



Town Council Work Session
February 18, 2025 | 3:30 PM
Apex Town Hall | 73 Hunter Street, Apex, NC
3rd Floor Training Rooms A and B

- 1. Call to Order | Pledge of Allegiance**
Mayor, Jacques K. Gilbert
- 2. Safe Routes to School Update**
Jenna Shouse, Senior Planner – Long Range
 - a) Principal Interviews and Key Takeaways**
 - b) School Site Visits**
 - c) Pedestrian Needs**
 - d) Community Awareness**
 - e) FY2026-2030 Staff SRTS CIP Request**
- 3. Apex Peakway North Widening Feasibility Study**
Adam Stephenson, Transportation Engineering Manager
 - a) Project Background**
 - b) Feasibility Study Overview**
 - c) Comparison of Alternatives**
 - d) Preliminary Cost Estimates**
 - e) Findings and Recommendations**
- 4. Flock Camera Program Review**
Chief Ryan Johansen, Apex Police Department
 - a) Flock Program Background**
 - b) Key Policy and Procedure Components**
- 5. Adjournment**

ANNOUNCEMENTS

Members of the public can access and view the meeting on the Town's YouTube Channel <https://www.youtube.com/c/TownofApexGov> or attend in-person.

Accommodation Statement: Anyone needing special accommodations to attend this meeting and/or if this information is needed in an alternative format, please contact the Town Clerk's Office. The Town Clerk is located at 73 Hunter Street in Apex Town Hall on the 2nd Floor, (email) allen.coleman@apexnc.org or (phone) 919-249-1260.



February 18, 2025

Safe Routes to School Updates

Town Council Work Session



Overview

- Principal interviews and key takeaways
- School site visits
- Pedestrian Needs Inventory
- Community awareness
- FY 2026-2030 staff SRTS CIP request



Principal Interviews & Key Takeaways




2023-2024 Principal Interviews: Timeline & Purpose

- Meet every two years with school principals
- Meetings included TID, Parks & Rec, and Police staff
- Purposes were to:
 - Share Town's approach to addressing SRTS needs through the CIP and approved bond
 - Provide updates on identified needs at their school
 - Receive input from the school about new or ongoing needs
 - Share information on Apex PD's Pedestrian and Bicycle Safety Skills Program
 - Share information on helmet availability through NCDOT grant award





2023-2024 Principal Interview: Key Takeaways

- Recently-completed projects are being utilized by students and families
 - Many of the previously-identified needs are still relevant and some have become higher priorities
 - Projects that are underway are still a priority
 - Overall, there are safety concerns with school kids crossing major roadways
- 

