 signalization now in progress

Councilmember Gantt

asked if Richardson Road was included in the entire timeline of the Vision Zero data collection, and if roads were finished during the data collection process, would they be included in some form as well.

Mr. Dalton

said it measures the number of crashes on a road during the time period it was open. There wasn't any factor of trying to project crashes.

Councilmember Gantt

asked how built up the area near Sweetwater was during the study and data collection period, and if the sidewalks and other pedestrian infrastructure were there.

Mr. Dalton

said it was building out during this period, and that is one of the challenges of studying a road that is increasingly getting more traffic and pedestrians. He said he can't recall exactly when the whole route was completed on the full length, but that it has been for more than a few years.

Councilmember Gray

wanted to clarify if the crashes in the date were vehicular crashes or all crashes.

Mr. Dalton

said it included all crashes.

1 [SLIDE 11 - NB]

Request to lower speed limit from 45 mph to 35 mph

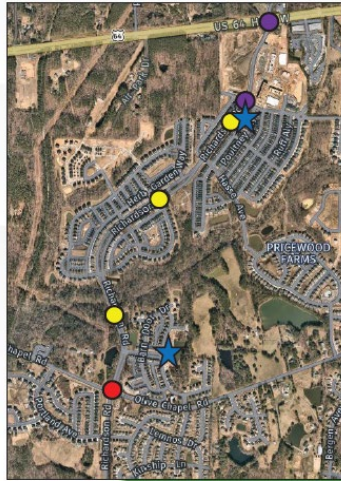
- Negative impacts from lower posted speed not matching suburban thoroughfare roadway design & context
 - Average driver will have difficulty complying with posted speed
 - Alignment & suburban environment not matching driver expectation
 - Longer distance trips vs local streets
 - Will still see "high" speeds (>45 mph)
 - Requests for more police enforcement and outreach resources directed to the corridor to ensure compliance
- NCDOT has relayed the following regarding speed limit: "...a reduction probably wouldn't affect the decision to adopt, but Division Traffic would need to see a traffic study justifying the reduction. If they determine a reduction isn't warranted, they would revert the speed limit back."

2

3 [SLIDE 12 - NB]

Existing and Future Crosswalks across Richardson Road

- Signalized crosswalk (traffic signal)
- Marked and signed two-stage (median-protected) high-visibility crosswalks
- Future Traffic Signal
- ★ Amenity Center & Pool



4

5 **Councilmember Gantt** asked if Mr. Dalton could speak to the potential impact of this on
6 Kelly and New Hill Olive Chapel Roads.

7 **Mr. Dalton** said that roadways like this are meant to provide a high level of mobility for
8 vehicles, which doesn't preclude the importance of pedestrian safety. He said staff needs to be
9 conscious about the purpose of the roadway, and that once the roadway gets closer to its projected
10 20,000 vehicles per day, speed calming measures such as lowering the speed limit will have adverse
11 impact to commuters on a road like this.

12 **Councilmember Gantt** asked if Mr. Dalton could speak to how the Core Banks future traffic
13 light would impact the nearby crosswalk.

14 **Mr. Dalton** said if a traffic light provided pedestrian crosswalk with signal, town staff would
15 recommend removal of the crosswalk currently in place. He said the 2-stage crosswalks are
16 recommended when there is no signal crosswalk available for major thoroughfares.

17 **Councilmember Zegerman** wanted to know what high visibility meant in this context.

18 **Mr. Dalton** said they include yellow diamonds for pedestrian warning signs in advance,
19 arrows pointing down to the crosswalk, and high visibility crosswalk bars.

20 **Councilmember Mahaffey** asked if there was a standard for the flashing style for crosswalks.

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1 **Mr. Dalton** said that would be discussed further in the presentation.

2 **Councilmember Mahaffey** said he though staff had communicated before that mid-block
3 crossings weren't safe either, because vehicles didn't anticipate crossings occurring in those areas.

4 **Mr. Dalton** said staff make them as safe as they can be. He said they determine where
5 crosswalks are needed based on DOT methodology, which he said is the best methodology they
6 have found.

7 **Councilmember Zegerman** asked why there would be objection to flashing beacons in an
8 area with no turning movement.

