

**Jessie Drive Improvements and Extension Project, Phase I
Apex, Wake County, NC**

Public Meeting – July 15, 2020

Comment Summary and Responses

December 15, 2020

A public meeting was held on July 15, 2020 at the Apex Town Hall in Apex, NC. Sixteen (16) members of the public signed in at the public meeting. Paper comment forms were available at the public meeting. A link to complete the comment form online was provided as well. During the 2-week comment period, a total of 36 survey respondents answered at least one question on the online survey, and 17 people submitted the paper survey. In addition, seven people sent emailed comments.

The survey posed five multiple choice questions regarding the project and how the public received the proposed design. Some questions allowed more than one answer. One open-ended question asked for additional comments related to the project and the proposed design. Following the project specific questions, three demographic questions were included in the survey. These questions were also multiple choice allowing only one response, except for the question asking respondents which race/ethnicity they identified with. Each of the multiple-choice response options, and corresponding distribution of responses received, are shown in Figures 1-8. Written comments received on the project and design are summarized, with responses provided in *italics*.

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Question 1. What do you think about the proposed design?

The largest proportion of respondents (34%) indicated that the design could use some work. A total of 33% of survey respondents said that the design is not good, and 31% said the proposed design is very good.

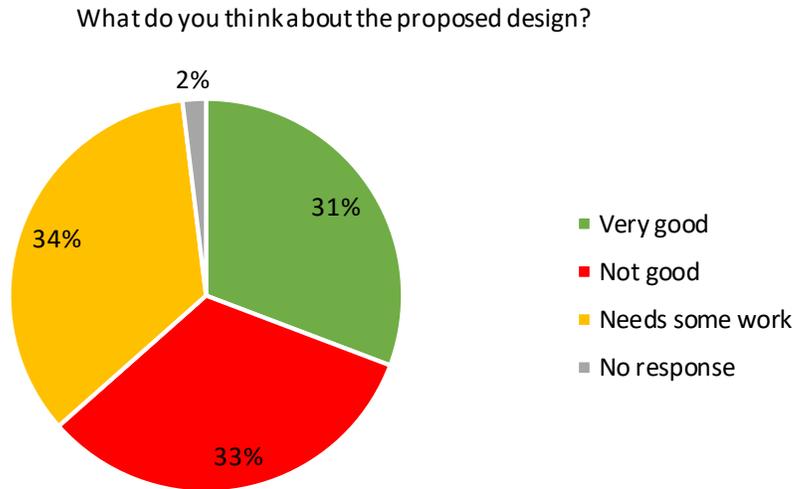


Figure 1. Distribution of responses to Question 1

Question 2. The proposed design for Jessie Drive between Ten Ten Road and Production Drive includes a 10-foot wide side path (wide sidewalk) on both sides. How important is it to have a side path on both sides of Jessie Drive as part of this project, compared with only building a side path on one side now and completing the second side as development occurs or as part of a future project?

The largest proportion of respondents (44%) indicated that it is very important to build a side path on both sides of Jessie Drive as part of this project. A total of 37% of survey respondents indicated that it is not important to build a side path on both sides of Jessie Drive, and 19% said that it was somewhat important.

The proposed design for Jessie Drive between Ten Ten Road and Production Drive includes a 10-foot wide side path (wide sidewalk) on both sides. How important is it to have a side path on both sides of Jessie Drive as part of this project, compared with only building a side path on one side now and completing the second side as development occurs or as part of a future project?

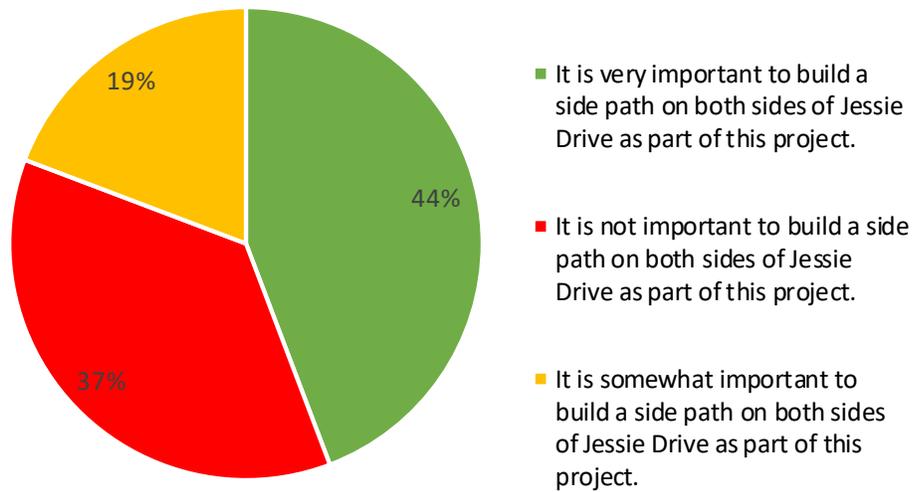


Figure 2. Distribution of responses to Question 2

Question 3. Are you generally in favor of the project, understanding there may be changes following the public meeting?