Apex Elementary School & Apex Middle School Site Visits

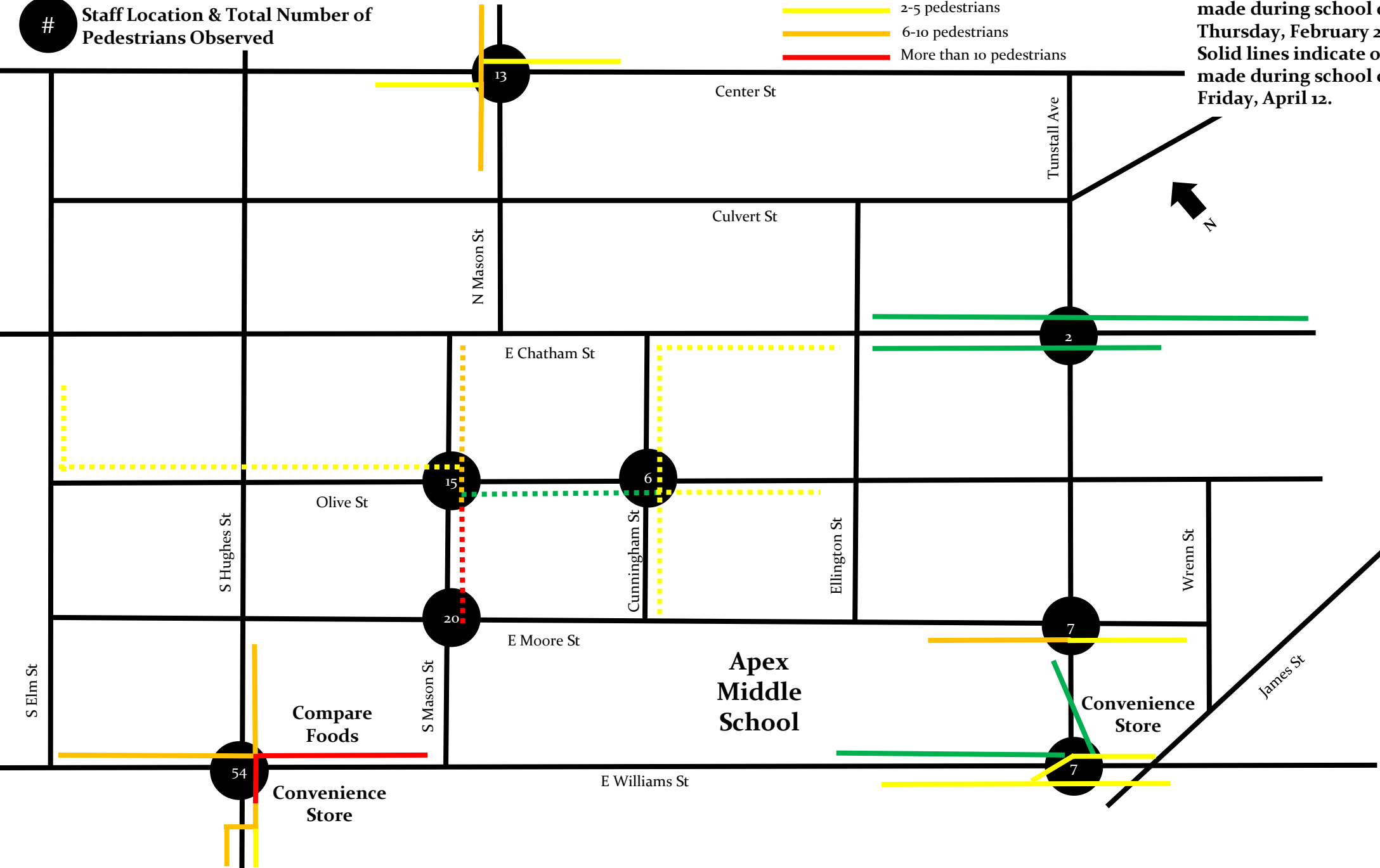


#

Staff Location & Total Number of Pedestrians Observed

- 1 pedestrian
- 2-5 pedestrians
- 6-10 pedestrians
- More than 10 pedestrians

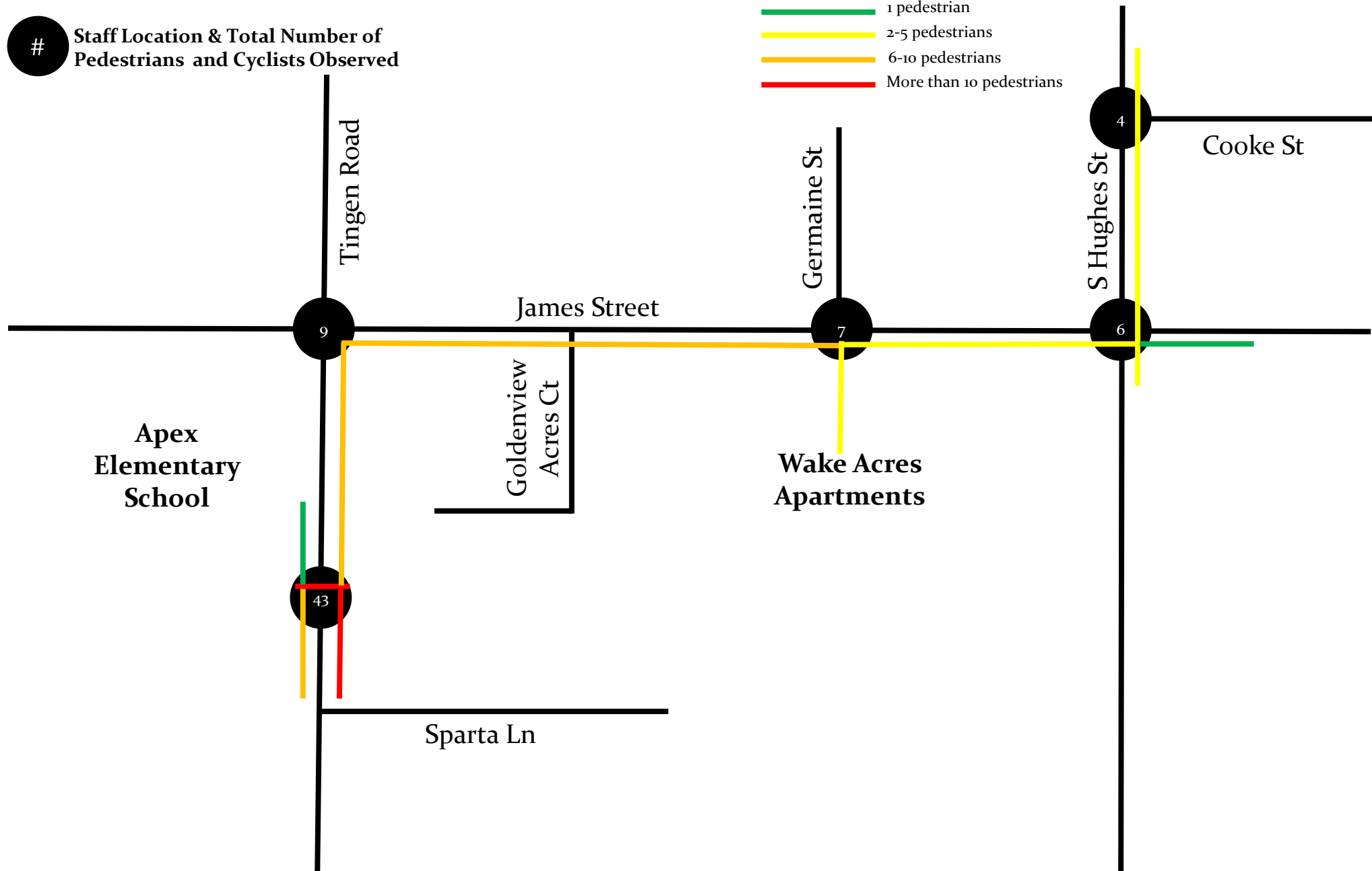
Dashed line indicates observation made during school dismissal on Thursday, February 22.
Solid lines indicate observations made during school dismissal on Friday, April 12.





Staff Location & Total Number of Pedestrians and Cyclists Observed

- 1 pedestrian
- 2-5 pedestrians
- 6-10 pedestrians
- More than 10 pedestrians



Pedestrian Needs Inventory




Pedestrian Needs Inventory – Elements & Recent Updates

- Typical section cost estimates for high-scoring projects **(Added)**
- Whether it provides a safe route to school
- Citizen requests
- Observed bicycle/pedestrian routes
- Crash information, including presence on the **High Crash Network or High Injury Network (Added)**
- Roadway facility type
- Context area
- Whether a reasonable alternate pedestrian route is available **(Added)**
- Destinations within ¼ mile
- Existing and proposed bus stops within ¼ mile & bus stop ridership **(Added)**
- Relative need