9 **Mr. Dalton** said there are warrants to flashing beacons, and staff plans to study them later
10 this year. He said if they are not justified based on standards, then staff would typically not
11 recommend them. He said they are a supplemental warning device, but they are meant for cases in
12 which traffic volume is so high that there are no gaps in traffic. He said with the crossing in place
13 today, and there being gaps in traffic on this road, people can cross safely on these crosswalks. He
14 said when the traffic volume goes up, and people start taking chances to cross the road, that's when
15 supplemental devices need to be put into place.

16 [SLIDE 13 - NB]

Request for crosswalks across Richardson Rd at Core Banks Street & Hasse Avenue, and Flashing Beacon (RRFB) Installation

- NCDOT will not approve signed & marked high-visibility crosswalks across thoroughfares at unsignalized intersections (where there are turning conflicts)
- Pedestrians should be guided to cross thoroughfares where a median refuge is present if possible
 - Apex added two high-visibility median-protected crosswalks in response to neighborhood concerns, north and south of Hasse Avenue, prior to volume warrants being met
 - A third crosswalk was installed south of Wishing Well Wynd for the greenway as part of Smith Farm

17 [SLIDE 14 - NB]

Supplemental Measures and Future Plans

- Existing crosswalks are being considered for supplemental markings and signs this summer to further enhance visibility
- Counts will be conducted this summer to consider RRFB at existing crosswalks, which is based on traffic & pedestrian volume
- Supplemental street lighting is planned in June to improve nighttime visibility along the corridor
- Core Banks Street is anticipated to warrant a traffic signal which will have signalized crosswalks (2+ years)
- Hasse Avenue unlikely to warrant a traffic signal based on volume

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1 [SLIDE 15 - NB]

Hasse Avenue

- Major Collector Street, 35 mph, approved prior to the requirement to stripe a centerline and offset edge lines
- Speed limit sign request pending Public Works installation for Hasse Avenue and other streets within Sweetwater.
- Vicinity of Russet Lane & playground areas
 - Playground warning signs to be installed this summer
 - Pedestrian crossing study to be conducted this month in response to a request for a high-visibility crosswalk across Hasse Avenue (not a thoroughfare)

2
3 **Councilmember Mahaffey** asked what the recommendation would then be for Hasse and
4 Core Banks. He said Mr. Dalton had mentioned they don't want people to cross there, but they are
5 doing it anyway. He asked what the solution could be.

6 **Mr. Dalton** said pedestrians should be guided to cross thoroughfares where there is a
7 median refuge present.

8 **Councilmember Mahaffey** asked if the median and island should be extended.

9 **Mr. Dalton** said at the intersection, pedestrians are still competing with turning movements.
10 He said traffic engineering is based on human factors and sending messages to vehicles coming
11 through. He said for drivers, crosswalk signs say "pedestrians might be crossing here, use caution",
12 and to pedestrians it says "this is a safe place to cross". He said putting that at an intersection would
13 be a concern, because no amount of flashing signs would be able to work in a situation where a
14 vehicle is trying to turn and negotiate a gap in the traffic.

15 **Councilmember Mahaffey** asked if he felt the only safe way to provide a crosswalk there was
16 with it included a stoplight, and if a study for a potential stoplight justification would be occurring.

17 **Mr. Dalton** said that was correct.

18 **Councilmember Gray** asked what the risk would be if the study would a light there wasn't
19 justified, but a light was installed anyway.

20 **Mr. Dalton** said traffic signals may reduce some types of accidents but increase others. He
21 said if the NCDOT took over the roadway, the decision would be up to them. He said if the town-
22 maintained control of the roadway and put in an unwarranted traffic signal, it may be an issue for
23 NCDOT if the town wanted to request transfer of control to them in the future.

24 **Councilmember Zegerman** asked what the town would be giving up if they kept the road in
25 their own portfolio and did not transfer it to NCDOT.

26 **Mr. Dalton** said the biggest factor would be the long-term maintenance cost of the road. He
27 said since it was a major roadway, it would be much more expensive than a typical town-owned
28 road, and Powell Bill funds would not reimburse the town proportionally for that extra cost.

29 **Mayor Gilbert** asked how pedestrian crossings were measured in the study.

