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Compiled Steering Committee Meeting Summaries

Five steering committee meetings were held between September 12, 2017 and October 9, 2018 in support of Advance Apex. The steering committee represented different areas of interest relevant to the planning process. Summaries of the steering committee meetings are provided in this compiled document.

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Steering Committee Meeting #1 Summary

Date: Tuesday, September 12, 2017

Time: 4:15 pm - 6:15 pm

Location: 3rd floor, Training Room A, Apex Town Hall, 73 Hunter Street

Attendees

- Mayor Lance Olive (Town Council Planning Committee)
- Council Member Bill Jensen (Town Council Planning Committee)
- Danielle Bedotto (Planning Board)
- Corey Schmidt (Development community)
- Amy Sackaroff (Schools/Safe Routes to School)
- David Cole (Bicycle and pedestrian)
- Jeff Roach (Parks and Recreation Advisory Commission)
- Andrew Werking (Transit Committee)
- Sara Owen (TreeCAP Committee)
- Marlow Campbell (Chamber of Commerce)
- Shane Reese (Apex Downtown Business Association)
- Trevor Autphenne (Student)
- Dianne Kihn (Town of Apex)
- Amanda Bunce (Town of Apex)
- Shannon Cox (Town of Apex)
- Drew Havens (Town of Apex)
- Allison Fluitt (Kimley-Horn)
- Jonelle Hanson (Kimley-Horn)
- Jonathan Whitehurst (Kimley-Horn)

Summary

The objectives of this meeting were to introduce the project team and Steering Committee members, explain the purpose and steps of the Advance Apex planning process, establish goals to guide the Steering Committee, and gather input related to existing conditions and the 2045 vision for transportation and land use in Apex.

- **Introductions**

- Attendees were asked to introduce themselves and provide a short description of their interest in the planning process.

- **Purpose of Advance Apex: The 2045 Plan**

- Town staff provided background on the development of the planning approach and desired outcomes.

- **Work Plan and Public Engagement Process**

- The Project Work Plan and Public Engagement Process documents were reviewed, facilitating a discussion of overall plan schedule and major activities and milestones.

- **Purpose of the Steering Committee**

- The role of the Steering Committee as a group to help guide the plan development process was discussed.

- **Community Snapshot Exercise**

- The purpose of this exercise was to gain a clearer understanding of the likes and dislikes of Steering Committee members for different modes of transportation and land use design. Results from this exercise influence the development of vision and goals as well as multimodal recommendations.
- Steering Committee members were asked in advance of the meeting to provide photos that represented features they do or do not want to see more of in Apex. A selection of these photos plus others provided by Town staff were presented to Steering Committee members, with the invitation to say a word or phrase that describes what they would like to point out or emphasize from each photo.
- Results from this exercise are shown on the following pages.

Bicycle & Pedestrian



Bicycle & Pedestrian

- A.
 - Major Trans. Corridor
 - Sidewalk – size good for pedestrians but not bikes
 - Need dedicated bike lane
 - Bus stop? Not much to it
 - More crosswalks with timers
- B.
 - Good pedestrian access / No bike lane
 - Connectivity
- C.
 - Good pedestrian/bike example
 - Multi-use paths without separated bike facilities can be dangerous

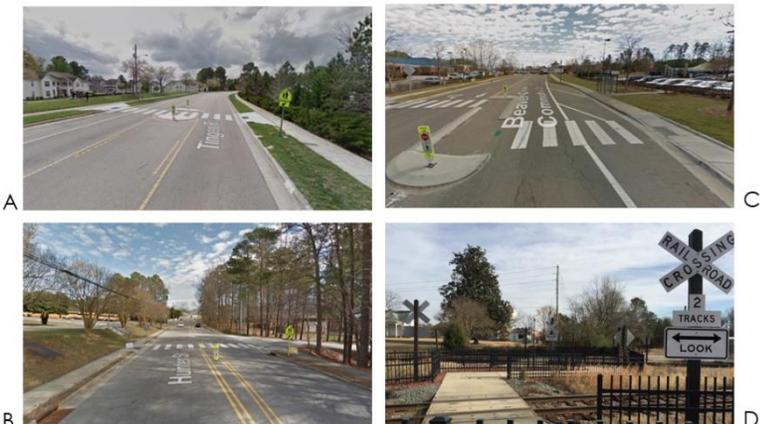
Bicycle & Pedestrian



Bicycle & Pedestrian

- D.
 - Fits environment
 - Good sizing of bridge (ADA)
- E.
 - Good Amenity
 - Good width of path
- F.
 - Accessibility issue- make sure there are alternate accessible routes
- G.
 - Good example of why people like Apex
 - Nature
 - Nice to have a variety of places people can go to interact

Pedestrian Crossings



Pedestrian Crossings

- A.
 - Median islands are an issue for cyclists (they narrow lane)
 - Beaver Creek Crossing used frequently
 - *Driver awareness needed for pedestrians/bikes*
 - But good examples of well-marked crossings
- C.
 - Confusing- overly complicated
 - Good effort by Town
 - Add rectangular rapid flash beacons
 - Needed at Baucom

Roadways



A



B



Advance



D

Rural Living



A



B



C

Roadways

A.

- Yay! Roundabouts
- Driver education needed
- Signage? (yield)
- Need landscaping

B.

- Pretty good number of lanes
- If warranted – but if not keep context sensitive
- Epicenter can accommodate traffic but not pedestrians

C.

- Uncertainty- free for all
- Confusing
- Dangerous
- Not aesthetically pleasing

Rural Living

- Nature
- Disappearing Quickly.
- Are equestrian trails still needed?
- Charm

Suburban Residential



A



C



B



D

Suburban Residential

- Drivers
- Missing apartments
- Charming – good urban design
- Good quality design (design standards)
- Good architectural styles
- Really like C
- Nice to have diversity
- No live/work? Need to bring businesses nearby

Urban Residential



Urban Residential

- Integrate place types together
- Live-work-play options
- Mixed income housing
- Affordability
- Diverse
- Include apartments above retail

Historic Town Center



Historic Town Center

- "That's Apex!"
- Downtown is a good marketing tool
- Downtown Apex is DESIRABLE
- If you can go downtown, you have a town
- Preserve it
- Town needs a heart, soul, beat

Neighborhood Commercial



Neighborhood Commercial

- Needed, but needs to be smart
- Business hours – downtown not accommodating

- **Existing Conditions**

- Existing conditions within the study area were discussed through the course of other agenda items. This agenda item was eliminated as a separate discussion point due to time constraints.

- **Community Assessment Exercise**

- Meeting attendees were asked the following question: Thinking forward to the year 2045, what are your goals for Apex related to transportation and land use?
- Attendees teamed up to refine these issues and hand them in for discussion. Steering Committee members then collaborated to consolidate these issues into a series of themes. Results from this exercise are organized by the identified themes and are as follows:

- **Transit**

- Provide public transportation
- Amenities for bus stops
- Have public transit

- **Quality of Life**

- More parks for athletics and programs
- More trees / green space
- Facilitate healthy and active lifestyles via well-planned infrastructure projects
- Community promoting / Interaction enabling
- Ample parks & recreation facilities
- Finish greenways

- **Downtown**

- Maintain and enhance the accessibility and intrinsic qualities of downtown Apex
- Larger, busier & more successful downtown business district

- **School Safety**

- Increase safety margins for transportation near schools

- **Thoughtful Design Standards**

- Improve commercial design standards for new projects

- **Mobility**

- Expect/anticipate the unexpected, e.g. impacts on transportation/land use if (when) autonomous vehicles are prevalent in Apex in 2045
- Dedicated bicycle & pedestrian lanes
- Safe transportation. Not just cars, included bikes, buses, rail.
- Adequate roadways (wider, multi-lane) safe
- Single lane roundabouts
- Provide free-flowing traffic patterns (roundabouts)
- Bike/ped connectivity not just for recreation but also link to commercial, schools
- Wider roads in neighborhoods

- **Integrated Growth**
 - Less subdivisions
 - Integrated commercial in new development
 - Veridea? Will it happen?
 - Increase density near commercial centers
 - Limit sprawl
 - Be patient for commercial development for long-term balance of uses
 - Larger home lots
 - Strategic expansion of water/sewer

- **Issues and Opportunities Exercise**
 - The Issues and Opportunities Exercise was not covered during the meeting due to time constraints. This exercise can be completed at a later date either by attending the public workshop on October 24 or by taking the online survey at www.publicinput.com/advanceapex.

- **Wrap Up and Next Steps**
 - The October 24 public workshop was discussed, and Steering Committee members were asked to spread the word about the meeting and the online survey.



Steering Committee Meeting #2 Summary

Date: Tuesday, February 13, 2018

Time: 4:00 pm – 7:00 pm

Location: Training Room 3A, 3rd Floor, Apex Town Hall, 73 Hunter Street

Meeting Purpose

The purpose of this meeting was to provide a summary of the engagement activities and existing conditions research conducted to date to give participants a background on the plan's development. Further discussions on land use and transportation needs allowed members of the committee to provide feedback and information to be used as the planning process moves into the recommendations phase.

Meeting Outcome

Feedback from the meeting will guide the development of transportation and land use recommendations for Advance Apex.

Meeting Attendees

Ten participants attended the meeting to discuss the community's needs, public involvement in the process to this point, and to provide feedback for the land use and transportation recommendations. Together the committee represents a wide variety of interests, including private development, schools, parks and recreation, and the downtown association.

Committee Members

- Marlow Campbell, Chamber of Commerce
- Bill Jensen, Apex Town Council
- Lance Olive, Apex Mayor
- Jeff Roach, Parks and Recreation Advisory Commission
- Shane Reese, Apex Downtown Business Association
- Amy Sackaroff, Safe Routes to School
- Corey Schmidt, Experience One Homes

Guests and Other Attendees

- Wes Moyer, Apex Town Council
- Mike Wilson
- Town Staff
- Planning Team

Key Takeaways

- The plan's robust public engagement process to-date has provided a strong basis for the recommendations. Over 1,200 people responded to the online survey, and over 60 residents participated in the workshop.
- Stakeholders, residents, and committee members overwhelmingly express a strong preference for responding to future growth in a way that preserves the town's "small town charm."
- Steering Committee members feel that future regional roadway projects and water and sewer expansions are likely to attract strong residential and non-residential growth.
- Committee members provided guidance on the most important street design elements in each land use context area and ways to prioritize bicycle mobility in the study area.
- Corridor mapping exercises helped the planning team understand better where strategic transportation improvements might be necessary and how to best accommodate bicycle, pedestrian, and transit along strategic corridors.

Agenda and Summary

The meeting agenda and discussion items are reviewed in this section.

Review of Activities to Date

This section included a brief summary of activities conducted between the first and second Steering Committee meetings to reacquaint committee members with the planning process.

Engagement Summary

A brief presentation provided participants with key takeaways from each of the engagement activities including an online survey, a public workshop, and focus group meetings organized around key interest groups.

Key Takeaways

- Over 1,200 people responded to the online survey, 98% of whom lived within the study area. A similar percentage of workshop attendees (62 total) lived within the study area.
- Social media was key to getting the word out about the survey and events.
- Traffic congestion and delay was rated as the most important issue on the online survey, followed by a disconnect between land use and transportation planning.
- Quality and affordable housing is rated as the biggest housing need.
- Participants also repeatedly stressed a desire to preserve the town's "small town charm" in the face of increasing development pressure.
- Attendees at the public workshop similarly ranked quality of life as a high concern, but noted that land use and density may need to change to accommodate growth.
- Five focus group meetings, organized around bicycle/pedestrian interests, development, downtown, schools, and transit, provided feedback on key concerns and recommendations. Recurring themes included quality of life issues, such as preservation of greenspace, "small town charm," and greenway connections.

Existing Conditions

As a major milestone of the planning process, an existing conditions summary has been created to form a general understanding of the study area and lay the foundation for the recommendations development process. This document was briefly introduced to the Steering Committee.

Key Takeaways

- The majority of growth in Apex is single-family housing. Housing values in Apex are higher than the regional average, contributing to the perceived need for a more affordable, diversified housing stock within the town.
- Most workers within the town commute to either Raleigh, Cary or Durham.
- The median income in Apex is much higher than the regional average, and the town's population is less racially diverse than Wake County as a whole.

Planning Themes

Over the course of the past several months, five themes have been created to guide the planning process. These themes were informed by feedback from the Steering Committee, from public input, and through collaboration with town staff. The Steering Committee provided feedback to help finalize the wording of these themes.

- **Downtown** - Preserve the intrinsic qualities of downtown and enhance the downtown experience by making it easier to travel to and around the Town core; encouraging a variety of uses and opportunities for community interaction; and protecting the historic character valued by residents and visitors.
 - *The committee felt the wording of this theme was fine, but that the emphasis should remain on the preservation of downtown character while maintaining progress.*
- **Integrated Growth** - Coordinate transportation investments with land use and development decisions to support travel by multiple modes; efficient land management and protection of natural resources; and opportunities to live, work, shop, and play.
 - *Following committee feedback, this theme will be modified to include references to vertical and mixed-use development.*
- **Quality of Life** - Encourage healthy and active lifestyles and enhance community identification and interaction through well-planned and connected non-motorized facilities, parks, greenspaces, and gathering places.
 - *Based on committee feedback, this theme will be slightly modified to include mention of multimodal transportation options and to include mentions of mobility for all residents regardless of age and ability.*
- **Safety** - Promote a safe and secure transportation system for all users. Enhance access and safety near schools to ensure age-appropriate options allow choice in how students travel to and from school.
- **Sense of Place** - Plan, design, and construct spaces and infrastructure that enhance community identity and sense of place.
 - *Based on committee feedback, this theme will be modified to better acknowledge and encourage enhancing the community's existing identity, as well as embracing a sense of place for new developments and projects.*
- **Mobility and Connectivity** - Create a balanced transportation system that connects people to destinations with a safe, efficient, and equitable network that accommodates drivers, pedestrians, bicyclists, and transit users.

- *Based on committee feedback, this theme will be modified to include a mention of emerging for forward-looking technology, to encompass a discussion of autonomous vehicles and their effect on the transportation system.*

Land Use Forces and Trends

The Advance Apex process will also include an update to the town's future land use map. Committee members were updated on the results of a preliminary land use screening process, which will be used to identify potential areas of change. The land use screening is a multi-step process:

- **Development Status** – Each parcel in the study area is examined to determine whether it is developed, undeveloped or underdeveloped. Developed parcels are assumed to be fully built-out, whereas undeveloped or underdeveloped parcels may be available for additional development.
- **Environmental Constraints** – Floodplains, conservation easements, and stream buffers are layered on top of the development status map to remove land that is ineligible for development.

Following these steps, conversations with town staff, stakeholders, and the Steering Committee will assist with the identification of areas within the town that may change and should become the focus of discussion.

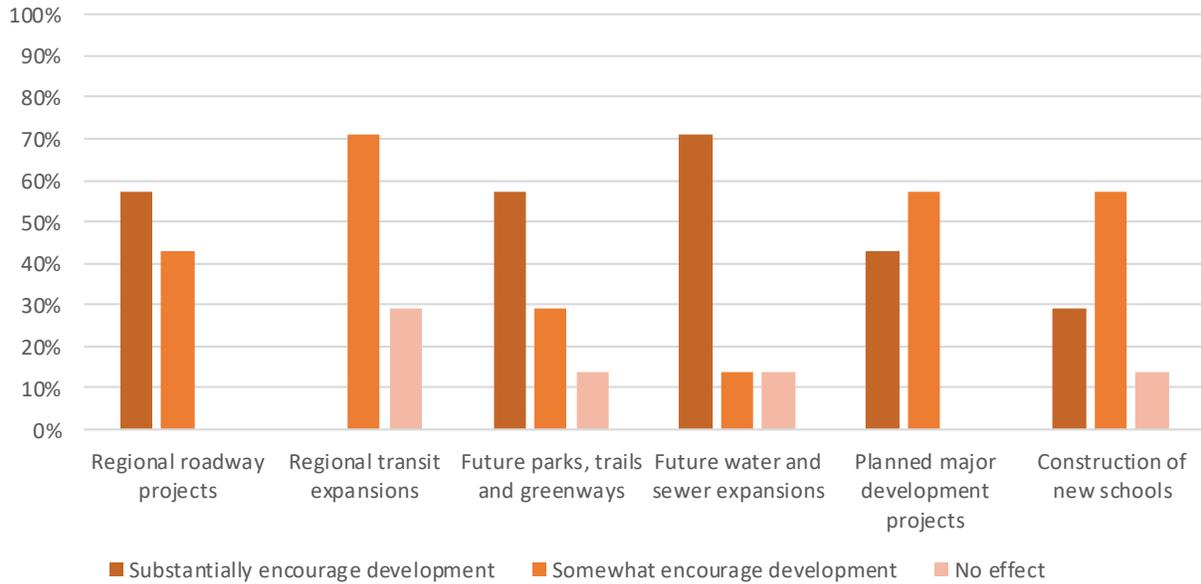
The committee then moved into a facilitated discussion about the regional forces and trends driving local development in Apex. Understanding the factors driving development is crucial for the development of recommendations.

Polling

Members of the Steering Committee then answered a series of questions through keypad polling about the various forces and trends that will influence development trends in Apex over the life of the plan. Their responses will help the planning team understand which forces are likely to be major influencers for residential and non-residential development, and which are likely to play a minor role in thinking about future land use.

Committee members were presented with a series of different factors, and asked to rate how much of an influence they are likely to have both on residential development and on non-residential development. Responses are shown on the following page.

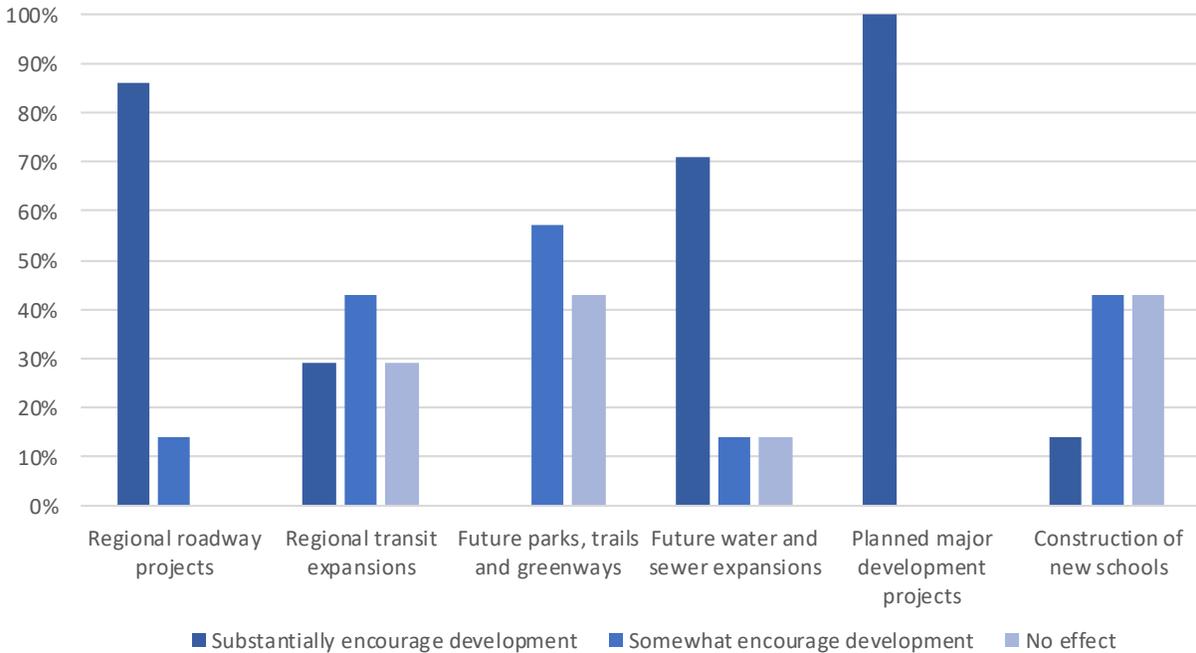
How much influence will each of the following factors have on residential development?



For residential development, the committee believed that future water and sewer expansions, future parks, trails, and greenways, and regional roadway projects are likely to be the factors that most encourage development. Others, such as regional transit expansions, new school construction, and other major developments, are expected to still encourage development, but have less impact overall.

Note: Participants were provided the choice to select "somewhat discourage development," and "substantially discourage development," but these answers were not selected for any factors.

How much influence will each of the following factors have on non-residential development?



The factors believed to most encourage non-residential development include regional roadway projects, future water and sewer expansions, and planned major development projects (such as Verideq). Other factors are seen as less important, but all are likely to have some minor role in encouraging future development.

It should be noted that regional roadway projects and future water and sewer expansions are among the top influencers for both residential and non-residential projects. This likely speaks to major unmet needs in both areas and a strong demand for additional capacity to meet the growing community's needs.

Mapping Exercise

Committee members were then invited to identify specific projects and areas of concern on a study area map. Participants were divided into two groups and asked to discuss the following questions:

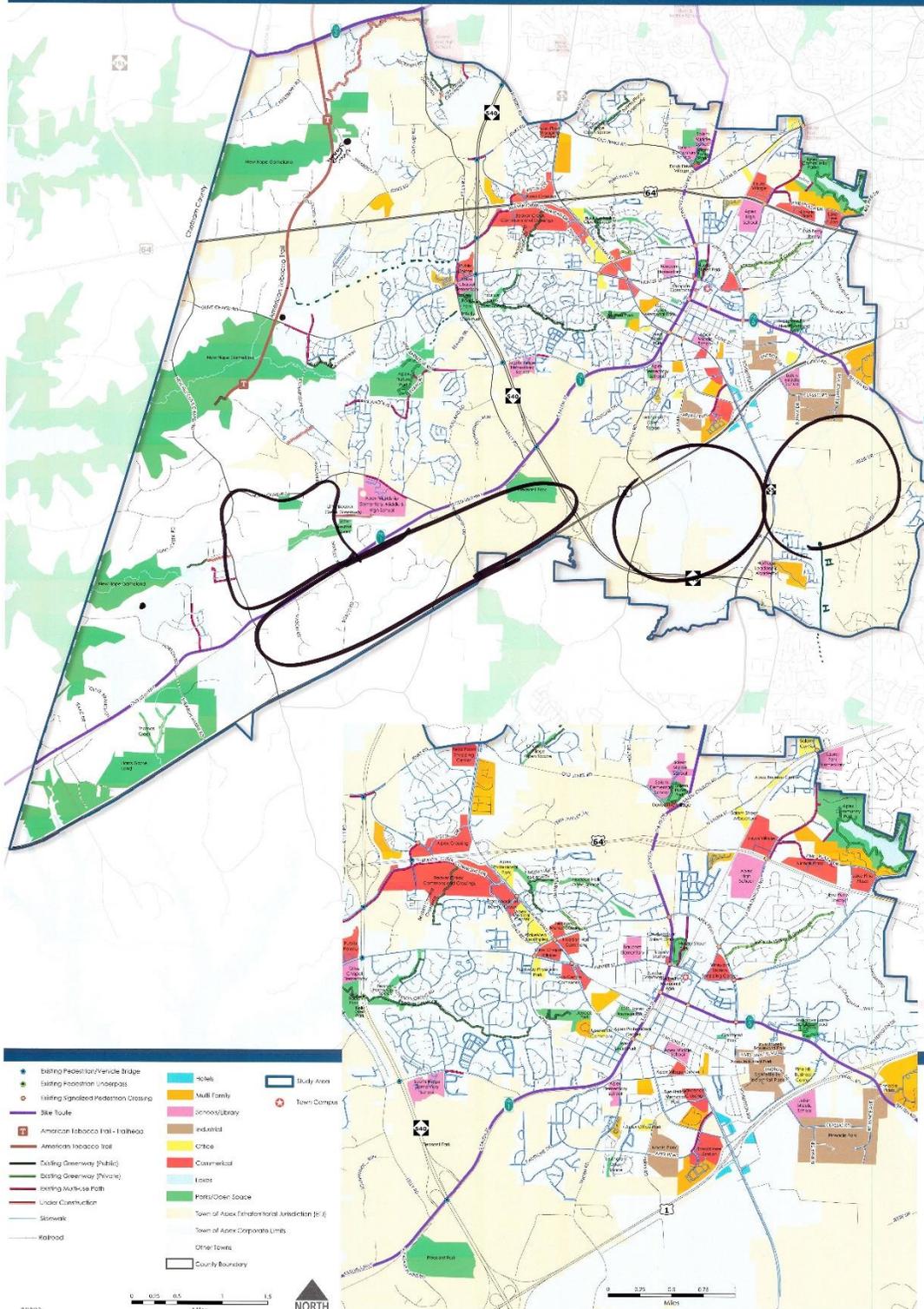
- Where will we see the influence of each of the factors that we just discussed?
- Will these effects be distributed throughout Apex or localized surrounding the new roadway, trail, park, or transit line?
- What form might this development take on? Single family homes in this area, multi-family in another, and mixed-use commercial over here?
- Which projects should be aware of and thinking about as we go through the land use planning process?
- Any there additional forces and trends to be aware of?

Participants identified a number specific comments, including:

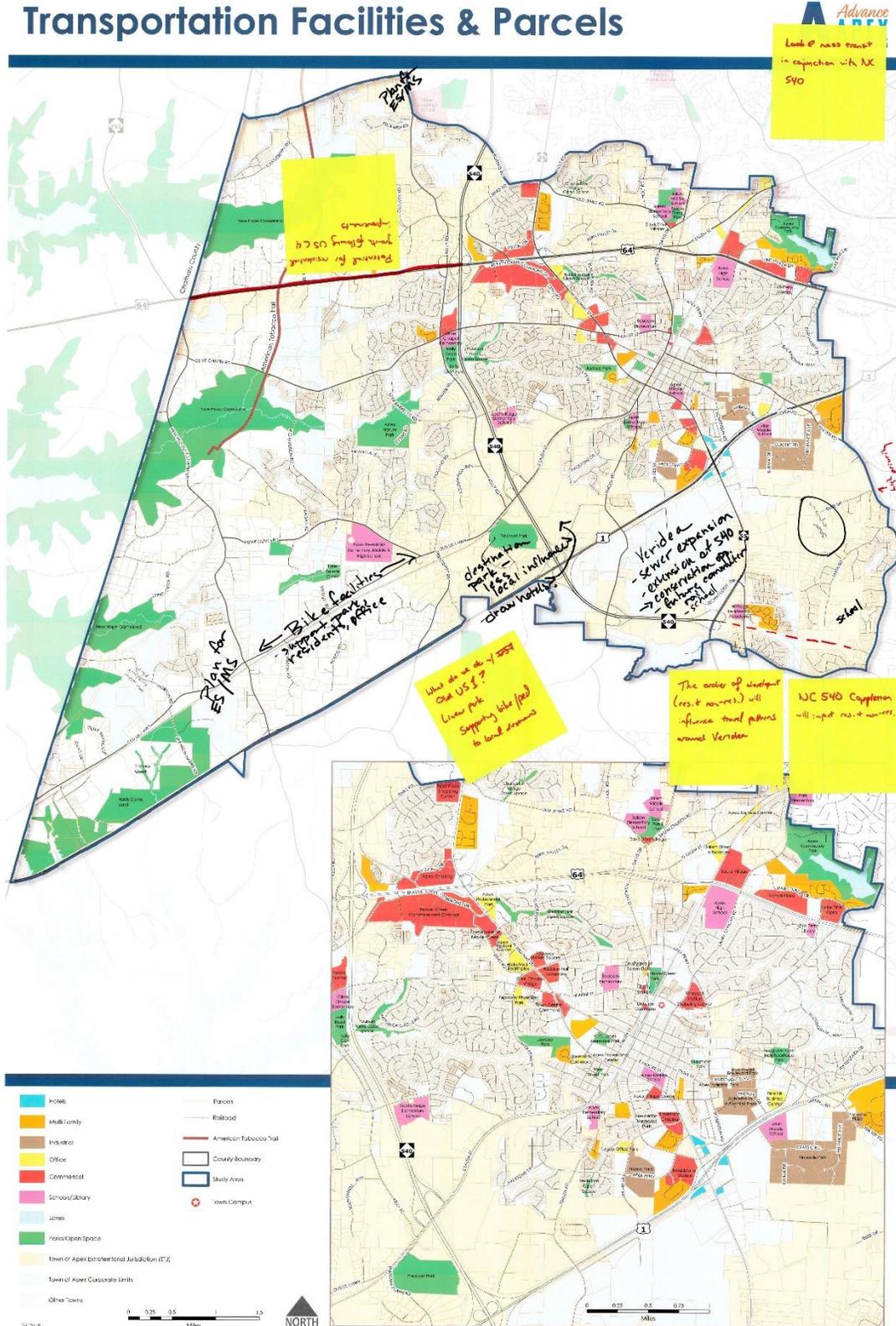
- Growth is likely to occur in the area surrounding Pleasant Park (a new regional destination park in the southwest corner of town), and in the area near Apex Friendship High School, where new school facilities are planned for the coming years.
- New wastewater treatment lines and pump stations in the western portion of the study area are likely to draw growth as it opens new areas to more dense development.
- Growth is likely in the southeast quadrant of the study area as well, accelerated by the Veridea development, a new pump station, and the construction of a new high school.
- Additional new developments, such as at the intersection of Jenks Rd and US 64 and Kelly Rd and Old US 1, are likely to draw ancillary development in the area.
- The completion of US 540 is likely to highly influence development patterns in that area, as well as travel patterns between Apex and other regional destinations. Other improvements, such as improvements to US 64, may have a similar influence.

Scans of the maps are included on the following pages.

Existing Bicycle, Pedestrian, and Equestrian Facilities



Transportation Facilities & Parcels

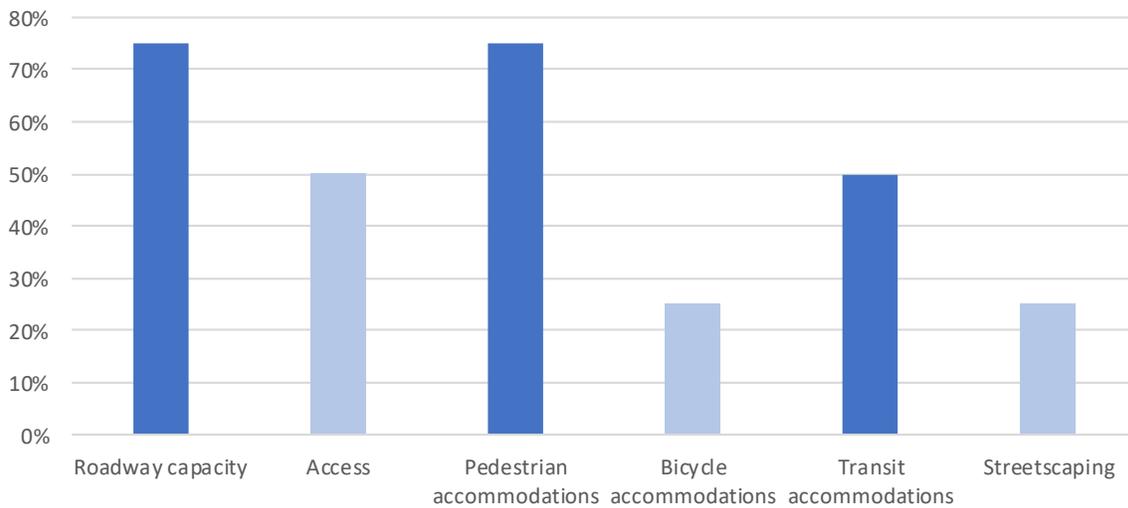


Transportation Recommendations

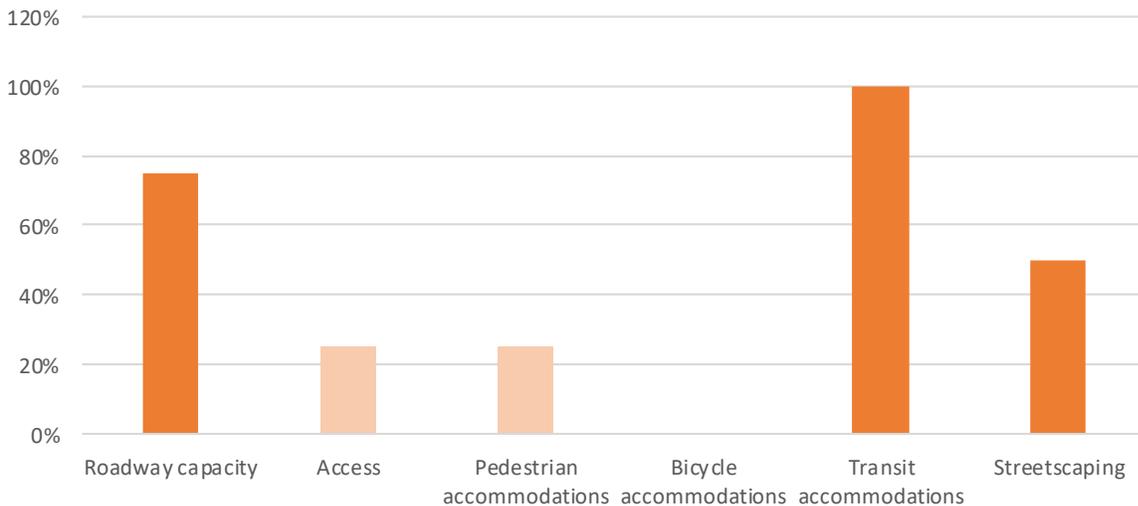
The meeting's final discussion centered around the plan's transportation recommendations. Committee members answered a series of questions to understand their values and priorities on transportation in various land use areas as a starting point to guide the development of recommended projects and cross-sections.

The results of this polling exercise are listed below, with the top three selections bolded in each graphic.

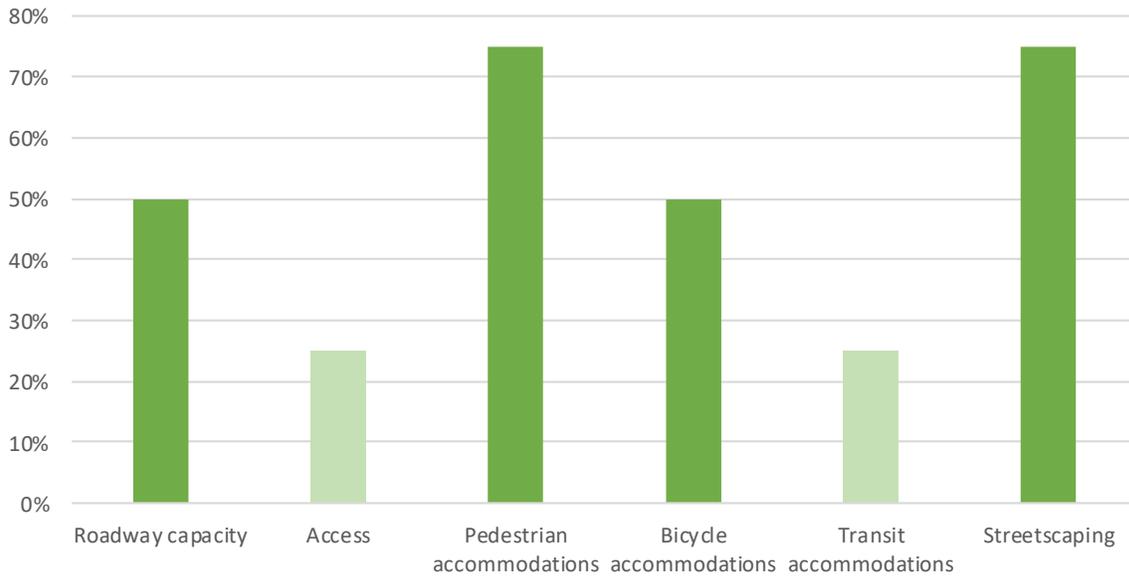
What are the three most important elements of a transportation facility serving *retail* areas?



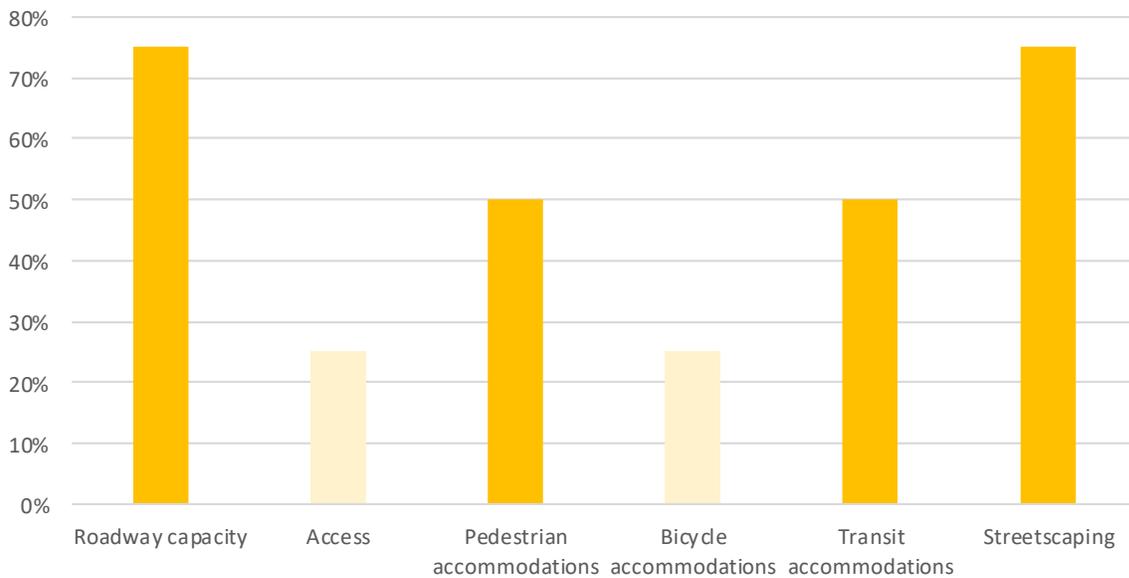
What are the three most important elements of a transportation facility serving *office* areas?



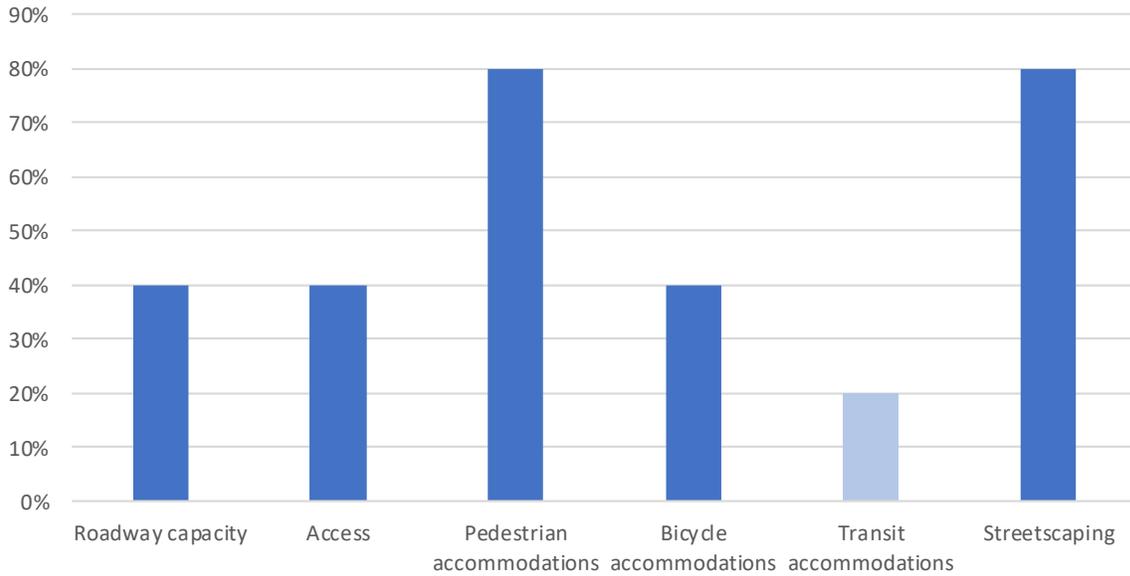
What are the three most important elements of a transportation facility serving *single family residential* areas?



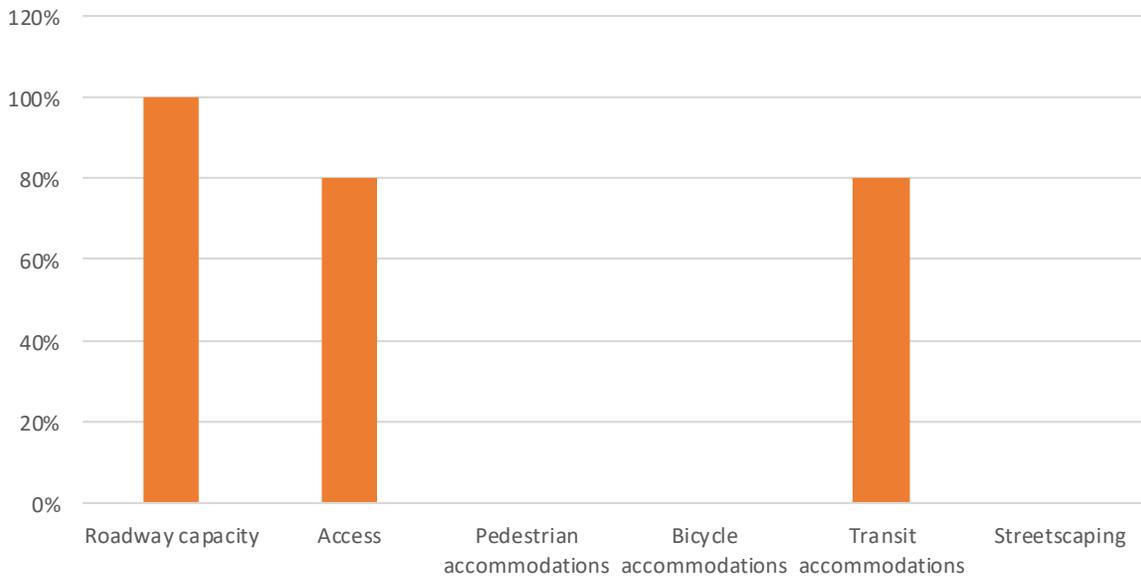
What are the three most important elements of a transportation facility serving *multifamily* areas?



What are the three most important elements of a transportation facility serving *mixed-use* areas?

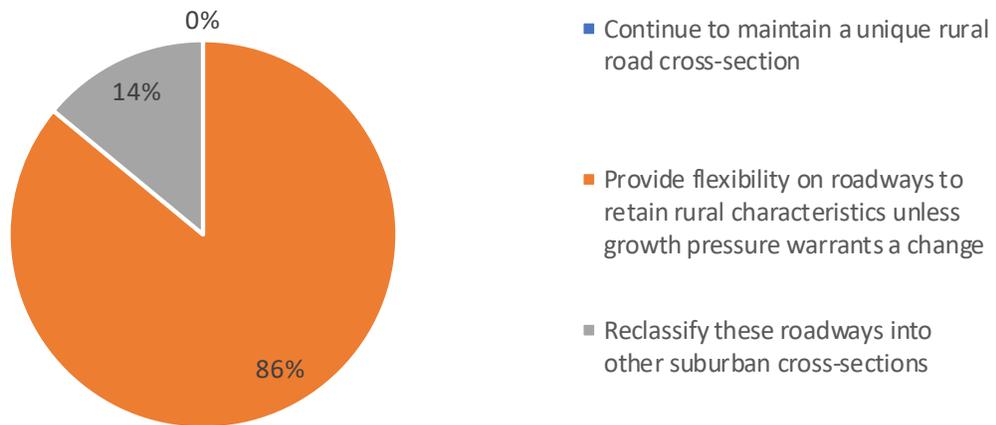


What are the three most important elements of a transportation facility serving *industrial* areas?

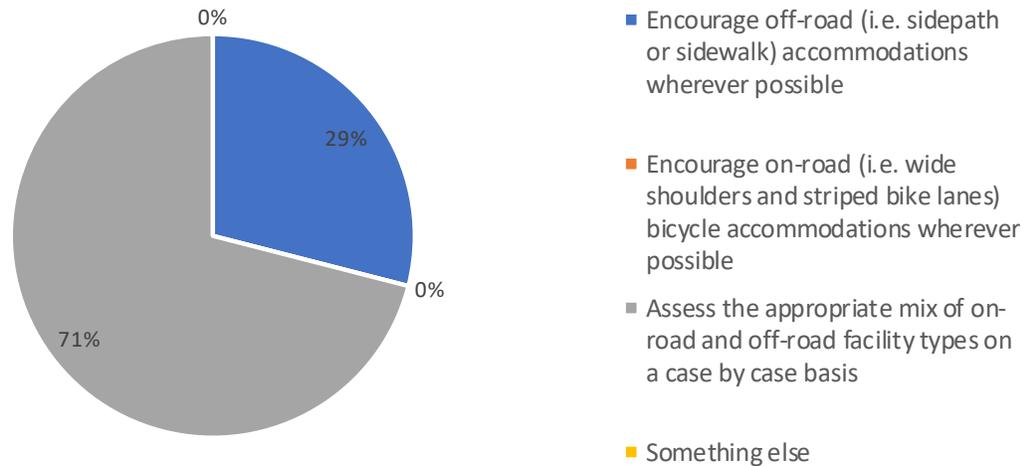


Committee members were also asked about the town's current rural road cross section, which is a roadway without curb and gutter. As the area develops and grows, it may be appropriate for some of these roadways to take on a different cross-section in order to better service a change in land use. Overall, committee members said they believed that rural roads should remain a part of the town's transportation toolbox. However, there should be an acknowledgement that these roadways can be modified to respond to growth pressures.

The current Comprehensive Transportation Plan includes a rural road cross-section, currently being applied in such locations as New Hill Road and Old US 1 Highway. How should we address these roadways moving forward?



How should we best accommodate bicycle travel within the study area?

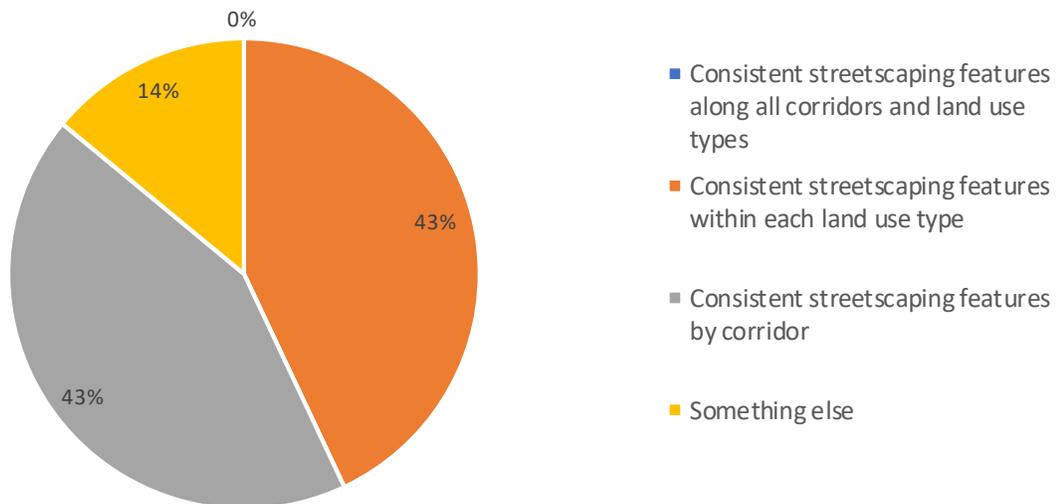


Another important question will be how to accommodate bicycle facilities throughout the study area. Apex currently has a variety of greenways and trails, as well as a fledgling network of on-road facilities. The committee was asked to weigh in on the appetite for expanding each of these networks as part of roadway improvements. The general consensus was that both on-road and off-road facilities should be utilized as appropriate, depending on context. Some respondents also preferred to focus on off-road facilities (such as trails and greenways) whenever possible.

Streetscaping has the ability to dramatically influence the look, feel, and character of a corridor and neighborhood. Committee members were asked to think about how they would like the town's streetscaping guidelines to be applied. The results were split, with approximately half of respondents saying they would like guidelines to be defined for each land use type (i.e. guidelines for residential areas, for retail areas, and for industrial areas), and others saying they would like guidelines defined for major corridors.

Another suggestion, under the "something else" category, was to apply flexible streetscaping guidelines, so that not all areas of town looked exactly the same, but rather had the ability to combine certain elements for a look that advanced the town's desired character.

How would you like to see streetscaping addressed within the study area?



Corridor Mapping

Finally, committee members were asked to consider seven corridors that had been highlighted by the public as key corridors of concern. Through a mapping exercise, committee members identified possible improvements and the types of accommodations and cross-section elements that should be prioritized along each corridor.

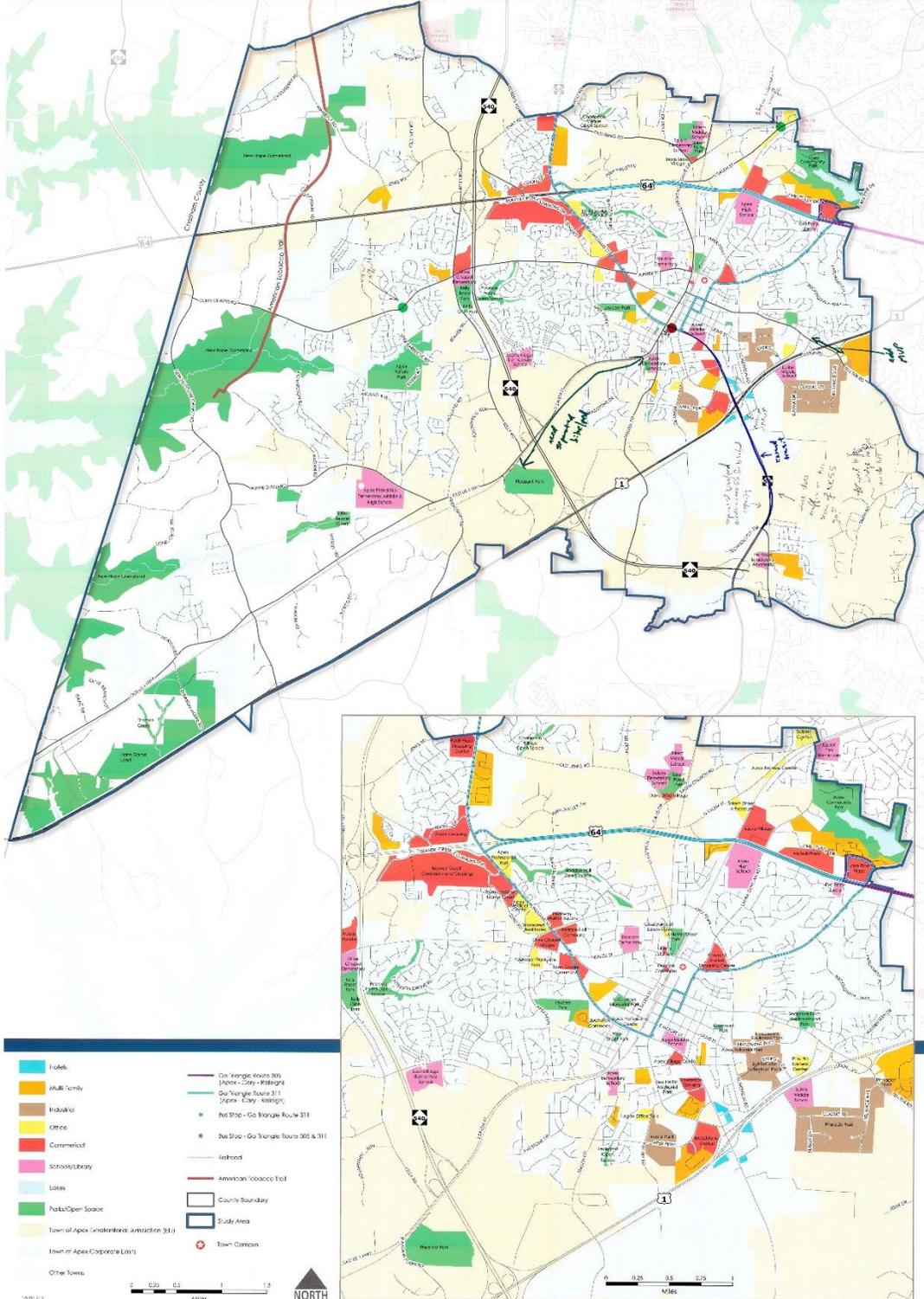
Suggestions included:

- **NC 55 Bypass/Williams Street**
 - Separated bicycle and pedestrian facilities needed on this road to aid mobility in this section of town. This will be especially important as development accelerates in this section of the study area.
 - Transit should be considered to serve the corridor between Downtown Apex and Veridea.