The largest proportion of respondents (38%) indicated that they might be in favor of the project, pending further changes and more information. The same percentage of respondents (31%) answered "Yes" as those who answered "No" to the question of whether they are generally in favor of the project.

Are you generally in favor of the project, understanding there may be changes following the public meeting?

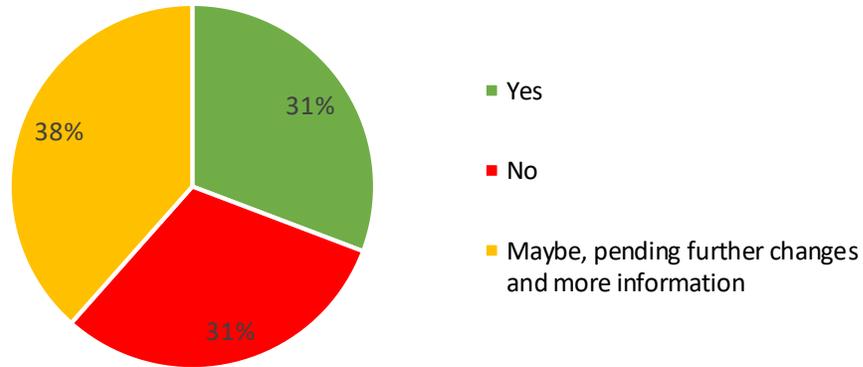


Figure 3. Distribution of responses to Question 3

Question 4. How do you anticipate traveling along the proposed corridor?

The large majority of respondents (87%) indicated that they anticipate driving along Jessie Drive. Over half (54%) said they anticipate walking along Jessie Drive, 27% anticipate biking, 6% do not intend to travel along the corridor, and 4% indicated other methods of transportation.