30 **Mr. Dalton** said they use trail cams, and are able to see crossings in a general wide area near
31 an intersection or crossing spot. He said they then analyze that data compared to other factors with
32 NCDOT guidance to help inform a decision.

33 **Transportation Director Chris Johnson** spoke about how this problem is something he has
34 seen in many other municipalities in this area. He said traffic engineering concerns are complex as

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well, and that Mr. Dalton was following the same guidance traffic engineers follow in these situations in other places in his experience.

[SLIDE 16 - NB]

Questions

Councilmember Zegerman asked about if the traffic safety engineer hired in March has given any feedback on this road design.

Mr. Dalton said he has been actively involved in the review and study of the roadway. He said this is all a larger discussion about major roadways like this one, and whether the town would want NCDOT to take control of them, and how they want to develop around these roadways, taking into consideration their function. In regards to an earlier question from Councilmember Gantt, he said having amenities centers on both sides of a road for the same community is something developers would say isn't an easy solution. He said there would still likely be pedestrian crossings regardless of if this was the case, but that could be something looked at further.

Councilmember Gray said there was a situation in Cary where they installed a decorative fence on the median in order to guide pedestrians more on where to cross, and if that could be something to make predicting pedestrian crossings easier.

Mr. Dalton said he would want any recommendation to be a bit more passive than a fence. He said at an intersection, people would likely just go around the fence anyway. He said they are planning pawprints on the sidewalks guiding students to the new crosswalk on Tingen Road, and that those kinds of markings or pedestrian-scale signage could be useful here.

Councilmember Gray said he was thinking about fencing until the crosswalk area.

Mr. Dalton said that idea may be better in a situation like a school where a lot of people may be crossing at once. He said since this is a suburban corridor, he said the volume is lower and crossings are more spread out.

Director Johnson said from his experience at Cary High School, that fence was put up because students would cross the road at different places all at the same time, and that it was apples to oranges to compare that situation to this one.

Mayor Pro Tempore Killingsworth said in Louisiana she recalled highways moving down from 55 to 45 to 35 miles an hour as they got closer to areas with more pedestrians. She wondered if there were areas it could reasonably be dropped where people want to cross in the Sweetwater community, and then have it be raised back up.

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1 **Mr. Dalton** said speed changes on a single roadway is something he has seen in Florida, but
2 he isn't sure what compliance would be like in this case. He said there is a relatively short distance
3 between intersections, and if he isn't sure if drivers would adjust their speed based on that.

4 **Mayor Pro Tempore Killingsworth** said she feels this could be a situation where they could
5 increase signage in order to make drivers aware that this area often has pedestrians' crossings. She
6 said they could also lower the speed limit to 35 near the Smith Farms area, then increase it back up
7 to 45 as the road gets to Highway 64. She said it's going to continue to get more dangerous as the
8 area develops if they don't do something now.

9 **Mr. Dalton** said there's a difference between posted speed and compliance. He said drivers
10 see the three mid-block crosswalks there currently, and that is already a cue to expect higher
11 pedestrian activity. He said drivers also expect more vehicle and pedestrian traffic as they see more
12 buildings and developments in an area, such as near Sweetwater. He said varying the speed limit is
13 not something that would give a much higher level of safety in his opinion, and that the compliance
14 would likely be marginal.

15 **Mayor Pro Tempore Killingsworth** said currently this is a two-lane road, and if the speed
16 limit could be lowered now and then raised back to 45 if they decide to have it expanded into 4
17 lanes, given the likelihood that would come with more infrastructure such as traffic lights.

18 **Mr. Dalton** said part of it is already being widened to 4-lanes. He said the biggest issue with
19 compliance would be the area that has a more suburban feel to it in the area that isn't 4-lanes, on the
20 south part of the road. He said NCDOT would revert the speed limit back to 45 if it was set to 35 and
21 they subsequently took it over.

22 **Councilmember Mahaffey** asked if Mr. Dalton felt speed limits were prescriptive or reactive.
23 He said he felt Mr. Dalton viewed speed limits as something just to say how fast the area is, rather
24 than to tell people how fast to go. He said he felt there would be a degree of voluntary compliance,
25 even if not 100%. He asked if Mr. Dalton's overall philosophy was reactive or proactive.