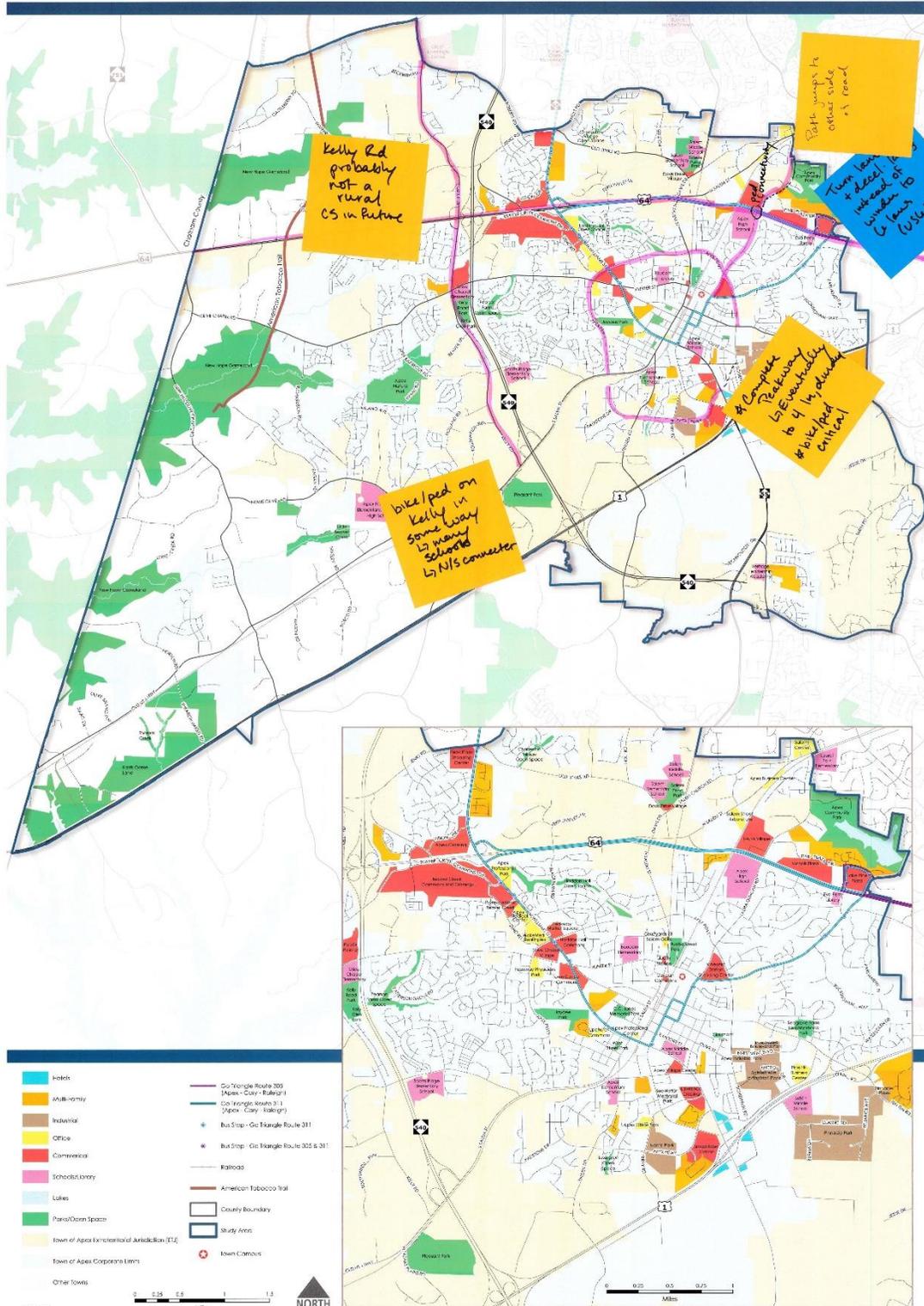
- **Apex Peakway**
 - Main concern is to complete the Peakway to improve downtown area connectivity.
 - Eventually upgrade the street to 4 lanes and include sidewalks and bicycle accommodations throughout.
- **US 64**
 - Current plans are to improve this corridor throughout most of the study area to a limited-access road.
 - No pedestrian or bicycle accommodations needed on US 64 itself, but better connectivity across the highway is needed in many locations, such as at Laura Duncan Road.
- **Ten Ten Road/Center Street**
 - A separated multiuse path should be considered on Ten Ten Road to improve safety and comfort for both bicyclists and pedestrians.
 - In general, intersection and signalization improvements should be considered along this corridor.
 - Ten Ten should be considered for a potential transit connection to the Raleigh Transit Center.
- **Olive Chapel Road**
 - Safety improvements needed for poor visibility at the intersection of Olive Chapel Rd and Apex Barbecue Road.
 - This road is a major draw for recreational cyclists. The town needs to decide how to accommodate bikes in this corridor.
- **Kelly Road**
 - Located in a high-growth area, and a corridor that is expected to continue seeing major residential development.
 - Currently a rural road cross-section through much of its length. However, it may be appropriate to upgrade this roadway in light of the changing context.
 - Should include bicycle and pedestrian accommodations because of its proximity to Kelly Road Park and as a major north-south parallel to US 540.
- **Laura Duncan Road**
 - Better pedestrian connectivity is needed on this street, which connects downtown with Apex High School, the Apex Community Park, and Cary.

Mapping exercise results are attached on the following pages.

Existing Roadway and Transit Facilities



Existing Roadway and Transit Facilities



Steering Committee Meeting #3 Summary

Date: Tuesday, June 12, 2018

Time: 4:00 pm – 7:00 pm

Location: Training Room 3A, 3rd Floor, Apex Town Hall, 73 Hunter Street

Meeting Purpose

The purpose of this meeting was to review and offer feedback on preliminary recommendations for the land use map and transportation plan with a focus on land use, complete streets, and transit. Due to a lengthy land use discussion, transit was pushed to the following steering committee meeting. The land use section explored the identification of focus area and alternatives and a discussion on complete streets and cross-sections explored how different street design elements relate to land use context areas.

Meeting Outcome

Feedback from the meeting will continue to guide the development of transportation and land use recommendations for Advance Apex.

Meeting Attendees

Fourteen participants attended the meeting to discuss the preliminary recommendations of the future land use map and transportation plan. The following attendees were present at this meeting.

Committee Members

- Amy Sackaroff
- Andrew Werking
- Bill Jensen
- Corey Schmidt
- Danielle Bedotto
- David Cole
- Jeff Roach
- Lance Olive
- Marlow Campbell
- Shane Reese
- Reggie Skinner
- Angela Reincke

Other Attendees

- Town Staff
- Plan Team

Agenda

• Land Use Update

- The land use update centered on the focus areas identified in collaboration with Town Staff. For each focus area, a handout was developed that showed the Peak Plan 2030 land use, and at least one alternative. Each of these focus area alternatives were discussed and Steering Committee members were given the opportunity to ask questions or express preferences.
- It was asked if the focus areas should all be considered independently or if there is a domino effect about what alternative is selected. Plan staff explained that the areas should all be considered separately, and that the different alternative numbers in different focus areas should not be compared together. It was further noted that the preferred strategy may end up as a blend of alternatives and that further phases of the planning process would look at overall recommendations coherently.

• Review of Focus Areas with Roadway Recommendations

- Note – following this Steering Committee meeting, Focus Area D “Horton” was removed as no changes were recommended. This resulted in a change to Focus Area reference letters in subsequent materials.
- **Focus Area A – US 64 West**
 - The Deer Creek Development, which includes 30 acres of commercial and office in the NW corner of the focus area, needs to be considered regarding entitlements as a portion has already been platted.
 - This focus area is currently noted as being high density in Peak Plan 2030.
 - The definition of commercial within the focus areas is variable. Each PUD has its own potential for its own definition, however this does not include industrial.
 - Having Alternative 2 with a buffer is a desirable option for Focus Area A because between the two alternatives, Alternative 2 truly requires mixed-use.
 - Town Staff stated that the areas in the current plan include at least 30% mixed-use.
 - New Hill/US 64 intersection is where the retail area will want to be.
 - The committee likes the retail at the corner of New Hill Road like Alt 1, and the buffering of Alt 2
 - Staff discussed different areas- boundaries were adjusted during the discussion. Beginning with the Peak Plan, those areas entitled since the 2030 plan informed the alternatives
 - The committee asked how land use and transportation interrelate. The plan team explained that a set of metrics will be created that will help the public to understand each alternative. One metric

may be transportation congestion, or multimodal support, or transit support, etc.

- Town staff mentioned that drivers and constraints need to be looked at for each focus area. For example, a future interchange that will spur growth (751 at 64)
 - Proximity to protected open space and rural residential is a part of this area's consideration.
 - The committee suggested that information from the public survey and Public Workshop 1 be carried forward regarding rural preservation and walkable mixed-use areas.
 - Performance measures will need to respond to the guiding principles and the public feedback.
- Town staff may need to consider where smaller age-restricted housing is appropriate and where it should be located. For example, a large parcel in light green to the west is proposed to go from medium density to low density. Age-restricted housing such as this has compact lot sizes despite the low density characterization. This use will look denser than it really is.
- There was a desire to make a clear distinction to the public between commercial and industrial with the suggestion of a poster that depicts the different land use types with associated images.
- The committee expressed a desire to keep the rural feel and scenic viewshed around Olive Chapel and New Hill-Olive Chapel Road.
- The Plan team will make the following edit to Alternative 2 based on meeting discussions: continue low density to the American Tobacco Trail low density wraps along the south.
- **Focus Area B - Buckhorn**
 - The center of the focus area is Humie Olive/Olive Chapel Road.
 - Alt 1 and Alt 2 have a new activity center: recreation activity center (term introduced in this plan)
 - Ideally this would be associated with the American Tobacco Trail and other uses complementary to bicyclists, pedestrians, or equestrians. This idea has come up in the past when private developers have approached the Town regarding a microbrewery and other destination-oriented restaurants and retail catering to pedestrians and bicyclists within this area.
 - Alternative 1 removes residential from the node to focus on commercial and office which then transitions south of Humie Olive to low density residential. It was questioned if density in this Alternative would support the commercial space noted.
 - Alternative 2 includes mixed-use which would allow residential to occur at the intersection with medium density residential south of Humie Olive.
 - Currently, this would not include upper floor residential, however it could be defined to include this if the recreation activity center was classified as such.
 - This location may not be the best place for that

- Town staff remarked that there should be a more overt reference to medium density being a combination of single family and townhomes.
 - There was discussion about desire to maintain rural character based on survey feedback.
 - Plan team will look at defining activity node more clearly to help determine if Alternative 1 should be changed to low density.
- **Focus Area C - Bonsal**
 - Alternative 1 focused on whether to scale back the level of density in this area.
 - It was noted that the New Hill Railway is in Chatham County.
 - This area is currently very rural and on septic and wells.
 - Olive Branch Rd is dirt. Some of the other subdivided lots are "paper subdivisions" without homes.
 - Anything north of the railroad is residential, anything south is industrial. The sliver currently shown as industrial should now be excluded from the focus area.
 - The plan team will more clearly show what is currently existing in the area; noting that this area isn't heavily developed at this time.
 - Town staff suggested that there could be an end point where the American Tobacco Trail goes to a potential future rail with trail that could lead to a possible recreational activity center.
 - The Wake County plan is to either do a rail with trail or to put a pavement surface on the trail corridor for bike/ped use when train is not in use, or to put a bike carrier on the train to potentially ride the train one way or two ways.
 - This will be researched further to fully understand this recommendation.
 - **Focus Area D and E – Horton and New Hill**
 - The current plan is to have low density to the west of New Hill Olive Chapel Road and higher intensity uses to the east.
 - Alternative 1 introduces offices and commercial on both sides of the New Hill Olive Chapel Road/Old US 1 intersection. As well as a linear park between Old US 1 Hwy and the railroad.
 - Based on roadway recommendations, Horton Road will be realigned with Shearon Harris in the future.
 - This is an area with development including Gracewood PUD, Jordan Point, Jordan Manors, Woodbury and Friendship Station.
 - Retail will come after the houses are built, and it cannot come if they have lost the space.
 - **Focus Area F - Friendship**
 - Plan team to add Humie Olive Road name to map.
 - Gray is an existing neighborhood mixed-use activity center. Due to its proximity to Holly Springs, the area has more fast food, gas stations, etc.
 - A desire to add a green stripe to the map to show the connection/extension of the linear park was discussed.

- **Focus Area G - Bosco**

- Alternative 1 is non-residential whereas Alternative 2 includes non-residential areas but is less dense than the Peak Plan.
- There is currently an industrial focus in around the Middle Creek Basin (southeast end of focus area).
 - This area shows industrial on the south side for Holly Springs.
 - Steering committee member believes this would be a good candidate for establishing industrial footprint (Buffer for the industrial area would be the 120' railroad right of way).
 - Town staff would rather look at the addition of extra buffers for the linear park if they determine it is needed.
- Focus Area to be revisited in July with provision of transportation recommendations.

- **Focus Area H – Pleasant Park**

- Focus Area to be revisited during July steering committee meeting with provision of transportation recommendations.
- Pleasant Park shown in both alternatives- Alternative 1 includes non-residential, Alternative 2 does not (to the South).
- Pleasant Plains is on the plan as a grade separation of US 1 in Holly Springs and Apex plan and needs to be maintained moving forward.
- There was a discussion as to whether residential would ever be integrated into the office and commercial uses south of the park in Alternative 1 or if it would change to mixed use with residential rather than commercial and office.

- **Focus Area I - Tingen**

- There is a mixture of uses in quadrant to the south as well as medium-high residential in the northern portion.
- Completion of the Peakway will affect access to this area.
- Alternative 1 increases residential density, whereas Alternative 2 expands mixed-use on the east side of Tingen Road.
- The steering committee expressed concerns about Alternative 1 due to existing high traffic volumes coming from NC 55 toward Holly Springs during rush hour.
 - With the opening of the Peakway, Tingen will be cut off at the railroad crossing and Apex Peakway would be the new access point. This may cause Tingen travel patterns and volumes to change drastically.

- **Focus Area J – Middle Creek North**

- Middle Creek has a heavy representation of industrial use.
- Alternative 1 reimagines Knights Play to office, while Alternative 2 retains it as a park. The park designation would indicate that there is a desire to keep this area for park/recreation use in the future even if Knight's Play closes.
- This area will be heavily influenced by the future of Jessie Drive as a 4 lane divided road

- **Focus Area K – Middle Creek South**
 - Focus Area K is one of the larger focus areas.
 - Plan team to label Ten Ten Road, Stephenson Road, and Sunset Lake Road on the maps.
 - Town staff to clarify as to whether Sorrell Landfill is closed.
 - Across Stephenson Road, Holly Springs has rezoned the mobile home use in the area as community office.
 - For public communication, the plan team will add leader lines to call out specific changes.

- **Other Proposed Land Use Changes**
 - Don't necessitate the more in-depth study of the focus areas, but do need a change in the FLUM
 - The 161-acre piece of property at Old Salem and Jenks is showing an expansion of an existing land use. This assumes the airport will go away in the future.

- **Complete Streets and Cross-Sections**
 - The plan team introduced the idea of complete streets and how it will relate to the development of the multimodal recommendations. Four different street contexts were defined and discussed, with an interactive discussion about the types of street elements that should be part of each context.
 - Plan team to remove the reference to lot size and replace it with reference to rural density residential, etc.
 - It was found that the use of cross sections is not prescriptive however it is a starting point for conversation with DOT, developers, etc. on what the road is going to look like.
 - The plan team will make the definition of the context areas less prescriptive and more permissive.
 - The steering committee asked that land use be connected to what the road looks like, i.e. form and function.
 - As part of the ongoing discussion of map needs/aesthetics, it was mentioned that there is a need to identify where the contexts apply.
 - **Street Context: Rural**
 - Elements: Rural context needs to include sufficient right-of-way/buffers to prepare for the next generation of urbanization.
 - Plan team and town staff to have discussion on how to incorporate this into the plan.
 - **Street Context: Suburban**
 - Definition: Revisit the reference to "low" density" and consider using moderate density; use more permissive language such as "typically".
 - Elements: No reaction or questions.
 - **Street Context: Transit-Oriented**
 - Definition: Not just "hubs" but also corridors; corresponds to the transit recommendations.
 - Elements: Bicycle "moderate" as a consideration vs bicycle facilities shown as "high priority" for design elements.

- Plan team to change design element to "high".
- **Street Context: Town Center**
 - Definition: Intent is for this context zone to be inside the Peakway.
 - Elements: Comment regarding disconnect between bicycle priority among Multimodal Considerations and Street Design Elements. This needs to reference parklets within the Town Center (loading/unloading for autonomous vehicles).

Steering Committee Meeting #4 Summary

Date: Monday, July 16, 2018

Time: 4:00 pm – 7:00 pm

Location: Training Room 3A, 3rd Floor, Apex Town Hall, 73 Hunter Street

Meeting Purpose

The July Steering Committee meeting focused on multimodal recommendations as well as the review of preliminary transit recommendations. Feedback about proposed routes was given and compared to the land use focus areas. Roadway recommendations were reviewed and focused on changes from the previous plan. Pedestrian recommendations were introduced, and updates were provided for Bike Apex.

Meeting Outcome

Feedback from the meeting will continue to guide the development of transportation and land use recommendations for Advance Apex.

Meeting Attendees

Twelve participants attended the meeting to discuss the preliminary recommendations of the transportation plan. The following attendees were present at this meeting.

Committee Members

- Amy Sackaroff
- Andrew Werking
- Bill Jensen
- Corey Schmidt
- Reggie Skinner
- David Cole
- Marlow Campbell
- Shane Reese

Other Attendees

- Town Staff
- Plan Team

Agenda

• Transit Recommendations

- Feedback from the Town's transit committee meetings was relayed to the Steering Committee. Topics discussed included modifications to fixed route transit service, potential circulator routes, and commuter rail. Ongoing transit planning efforts underway by other groups was also discussed.
- It was suggested that demographics be examined, particularly those areas with 55+ communities.
- The committee stated that having transit to both Wake Tech and RTP is important and that commercial uses are needed.
- The Steering Committee would like there to be a connection between transit and bike/ped recommendations.
- It was suggested that grade separation on Richardson at the railroad tracks may need to occur in the future because widening without separation may not be possible.
- Plan team to check the location of the future interchange for Holly Springs.
- Other action items/considerations:
 - Display transit with pros and cons.
 - List roads in the legend.
 - List retail in the legend.

• Land Use Update

- During Steering Committee Meeting #3, it was decided to postpone discussion of Focus Areas F and G until the July meeting. The land use recommendations in each of these focus areas are more closely tied to transportation recommendations. Similar to the content shared in Steering Committee Meeting #3, each of these focus areas had their alternatives outlined. In this case, the land use alternatives were overlaid with roadway recommendations. Steering Committee members were then encouraged to ask questions and offer feedback.
- **Focus Area F - Bosco**
 - With both alternatives, the future grade separation for Richardson at the railroad tracks will be looked at. As mentioned in the transit discussion, widening without separation may not be possible.
 - Alternative 1
 - The major differences between Alternatives 1 and 2 were discussed. Alternative 1 looks at "if it's going to develop," as well as the highest/best use.
 - Other action items/considerations:
 - Show railroad grade separation.
 - Show surrounding industrial zoned area to the west and south.
 - Look into the residential density levels and traffic capacity for Shearon Harris Nuclear Plant evacuation.
 - Alternative 2

- There was concern that without more information, the public will not understand the benefits of Alternative 1.
 - Other action items/considerations:
 - Double check location of interchange; note it as a key consideration.
 - Retain high density residential.
- **Focus Area G**
 - List the activity nodes in the legend.
 - Alternative 1
 - List Pleasant Plains as a thoroughfare.
 - List the East West connector as a major collector.
 - The park's peak time is during the weekend.
 - Potentially encourage trip types completely to the park. There may be an opportunity for shared parking
 - There is a need to clarify the vision for this area.
 - There is a desire for four lanes in the general area of Holland and Friendship.
 - Other action items/considerations:
 - Show grade separation for railroad.
 - Alternative 2
 - There is potential for future grade separation for the railroad.
 - One Steering Committee member commented to omit this alternative.
 - Other action items/considerations:
 - Eliminate and show the park added to the Peak Plan.
 - Upgrade the neighborhood road to a new arterial.
- **Roadway Recommendations Review**
 - Preliminary roadway recommendations were provided to the Steering Committee for review in both map and database form. Attendees were given a handout that asked a series of questions to help guide their review of the different roadway recommendation types. Any changes recommended based on completion of the worksheet and follow-up discussions are noted below.
 - E Williams St. (NC 55)/NC 55 Bypass, from Apex Peakway to Old Smithfield Rd
 - Changed to reflect 6-lane superstreet
 - Humie Olive Rd., from Old US 1 to Richardson Rd
 - Recommendation modified to 3 lanes
 - Laura Duncan Road, from Hunter Street to US 64
 - Recommendation to be compared against pedestrian recommendations before moving forward.
 - Old Raleigh Road/Lake Pine Drive, Apex Peakway to US 64
 - Recommendation to be reevaluated with plans for US 64 to ensure consistency.
 - US 1, West of Ten Ten Road to NC 540

- Recommendation to be reevaluated to ensure consistency with existing plans.

In the second Steering Committee meeting, we asked for initial feedback on several key corridors that had been highlighted as part of the public participation process. Steering Committee members reviewed these corridors. Any changes recommended based on completion of the worksheet and follow-up discussions are noted below.

- Olive Chapel Rd. – Recommendations range from preserving current 2-lanes all the way to 4-lanes with median; addresses future congestion issues.
 - Action Taken: Recommendation has been modified to include 4 lanes with median.
- Salem Street/Old US 1 – Recommendations include preserving current 2-lanes and widening to 4-lanes with median; addresses future congestion issues and is consistent with future land use scenarios.
 - Action Taken: 4 lanes with median recommendation has been extended all the way to New Hill Olive Chapel Road.
- Laura Duncan Rd. (US 64 to N Salem St.) – Recommended 4-lanes with median; addresses future congestion issues.
 - Action Taken: Recommendation has been adjusted to reflect 3-lanes between Hunter Street and Apex High School, 4-lanes with median between Apex High School and Pine Plaza Drive, and 3-lanes between Pine Plaza Drive and N Salem Street.

The Steering Committee reviewed the following new collector streets and local connectors and recommended moving forward with showing these at the public workshop:

- Between US 1 and Old US 1
- Between Olive Chapel Rd. and US 64 near the Chatham County line
- Between Kelly Rd. and Wimberly Rd.
- Across from existing Penny Rd. along Ten Ten Rd.
- Across US 1 between Schieffelin Rd. and Lufkin Rd. (new grade separation)
- Near the future school between Smith Rd. and Stephenson Rd.
- Change in designation for Reliance Avenue/Reliance Ext
- Shepherds Vineyard extension across US 64

The Steering Committee reviewed recommended locations for future roundabouts. The following roundabouts were removed from the recommendations based on discussion:

- Fern Valley Ln. at Thorn Hollow Dr.
- Lake Pine Dr. at Old Raleigh Rd.
- Salem Church Road/Dotson Way at N Salem St./Old Apex Rd.
 - Roundabout maintained but grade separation added over railroad tracks.
- Sunset Lake Rd. at Stephenson Rd.
- Tingen Rd. at James St.

- **Context Areas Review**

- A map showing the locations of proposed context area designations was provided. Through the handout, Steering Committee members were invited to provide feedback on the map. The following changes were made:
 - Extended rural context around America Tobacco Trail

- **Pedestrian Recommendations Review**

- A map showing the locations of proposed pedestrian improvements was provided. Through the handout, Steering Committee members were invited to provide feedback on the map. Changes/actions based on Steering Committee feedback included:
 - Discussion with Parks, Recreation and Cultural Resources Advisory Committee is needed for the streetside greenway recommendation on Humie Olive, Ragan Road and Richardson Road. One recommendation included removing the greenway on Richardson Road between Old US 1 and US 1.
 - Proactively show mid-block crosswalk locations on map
 - Expand sidewalk coverage downtown, consider only on one side of street based on context.

Steering Committee Meeting #5 Summary

Date: Tuesday, October 9, 2018

Time: 4:00 pm – 7:00 pm

Location: Training Room 3A, 3rd Floor, Apex Town Hall, 73 Hunter Street

Meeting Purpose

The purpose of this meeting was to provide an opportunity to review feedback from the second public workshop and discuss the final phase of the land use and transportation plan elements. The future land use plan was presented and discussed. Revised modal recommendations were presented. The roadway prioritization methodology was introduced, and preliminary results from the prioritization exercise were discussed. Prioritization takeaways for the pedestrian and transit elements were also discussed, along with next steps.

Meeting Outcome

Town staff and the consultant team will use committee feedback to inform the future land use map, modal recommendations, and project prioritization.

Meeting Attendees

The following attendees were present at this meeting.

Committee Members

- Marlow Campbell (Apex Chamber of Commerce)
- David Cole (Bike Apex Steering Committee)
- Bill Jensen (Town of Apex Town Council)
- Shane Reese (Apex Downtown Business Association)
- Jeff Roach (Town of Apex Parks and Recreation)
- Reggie Skinner (Town of Apex Planning Board)
- Andy Werking (Apex Transit Committee)

Other Attendees

- Town Staff
- Plan Team

Summary Notes

• Public Workshop Summary

- Consultant team updated the committee on the feedback received during the second public workshop and through an online survey.
- See attached presentation slides and workshop summary report available online.

• Future Land Use Map

- Consultant team presented the recommended land use alternative for each focus area. The land use recommendations are based on Steering Committee input from the previous meeting, public feedback from the workshop and online survey, and staff consultation.
- Based on feedback, for some focus areas, a new "blended" alternative is recommended.
- See attached presentation slides for recommendations. The bullets below note Committee discussion or suggestions.
- **Focus Area A: US 64 West – Selected: Blended**
 - Suggestion to change the one parcel located between a Low Density Residential parcel and the American Tobacco Trail from Rural Density Residential to Low Density Residential.
 - Discussion on development along the American Tobacco Trail. There is a 50-foot Type A buffer for any development along the trail. This will help to preserve the rural character of the trail even where it is not adjacent to Rural Density Residential.
- **Focus Area B: Buckhorn – Selected: Alternative 1**
 - Town staff noted that there was public support for the Low Density Residential and the Recreation Mixed-Use Activity Center.
- **Focus Area C: Bonsal – Selected: Alternative 1**
 - Question was raised on the adjacent land uses in Chatham County. Town staff referenced the Chatham County future land use map when developing this recommendation and found it is compatible with what is presented in the Apex draft future land use map.
- **Focus Area D: New Hill – Selected: Blended**
 - Consultant team noted that the land use recommendation encourages commercial and office uses at the intersection of New Hill Holleman Road and Old US 1 Hwy and maintains residential densities from Peak Plan 2030.
 - There was public support for the linear park between Old US 1 Hwy and the railroad tracks.
- **Focus Area E: Friendship – Selected: Blended**
 - Town staff shared that there was substantial public comment about the west side of Evans Road, north of Humie Olive Road, expressing a desire to maintain this areas as Medium Density Residential.
 - Interest in the linear park
- **Focus Area F: Bosco – Selected: Blended**
 - Suggestion to change the presentation slide for this focus area to indicate that the recommended alternative does address the key principle of investing in key corridors and activity nodes.

- **Focus Area G: Pleasant Park – Selected: New**
 - A new alternative was recommended based on public feedback.
 - Non-residential adjacent to NC 540 will support uses complementary to the park.
 - Rural Density Residential south of park reflects public comments.
- **Focus Area H: Tingen – Selected: Blended**
 - No notable discussion
- **Focus Area I: Middle Creek North – Selected: Alternative 2**
 - Question about the scale of the industrial area. This is not of the Research Triangle Park scale.
- **Focus Area J: Middle Creek South – Selected: Blended**
 - Question of whether the landfill was taken into account as industrial. Recommendation not to call this area out as industrial as there is a desire for the edges of the landfill to be redeveloped.
- **Other Proposed Changes**
 - Town staff explained that the Castlewood neighborhood is designated as Rural Density Residential on the draft future land use map based on public feedback. Rural Density Residential is proposed for all of the Castlewood neighborhood and half of the Cox Airfield.
- **Revised Modal Recommendations**
 - Consultant team presented changes to the roadway recommendations since the public workshop.
 - It was noted that there will be additional adjustments to the proposed roadway alignment between Green Level Church Road and Wimberly Road. There will likely be two collector streets with a connection between them. This will create more of a network of streets rather than one long collector street.
 - Consultant team presented proposed grade separated crossings.
 - Comment on closing Tingen Road at the railroad crossing as part of the Apex Peakway Southwest Connector Project. The regional Southwest Area Study is going to look at the possibility of a grade separated bicycle facility at Tingen Road.
 - Question of who would have to pay for a separated bike/facility. If this was funded through the Strategic Prioritization of Transportation Projects (SPOT), Apex would be responsible for 20% of the cost. That amount would change if funded through other means.
 - Discussion that we generally need to anticipate that the railroad would not move and that the road would typically go over.
- **Project Prioritization**
 - Consultant team introduced the project prioritization criteria and results. The criteria include safety, congestion, connectivity, freight, and local priority.
 - Concern that cost is too much of a driving point in the prioritization model. The model is skewed away from more expensive projects. Discussion that the projects may need to be viewed through multiple lenses: value/cost and value.

- Question of how this list of projects be presented to the public. Individual project scores will not appear in the plan document. Projects will likely be split into three categories: near-term, mid-term, and long-term.
- Consider removal of Production Drive, a new collector street.
- Comment on the need to reevaluate the termini of the roadway projects. The roadway projects are split based on how they are presented in the 2045 Metropolitan Transportation Plan. It might be worthwhile to take another look at how these projects are split along a single roadway.
- Determine which intersections need to be completed at the same time as roadway recommendations.
- Question of how dynamic versus etched in stone is this list of project. This list is somewhere in between the two. The Town is working on the 5-year Capital Improvement Plan (CIP) which includes transportation projects. This list of projects will inform the process.
- Question of how often the 5-year Capital Improvement Plan changes. Funding is committed on an annual basis. Further years are subject to change during every budget cycle. Town staff will present this data to Town Council to support priority projects.
- Comment that N Salem Street from Apex Peakway to US 64 may need to be considered as a potential CIP project as it is second on the list of priorities.
- In the future the project prioritization tool will be used when formulating the Capital Improvement Plan.
- Sometimes the most beneficial projects are the most expensive and the local budget cannot support many of these.
- The Town will need to look at projects strategically to determine which projects will likely receive state or federal funds versus projects that will need a large amount of local funding.
- Transit Prioritization
 - Town staff provided an updated on Wake Transit Plan Community Funding Area funds for technical assistance and capital and operating expenses.
 - The Town is working on an application for technical assistance funding in the upcoming fiscal year to support implementation of the priority fixed-route circulator.

- **Next Steps**

- Project documentation (ongoing)
- Town Council Work Session (10/25)
- Neighboring Jurisdictions Open House (10/30)
- Final Steering Committee Meeting (11/8)
- Anticipated Town Council Public Hearing (12/18)

Compiled Focus Group Meeting Summaries

Five focus group meetings were held between October 16, 2017 and November 14, 2017 in support of Advance Apex. The focus groups represented different areas of interest relevant to the planning process. Summaries of the focus group meetings are provided in this compiled document. Page references provided in the Table of Contents refer to PDF pages.

Transit	A44
Development	A47
Schools.....	A58
Bicycle and Pedestrian.....	A65
Downtown.....	A75



Transit Focus Group Meeting Summary

Date: Monday, October 16, 2017

Time: 4:15 pm – 6:15 pm

Location: 3rd Floor Training Room, Apex Town Hall, 73 Hunter Street

Meeting Purpose

The purpose of this meeting was to explain to participants the purpose and steps of the Advance Apex planning process, learn more about the committee's vision for transit in the Town, and get into details about how the transit system can be enhanced through Advance Apex.

Meeting Outcome

Feedback from the meeting will help guide the development of transit recommendations for Advance Apex. Input will also guide how the transit network related to other transportation modes and surrounding land uses.

Meeting Attendees

The Town's standing transit committee met to begin discussing the vision for Apex's future transit services. The following attendees were present at this meeting.

- Andy Werking, Transit Committee
- Sara Owen, Tree CAP/Steering Committee
- Kurt Pfeifer, Withers Ravenel, Inc.; Apex Chamber Board
- Nick Bryant, Transit Committee
- Angela Reinke, Town of Apex, P&N
- Bonnie A Parker, CAMPO
- Town Staff
- Planning Team

This group will meet again during Advance Apex to dig deeper into service recommendations.

Key Takeaways

- New funding is available to Wake County jurisdictions to explore expanded local transit service, which may potentially include circulator routes.
- Generally, the group agreed that funding a local circulator is a higher priority than enhancing the regional service between Apex and Raleigh/RTP beyond what is included in the Wake Transit Plan.
- A significant portion of the meeting was spent discussing the idea of a transit circulator, as well as details such as routing, stops, and vehicle types. Transit corridors and stop locations generally fell into one of the following categories:
 - Olive Chapel Road
 - Downtown
 - Hospitals

- Community Center
- Parks
- Middle and High Schools

Agenda

The meeting agenda and discussion items are reviewed in this section.

Introductions

- Participants were introduced to each other as well as the project team.
- A review of previous meetings briefly discussed the Wake Transit Plan and Cary Transit Administrator lessons learned, as well as the transit stop inventory and bus rides to Raleigh on the R-line.

Purpose of Advance Apex, Work Plan, Public Engagement

- The purpose of Advance Apex, the work plan, and the public engagement process was provided in the PowerPoint presented at the meeting.
- It was mentioned that at the time of the meeting, 600 people had participated in the online survey. It was also noted that the survey was still open for comment and participation by attendees was highly encouraged.

Purpose of the Focus Group Meeting

- The role and importance of the focus group and the meeting was explained and supplemented with information in the presentation.

Transit Vision Discussion

- The group discussed the importance of having a circulator between both neighborhoods and downtown.
- The group's vision, and the vision of the Town, is to live, work, play in Apex.
- Participants stated that there needs to be both a North/South circulator and an East/West circulator.
- There was also a desire for an all-day service in and out of downtown Raleigh.
- It was mentioned that transit needs predictability to be effective.
- Town staff discussed lessons learned from Wake Forest transit. Wake Forest was the first jurisdiction outside of Raleigh and Cary (within Wake County) to start up a transit circulator service. One of the keys to the success of the line is that it is a free service, thereby assisting those who are transit dependent. The initial routing specifically tried to serve areas with high transit dependence. Observers also noted the successful identification of major destination points within the Town, making this a desirable route to travel.

Transit Detail Discussion

- The conversation in the meeting shifted to a discussion of a potential circulator within the Town of Apex. The group discussed having it serve downtown Apex and all of the Apex Peakway. Key connections and destinations include:

- Parkside Town Commons
- Connection to 55/Walmart/Cambridge Village, Villages at Broadstone
- Shangri-La trailer park
- Apex Mobile Estates trailer park
- It was mentioned that the west gap in the Peakway should be completed by 2019, however there is no schedule as of yet for the east gap.
- The group further discussed the following key destination points around the community, both for a potential circulator or for other fixed-route transit service:
 - Hospitals
 - Apex Medical Center/Wake Med Apex Healthplex
 - Regency Park- Wake Med Cary
 - Regency is a proposed new transit hub for GoTriangle
 - Community Center
 - Parks
 - Apex Nature Park
 - Town Hall Community Center
 - Jaycee Park; end of Beaver Creek greenway next to Peakway
 - Apex Community Park
 - Guidance should also be provided on how to get to the park from the existing transit routes, such as connections through Pine Plaza Drive.
 - Middle and High Schools
 - An East/West connection through Olive Chapel was also proposed to connect to downtown Apex, serving Beaver Creek (potentially utilizing the existing but unused transit shelter), adjacent park facilities with future greenway connectors, and the Richardson Road area.
- One member of the focus group provided a route with listed stop locations. This route and stop suggestions can be found below:
 - Chatham or Center on Salem
 - 55 and South Salem
 - Salem Village
 - 64 and Salem
 - Haddon Place and/or Haddon Hall
 - Target Shopping Center
 - Peakway; South Salem
 - Highway 55; Walden Creek to high school
 - Tingen Road at South Salem
 - Laura Duncan at 64 (or Costco) and Peakway
 - Old Raleigh at Peakway
 - Hunter Street Park
 - Apex Community Park
 - Town Hall



Development Focus Group Meeting Summary

Date: Wednesday, October 25, 2017

Time: 10:00 am – 11:00 am

Location: 3rd Floor Training Room, Apex Town Hall, 73 Hunter Street

Meeting Purpose

The purpose of this meeting was to explain to participants the purpose and steps of the Advance Apex planning process and to learn more about the focus group's vision for the growth of the Town.

Meeting Outcome

Feedback from the meeting will guide the development of transportation and land use recommendations for Advance Apex.

Meeting Attendees

24 participants discussed needs and opportunities specific to development. Participants represented the Triangle Community Coalition (TCC); Home Builders Association of Wake County (HBA); individual home builders, commercial builders, and engineering firms; the Triangle Apartment Association (TAA); Chamber of Commerce; Parks and Recreation; Economic Development; and CAMPO.

- Jacob Rogers, TCC
- Raquel Motenegro, Lennar
- Paul Kane, HBA
- Wes Reynolds, Macgus
- Ajay Gilleece, Gilleece & Associates
- Madeline Gabe, TAA
- Corey Schmidt, E1 Homes
- Suzanne Harris, HBA
- Barbara Todd, Gilleece & Associates
- Glenn Philips, Toll Brothers
- Gordon Poulsen, Forsyth Investments Company
- Glenn Futrell, Classic Road Partners LLC; Pinnacle Park Center
- David Whittington, SEPI
- Jimmy King, Peakway Development
- Jeff Roach, Peak Engineering
- Marlow Campbell, N4C Youth Nationwide Ins.; Apex Chamber
- Paul Black, CAMPO
- Debbi Ferm, Withers Ravenel
- Tristan Walters, Withers Ravenel
- Joanna Helms, TOA
- Baxter Walker
- Ester Leach
- Sharron Scroggs
- Stuart Jones, Jones and Cnossen
- Town Staff
- Planning Team

Key Takeaways

- The interrelationship between population growth and transportation needs was a frequent conversation point. This discussion noted that transportation facilities in many places are inadequate for the current population, and that the pressure on these facilities has the potential to increase dramatically if Apex continues to grow at the rate it has been.
- The group debated the balance between affordable housing versus the desire for low density residential development.
- There was discussion from a 2045 perspective regarding autonomous vehicles and increased transit use.
- The group discussed the importance of land use and transportation and how there should be appropriate facilities and modes of transportation depending on the land use (i.e. sidewalks around schools or between adjacent retail areas).

Agenda and Summary

The meeting agenda and discussion items are reviewed in this section.

Introduction and Purpose of Advance Apex

- Participants were introduced to each other as well as the project team.

Meeting Purpose and Format

- The role and importance of the focus group and the meeting was explained and supplemented with information in a PowerPoint presentation.

Initial Survey Results

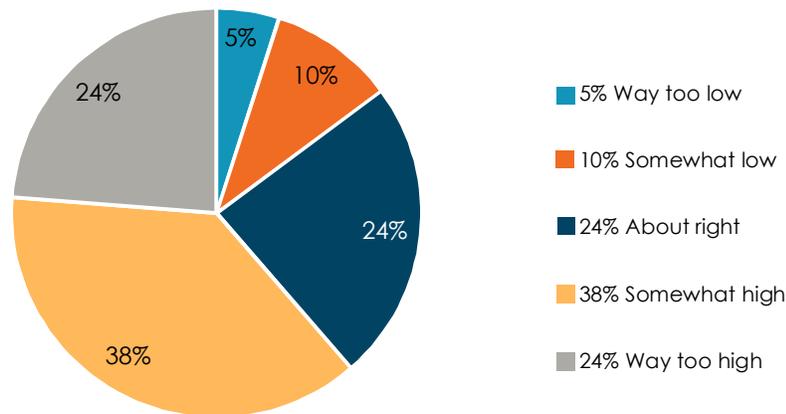
- Feedback from the Advance Apex online survey was discussed with the group. At the time of this meeting, the survey was still open for comment. Therefore, the results shown at the meeting and communicated in this summary are only preliminary. The subset of survey questions discussed during this meeting focused on the types of land use patterns and growth highlighted by members of the public, as well as applicable written comments.
 - The group wondered how the project team balances the contradictory desires that are apparent in survey comments. For example, responses could indicate that there is a desire for an increased level of funding for transportation and civic assets, but that the appetite for growth is decreasing. The question of how to address these opposing issues will be central to the development of the plan.
 - Participants wondered if survey respondents are thinking about the economics of their choices or strictly what they'd like to see done.
 - Participants believed that there is an educational opportunity out there to help the public understand how the planning process works from a project perspective. For example, the general public wants A, but they don't realize there's an impact on B in order to get to A.
 - It was pointed out that the questions within the survey do not address the cost of land.

- Through the discussion, it was noted that Town staff has a responsibility to gather public feedback, but it must be structured in a way that makes sense and is easy to understand. The parameters of a survey must be clear and concise, and typically cannot go into a lot of depth on any one topic.

Group Survey

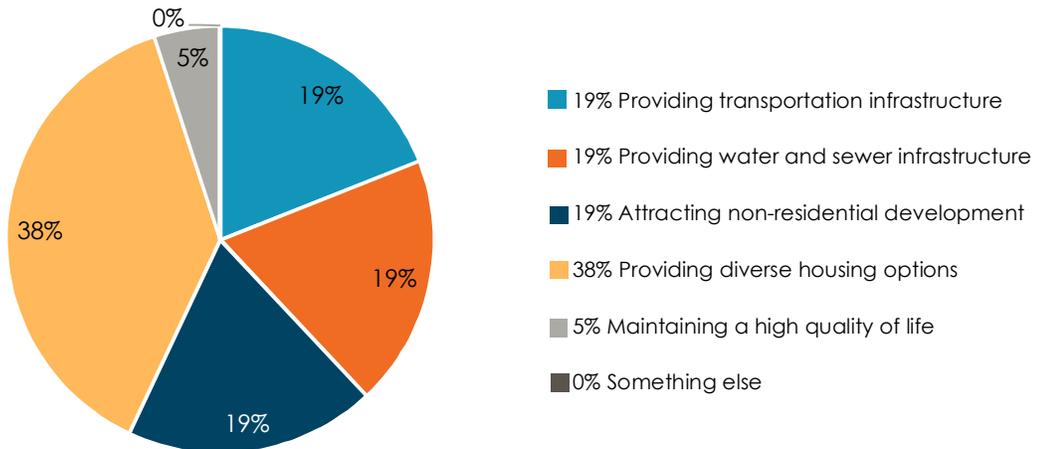
Following the initial survey results discussion, the Focus Group was given the opportunity to take an interactive survey intended to prompt discussion. The survey was conducted through Publicinput.com and allowed respondents to input their answers using their cell phones.

Question 1: According to the Planning Department's estimate, the current population in Apex is about 50,000. The residential units that have already been approved are anticipated to add about 23,000 more people. If the average growth rate (4.68%) experienced over the last 5 years continues to 2045, the Town's population in 2045 would be about 180,000, or just a little larger than the Town of Cary is now. What do you think about the accuracy of this 2045 population? Is it...



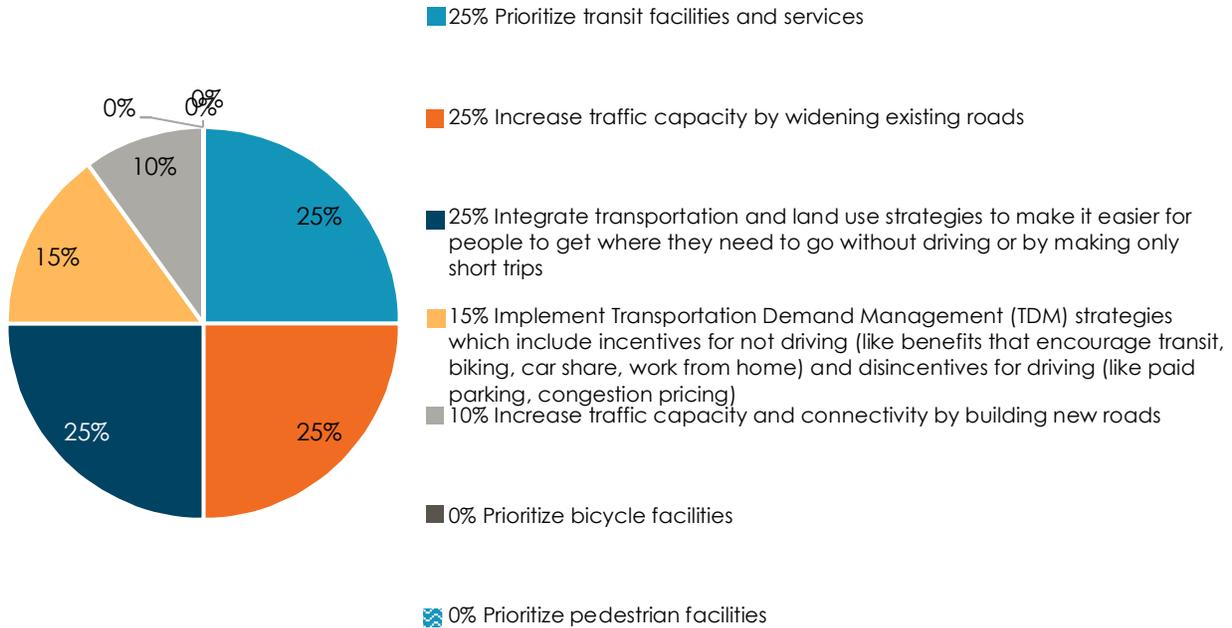
- The group initially leaned toward identifying this level of growth as too high. Through discussion it was noted that the Town of Cary has also grown rapidly. There was acknowledgement that in order for Apex to reach that level, significant changes would likely be needed, either in terms of the overall geographic size of the Town or the levels of density and intensity.

Question 2: As Apex experiences this population growth, what will be the single biggest challenge?



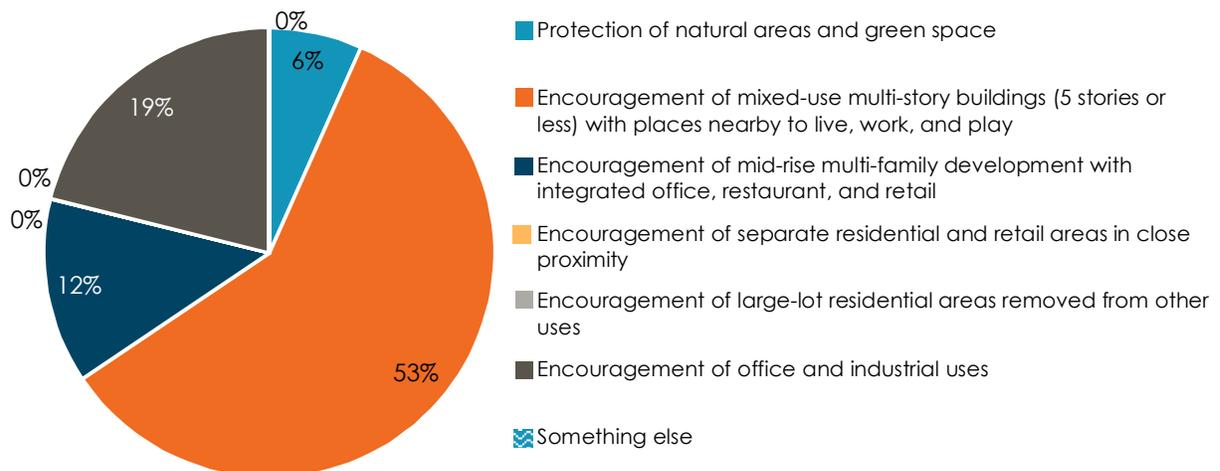
- This question explored the topic introduced in the previous question by highlighting key issues that may become apparent in the future. The largest response category, providing diverse housing options, was identified as an issue now within the Town. Participants noted that a continued rapid pace of growth could exacerbate this issue, along with putting a strain on infrastructure.

Question 3: What is the most important transportation strategy to implement as Apex grows?



- This question received a significant mix of responses. Through discussion with participants, it was noted that a blend of existing strategies and emerging priorities will come into play to shape Apex's growth. There was also an acknowledgement that making a significant change to how the area chooses to grow could positively affect transportation.

Question 4: What is the most important land use strategy to implement as Apex grows?



- This question explored the land use side of future growth. The majority of respondents indicated they were interested in mixed-use development with live, work, and play spaces

included. This type of development can lend itself to the creation of more dense spaces that also have more internal tripmaking. As a result, this type of development can help reduce reliance on the overall transportation network.

Break-out Brainstorming Sessions

- After the survey was conducted, the group broke out into several brainstorming sessions with the primary topics of type and density of different land uses within the study area.
- Two main topics sprung from these discussions: population and transportation strategies.

Population

- Attendees stated that people will move elsewhere before they move vertically enough for high density.
- It was mentioned that development and population depend largely on market cycles. There will have to be some dips between current day and 2045 with the current growth rate otherwise it is not sustainable.
- Despite the demand for growth, people want to maintain the small town feel. Within the public survey and in the other engagement tools, this concept continues to be identified as one of the most critical to Apex's identity and success.
- The group questioned where all the people will be going what with the State and County recruitment efforts like that of Amazon.
- It was mentioned that over recent years, Apex has reaped the benefits of NC-540. In the future, areas to the west will see that growth as well.
- Participants discussed diverse and affordable housing options as one of the single biggest challenges that Apex faces:
 - Because the cost of land is so high, it is difficult to build/buy affordable housing options. Economics is a repetitive theme in the affordable housing debate.
 - If workers are unwilling to come, it is hard to maintain non-residential uses.
 - Density would need to be increased to provide affordable housing.
 - The group suggested that Council needs to be educated on the correlation between affordable housing and higher density.
 - The question remains as to whether Apex wants to be a bedroom community.

Transportation Strategies

- The most commonly discussed transportation strategies were transit, road widening, and the integration between transportation and land use. Each of those topics are addressed in this section.
- Transit
 - There was a general concern that Apex will not preserve the quality of life by continuing to do things in the manner it has become accustomed to. There is already a significant strain on the transportation network, which may reach a tipping point if it is not addressed.
 - The group felt that TDM and mixed use could be a driver to extending the life of existing systems and facilities.

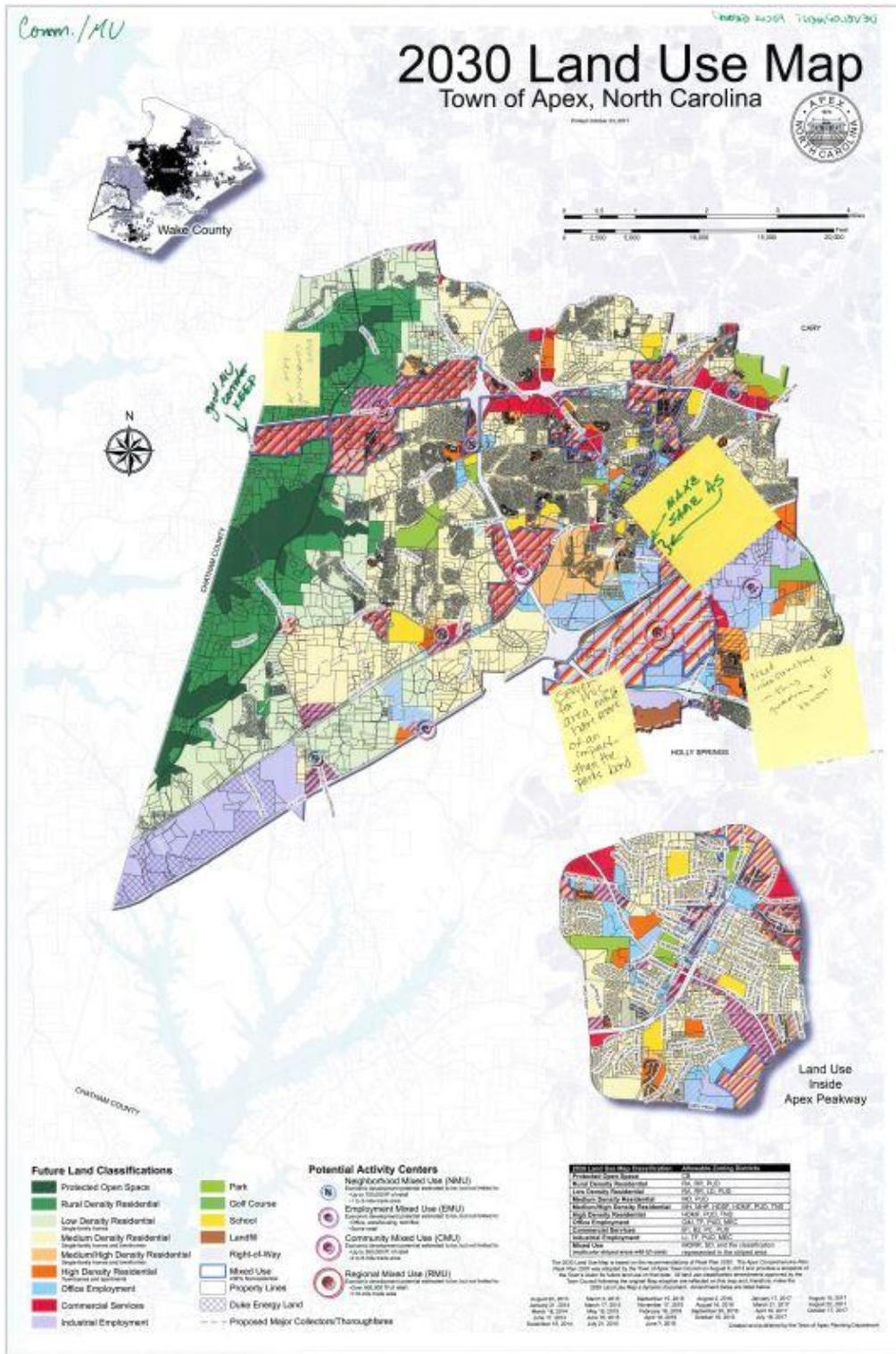
- Integrating TDM, transit, and land use strategies may be the more realistic approach. By creating shorter trips, it makes it more realistic to use other modes of transportation other than single occupancy vehicles.
- From a 2045 perspective, the group was interested to know how self-driving cars would be considered in the planning effort. Questions were also raised about the level of self-driving cars in our plan's interim years.
 - At this time, experts are unsure whether self-driving vehicles will create more or less cars on the road.
 - The freight community will likely embrace autonomous vehicles.
 - Although it is premature to estimate the full impact of this technology, the Town can begin to identify places (infrastructure development, policy making, or planning) that can benefit from getting a head start.
- Road Widening
 - Attendees believed the widening of streets has become a traditional, and for some, unpopular answer to solve road congestion.
 - In recent years, Apex has approved huge subdivisions on rural roads. The group wondered if more provisions need to be made to accommodate these growing areas.
- Transportation and Land Use
 - Based on survey results, the public is in favor of mixed-use facilities that are five stories or less as well as the encouragement of office and industrial uses.
 - Meeting participants noted that additional density must be created in order to support new uses.
 - Educational opportunities are a big part of making new land uses work. Members of the group stated that getting people bought in and understanding the approach to integrating transportation and land use will be a big help.
 - Participants noted an ongoing trend where businesses are beginning to locate to where people are and where employees live versus having employees drive to them.
 - The group noted that industrial uses often get overshadowed during these conversations. However, for the health of the community it is critical that industrial uses are seriously considered and not just reacted to by the public.
 - Participants noted that despite everything, there is not a single correct answer to any of these looming questions, and a comprehensive approach must be utilized to have effective change.