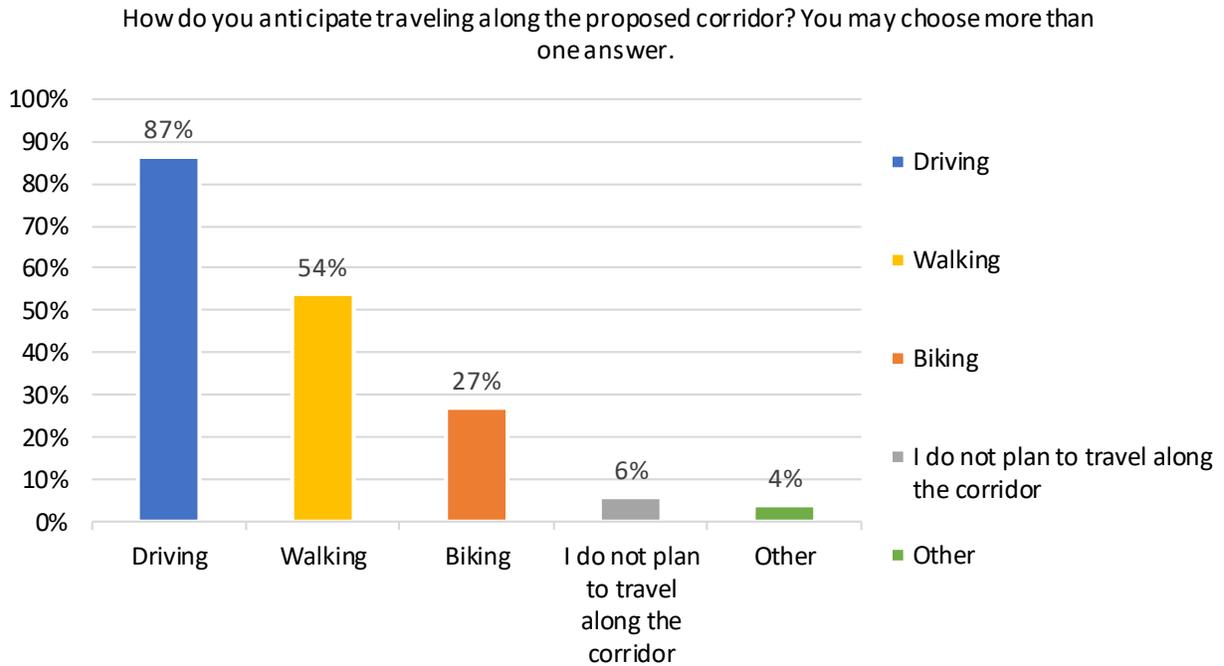


Figure 4. Distribution of responses to Question 4

Question 5. Do you live near the project?

Half of the respondents indicated that they live in a house or neighborhood connected to Jessie Drive, 43% said they live in a nearby neighborhood, and 7% said they do not live very close.

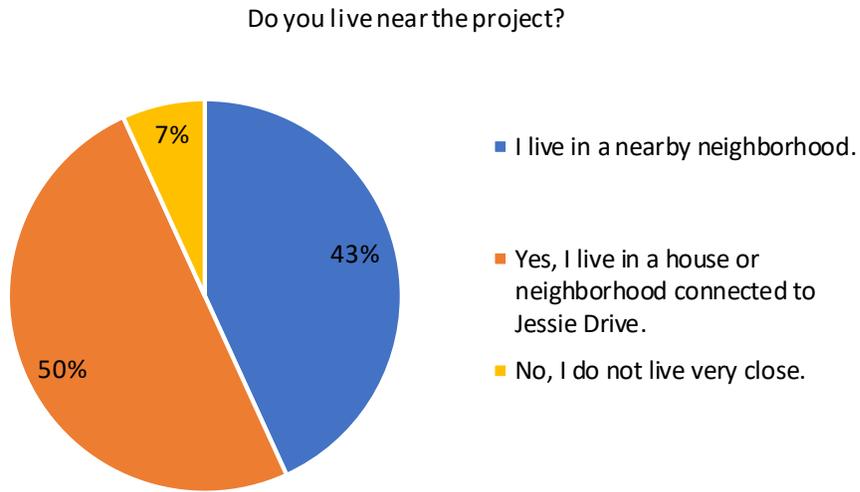


Figure 5. Distribution of responses to Question 5

Question 6. Please use the space below to add any detailed comments about the design.

Space was provided on the comment form for additional comments not covered by the previous questions. Some members of the public also submitted comments via email. The comments have been divided into topic areas with the most common comments listed first. If a comment was made more than once, the number of respondents that made each comment is shown in parentheses.

Traffic concerns:

- Request traffic light at the intersection of Ten Ten Road and Jessie Drive (x19)
 - *Response: The traffic signal will be designed and installed once warranted and permitted by the NC Department of Transportation (NCDOT), according to their requirements. Prior to the Jessie Drive Phase I project, a traffic signal will be studied—and built if warranted—as part of the Horton Park development.*
- Concern about increased traffic along Jessie Drive and at the Ten Ten Road intersection due to new developments and cut-through traffic (x15)
 - *Response: It is reasonable to expect increased traffic along Jessie Drive in the future. In municipal and regional long-range transportation plans, Jessie Drive is planned as a 4-lane, median-divided, major thoroughfare extending from NC 55 to Ten Ten Road. This major thoroughfare will provide an alternative route for commuters, local traffic, and trucks. Giving drivers options is one way to address congestion and promote resiliency in a growing area. Jessie Drive is being designed for future expansion when needed, initially as a 2-lane road with additional lanes at major intersections, anticipating future expansion to a 4-lane divided road for the entire route. Ten Ten Road is also planned to be widened in the future from Apex Peakway to Kildaire Farm Road as part of NCDOT STIP Project No. U-5825.*
- Concern about increased traffic at US 1 interchange
 - *Response: NCDOT STIP Project No. U-5825, Ten Ten Road Widening from Apex Peakway to Kildaire Farm Road, proposes improvements at the US 1 interchange. This is not part of the Jessie Drive Improvements and Extension project.*
- Request traffic light at Sweetgum Drive neighborhood entrance (x2)
 - *Response: The proposed design would limit the access at Sweetgum Drive to right-in/right-out access only and, in addition, the low volume of traffic and close proximity to Ten Ten Road would not meet warrants or minimum distance for a traffic signal.*

U-turn and median safety and design:

- The following comments about U-turns and medians have a combined response:
 - Concern about safety and/or restricted access due to proposed median (x17)
 - Why is a 23-foot median warranted? Request reduction in width (x2)
 - Will the U-turn be large enough to handle freight trucks as well as tree removal vehicles and septic tank maintenance vehicles (everyone off of Jessie Drive has a septic tank)?
 - *Response: A 23-foot median is standard to allow for cars, trucks, and emergency vehicles to make a U-turn. The proposed U-turn bulb has been designed to accommodate a fire truck, which should accommodate all service vehicles. The Town received preliminary approval from NCDOT in December for an alternate access road from Jessie Drive to Sweetgum Drive in order to provide full movement access to the west for the subdivision. A mountable median at Sweetgum Drive to allow direct left turns by emergency vehicles was also explored but rejected by NCDOT. The alternate*

access road will be presented to Town Council as a public hearing item on February 9, 2021 for consideration, and if approved, will replace the U-turn.

- Request proof that a U-turn is safer than a left turn lane
 - *Response: U-turns reduce the risk and severity of crashes by reducing conflict points. More information on how U-turns improve safety can be found here: <https://www.ncdot.gov/initiatives-policies/Transportation/safety-mobility/superstreets/Pages/default.aspx>*
- Request sign warning drivers of U-turns
 - *Response: There will be appropriate signs for U-turns based on NCDOT requirements if the U-turn is carried forward in the design process. Detailed sign locations will be shown on the final design plans.*
- Is it expected that we're to drive a mile down the road to the Publix's parking lot to make a U-turn if we want to go left to downtown Apex or to take advantage of the Jessie Drive expansion to Hwy 55?
 - *Response: The Jessie Drive/Ten Ten Road intersection will remain a full movement intersection. Therefore, a left onto Ten Ten Road from Jessie Drive will be permitted for trips to downtown Apex. In addition, a U-turn will be permitted at the Jessie Drive/Ten Ten Road intersection to allow drivers traveling east on Jessie Drive to turn around and drive west in order to access downtown via the Jessie Drive extension to NC 55 when later completed. Both of these movements will continue to be allowed once Ten Ten Road is widened (NCDOT STIP Project No. U-5825). If approved by Town Council, the alternate access road will replace the west U-turn and provide full movement access to Jessie Drive via that route to Sweetgum Drive.*

Multimodal facilities:

- The following comments about school transportation have a combined response:
 - Concern about student safety, and potential loss of school bus stops and crosswalks; request crosswalk at Ten Ten Road and Jessie Drive (x9)
 - Feasibility Study incorrectly states there are no Wake County bus routes here (x2)
 - *Response: Wake County Schools was contacted in August 2020 to confirm and get more detailed information on school bus usage along Jessie Drive. Wake County Schools has four buses with routes along Jessie Drive that use two bus stops, one at the intersection of Hurdoover Road and one at Sweetgum Drive. They also stated the project would have a positive impact on school transportation and mobility since it extends the existing road, includes side paths, and proposes a U-turn bulb that is accessible to buses. The project team will continue to coordinate with Wake County Schools through final design to provide safe bus routes and stops for both buses and students along Jessie Drive. A crosswalk will be provided across Jessie Drive at Ten Ten Road to connect to the new side paths on both sides.*
- The following comments about sidewalks and bike lanes have a combined response:
 - Request reducing sidewalk width on Jessie Drive. Why are 10-foot sidewalks proposed? (x7)
 - Concern about safety of shared pedestrian/bike path. Request separate bike facilities. Why isn't a bike lane included in the design? (x4)
 - Request sidewalks but not bike lanes
 - We presently have a bike path and pedestrian path on both sides of the road - will this also be in the case with this project?
 - In favor of sidewalks on both sides

- In favor of sidewalks but not 4-lane road
- Request sidewalk on just one side (x2)
 - *Response: There are currently no bike or pedestrian paths on Jessie Drive. This project proposes 10-foot wide side paths along both sides of Jessie Drive, which is consistent with the Apex Comprehensive Transportation Plan and Apex Bicycle Plan. A side path is a bidirectional shared use path that accommodates both pedestrians and cyclists. Jessie Drive is a designated freight route and, therefore, is not recommended for bike lanes. This project will not affect bicycle and pedestrian facilities on Ten Ten Road.*
- Request sidewalks connect to sidewalks on Penny Road
 - *Response: This is outside of the scope of this project. NCDOT STIP Project No. U-5825 can be referenced for future connection of the Jessie Drive sidewalks to Penny Road sidewalks.*