Pedestrian Needs Inventory – Next Steps

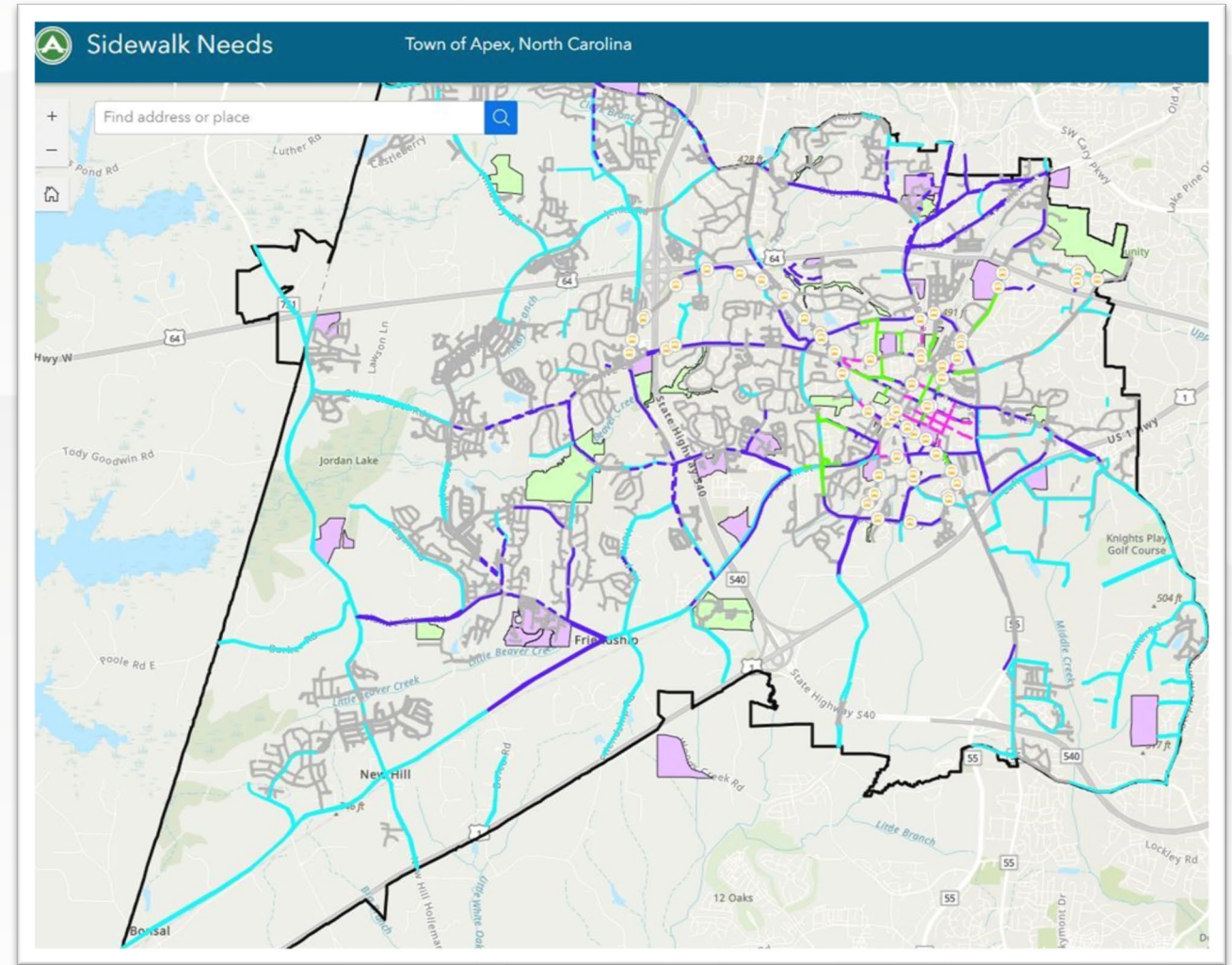
- Expand opportunity for transit riders to provide input on pedestrian needs
 - Staff to request a pedestrian access question on the regional transit demographic survey - conducted every 3-4 years
 - Gather input from future Multimodal Transportation Advisory Committee on Pedestrian Needs Inventory
 - Conduct site visits with TID staff prior to next round of staff SRTS CIP requests to gather preliminary information on environmental impacts
 - Ask Triangle Math & Science Academy, Grace Christian School, Felton Grove High School, and Pleasant Plains Elementary School to participate in the next round of principal interviews
 - Updated Comprehensive Plan may include updated direction on how we prioritize pedestrian projects
- 

Community Awareness



Sidewalk Prioritization & Safe Routes to School Webpage

- Prioritization explanation
- Sidewalk Needs Interactive map
- Safe Routes to School Analysis explanation and updates
- Outreach at EarthFest and PeakFest
- <https://www.apexnc.org/1949>



Sidewalk, Bike, and Transit Projects Webpage

- Bike/ped and transit projects are now on a separate webpage
- TID staff update the status of each project monthly
- Hyperlink to the sidewalk request form

Sidewalk, Bike, and Transit Projects

Do you have a suggestion for a new sidewalk project? Complete [this form!](#)

More information about sidewalk prioritization and the safe routes to school initiative is available [here](#).

Downtown Safe Routes to School and Transit Connections (BL-0047) - Safe Routes to School

This project addresses multiple high-priority safe routes to school for Baucom Elementary and Thales Academy K-5. This project will complete pedestrian routes to Baucom Elementary, Thales Academy K-5, GoApex Route 1 bus stops, GoCary Apex-Cary Express bus stops, and GoTriangle Route 305 bus stops. This project includes construction of pedestrian facilities along sections of Apex Parkway, Hillcrest Road, Cash Street, Pate Street, Hunter Street, and Ambergate Station. This project also includes pedestrian crossing improvements at the intersection of N Salem Street and Hunter Street.