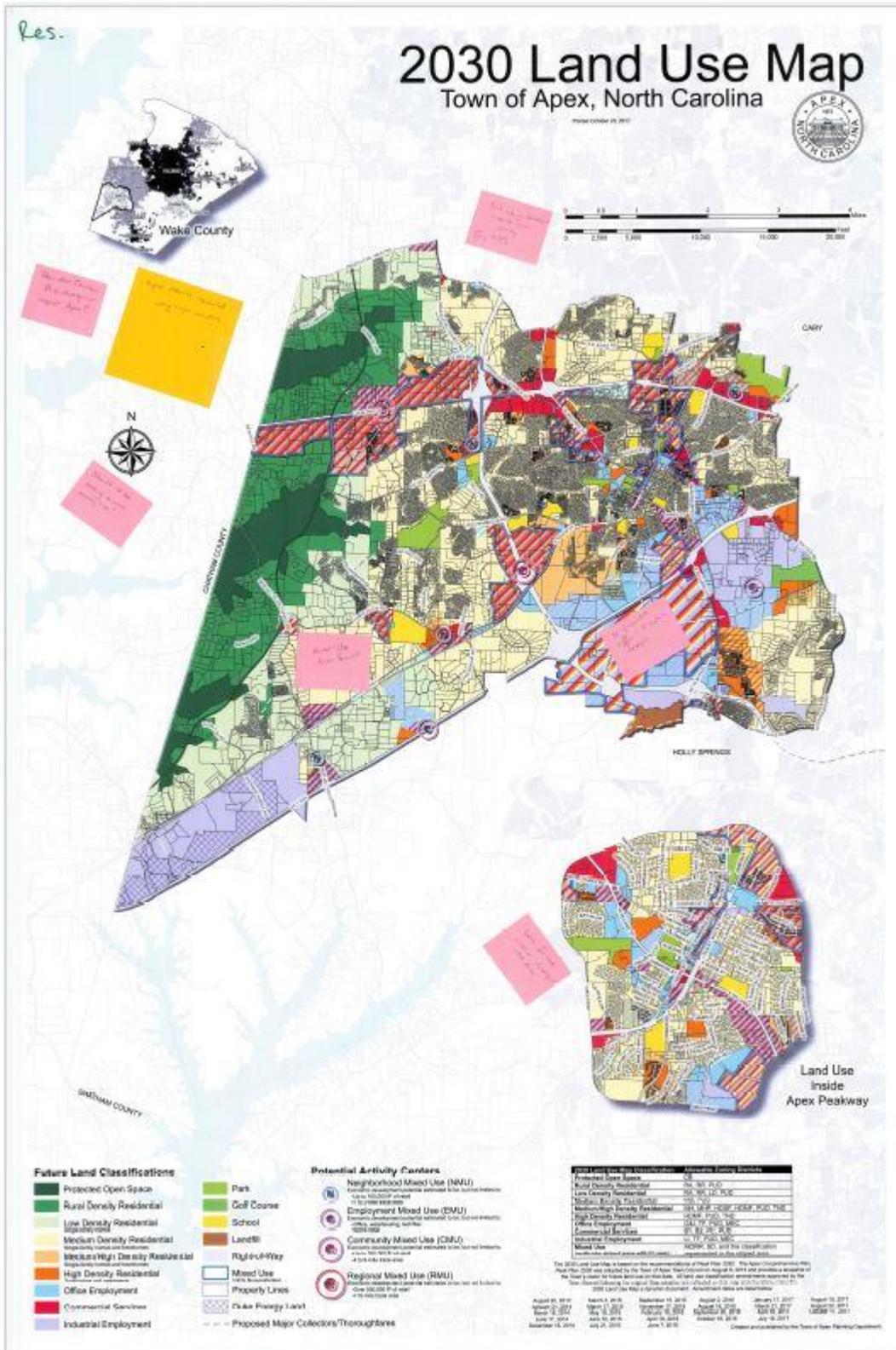
Other General Comments

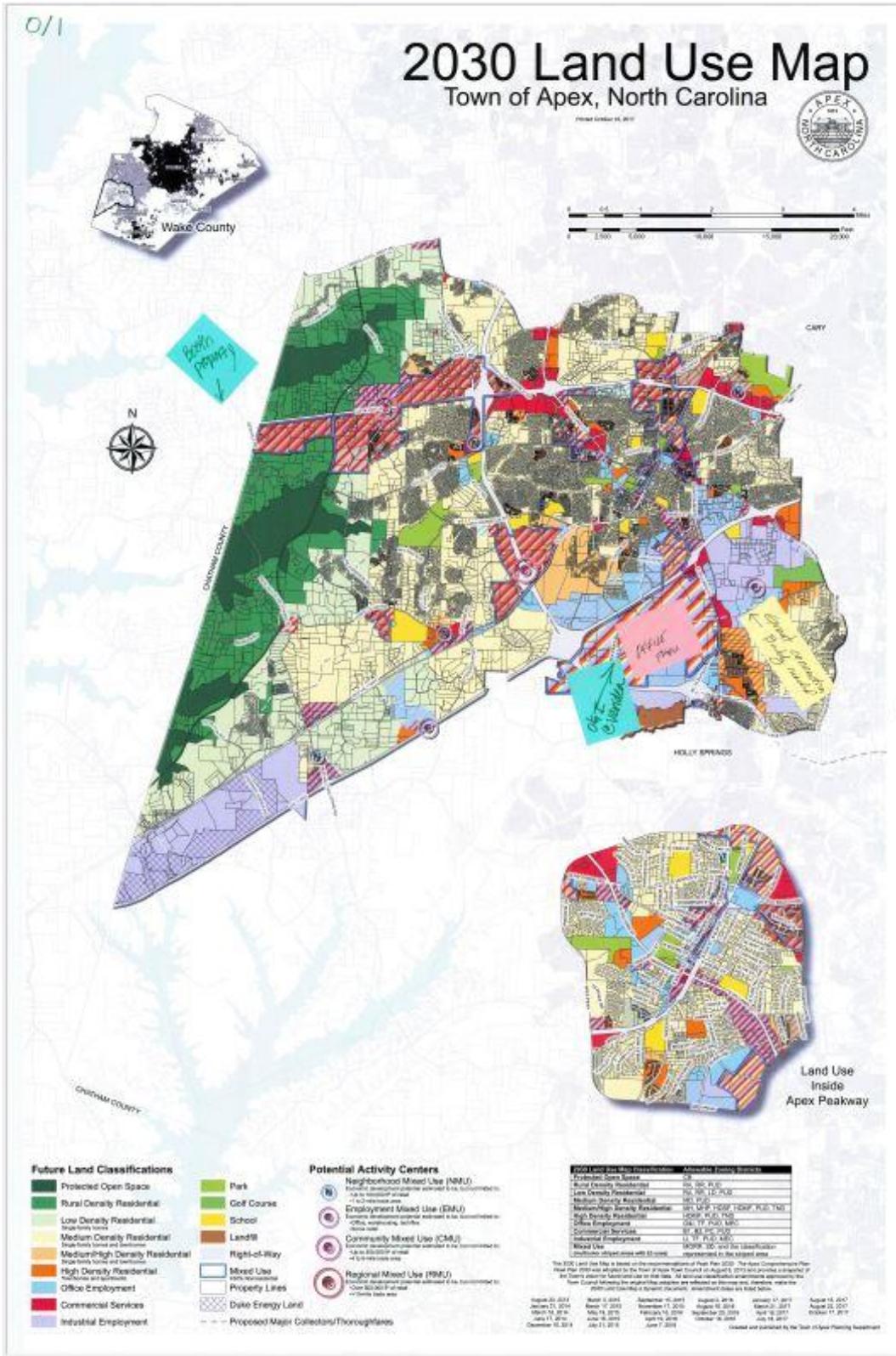
- The group stated that there is a substantial need to move infrastructure forward in the quadrant between Ten-Ten Road, US-1, and NC 540.
- It was mentioned that it is far too easy for Council to not stick to planned strategies for transportation and therefore plans should be made to help supplement these changes, as well as keep things on track.

Mapping Session

- Participants were invited to partake in a discussion/mapping activity. Their comments on each map can be found below and a map is attached for reference.
- Specific Comments
 - Map 1
 - More commercial along 64; good mixed use corridor
 - Make industrial portion of Williams Street industrial, commercial, office, high density residential mixed use
 - Sewer for Veridea Parkway area would make more of an impact than the parks bond
 - Need infrastructure in the southeast quadrant of town north of Holly Springs
 - Map 2
 - How does Chatham Park development impact Apex?
 - Higher density residential along major corridors
 - Think about development impacts from nearby Cary and Holly Springs
 - Should we be looking across county lines?
 - Mixed-use potential south of Humie Olive Road at Olive Chapel Road
 - Infrastructure along Veridea Parkway is sufficient to sustain development
 - Look for mixed-use development near downtown
 - Map 3
 - Booth Property large parcel off New Hill Road
 - Office Park off Veridea Parkway
 - Jessie Drive connection from Ten Ten Road to E Williams Street badly needed







Schools Focus Group Meeting Summary

Date: Wednesday, October 25, 2017

Time: 1:00 pm – 3:00 pm

Location: 3rd Floor Training Room, Apex Town Hall, 73 Hunter Street

Meeting Purpose

The purpose of this meeting was to explain to participants the purpose and steps of the Advance Apex planning process and to gather input on specific needs and opportunities associated with land use and transportation around schools.

Meeting Outcome

Feedback from the meeting will guide the development of transportation and land use recommendations for Advance Apex.

Meeting Attendees

Participants represented parents, a student, principal, Wake County Public School System Transportation Planner, Wake County Public School System Director of Real Estate Services, Safe and Active routes to school representatives, Police, Chamber of Commerce, Parks and Recreation and CAMPO (our regional planning agency). A list of attendees is as follows:

- Rachel Bradley
- Angela Reincke
- Ann Stephens
- Stephen Sposato
- Betty Paulen
- Amy Sackaroff
- Trevor Autphenne
- Sherry Presnall
- Marlow Campbell
- Amy Camp
- Kenneth Withrow
- Jennifer Delcourt
- Town Staff
- Planning Team Staff

Key Takeaways

- The majority of the group strongly agreed that supporting walking and biking to school should be a priority addressed by Advance Apex and the Town's upcoming Comprehensive Bicycle Plan.
- There was discussion about safety for students, parents, and faculty due to the lack of facilities, education, and enforcement regarding biking and walking. Many of the concerns about safety were related to driver and pedestrian behavior.
- As a whole, the group was split on whether biking and walking around schools was unsafe or fairly safe. Increased sidewalks and bicycle lanes, as well as maintenance of existing facilities, were suggested to help increase safety.

Agenda and Summary

The meeting agenda and discussion items are reviewed in this section.

Meeting Purpose and Format

The role and importance of the focus group and the meeting was explained and supplemented with information in the presentation.

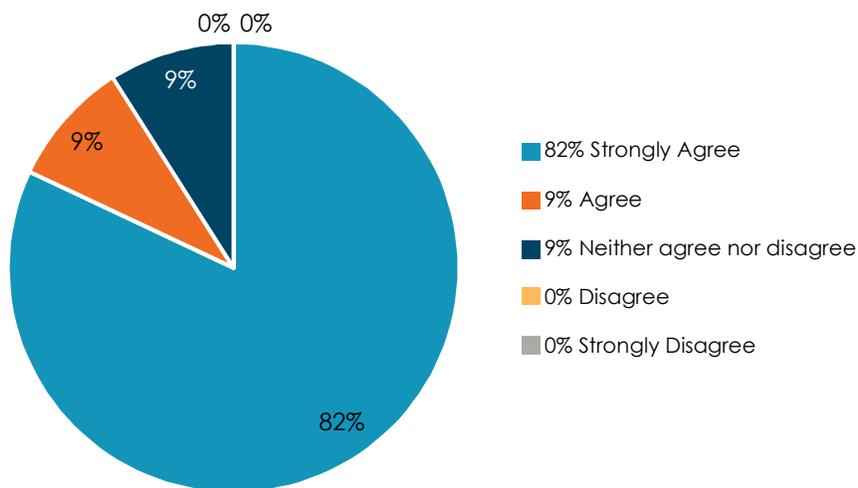
Initial Survey Results

- A selection of results from the online survey were introduced and discussed at the meeting. These results were noted to be preliminary, since the survey was still open at the time of the meeting. Questions that were reviewed focused on Apex's most important transportation issues, travel to work or school, and other relevant written comments.
- Through the review of these comments, the group offered a couple of reactions to the survey results:
 - It can be difficult to add bike lanes to roads that don't have facilities noted in an adopted plan.
 - More crosswalks and other precautions near schools would increase overall safety. Currently there are few to no crossing guards or lights which is concerning for parents, teachers, and students alike.

Poll with Discussion Questions

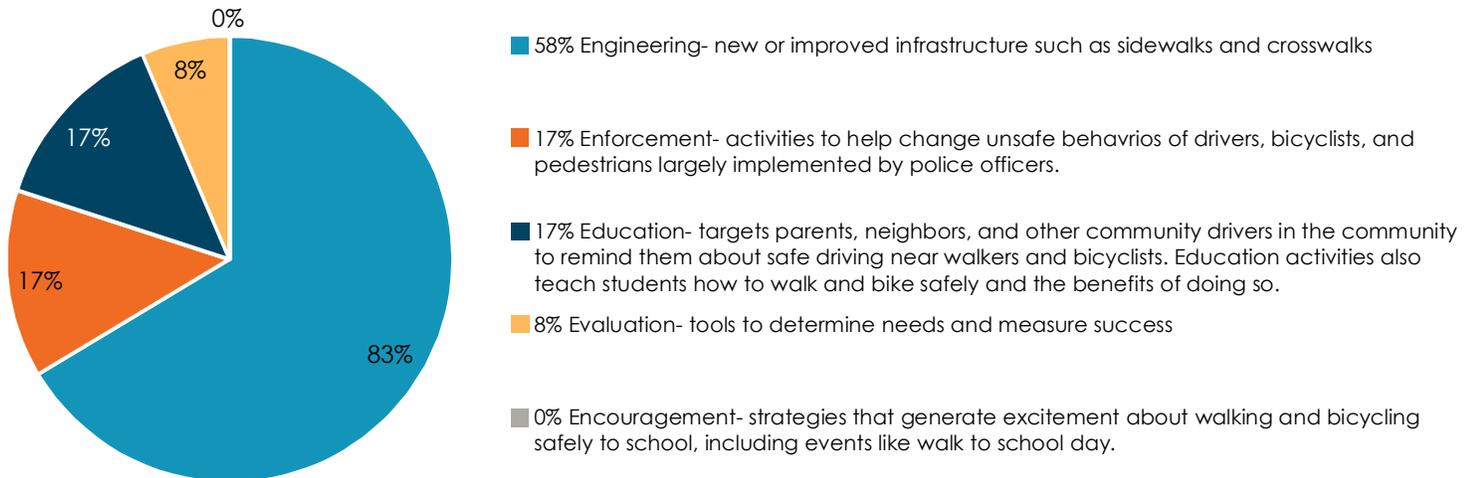
Following the initial survey results discussion, the Focus Group was given the opportunity to take an interactive survey focused on transportation surrounding schools. The survey was conducted through Publicinput.com and allowed respondents to input their answers using their cell phones.

Question 1: Supporting walking and biking to school should be a priority addressed by Advance Apex and the Town's upcoming Comprehensive Bicycle Plan.



- Although there was widespread support for walking and biking to school, the group noted that it is premature to widely advocate for these modes of travel until the appropriate infrastructure and supporting programs exist.
 - Biking and walking provides an opportunity for exercise.
 - Current safety conditions were discussed, including the recent student pedestrian collision at Apex Friendship.
 - Attendees stated that roads near Apex Friendship are not supportive of biking/walking for children.
 - The group believed that Apex Elementary School is in a location that has potential for bicycle and pedestrian facilities. However, there are segments with unfinished sidewalks and there are safety concerns associated with crossing Apex Peakway.
- Participants discussed concerns about prioritizing funding for walking and biking projects in the area, acknowledging that there are many high-priority roadway needs that should be addressed. The various sources of bicycle and pedestrian funding were also discussed, noting that many bicycle and pedestrian projects can be completed in conjunction with roadway improvements.
- The group thought that with the addition of more charter and private schools, there will be changes in the system and likely more carpooling. During the discussion, it was noted that up to 14% of rush hour traffic is to and from school. As a result, these changes could have a significant impact.
- Participants suggested that if the plan can address safety issues, walking and biking is likely to increase.
- Participants discussed the benefits and drawbacks of remote drop-off locations. While these locations can promote bicycling and walking short distances, their unofficial status can lead to safety concerns or can undermine the success of the school's established circulation plan.
 - Remote drop-off locations were noted along James Street and Tingen Road. Apex Community Park is also used as an unofficial remote drop-off for Laurel Park Elementary School.
 - The group noted that the schools are unable to control the behavior of parents and do not want to create situations with significant risk.
 - From the perspective of the attendees from WCPSS, they need to know when people are in a walk zone, taking the bus, or carpooling.
- WCPSS participants noted that considerations such as greenways, bike, and pedestrian connections are being considered in the school siting process. However, finding available land in affordable locations that support multiple modes of transportation is a challenge.
- The group clearly expressed a focus on walkable communities. Participants noted that transit integration and bus stop siting is an important consideration within this discussion.

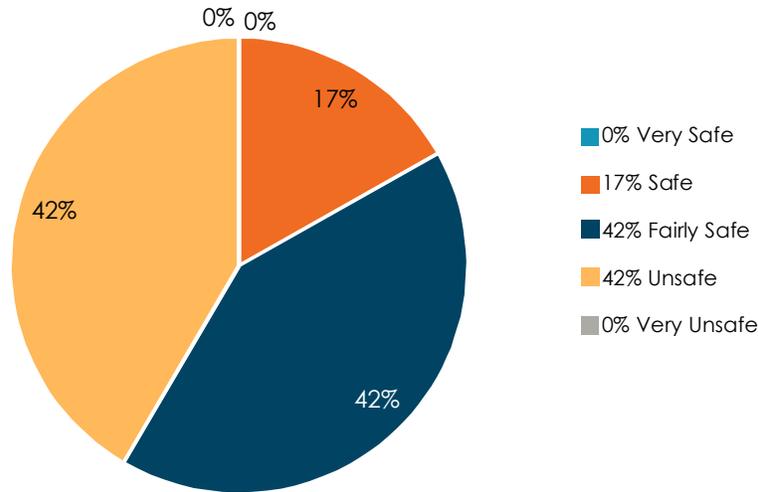
Question 2: NCDOT's Safe Routes to School uses "the five E's" to address Safe Routes to School/ Which "E" is most needed in Apex?



- The group noted that the need for infrastructure goes back to the general problem of development out-pacing transportation.
 - Participants commented that this is the current issue facing schools in Apex. The Town has exploded in such a way where the infrastructure is not there or has been unable to keep up.
- Participants mentioned that funding is a major barrier to the implementation of engineering solutions. It was noted that educating people (bicyclists, pedestrians, bus riders, and motorists) on how to use the system responsibly would lead to a more effective system.
 - The group suggested that further analysis take place to measure the best way to use funding. The role of prioritization within Advance Apex and the Comprehensive Bicycle Plan was discussed to address this suggestion.
- Once safety measures are already in place, participants noted that increased enforcement and the evaluation of each strategy's success is important to consider.
 - Members of the group noted Apex Middle School and Apex Friendship are prime examples of this issue. Parents do not follow the safety practices and educational mechanisms need to be put in place.
 - Participants suggested potentially blocking off certain routes to help people follow the rules set in place.
- The group believed that there are many transportation issues at and around local schools.
- The group noted the trend both in Apex and elsewhere of fewer children riding the school bus, instead choosing to take other modes. Suggestions about modifications to certain bus routes such as modifications to routes or introducing more direct service could be explored as ways to make the school bus more appealing.
- Participants noted issues within some of the on-campus transportation strategies as well.
 - It was noted that carpool is a significant issue, particularly at Apex Friendship. Parents are using the student parking lot and causing additional issues there.

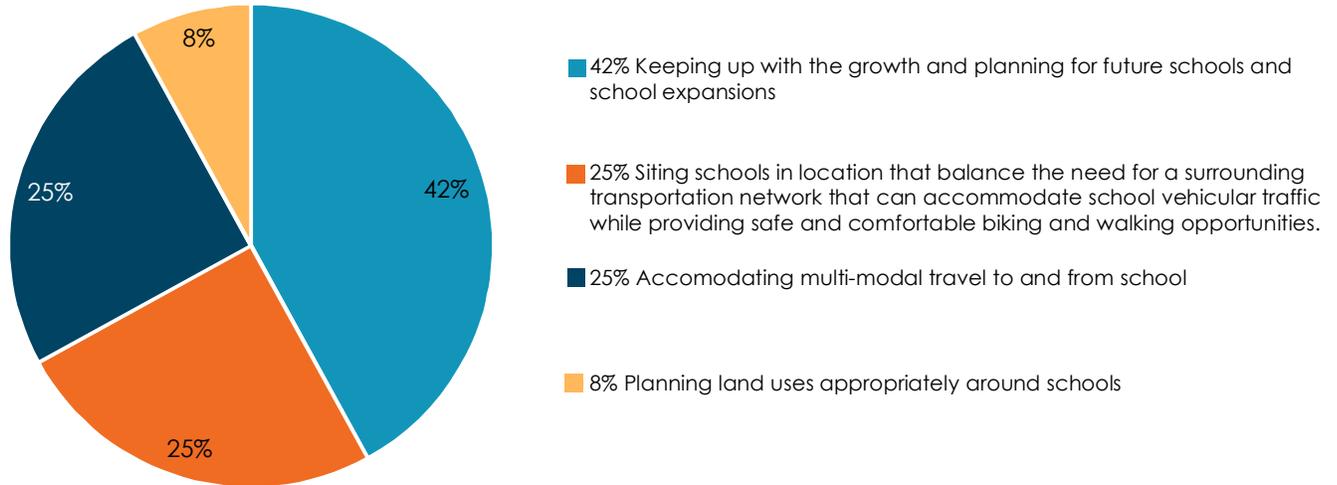
- The group also noted that safety walking from bus stops is a concern, particularly where supporting pedestrian facilities do not exist.

Question 3: As a whole, the multi-modal transportation network around schools in Apex is: Very Safe, Safe, Fairly Safe, Unsafe, Very Unsafe.



- About half of the group found safety conditions around schools to be fairly safe, while the other half found them unsafe. One participant in the group found the conditions safe.
- It was noted that there are safety issues associated with student drivers which are difficult to mitigate. The presence of unexperienced drivers should be a consideration in the identification and implementation of transportation choices around high schools.
- Participants stated that driving conditions around schools are unsafe. The group brought up Humie Olive Road as a prime example. There is a lack of shoulders on the road and it is only two lanes. New housing developments on this road will only magnify the situation. For the Humie Olive Road example, the group noted that addressing carpool lines may help the issue.
- The group mentioned that currently the network is safe for cars, but not much else. There is a perception that no significant multi-modal transportation network exists in Wake County despite the desire for one. *The lack of transportation options and consistency aggravates the safety issues.*
- The group thought it would be interesting to conduct a survey asking, "If it was safe to walk and bike to school, would you?"
 - Participants noted that some people will not walk or bike even though they have the option.

Question 4: What is the biggest challenge related to schools, transportation, and land use in Apex?



- The group listed several challenges facing schools. They can be found below:
 - Keeping up with growth
 - Siting schools
 - Accommodating multi-modal travel
 - Planning land uses appropriately
 - WCPSS participants noted that Interconnectivity is very helpful for school buses. Cul-de-sacs are difficult for buses to turn around in.
- Roads are often NCDOT maintained which causes a push and pull between school needs, town needs, and NCDOT needs. The long term transportation implications around a proposed school site should be considered - a school may be in a rural area now, but needs should be planned early on.
 - Participants noted that certain existing school sites have challenges because they were constructed using standards that are now outdated. For example, NCDOT has not always required ½ mile stacking. Schools built before this requirement have a higher likelihood of having carpool lines that spill out into streets.
 - The group discussed new schools that are being built, and how additional transportation improvements should be considered to help support them.
- WCPSS attendees noted that at a service level, school buses are a form of transit. This characteristic should be kept in mind throughout the design and planning process.
 - Participants noted that apartment design should include school bus stops in their plans.
 - Participants also inquired whether transit easements can be used for school bus stops despite typically being at intersections with sidewalk connections.

Mapping Session and Wrap Up

Participants were invited to partake in a discussion/mapping activity to locate specific areas of interest regarding biking and walking. Site specific comments were made during the discussion and further comments were not made on the maps.



Bicycle & Pedestrian Focus Group Meeting Summary

Date: Tuesday, November 14, 2017

Time: 4:00 pm – 6:00 pm

Location: 3rd Floor Training Room, Apex Town Hall, 73 Hunter Street

Meeting Purpose

The purpose of this meeting was to explain to participants the purpose and steps of the Advance Apex planning process, learn more about the group's vision for bicycle and pedestrian travel in Town, introduce the Town's Comprehensive Bicycle Plan development process, and consider the details about how bicycle and pedestrian mobility can be enhanced through Advance Apex.

Meeting Outcome

Feedback from the meeting will guide the development of bicycle and pedestrian recommendations for Advance Apex. Input will also guide how the bicycle and pedestrian network is related to other transportation modes and surrounding land uses.

Meeting Attendees

This focus group will also serve as the Steering Committee for the Town's Comprehensive Bicycle Plan. The standard focus group format was supplemented with an overview of the bike plan purpose and process. Participants in the November 14 meeting represented several citizen cyclists, Police, Planning Committee of Town Council, Economic Development, Safe and Active Routes to School, Parks and Recreation, NCDOT, CAMPO, WakeMed Apex, and Wake County Public School System.

Key Takeaways

- Half of the attendees believed that the overall quality of the bicycle network in Apex is poor while 25% found it fair and an additional 25% found it good. The group found the existing pedestrian network to be 13% poor, 40% fair, and 47% good.
- The group discussed varying facility type preferences for different skill levels of bicyclists, and expressed a desire for a mix of facility types to accommodate all users.
- Gaps, or lack of connectivity between, sidewalks were continuously mentioned as an issue.
- There is a need for more bike and pedestrian infrastructure, especially along and across major corridors.
- Mixing land use types (e.g., ensuring retail is in close proximity to residential) was also identified as a strategy for promoting biking and walking.
- Attendees were very interested in identifying key origin and destination points and ensuring bicycle/pedestrian connectivity between them.

Agenda and Summary

The meeting agenda and discussion items are reviewed in this section.

Introduction and Purpose of Advance Apex

- Participants were introduced to each other and the project team.

Meeting Purpose and Format

- The role and importance of the focus group and the meeting was explained and supplemented with information in a presentation.

Apex Comprehensive Bicycle Plan

- Alta Planning + Design introduced the Comprehensive Bicycle Plan through a PowerPoint presentation. They discussed the role of the Committee in the plan's development, briefly highlighted outcomes, and discussed the integration of the plan with Advance Apex.

Initial Survey Results Discussion

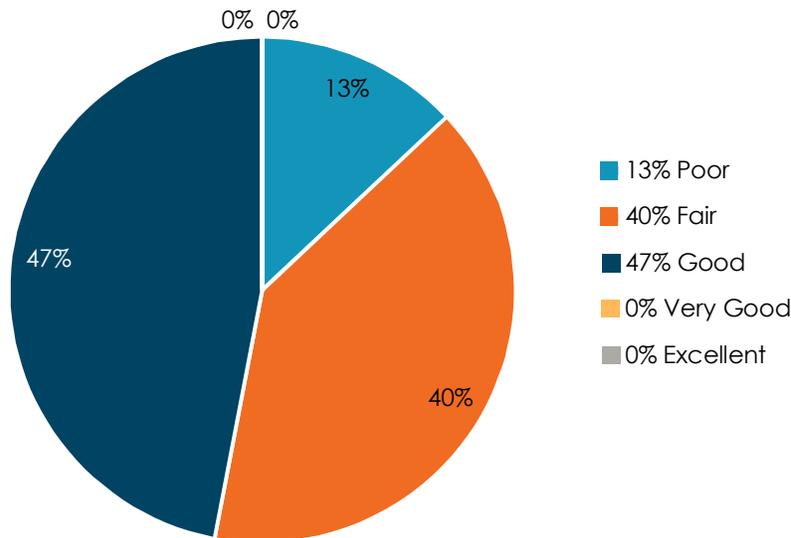
- Feedback from the Advance Apex online survey was discussed with the group. At the time of this meeting, the survey was still open for comment. Therefore, the results shown at the meeting and communicated in this summary were only preliminary.
 - Generally, the group concurred that the most immediate transportation issue facing Apex is congestion. Following that is the disconnect between land use and transportation decisions.
 - The group noted that locating commercial and office employment areas in proximity to residential areas, would facilitate bicycling and walking.
 - When reviewing the question of what tax dollars should be spent on transportation in Apex, the group was unsurprised that widening was ranked the highest. The group felt that recommendations for widening and new location roadways are what the public is used to seeing, thereby yielding a heavy response in the survey.
 - The group's discussion noted that not all solutions are mutually exclusive – many of these funding categories can be implemented in concert with one another.
 - When discussing reasons for not riding a bike, members of the group believed that the introduction of electric bicycles may change the landscape of the top two opinions (“There aren't enough bike lanes or greenways”; “It doesn't feel safe”).
 - Participants stated that debris is an issue on mainly state-maintained roads. The Town has a contract with a street sweeping service to clean locally-maintained roads. This is supplemented with the Town's sweeper.
 - Participants noted that continued maintenance along S. Salem would help as well.
 - The group noted that strategic partnerships, separated facilities, and attractive mixed use are ways to promote travel by biking and walking.

- The group believed US 64, Old US 1, and Olive Chapel Road are ideal for expansion of the bicycle and pedestrian network since they are pipelines to the west. These corridors also serve areas that have seen large amounts of residential growth in recent years.
 - Attendees mentioned that developments along these major roads should include bike/ped interconnectivity not only along the corridors, but across the road as well. Specifically, it was noted that there are too few connections across major roads or to schools.

Poll with Discussion Questions

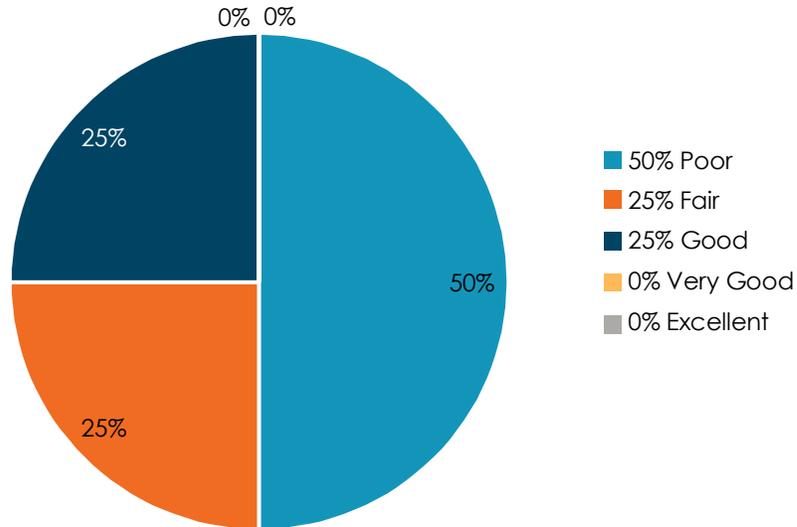
Following the initial survey results discussion, the Focus Group was given the opportunity to take an interactive survey focused on bicycle and pedestrian needs. The survey was conducted through Publicinput.com and allowed respondents to input their answers using their cell phones.

Question 1: Rate the overall quality of the existing pedestrian network in Apex.



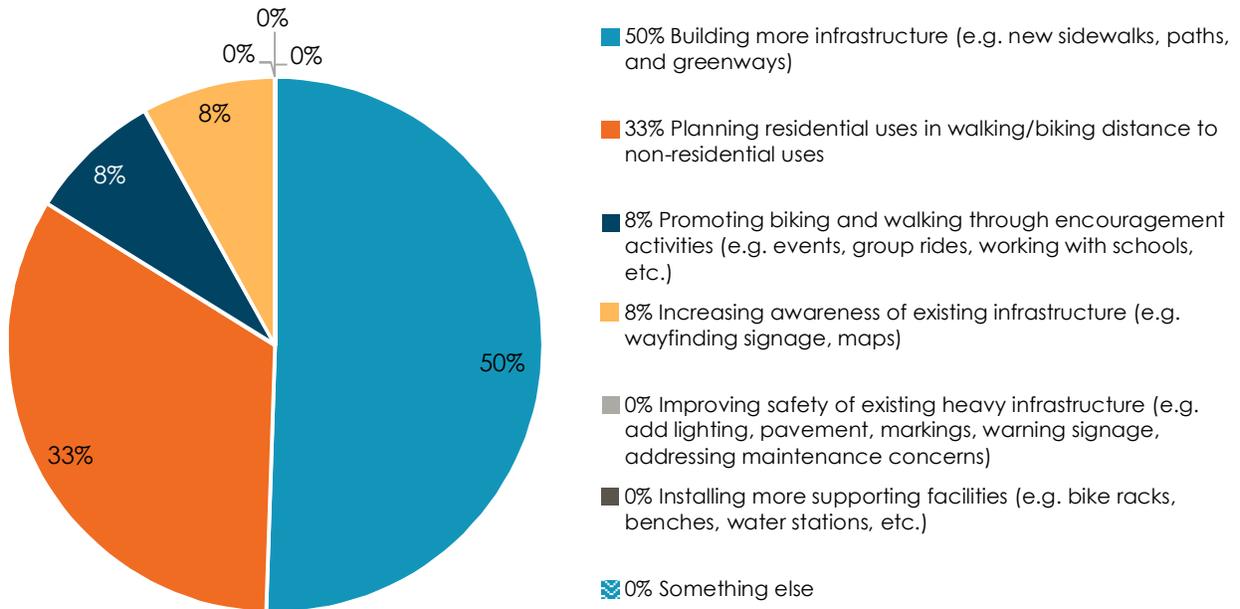
- The vast majority of respondents indicated they feel the current pedestrian facilities in Apex are fair or good. This question led to the remark that significant gaps in the pedestrian network remain.

Question 2: Rate the overall quality of the existing bicycle network in Apex.



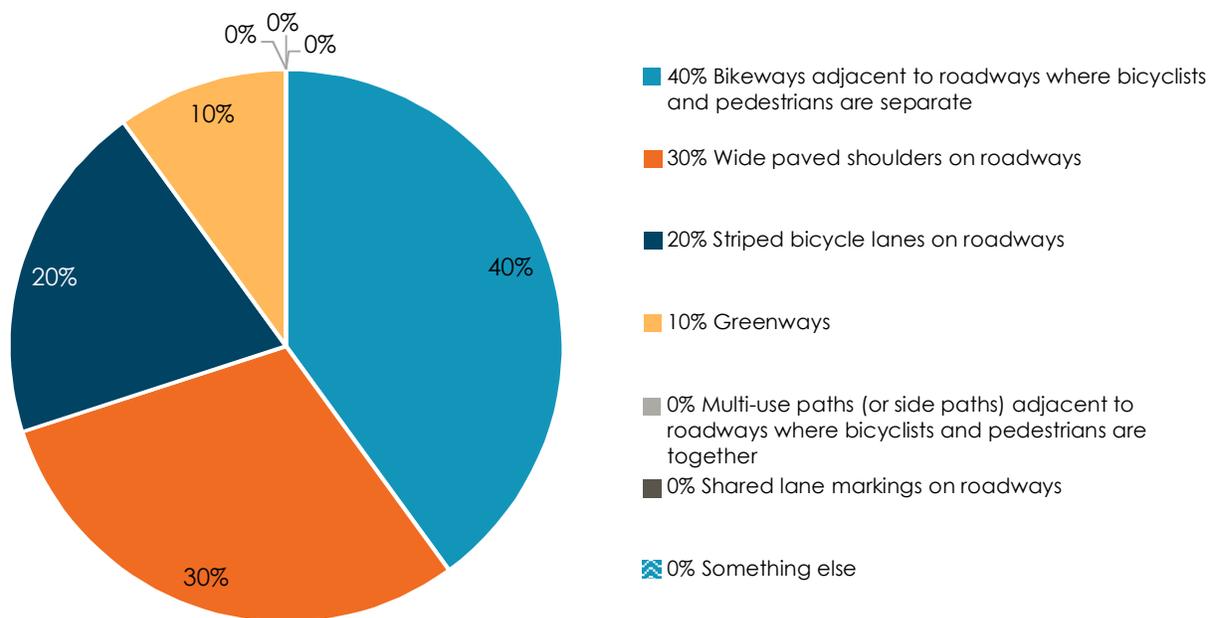
- Participants expressed varying opinions about the quality of the current bicycle network. Feedback was provided from members of the group that voted “poor” because of the lack of dedicated bicycle facilities in many parts of the study area.

Question 3: What would most encourage people to walk or bike in Apex?



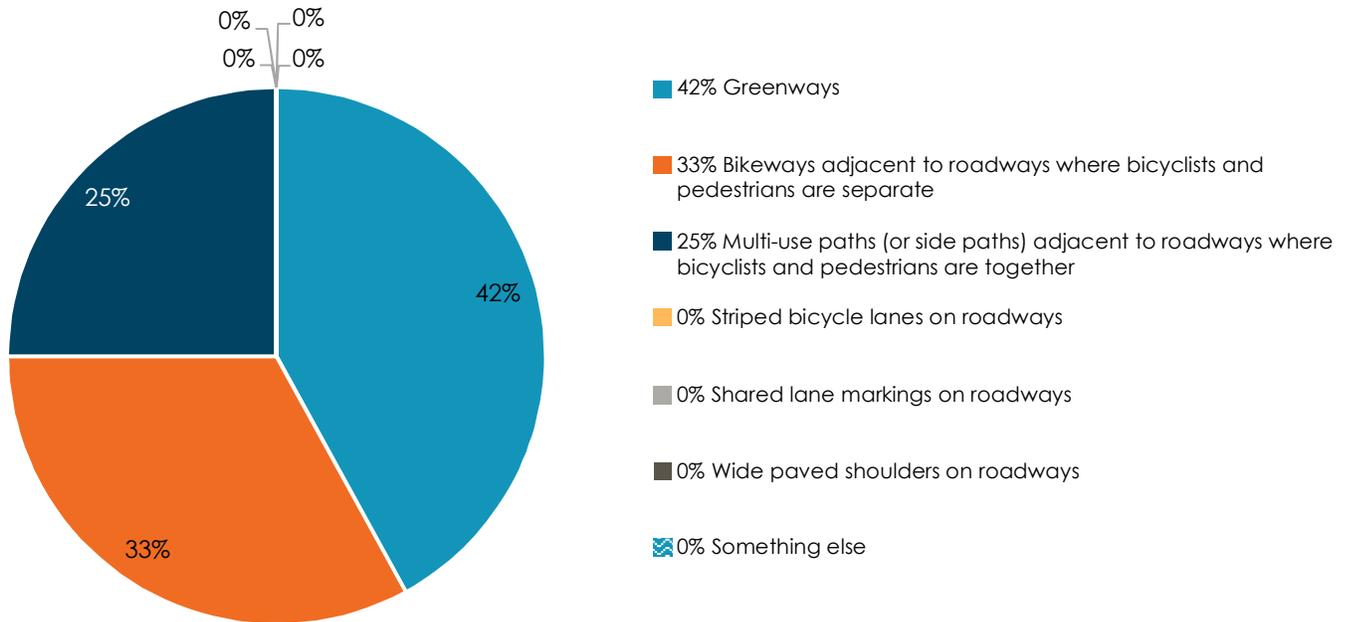
- In the discussion of this question, participants discussed the balance between the overall need for facilities and the importance of prioritizing those facilities to serve key origin and destination points.
- Discussion of the need for wayfinding signage focused around maximizing the effectiveness of the existing network, and tying into the origin and destination points discussion.
- Discussion on the need for encouragement and education focused around the school-age subset of the area, and the notation that bicycle and pedestrian usage is tied not only to infrastructure, but also to the way it is discussed and advocated for in certain settings.

Question 4: What is the preferred type of infrastructure for experienced cyclists?



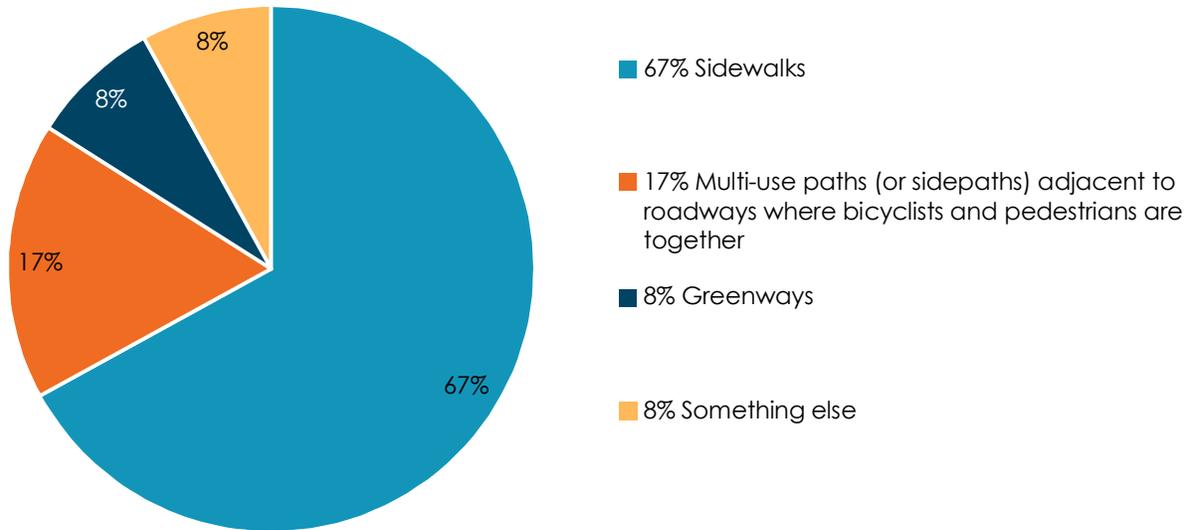
- Participants stated that finding attractive secondary routes for biking is important and that shared lane markings on roadways can be equally important for pedestrians than cyclists.
- The group pointed out that preferred infrastructure is likely related to respondents' purpose for biking.
- The group would like to have downtown Apex tied into the regional biking system to allow people to visit in ways other than cars.
- Attendees mentioned that an increased level of awareness would be helpful so people know they can use the sidewalk. Having bike lanes or other protected bicycle treatments at intersections would make biking more attractive and predictable.

Question 5: What is the preferred type of infrastructure for inexperienced cyclists?



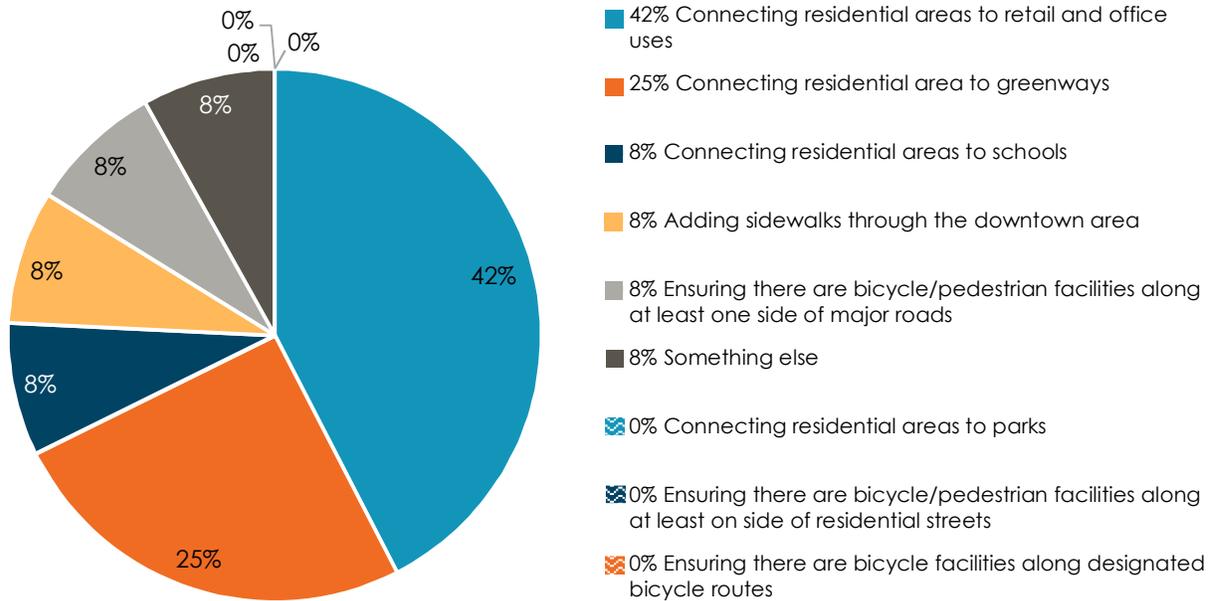
- Participants stated that roads over 35 mph can get scary and that curbs are a bike safety concern because there is no opportunity to “bail out” in case of an emergency.
- The group said that multi-use paths are statistically more dangerous for cyclists as compared to on-road facilities because of the uncertainty of turning conflicts. However, cycle tracks can remediate this issue as long as they are properly planned.
 - Participants noted that wide paved shoulders do not attract the concerned but interested. While a blend of facilities should be considered, the majority of our bike/ped investments should be aimed at this population.
- The group mentioned how popular the American Tobacco Trail is with cyclists. The more connections that can be made that facility, the more barriers can be overcome.

Question 6: What is the preferred type of infrastructure for pedestrians?



- Participants felt strongly that sidewalks are the key element of the pedestrian network.
- Having eyes on the street and appropriate lighting versus a greenway aids in safety. Participants discussed the perception of safety versus the reality, and how that can be shifted given certain travel conditions.

Question 7: What should be the highest priority for new bicycle and pedestrian facilities?



- Discussion around this question reemphasized the importance of linking key destination points.

Pre-Wrap Up

- The project team emphasized how the group's feedback will be used.

Mapping Session

- Participants were invited to partake in a discussion/mapping activity to locate specific areas of interest regarding biking and walking. Their comments can be found below and a map is attached for reference.
- Specific Comments
 - US 64 is in development stage for the section east of Lake Pine Plaza
 - Davis Drive near Salem Middle School creates a difficult connection
 - US 64 and Laura Duncan Road is a major crossing for students
 - Look at future interchange configuration close to parks, school, downtown
 - Infill sidewalks were suggested in the following areas:
 - Create a neighborhood connector from Bodeswell Road to Parliament Place
 - Provide sidewalks on Ten Ten Road from Pine Hill Business Center to Jessie Drive
 - Provide sidewalks on the Jessie Drive Extension from 55 to Ten Ten Road

- Provide sidewalk on S Tunstall Avenue between Apex Middle School and Vineyard Station Shopping Center
- Provide sidewalk on E Chatham Street between S Tunstall Avenue and N Mason Street
- Provide sidewalk on N Hughes Street between E Chatham Road and Culvert Street
- Pedestrian connections to the Eva Perry Library
- Pedestrian connections between the neighborhoods south of Jessie Drive between Ten Ten Road and 55
- Pedestrian connections to existing sidewalks along Olive Chapel Road
- Provide sidewalk on James Street (from Apex Elementary School to Schieffelin Road); Apex Peakway (from James Road to Old Raleigh Road); Old Raleigh Road (from Apex Peakway to 64)
- Provide sidewalk on Old Jenks Road between W Williams Street and Davis Drive
- Provide sidewalk on Davis Drive/Salem Street from Old Jenks Road to Apex Peakway
- There is no pedestrian access across Ten Ten Road at Lufkin Road interchange area, creating a gap in the system.
- A linear park could be created with a multi-use path along Old US 1
- Consider providing improved pedestrian accommodations on NC 55 as a part of the NCDOT widening effort between US 1 and Olive Chapel Road
- Think about crossing challenges unique to schools; dealing with NCDOT roads for Apex Friendship
- There have been conversations about a parallel bicycle route to I-40 connecting RTP and Raleigh. Could a similar facility be implemented parallel to US 64?

Downtown Focus Group Meeting Summary

Date: Tuesday, November 14, 2017

Time: 8:30 am – 10:00 am

Location: 3rd Floor Training Room, Apex Town Hall, 73 Hunter Street

Meeting Purpose

The purpose of this meeting was to explain to participants the purpose and steps of the Advance Apex planning process and to gather input on specific needs and opportunities associated with land use and transportation in and around downtown Apex.

Meeting Outcome

Feedback from the meeting will guide the development of transportation and land use recommendations for Advance Apex.

Meeting Attendees

Seventeen participants met to focus on the downtown area. Many of the businesses along Salem Street were represented, as well as Apex Baptist Church, the Chamber of Commerce, Economic Development, Parks and Recreation, and Police.

- Mark Thorpe, The Rusty Bucket
- Pam Thorpe, The Rusty Bucket
- Kyle Denis, Apex Outfitter
- Brian Woomer, Woomer Insurance
- Mike Walsh, Salem Street Pub
- Shane Reese, Downtown Business Association
- Shannon Flaherty, Chamber of Commerce
- Nick Bryant, The Apex Gallery
- Marshall Barnes, Antiques on Salem
- Cynthia Mollenkopf, The Cocoon Gallery
- Tim Overcash, The Beer Dispensary
- Morton Campbell, MC Insurance Group
- John Mark Harrison, Apex Baptist Church
- Town of Apex staff

Key Takeaways

- An overwhelming 83% of attendees believed that parking is the most important transportation improvement needed in downtown.
 - Employees take up a significant amount of parking and therefore there is nowhere for patrons to park.
 - It was mentioned that an extreme investment, such as a parking garage is needed to rectify this issue.
- The majority of the group is in favor of supporting transit to and around downtown Apex.

- The group believed that enhanced and attractive wayfinding would encourage more people to visit downtown.
- The group believed that a downtown study is needed.

Agenda and Summary

The meeting agenda and discussion items are reviewed in this section.

Introduction and Purpose of Advance Apex

Participants were introduced to each other as well as the project team.

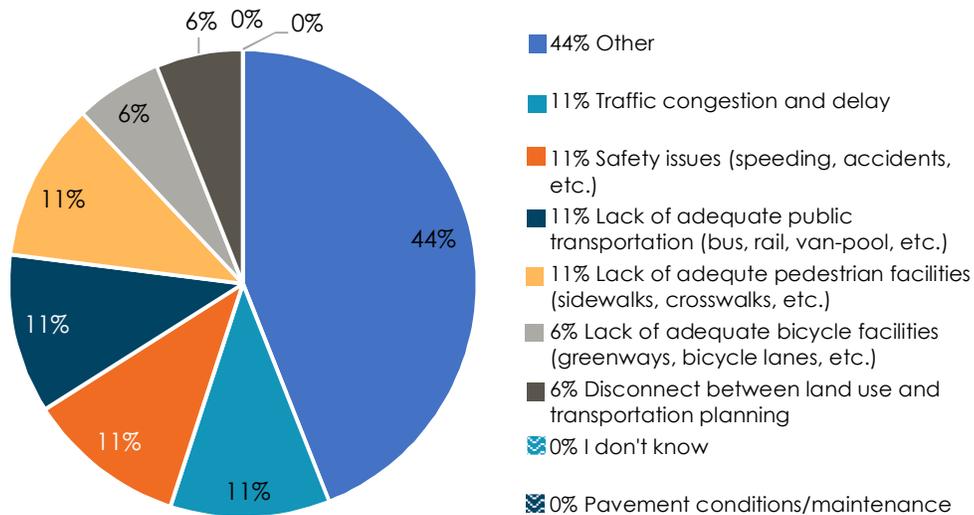
Meeting Purpose and Format

The role and importance of the focus group and the meeting was explained and supplemented with information in the presentation.

Interactive Polling and Discussion with Initial Public Input

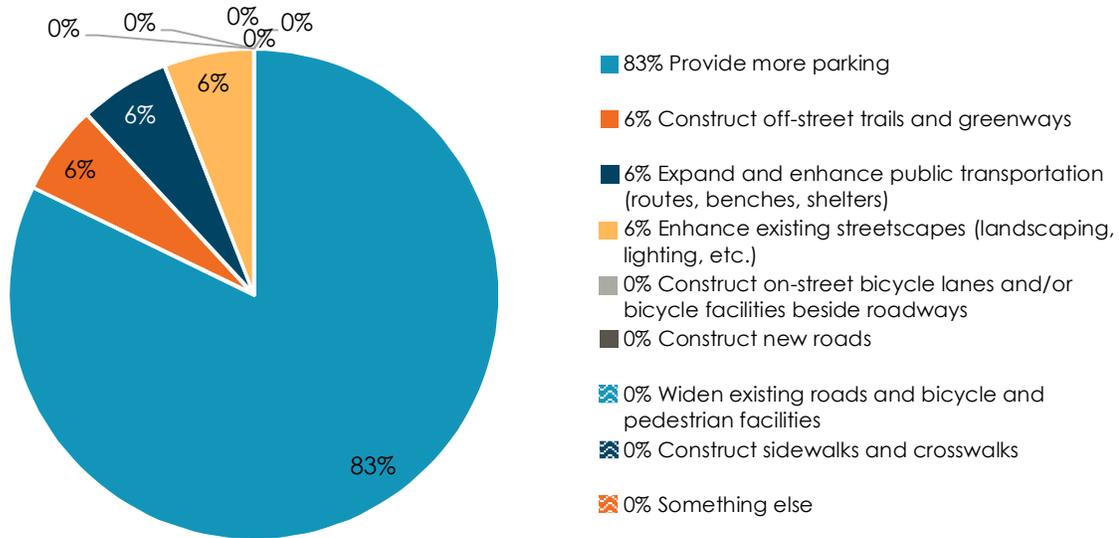
Feedback from the online survey was discussed with the group. At the time of this meeting, the survey was still open for comment. Therefore, the results shown at the meeting and communicated in this summary are only preliminary.

Question 1: What is the most important transportation issue facing downtown Apex?



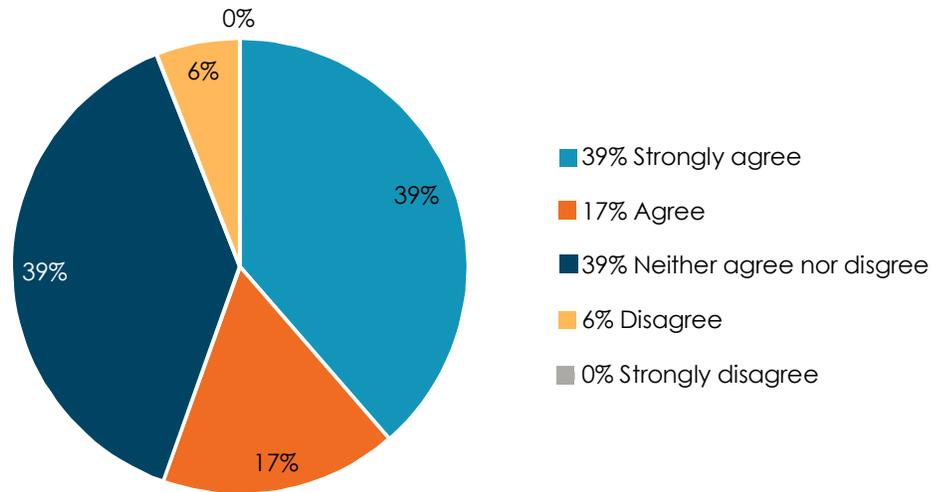
- This question immediately raised an issue that was to become a major theme of the meeting. Attendees responding as “other” within this question were all indicating a deficiency in parking downtown as the most important transportation issue. Subsequent questions allowed for additional discussion on this topic.