Property impacts:

- The following comments about air quality and noise have a combined response:
 - Concern about increased air and noise pollution (x9)
 - What noise mitigation measures will be implemented? (x4)
 - *Response: Noise mitigation is not required or proposed as part of this local project to improve and extend an existing thoroughfare. Appraisals will be conducted for property acquisitions along the corridor, and impacts to existing property will be fairly compensated, including reimbursement for landscaping as applicable.*
- Concern about decreased property values in Sweetgum Drive subdivision due to restricted access (x6)
 - *Response: An analysis of potential future property values along Sweetgum Drive with and without improvement and extension of Jessie Drive is not proposed as part of this design effort. Jessie Drive will provide benefits including turning lanes at Ten Ten Road, side paths and a crosswalk for pedestrians, and ultimately access to/from NC 55 with traffic signals at both ends. Restricted access at Sweetgum Drive is due to its close proximity to Ten Ten Road, with a nearby U-turn bulb for use by all vehicles. A new access road to Sweetgum Drive instead of a U-turn bulb, but in approximately the same location, is also being considered by Town staff. A public hearing with a presentation and time for public comments on the proposed new access road will be held on February 9, 2021 during the regularly-scheduled Town Council meeting. During the public hearing, Town Council will be requested to make a motion regarding a preferred alternative. The Town will send out a letter with more details about the public hearing to adjacent and impacted owners as well as individuals who have provided comments to the Town or attended the public meeting held in July 15, 2020.*
- Concern about increased flooding, runoff, and standing water (x4)
 - *Response: The proposed project will follow all state and local stormwater control regulations and be designed to meet NCDOT's roadway drainage design standards.*
- The following comments about property impacts and values have a combined response:
 - Request more info on property impact compensation and timeline (x3)
 - Concern about property impacts
 - Concern about decreased property values due to changes in property line
 - *Response: After decisions are made regarding the final design, the proposed right-of-way and easements will be staked in the ground. If you are an*

affected property owner, a Town representative will contact you and arrange a meeting, if you choose to meet. The representative will explain the plans and advise you as to how the project will affect you. The representative will inform you of your rights as a property owner. Professionals who are familiar with real estate values will appraise your property and then the representative will make a written offer to you. The current market value of the property at its highest and best use when appraised will be offered as compensation. Right-of-way acquisition is anticipated to begin in July 2021.

Emergency services:

- The following comments about emergency services have a combined response:
 - Concern about reduced emergency response times and ease of access (x7)
 - Concern about impacts to evacuation routes (x2)
 - What are the emergency response times and corresponding speed limits and phases (existing, Phase I, ultimate plan)?
 - *Response: The proposed U-turn bulb has been designed to accommodate a fire truck, which should accommodate all service vehicles. The Town staff is also considering a new access road to Sweetgum Drive instead of a U-turn bulb, but in approximately the same location, which would allow direct left turns by emergency vehicles to reach Sweetgum Drive. A public hearing with a presentation and time for public comments on the proposed new access road will be held on February 9, 2021 during the regularly-scheduled Town Council meeting. During the public hearing, Town Council will be requested to make a motion regarding a preferred alternative. The Town will send out a letter with more details about the public hearing to adjacent and impacted owners as well as individuals who have provided comments to the Town or attended the public meeting held in July 15, 2020. With the ultimate plan, extending to NC 55 will improve access for emergency vehicles to properties along Jessie Drive. The proposed Phase I design is not expected to adversely impact travel times. With the ultimate plan, U-turns would not always be necessary, and the proposed median with controlled breaks is not expected to adversely impact typical emergency response times. Connectivity to NC 55 in the ultimate plan may improve response times.*

Median vs. turn lanes:

- The following comments about the median have a combined response:
 - Request median break at Sweetgum Drive/Myrtle Wood (x7)
 - Request a turning lane onto Sweetgum Drive and starting the median further down the road instead of sidewalks on both sides
 - Request access to Sweetgum Drive neighborhood remain until a connection to Highway 55 is completed or an alternate access to the neighborhood is done
 - *Response: Current design standards require 1,200 feet between full movement intersections to allow for proper sight distance, acceleration/deceleration, and vehicle queues. Sweetgum Drive is only 180 feet center-to-center from the intersection at Ten Ten Road; therefore, a full-movement intersection is not recommended. Peak hour projected traffic analysis showed maximum queues on Jessie Drive approaching Ten Ten Road extending beyond Sweetgum Drive, so allowing left turns into or out of Sweetgum Drive in that situation would add to safety concerns. A U-turn is*