26 **Mr. Dalton** said in this case it is proactive because of the type of facility. He said the intent of
27 the roadway is a high degree of vehicle mobility. He said reactive would be when they are seeing a
28 big problem on a roadway, and that this question is something lots of municipalities struggle with.
29 He said he agreed that some people would comply with a change in posted speed limit, but that
30 some people would not. He said the question is if they wanted to open up the possibility of more
31 speed complaints and requests for police presence for compliance in this area, if the speed limit is
32 lowered to no longer match the intent of the road.

33 **Councilmember Mahaffey** asked if the indentions of the sidewalk were a mistake, seeing as
34 Mr. Dalton had described the Hasse intersection as an unsafe place for a crossing, given the
35 likelihood of drivers trying to turn right.

36 **Mr. Dalton** said in North Carolina, all unmarked intersections are legal places to cross the
37 road. He said if it is unmarked, it sends a message to pedestrians that they need to be more careful if
38 they do try to cross here. He said this is why they do 2-stage crosswalks. And he said there are 3 in
39 this area, which are considered to be safe crossing opportunities. He said that is the safest crossing
40 opportunity this road can have until a traffic signal is put in.

41 **Councilmember Mahaffey** asked if the pedestrian ramps needed to be kept on the sidewalk at
42 this intersection, even if it's legal, since Mr. Dalton said it was not a safe opportunity. He asked if that
43 was something they could do. He said he thinks people take those ramps as an indication that they
44 can or should cross there.

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1 **Director Johnson** said that was something that could be done, but then it would create
2 situations where people who had been using that as a crosswalk and been comfortable with that
3 would no longer have a ramp to move their bike across, for example. He said they would find some
4 people that liked the change and while others wouldn't.

5 **Councilmember Mahaffey** said he was thinking about this from a messaging perspective,
6 and how to signal that this may not be a safe place to cross. He said he isn't necessarily suggesting
7 anything, but that he thinks it's incongruent to have this ramp that seems to suggest the beginning of
8 a crosswalk, but not have it be a safe crossing.

9 **Mayor Gilbert** moved to Council discussion for this item, with no further questions for Mr.
10 Dalton. He thanked Mr. Dalton for all he does.

11 **Mayor Gilbert** said he always wanted to be on the side of being proactive. He said he
12 wondered what they would really lose if they lowered the speed limit. He said they often talk about
13 trying something new, such as last year putting in an all-way stop in downtown, which didn't worked
14 out. He said he is willing to try lowering the speed limit here, even if they can't predict what happens.
15 He says he is still up in the air as far as the crosswalks. He said they could talk about lowering the
16 speed limit first, then crosswalks.

17 **Councilmember Mahaffey** said his position was to lower the speed limit.

18 **Mayor Pro Tempore Killingsworth** said she agreed, and that the area before it gets to 64
19 should be 35.

20 **Councilmember Gray** said he was reflecting on Mr. Dalton's recommendations, and how he
21 was looking at it from the perspective of where the road would be once it was 4-lanes and much
22 more developed. He said he was also considering if it was NCDOT's road, and that they would revert
23 it to 45 no matter what. He said Mr. Dalton was right in his analysis of the future of the road, and that
24 he is right in saying the data does not support the reduction of the speed limit. He said even then,
25 the town could lower the speed limit since it is their road. He says he has always been in favor of
26 implementing a speed trap somewhere in town to raise revenue. He said realistically, he
27 understands staff planning for it becoming a much larger and busier 4-lane road, but that until it gets
28 to that point, a reduction would be a good idea.

29 **Councilmember Zegerman** said they never should have allowed a thoroughfare through a
30 neighborhood like this. He said the data and studies don't necessarily warrant a speed lowering
31 change for the type of road this is, but since the current volume of traffic is far below its intent, he
32 sees no problem lowering the speed limit to 35 mph and trialing it.

33 **Councilmember Gantt** said he's listened to residents and staff on this, and that since he's a
34 data guy, he sides with staff on this. He said lowering the speed limit would be a bad idea here. He
35 said, however, he thinks he is outvoted.