Question 2: Which transportation improvement is needed most downtown?



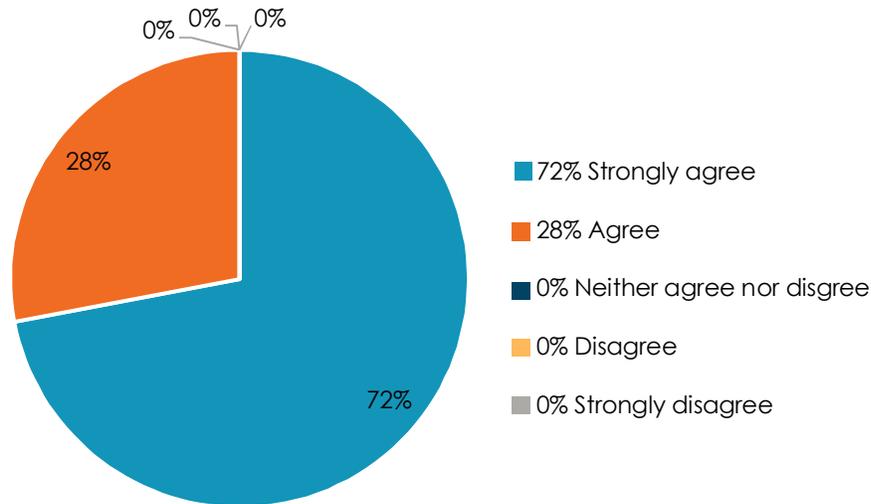
- The group's biggest concern for downtown was parking. Participants noted parking is a pressing issue in downtown Apex and needs to be solved as soon as possible.
 - Participants pointed out that an extreme investment is needed versus a few spaces here and there for restaurants.
 - It was further mentioned that employees take up a large majority of the parking which is causing other businesses to lose customers because there is nowhere to park even midday on weekdays.
 - It was suggested that the introduction of a trolley such as the one in downtown Alexandria, Virginia would be a good way to accommodate employees that are parking remotely, as well as other downtown visitors.
 - When questioned about whether employees and visitors would be willing to pay for parking the responses were mixed. Some participants thought people would not pay for parking and other thought paid parking would be reasonable. The group discussed allowing free parking in a future parking deck and paid parking on the street so that people would pay for the benefit of parking close to restaurants and retail.
- Participants stated the following:
 - Parking has been taken away for safety purposes, but it has had an impact on downtown.
 - People come to downtown for the experience, retail, and restaurants.
 - There is a need for a parking deck in the downtown area. In the meantime, existing gravel lots should be paved and lighting should be provided.
 - There is an issue with crosswalk safety, in part due to a lack of enforcement of speed limits. Furthermore, there are gaps in sidewalks that make it difficult for pedestrians.

Question 3: Indicate your level of agreement or disagreement with the following statement:
“Supporting walking and biking (through infrastructure, funding, enforcement, encouragement, etc.) to and around Apex should be a high priority addressed by Advance Apex and the Town’s upcoming Comprehensive Bicycle Plan.”



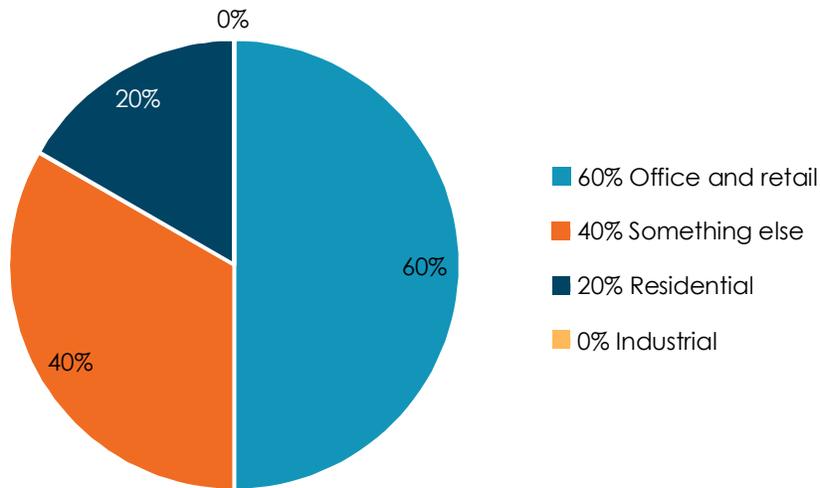
- During the discussion, participants indicated that there are many residential areas in proximity to downtown that could accommodate bicycling and walking connections.
- There was enthusiasm for the dual planning efforts represented by Advance Apex and the Comprehensive Bicycle Plan.
- There was also recognition that many downtown visitors are more likely to travel via other modes, particularly if they are shopping or traveling with children.

Question 4: Indicate your level of agreement or disagreement with the following statement:
 “Supporting transit to and around downtown Apex should be a high priority addressed by Advance Apex.”



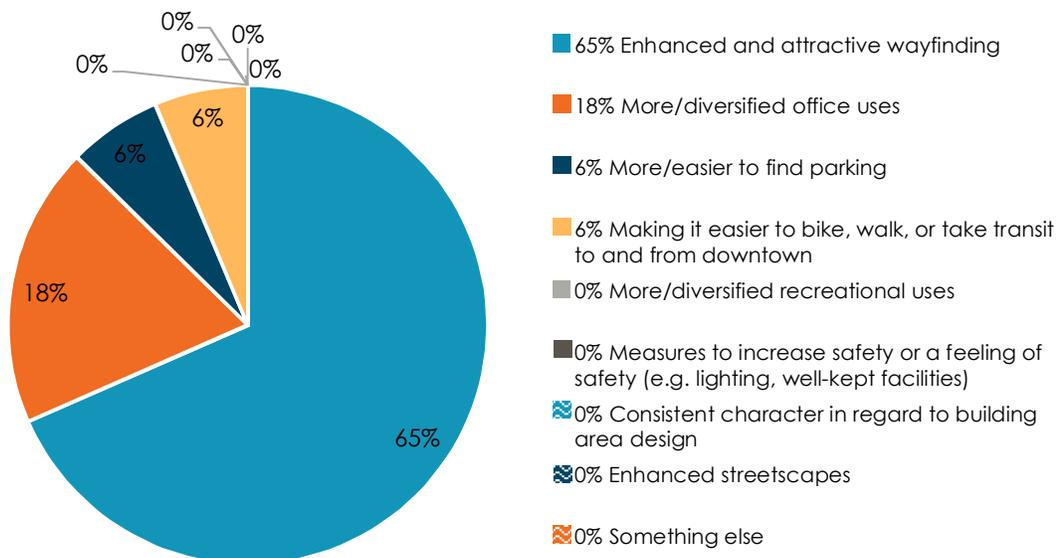
- Attendees stated that people look for consistency and transit should be balanced with sidewalks to ensure users have a way to navigate to their destinations.
- The group believed that a downtown study is needed. This discussion included the idea that transit in the downtown setting should be a key consideration.
- Discussion was held about what types of transit might be most effective within the downtown area. The group stated that shuttle services are needed for events as well as a transit circulator. The current transit route does not directly serve the downtown core, and as such there is room for realignment and improvement.
- The group held a discussion to review regional bus and rail future connections and how Apex could take advantage of these locations to connect with the existing and planned transit services. Accompanying land use patterns for these types of locations were also discussed.
- The group wanted to know how Apex fits into the Wake County transit plan. The Town's standing transit focus group was introduced at this time, and key ideas such as a downtown circulator were discussed.

Question 5: What types of development would you like to see more of in and near downtown Apex?



- It was noted that there was a strong preference for increased office and retail in downtown. One of the participants discussed the need for transitioning land uses between the downtown core and other areas. Current commercial properties in those areas could be complemented by increased density in the future, along with businesses that are in character with the downtown core.

Question 6: What do you think would enhance downtown and encourage people to visit Downtown Apex the most?



- Participants indicated the following in regard to parking, streetscape improvements, and wayfinding:
 - The recently completed Goldsboro downtown streetscape was given as an example of a successful complete streets project.
 - Widening sidewalks would be advantageous, but it would have to be paired with additional parking. This would help with those customers who need short term parking and/or cannot walk a great distance due to health reasons.
 - Participants questioned whether the fire department location is needed in downtown.
 - Participants also noted that wayfinding signs as well as a park are needed in downtown to promote walkable areas.
 - The group believed that talks with the Town traffic engineers about on-street parking should take place.
 - Attendees stated that there are many safety issues with parallel parking, especially with large trucks due to the lack of room. Participants noted that the ordinance should be looked at to determine what is and isn't allowed.
 - One attendee noted that businesses sometimes do not like diagonal parking because of the safety issues backing in and out and the potential for conflicts.
 - The group believed a parking study should be conducted sooner rather than after the plan is adopted.
 - Participants stated that people will not visit downtown if parking is not offered and is not diversified.
- The group discussed the following regarding business cohesion in downtown:
 - Participants noted that a restaurant and/or retail anchor is needed to help spur interest and kickstart additional growth downtown.
 - There was a concern expressed with the mixing of office and retail. There was a desire to maintain primarily retail and other mixed-uses (possibly even residential) within the downtown core, potentially transitioning to include office uses in the outer areas of downtown.
 - Participants would like to see a more formal consideration or study prepared to investigate and propose recommendations for affordable housing in proximity to downtown.
 - It was noted that repurposing existing buildings should be considered when there is the opportunity to do so.

Mapping Session

Participants were invited to partake in a discussion/mapping activity to locate specific areas of interest. Their comments can be found below and a map is attached for reference.

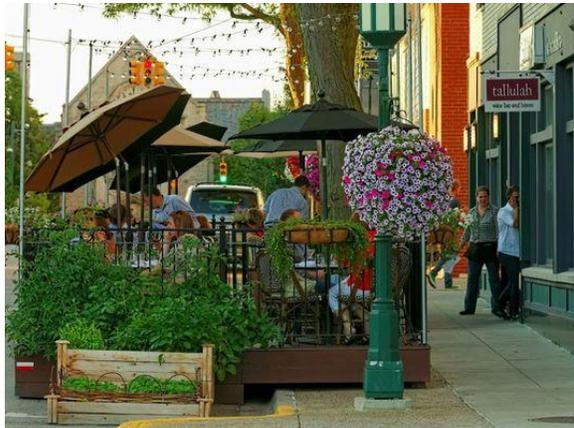
- Specific Comments
 - Lighting on Seaboard Street would enhance the feeling of safety.
 - Make intersection of Center Street and N Elm Street safe for pedestrians with crossing enhancements.
 - Consider angled parking on side streets (Chatham, Saunders, Seaboard by railroad tracks) to provide the maximum number of on-street parking spaces available for downtown businesses.
 - Provide lighting for parking areas around Templeton Street.
 - Consider potential deck locations on Saunders Street where there are currently lots. This will help solve some of the disconnect between motorists and downtown. Ensure that a deck location is in a location where people will consider parking. Expanded transit service is a must for this reaction.
 - Participants like the idea of a trolley – provides a small-town feel. Alexandria is a great example.
 - More EV charging stations downtown – look into enhanced policy language.
 - Potential feature downtown – splash pad, etc.; Chamber property is a potential area.



Other Comments

The comments below were provided to town staff and the planning team following the downtown focus group meeting.

- Add Public Art. A sculpture on the corner that presently has random items and a garden. Create interesting cross walks (mosaics). Benches that are more interesting. Bike racks of different shapes and colors. Murals on the side of the Halle and the fire station. I have a longer list than this but you get the idea.
- Repave Salem Street between Center Street and Chatham Street with bricks/stone. Cary has done this with their intersections in downtown but Apex should do this for the entire section of the street and use more natural looking materials. The Cary look is a little too refined and wouldn't fit the character of Apex.
- Improve the facade of the Firehouse. Lintels, eaves, etc. to make the building more interesting.
- Parking Garage - this is an opportunity to create interesting spaces such as courtyards if the garage is pulled close to the existing buildings. The structure could also house retail / office and could include public art. Since when does a parking deck need to be ugly? Also, the top deck could include solar panels which double as shade for the cars.
- Salem Street parking should remain but some parking spaces should be used for restaurant seating. This can be permanent or temporary and can be done in a very attractive way. This is very common in many towns and can be seen below.





Neighboring Jurisdictions Open House Summary

An open house was held on October 30, 2018 in an effort to inform neighboring jurisdictions about Advance Apex as well as Bike Apex. This was done to produce a common vision for the future and ensure that future plans were consistent where jurisdictional borders lay.

Summary A86



Summary

Date: Tuesday, October 30, 2018

Time: 9:00am – 12:00pm

Location: Training Room 3A, 3rd Floor, Apex Town Hall, 73 Hunter Street

Meeting Purpose

The purpose of this meeting was to provide an opportunity for neighboring jurisdictions to review the future land use and modal recommendations in Advance Apex and Bike Apex. The goal of this review was to ensure that the recommendations are consistent with neighboring plans and visions. Copies of the map documents were available for review, discussion, and mark-up.

Meeting Outcome

Town staff and the consultant team will use the feedback to inform the future land use map and modal recommendations. Overall, Advance Apex and Bike Apex recommendations are consistent with land use and transportation plans in neighboring jurisdictions.

Meeting Attendees

The following attendees were present at this meeting.

Attendees:

- Juliet Andes (Town of Cary)
- Amanda Bunce (Town of Apex)
- Bryan Coates (Wake County)
- Cara Coppola (Chatham County)
- Shannon Cox (Town of Apex)
- Russell Dalton (Town of Apex)
- Allison Fluit (Kimley-Horn)
- Tim Gardner (Wake County)
- Serge Grebenshikov (Town of Apex)
- Adam Huffman (Town of Holly Springs)
- Rachel Jones (Town of Holly Springs)
- Dianne Khin (Town of Apex)
- Chris Lukasina (Capital Area MPO)
- Todd Milam (Town of Cary)
- Chance Mullis (Chatham County)
- Angela Reincke (Town of Apex)
- Jenna Shouse (Town of Apex)
- Kenneth Withrow (Capital Area MPO)

Summary Notes

• Context Areas

- Staff introduced the proposed context areas map. The purpose of the context areas is to maintain the distinctive feel of different parts of the planning area. The context areas include, town center, transit oriented, suburban, and rural. They will affect decisions like mode priority (e.g., space for cyclists, transit stops) as well as street spacing.

• Roadway Recommendations

- Roberts Road
 - Town of Cary noted the 3-lane recommendation on Roberts Road is consistent with their plan.
- Holt Road
 - Town of Cary noted the 3-lane recommendation on Holt Road is consistent with their plan. Town of Cary requested that Town of Apex staff share the typical 3-lane cross-section.
- NC 751 / New Hill Olive Chapel Road
 - Chatham County noted the 4-lane recommendation on the section of New Hill Olive Chapel Road north of Olive Chapel Road is consistent with their plan.
 - Town of Apex staff identified the need to acquire right-of-way with development for a potential future plan upgrade to 4 lanes along New Hill Olive Chapel Road.
- Lake Pine Drive
 - Town of Cary noted the 3-lane recommendation for Lake Pine Drive, north of Pine Plaza Drive, is consistent with their plan as well as traffic counts and projections they conducted as part of their decision to reduce the number of lanes along this corridor.
- South Hughes Street and Marco Drive
 - Wake County suggested considering realignment of these two streets where they intersect with NC 55.
- Future Interchange at US 1 and Perry Road
 - CAMPO questioned the feasibility of this interchange with spacing requirements between interchanges.
- Future Grade Separation of Pleasant Plains and US 1
 - Town of Holly Springs noted that the future grade separation is consistent with their plans and will likely become a priority with development occurring in Holly Springs.
- Potential Town of Holly Springs Park between Friendship Road and Pleasant Plains Road
 - Discussion on access to this potential park site. There is an existing access easement on the west side of the property.
- NC 540
 - Town of Holly Springs has plans for a bicycle and pedestrian culvert under NC 540 to serve the Woodcreek subdivision.
- Future Local Connection from Yateley Lane to Gilestone Drive in Salem Village

- CAMPO suggested correcting the alignment of this future street to show the connections to Yateley Lane and Gilestone Drive.
- CAMPO suggested changing the classification of Yateley Lane, indicating it does not serve the Major Collector function.

• **Bicycle and Pedestrian Recommendations**

- Greenways
 - Town of Cary noted that there is existing sidewalk in Cary along Roberts Road and Green Level Church Road fronting Green Level High School.
 - Town of Cary noted a potential greenway connection to the American Tobacco Trail, north of Green Level West Road, which is associated with new development.
 - Town of Cary noted that sections of greenway and bike lanes shown in Cary's jurisdiction are not in their plans. Suggestion was made to label these sections differently.
 - Town of Holly Springs noted that a large development is proposed south of US 1, west of NC 540. Suggestion that Town of Apex staff look at the plans for potential greenway connections.
 - Comment to extend a greenway from the American Tobacco Trail at the trailhead near Ragan Road to Jordan Lake.
- Davis Drive
 - Question was raised on a potential bicycle facility over the railroad from Bishop's Gate Greenway in Cary to proposed Davis Drive side path.
- Laura Duncan Road
 - Comment that the intersection of Salem Church Road and Laura Duncan Road is a difficult crossing for cyclists.
- Green Level West Road
 - Town of Cary noted that wide outside shoulder is planned for Green Level West Road.
- Roberts Road
 - Question of whether there is sufficient width along the bridge over NC 540 for a side path.
- NC 751
 - Chatham County plans include a multi-use path along one side of NC 751.
- Future Grade Separation over US 1 between Schieffelin Road and Lufkin Road
 - Comment to consider bicycle accommodations on the proposed grade separation.
- New Hill Olive Chapel Road
 - Comment to take another look at an off-road greenway/side path connection to American Tobacco Trail that would connect to Holly Springs.
- Old US 1
 - Chatham County noted that their plans call for roadway upgrades along Old US 1.

• **Transit Recommendations**

- Comment to reconsider the spacing of future rail transit stations and make corrections to the future commuter rail alignment.
- Comment to consider bus connections to future rail stations.

- Comment to extend Future Durham Connector to the intersection of NC 540 and S Salem Street and consider a transit center at this location.
- Chatham County noted that their plans include transit service along US 64. Chatham County currently provides demand response service through a non-profit agency that is primarily providing transportation to medical facilities. There was discussion on expanding transit service into Apex where transfers could be made to regional transit routes. It was noted that transit needs will likely change with the development of Chatham Park.
- **2045 Land Use Map Recommendations**
 - Staff discussed proposed changes to the land use map based on three community-driven principles: (1) preserve rural character in the western portion of the study area; (2) create more walkable mixed-use areas; and (3) invest in key corridors and emerging activity nodes.
 - Attendees from neighboring jurisdictions noted that their plans include compatible land uses adjacent to the Apex planning area.
- **Next Steps**
 - Anticipated Town Council Public Hearing (12/18) - *Updated to 1/15*



Town Council Meeting Summary

A meeting for Apex Town Council was held on October 25, 2018 to review, discuss, and gather input from the Town Council on recommendations from Advance Apex and Bike Apex. I

Summary A91

Summary

Date: Tuesday, October 25, 2018

Time: 4:30 – 6:30 PM

Location: Training Room 3A, 3rd Floor, Apex Town Hall, 73 Hunter Street

Meeting Purpose

The purpose of this work session was to review, discuss, and gather input from the Town Council on recommendations from Advance Apex and Bike Apex. In addition to serving as an opportunity for feedback, this session was intended to help the Town Council prepare for the public hearing and potential plan adoption anticipated during the regular meeting on December 18th. *Update – public hearing now scheduled for January 15th.*

Meeting Outcome

Town staff and the consultant team will use Town Council feedback to inform the future land use map, modal recommendations, and project prioritization.

Meeting Attendees

The following attendees were present at this meeting.

Apex Town Council Members

- Nicole Dozier (Mayor Pro Tem)
- Brett Gantt
- Bill Jensen
- Audra Killingsworth
- Wes Moyer
- Lance Olive (Mayor)

Other Attendees

- Amanda Bunce (Apex Planning)
- Shannon Cox (Apex Planning)
- Russell Dalton (Apex Public Works & Transportation)
- Allison Fluitt (Kimley-Horn)
- Drew Havens (Apex Administration)
- Laurie Hohe (Apex Administration)
- Donna Hosch (Apex Administration)
- Dianne Khin (Apex Planning)
- Shawn Purvis (Apex Administration)
- Angela Reincke (Apex Parks & Recreation)
- Jeff Roach (Advance Apex Steering Committee)
- Jenna Shouse (Apex Planning)
- Jonathan Whitehurst (Kimley-Horn)

Summary Notes

• Process Recap

- Consultant team updated Town Council on the Advance Apex planning process and outreach efforts.

• Context Areas

- Consultant team noted that based on public review, the context map does not appear to require further modifications. The context areas map will be used to determine which type of roadway cross-section correlates with the context of the area.

• Roadway Recommendations Review

- Consultant team presented roadway recommendations that differ from the existing Comprehensive Transportation Plan. Town Council and staff discussion:
 - Question was raised on the design of the proposed future interchange at Jessie Drive and NC 55. Staff explained that this project would have a phased approach. The Town would try to designate right of way as development occurs so the interchange can be constructed. The Town would work toward a more urban interchange design, less like something you would see on a freeway. The regional Southwest Area Study is going to take a closer look at this part of NC 55 as one of their hotspots. The regional study is expected to provide a conceptual design of how these interchanges will look as well as some of the grade separations with railroads.
 - Question was raised on whether closing of streets and intersections was explored. Staff explained how not a lot of time was spent discussing closures. The Town did not receive any public comment on roads that should be closed. There was discussion on how future transportation modes may be very different once we are closer to the horizon year for this plan, 2045. Consultant team noted that there is a section in the plan on emerging technologies. One of the key takeaways is that it is challenging to identify an outcome from these technologies, they raise a number of questions. Once more information is available the Town can build on this section of the plan.
 - Concerns were expressed about Lake Pine Drive being only 3-lane north of US 64. The park was noted to be a busy area. There was discussion about the Town's pending Lake Pine Drive project to add a turn lane for the park and continue the 3-lane Cary section with bike lanes. Staff explained the history of the previously wider section in Cary that was put on a road diet after Cary took over from NCDOT. Team should review traffic projections and discuss with Cary whether this needs to be reconsidered for 4-lane long term.
 - Concerns were expressed about why recommendations do not include realignment of skewed intersections at Old US 1 (Apex Barbecue and Humie Olive). There was discussion about the installation of the traffic signals in recent years to alleviate concerns about these locations and staff noted a realignment would likely require public participation that may not be a worthwhile expenditure. Staff mentioned the pending plan to add a signalized fourth leg for Cool Pools across from Humie Olive Road. Draft

recommendations show a future roundabout at Apex Barbecue and Old US 1.

- Concerns were expressed about New Hill Olive Chapel Road staying 2-lane south of US 64 and north of US 1 considering the ongoing developments and commuter traffic on that route. Staff explained there was a desire to maintain rural character if possible but it would be a busy section of roadway nonetheless and turn lanes would be recommended with projects as needed. There was also discussion about upcoming regional efforts to study extending the NC 751 designation through Apex. Team should review traffic projections and consider at least getting enough right of way as plans move forward to accommodate a 4-lane if/when needed. Staff cited Apex Barbecue Road as an example of a 2-lane rural road where additional right of way was dedicated in past projects for multi-lane expansion if/when needed.
- There was discussion about the US 64/Shepherds Vineyard Dr/Old Raleigh Rd area with respect to the proposed plan and US 64 TIP project. Staff explained the importance of maintaining a local connection under US 64 for both vehicles and bikes/peds in addition to having the interchange at Lake Pine Drive. There has been some public controversy with neighbors split over the idea of Shepherds Vineyard serving as a connection in that manner.
- Concerns were expressed over the grade separation being shown for Laura Duncan Road at CSX RR/Old Apex Road with respect to how those neighbors could be notified well in advance of planning efforts. This was based on concerns about how neighbors have been surprised in the past when projects of this nature begin the planning and design process, like in the case of Peakway Southwest. Team should discuss ways to provide early outreach to neighbors before planning efforts are underway. Staff did explain that this location at Laura Duncan Rd was unlikely to be a future Town sponsored project, and the plan was primarily to recognize the probability of a state funded project, possibly related to the planned grade separation of Cary Parkway at CSX RR.
- There was a desire expressed to promote more 4-lane roads where needed and where possible to handle increasing traffic. This was in part based on experience driving around Cary where there are a lot more 4-lane roads and traffic seems to function better along those corridors.
- Consultant team introduced the project prioritization criteria and measures. The criteria include safety, congestion, connectivity, freight, and local priority. Town Council and staff discussion:
 - Question was raised on the source of the weighting percentages. Consultant team explained that Town staff and the consultant team originally developed the percentages and they were vetted with the Steering Committee.

• **Bicycle and Pedestrian Recommendations Review**

- Consultant team updated Town Council on the latest recommendations in Bike Apex, the comprehensive bicycle plan. The plan will be presented to Town Council as a separate project. Consultant teams for Advance Apex and Bike Apex have

worked together to ensure that the bicycle and pedestrian recommendations are consistent.

- Town Council and staff discussion:
 - Council member asked if the street-side greenways are replacing greenways in some areas. Staff explained that these would not replace any greenways in that area. The proposed street-side greenways will provide new pedestrian and bicycle facilities. Greenways are the top requested parks and recreation facility and the street-side greenways will provide these recreational facilities along the corridors shown on the Bike Apex Map.

- **Transit Recommendations Review**

- Consultant team updated Town Council on the transit recommendations in Advance Apex. Combined feedback from the public workshop and online comments showed a strong preference for fixed-route circulator bus service as opposed to demand response service.
- The priority circulator route was presented. This route will provide transit service to Beaver Creek, WakeMed Apex, Walmart Supercenter, and multi-family residences.
- Town Council and staff discussion:
 - Question was raised on the term of regional funds for the proposed Apex Circulator. Staff explained that Wake Transit Plan has a ten-year horizon but it will likely continue after that. The Apex Circulator is expected to be partially funded through the Wake Transit Plan. The Town has begun discussing the opportunity to receive technical assistance from GoCary as part of the Wake Transit Plan Community Funding Area Program.

- **Land Use Update**

- Consultant team explained the purpose of the land use update and presented the land use principals that are based on community input.
- See attached 2045 Land Use Map for recommendations. The bullets below note Town Council discussion or suggestions.
- **Focus Area B: Buckhorn**
 - Question was raised on who would extend the American Tobacco Trail in Apex. Staff noted that this will likely be built in partnership with Wake County.
- **Focus Area G: Pleasant Park**
 - Consultant team noted that there was public interest in this area. There was public comment in favor of maintaining the existing rural density residential. There was discussion on how this area may change in the future.
- **Focus Area I: Middle Creek North**
 - In response to public comment sent to Town Council, Town Council suggested that the land area south of Knight's Play should be striped blue and orange for Office Employment and High Density Residential.
- Town staff posed the question of whether Town Council would be interested in grandfathering any proposed developments. This is no longer a concern as duplexes and townhomes will be added to the definition of Low Density Residential. No other site plan projects currently under review conflict with the future land use recommendations.

- **Closing Remarks**

- Project documentation (ongoing)
- Neighboring Jurisdictions Open House (10/30)
- Final Steering Committee Meeting (11/8) – *Updated – final coordination to be conducted by email.*
- Anticipated Town Council Public Hearing (12/18) – *Updated – public hearing planned for 1/15.*

Public Workshop 1 Summary

Date: Tuesday, October 24, 2017

Time: 5:30 pm – 8:00 pm

Location: Apex Town Hall, 73 Hunter Street

Meeting Purpose

This drop-in workshop helped to educate attendees about the Advance Apex process and allow them to participate in a series of interactive stations. Information generated from the participants supplemented the feedback gathered during the first Steering Committee meeting, focus group meetings, and online survey. The feedback contributed to the initial phase of the planning process, including the creation of guiding statements and understanding of existing conditions. Attendees were given a Passport at sign in and were encouraged to visit each station to provide feedback and have their Passport stamped. The back of the Passport contained an exit survey with questions about meeting advertisement and the effectiveness of the meeting. A paper copy of the online survey was also provided to attendees, the results of which have been summarized with the online survey results.

Meeting Objectives

1. Educate participants on the planning process
2. Identify community values through a variety of interactive exercises
3. Gather feedback on existing conditions

Meeting Notice and Advertisement

The meeting was advertised through several means listed below:

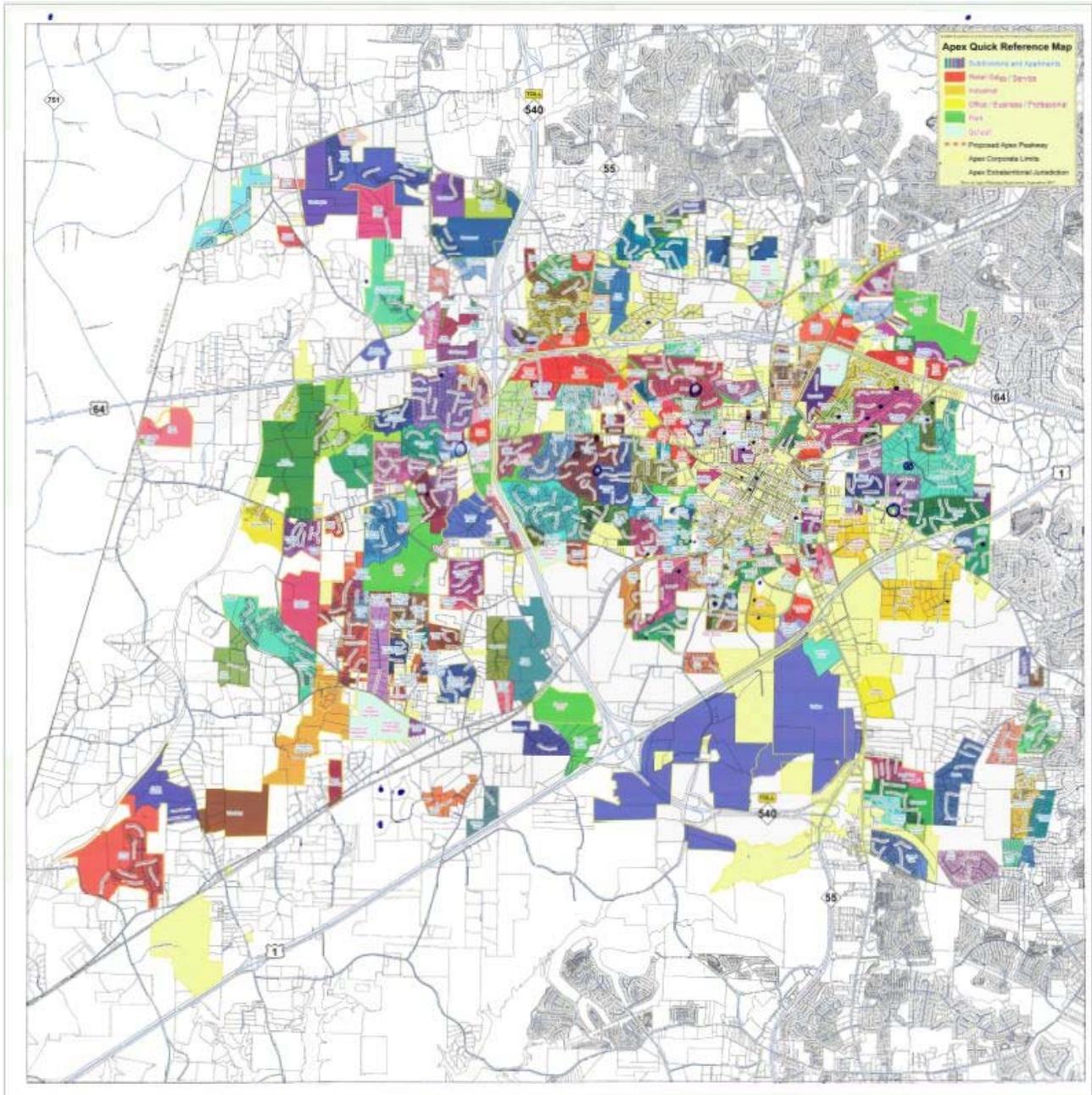
- Town's Facebook and Twitter pages
- Town website
- NextDoor
- Utility bill mailer
- Constant Contact message sent by Town to key stakeholders who provided email
- Additionally, Steering Committee members were asked to directly invite their contacts

Activities and Summary of Results

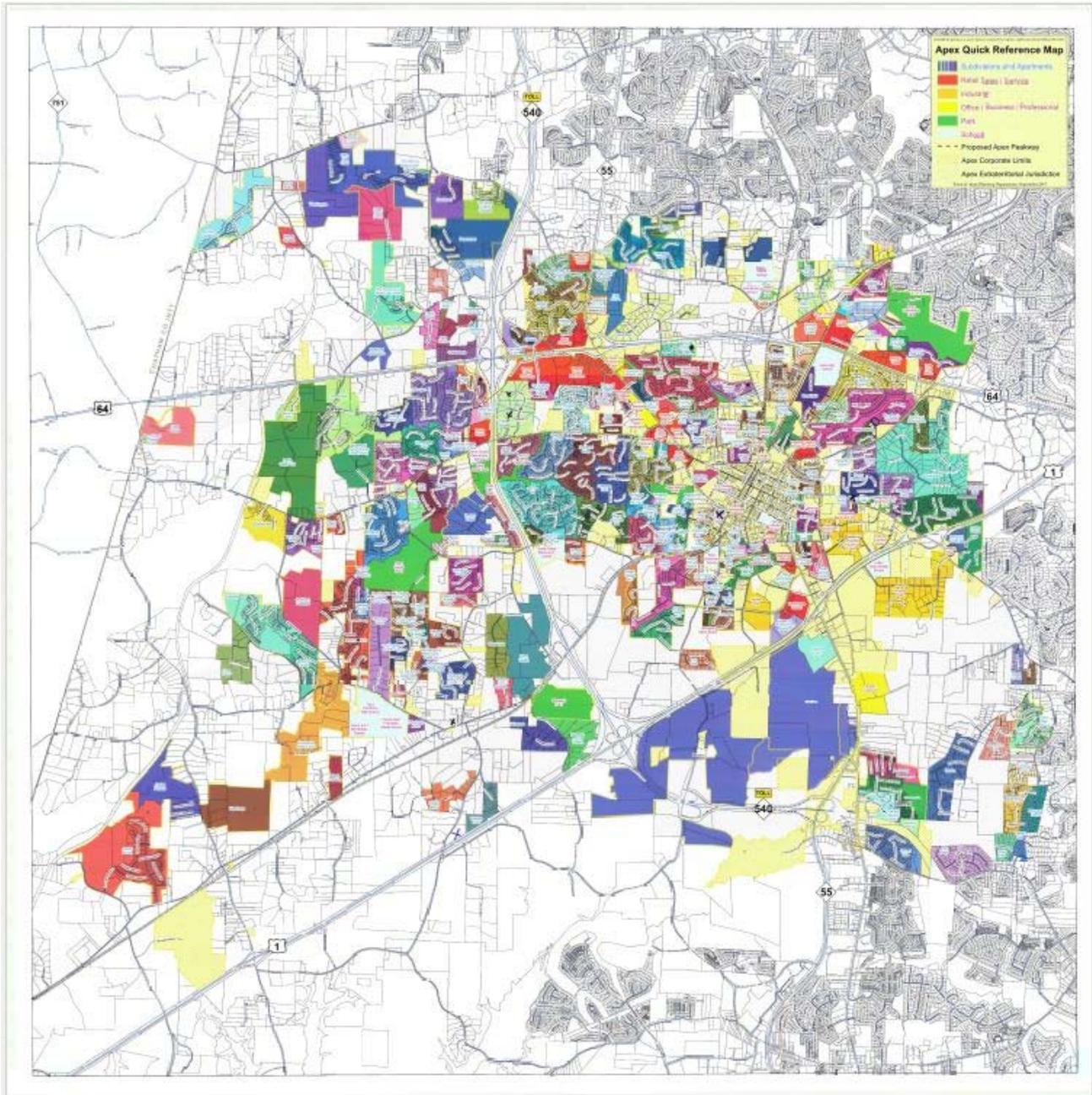
- **Sign In**
 - **Intent:** Gather contact information and a spatial distribution of attendees.

- **Description:** Sign in stations were posted by the entrance to the building. Attendees were asked to provide their name and email address. Email addresses collected were added to a notification list for future project meetings. Attendees were also asked to place a dot on a Where Do You Live? Map. Results from this exercise helped assess the participants' coverage of the study area. Border areas on the map were used for attendees that were outside the study area. Participants were also given their Passports at sign in.
- **Outcome:** This exercise provided a record of attendees for future use in the planning process. 60 people attended the meeting. Responses were collected on two maps, the images of which are included here.
- **Key Takeaways:** The vast majority of attendees were from within the Town's municipal boundaries, while others were from within the planning area. For those respondents within the Town, most marked themselves as living in or around downtown in neighborhoods such as Heatherwood (along Old Raleigh Rd), Dogwood Ridge (along Olive Chapel Rd), and around AV Baucom Elementary School. Only two respondents noted they lived outside the study area.

Where Do You Live? – Map 1



Where Do You Live? – Map 2



- **Scrolling Presentation**

- **Intent:** Welcome participants, ensure they understand the purpose of Advance Apex and the planning process. Encourage their active participation.
- **Description:** A scrolling presentation was set up on a loop for participants to view. The presentation included a collection of slides that described the planning process, summarized existing conditions, and introduced the workshop activities.
- **Outcome:** This station informed participants about the planning process and set the stage for more meaningful input at the activity stations. Following the workshop, this narrated presentation was provided on the Town's website and YouTube channel (Available: <https://www.apexnc.org/1193/Advance-Apex>).

- **Priority Pyramid**

- **Intent:** Gather input on priorities among the preliminary planning themes which are defined as follows:
 - Downtown- Preserve the intrinsic qualities of downtown and enhance the downtown experience by making it easier to travel to and around the Town core; encouraging a variety of uses and opportunities for community interaction; and protecting the historic character valued by residents and visitors.
 - Integrated Growth- Coordinate transportation investments with land use and development decisions to support travel by multiple modes; efficient land management and protection of natural resources; and opportunities to live, work, shop, and play.
 - Quality of Life- Encourage healthy and active lifestyles and enhance community identification and interaction through well-planned and connected non-motorized facilities, parks, greenspaces, and gathering places.
 - Safety- Promote a safe and secure transportation system for all users. Enhance access and safety near schools to ensure age-appropriate options allow choice in how students travel to and from school.
 - Sense of Place- Plan, design, and construct spaces and infrastructure that enhance community identity and sense of place.
 - Mobility and Connectivity- Create a balanced transportation system that connects people to destinations with a safe, efficient, and equitable network that accommodates drivers, pedestrians, bicyclists, and transit users.
- **Description:** An 8.5" x 11" game board and series of placards representing six planning themes were provided. Participants were asked to select the planning theme they deem most important, followed by two secondary themes, and three tertiary themes. Once completed, participants posted their game boards beneath the banner representing their highest priority theme. It was emphasized that planning themes at the bottom of the pyramid were not discarded and would be addressed in the plan.
- **Outcome:** The exercise gathered input into the planning themes. Following the workshop, feedback during this exercise and other stations was used to vet and finalize the planning themes for use throughout the plan development. In the chart below, responses are ranked based on participants' priority (first, second, or third)

of the planning themes. These were then combined to gain a sense of the public's ranking of the planning themes.

Planning Themes	Total Respondents			Overall Rank
	Top Priority	Second Tier Priority	Third Tier Priority	
Quality of Life	20	16	14	1
Downtown	13	21	16	2
Integrated Growth	8	24	18	3
Mobility and Connectivity	4	15	31	4
Sense of Place	3	12	35	5
Safety	2	12	36	6

- Key Takeaways:** Participants placed a high value on quality of life, ranking it as the top planning theme. This likely comes from the notion of preserving Apex's "small-town" aesthetic, a priority expressed through this workshop as well as other engagement opportunities. Downtown ranked second overall due to citizens' desire for enhanced development and liveliness in the downtown area.
- Thought Wall**
 - Intent:** Collect individual thoughts about transportation and land use needs and gather input on priorities among planning themes.
 - Description:** Participants were given five pieces of paper and asked to write one issue, concern, topic, need, or challenge on each sheet. One sheet was reserved for their most important thought. Participants then posted their sheets under the planning theme that best represented the thought.
 - Outcome:** This exercise collected numerous thoughts that informed the plan's understanding of existing conditions. By having participants self-select a planning theme for each of their thoughts, a frequency of priority (sheets per theme) and an intensity of priority (most important thoughts per theme) were determined. The

results of this station were summarized in quantitative and qualitative formats. Those comments listed as a priority comment correlates to participants' priority planning theme from the Priority Pyramid exercise. Those comments listed as a general comment refer to additional comments about a planning theme that a participant had. This information supplemented feedback received during the first Steering Committee meeting.

Planning Themes	Priority Comment	General Comment	Intensity Rank (by number "most important" thoughts per category)	Frequency Rank (by number of thoughts per category)
Mobility and Connectivity	20	7	2	1
Integrated Growth	13	5	3	2
Quality of Life	7	1	1	3
Sense of Place	3	4	4	4
Downtown	2	4	6	5
Safety	2	3	5	6

- **Key Takeaways:** Mobility and Connectivity and Integrated Growth were the two planning themes that received the most priority comments. While the comments can be found below for all the planning themes, the main takeaways are that the public wants to see land use and density change as Apex continues to grow and that land uses are placed in appropriate places with an aesthetic that fits in with the surrounding area. The want for bicycle and pedestrian connectivity was often mentioned, as well as making transit a priority.
- **Comments as categorized by Participants under Planning Themes:**
 - Downtown
 - Thoughts identified as highest priority:
 - *Land Use: Redevelop corner lot at Saunders and Salem Street [Empire Cigars building]. This is a very prominent site that breaks the historic streetscape. Redevelop auto dealerships at Center and Salem Street. Poor gateway to downtown.*

- *Better downtown support; public safety; quality of life; transportation.*
- Other thoughts under this theme:
 - *Attract start-up businesses by creating collaborative office spaces in/near downtown.*
 - *Mixed-use development, especially in downtown area/center of town.*
 - *Promote better use of downtown space. Reduce traffic, eliminate street parking. Encourage outdoor dining, etc.*
 - *Downtown parking, safety, and development.*
- Integrated Growth
 - Thoughts identified as highest priority:
 - *Land use will need to change as we grow. Density will need to go up in areas to accommodate our population growth as we attract more business and employee base companies.*
 - *Mixed land use; commercial with residential; above work/live*
 - *Integrated growth. Need to have a balance with increased density to offer more affordable housing. It would also help support parks and trails.*
 - *Don't forget about light industrial users when planning?!*
 - *Sensible land use; use open spaces in developed areas before cutting down another forest.*
 - *Stimulate growth and job opportunities without hurting land owners by limiting use of their land.*
 - *Apex is not the first town to face the challenge of rapid growth. We need to take advantage of the lessons learned elsewhere. There must be best practices and worst practices that we should identify and apply (or not) in Apex. How about convening a committee to research municipal growth and bring ideas back to the planning process?*
 - *To put an expected date of completion (or acquisition of property) for previous transportation plans. For instance, cut through to Tunstall from Food Lion.*
 - *Do not over develop land and roadway around neighborhoods. Placing major collectors close to homes or pushing office spaces and retail in proximity to established developments is wrong. Example: The change in status of the future James Street extension from a minor collector to a major collector. That was a mistake. I also fear that the Town will stop developing green spaces after the 94-acre park. That new potential park is spot on and should only be the beginning near residential areas.*
 - *Economic growth and business development to provide job opportunities within Apex.*
 - *Infrastructure capacity of meeting current and projected growth.*
 - *Starting any new communities without water, roads, sewer to accommodate.*

- *Smarter growth: planning, transportation, better planning, stick with the plan.*
- Other thoughts under this theme:
 - *We can be picky with growth. Insist on smaller starter homes along with nicer, unique homes that aren't cookie-cutter.*
 - *Affordable/mixed income housing.*
 - *Mixed use developments.*
 - *Focus on commercial over industrial development- higher job density.*
 - *Stop chasing increased tax base. Growth may increase tax revenue but it comes with a cost – it demands for more infrastructure and reduced quality of life. It's a myth that growth pays for itself. It pays for the needs created by last year's growth and creates more costs going forward.*
- Quality of Life
 - Thoughts identified as highest priority:
 - *Preserve green space.*
 - *Bring our median income closer to statewide median.*
 - *More parks for leisure and competitive events. "The U.S. Most Healthy City".*
 - *Senior Housing Options.*
 - *Slow the growth!*
 - *Base land use and transportation decisions on quality of life for EXISTING residents and neighborhoods. We don't owe developers a living.*
 - *Have less multi high rise condos/apartments. Too dense on land use. Nice to keep some open spaces.*
 - Other thoughts under this theme:
 - *Permeable parking lots.*
- Safety
 - Thoughts identified as highest priority:
 - *Improved and more bikeways/greenways; safer for pedestrians and cyclists.*
 - *Keep it pedestrian and bike friendly.*
 - Other thoughts under this theme:
 - *Orange flags at crosswalks in basket. Great for kids crossing the street. Kids pick up flag, crosses street and places flag in another basket across the street. Saw this in Washington State. It works and it's safe.*
 - *Pedestrian safety.*
 - *Safety at Apex High School (once it is rebuilt) for crossing 64.*
- Sense of Place
 - Thoughts identified as highest priority:
 - *Upgrade buildings of businesses that have become run down over the years so that City has consistent feel in all areas.*
 - *"Land Use"- only suggestive given the number of rezoning requests before the Town Council at every meeting?*

- *Need a diversity of housing options for all income levels.*
- Other thoughts under this theme:
 - *Public Art.*
 - *Tree canopy plan implementation.*
 - *Continue to keep the same town feel. Continue to build parks.*
 - *Preserve old growth trees in developments: low impact development (no clear cutting).*
- Mobility and Connectivity
 - Thoughts identified as highest priority:
 - *Public Transportation.*
 - *Create walkable/bikeable community.*
 - *More greenways as an alternative to car travel/traffic.*
 - *We need triangle-wide mass transit sooner rather than later.*
 - *Need Amtrak to stop in Apex- even one a year as part of sense of place/history to take people to Raleigh (or beyond) for the day.*
 - *Transportation- Apex needs and will need small vans to pick people up and take them to stores, doctors etc. Need a secure schedule to adhere to. Great for seniors and kids; knowing they are safe. Run 7 days a week. Neighborhood to neighborhood.*
 - *Too much traffic.*
 - *TTA/GO- pushes rail- this will be difficult to design considering no common focus area. Three areas plus RTP are involved. Riders have no easy access to the rail and no easy access to their work sites from the rail.*
 - *No Richardson Road extension PLEASE!*
 - *Improving walkability and connectivity between residential, shopping, restaurants, etc. Circulator/bus route?*
 - *Traffic.*
 - *Light Rail.*
 - *Plan for road improvements that will handle traffic loads for years to come.*
 - *Improve road system to help alleviate traffic congestion.*
 - *Bicycle lanes and/or greenways.*
 - *Include bike lanes in design of any traffic island.*
 - *Street design to include biking and walking not as an afterthought. Light rail integrated into the plan.*
 - *Improving walkability by expanded sidewalks, greenways, and bike lanes especially near schools, parks, and shopping centers.*
 - *Flow of traffic.*
 - *Finish Peakway.*
 - Other thoughts under this theme:
 - *Purchase property on either side of private train crossings along Old US 1. They are blocked off by owners, trains are blaring needlessly at them, and Apex is required to close crossings and have yet to do so. Reach out to property owners who are*

blocking them off and offer a fair dollar amount to close the crossings.

- *Multi-purpose paths and bike lanes to promote healthy living and discourage car use.*
- *Connect gaps in greenways linking all parks, schools, and downtown.*
- *Mass convenient transportation.*
- *Complete the Apex Peakway.*
- *Finish sidewalks- 1 mile out from downtown Apex and 2-3 miles out from all schools.*
- *Multiple options to address transportation needs: 1.) expand roads, 2.) light rail, 3.) increased bus routes.*

- **What Do You See?**

- **Intent:** Collect community perceptions based on reactions to a series of local and aspirational photographs.
- **Description:** This exercise was a variation of the traditional visual preference survey and helped to build on the Community Snapshot exercise from the first Steering Committee meeting. Participants viewed up to 24 photos and placed either an orange or a blue sticker on the images to indicate what they'd like more or less of in Apex. Photos were provided of destinations both within Apex and in other neighboring communities, and represented a variety of land use and transportation settings. Additional thoughts were written on individual game boards.
- **Outcome:** The information collected through this activity provided insight into participants' perception of Apex. This information supplemented feedback received during the first Steering Committee meeting. The results can be found below; **orange** indicates less of, while **blue** indicates more of. Images within each board are ranked based on the total number of votes received (positive and negative).



Board 1	A	B	C	D	E	F
Less of	Total					
Total	22	10	0	13	12	19
Rank	5	16	34			2
More of	Total					
Total	26	12	29	2	3	9
Rank	2	4	14	3		6

Board 1

What do you see? _____

A	• No comments
B	• Build up density around shopping centers, public transit hubs, etc.
C	• Preserve old unique homes
D	• Architectural standards can't disguise cookie cutter, overloading subdivisions • Enough cookie cutter! We need more diverse starter homes
E	• No comments
F	• No more townhomes!



Board 2	G	H	I	J	K	L
Less of	Total					
Total	1	3	0	2		2
Rank	4	1	4	6	2	2
More of	Total					
Total	38	25	25	21	19	29
Rank	1	3	3	5	6	2

Board 2



What do you see? _____



G	<ul style="list-style-type: none"> Community parks in addition to town parks Picnic tables
H	<ul style="list-style-type: none"> Protected lanes would be great! Bicycle is good, divided highway is bad [Bike lanes] everywhere or nowhere
I	<ul style="list-style-type: none"> Need trailheads and parking for trails
J	<ul style="list-style-type: none"> Light up crosswalks
K	<ul style="list-style-type: none"> Light rail with direct access to local business centers like RTP, downtown Raleigh
L	<ul style="list-style-type: none"> I like the multiple uses for the path

Board 3	M	N	O	P	Q	R
Less of	Total					
Total	3	13	008			12
Rank	4	15	53			2
More of	Total					
Total	12	6	38	25	1	13
Rank	4	61	25			3

Board 3



What do you see? _____



M	<ul style="list-style-type: none"> • More local businesses in current and future shopping centers • Push buildings to street and parking in back
N	<ul style="list-style-type: none"> • No comments
O	<ul style="list-style-type: none"> • Eliminate parking, widen sidewalk to allow for outdoor cafes • Parking structure behind police department
P	<ul style="list-style-type: none"> • No comments
Q	<ul style="list-style-type: none"> • No comments
R	<ul style="list-style-type: none"> • Places to work are good... just in right location

Board 4	S	T	U	V	W	X
Less of	Total					
Total	13	24	3		33	4
Rank	2	63	51			3
More of	Total					
Total	23	12	21	21	0	19
Rank	1	52	26			4

Board 4



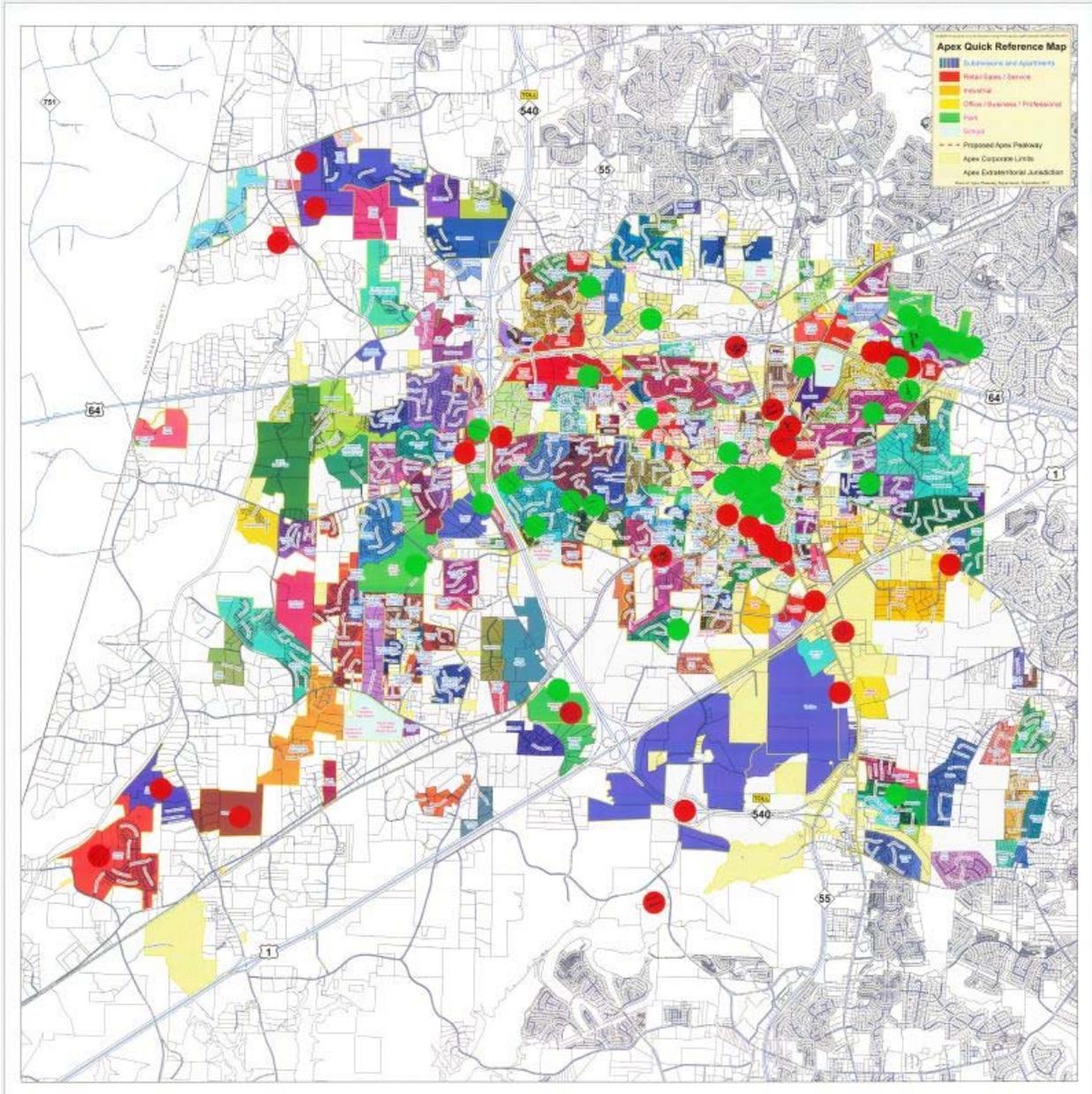
What do you see? _____ 

S	<ul style="list-style-type: none"> Roundabouts ease congestion Great place for public art or another feature Replace 4-way stops or traffic lights with traffic circles. Well proven concept in Europe to ease congestion!
T	<ul style="list-style-type: none"> Light up crosswalks like Chapel Hill
U	<ul style="list-style-type: none"> Divided highways are a great place for trees No bike lane at bridge
V	<ul style="list-style-type: none"> Quiet streets enhance neighborhoods and pedestrian bike use- until connectivity loads them up with traffic from new development Needs sidewalks
W	<ul style="list-style-type: none"> Needs sidewalks
X	<ul style="list-style-type: none"> Where does it go? How many riders? Cost?