proposed on Jessie Drive for drivers coming from Ten Ten Road to access Sweetgum Drive. This U-turn movement has been moved as close as possible to Sweetgum Drive, 500 feet further from Ten Ten Road than Sweetgum Drive, based on input during the feasibility study process. Town staff is also considering the possibility of including a new access road to Sweetgum Drive instead of a new U-turn bulb on Jessie Drive. A public hearing with a presentation and time for public comments on the proposed new access road will be held on February 9, 2021 during the regularly-scheduled Town Council meeting. During the public hearing, Town Council will be requested to make a motion regarding a preferred alternative. The Town will send out a letter with more details about the public hearing to adjacent and impacted owners as well as individuals who have provided comments to the Town or attended the public meeting held in July 15, 2020. A mountable median for emergency access only at Sweetgum Drive in addition to the U-turn was considered but is not allowable by NCDOT.

- Request middle turn lane on Ten Ten Road onto Jessie Drive
 - *Response: A left-turn lane from westbound Ten Ten Road to Jessie Drive is proposed as part of this project and is anticipated to be maintained once the NCDOT STIP Project No. U-5825, widening of Ten Ten Road, is completed.*
- Has the option of widening the road but keeping it a 2-lane road with a shared turn lane (no median) in the middle been evaluated?
 - *Response: A 3-lane undivided road was not proposed or evaluated based on the Town's long-term goals. A 4-lane divided roadway is consistent with the approved Transportation Plan to improve Jessie Drive to a multi-lane facility from NC 55 to Ten Ten Road to accommodate future growth and serve as a major east-west thoroughfare and designated freight corridor.*

Property and neighborhood access:

- The following comments about alternative access to Sweetgum Drive have a combined response:
 - Request alternative entrance to Sweetgum Drive neighborhood (x5)
 - Would it be possible to connect Sweetgum Drive and Wren's Nest Drive?
 - Will the U-turn be completed before the median is built that restricts access to Sweetgum Drive?
 - *Response: A new access road to Sweetgum Drive instead of a U-turn bulb, but in approximately the same location, is being considered by Town staff. A public hearing with a presentation and time for public comments on the proposed new access road will be held on February 9, 2021 during the regularly-scheduled Town Council meeting. During the public hearing, Town Council will be requested to make a motion regarding a preferred alternative. The Town will send out a letter with more details about the public hearing to adjacent and impacted owners as well as individuals who have provided comments to the Town or attended the public meeting held in July 15, 2020. The U-turn bulb or new access road will be available when the median is in place. Safe access to all driveways and streets will be maintained throughout construction of the project.*
- How much of an apron are you going to provide the residents with for their driveways (gravel) on Jessie Drive?

- *Response: All driveway aprons along Jessie Drive are proposed to be 20 feet wide, except for the driveway apron near Station 58+75, which is 36 feet wide to accommodate a private trucking business.*
- Will Hurdoover Road be paved?
 - *Response: The portion of Hurdoover Road being replaced to tie into the proposed grade at Jessie Drive (approximately 150 feet) will be paved.*
- Where are all the turnarounds for people who cannot get to their property and/or street?
 - *Response: The median will change access to Sweetgum Drive and two individual properties. A U-turn has been provided on westbound Jessie Drive to facilitate access to Sweetgum Drive from Ten Ten Road. Drivers from Sweetgum Drive wanting to turn left will be required to turn right and will be permitted to do a U-turn at the Jessie Drive/Ten Ten Road intersection. Access to the property in the southwest corner of the Jessie Drive/Ten Ten Road intersection has been proposed to be relocated to Sweetgum Drive. In addition, a new access road to Sweetgum Drive instead of a U-turn bulb, but in approximately the same location, is being considered by Town staff. A public hearing with a presentation and time for public comments on the proposed new access road will be held on February 9, 2021 during the regularly-scheduled Town Council meeting. During the public hearing, Town Council will be requested to make a motion regarding a preferred alternative. The Town will send out a letter with more details about the public hearing to adjacent and impacted owners as well as individuals who have provided comments to the Town or attended the public meeting held in July 15, 2020.*
- Request driveway at Underwood property be moved to exit Ten Ten Road since it is not part of the Sweetgum Drive subdivision and home maintenance has been an issue.
 - *Response: The homeowner may choose to connect a single-family residential driveway to Ten Ten Road at their own expense, but that is outside of the scope of the Jessie Drive project. NCDOT will eventually be building a median on this section of Ten Ten Road also.*