36 **Councilmember Mahaffey** said he agreed with Mr. Dalton's analysis of the construction and
37 intent of the road, but that the issue was not the road, but rather the neighborhood having been
38 built around it. He said the neighborhood construction leads people to believe it is safe to cross at
39 the intersection rather than at the 2-stage crossing, in order to get to the amenities center. He said
40 he understands that compliance would not be 100%, but if the average speed went down it would
41 be safer. He said there would still need to be things done to mitigate it further. He said they have to
42 do the best they can with the way the neighborhood is already built, and currently he feels the first
43 step is to lower the speed limit.
44

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A **motion** was made by **Mayor Pro Tempore Audra Killingworth**, seconded by **Councilmember Arno Zegerman**, to lower the speed limit of Richardson Road from Olive Chapel Road to US Highway 64 from 45 miles per hour (mph) to 35 miles per hour (mph).

VOTE: 4-1, Councilmember Gantt dissenting

Mayor Gilbert invited further discussion regarding crosswalks.

Councilmember Mahaffey said he came to the meeting prepared to put in crosswalks at the intersections. He said it does make sense though that people wouldn't be looking at the pedestrians crossing without a stop light when turning right. He said they could potentially do a study of this. He said he understood that it would be a long shot for a traffic signal to be warranted here currently, but that likely wouldn't be the case in the future. He said maybe a study could be done then. He said he isn't prepared to direct staff to do anything regarding crosswalks at this time, however he is wanting more conversations to take place regarding future developments. He said the Sweetwater HOA could do something regarding directing residents to cross towards their amenities center. He said lighting will be a big benefit, but that he wasn't willing to take action on crosswalks right now.

Councilmember Gantt wanted to clarify if the crosswalk in question was Hasse, Core Banks, or both.

Councilmember Mahaffey said he was referring to Hasse specifically. He said he believed the intersection at Core Banks and Richardson would have a traffic light in the next couple years which would alleviate the issue.

Councilmember Zegerman asked about diagonal crosswalk designs, and if that could be explored here.

Mr. Dalton said he would need to see a concept of what he was referring to here before commenting on this situation.

Councilmember Zegerman said he had seen it a lot in cityscapes such as New York.

Director Johnson said those would typically be in places with a higher volume, and would still require a pedestrian signal. He said he doesn't believe that would be the best fit for Richardson at this time.

Mayor Gilbert wanted to confirm that there was no direction given to staff regarding crosswalks at this time.

Councilmember Gantt said he felt crossings at intersections without a light was dangerous.

Councilmember Gray said they need to start thinking about adding signals on the road, but that staff is acting appropriately in advising studies first. He said he wasn't sure if putting in a signal in a place where it would likely be needed in the future but not now would be a disadvantage, and maybe staff could answer that after looking into it and studying it more. He said there are at least three planned spots for lights, and is wondering why they would wait for the future traffic number to install them, if they anticipate it will get to that traffic level eventually. He said he understands this is a complex question and requires more time and date to answer.

No direction was provided regarding crosswalks at this time.

[UPDATES BY TOWN MANAGER]

Town Manager Katy Crosby public service employees, and thanked staff for all they do every day. She said there would be things going out on town socials highlighting town employees.

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She said they will be celebrated at the upcoming town cookout. She added shred day is Saturday, May 12th, at the Public Works building. Finally, she wished a happy Mother's Day to all the mothers.

[CLOSED SESSION]

A **motion** was made by **Mayor Pro Tempore Audra Killingsworth**, seconded by **Councilmember Ed Gray**, to enter into Closed Session pursuant to NCGS § 143-318.11 (5).

VOTE: UNANIMOUS (5-0)

Council entered into Closed Session at 8:48 p.m.

CS1 Steve Adams, Utilities Acquisition Specialist, Transportation and Infrastructure Dept.

NCGS §143-318.11 (5):

"To instruct staff concerning the acquisition of real property."

Council returned to open session at 9:20 p.m.

[ADJOURNEMENT]

Mayor Gilbert adjourned the meeting at 9:21 p.m.

Jacques K. Gilbert
Mayor

Allen Coleman, CMC, NCCCC
Town Clerk to the Apex Town Council

Submitted for approval by Town Clerk Allen Coleman and approved on _____.