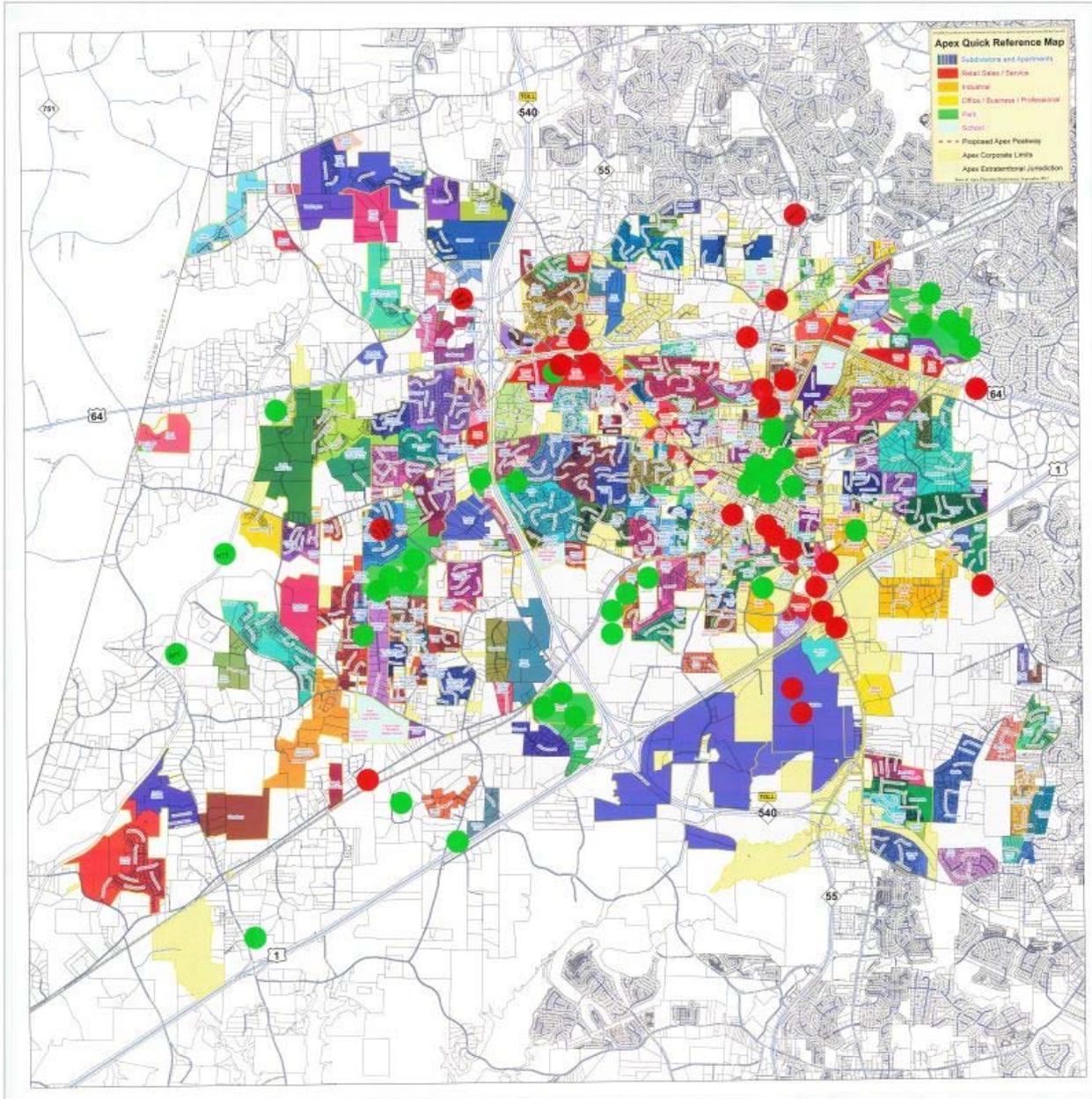
- **Key Takeaways**
 - Board 1
 - Top Less of: B- Apartments/Condos
 - Top More of: C- Preserved Historic Homes/Homes with Classic Southern Characteristics and Architecture; A- Farmland
 - Board 2
 - Overall, bicycle and pedestrian infrastructure received many “more of” votes
 - Top Less of: H- Bicycle Lanes on Shoulders of Roads (note, there were also many “more of” votes for bicycle lanes)
 - Top More of: G- Trails/Greenways
 - Board 3
 - Top Less of: N- “Big Box” Development
 - Top More of: O- Mixed-Use similar to Downtown Apex
 - Board 4:
 - Top Less of: W- Roads without sidewalks, landscaping, buffer and parking adjacent to roadway
 - Top More of: S- Roundabouts with Sidewalks

- **Strong Places, Weak Places**
 - **Intent:** Create a geographic representation of strong and weak places with supporting comments.
 - **Description:** Participants viewed two identical maps showing existing land uses in Apex and placed **green** dots to denote strong places and **red** dots to denote weak places. Strong places were described as locations that are desirable, special, safe, or reflect well on Apex. Weak places were described as locations that are undesirable, eyesores, unsafe, or reflect poorly on Apex. Large sheets of paper were posted for participants to note why specific areas were considered strong or weak.
 - **Outcome:** This exercise yielded specific areas and corridors in Apex that represent strengths to be leveraged and concerns to be evaluated. While dots were placed throughout the map geography, clusters of dots emerged in certain areas where participants identified areas of greater concern.
 - **Key Takeaways**
 - Strong Places Clusters
 - Downtown Apex
 - Salem Village area
 - Scotts Mill area
 - Future Pleasant Park site
 - Apex Nature Park
 - Apex Community Park
 - Weak Places Clusters
 - NC 55 corridor south of downtown
 - US 64 corridor east of Laura Duncan Road
 - US 1/NC 55 interchange area
 - Quadrant formed by the railroad track, Apex Peakway, Laura Duncan Road, and Hunter Street

Strong Places, Weak Places – Map 1



Strong Places, Weak Places – Map 2



- **Transportation Needs**

- **Intent:** Identify issues related to traffic flow, travel choices, and safety.
- **Description:** Participants viewed four maps and placed colored dots to note concerns with the transportation system. These dots represented traffic flow (i.e. congestion), travel choices (i.e. vehicular, bicycle, pedestrian, or transit needs), and safety. Post-It notes were provided to encourage participants to provide specific feedback.
- **Outcome:** This exercise yielded specific areas and corridors in the study area that represent issues related to the planning themes. While dots were placed throughout the map geography, clusters of dots emerged in certain areas where participants identified areas of greater concern. This information was compared with projects in past planning efforts to help shape preliminary recommendations.
- **Key Takeaways**
 - The predominant issues mentioned pertained to the desire for road widenings and expansions as well as bicycle and pedestrian connections. Numerous locations were noted with congestion and safety issues.
- **Comments**

Bike/Pedestrian
We need more on-street marked bike lanes.
Connect the greenways!
We need more sidewalks downtown with consistency on both sides of the street.
Increase Sidewalks- especially to schools; increase connectivity/consistency.
Gaps in sidewalks create safety concerns.
Upgrade/improve sidewalk conditions.
There are visibility issues for bicyclists and pedestrians crossing Wimberly Road at the American Tobacco Trail.
Concern for bike safety on Old US 1.
Safety issues in bike lane on Olive Chapel.
Install a bike lane on Ten Ten Road.
There are biker safety issues on weekends in the shoulder/bike lane on Olive Chapel west of Kelly Road.
Provide sidewalks on NC 55! Sidewalks are especially needed on NC 55 from the post office to downtown.
Pedestrian crossing at US 64/Laura Duncan is dangerous.
Parks
Pleasant Park needs more than one exit. The only existing exit is over a railroad crossing.
Transit
Create an express bus to the rail station in Cary.
Create more park and rides for transit.
Make transit options to universities available.
Make better use of smart technology. Bus stops that indicate when next bus will arrive based on traffic on traffic conditions. Traffic signals that adjust cycles and timing based on traffic conditions.

Roads

Multiple options as solutions to transportation needs: 1.) expand roads, 2.) increase bus routes/circulator, 3.) Light rail/transit.

"Connectivity" is becoming a way for new developments to meet their transportation requirements by inflicting traffic on quiet residential streets. Connectivity might have made sense when Apex was smaller, but now it's dragging down the quality of life in existing neighborhoods.

Improve primary roads.

The Southbound NC 55 left turn onto Hunter Street has a safety issue. The angle of this intersection is a concern.

Replace NC 55 Railroad Bridge and address South Salem Street/Railroad track congestion at crossing locations.

Address the congestion backup on Ten Ten Road leading up to US 1 southbound.

Old US 1 leaving town to the south causes problems.

Congestion issues on Salem Street Northbound (North of 64) can be a problem.

Complete Jessie Drive!

Install a traffic signal at the intersection of Jenks Road and Kelly Road/Green Level Church Road.

Zeno Road coming out on the Peakway is currently configured as left turn lane and a through/right lane. This configuration results in through traffic blocking or slowing down right turn traffic. Consider reconfiguring to be a left/through lane and a right turn lane.

Ramps off 540 onto NC 55 are an issue.

The turning movement pattern at Richardson Road and US 64 is an issue.

Peakway at Old US 1- congestion from Peakway onto Salem Street.

There is local opposition to Richardson Road south of Old US 1.

Add lanes to improve capacity on Old US 1.

Humie Olive Road should be widened to the east because of high school.

Widen Ten-Ten Road.

The portion of Davis Drive in Cary from the existing 4 lane section to the split at Salem Church Road needs to be widened.

There are issues with the shifting lanes at the NC 55 at Beaver Creek Commons intersection (coming out of Beaver Creek Commons).

Congestion issues at New Hill Holleman and Old US 1.

There are truck traffic issues to dump sites at New Hill Holleman and Rex Road.

Congestion issues at New Hill Road at NC 751.

Apex Peakway at Salem Street intersection has congestion issues due to Thales Academy AM traffic.

The railroad bridge at NC 55 creates congestion, but I like the architecture.

Complete NC 540.

Congestion issues on James Street approaching NC 55.

Apex BBQ Bridge has safety issues. The bridge should be replaced.

Laura Duncan at US 64 should be changed to be a bridge across US 64.

Orchard Villas Avenue experiences cut through traffic to Peak Charter.

The single left turn lanes at the NC 55/ NC 55 Bypass/ Technology Drive intersection create congestion.

Cars backed up from the intersection of NC 55 at Salem intersection are blocking off First Street.

Congestion issues at Tingen Road and Salem Street.

Suggest a roundabout at the intersection of NC55/ NC55 Business/ Technology Drive.

Congestion issues at Humie Olive Road and Evans Road.

Roads

Congestion issues at Kelly Road and Beaver Creek Commons Drive intersection.

Safety issues at Abbingdon entrance on US 64.

The through lane on Lake Pine Drive drops into a left turn lane at US 64, which is confusing and unsafe.

Old US 1 between NC 540 and Humie Olive Road is a narrow 2 lane width that should be widened to a 3 lane cross section.

Embrace a complete streets approach to transportation development. It is currently a patchwork.

Complete the Apex Peakway.

Land Use

Provide transportation infrastructure for retailers.

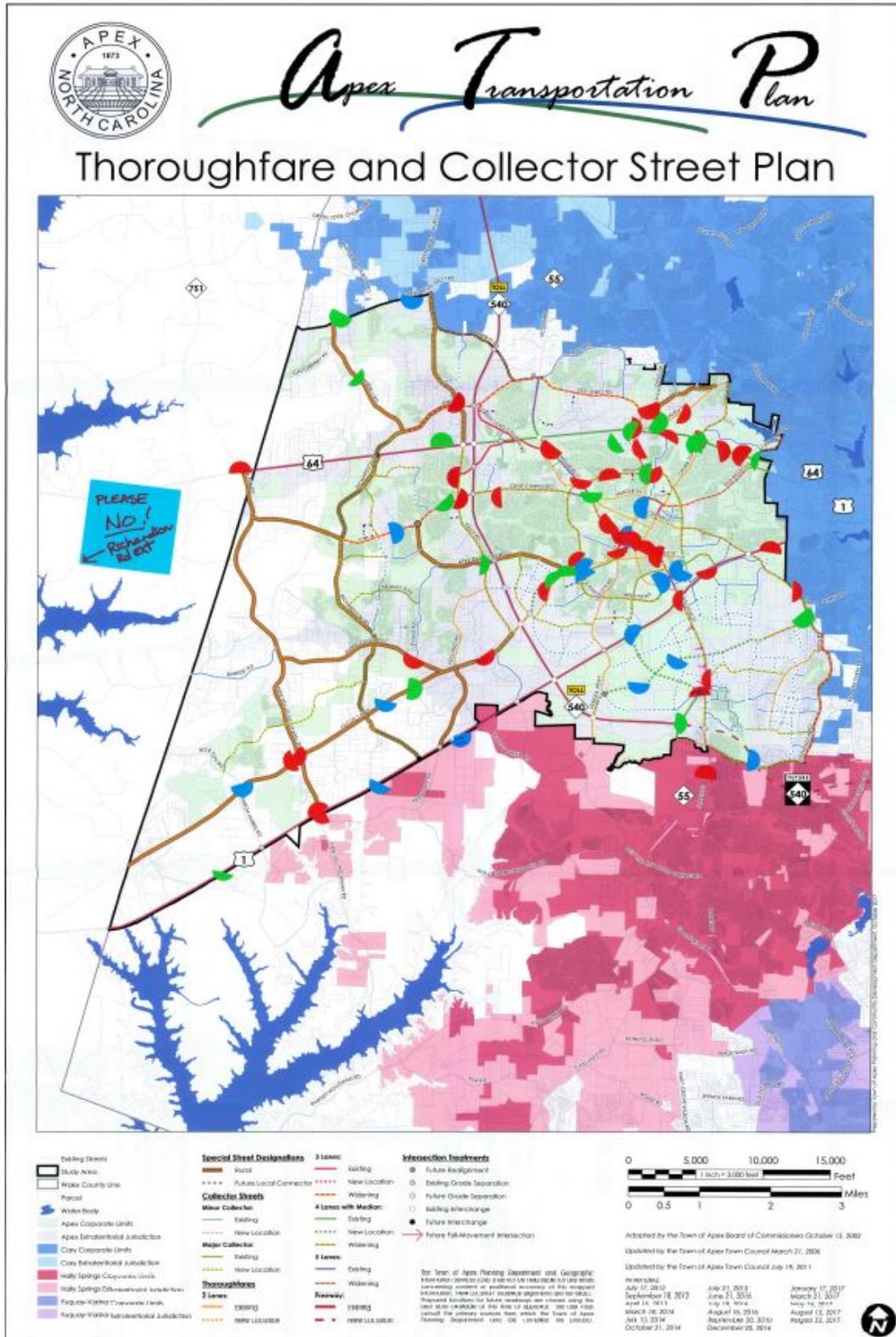
Retailers need traffic (>25k vehicles per day) to be successful.

Need density to support grocery/retail.

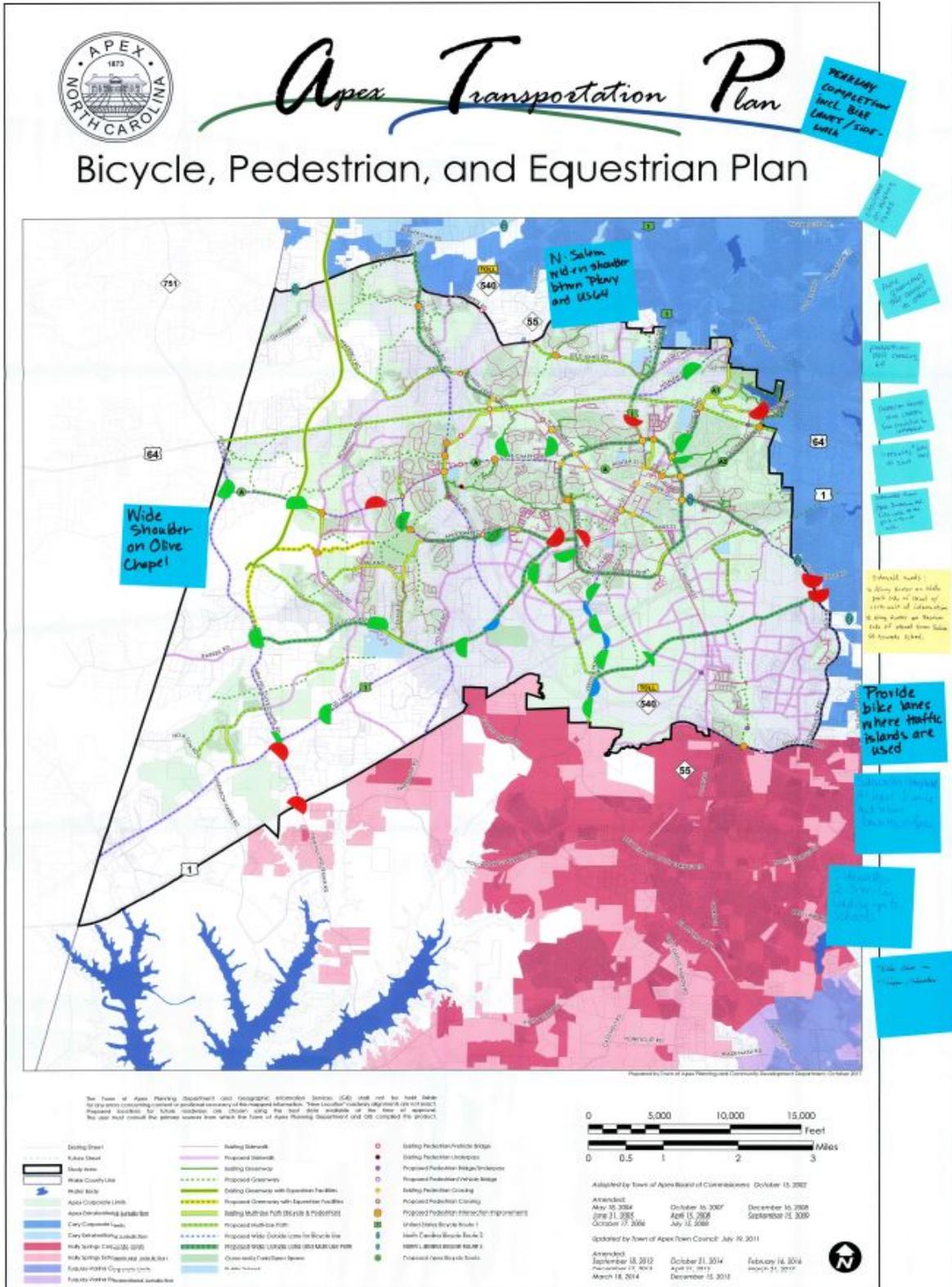
Parking

Not enough parking is being provided for commercial development.

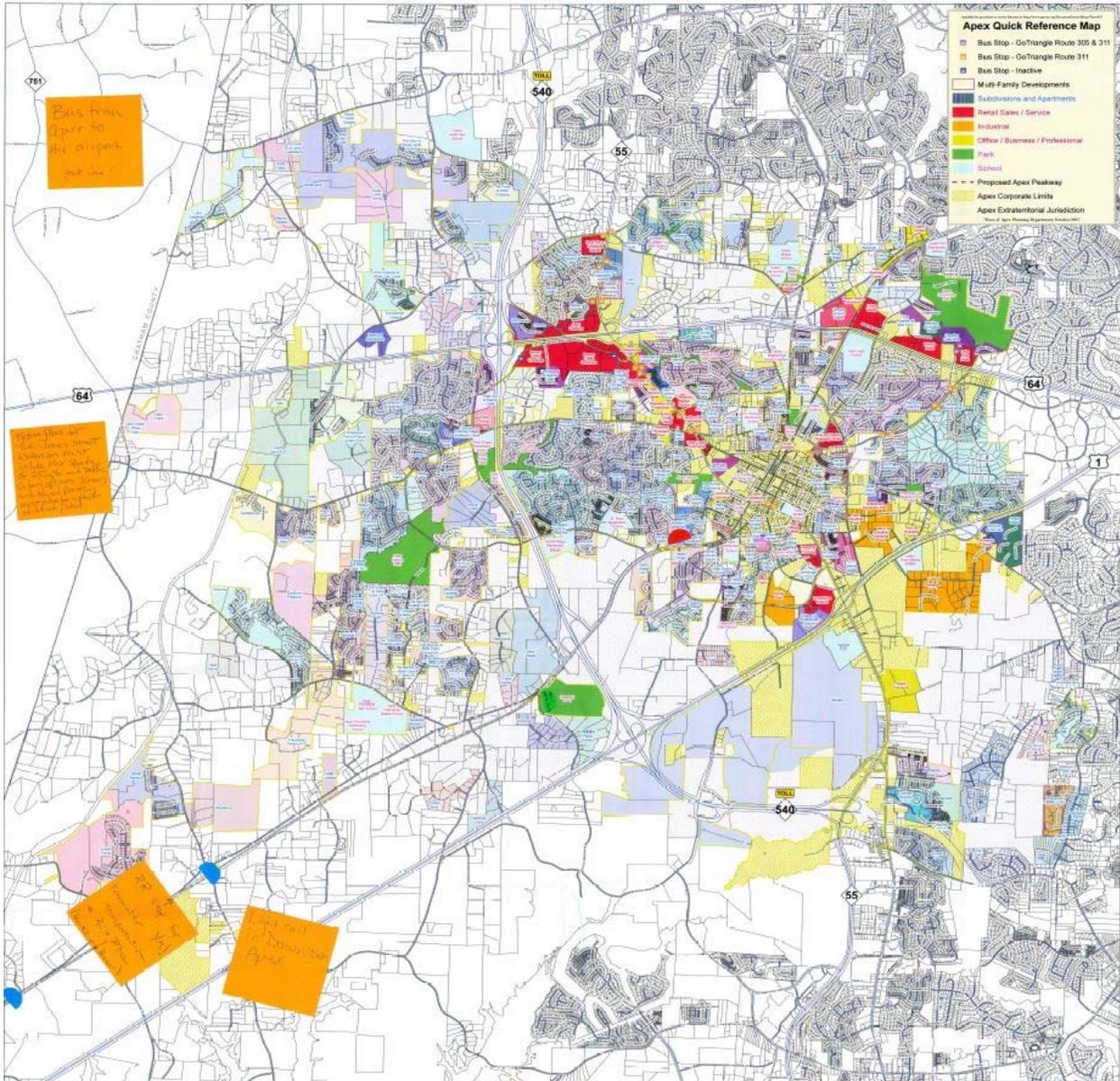
Transportation Needs – Map 1



Transportation Needs – Map 2



Transportation Needs – Map 3



- **One Word**

- **Intent:** Gather broad views on the community's perception of Apex today and the vision for its future.
- **Description:** Participants were given a simple game board that asks them to describe Apex today in one word and their ideal vision for the future of Apex in one word. Participants used large markers to write these words on a small game board and post it beneath the station banner. The Passports were turned in at these locations before participants left the workshop.
- **Outcome:** This activity captured existing sentiments and future hopes for the Town of Apex. Word clouds were created based on the responses and the results were analyzed for repeating themes and priorities. The larger the word in the word cloud, the more times it was mentioned.
- **TODAY, Apex is...**

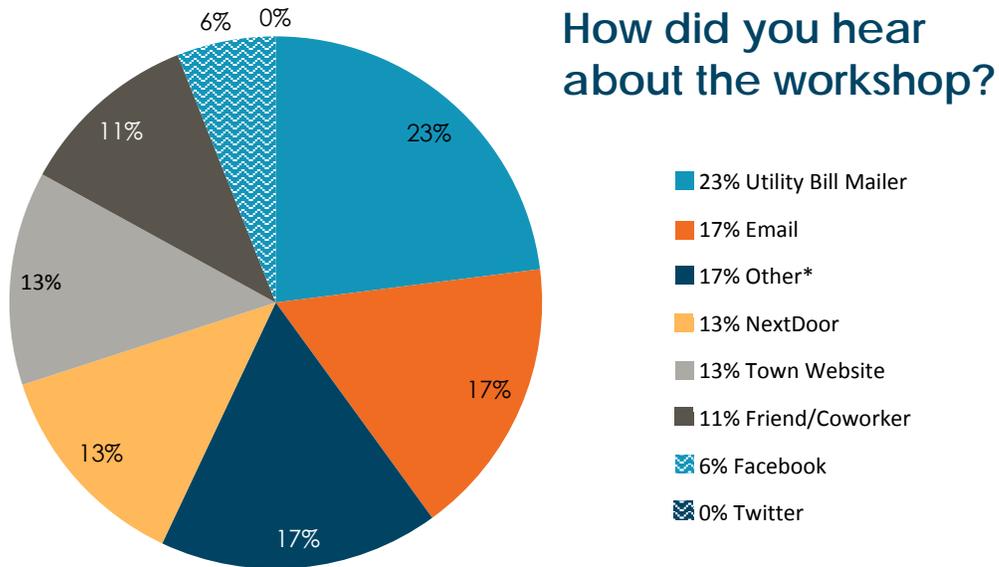


- **IN THE FUTURE, Apex should be...**

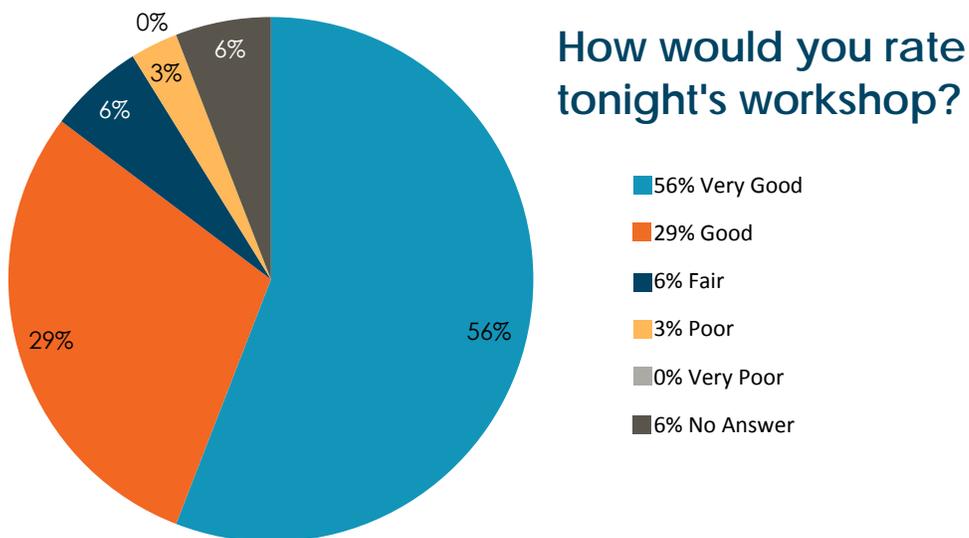


- **Exit Survey Results**

- On the back of the Passport given to attendees at the sign-in table was an exit survey. This information was used to help inform the planning team how attendees heard about the meeting, how they would rate it, and general other exit comments.



- *Other Write-ins: Steering Committee (2 responses), Town meeting (1 response), Apex Planning Department (1 response), Town Council (1 response), Home Builders Association (1 response)



- **How can we improve the next workshop?**

Good start. How can a resident become more involved?
Put numbers on logs and provide pens.
Info on ballot initiative presented at open house before vote.
More of the same
I am impressed with the preparation and hands on items!!
Possibly 2 days for citizen input.
Everything was great.
Summarize input received and indicate how concerns might be addressed.
More media about the events.
You all did an excellent job! Thank you!
Craft beer?
Advance material so we come prepared.
Commenting felt childish with little ability to address specific issues.

- **Additional comments heard by staff (both by the Town of Apex and Kimley-Horn staff) during the workshop**

General Comments
What do you see boards: A few people didn't like how the activity was laid out; too many options to think about.
What do you see boards: Great activity!
Planning themes overlap.
There needs to be a better mixture of land uses.
Roadway Related Comments
More roads are needed by 2045.
There is adequate capacity on roadways.
Need for increased density to support commercial centers, specifically retail. Retail needs a minimum of 25,000 vehicle trips per day before considering a site. Grocers were particularly noted.
Holland Road and Old US 1- there is lack of density necessary for a grocer to consider the location.
From southbound Williams Street, the left turn movement onto Hunter Street is tricky to navigate.
There is heavy traffic flow from Morrisville into Apex.
There seems to be a shift in afternoon rush hour – it is now occurring earlier.
There is a safety concern at Laura Duncan and Hwy 64, especially now that the high school is open.
Costco should have been required to build a pedestrian bridge over 64.
There are too many traffic jams – we need transit.
No support for Richardson Road extension (from property owners likely to be directly impacted).
There are traffic congestion issues at and along Salem/Center Streets.

It is unfortunate that Center Street does not continue through the “center” of downtown and dead ends.
Roadway Related Comments
Concern over future interchanges on US 1.
Concern for second point of access for Pleasant Park (this was heard several times).
School traffic is an issue at Thales Academy.
Apex needs fewer cars.
Congestion at Thales Academy and the high school, especially at Salem and the Peakway.
James Street Extension – where is the research on the reclassification from minor to major collector?
Ten Ten Road – deteriorating roadway conditions.
The timing and frequency of the train conflicts with and increases congestion.
Concern that two-lane roads near schools are unsafe, especially given the number of new neighborhoods (and drivers) served off of the 2-lane roads. Apex Friendship High and Friendship Middle Schools were specifically noted.
Hwy 64 and Abbingtion – safety concern at the entrance on 64.
Abbingtion and Kelly Road – also a safety concern.
Old Raleigh Road and 64 – overall safety concern
Kelly Road at Beaver Creek Commons – safety concern for movements leaving Beaver Creek Commons.
Bicycle, Pedestrian, and Transit Related Comments
Desire for all development to have greenway requirements.
Sidewalks in downtown need improvement and upgrades throughout.
More sidewalks are needed downtown, on both sides of the street, particularly at Center and 7th Streets.
More sidewalks are needed in general.
More sidewalks are needed in immediate vicinity of schools, connecting to neighborhoods.
Gaps in the sidewalk network are unsafe.
Bicycles should stick to greenways.
Increase options for cyclists, to increase safety (decrease conflict with vehicular traffic).
Need transit (to reduce volume of vehicles on roadways).
When will the rail bridge at Highway 55 be improved?
Will the bike route continue on Friendship Road?
Sidewalks are needed on both sides of the streets in vicinity of schools.
Increase number of sidewalks and pedestrian connectivity, especially downtown.
Increase bicycle infrastructure.
Could train stop on CSX line in New Hill be brought back?
Sidewalk is needed on Apex BBQ Road, between Scotts Ridge and Kelly Road.
More transit is needed in general.
More greenways are needed.
Provide more non-vehicular choices.
More transit connections, especially direct to Raleigh.
Increase greenway access to Pleasant Park.
Bike plan/route down Old US 1.
Greenway needed at Villages of Apex.

Apex needs fixed route transit utilizing small busses.
Ten Ten Road- decreasing road conditions, especially for cyclists. Increased conflict for cyclists with additional traffic.
Recommended that the Town take an “all or nothing” approach to bike facilities. Navigating the Town on bicycle should be consistent and predictable throughout for the benefit of both cyclists and drivers.
Increased connections between sidewalks and greenways, and to bike paths.
Lack of sidewalks is an issue, particularly as it relates to school sites and new residential development.
Lack of trailheads for greenways, particularly at intersections.
Need for an overall increase in wayfinding signage for greenways.
Why was only one greenway connection made at 540?
Greenways should avoid choke points.
Access to greenways is not easily identifiable. That issue along with limited parking, leads to discouragement of use.
A shuttle is needed to serve destinations in Apex <ul style="list-style-type: none"> • Regularly scheduled, reliable service would be better than on-call • Would help seniors and kids get around • Will be needed more as population grows • Have stops at: <ul style="list-style-type: none"> • Neighborhood entrances • Shopping centers- Kroger, Harris Teeter, Publix, post office • Community Center • Should connect to Cary
Other Transportation Related Comments
Unauthorized parking at the Olive Chapel Pump Station for access to the American Tobacco Trail. People are even advertising this spot as an available public parking space when advertising for their own business services.
Is the switching station downtown going away?
The flight path at RDU has changed in the past few years (3-5) and now planes are circling over Apex. The glide path was chosen because of the low population. Now that Apex population has changed, is anyone addressing this?
Improved infrastructure planning.
SAFETY for all users, particularly around schools.
Miscellaneous Comments
Upset there is no one at the meeting to talk about the Parks Bond – want to know how much is being put towards the community center. There is never enough storage space in these facilities. Buildings aren't built for 110 degree days.

Public Workshop 2 Summary

Date: Thursday, August 2, 2018

Time: 4:00 pm – 6:30 pm

Location: Apex Town Hall, 73 Hunter Street

Meeting Purpose

This drop-in workshop helped to educate attendees about the Advance Apex draft recommendations and allowed them to participate in a series of interactive stations. Information generated from the participants supplemented the feedback gathered during the June and July Steering Committee meetings. Attendees were given a Handout at sign in outlining the activities and were encouraged to visit each station to provide feedback. Attendees were also encouraged to provide feedback online through publicinput.com.

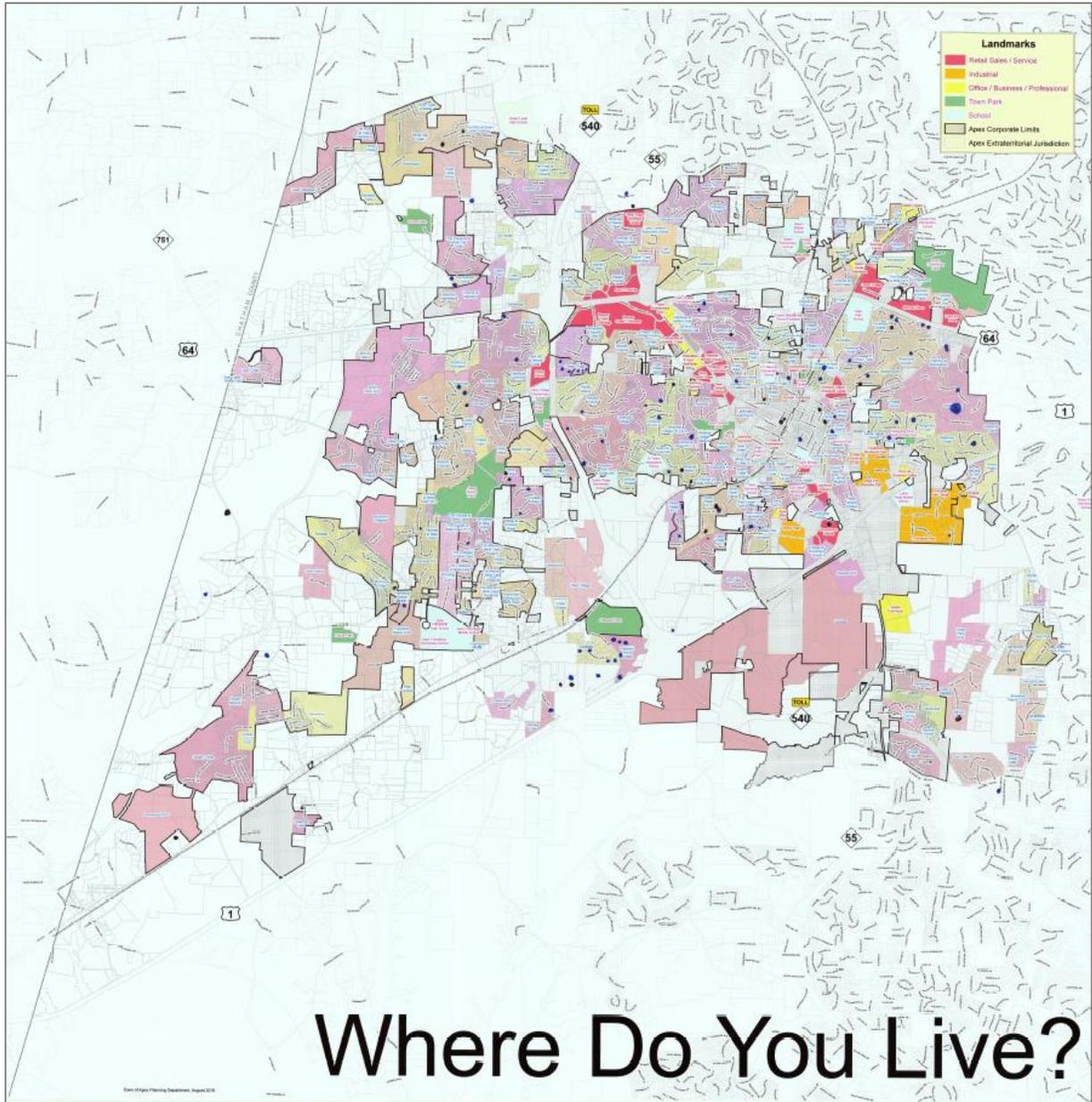
Meeting Objectives

1. Educate participants on the planning process
2. Gather feedback on a variety of transportation elements, including:
 - a. Roadway Recommendations
 - b. Transit Recommendations
 - c. Pedestrian Recommendations
 - d. Bicycle Recommendations
3. Describe approach to land use plan update and gather feedback on land use scenarios

Activities and Summary of Results

Sign In/Where do you Live?

- **Intent:** Gather a record and spatial distribution of attendees.
- **Description:** A sign in station was posted by the building entrance. Attendees were asked to provide their name and email address. Email addresses collected will be added to a notification list for future project updates. Attendees were also asked to place a dot on a Where Do You Live? Map. Results from this exercise will help assess the participants' coverage of the study area. Border areas on the map were used for attendees that were outside the study area. Participants were also given their handouts and comment forms at sign in.
- **Outcome:** This exercise provided a record of attendees for future use in the planning process. 119 people signed in at the meeting. Participants attended from locations in most of the study area.
- **Key Takeaway:** Areas of low attendance included the Bosco and Buckhorn areas.



Land Use Focus Areas

- **Intent:** Educate participants on the purpose of the update and gather feedback on individual land use focus areas and proposed land use scenarios.
- **Description:** Boards were displayed showing the purpose and process for updating the Future Land Use Map, including the process used to identify the focus areas. The focus areas were described in a series of exhibits with an emphasis on the context, forces, trends, and alternatives being considered. These exhibits were supplemented with an explanation (narrative and imagery) of the land use categories. Participants then viewed scenarios that were created using the different alternatives created for the scenarios. A simple report card compared the scenarios against a baseline condition (Peak Plan 2030). Participants received a worksheet with prompts customized for each scenario.
- **Outcome:** The exercise gathered input on the land use focus areas. Following the workshop, feedback during this exercise will be used to develop a draft future land use map. Below are the results of this activity.
- **Key Takeaways**
 - Generally, there were more online responses versus in-person. However, only a small subset of the public workshop and online survey participants weighed in on the preferred alternatives.
 - Based on this review and feedback from staff and the Steering Committee, the Consultant will proceed with creating the draft future land use map. Town staff will review results and the Steering Committee will have an additional opportunity to review updated recommendations along with feedback received from the public.

General Comments

General Handout Comments

Would like to see developments be required to add green space/bike lanes (buffered) and connections to parks/schools. Connectivity for peds/bikes is key. If we don't require it now it will cost a great deal more in the future.

I generally like the mix of housing I see around Apex. I like mixing different housing values together. It's better for schools and communities. However, I don't want to see too much high-density housing destroying the family feel of neighborhoods.

It is disturbing how often developers amend the land use map. Does it really mean anything?

I would like to encourage Apex to try & keep some of the rural character. The small town charm is appealing but the rural character is also very important. I don't want to lose Holland Farm or other farms to development. I would also like to encourage having lower density neighborhoods as part of your development plan, not just all the high-density housing.

Would really like to see more low density housing. I am a realtor w/ that demand often people want bigger lots/more privacy. Doesn't necessarily mean bigger, huge house, just bigger lots & people are willing to pay the premium even just for the lot! Would love to see ½ to 1+ acre lots with 4,000 sf homes (indicated areas A, B, C, D)

I am personally still deciding where to make a permanent home. This was helpful to see what each area has focused on. I do not have a preference at this time. I mainly looked at what is

General Handout Comments

the first plan for each area. I do not encounter any significant traffic problems. It appears that there is balance in high/med/low density to Parks and commercial

The proposed Re-Zoning is a Bait and Switch. Also, there was a motion passed in 2017 to create a new road classification. This conversation was begun when James Road was changed from a minor to a major.

Increased Residential development on N SW areas will require easier access for residents to stores, etc. without having to drive all the way up to current shopping areas

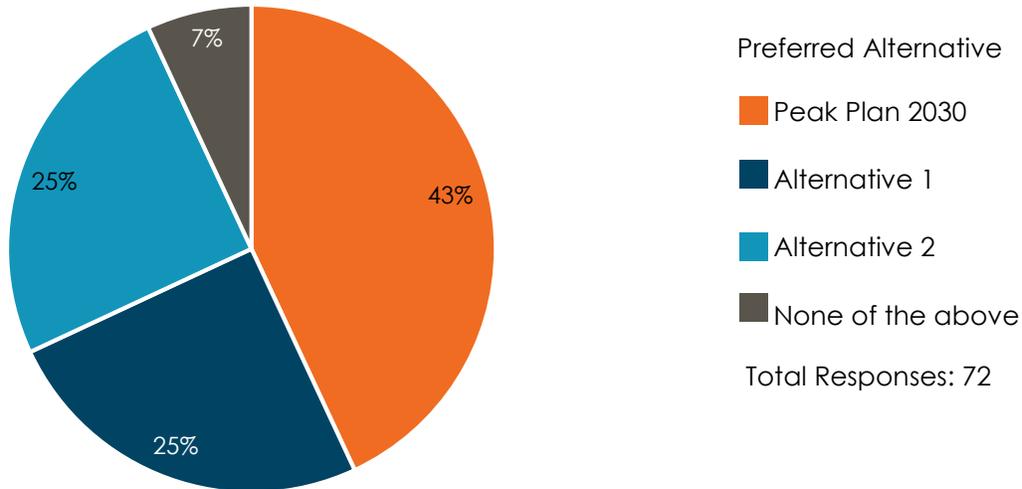
Increase density w/ the Apex Parkway Loop.

Would like to see Jessie Drive mostly residential, particularly on the Ten Ten Road direction.

Consider Re-Zoning Chapel Ridge neighborhood all commercial.

Increase greenspaces & parks. Slow down development.

Focus Area A: US 64 West



In-Person Comments

We like the proposed interchange at Jenks Rd. & Hwy 64. The 4 lanes down to 3 lanes would be necessary with all the new homes being built.

Prefer Peak Plan Rural Density. Appropriate buffers to Lake Jordan water supply.

Peak Plan 2030 is best option but would reduce high density development to area currently developed.

Peak Plan 2030. +Open Space!

Traffic Signals on Highway 64 need to have a longer cycle to clear more traffic and reduce backups.

Do Not overpopulate with commercial development as it how becomes major commute thoroughfare

Alt 2. Like Transit

Alt 1. Less commercial on 64

2030. Prefer 2030. Keep RR designation. Too close to Jordan for more HD res.

Peak Plan. Concerned about 64 traffic if more residential development along –

Alt 1 or 2. Extend Low Density to Tobacco Trail

Online Comments

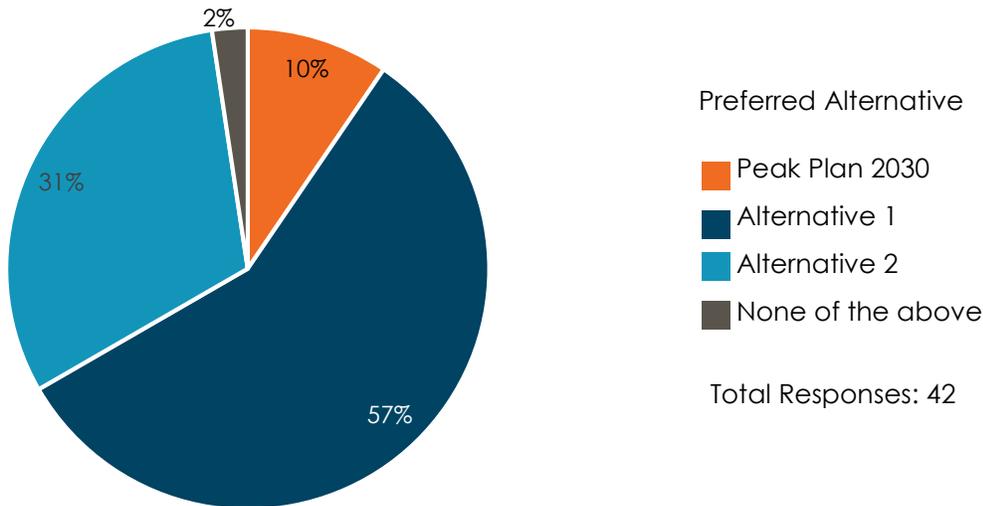
US 64 should be maintained for high-speed traffic, no traffic, no traffic signals, and minimal access points as it is the major east-west road in the area. The land use should reflect this and therefore should focus primarily on office and low-density residential.

Lower density development. This area is very close to the Jordan Lake watershed. No additional access points to US 64

Online Comments

We need commercial and offices a lot more than we need high density residential in Apex.
 US64 is where commercial should be based with the appropriate roads build to support it and maintain the traffic flow it supports
 Make it residential
 Alt 1 offers better protection for existing residences and helps prevent the western gateway to Apex from becoming a commercial sprawl
 Should be maintained as a primary highway serving traffic east to west
 We do not need more high density residential. Our traffic infrastructure can't handle it. I think our town would be best served by more commercial offices in the Tingen corridor.

Focus Area B: Buckhorn



In-Person Comments

No Rec Center! Support alternative 1 but NOT Rec Center – Create at ATT or Drop. Drop #2
 Prefer #2. Not in favor of lowering density
 Alt 1. + I like the idea of low density residential & future park use.
 1 or 2. More parks!

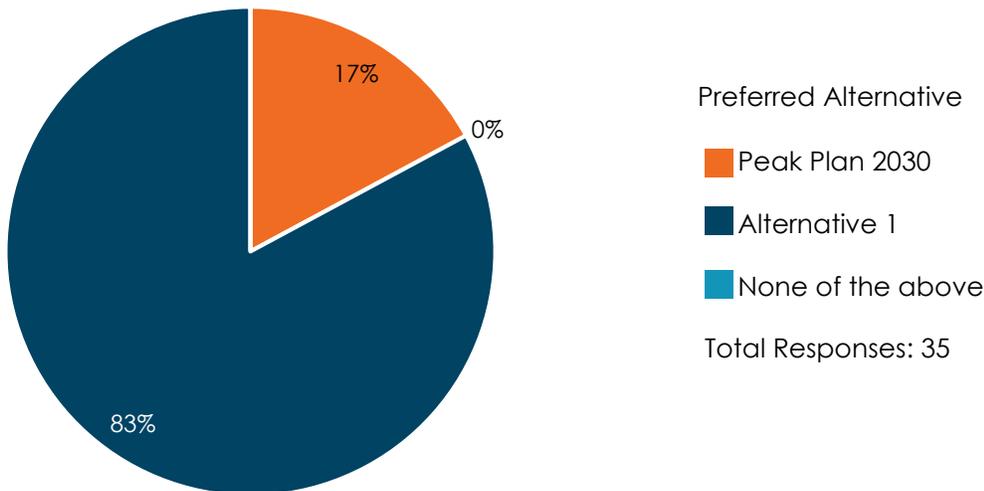
Online Comments

I like the idea of the Recreation mixed-use activity center and future park. Since this area is within the Jordan Lake water supply watershed according to DENR's map, lower density development seems to be the most appropriate.
 Recreation mixed use activity center is a great idea. Also identifies future parks, which would be great. Both are better than just building low density residential everywhere.

Alt 1 maintains character of the area for existing residents

Can you please consider the people who have lived here for years. That old town charm is slowly being zoned out of Apex. Apex is being turned into high density residents with over crowded roads and schools. Please consider long term impact of your decisions (you are supposed to protect the town's culture).

Focus Area C: Bonsal



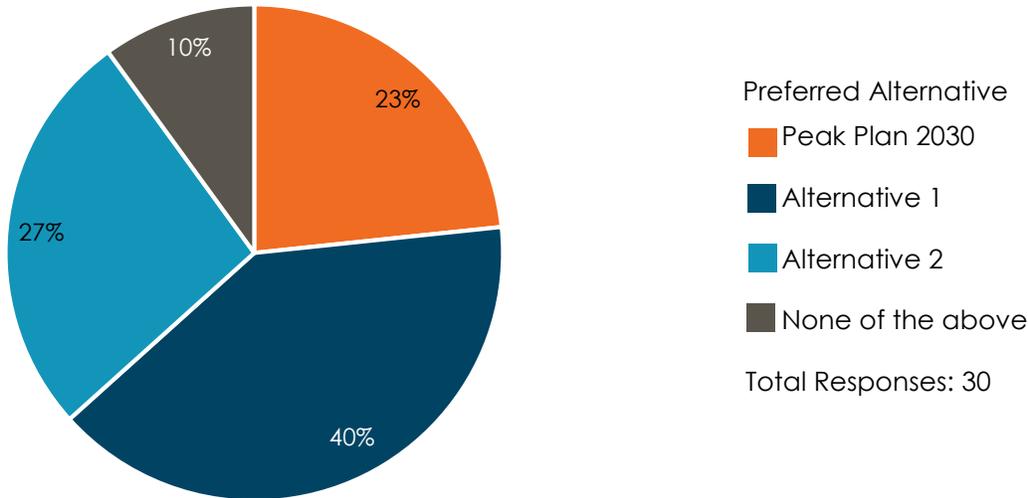
In-person Comments

- Prefer Alt 1. near RR could be nice for visibility of the RR.
- Prefer 1. New Hope Valley railway rec area is a great idea!
- Alt 1. +Activity center
- Alt 1. Like the emphasis on keeping RR in our history
- Alt 1. Protect Open Space!

Online Comments

- I like the idea of a recreation mixed use activity center here. This seems like a good recreational destination. It would be nice to have some recreational connectivity between the ATT (and proposed Humie Olive rec area and park), the RR in Bonsal and Harris Lake County Park.
- Please fix the railroad crossing at Daisey Street
- The opportunity to further promote the New Hope Valley Railway is a great idea.
- Mixed use recreation area for new Hope Valley Railway is a great idea
- Alt 1 provides better transition to protected open space.

Focus Area D: New Hill



In-Person Comments

- Mixed Use Multi-Residential and commercial. On east side of New Hill-Holleman Rd from Old US1 to New US Hwy1 Apex 300 AC Preserve bright home places on West side.
- Prefer Alt 2. Roadway Improvements needed here.
- Less Density! Too close to Lake for the Stripping of Land.
- Peak Plan 2030 but reduce area of medium density residential and replace with low density residential.
- Alt 1. +expanded commercial & office + lower residential density.
- Alt 1. Need to calm the area down. New Hill area to keep traffic down
- Alt 1. Lot of commercial. Large amount of community will remain vacant. Too far from Downtown for Major retail of office complex.

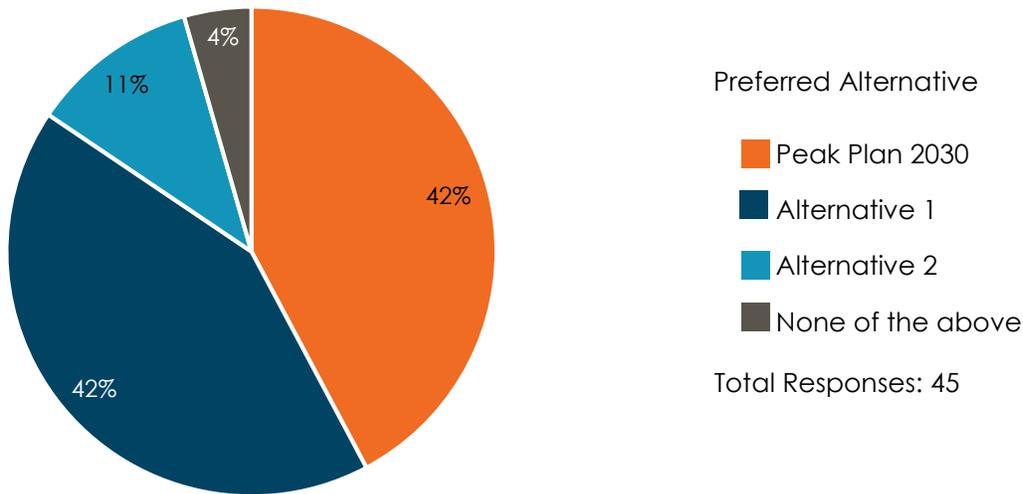
Online Comments

- Much of the area northwest of Old 1 is in Jordan Lake water supply watershed. Please be very careful developing areas in the watershed.
- Too much residential density next to existing neighborhoods, the road network can't handle the increased trips. This area needs to see some greenway/open space recommendations. It is cut off from the rest of the greenway system and needs connectivity to Pleasant Park, Jaycee Park, and the downtown.
- Keep as many open spaces as possible to preserve the rural feel, but allow some commercial development as well.
- Additional commercial opportunities will be needed in the area.
- Peak Plan 2030 lessens commercial sprawl of alts 1 and 2 and has fewer impacts on existing low density residences.