Project timing/phasing:

- The following comments about project timing/phasing have a combined response:
 - Concerned about building Phase I before Ten Ten Road widening (x3)
 - Request entire project be constructed in one phase (x2)
 - Request extension of Jessie Drive to NC 55 and Phase I be switched
 - Concern about increased traffic and the delay of U-5825 to Fiscal Year 2029, and concern about how the timing of U-5825 will impact Jessie Drive
 - *Response: The extension of Jessie Drive to NC 55 is not currently funded, but is anticipated to be built with development and as funding becomes available. Improvements in Phase I are recommended to be in place before Jessie Drive is extended to NC 55 in order to accommodate the additional traffic at Ten Ten Road. A traffic capacity analysis was completed for this project as part of the planning and design process. The estimated delay at the Jessie Drive and Ten Ten Road intersection was calculated for the year 2022, once the Jessie Drive project is completed and Horton Park is 50% complete; for the year 2035, once the U-5825 project, Horton Park, and Jessie Commons are complete; and for the year 2045. All scenarios assumed the Jessie Drive/Ten Ten Road intersection would be signalized. The Jessie Drive traffic study incorporated traffic projections from the U-5825 and*

Horton Park projects, and concluded that the Jessie Drive/Ten Ten Road intersection will work acceptably in all three time frames studied.

Speed limit:

- The following comments about the proposed speed limit have a combined response:
 - Concern about safety due to increased speed limit (x4)
 - What will be the speed limit after Phase II is built?
 - Why will Jessie Drive's posted speed be raised to 45 mph? Is it being raised to accommodate the long-term goal of Jessie Drive being a freight corridor, therefore favoring trucks over residents?
 - *Response: The current speed limit is a statutory 55 mph per state code. This project will lower the speed limit (subject to NCDOT approval) to 45 mph and improve the road consistent with major thoroughfare standards. The speed limit for the ultimate plan is anticipated to remain the same as proposed for Phase I, 45 mph.*

Other:

- The following comments have a combined response:
 - Opposed to project (x4)
 - Concern quality of life will be diminished (x2)
 - Prefer a new road further north on Ten Ten Road to connect to Highway 55
 - *Response: The improvement and extension of Jessie Drive is shown on the Apex Transportation Plan and is identified as a priority project.*
- Request the public meeting be delayed or cancelled due to COVID-19 pandemic (x4)
 - *Response: Proper social distancing, including mask wearing, were enforced at the public meeting. Members of the public who did not feel comfortable attending the open house were given an opportunity to sign up for a time slot to meet with a project team member after the open house hours. The public meeting maps and survey were made available on the project website.*
- The following comments about adjacent developments have a combined response:
 - Not in favor of more households/Horton Park development due to increased traffic and overcrowding of schools (x3)
 - Opposed to adjacent developments (x2)
 - *Response: All developments within Town limits must go through an approval process with the Town. The three developments identified in the Feasibility Study (Horton Park, Jessie Commons, and Cash Corporate Center) have been approved by the Town for rezoning.*
- Where can we access the environmental study?
 - *Response: The feasibility study is available on the Town website. This is proposed as a locally funded project to improve and extend a state road, complying with those requirements during the final design effort.*
- Will there be a bridge over Middle Creek?
 - *Response: Middle Creek is outside of the Phase I extension of Jessie Drive. The crossing of Middle Creek will be designed in future phases of the Jessie Drive Improvements and Extension Project as a culvert or bridge, depending on the analysis and regulatory approval process.*

Demographic Data: What is your race or ethnicity?

Over half of the respondents identified as White/Caucasian for their race or ethnicity. A total of 4% identified as Hispanic or Latino. Respondents that identified as Black/African American or Asian American was 2% each.

What is your race or ethnicity? You may choose more than one answer.

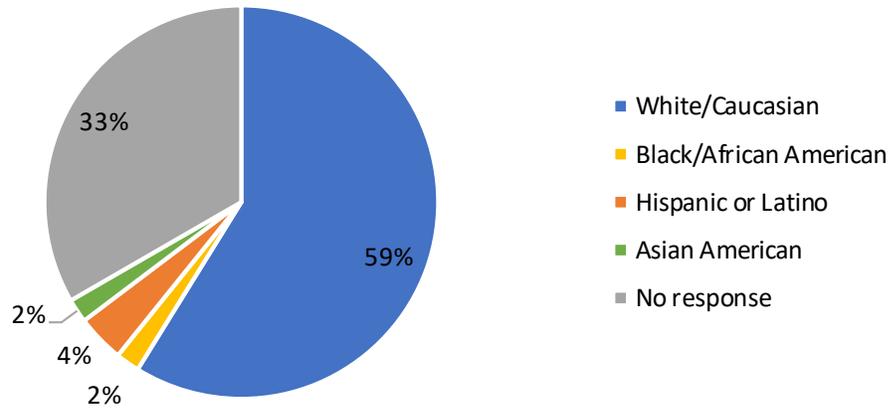


Figure 6. Distribution of race or ethnicity identified by respondents

Demographic Data: How many people live in your household?

The largest proportion of respondents (35%) reported two people living in their household. A total of 16% reported a three-person household, and 10% reported a four-person household, and 12% reported a five-person household. A total of 4% reported a single-person household. No respondents identified having six, seven, eight, or more than eight people living in their household.

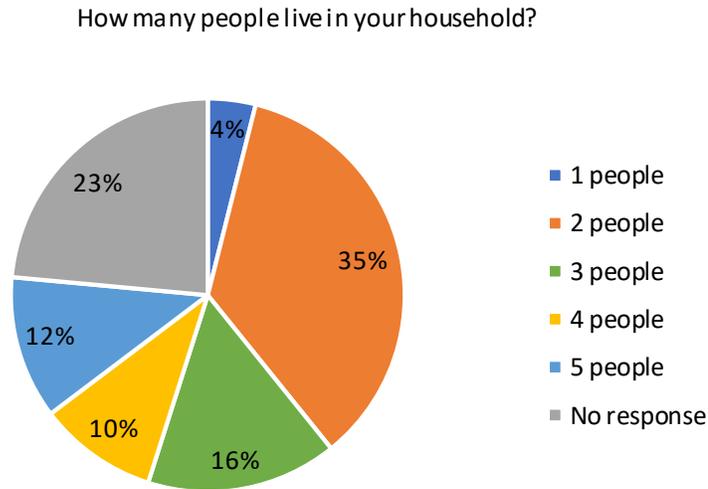


Figure 7. Distribution of household size reported by survey respondents

Demographic Data: What is your annual household income?

Over half of the respondents indicated an annual household income of more than \$60,000. A total of 6% reported a household income between \$40,000 and less than \$50,000, and 4% reported an income between \$50,000 and less than \$60,000. Survey respondents that reported an annual household income of \$20,000 to less than \$30,000 or less than \$20,000 was 2% each. No respondents indicated an income between \$30,000 and less than \$40,000.

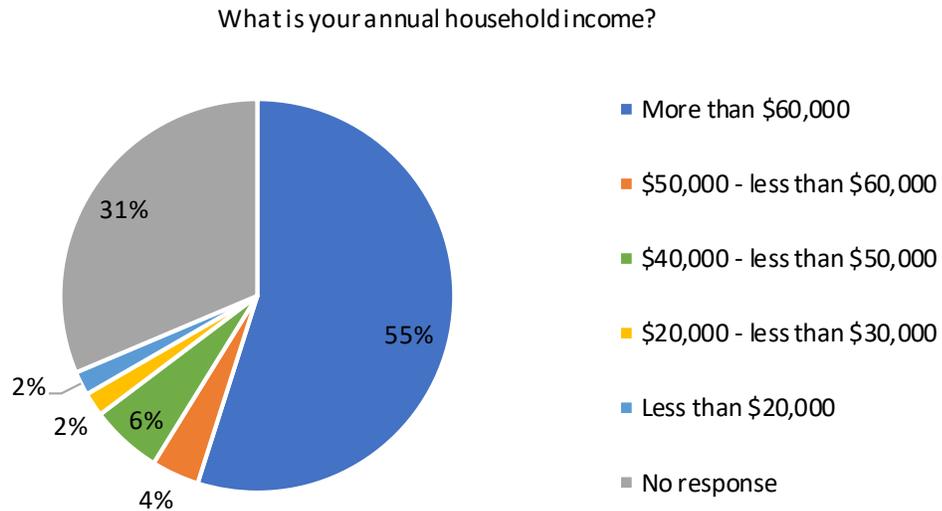


Figure 8. Distribution of annual household income for survey respondents