We believe the areas I have attached, New Hill Village Option One and Two would be better served with a mixed use of multiple Residential, Commercial and Retail for these areas. There is already an approved area in New Hill Village Option Two that has a medium density residential development. I believe there is also some Commercial designation....

The two Historic Homes...Because of the historical nature of these homes we do not think Industrial would be a suitable fit. The low density designation does not give this area an opportunity to provide the New Hill Village atmosphere we would like to see. The Duke Power property attached at New US Hwy 1 has mixed use designation I think. The Duke Energy Property that includes Goodwin, Baucom and Bowling already has Industrial designation and is a good fit for that area along Shearon Harris Road...

Focus Area E: Friendship



In-Person Comments
Bike /Ped facilities are a huge plus. Love the linear park plan.
Amen. Make this the retail hub of West Apex.
Prefer Alt 1. Bike/ped corridor park innovative use of space.
Alt 1
Alt 2. + benefits of Alt. 1 w/o over expansion of office.
Alt. 1. Need calming near school & new residential
PP 2030. Recommend retail, commercial for high schoolers to go to during lunch after school, etc. My kids & friends always complain nowhere to go.
Alt 2. Bike/Ped! Like residential in Walkable Important Alt 2. Near Schools.
Alt 1. Like idea of Linear Park.
Alt 2. Commercial none at Kelly/540, Holland/Humie Olive, Old US1/New Hill Olive

Online Comments

I love the linear park idea!

I really like the linear park idea a but with Cool Pools and Peak Landing already approved, I'm afraid that ship has sailed.

No high density housing or commercial business should even be considered because the traffic problems on Humie Olive Road between the schools and route 1 have very serious traffic issues. The town of Apex refuses to understand the traffic problems that affect people going to work and students. Now we have added a middle school and eventually there will be a high school. We need to consider the safety of these students. The free flowing lane coming off of Evans road merging onto Humie Olive road going west is a danger to any students who have to cross onto the island. To place any more cars onto that road is inexplicable.

keep the area around Friendship residential. the current map has commercial areas designated along Old US1. there is no reason to mix commercial & residential buildings in Friendship

Alt 1 provides for park land- a much needed commodity in Apex

Another voice to back up comments already made by others. The infrastructure would not accommodate commercial on Evans and would create potentially dangerous situations for students/parents commuting back and forth to the schools...especially once the elementary school completes the package with the middle and high schools.

Like the idea of creating a "village center" at the intersection of Old U.S. 1 & Humie Olive Road. The commercial activities are clustered along the main artery and intersection, with housing density decreasing as one moves away from this "village center". Have lived in communities with this "village center" concept previously and have found it very appealing. It is a small cluster within a larger community; in this case the Town of Apex. Do like the idea of a linear park of some sort. Can never have enough parks. Would be nice if a park complex somehow tied in with the local Friendship schools. Access to this center via non vehicular ways is very important. Again, have lived in areas previously with excellent non vehicular transportation options (trails, sidewalks, etc.) that made it pleasant to walk around the neighborhood, to go to the store or a restaurant, without having to drive. We do need a larger commercial base in Apex. Would greatly help in many ways including ease of access to services and lowering, hopefully, of property taxes.

The area between Madison Creek Drive and the Middle school on the west side of Evans should continue as currently planned for medium density residential. that is compatible with the existing Madison at Evans Creek development just to the north of that area. Commercial services should be clustered at the Neighborhood Commercial center at the intersection of Hume Olive and Old Route 1.

Additional commercial opportunities will be needed in the area.

Sounds like a great idea. This is why the area off of 1 and Olive Humie should be the area zoned for commercial. Suggest planners use common sense, continuity of design and infrastructure, and keep the currently residential zoned areas on Evans Road as residential. This is what the residents in my community want as evidenced in the signed petitions at the last zoning change request.

Online Comments

No commercial use area around the 2 schools on Humie Olive and Evans. Old US 1 and Humie Olive intersection is a good area to maintain commercial use. Having commercial near the schools and other neighborhoods along Humie Olive will create further congestion, noise and light pollution in the residential areas surrounding the area.

I think the friendship area should be preserved for medium density residential in the Madison creek area. Commercial development should remain in the Humie olive area, not to interfere with the current housing developments in the area. More parks and greenways are appealing for all of the residents in this area. It provides great support for all the children in the area too!

I do not want to see commercial services at the end of Evans Road across from Madison at Evans Creek. There will already be enough traffic with the opening of the new middle school - combine that with normal traffic of people going to work - and high school traffic. Keep commercial services down towards the main highways. I am in support for medium density residential and I like the idea of the linear park.

I prefer the Peak Plan 2030 which I believe will help preserve the historical integrity of the Friendship Community! Commercial zones should be strictly observed so that residential development does not enter and devalue the neighborhoods. We need to be careful that traffic does not become a problem. Three school on Humie-Olive is enough traffic so keep the commercial development up at the corner of Humie and Old US #1W

Like the idea of more bike-friendly along old US-1

Prefer more gradual transition, as shown in original plan, from currently existing housing on Evans to high density/office space. Prefer Evans, which has high traffic in the morning, to not have additional traffic from high density residences or offices located on the road. I do like the addition of the park in the alternative plans

Please keep medium density near Humie Olive and Evans Dr- especially with three schools concentrated in that area, there will be even more traffic and more pedestrians. Keep the office/commercial growth closer to Old US 1

Please keep the medium density residential zoning near the schools and existing homes near Evans Dr. Keep the commercial/business zoning closer to Old US 1 and Humie Olive.

we do not need commercial very close to newly developed residential on Evans. The area across Hume Olive from the Middle School should stay residential

Please keep the area around the middle school as residential. From the Bella Casa pool to Humie Olive on Evans Road should remain residential. I think medium density residential is most appropriate but I would prefer low density. The intersection at Old US 1 and Humie Olive is already commercial and that is as close to the schools that commercial buildings should be. I am most concerned about the area from Madison Creek Dr. to Humie Olive on Evans Road. Last school year the traffic was already unbearable in the morning and that was before the middle school even opened. This area needs to remain strictly residential.

The current plan of medium density residential between Madison Creek Drive and the Middle school should continue, keeping commercial development at the intersection of Hume Olive and Old Route 1.

Additional commercial services will be needed in this area.

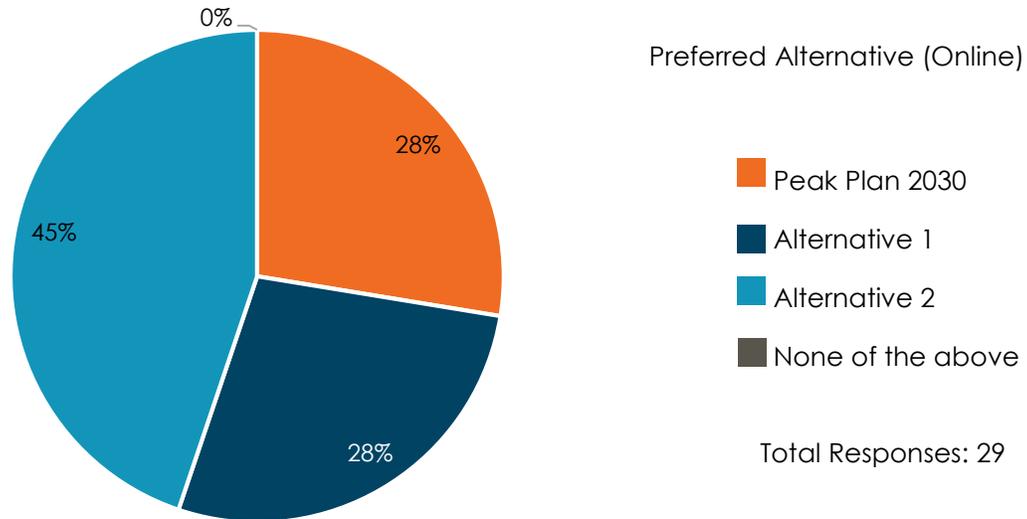
Online Comments

It seems the same problem exists for all plans especially around the Middle, High School, and the proposed Elementary Schools around Old U.S. 1 and Humie Olive Rds. The roads cannot handle the heavy traffic now. You are creating a dangerous environment for school-aged students (children), and future residents of developments that have even been completed on Richardson Rd. Old U.S. 1 area was designed years ago and cannot accommodate 2018 traffic now. There is no \$ to improve all these antiquated roadways. Commercial and high-density housing is irresponsible. Just because this would generate \$ for Apex should not be the motivation for development. Just because (on paper) it works, does not mean that is good. It seems there is always a desire to jam in development into areas that can handle development prior to infrastructure being really able to sustain the headaches of "traffic" after the finished product. MORE insight and vision of what these proposed building projects will cause in the future must be given. It seems that the biggest problem has been and will continue to be is the inability understand the future problems these proposals bring. Please listen to the people who already experience the problems in these areas and their concerns about future projects that WILL harm their peaceful existence. Please don't bow to the almighty dollar. Apex is losing the character you once were so proud to boast. Think-Think-Think how these developments/projects are actually destroying the community piece by piece. You could simply say "No More."

The area around Apex Friendship High School is so congested already during the school hours; now we have the new middle school opening. Soon there will be an elementary school also that will add even more cars to this area. In particular, the streets of concern are Evans Road and Humie Olive Rd. I believe that Old Rt 1 and Humie Olive would be a better location for commercial buildings due to less traffic. Evans Rd is not preferred due to the high number of residential drivers from the schools here. I've watched too many high schoolers almost hit by cars speeding down Humie Olive and Evans already and I'm scared for the students safety as well.

The number of children and teenagers who walk to school from various neighborhoods on the opposite side of Humie Olive should be considered priority one. Allowing commercial development adjacent to or across the street from the school complex presents safety concerns on multiple levels. Keep the commercial stuff near Old US1 as originally planned to allow schoolchildren to get to / from school safely without having to dodge additional traffic brought to the area with commercial development. School traffic is already taxing the roads, creates backup on Humie Olive all the way to US1

Focus Area F. Bosco



In-Person Comments

Prefer Alt. 1

Prefer 1. Smells like garbage around here anyway, who would build a house here?

Alt 1. I like the notion of some specific areas focused on industrial & office.

PP 2030.

Alt 2. Too much LI [light industrial] on Alt1.

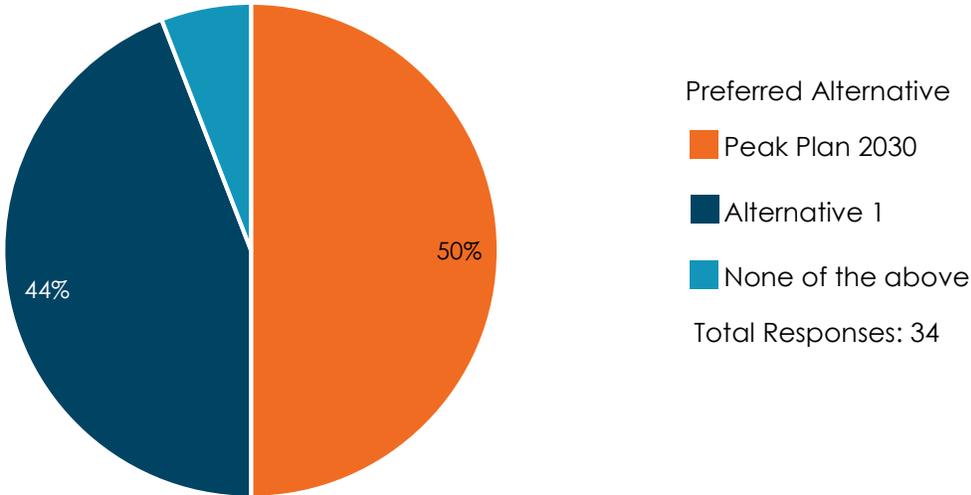
Online Comments

New Hill Holleman is difficult to navigate now. If commercial development is to take place, the road needs to be upgraded *before* any new development is added.

Low-density residential is the best use for all land on Bosco due to the restrictions that already exist due to wetlands.

Alt 2 better protects existing rural landowners.

Focus Area G: Pleasant Park



In-Person Comments
No commercial development abutting park.
Like 2030 Plan. Keep med density housing south of park.
Prefer Alt 1. Mixed development near park would draw more visitors and better service people already at park and area. Get people to spend more \$ in Apex. Higher density development would make park more inclusive.
2030. Don't waste a park on commercial.
Yes. No Bridge over US1 to Pleasant Plains. There are still farms with horses and we don't need or want our neighborhood to become a thru street with heavy traffic.
Yes. No bridge on US 1 over Pleasant Plains Rd. this is a terrible plan.
Avoid Alternative 1. Keep it rural & protect our horse farms.
Yes. No Bridge over US1 to Pleasant Plains, there are working farms, and a lot of small children. We already hear drag racing on US1 do not bring to Pleasant Plains. No Rezone South of Pleasant Plains Park.
Yes. Bridge TO and Over Route 1 from Pleasant Plains Rd would destroy the Quaint neighborhood that has been in place for over 30 years. No Rezone for South East side of Pleasant Park. This is a low density neighborhood and should stay.
Alt 1. + Good use of land a 540/interchange
Alt 1. Need connections near park for people using
Neither. I like to office/commercial of Alt 1 but the full medium density of PP2030
Alt 1. Makes sense to concentrate non-res near 540.
Alt 1. Would prefer it to remain public.
Pedestrian & Bike access from Scotts Mill would be great
Build a Mountain Bike Trail here.

In-Person Comments

This Park needs better exits. We know the train controls this but it is beside our neighborhood & the traffic will be horrible once the park is finished.

Online Comments

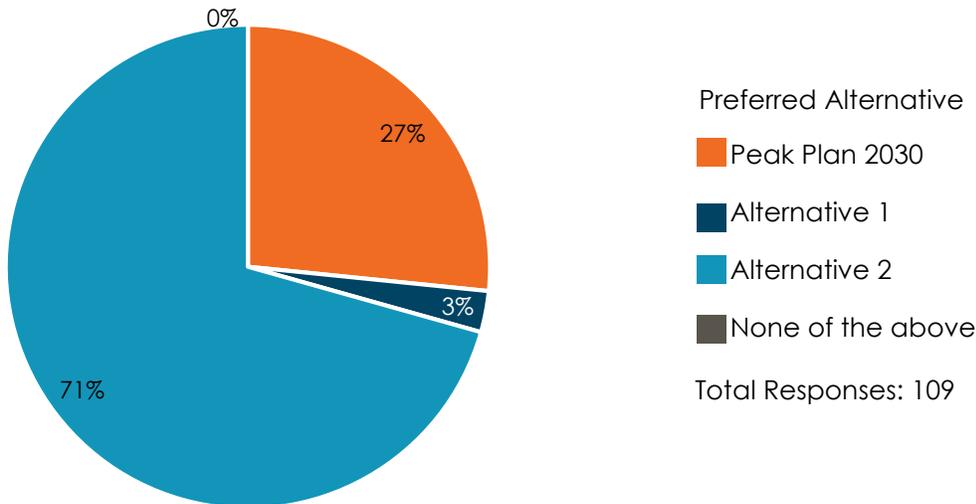
There will need to be some commercial development around Pleasant Park for it to be used to maximum benefit. Adding some medium/high density housing would also be important for the park to be used for more than special events. Having commercial services will keep more dollars in Apex and give visitors an opportunity to spend more time in and around the park.

Infrastructure needs to be put in place before future commercial or high density development is approved.

This is an appropriate location for office/commercial

Alternative 2 is the best option to keep traffic on existing residential roads at a minimum. NO to high density. Let's keep the historic charm that we all love about Apex.

Focus Area H: Tingen



In-Person Comments

Prefer Peak Plan 2030. Like the current plan for housing density and office. Don't want higher density around Salem Village. Keep it medium density with some Townhomes. Not higher than Townhomes just don't want it all to be condo apts. Keep more residential family feel. Some apts okay just not too many.

Alt 1 but reducing high density residential with med to low density residential.

Alt 1. Good for high density.

1. Good spot for high density

In-Person Comments

- Prefer 2030. High density more appropriate along Salem to 540. Need bike/ped connection from 540 future development to Downtown Salem.
- Alt 2. I do not favor the higher density residential called for in Alt 1.
- Alt 2. Need transition from med density to industrial O/E [office employment]
- Alt. 2. Medium density or Medium High density is best for this area. The geography and space and amenities are best served for Medium density.
- PP 2030
- Peak Plan 200. This area cannot be zoned as high density. The rails and proposed rails will stifle traffic and decrease quality of life

Online Comments

- I feel alternative 2 in minimizing the traffic
- I prefer Alternative 2 to minimize impact of population and corresponding traffic increase issues in our area.
- Alternative 2 is more appropriate in minimizing the traffic and congestion issues involved with increased residential zoning. Apex was voted #1 small town but may be in jeopardy of losing this distinction with all of the proposed plans. Please keep Apex the peak of good living!
- Alternative 1 has far too much high density residential planned for that amount of space. Better to have a mix with HD closer to 540/1 with mixed use (including transit) around the intersection. Is there enough of a demand for office space in Apex for that to be expanded? Maybe if Veridea is ever completed?
- Alternative 2 is the best plan for this area. Keeping the residential population lower will be safest for pedestrians, current residents of Salem Village, and future residents of the areas to be developed. The Salem Village streets were not constructed to be thoroughfares. Even with parking only on one side of the neighborhood streets, two way traffic passage is already dangerous and drivers must take turns. It will be essential to minimize the number of drivers on these streets by limiting the number of residential options behind the neighborhood. Keeping residential options in this area low, or medium/high at the most is important.
- I agree with many of the other commenters, traffic impacts to current residents need to be taken into consideration.
- Prefer Alternative 2 to minimize impact of population increase and corresponding traffic issues in our area in our specific neighborhood
- Low density residential planning is more appropriate
- Please no high density residential in this area! The roads are not ready for more traffic. Many residents in this area purchased/built homes based on the towns 2030 plan. It's disappointing to even see the possibility of high density residential in this area. PLEASE highly consider the impact on existing residents and the current infrastructure. More traffic will only equal problems for the area in many ways, including the need to re-develop existing infrastructure only costing residents more headache and tax \$.

Online Comments

Alternative 2 is currently the best approach for future development. The high density option on Alternative 1 will increase traffic exponentially which is something current residents would like to minimize.

Office and low residential make more sense

Alternative 1 has too much high density residential planning. Please keep residential zoning as is.

Definitely Alternative 2. Our roads are not meant to manage through traffic for Alternative 1

Alternative 2 is the better option to minimize traffic and congestion issues.

We need low density residential

We have very little space when cars are parked on the road as is. If this area is a major thoroughfare it will cause many traffic issues. Our roads aren't wide enough. We need to preserve our neighborhoods and their community feel.

No existing roads will be upgraded to thoroughfares, as these do not go through neighborhoods in Apex. Padstone is already designated as a minor collector and James is designated a major collector already. All other roads in this area not designated as minor residential streets have yet to be built.

Concerned resident of Salem Village

Alternative 2 is the only option. We need to keep our neighborhoods safe. We are not built for major collectors or future commuter rail stops. The other options would yield too many cars with speed limits that are too fast. This would reduce the quality of life for Apex citizens.

The Peak Plan 2030 is better than Alternative 2 which extends the potential for office use along the east side of Tingen all the way up to the intersection of the Peakway and Tingen. This is directly across from the entrance to a single-family residential neighborhood. One other point: the area surrounding Salem Village should be only medium-density residential. Additional traffic due to high density residential is undesirable and is inconsistent with the land use in the Salem Village area.

The existing 2030 plan keeps medium density housing and does not expand office/industrial up to the intersection of Tingen and the Peakway.

Prefer minimal traffic congestion because of inadequate infrastructure like roads.

This alternative will result in less traffic and congestion in this neighborhood

Too much high density in alternative 1. The original plan will well fit the towns uses and growth. No changes necessary.

my primary concern is the land use doesn't always align with the traffic updates. the Peakway and S. Salem has many neighborhoods sitting so very close to them. the town should not have let that occur. any mixed use and business should be channeled to 540 and US1

High volume housing is not appropriate for this area. Major connectors going around Salem Village is irresponsible and will hurt families and future development options.

Alternative 2 the best option for our neighborhood.

Alt 2 would have a smaller incremental increase in the demands on Apex infrastructure

Please don't make the James St. as a major collector since it would increase the traffic in highly priced Salem Village Manors section thus reducing the property values

Online Comments

Please do not make James St as major extension as this would impact the Salem Village Manors home property values

Out of the three options, as a Salem Village resident I feel Alt 2 is the best choice as long as the mixed use area is truly mixing residential and office and not trying to cram a ton of it in one place (i.e. staking it on top of one another)

Need to minimize traffic in this area with school and residential. Will need to have speed minimizing stop signs or road bumps on Apex Peakway to slow down speeders.

Alternative 2 is the best option to keep traffic on existing residential roads at a minimum. NO to high density. Let's keep the historic charm that we all love about Apex.

I'm choosing alternative 2 as it is the best of the plans. Too much traffic on the roads as it is now. Adding high density housing will only make the problem worse.

I wonder if people replying to this question understand it. You ask, "Which alternative do you prefer...?" This suggests they should choose between Alternative 1 and Alternative 2. But Peak Plan 2030 is also an option. Many of the comments suggest people are choosing between 1 and 2

Alternative 2 will have less traffic close to downtown Apex.

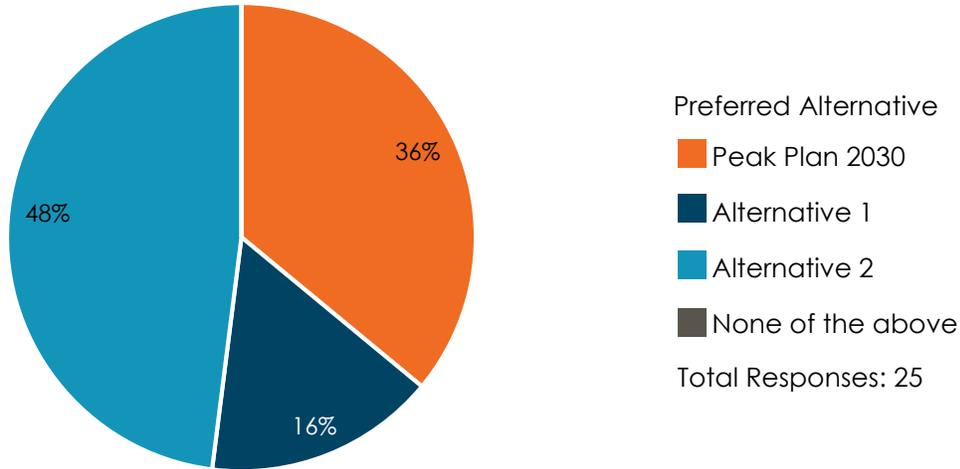
Low impact to the residential area preserving the quality of living for the current Apex residents on the course of expansion

Alternative 2 has our vote with the promise of minimal traffic changes!

This area of Apex has been developed as low/medium density residential and I'd like to see it stay this way. Given the increasing use of online business and home-based businesses, not sure that there is demand for office space along Tingen. Not looking forward to more dry cleaners and nail salons. So, while none of the alternatives thrill me, I'd prefer to remain with the initial plan.

DO NOT rezone this area to high Density Residential. Too many houses Referring to 2 acres 2030 around Salem Village

Focus Area I: Middle Creek North



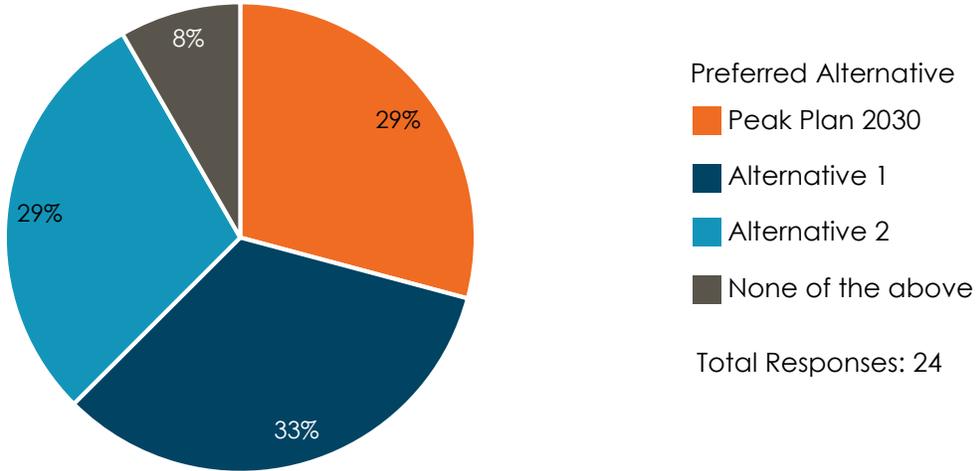
In-Person Comments

Prefer Alt 2.
 Prefer Peak Plan 2030
 Alt. 2. Park!!! + office
 Leave as is
 PP 2030
 Keep golf course or a park!
 2030 Plan. Keep res uses on North side of Jessie Drive.

Online Comments

I like the idea of designating Knights Play as a park. I feel that it provides some protection if Knights Play were to change hands or go under. I would like to see that area maintained as some kind of open space.
 Alt 2 adds park land with more appropriate adjacent land use.
 I am a current land owner in Apex. Please extend the residential use along Jessie Drive further west to where it intersects the proposed connection to Production Drive.

Focus Area J: Middle Creek South



In-Person Comments

Eh, all are too crowded.
 Like the density increases.
 Alt. 1. Planning for a HS is a good idea.
 Alt 1. + plan for High School
 PP 2030
 Alt 2. Minimize Non-Residential South of Jessie. Medium to Med-High for areas South.

Online Comments

School may be needed, but not with more dense residential added in a high traffic zone.
 I can't support any of these items unless they are developed after 1010 construction is completed.
 Peak Plan 2030 has less intensive residential development and thus lower demands on Apex infrastructure.

Other Areas

In-Person Comments

Concerned about development along 1010? Center with future widening
 89 acre plot – low density residential
 Like the density increases.
 More multiple use both Horizontal and Vertical
 64 area/ old Jenks need Road Imp 1st

Online Comments Regarding Castlewood

Apex needs to consider the prospect of a dense population with little green space. It is rare to see changes in plans that overlay existing developments. Overlaying a dense plan on top of an existing low density development like Castlewood is just wrong. This plan is not just about land use of an undeveloped area it has serious impact on current resident's lives and homes. Castlewood is more than just a bunch of acres it is a community with families and friends.

The Castlewood community that would be most closely impacted is not typically made up of transient residents that are just looking for a place to sleep and store their stuff while they're here. This is a community of folks who chose Castlewood as their forever home because of the privacy and quiet nature of the area. A unique setting which includes horse pastures and an old fashioned grass airstrip. It is qualities like these have contributed to Apex being considered one of the finest home towns in the United States. Additional high density residential or commercial enterprise will do little to maintain that perception.

Please change the land use map for Castlewood Subdivision to reflect "Low Density Residential" ...Which it actually is, and hopefully will remain for a long time.

I strongly disagree with your Land Use Plan concerning the Castlewood Subdivision and the properties adjoining it. Castlewood is a peaceful, country-like retreat, adjacent to the busy Highway 64 corridor. Your map indicates that Castlewood is currently medium density residential, which I understand would accommodate up to six houses per acre. In reality, Castlewood has an average lot size of two acres per dwelling so it seems very misleading that you show it as medium density rather than the low density that it actually is. And your proposal to allow high density residential/commercial directly adjacent to the Castlewood neighborhood seems to be inconsistent with good land use planning. As has been demonstrated each time an attempt is made to plan subdivisions next to us, our roads were not built for any kind of increased volume of traffic, and without sidewalks you can see residents at all time of day taking walks and walking our dogs in the streets. I ask that you reconsider this proposal and instead consider the extreme negative impact it would have on our quality of life here in the Castlewood neighborhood.

To consider changing half a subdivision with an acre plus properties to high density with only a few weeks notice seems fishy. Castlewood residents didn't ask for the change. Do we really need to be zoned for a massive amount of condos up against 64? Sounds like you have plans for my property I don't know about.

THIS IS MORE THAN JUST AN ABSTRACT HYPOTHETICAL PLAN, IT HAS REAL IMPACTS
Some may say this is only a general plan for the future, but plans can become a self-fulfilling prophecy. Such plans can attract and smooth the way for approving higher intensity development. In turn this changes the character of an existing, low density neighborhood. It doesn't take much to start this cycle and tear neighborhoods apart. The proposed plan/map change undercuts the long-term viability of an existing neighborhood.

CASTLEWOOD IS ALREADY SHOWN AT TOO HIGH A DENSITY ON THE CURRENT LAND USE MAP
The current land use map shows all of Castlewood as being medium density (maximum of 6 dwellings per acre), even though the neighborhood is built out with an average lot size of two

Online Comments Regarding Castlewood

acres and a minimum lot size of one acre. Well guess what -- Castlewood is still here, more than halfway through the lifespan of the current land use map. If Apex cares about protecting existing neighborhoods, the map should be changed to reflect this reality. The land use map designation for Castlewood should be low density rather than medium density. Maybe this doesn't agree with someone's vision of how the land in our neighborhood should best be developed -- but it's wrong to cram this vision down property owners' throats. In fact to do so is a taking of our quality of life and property values. Being "consistent with the land use map" goes a long way in obtaining staff support and rezoning approval, and is bait for developers. If someone wants to bulldoze our neighborhood, they should have a high bar to clear, including revising the land use map at the same time a rezoning is requested.

NO TRANSITION BETWEEN THE ADJACENT EXISTING RURAL RESIDENTIAL NEIGHBORHOOD
 There is no transition of low density residential shown between the western side of Castlewood and the proposed medium/high density residential, office, commercial area on the eastern half. This type of transition was included in the Advance Apex 2045 plan under alternatives proposed for land along highway 64 west of highway 55.

IGNORES WATERSHED, FLOODPLAIN, AND WETLANDS
 The proposed plan change ignores the need to protect the Beaver Creek watershed, including floodplain and wetlands, that lie within Castlewood. It will attract high density development with a high amount of impervious surface to a sensitive location.

GENERATES MORE TRAFFIC PROBLEMS
 The proposed plan change ignores the large volume in traffic this would generate on already over-burdened Old Jenks Road and Davis Drive.

THE PROPOSED MAP CHANGE IS INCONSISTENT WITH THE UDO
 There are some nice words at the front of the UDO about its purpose to implement the land use map and "promote and protect the public health, safety, peace, comfort, and general welfare of the citizens and residents of Apex and its extraterritorial jurisdiction (ETJ)." The UDO further states that the UDO, and by extension the Land Use Map, should "PROTECT AND IMPROVE the established small-town character of Apex and the SOCIAL AND ECONOMIC STABILITY of the EXISTING RESIDENTIAL, commercial and other land uses within the Town." If the UDO is used to implement the proposed land use map change for the Castlewood subdivision, then it is in direct opposition to its stated purpose.

WRONG FOR THE GATEWAY TO APEX
 Apex rejected a proposal for a large car dealership on part of the land for which the map changes are proposed. Castlewood residents, as well as the nearby school, actually supported this proposal because it would generate much less traffic, light pollution and other impacts, and also produce full-time jobs. The developer worked with adjacent residents to address concerns, and was willing to go beyond what is usual to mitigate potential impacts. The proposed development was rejected in part because it was "wrong for the gateway to Apex" -- meaning for people who are briefly driving by. How can higher intensity development that generates more traffic now be considered a positive change in the land use map? Is more chain retail and another high density, mass-graded subdivision what Apex wants for its gateway?

Online Comments Regarding Castlewood

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WHY SINGLE OUT CASTLEWOOD -- AN EXISTING NEIGHBORHOOD -- FOR THIS TREATMENT?

All of the proposed changes to the land use map cover only 20% of the planning area, and the remainder of the map will remain unchanged. Given that only a limited number of areas are proposed for change, it is mind-boggling that an existing rural residential neighborhood has been singled out with surgical precision for higher intensity development -- and without consulting affected property owners! This is a direct assault on the quality of life and property values in our neighborhood.

All of these comments refer to a change in the land use map designation for 161 acres located north of highway 64, south of Old Jenks Road, and west of Davis Drive. This includes the eastern portion of the existing Castlewood subdivision.

The proposed change to the land use map covers 13 existing rural residential homes and also changes the classification of land immediately adjacent to another 9 existing rural residential homes a total of nearly half the homes in Castlewood. None of the homeowners were consulted regarding this proposal.

The proposed change in the 2045 Apex Land Use Map will have a severe negative impact on the viability of the Castlewood neighborhood and should be dropped.

It would be more appropriate if the 2045 Land Use Map was changed to show all of Castlewood as Low Density rather than Medium Density. This would be a sign of the Town's long term commitment to the future of our neighborhood, and existing neighborhoods in general. Castlewood is a true neighborhood - not a string of lots along a road passing through, waiting for a developer to pick them off one by one.

This comment is aimed at your "Other Proposed Changes" I was shocked to find out that "Castlewood Subdivision" is already shown as medium density on the land use maps and that parts of the map including parts of Castlewood is proposed to be HIGH DENSITY RESIDENTIAL, OFFICE OR COMMERCIAL USE. This is ridiculous and will affect the already affected quality of life that our neighborhood is trying to enjoy. I agree that Apex needs to be planning well into the future, but this type of development is certainly not consistent with its adjoining areas and certainly not consistent with protecting the homeowners of Castlewood. I know that this is not a zoning change, but I have already been personally affected by revised land use maps and their ability to affect the value of your property. The land use maps do need updating, but in

Online Comments Regarding Castlewood

the other direction, it needs to be low density development. You have plenty of other places to cram people into Apex without killing the quality of life and property values of 30 year residents. I am also skeptical of how you showed this proposed land use map change. It was almost hidden in the "Other" section without any attention or explanations that the other proposals received.

I am absolutely opposed to the changes affecting the Castlewood neighborhood.

While the planning map is conjecture at this point, it will make it easier for high intensity development to target the Castlewood neighborhood for future development. Just publishing this will discourage home buyers from considering a home in Castlewood. These plans smooth the way for developers to force out residential properties and replace them with commercial or high density development.

Furthermore, I take issue with your current map. Castlewood lot sizes average two acres, with a one acre minimum. Many lots are much larger. The current zoning for Castlewood should be low density. There were covenants created and on file when the subdivision was created that restrict what can be built on the lots. Apex should not consider zoning changes that would over-ride those covenants.

The changes proposed in the land use map will reduce property values and limit a homeowner's ability to sell their property. My first residence was in a small town, and the zoning was changed from residential to a commercial zoning. At the time, I was young and was not aware of the implications of the zoning change. The change cost me money and caused many headaches. When a property is out of compliance with the zoning, you cannot finance it with a conventional Fannie Mae and Freddy Mac mortgage. Furthermore, when a property is out of compliance with the zoning, there are limits on expanding the residence, building a detached garage, or making a variety of home improvements. There can be other restrictions on properties out of compliance with the zoning, such as the ability to rebuild in the event of a fire. When I relocated to Apex, I was unable to sell my first home due to issues encountered with obtaining financing. Rather than take a loss, I converted it to a rental. If my rental house burns and suffers damage equal to more than 40% of its value, I can't rebuilt as a residence.

I have many other concerns, and most of those will be addressed by other Castlewood residents. I want to add that I am furious at the way this proposal was handled. As best as I can tell, nobody in Castlewood was informed of the changes to the proposed land use maps. The proposed changes are hidden in the Other category, and comments to these changes are not visible in the Advance Apex comments document on-line. I get the feeling that someone has their eye on Castlewood and is trying to sneak the zoning change into the planning map to smooth the way for future zoning changes. It is a slimy way to do business.

The proposed changes in and around Castlewood subdivision would create a mess, not to mention affecting the quality of life for its residents. Adding additional high density housing

Online Comments Regarding Castlewood

and/or commercial and office space to an already over crowded 64 is not only unwelcome but dangerous, not to mention the additional traffic and stress it would put on Jenks Road and Davis Drive. Also, what will happen with the protection of the Beaver Creek watershed? The proposed plan change doesn't protect the Beaver Creek watershed and wetlands in Castlewood. It also seems as the majority of changes proposed will have a direct affect on the same section of Apex. Considering residents of Castlewood were not made aware of proposed changes and the 2 week period to comment was during summer vacations and the start of the school year, the board should not approve these changes.

RE: 64/Castlewood/Cox Airfield - 161 acre proposal:

Your proposal of land development of 161 acres in Castlewood and adjoining Castlewood, including Cox Airfield is in no way compatible with the current low-density, RURAL neighborhood that currently exists. You are proposing High Density Residential, Office Employment, Commercial Service? 161 acres and you have buried it on page 6 in "Other?" Have you considered the TRAFFIC impact? Apex has become so congested that it's first priority should be infrastructure instead of more development!

I object to the Land Use Map Draft Recommendations in regard to changes proposed for my subdivision, Castlewood. It is so wrong that it makes me think that someone made a clumsy mistake with a Magic Marker!

The proposed changes run contrary to the Town's Unified Development Ordinance. It runs roughshod over the Beaver Creek watershed. It does not mesh with the NC Department of Transportation US64/NC49 Corridor plan.

Please reject any thoughts of zoning changes which affect Castlewood and its neighboring lands.

Although it is introduced and shown as a proposal and for future development, I have first-hand experience of how this can affect the value of my property. I lost the sale of a property owned by my family in the area because the proposed buyer looked at future land use maps and determined that he did not want to own the property due to its future proposed use. These maps have real effects on the current and future use of the property and what you are proposing is not at all consistent with properties already in the area.

Your current land use map shows Castlewood as being medium density (maximum of 6 dwellings per acre). Even the current land use maps have been drawn to potentially contribute to the tax base of Apex with no regard for the current use. Have you even been to Castlewood and looked at the area you will be affecting. Castlewood is has average lot size of two acres and a minimum lot size of one acre. I believe if any of you lived here, you would understand the beauty and uniqueness of our neighborhood. It is the beauty and uniqueness of the neighborhood that brought us to move and stay in the neighborhood. Most of Castlewood residents have been here from 10-30 years and most that have moved , moved because they aged out or passed away. If Apex cares about protecting existing neighborhoods, the map should be changed to reflect this reality. The land use map designation for Castlewood should be low density rather than medium density. Maybe this

Online Comments Regarding Castlewood

doesn't agree with someone's vision of how the land in our neighborhood should best be developed -- but it's wrong to cram this vision down property owners' throats.

Traffic in this area has already become a nightmare, and the DOT and Town of Apex has not shown in the past that they can plan neighborhoods and development without causing hazardous traffic zones. I have already been in an accident trying to get onto HWY 64 east from HWY 55 when the person three cars in front of me slammed on brakes because a car can screaming up on HWY 64E and cut in front of them in an attempt to get in line at the private school. Apex needs to take seriously the product they have to offer. We don't have to take just any kind of development. The traffic considerations for this development failed miserably. We need to make transitions between commercial and residential gradual. There is no transition of low density residential shown between the western side of Castlewood and the proposed medium/high density residential, office, commercial area on the eastern half. Please come down and take a look at the watershed, floodplain and wetlands your proposed plans ignore. The proposed plan change ignores the need to protect the Beaver Creek watershed, including floodplain and wetlands, that lie within Castlewood. It will attract high density development with a high amount of impervious surface to a sensitive location. We currently have Cranes, Horned Owls, Hawks and Wild Rabbits as well as other of the more common wildlife in these wetlands. These animals do not create any problems with HWY 64 and are a pleasure for the kids and adults alike to view and learn about.

Apex has a small town image to uphold. We should not want to be just like everybody else. Life is too short to ignore the quality of life of those who moved here because of what it was. We know that progress (?) is inevitable but do it smartly and with a proper consideration of all involved not just to increase our tax base. In all of my years of living in the greater Raleigh Area have I ever seen a property tax reduction in spite of the huge increase in the tax base. All your p[proposal will do for current residents is ignore the large volume in traffic this would generate on already over-burdened Old Jenks Road and Davis Drive.

I think your hearts are in the right place and there are some nice words at the front of the UDO about its proposal to implement the land use map and "promote and protect the public health, safety, peace, comfort, and general welfare of the citizens and residents of Apex and its extraterritorial jurisdiction (ETJ)." I can't, for the life of me, figure out how this proposal will promote or protect any of those well-meaning benefits to the residents of Castlewood or the surrounding areas.

WHY SINGLE OUT CASTLEWOOD -- AN EXISTING NEIGHBORHOOD -- FOR THIS TREATMENT?

All of the proposed changes to the land use map cover only 20% of the planning area, and the remainder of the map will remain unchanged. Given that only a limited number of areas are proposed for change, it is mind-boggling that an existing rural residential neighborhood has been singled out with surgical precision for higher intensity development -- and without consulting affected property owners! This is a direct assault on the quality of life and property values in our neighborhood.

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Online Comments Regarding Castlewood

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And your proposal to allow high density residential/commercial directly adjacent to the Castlewood neighborhood seems to be inconsistent with good land use planning. As has been demonstrated each time an attempt is made to plan subdivisions next to us, our roads were not built for any kind of increased volume of traffic, and without sidewalks you can see residents at all time of day taking walks – and walking our dogs – in the streets. We ask that you reconsider this proposal and instead consider the extreme negative impact it would have on our quality of life here in the Castlewood neighborhood.

Your proposal of land development of 161 acres in Castlewood and adjoining Castlewood, including Cox Airfield is in no way compatible with the current low-density, RURAL neighborhood that currently exists. You are proposing High Density Residential, Office Employment, Commercial Service? 161 acres and you have buried it on page 6 in "Other?" Have you considered the TRAFFIC impact? Apex has become so congested that it's first priority should be infrastructure instead of more development!

Context Areas

- **Intent:** Allowed attendees to review context areas and learn about how they influence multimodal recommendations.
- **Description:** A roadway context map and a board describing the four context area definitions and characteristics was provided to help participants better understand what the look and feel of each corridor might be like when fully implemented. Attendees were asked if they had comments or questions about this material.
- **Outcome:** The exercise gathered input on the context areas and how it will influence transportation decisions. Participants were asked to leave comments on the map or on a flip chart.
- **Key Takeaways:** Based on public review, the context map does not appear to require further modifications. Comments noting specific bicycle and pedestrian connections will be considered in the bicycle and pedestrian project recommendations.

Comments

Map Comments

Preserve bicycle access* or gateways to rural roads, e.g. Old US 1, Tingen (*groups of cyclists)
Sidewalks to schools from all parts of base area (AES, AMS, AHS)
Connect neighborhoods to downtown with greenway
Higher density inside Peakway
Need more greenway/ped connections serving transit-oriented development near Salem Village

Bike higher priority in suburban

Bike path to Pleasant Park

Between parks and downtown mixed-use roads/lanes
--

Other Comments

Golf carts in town?

Can I ride horses on the bike paths (like the ATT)?

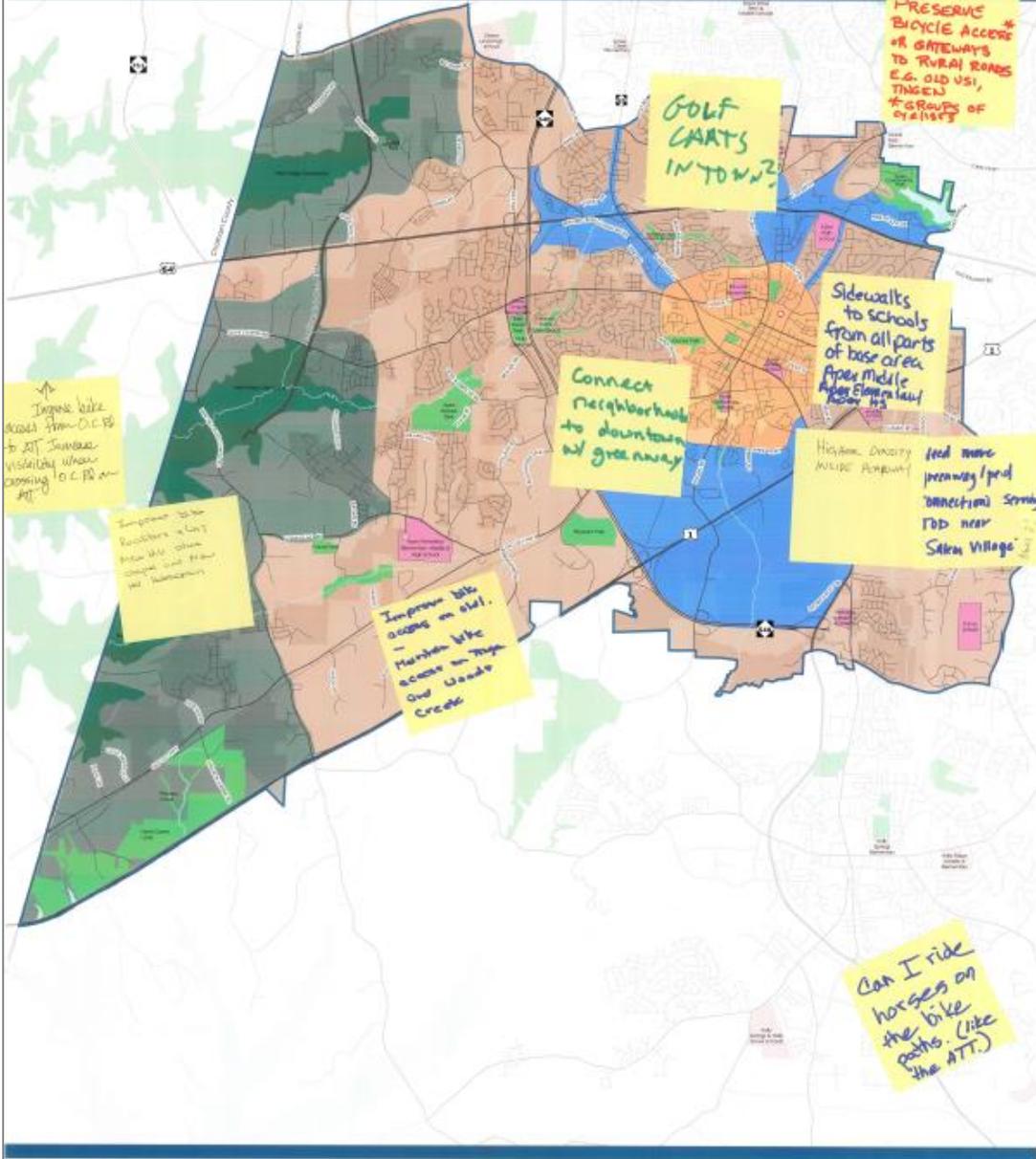
Downtown parking improvements

Improve bike access from Olive Chapel Rd. to ATT. Increase visibility when crossing Olive Chapel Rd. or ATT

Improve bike facilities along New Hill, Olive Chapel and New Hill Holleman
--

Improve access on Old US 1. Maintain bike access on Woods Creek

Proposed Context Areas



Improve bike access from O.C. Rd to JOT. Increase visibility when crossing to C. Rd on RT-10

Improve bike facilities in key areas like along Chapel and other main thoroughfares

Improve bike access on stl. - Maximize bike access on Chapel and Woods Creek

GOLF CARTS IN TOWN?

Connect neighborhoods to downtown w/ greenway

PRESERVE BICYCLE ACCESS & GATEWAYS TO RURAL ROADS E.G. OLD US1, TINGEN & GROUPS OF CRUISES

Sidewalks to schools from all parts of base area Apex Middle Apex Elementary Apex HS

Historic Density Mixed Residential - need more permeability / good connections serving TOD near Salem Village

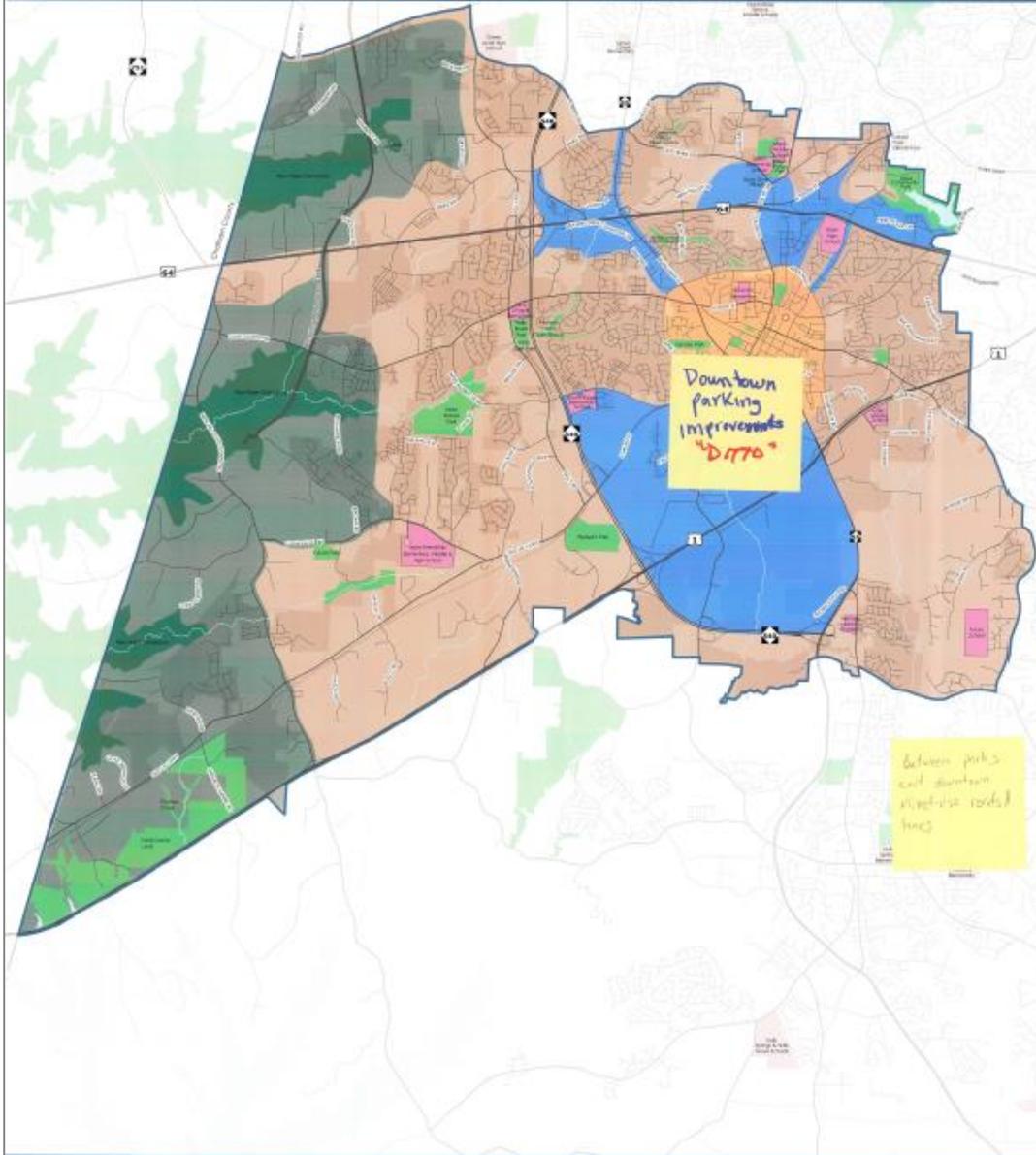
Can I ride horses on the bike paths. (like the ATT.)

Bike Higher Priority in Suburban

Bike paths to Pleasant Park

Context Areas		Other Features	
Orange	Town Center	Pink	Schools/Libraries
Green	Rural	Light Blue	Lakes
Light Green	Suburban	Dark Green	Planned Open Spaces
Blue	Ranch/Orchard Development	Black	Railroad
		Red	Arterial/Truckee Rd
		Red with circle	Transit Corridor
		Black outline	County Boundary
		Blue outline	Planning Area

Proposed Context Areas



Roadways

- **Intent:** Allowed attendees to review draft roadway recommendations and offer feedback to the project team.
- **Description:** Participants viewed a roadway recommendations map displaying thoroughfare, collector, local, and intersection/interchange recommendations. Attendees were asked to weigh in on the recommendations. They were asked for any comments or potential edits. Pens, markers, and Post-It notes were provided to encourage participants to be specific. Facilitators provided background on how the recommendations were formed and how previous public input influenced the information being displayed when asked about specific recommendations.
- Attendees were also asked to provide insight into their top three highest priority projects within the roadway recommendations, which were noted on the handout. A list of projects with funding currently assigned was provided to encourage respondents to focus on other areas.
- **Outcome:** This exercise provided the opportunity to receive specific feedback on recommendations. All comments are being considered, with emphasis on areas with multiple comments. Additionally, the priority project component helps inform the next step in the planning process.
- **Key Takeaways:**
 - Generally, there were more online responses versus in-person.
 - The top priority projects according to comments received can be found in the following table, note that specific instructions were provided not to list funded projects, but some responders did list those projects. Requests to reclassify the designation of a street or remove roadways from the plan are not listed in the table of priority projects:

Project	Frequency in "Top 3" Priorities	Status
New location/Extension Projects		
Apex Peakway Southwest extension	2	Funded
Apex Peakway Southeast extension	2	Unfunded
Apex Peakway general	5	Partially funded
Jessie Drive widening and new location from NC 55 to Ten Ten	3	Unfunded
NC 540 extension	6	Funded
Widening and Corridor Improvement Projects		
NC 55 – unspecified termini	16	Partially funded
US 64 corridor upgrade	6	Funded
Ten Ten Rd	3	Funded
Jenks Rd	1	Unfunded
Wimberly Rd	1	Unfunded

Project	Frequency in "Top 3" Priorities	Status
Salem Street/Davis Drive from downtown Apex to Cary limits	1	Unfunded
Intersection Improvements		
Jenks/Richardson interchange with US 64	3	Unfunded
Olive Chapel Rd/Apex BBQ realignment	2	Unfunded
Beaver Creek/Kelly Rd roundabout	1	Unfunded
Jenks Rd/Kelly Rd intersection	1	Unfunded
Complete roundabout at Old US 1 and New Hill Olive Chapel	1	Unfunded
Jenks Rd/Green Level Church Rd	1	Unfunded
Add left turn lane from east bound Apex BBQ Road onto north bound Kelly Rd (in front of new fire station)	1	Unfunded
Other Priority Projects		
Apex BBQ Bridge Replacement	1	Funded
Remove Parking on Salem St to widen sidewalks	1	Unfunded
Synchronized signal system	1	Unfunded

Comments

Roadway Priorities for Projects not Currently Funded- Priority 1 Projects (In-Person)
Interchange at Jenks Rd & Hwy 64
NC 55 Widening
Ten Ten Widening
Mt. Olive
US 64 Corridor Upgrade
Apex Peakway
Apex Peakway Southeast
Light on Hughes and 55 takes forever! Will it be worse w/ 55 widening? Or better?

Roadway Priorities for Projects not Currently Funded- Priority 1 Projects (Online)
Remove parking from downtown to widen sidewalks and allow bike lanes.
Complete US 64 project while maintaining access to Shepherd's Vineyard as a pedestrian and local crossing
55 widening
Please reduce James St from Major to Minor. This will not reduce the prices of Manors at Salem Village homes but also increased the risk and danger to the young families with kids from the nearby homes.
My number one priority is reducing James Street to a minor collector. It was originally planned to be a minor collector but was changed by the council in an ill-conceived decision. The roadways are too small and will have a direct impact on school traffic. This designation will not

Roadway Priorities for Projects not Currently Funded- Priority 1 Projects (Online)

provide a safe environment for the dozens of children who live within the neighborhoods of Salem Village. Reinstate James Street as a minor collector

Reinstate James Street as a minor collector. The town council changed the status from minor to major, and it was a huge mistake. This change from minor to major in dangers school traffic as well as residential children and families. This road is far too close to existing homes to allow speeds that high and no means to put speed bumps in place.

NC55 widening

Apex Peakway Southwest Connector

NC 540 Southeast Extension!! With all the development in West Apex rush hour is becoming as bad as all the areas we all moved away from to escape the traffic. Hopefully, completing the 540 would help ease some of the traffic that is currently on US 1 between Apex and Cary.

Complete Apex Peakway Southeast Connector

Complete the Peakway (southeast) including four-laning throughout. This could ease congestion on Williams St and elsewhere

Realign Olive Chapel Road and Apex Barbeque Road intersection: Fix the skew and curve, add left turn lane from WB Olive Chapel to Apex BBQ, create two lanes on Apex BBQ road at the intersection (one for right turning vehicles, the other for left turning vehicles).

Widen Ten Ten Road to multi-lanes from Apex Peakway in Apex to Kildaire Farm Road in Cary.

They are looking for priorities over than those listed above.

US 55 widening. I travel across town a few times a day for almost 20 years and that road is so overdue. Widening the bridge under the rail road tracks on 55 or connecting the Peakway nearby would do so much to help congestion on other roads too.

Apex barbeque road bridge replacement

Apex BBQ Road and Olive Chapel need traffic lights at multiple locations. Add right hand turn lanes like on 55 on Peakway

NC 540 Southeast Extension by a LONG SHOT.

Reduce James street to a minor collector

Remove parking along Salem Street in the downtown area to widen sidewalks for more outdoor cafes/restaurants. Remove parking on one side of the road if easy access to local stores is a consideration. Look to divert traffic from downtown area to create a low-traffic environment. Develop parking behind stores and long railroad track instead.

Figure out how to add a roundabout at Beaver Creek and Kelly Road- a stop light will only back up rush hour traffic over the US 64 bridge and cause grid lock in both directions. I heard that intersection is too small but that is nonsense- you can have a small roundabout that still works.

Complete Jessie Drive from NC 55 to Ten Ten Road

Apex needs a synchronized signal system to maximize efficiency

Complete Jessie Drive from NC 55 to Ten Ten Road. Also four lane the entire Peakway and raise the speed limit.

Roadway Priorities for Projects not Currently Funded- Priority 2 Projects (In-Person)

Widen Jenks Rd to 3 or more lanes
 Jenks & Kelly Rd intersection
 Richardson to Jenks to Rt. 1
 NC 540 SE Extension (2)
 NC 55 Widening
 US 64 Corridor Upgrades
 Light on Salem and 55 also takes forever. Any way to help this?

Roadway Priorities for Projects not Currently Funded- Priority 2 Projects (Online)

Educate the community on the full law concerning pedestrians and crosswalks. The burden is more on pedestrians using common sense rather than on motorists. This issue is going to get worse over time if steps aren't taken now.

I have had cars turn left into me when I had the walk sign. Too many drivers don't pay attention.

Apex has allowed too many developers to build on and across roads that will become much larger and very busy. For example, Salem Village is split across the Peakway with the community pool on the Peakway. As this grows, half of the neighborhood will have to cross a 4 lanes Parkway. A better assessment of neighborhoods and traffic calming devices when the roads/cut through change.

Salem Street/Davis Drive widening from downtown to Cary line, allowing for bike lanes/sharrows and pedestrian access.

Apex Peakway southwest connector
 Peakway needs to be finished
 NC 55 Widening
 US 64 corridor upgrades
 Complete Peakway project including sidewalks to hook into existing greenway system in Apex and Cary
 Complete Jessie Drive from NC 55 to Ten Ten Road
 NC 540 Southeast Extension
 US 64/Jenks Road/Richardson Road interchange
 Widen NC 55 to multi-lanes from US 1 to Olive Chapel Road

Roadway Priorities for Projects not Currently Funded- Priority 3 Projects (In-Person)

Widen Wimberly to 3 lanes
 Peakway
 NC 55 Widening
 US 64
 Apex Peakway

Roadway Priorities for Projects not Currently Funded- Priority 3 Projects (Online)

- NC 540 southeast extension
- Ten Ten needs to be widened
- NC 55 widening
- NC 55 widening
- Complete roundabout at Old US 1 and New Hill Olive Chapel
- Add left turn lane from EB Apex BBQ Road onto NB Kelly Rd (in front of new fire station)
- Upgrade 64 from Laura Duncan in Apex to US 1 in Cary

Roadway Additional Comments (In-Person)

- Apex & Cary growth burdens ETJ roads and existing neighborhoods - consideration must be given to these areas
- Thought into design at the Jenks Roberts Rd area- cut through existing neighborhoods raises safety issues and unnecessary use
- Please! NO THROUGH 18-WHEELERS ON PEAKWAY!! ENFORCE EXHAUST / "JAKE" BRAKE PROHIBITION!!
- It is essential that speed on the Peakway is a consideration as the SW connector is completed. Coming down off of the bridge into Salem Village will be extremely dangerous and speeds will reach deadly levels if something is not done to slow down the cars. A roundabout? A light?
- I think in 5 years there will be total grid lock in this part of Wake County
- Finish Peakway.
- Pleasant Plains bridge is good
- Peakway has the right of way far too long at stoplights during non-peak times
- Encourage the state to add a lane in the center of US 64 vs. on the South side which negatively impacts homes on the N. side of Knollwood
- more parking for downtown Salem St
- Concern: Center St congestion evening West of US1 ramp. Entering US 1 from the West
- How are you going to widen 55 underneath the RR pass?
- Widening 55 under RR?
- looking good
- proposed 6 lane "Super Road" on Hwy 55 does not really alleviate traffic - see Holly Springs

Roadway Additional Comments (Online)

- Reduce Padstone Drive in Salem Village to a local connector from a collector road.
- Padstone Drive in the Salem Village community already has issues with speeding. There are many families with young children who live on this street. Community amenities are also located on Padstone. Changing this residential street to a local connector would only make the street more unsafe for the families who live there. Please reduce Padstone Drive to a neighborhood connector to keep these families safe.

Roadway Additional Comments (Online)

Padstone is a residential street lined with houses, children and community amenities like our pool, soccer field and basketball court. Speeding is already an issue. Please downgrade Padstone Dr. from a collector to a neighborhood connector out of respect for the residents who call home.

I live in Salem Village and in seeing these plans, I am very concerned that streets in this neighborhood will become pass through and short cut streets. James Street was not made to be a major collector given how close those homes are to the street. Padstone already has speeding issues on a stretch where almost 70 kids live. These are neighborhoods Apex permitted to be built without traffic consideration. Padstone should not be a minor collector OR if it remains so, calming devices have to be permitted on minor collector streets.

Reduce Padstone Drive in Salem Village to a local connector road. There is already a lot of speeding and unsafe driving on Padstone Drive.

Please complete the Peakway ASAP. A good plan is no good until completed!

What plans are in place to fix the road under Old US1? Every time it is repaved, it quickly develops cracks in the exact same places.

Overall the recommendations look good. Some suggestions: A roundabout would work well at Apex Barbeque Road and Evans Road, especially with the amount of turning vehicles at this location (given the proximity to the Friendship schools at the other end of Evans and the Nature Park). If ever warranted, a traffic signal should not be installed at this intersection when a roundabout would likely work just as well, if not better. In general, on collector-type roads, roundabouts should be installed before traffic signals if appropriate. NCDOT will likely fund many of the major roadway projects when warranted (widening US 64 to 6 lanes, widening US 1 to 6 lanes, US 1/NC 55 interchange, US 64/NC 751 interchange).

Pedestrian safety and connectivity needs to be a priority

Make Padstone a local connector, PLEASE!

Consider more roundabouts at main intersections to replace lights. Roundabouts keep traffic moving and are more efficient in moving traffic volume. Use multi-lane roundabouts where needed to separate through-traffic from traffic turning onto local streets. Look to European traffic constructions for examples.

Traffic lights are needed very badly at each end of Salem Church Road. The danger to everyone will increase as the two new developments are filled with residents.

Please post maps with property lines on them, so that property owners can tell where proposed roads will run in relation to their land. There are several roads that appear to go through existing houses and split land parcels.

I was told that owners of homes along the west side of Kelly Rd. can expect to lose 15-20 feet of their property for an eventual widening project. Apparently the town made a mistake with the original right of ways. I don't think that 20 longtime taxpaying residents that had nothing to do with the decision making for the subdivision should have to sacrifice their home values for a town mistake. This mistake was told to me by a town employee. I am sorry this error was made but I don't feel we should be penalized for the towns mistake.

Green Level Church & Jenks Road. Please make the intersection of Jenks Rd, Green Level Church and Kelly a priority. A Roundabout would be a wonderful solution!

Roadway Additional Comments (Online)

[Referencing Pleasant Plains area] 2045 map has road going thru middle of my property. This road is carried over to sidewalks map and bike map. The road needs to shift South to bottom of property lines instead of going thru the middle. Flood maps of the area are outdated. I have lived here since 1991 and flooding did occur when 2 lane US1 was in place as the drainage pipe under the road was too small. With construction of 540 ramps, the State added two very large pipes (big enough to drive cars through) and the area no longer floods. Moving the road to bottom of property lines will give may more properties access to the road. Thanks!

Please four lane Green Level Church ASAP! Thanks!

Flip Chart Comments

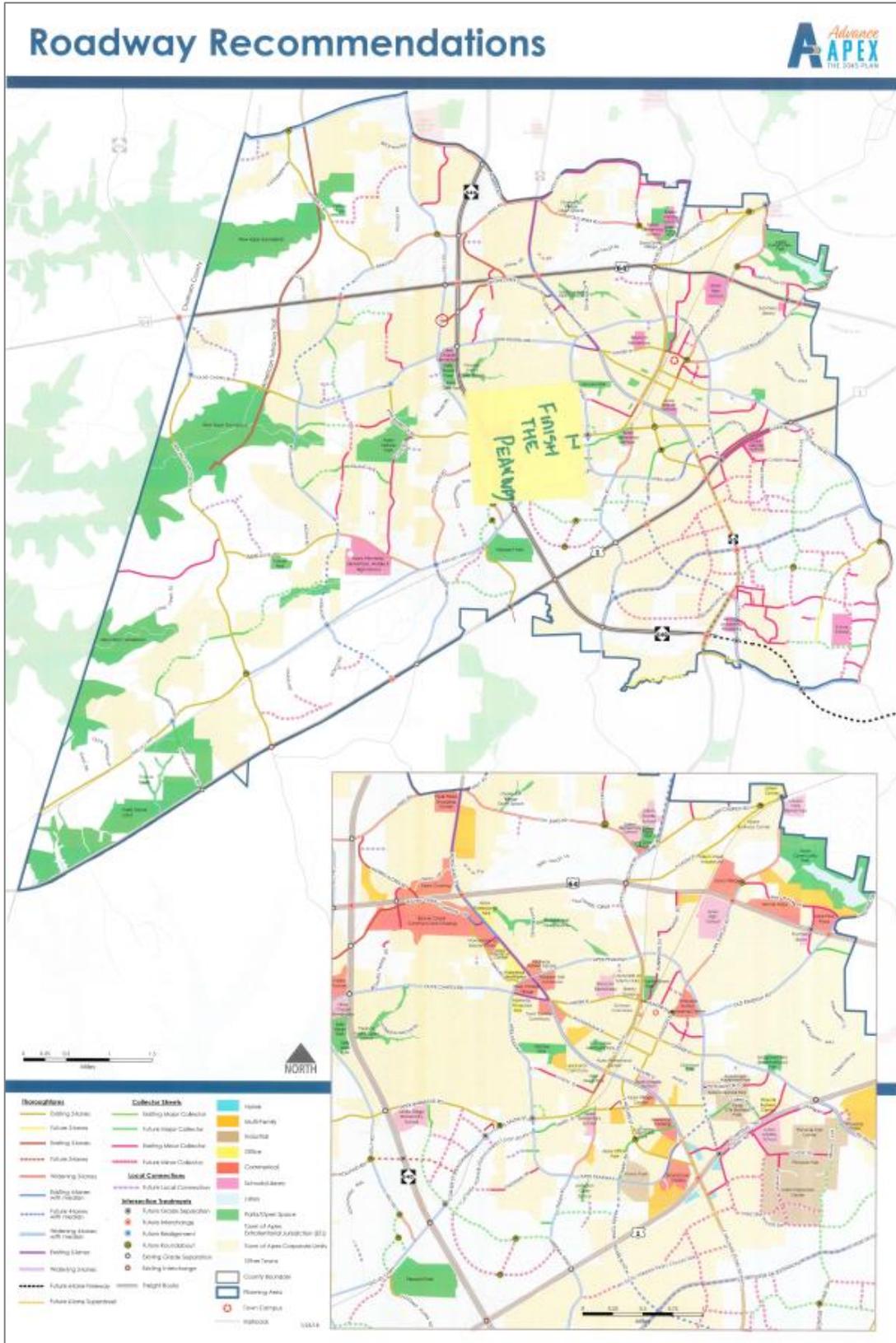
- NO!! Pleasant Plains Bridge to US 1
- STOP! US1 Bridge
- No bridge US 1 to Pleasant Plains
- Stop bridge from US 1 to Pleasant Plains
- No bridge from US 1 to Pleasant Plains
- No bridge. Pleasant Plains will be a speedway
- No bridge from US 1 to Pleasant Plains
- Yes to Pleasant Plains bridge
- Stop concrete islands or acquire enough land to maintain a wide lane
- La Cocina – left turn on Lake Pine Drive dangerous median

Map Comments

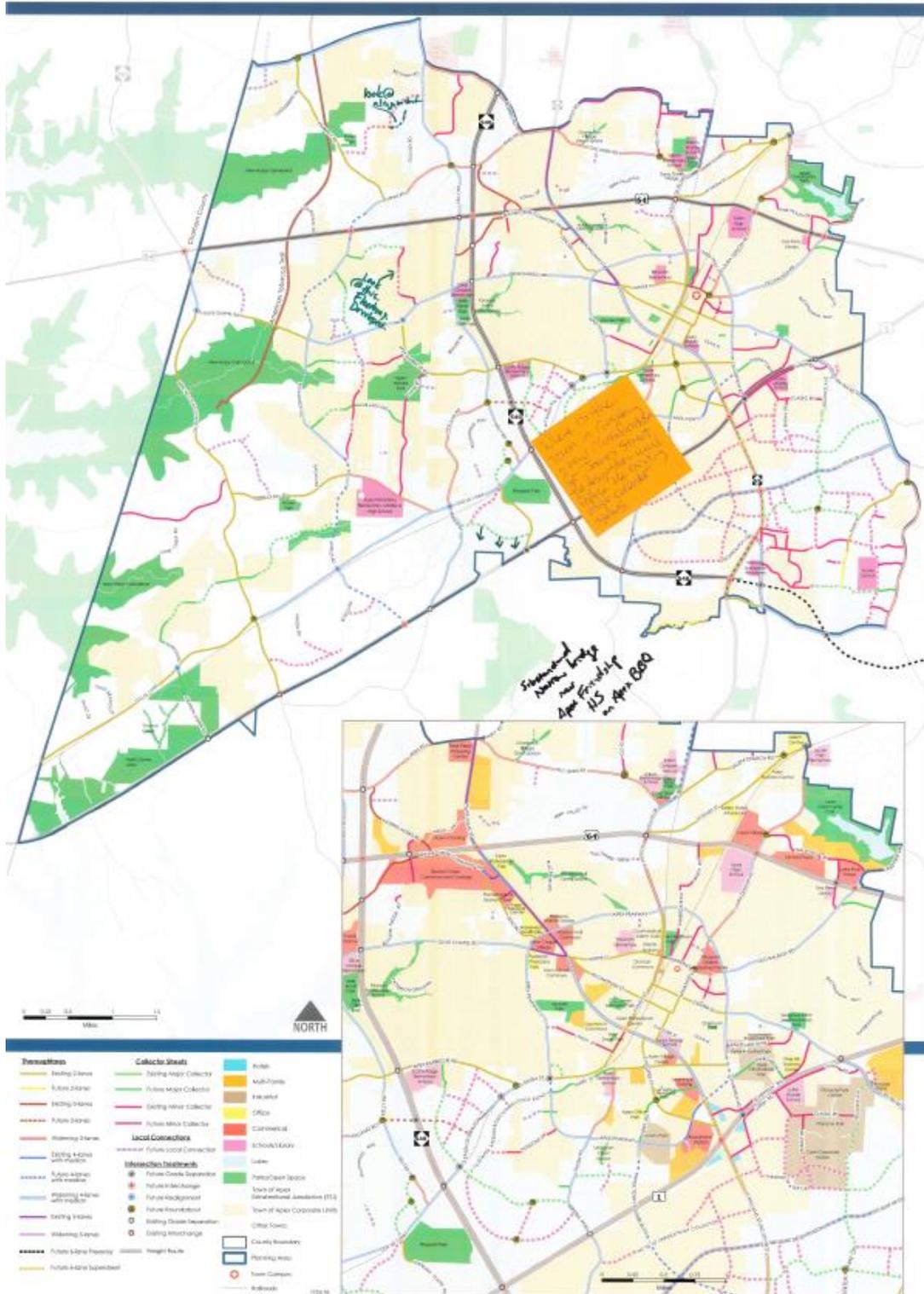
- Finish the Peakway (Apex Barbecue Rd and Apex Pkwy)
- This Peakway connector needs a roundabout to slow down traffic on the Peakway at James/Peakway
- There was a motion passed in 2017 to consider a new designation of James Street. The designation would replace the current major collector. What is the status?
- Horton Way continue
- Look at alignment (between Beckwith and Wimberly Rds)
- Look at this floodway. Developed (north of Olive Chapel Rd and West of Kelly Rd)
- Where is the town considering a new classification for James Street? The designation would replace the existing major collector status.
- Substandard narrow bridge near Apex Friendship HS on Apex Barbecue Rd
- Match existing to “future” local connector (area along Apex Peakway north of Padstone Dr and south of S. Salem St)
- Reduce Padstone Dr to local connector. It’s a residential street with lots of homes/kids and amenity center. This would be consistent with the rest of town
- Consider interchange spacing (between Veridea Pkwy and Apex Town Square Blvd)

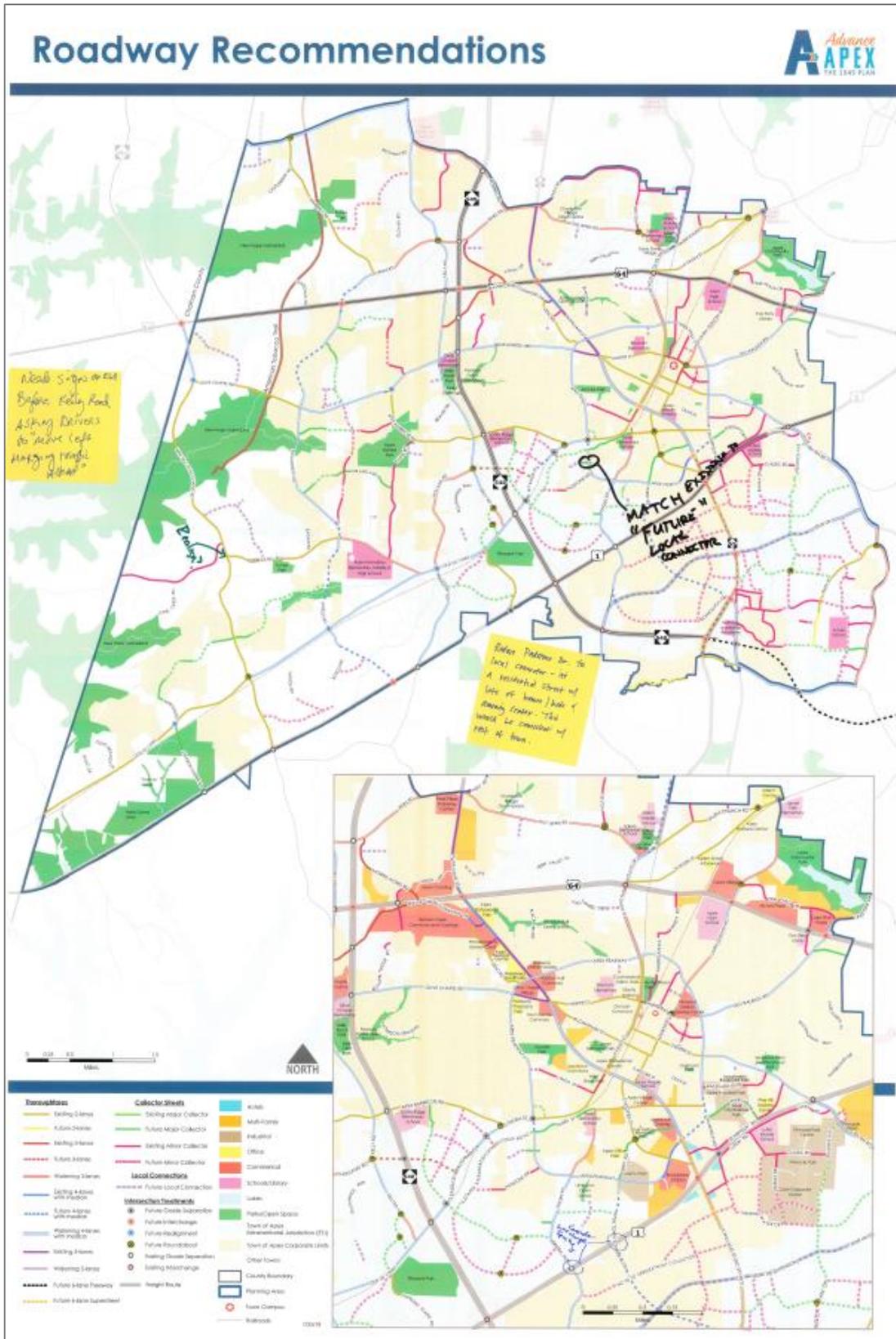
Map Comments

Please evaluate a different alignment between Wimberly Road and Green Level Church Road. In order to preserve more of my property where there is currently a proposed subdivision design. The potential road through our property cuts "straight through" ("stubbing" on the easternmost border) as opposed to curving northward half-way across as shown on the Town's conceptual drawing. That northward curve would effectively abolish three potential lots, something we'd fervently hope to avoid. So if indeed we can work and partner with the Town to ensure a satisfactory concept for both parties that would be excellent!



Roadway Recommendations





Pedestrians

- **Intent:** Allowed attendees to review draft pedestrian facility recommendations and offer feedback to the project team.
- **Description:** Participants viewed a pedestrian facility recommendations map displaying sidewalk, sidepath, and greenway facilities. Sidepath and greenway facilities were reflected both on the pedestrian and bicycle facility recommendations maps using identical symbology. Attendees were asked to weigh in on the recommendations. They were asked for any comments or potential edits. Colored dots, markers, and Post-It notes were provided to encourage participants to be specific. Facilitators provided background on how the recommendations were formed and how previous public input influenced the information being displayed when asked. This station was located in proximity to the Apex Bike Plan table so participants could get a more holistic look at non-motorized travel recommendations.
- Attendees were also asked to provide insight into their top three highest priority projects within the pedestrian facility recommendations, which were noted on the handout.
- **Outcome:** This exercise provided the opportunity to receive specific feedback on recommendations. All comments will be considered, with particular emphasis on areas with multiple comments. Additionally, the priority project component will help inform the next step in the planning process.
- **Key Takeaways:**
 - Generally, there were more online responses versus in-person.
 - The top priority projects according to comments received can be found in the following table, note that specific instructions were provided not to list funded projects, but some responders did list those projects.

Project Prioritization Exercise Results	Frequency in "Top 3" Priorities	Status
New location/Extension Projects		
Salem Street sidepaths and sidewalks <ul style="list-style-type: none"> • Apex Peakway to Apex Barbecue Road • Apex Peakway to Kelly Road • Widen sidewalks in downtown Apex • Apex Peakway to downtown Apex 	6	Unfunded
Olive Chapel Road sidepath/sidewalk and wide outside lanes <ul style="list-style-type: none"> • Apex Peakway to Kelly Road • Woodridge to ATT • Connections to ATT • Apex Barbecue Road to ATT 	5	Unfunded
Hunter Street <ul style="list-style-type: none"> • W Williams Street to Laura Duncan Road • NC 55 to Community Center • N Salem Street to Ambergate Station 	3	Unfunded
Scotts Mill <ul style="list-style-type: none"> • To downtown Apex/grocery store • Scotts Mill to Apex Nature Park (2) 	3	Partially funded

Project Prioritization Exercise Results	Frequency in "Top 3" Priorities	Status
James Street to Downtown Apex	2	Funded
Kelly Road to ATT	2	Greenway connection partially funded
Tingen Road sidepaths and bike lanes	2	Unfunded
Old US 1 linear park and wide outside lanes	2	Unfunded
Beaver Creek Greenway	2	Partially funded
James Street	2	Partially funded
Salem Village <ul style="list-style-type: none"> To a greenway To Apex Middle School 	2	Unfunded
Kelly Road	1	Partially funded
Apex Barbecue Road	1	Partially funded
Green Level Church Road	1	Unfunded
Lake Pine Drive near Apex Community Park	1	Unfunded
Olive Chapel Road/Hunter Street from Spring Arbor Ct to Apex Community Center bike lanes	1	Unfunded
Milano Avenue sidepath	1	Unfunded
Hunter Street Park to Apex Jaycee Park	1	Unfunded
Hunter Street Park to Apex Community Park	1	Unfunded
Laura Duncan Road	1	Funded
E Williams Street	1	Partially funded
Greenway connections in Tingen Road land use area to Pleasant Park and the rest of town	1	Unfunded
Apex Peakway <ul style="list-style-type: none"> Sidepath along the new overpass Tingen Road to S Salem St 	1	Partially funded
Ragan Road trail	1	Unfunded
Hammocks Beach Trail	1	Unfunded
ATT to Harris Lake County Park	1	Unfunded
Humie Olive Road from Apex Friendship High School to Old US 1	1	Unfunded
Access to downtown Apex from NC 55	1	Unfunded
Access to Middle Creek Greenway from downtown Apex via Center Street/Ten Ten	1	Partially funded
Greenway access to downtown Apex	1	Unfunded
Access to downtown Apex	1	One route is funded
Access to Jordan Lake	1	Unfunded
Access to Town of Cary	1	Unfunded

Project Prioritization Exercise Results	Frequency in "Top 3" Priorities	Status
Access to Town of Holly Springs	1	Unfunded
Access to schools	1	Unfunded
Sidewalk on at least one side of all streets inside of Apex Peakway	1	Unfunded
Crossings/Safety Issues		
Tingen Road railroad crossing	2	Unfunded
Apex Peakway <ul style="list-style-type: none"> At Salem Village 	1	Unfunded
Ambergate/Peakway crossing	1	Unfunded
Olive Chapel Road between Apex Peakway and Kelly Road	1	Unfunded
NC 55 underpass	1	Unfunded
US 64	1	Unfunded
Lighting at crosswalks	1	Unfunded
Amenities		
Lighting along Olive Chapel Road	2	Unfunded
Bike parking	1	Unfunded
Lighting at crosswalks	1	Unfunded

Comments

Pedestrian/Bicycle Priorities- Priority 1 Projects (In-Person)
Beaver Creek
Safety
Kelly Rd to ATT
Sidewalk should be on one side (at minimum) of all streets inside Peakway Loop.
Kelly Rd to ATT
Salem St bike path is essential (dangerous now for Peds & Cars)
Milano Multi-use
Green Level Church / Kelly Rd
Downtown/Hunter St Park to Jaycees Park
Get the bikes off the busy roads. Limit bikes to residential streets and designated bike/pedestrian routes
Bike lanes from Spring Arbor to Community Center
Bike path along Hunter St from 55 to Town Hall, Community Center
Woodridge to Tobacco Trail path needed
Connect sidewalk from James St. to Salem St. over RR
Wide outside lanes on Olive Chapel and Old US 1
Linear Park along Hwy Old US1 West of town
Logical connections between neighborhood and downtown

Pedestrian/Bicycle Priorities- Priority 1 Projects (In-Person)

Improve Ambergate/Peakway Pedestrian Crossing

Pedestrian/Bicycle Priorities- Priority 1 Projects (Online)

Better crosswalks- installing lights or other awareness improvements to make crossing streets safer. This is especially true at Peakway crossings (prior to connector completion) and downtown. My very top priority is seeing this improved in Salem Village as there is a major crosswalk at the clubhouse/pool next to the Peakway

It is imperative to have the sidepath along the Peakway from Tingen, over the new overpass and connecting to a sidepath/sidewalk that provides access to the downtown and to connect to the existing greenways. Lights or other crossing devices are also extremely important. There is already a huge speeding problem along the Peakway between Tingen towards the railroad tracks and the new overpass is sure to make this area an even larger problem.

Sidewalks on either side of Olive Chapel Road between Apex Peakway and Kelly Road, and safe crossing areas to keep communities connected. Particularly for communities on the north edge of Olive Chapel, walking, just for a stroll, or to nearby commercial areas are unsafe. You see several occasions of young families with babies or strollers, or kids, trying to cross over to the side of the street with the sidewalk. Safe, marked pedestrian crossings are also absent along the 1 and a half mile stretch. Meaning on both sides of Olive Chapel Road. With increasing traffic and no real crossing, having it on just one side simply does not work.

We need greenway connections from the Tingen Road land use area to the rest of town and to the proposed Pleasant Park and Veridea. Additional pedestrian connections to downtown are also needed. Still would be great to retain a pedestrian crossing at the tracks on Tingen Road. Don't give up on that!

James Street to downtown Apex. Including safe passageway for the ENTIRE James Street, including the extension that will eventually wrap around Salem Village. As it is currently planned, the entire James Street, including the planned extension will NOT be safe for pedestrians because of the speed concerns of the Apex Peakway bridge over the railroad.

Complete sidewalks along Salem from Peakway to Apex BBQ. Add sidewalk (continuous on one side if not on both sides) from Peakway to Kelly.

Sidepath or sidewalks along entire length of Apex Barbecue Road

East Williams sidewalk

Kelly Road sidewalk and Apex Barbeque Road sidepath

Continuous sidewalk (on one side of the street) along Hunter from Laura Duncan/Mason to 55. Pedestrians shouldn't have to change sides of the street to go straight. The same is true of the sidewalk along Laura Duncan.

Eliminate street parking along Salem Street in downtown Apex. Create larger outdoor patios for bars and restaurants and create more space for pedestrians

Dedicated bike lanes are needed on roads like Tingen where cyclists take an entire lane. Many roads for not even have shoulders to support any walkers or cyclists.

James Street to Downtown Apex

Pedestrian/Bicycle Priorities- Priority 2 Projects (In-Person)

Access

Scotts Mill to Apex Nature Park

Fee in Lieu for sidewalk around Apex

Scotts Mill to Apex Nature Park

Bicycle side path connection 55 into downtown critical

Ragan Rd. Trail

Going to Jordan – whatever routes

Downtown / Hunter St Park to Lake Pine Park

Link greenways to downtown

Corridor underpass tunnel under 55 as is done in Cary near High House-Green Level West

Bike parking rack

Olive Chapel Rd to Tobacco Trail – Need walking path to access Trail from older neighborhoods

Good sidewalks from Apex Middle to Salem Village

Complete sidewalk on Lake Pine near park

Pedestrian/Bicycle Priorities- Priority 2 Projects (Online)

Add lighting along Olive Chapel so that the sidewalks are more usable in the winter.

There are no street lights on Olive Chapel from the historic home to past 540. Please add lighting.

Complete sidewalks along Olive Chapel Road from Apex Barbeque Road to the Tobacco Trail

Sideways/Lanes on Hunter/Tingen/James/Salem

Safety across 64

Beaver Creek greenway

Would it be possible for the town to upgrade and take over the Shepherd's Vineyard greenway? This would be a good connector from the Eva Perry Library to town hall.

Pedestrian/Bicycle Priorities- Priority 3 Projects (In-Person)

Scotts Mill to downtown or grocery store

Connect to Holly Springs and Cary

Sidewalk/path all along Salem St.

Hammocks Beach Trail

Connect Salem Village to greenway for biking

sidewalk on skate park side of Hunter to allow for better access

Pedestrian/Bicycle Priorities- Priority 3 Projects (Online)

Sidewalks on the way to schools need to be a priority

Committed roadway projects

Pedestrian/Bicycle Priorities- Priority 3 Projects (Online)

- Extend the ATT to Harris Lake County Park
- Access to Middle Creek Greenway from downtown Apex via Center Street/1010
- Sidewalks to sidepath along Humie Olive Road from Apex Friendship High School to Old US 1

Pedestrian/Bicycle Additional Comments (In-Person)

- Increase access to greenways
- Connect to ATT
- Regular sweeping of bike lanes along roadway such as Richardson Road
- I wrote out comments on the Bike comment page. I would like to see ALL sidewalks and Bike Paths completed (connected) before new are started.
- Change laws and require bikers to stop and dismount for all bike trail crossings.
- Provide convenient bike racks in town and other shopping areas
- We are excited about the Middle Creek Greenway!
- Sidewalks are not needed on both sides of street in the Apex Middle School area. S Mason St & Olive Streets are too narrow for sidewalks to be on both sides. In the 1950's and 60's there were dirt walkways on N/ Side of S. Mason St.
- More neighborhood sidewalks leading to downtown
- Conflict for bikers and Pedestrians to share such a small road. Many cars pulling out of driveways on pleasant plains (no street view)
- Include privacy options for residences. Adjacent Pedways – too many people walking behind houses can introduce Crime.
- Would love to see as many greenways as possible. Connecting major parks and activity centers
- Would love to be able to safely walk from Salem Village to downtown Apex. Right now, many people walk in the road over the tracks on Tingen Road between James & S. Salem.
- Please use sharrows
- Put money to create the infrastructure in WEST APEX it is a "BLANK SLATE" & will be cheaper to do it now!
- Bikers do as they please putting many in danger as well as themselves. They should have plates, insurance and pay tax if we are sharing our road
- Why not require developers to put sidewalks on both sides of roads when development meet a main road. Evans has sidewalks on one side, but if required to build on both side it would be completed quicker

Pedestrian/Bicycle Additional Comments (Online)

- Complete sidewalk along Salem downtown to Peakway. There is a missing piece near the Peakway. They are likely waiting until the connector bridge and ramp is built before investing in a sidewalk here. Years of walking in the street in the meantime.
- Create safe pedestrian and bike crossing at the Peakway/James Street intersection so that residents west of the intersection can access Apex Elementary School safely via bike and

Pedestrian/Bicycle Additional Comments (Online)

walking. The traffic coming off the Peakway bridge will be going fast and the hill created by the bridge will create a blind spot which is dangerous. Having residents walk down the Peakway, to walk back towards the school isn't ideal and people will probably not do it. Making the James/Peakway crossing safe is the best way to keep pedestrians and bikers safe, especially since the crossing is only ½ mile from an elementary school.

Problems crossing Salem from Apex Peakway to skate park. Pedestrians have to cross Hunter and then cross Salem and then cross Hunter again. This is silly. There is a similar problem at the Peakway and Salem where I frequently have to cross Salem and cross the Peakway in order to go along Salem.

Who maintains the sidepaths? How wide are the sidepaths? Are they intended for bikes and pedestrians?

Flip Chart Comments

Sidewalk on S. Mason St. from Moore to Chatham St. should be on north side

Trash cans and doggy bags inside Peakway

Side paths on US 1 and 55 good priority

Great place for a side path! Old Raleigh Rd

Please finish south side of Beckett crossing greenway to Olive Chapel

Like seeing sidewalks for base assigned schools (AHS, AES, AMS)

Side path all along S. Salem St.

Map Comments

Crosswalk Salem St. from Town

Street lights improvement along Ambergate Station from Hunter St.

Connect neighborhood to greenway (near Beaver Trail)

Bikeable side path from Apex BBQ to downtown

Need multi-use paths in this area (near intersection of Old US 1 and 540)

Need multi-use connection across 540 in this area (near intersection of Old US 1 and 540)

Sidewalk north of Apex Elementary School

Sidewalk Design – more “greenway” like (add shade; permeable surface), more sidepath design. *Education

Greenway wayfinding improvements!

Greenway vs. sidewalk at Apex Barbecue Rd north of Olive Chapel Hill Rd.

Pedestrian crossing at Jaycee park along Apex Peakway

Connect to ATT

Fix flooding issue (Kelly Road Park area)

Sidewalk connection

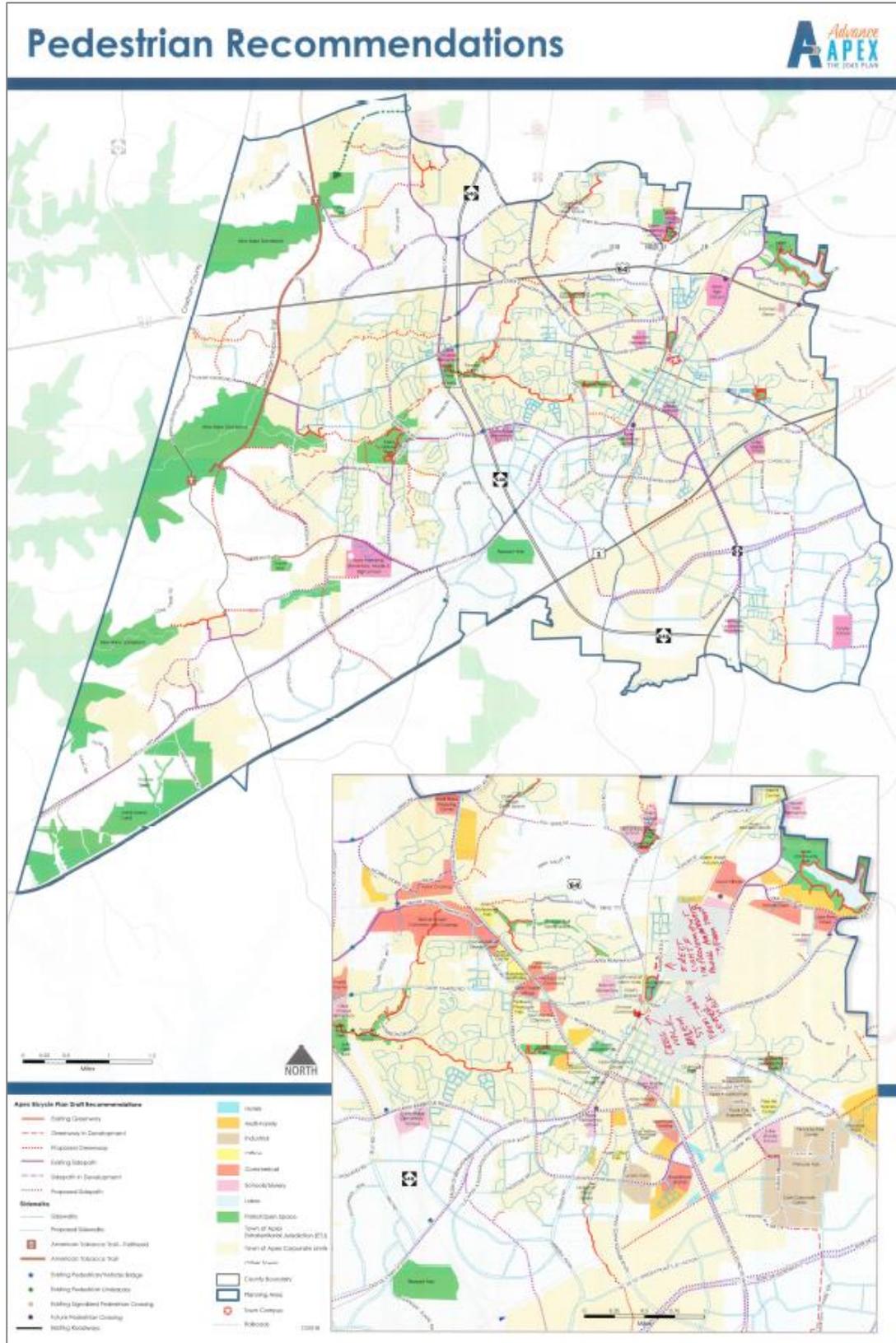
Connect Peakway as much as possible

35 mph within Peakway

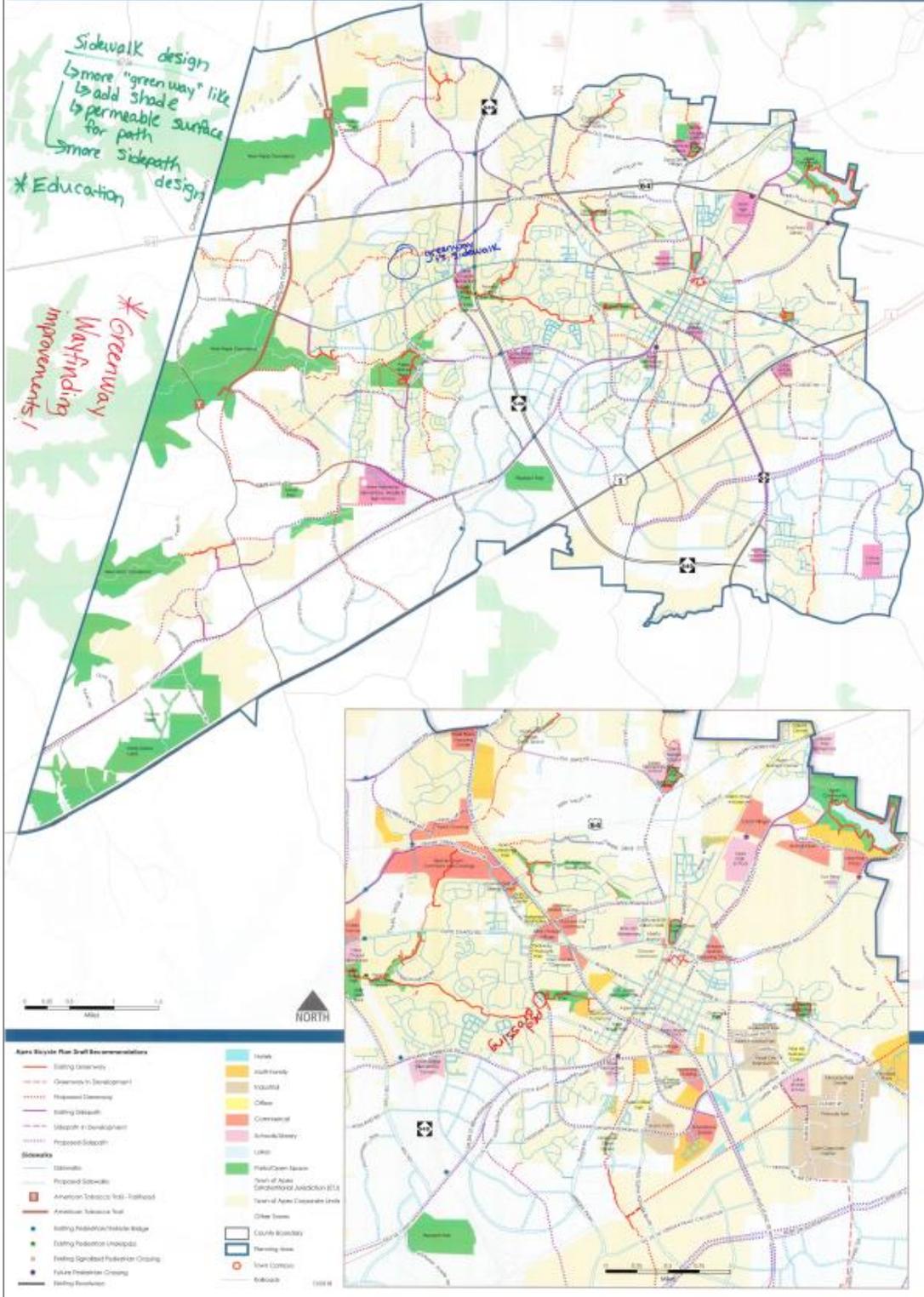
Side path from Apex Boutique to NC 55

Map Comments

- Tie into Cary Swift Creek system here (Ten Ten and Lufkin Rd.)
- Roundabout (Old US 1 and Pleasant Park)
- Add street lights to Olive Chapel and other heavily used pedestrian areas
- Laura Duncan is very poorly lit in the Apex section – more lights
- Finish side path to park entrance
- Do something with Shepherd's Vineyard Greenway
- Better crossing of 64
- Parkside sidewalk on crossing from Liberty Station
- Important connection (build it now!) – E. Williams Street between Apex Professional Center and Upchurch Commons
- Need greenway/ped connections to Pleasant Park from this area (no greenway here – west of Tingen Road and south of Apex Peakway)



Pedestrian Recommendations



Apex Bike Plan

- **Intent:** Allowed attendees to view and provide feedback on draft recommendations from the Apex Bike Plan, receive updates on the plan's progress, and ask questions to the project team.
- **Description:** This information station was developed and facilitated by Alta Planning in collaboration with the Town of Apex staff.
- **Outcome:** Feedback from this station will be used to guide the finalization of recommendations for the Apex Bike Plan, and will also be considered as input for Advance Apex.
- Results from this element will be summarized by Alta.

Comments

Is the new sidepath on Apex BBQ Rd going to extend to the Holland's Crossing neighborhood?... I hope. Also, what is the projected completion for the Beaver Creek Greenway? It was in progress when we moved here six years ago and is still far from complete. Just seems long overdue, unless you are on NCDOT time. If so, I'll be surprised to see it in my lifetime. I'm 67 and still running, but time is getting short. Just a little sarcasm added. Sorry if that is offensive.

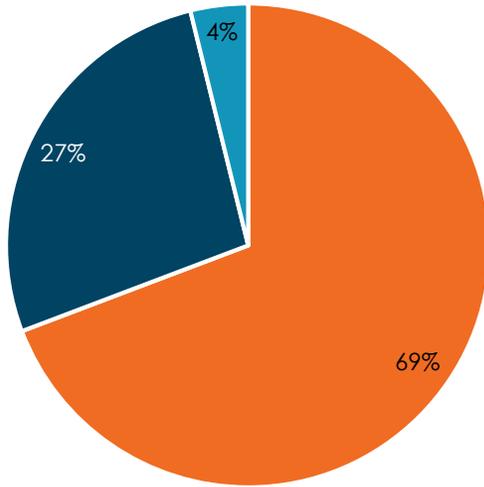
Increase bike-friendly zones throughout Apex, preferably by creating designated bike paths along often-used routes like the Apex Peakway, Tingen Road and Veridea Parkway

Cycling markings on roads

Bike lanes from Pleasant Plains Rd to Humie Olive Rd

Transit

- **Intent:** Allowed attendees to review draft transit recommendations and offer feedback to the project team.
- **Description:** Participants viewed a transit recommendations map displaying commuter rail, regional fixed route bus service, and circulator bus service. A corresponding board defined the types of transit facilities being shown, and key considerations for each. Attendees were asked to weigh in on the recommendations. Special emphasis was placed on the circulator route options. Colored dots, markers, and Post-It notes were provided to encourage participants to be specific. Facilitators provided background information on how the recommendations were formed and how previous public input influenced the information being displayed. This station was located in proximity to the Short-Range Transit Operations Study table so that participants could go between the two to get a full picture of the transit planning efforts underway in Apex.
- **Outcome:** This exercise will provide the opportunity to receive specific feedback on recommendations. Feedback on the circulator routes will be used to assess whether modifications need to be made to the routing. The priority circulator route information will inform the next step in Advance Apex as well as future in-depth route studies.
- **Key Takeaway:** Based on feedback from the public, the preferred scenario is a circulator route. This falls in line with the recommendation of the transit steering committee.



Preferred Scenario

- Bus "circulator that travels along a fixed route and schedule
- Demand response (dial-a-ride service)
- Something else (explain in comments)

Comments

Transit Priorities- Priority 1 Projects

Commuter Bus Routes
Bus service the indigent/ poor can use to access western wake crisis ministry
Light rail as part of regional efforts
Bus service within Apex going to surrounding area
All-Day service on Route 305 to Raleigh. 2- Circulator around 55 and Hunter St area
Commuter rail
any rail to Apex would be wise
Main concern: from Apex to Downtown Raleigh
Link workforce housing with Transit Lines

Transit Priorities- Priority 2 Projects

From Apex to Duke Hospital

Transit Priorities- Priority 3 Projects

There were no priority 3 projects listed
--

Something Else Responses (Online)

Create light rail or bus service into RTP and business centers in Raleigh or Cary to eliminate commuter traffic to these areas.

What destination or route in Apex is it most important to serve with transit? (Online)

- Beaver Creek Mall and any future shopping/dining/entertainment destinations. Additionally, it would be great to be able to travel to Main Street, allowing for access to those who do not drive and to relieve some of the parking issues.
- Center to Beaver Creek via Kelly Road- Beaver Creek commons- Williams- Hunter to the library and back via the high school
- No mass transit wanted or needed
- Downtown, Beaver Creek
- Circulator that passes Beaver Creek shopping areas
- The majority of the rt 55 between 64 and US 1

Transit Additional Comments (In-Person)

- Roads must stay ahead of residential development!
- Waste of Money!
- Our density is too low to support a bus transit system. Create ridership app, allow citizens to request trips, build service to meet that demand. Price Similar to an Uber/Lyft cost.
- Will technology determine what/how we use one scenario type over the other? Demand response may have to be the way if it is the only one that works through our personal phones or other technology.
- + - y transportation grid that will work for both personal and public transportation- look at Toronto's system
- Very pleased with presentations on future plans
- Recommend public transit to Pleasant Park
- Trolley Downtown
- parking deck
- Maybe demand for seniors and handicapped
- The existing tracks both surplus and currently used seem to be air brushed out of the land use maps

Transit Additional Comments (Online)

- It would be great to have transit options that would allow Apex residents to get to Downtown Raleigh, Durham, and possibly Chapel Hill. With the increasing population and subsequent traffic, it would be nice to have the option whether to get to work or for a night out. Light rail would be the preferred means (otherwise express bus service??).
- I would love to see a light rail option become available.
- Light rail needs to be considered priority with a rapidly growing area
- These plans seem to stand alone without consideration how they impact each other. A commuter rail would be excellent, however then reconsider the land and traffic plans in those areas.

Map Comments

The commuter rail proposed to run past Apex Elementary and Salem Village will be a waste. It should not be used due to present zoning and will add to poor quality of life/noise pollution for a large number of residents.

The commuter train plan needs to be changed. The stop close to Salem Village will not be used as it is not convenient. The line should go further down existing tracks closer to the park. The new lines being considered are not going to help commuters.

For the commuter rail routes, it should follow existing rail to 540, run along the east side of 540 with a stop across 540 from the park with a pedestrian bridge to the park. The current shape of the proposed commuter rail. A commuter rail station here does not help commuters. This is a location boxed in by a neighborhood and the railroad track itself (blue circle halfway between downtown and US1 start)

Don't feel public transportation would be widely used in our area so I don't see a need for it.

Disagree with this person (previous comment). Need to be less car dependent for millennials and folks at low end of pay scale.

Light rail connecting employment centers with population centers

Demand response: Transit – Yes(1), No(1); Development – No(2). Cognizant of limited population (ie. western wake crisis min.)

Transit to Pleasant Park

Extend to park (Pleasant Park)

Short-Range Transit Operations

- **Intent:** Allowed attendees to view progress, receive updates on the plan's goals and objectives, and ask questions to the project team.
- **Description:** This information station was developed and facilitated by the Town of Cary in collaboration with the Town of Apex staff.
- **Outcome:** Feedback from this station will be used as input for the Short-Range Transit Operations Study process.
- Results from this element will be summarized by the Town of Cary.

Southwest Area Study

- **Intent:** Allowed attendees to view progress, receive updates on the plan's goals and objectives, and ask questions to the project team.
- **Description:** This information station was developed and facilitated by CAMPO.
- **Outcome:** Feedback from this station will be used as input for the Southwest Area Study process.
- Results from this element will be summarized by CAMPO.

Comment Area

- **Intent:** Allowed attendees to complete comment forms and leave them at the meeting. Attendees also had the opportunity to leave feedback on publicinput.com.
- **Description:** This comment station was staffed by Town staff. Comment forms and a drop box were available along with pens so that people could complete their form, if they chose, before leaving.
- **Outcome:** Feedback from this station will be used as additional input for Advance Apex and Bike Apex.

General Comments (In-Person)
It was well done. The maps were very informative and the staffing for questions was excellent.
Put together very well
Thanks for hosting and sharing the thoughts and information!
Workers were willing to listen. They understood our frustrations but unfortunately, they can't do anything about it.
I appreciate the staff & outgoingness and interaction.
People tend to build off of other people's questions and input. The current format depends on individual interaction with staff and presentation materials with no opportunity to hear the questions & concerns of other citizens. Thanks!
Glad to see Apex is working on being more bike friendly. Riding roads like Old US#1 is becoming more dangerous with more traffic due to development west of Humie-Olive Rd.
Fabulous
We appreciate the effort.
Lack of foresight and when planning is totally appalling.
Objective should be to provide majority of homes to be affordable to majority of residents.

General Comments (In-Person)

- Lots of concentration on land use and development – what about! Downtown!?
- I thought maps would show actual property projected to be taken (interchange at US64 & Laura Duncan) (Ten Ten Widening from Peakway to Kildaire Farm Rd)
- Go Triangle late Aug '18 GorforwardNC.org
- Looking for: 1) Transit to downtown Raleigh and Duke Hospital from Spring Arbor Area, 2) Peakway completion for Olive Chapel to Wal-Mart, 3) Pedestrian/bikeway from Spring Arbor to Comm. Center
- Although they can all read a map, we are unhappy. We have no solid plans and solid explanations.
- Why do we need to consider a bridge for Holly Springs to connect to? We ARE Apex and you are looking at a lot of Lawsuits of our animals /Horses and Children get hurt.
- Not informative. A lot of maybe's.
- For land use focus areas and context areas I would like to see some sort of affordability information
- For land use & focus areas it seems that intermodal (nodes) need to be highlighted. Park & Ride is an example in transit.
- Done well, good amount of people to answer questions
- It would be great if all maps were available on line.

General Comments (Online)

- Thank you for soliciting citizen input as Apex continues its development.
- We need to avoid making Apex a sleepy bedroom community with way too much housing and not enough options for work, entertainment, etc. Additionally, traffic is getting unbearable, particularly during school drop-offs, pick-ups, after school activities and general work rush hour. The increasing approval for more and more housing is further contributing to this increasing problem and will be worsened considerably if traffic isn't considered in the approvals. Adding high density housing in areas that do not have the infrastructure (particularly roads) will further add to congestion and a general loss of quality of life for existing Apex residents, most of whom chose Apex for it's serenity, which is very quickly disappearing, without the benefits of increased access to shopping, dining, entertainment, etc. Please think for the long term viability of our town.

How can we improve future workshops? (In-Person)

- Maybe supply notice to Landowners by email, text.
- Have a presentation with Q & A.
- Commuter rail representative skirted discussion seemed to not know much about it.
- Very insightful, no issues
- Don't allow developers to dictate.
- Held during Day & Evening

How can we improve future workshops? (In-Person)

Provide later hours so that I don't have to take off work to get thru traffic to get here before session ends.

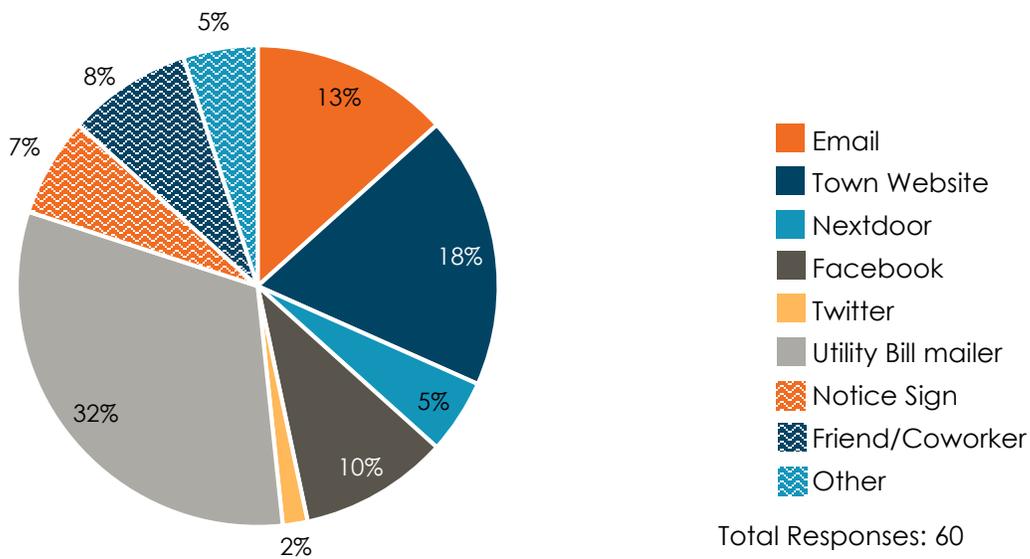
Have solid answers.

One night 'til 6:30 isn't good for working parents

Done well, good amount of people to answer questions

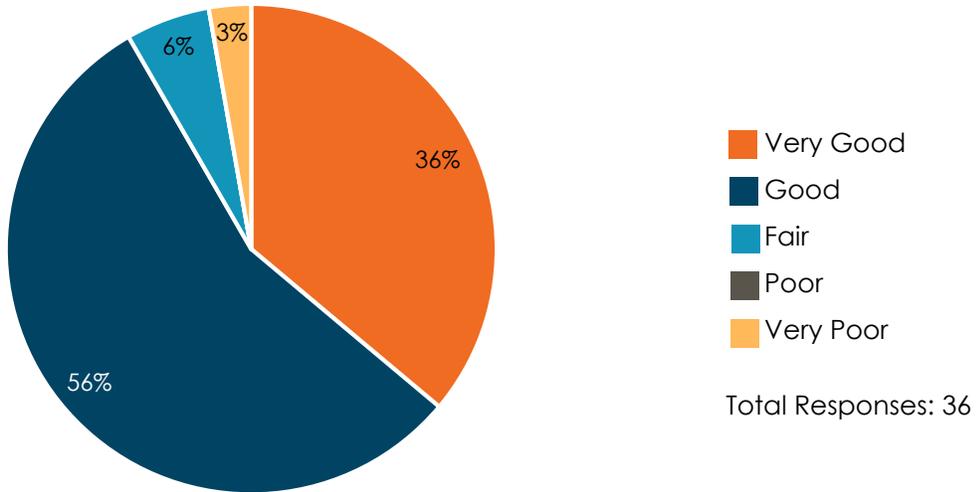
Provide material earlier on the web

How did you hear about the workshop? (In-Person)



- Other Responses
 - Realtor
 - Peak City Podcast
 - Peak Academy

How would you rank tonight's workshop? (In-Person)



Survey Results Summary

As part of Advance Apex, an online survey was used to gain public feedback. The survey ran from September 25, 2017 to November 21, 2017. Information gathered from the survey will help to establish a vision for the transportation system and future land use in Apex, identify needs and deficiencies, guide growth and development, recommend specific projects and strategies, and create an action plan for implementation. 1,235 individuals participated, navigating through a series of 33 questions both online and via a paper version made available at the public workshop. A subset of these questions included a mapping component that invited respondents to map locations. Many questions within the survey also invited respondents to leave comments if desired. A total of 2,159 comments were logged into the survey and are available under separate cover.

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Question 16: Would you like to use public transportation to get around Apex? <i>Check one</i> ..	A201
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Question 30: Are you or any members of your household over the age of 65? <i>Check one</i> ..	A209
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Overarching Themes

Written comments generally fell into one of the following categories: downtown, development (residential, commercial, etc.), schools, roadway, transit, or bicycle/pedestrian. Below is a summation of the most frequent written comments by category.

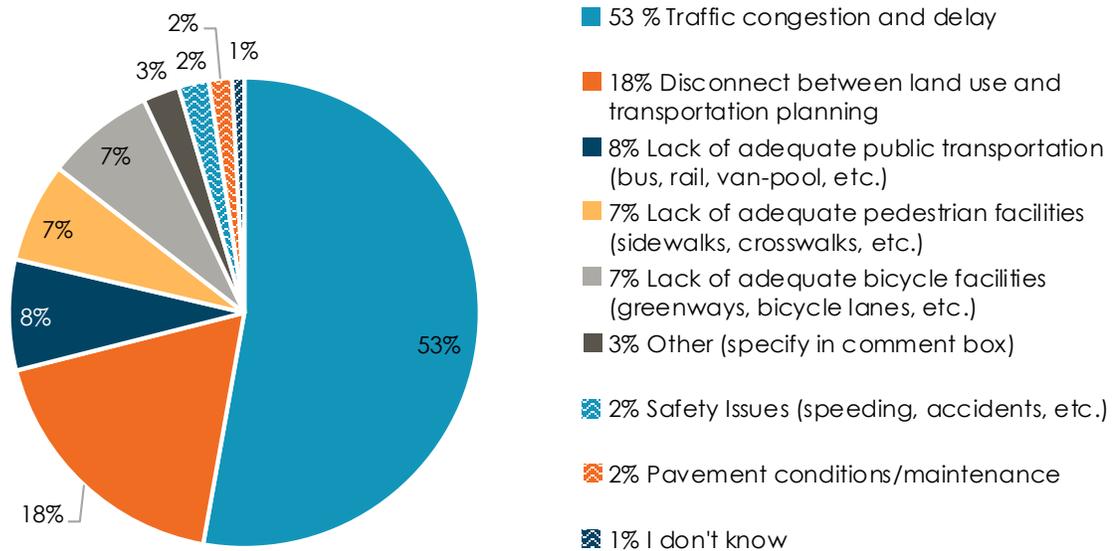
- **Downtown** (Mentioned 66 times)
 - Grow downtown to include more shopping, restaurants, and general mixed-use.
 - Fill existing buildings before new ones are built.
 - Balance growth while maintaining the aesthetics of downtown.
 - Parking in downtown is difficult.
 - Downtown should be a destination.
 - Increase walkability of downtown by providing more sidewalks and greenways and connections to existing facilities.
- **Transit** (Mentioned 47 times)
 - Provide transit service to downtown Durham and Raleigh to help those who want to visit or work in these areas.
 - Congestion could be alleviated with new transit options, especially buses.
- **Bicycle and Pedestrian** (Mentioned 159 times)
 - Walking and biking would be enhanced if it was safer to cross streets.
 - Apex lacks consistent paths.
 - If more sidewalks and greenways were available between developments and downtown, more people would bike and walk.
 - Many people do not ride bikes because they feel the roads have too much traffic and are therefore unsafe.
 - Increase the number of bike lanes; connect existing and future bike lanes to create consistency within the network.
- **Parks** (Mentioned 10 times)
 - Expand existing parks and greenways and create new ones.
 - Make connections to Apex Nature Park and current greenway network.
 - Add community greenspace in downtown as well as public spaces and family friendly areas in general.
 - Preserve existing natural areas.
- **Schools** (Mentioned 97 times)
 - Travel safety is a concern near schools.
 - There are not enough continuous sidewalks and bike lanes for students to use.
 - Crossing the street by schools is very dangerous.
- **Development** (Mentioned 197 times)
 - Residential (Mentioned 124 times)
 - There is too much residential development being built too fast.
 - The existing transportation network cannot withstand the constant increase of new development without improvements being made.
 - Roadway projects need to be finished before additional developments are added.
 - Farmland, trees, and other open space is not being preserved the way it needs to be.

- Commercial (Mentioned 28 times)
 - Stop annexing new land for development.
 - Stop putting large buildings on small lots.
 - There is a huge disconnect between new commercial and residential areas.
 - The lack of infrastructure is gridlocking traffic.
 - More commercial development should be located along Old US 1 where there is less development.
- Other non-Residential Development (Mentioned 6 times)
 - There is currently too much development taking away from existing businesses.
 - Do not build businesses on roads with significant transportation issues.
 - Incentivize businesses to let their employees work from home in order to reduce roadway congestion.
- Industrial (Mentioned 12 times)
 - Locate industrial uses on the outskirts of town and not in residential areas.
 - The NC 540 corridor is an area where industrial uses should be built.
 - Balance new construction, whether it is industrial or residential, with attempting to keep green space.
 - Do not construct any new industrial development until the infrastructure to support it is in place.
- Preservation (Mentioned 20 times)
 - Stop cutting down trees and plowing over farmland to accommodate new development.
 - Preserve wooded areas and farmland to help maintain "small-town" charm.
- Urban Form (Mentioned 22 times)
 - Expand development in downtown in a way that maintains a design and general form indicative of what is already in the area.
 - Avoid "industrial" or "cookie-cutter" building types and support charm with a unique variety of buildings and business.
 - Better design standards are needed to maintain small-town charm.
- **Roadways**
 - Finish the Apex Peakway. (Comments regarding the Peakway were mentioned 25 times.)
 - Widen Ten Ten Road. (Comments regarding Ten Ten Road were mentioned 48 times.)
 - Connections to US 1 and NC 55 need to be improved. (Comments regarding US 1 and NC 55 were mentioned 62 times.)
 - Major congestion and/or safety issues exist on the following roadways:
 - Laura Duncan Road (Mentioned 15 times)
 - Humie Olive Road (Mentioned 3 times)
 - Olive Chapel Road (Mentioned 22 times)
 - Apex Peakway
 - NC 55

Survey Results

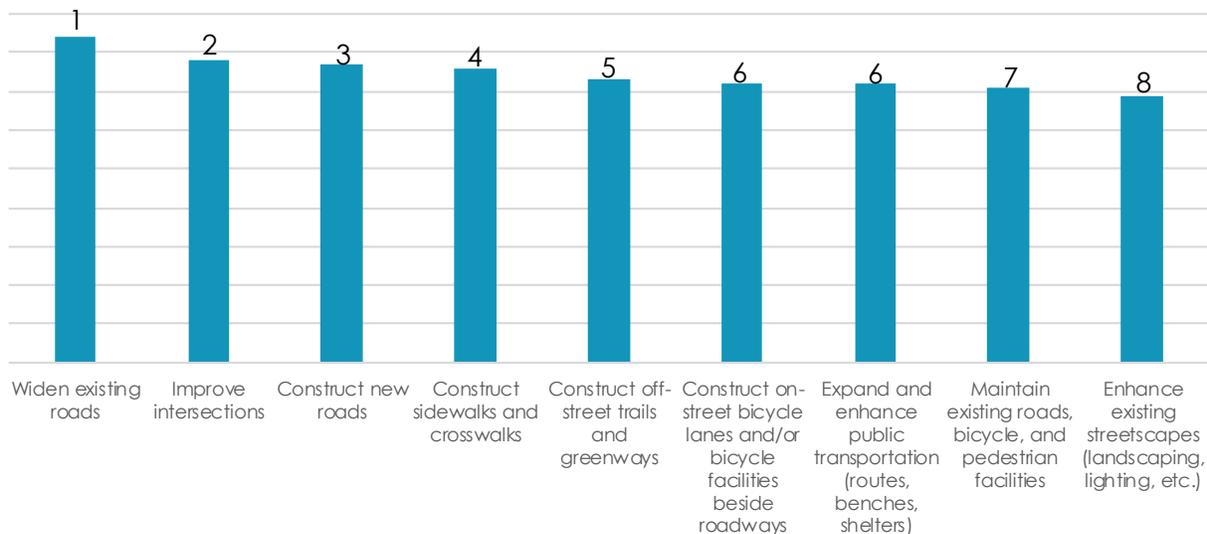
A summary of the responses to each of the 33 questions can be found on the following pages.

Question 1: What is the most important transportation issue facing Apex? Check one.

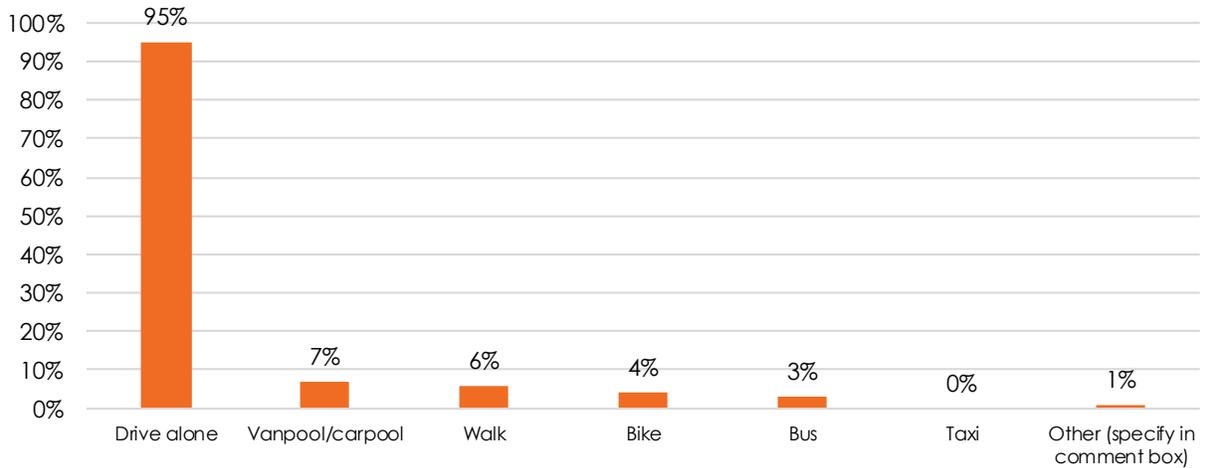


Question 2: How should your tax dollars be spent on transportation in Apex? Prioritize.

The below responses are ranked most important to least important based on the average of received responses.

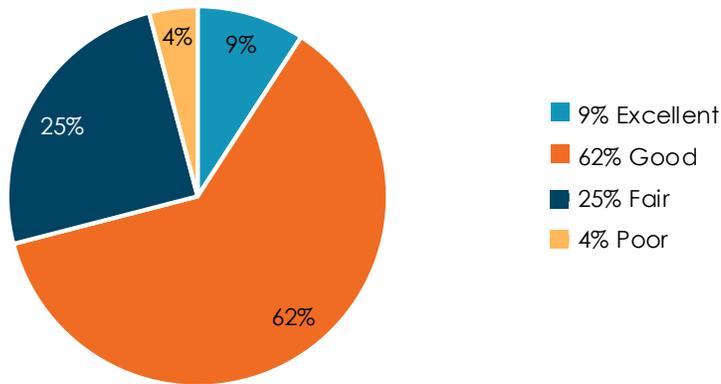


Question 3: What modes of transportation do you use to travel to work or school in a typical week? Check all that apply.

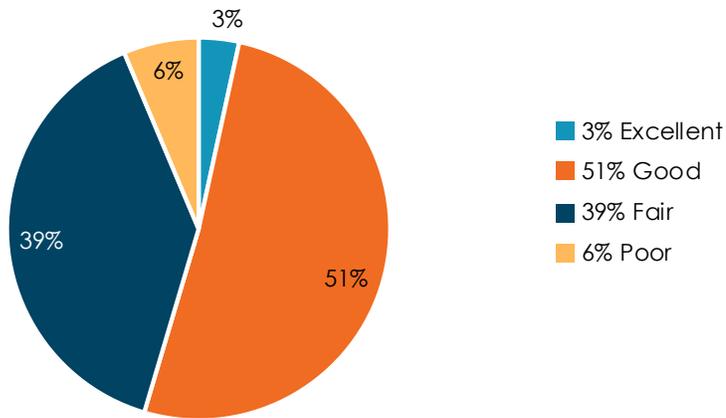


Question 4-9: How do you rate the following in Apex? Excellent, Good, Fair, Poor

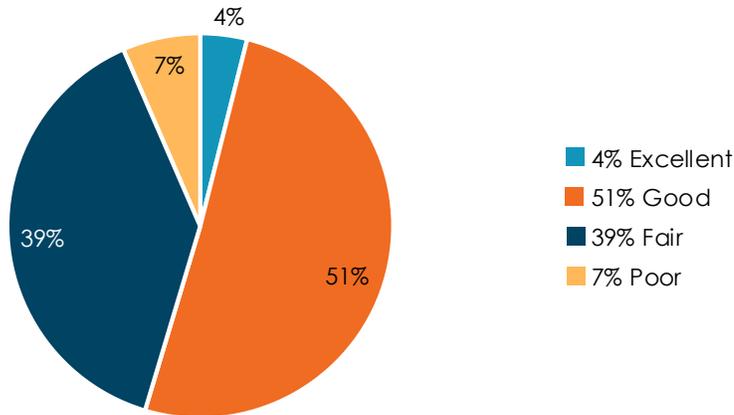
- Question 4: Traffic Safety



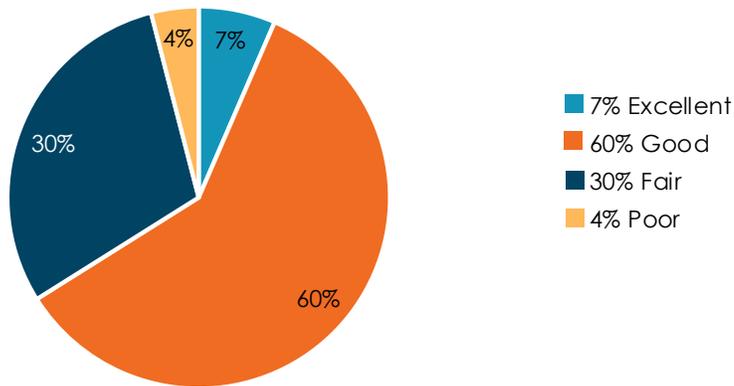
- Question 5: Mobility on Major Roads



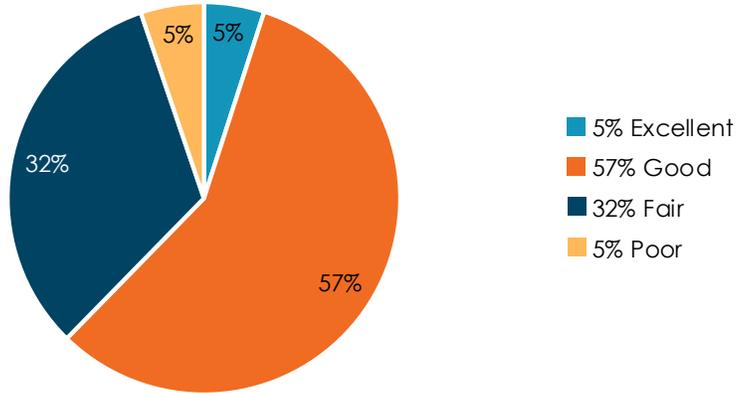
- Question 6: Mobility on Local Roads



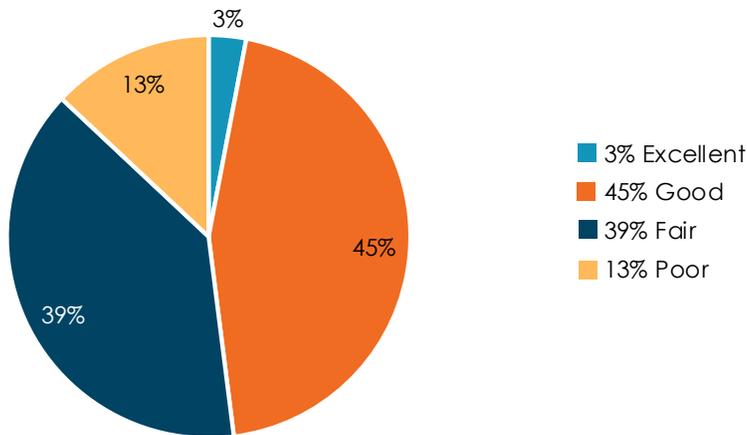
- Question 7: Roadway Maintenance



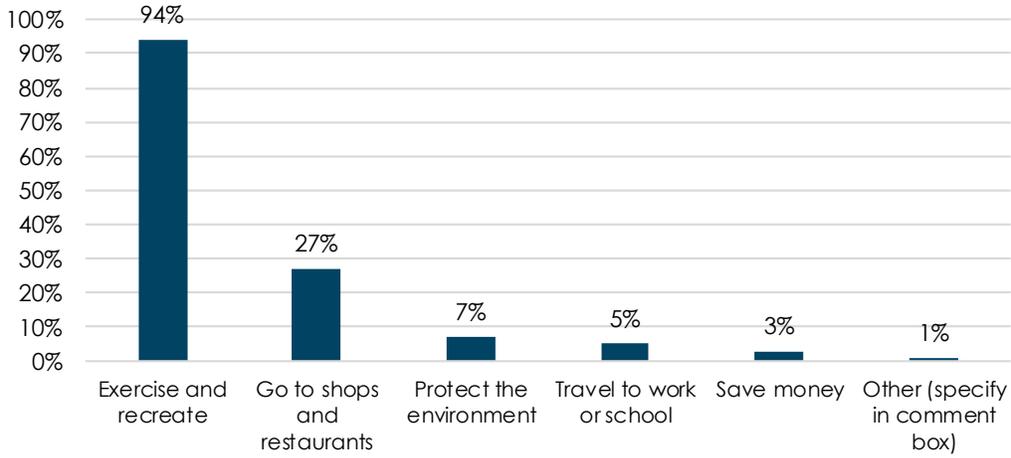
- Question 8: Attractiveness of Roads



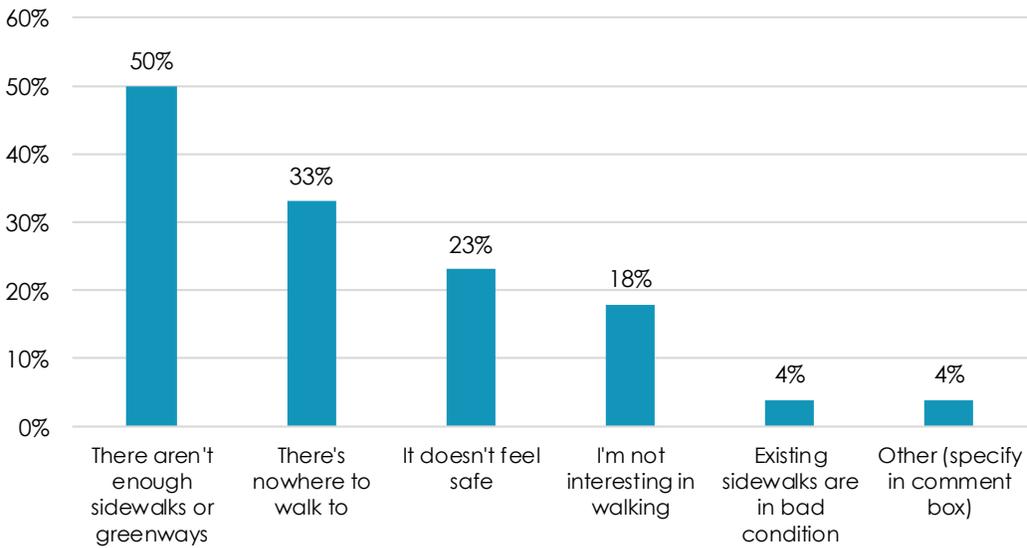
- Question 9: Traffic Signal Timing



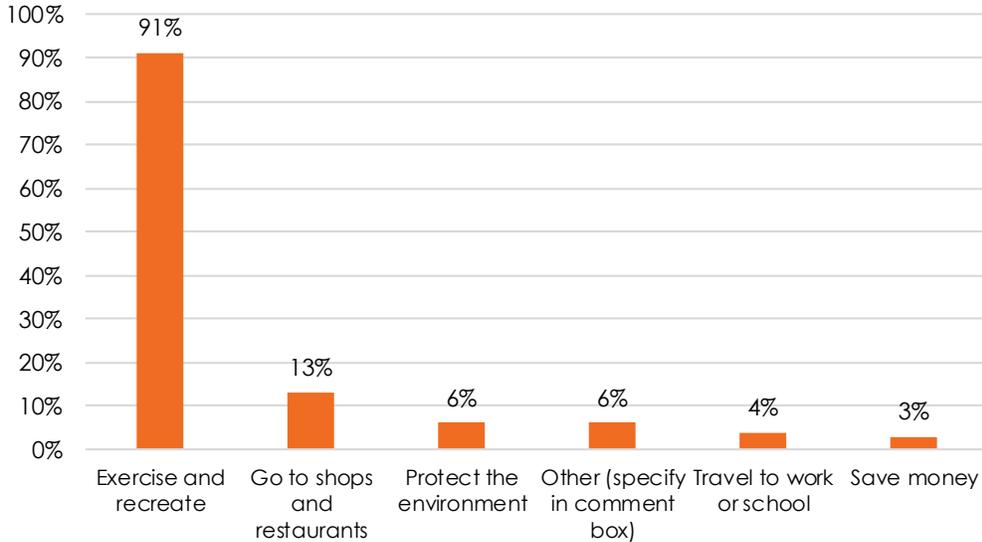
Question 10: When I walk, it's to... Check all that apply.



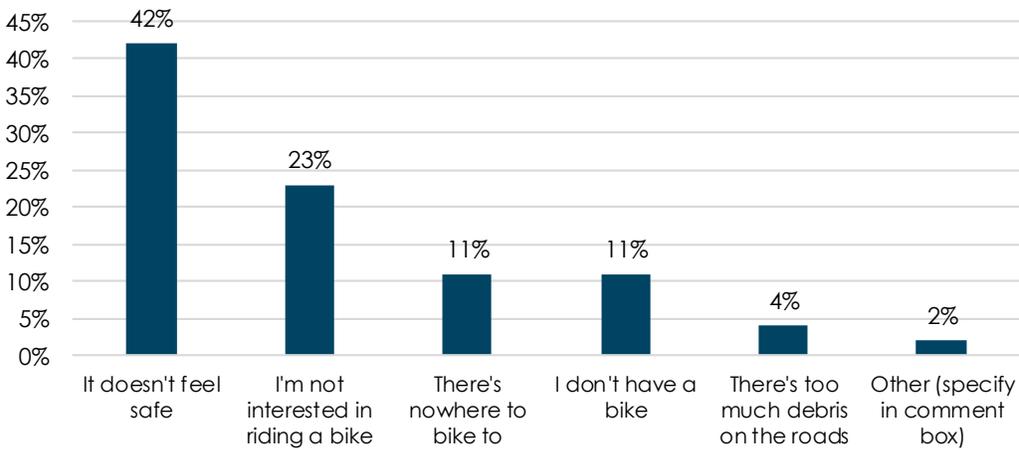
Question 11: When I don't walk, it's because... Check all that apply.



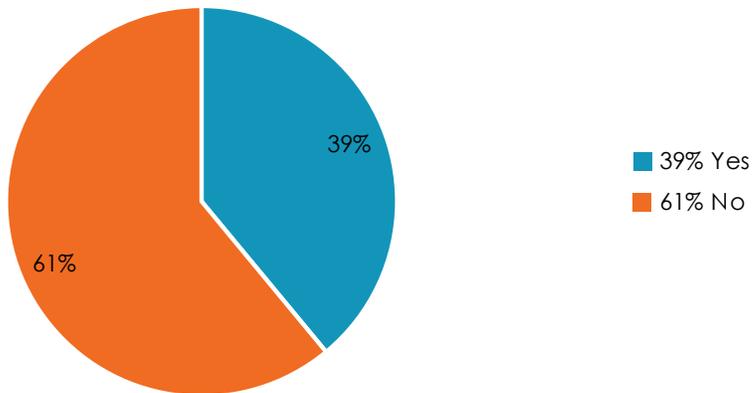
Question 12: When I ride a bike, it's to... Check all that apply.



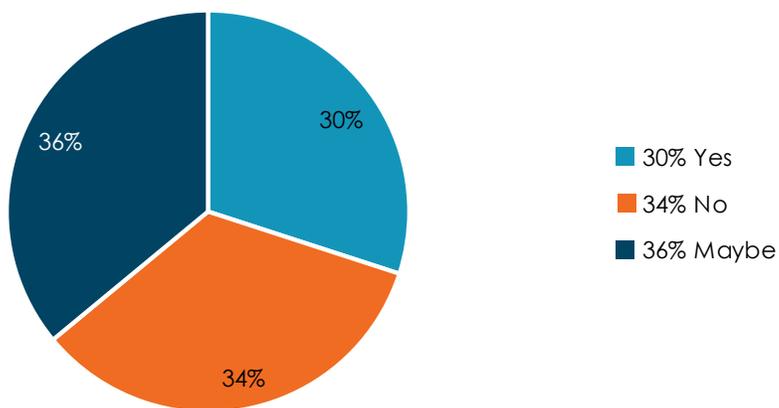
Question 13: When I don't ride a bike, it's because... Check all that apply.



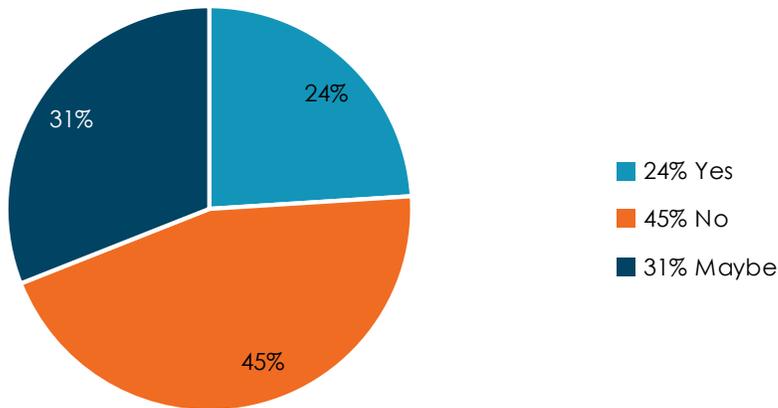
Question 14: Are you aware that two GoTriangle bus routes serve Apex? Check one.



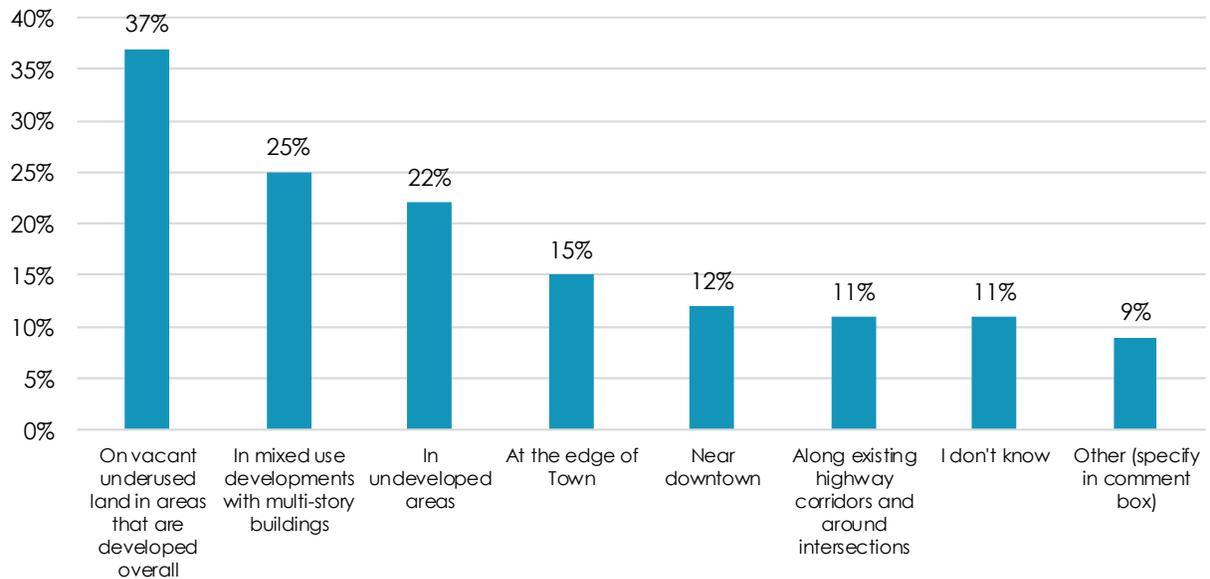
Question 15: Would you like to use public transportation to get between Apex and regional destinations? Check one.



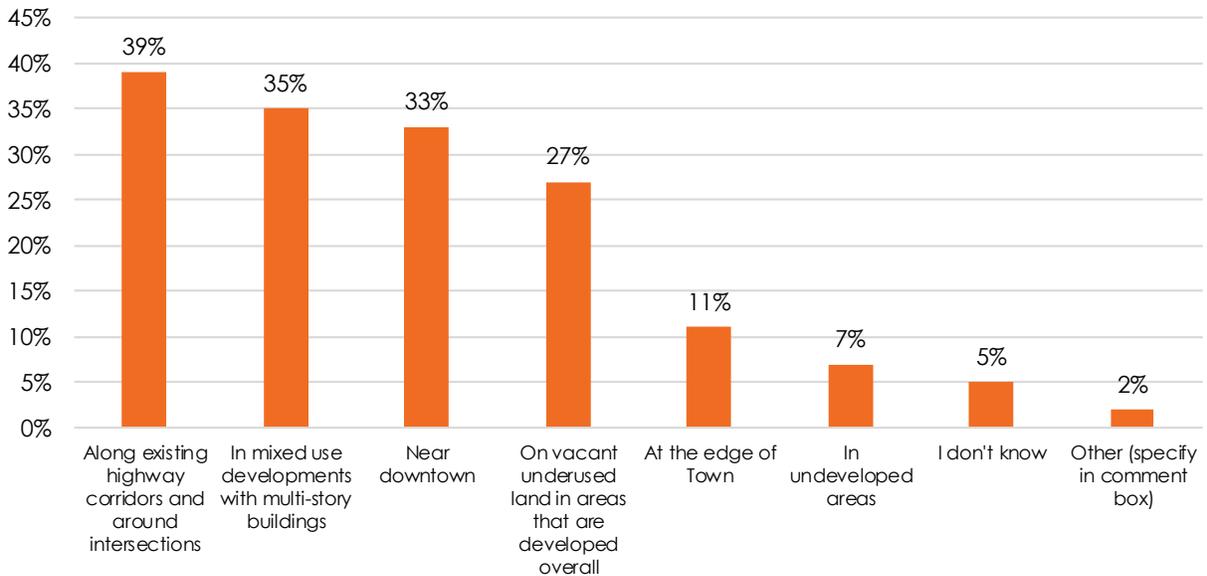
Question 16: Would you like to use public transportation to get around Apex? Check one.



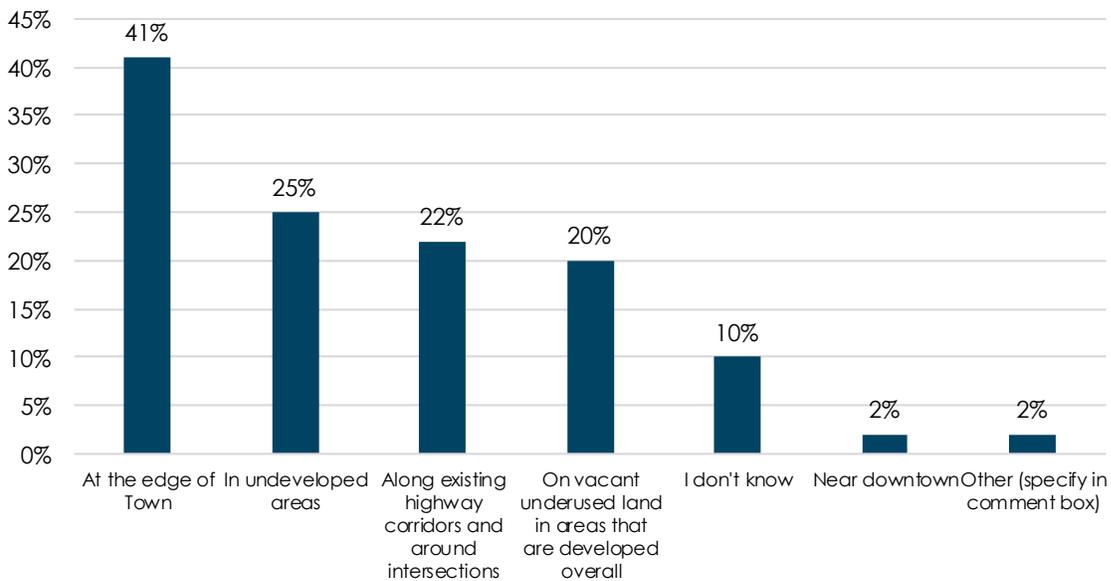
Question 17: New residential development would be best located...Check all that apply.



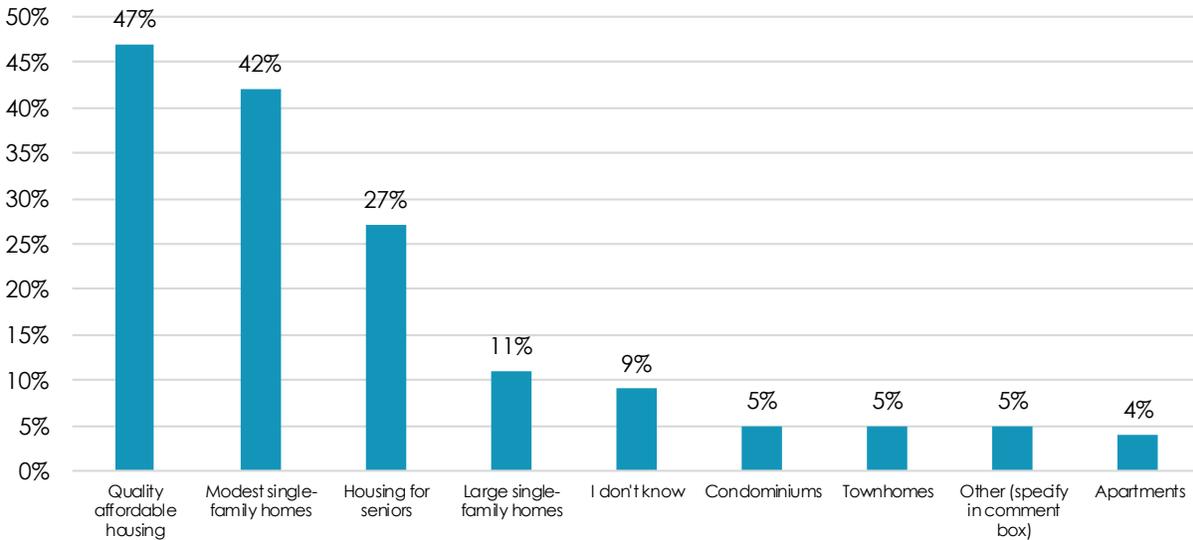
Question 18: New office and retail development would be best located...Check all that apply.



Question 19: New industrial development would be best located...Check all that apply.



Question 20: What are the biggest housing needs for Apex?...Check all that apply.



Question 21: What are your preferred development patterns?...Check all that apply.

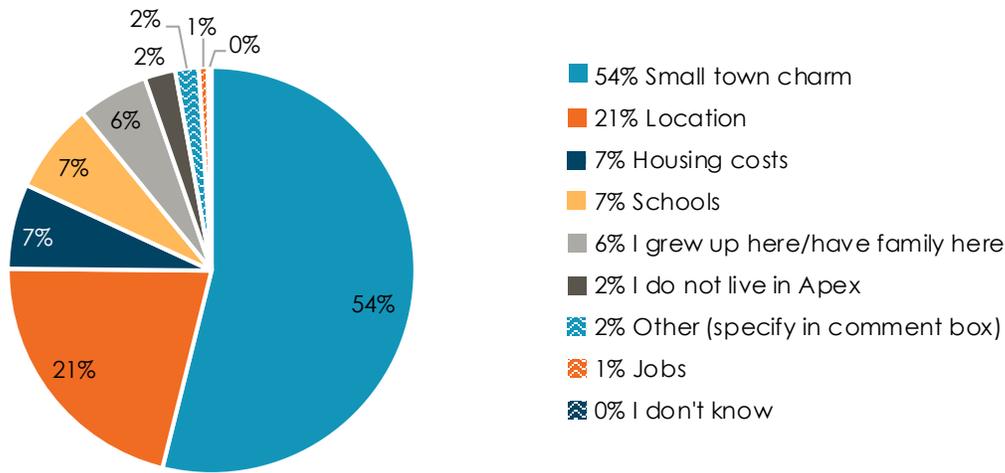
The responses are ranked most important to least important based on the average of received responses.

1. Separate residential and retail areas that are in relative proximity to one another (short drive, easy bike ride, long walk). Business locations are located such that most people would drive to work but some would bike or utilize regional transit.
2. A mixed use walkable development with multi-story buildings (5 stories or less), places for people to live, shop, work, and play, and public spaces that give it a sense of place.
3. Large lot residential far removed from jobs and shopping. People typically drive everywhere for work, shopping, and recreation.
4. City living in mid-rise (15 stories or less) apartments and condominiums with nearby office buildings featuring retail establishments and restaurants on the first floor. People typically walk and utilize local transit opportunities.

Question 22: What is one objective the revised future land use map should address?

- A sampling of the comments offered in response to this survey question is as follows.
 - Many commenters indicated residential development should stop. (Mentioned 18 times)
 - Commenters also noted a need for more affordable housing. (Mentioned 5 times)
 - Commenters noted there is a need for better balance between land use and infrastructure - while being sure not to overgrow and stick to the set plan. (Mentioned 21 times)
 - Two ideas were communicated in regard to downtown Apex: keeping the small-town charm (mentioned 43 times) and increasing density (mentioned 3 times). These

Question 24: The main reason I choose to live in Apex is...Check one.

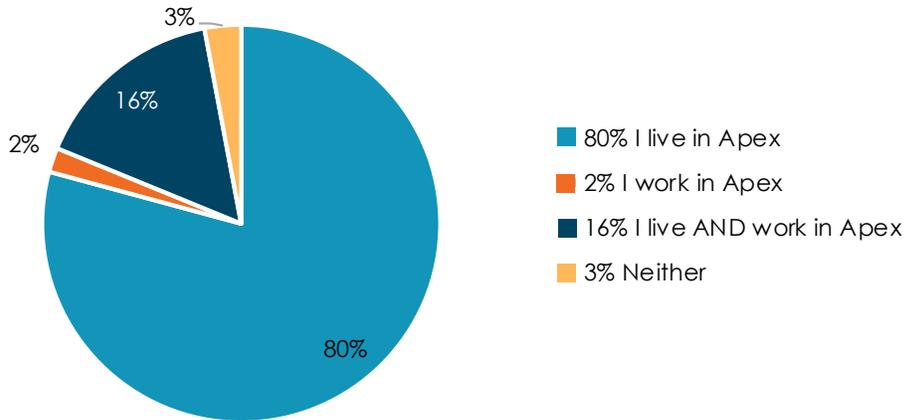


Question 25: Select the most important challenged facing Apex...

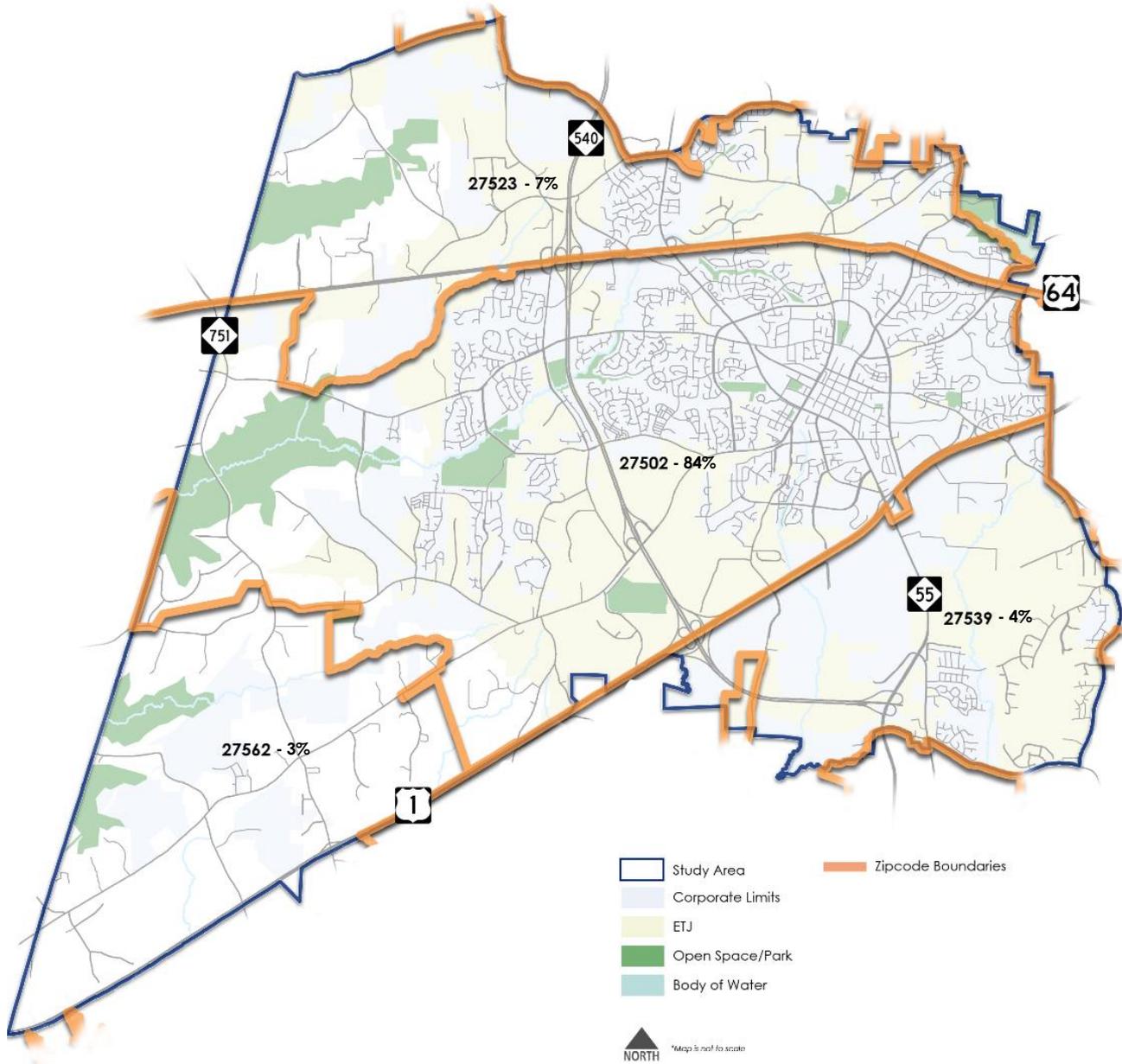
The responses below are ranked most important to least important based on the average of survey responses.

1. Population growth
2. Traffic congestion and safety
3. Loss of small town charm
4. Natural resource preservation
5. Community beautification
6. Farmland preservation
7. Housing diversity (type, cost, etc.)
8. Business recruitment
9. Lack of transportation options (walking, biking, transit)
10. Sewer availability
11. I don't know
12. Other

Question 26: Do you live and/or work in Apex? Check one.



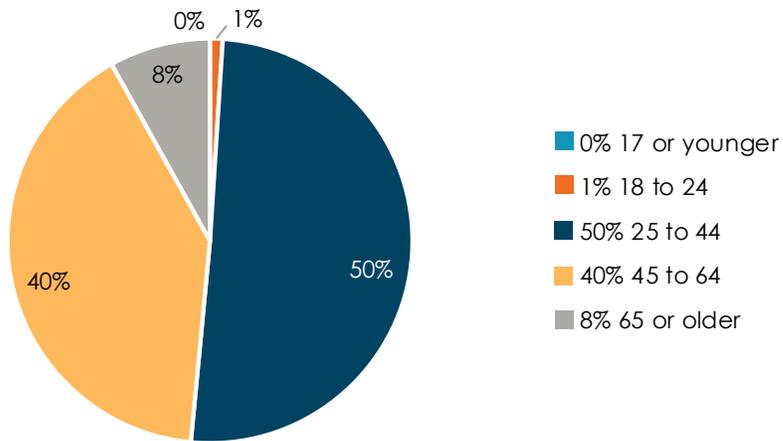
Question 27: What is the zip code of your primary residence? Check one.



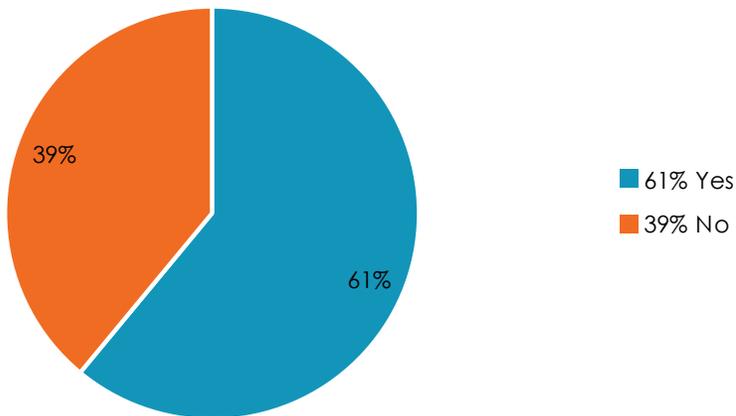
2% Other:

- 27540
- 27560
- 27617
- 27609
- 27513
- 27519
- 27713

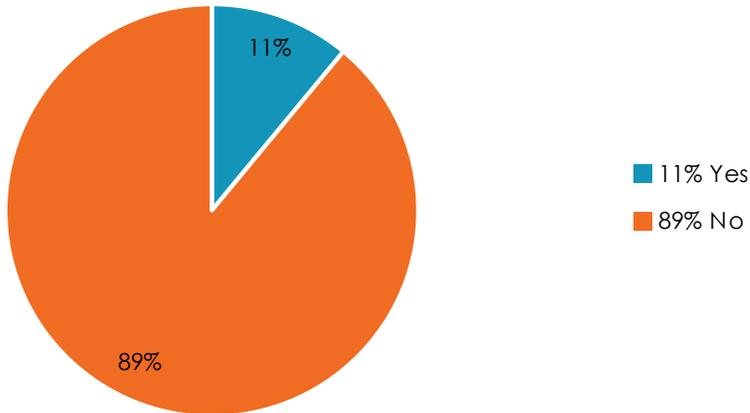
Question 28: Identify your age group. Check one.



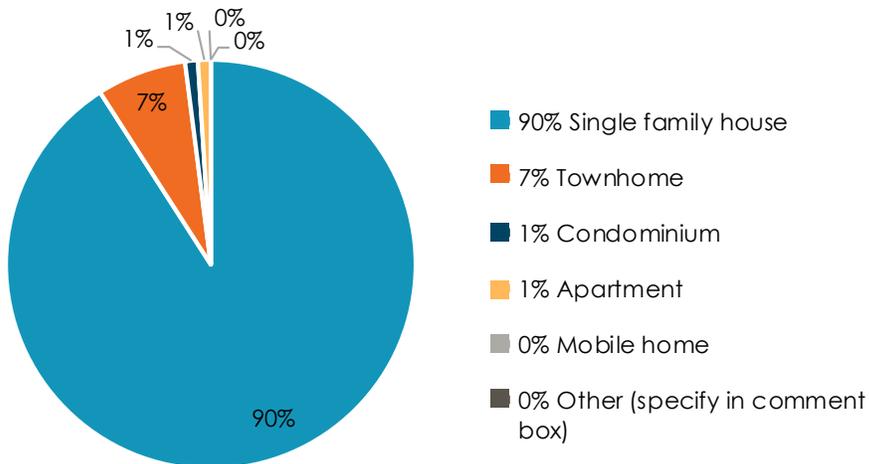
Question 29: Do any children under the age 17 live in your household? Check one.



Question 30: Are you or any members of your household over the age of 65? Check one.



Question 31: What best describes the type of building you live in? Check one.



Question 33: Show specific locations where you have ideas about land use...

All comments received were tabulated and are considered in the overall plan, however the map depicts needs that were mentioned with the greatest frequency.