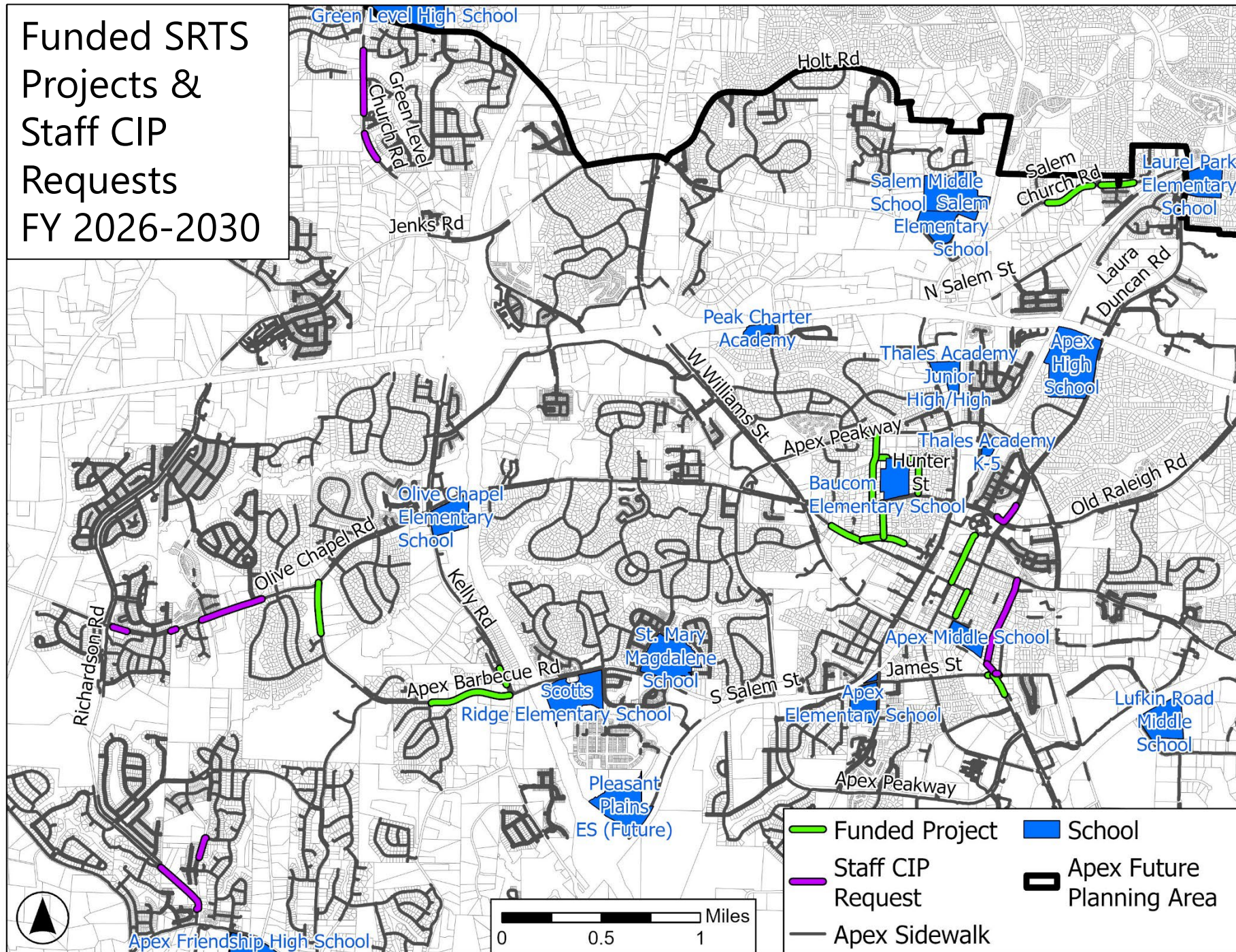
- **Status (01/02/25):** Right of way acquisition in progress.
- Lead Agency: Town of Apex, [Adam Stephenson](#), (919) 249-3417
- Status: 90% Design complete
- [Plans \(PDF\)](#)



Fiscal Year 2026-2030 Staff SRTS CIP Request



Funded SRTS Projects & Staff CIP Requests FY 2026-2030



Thank you!

Apex Peakway North Widening Feasibility Study

Town Council Work Session
February 18, 2025



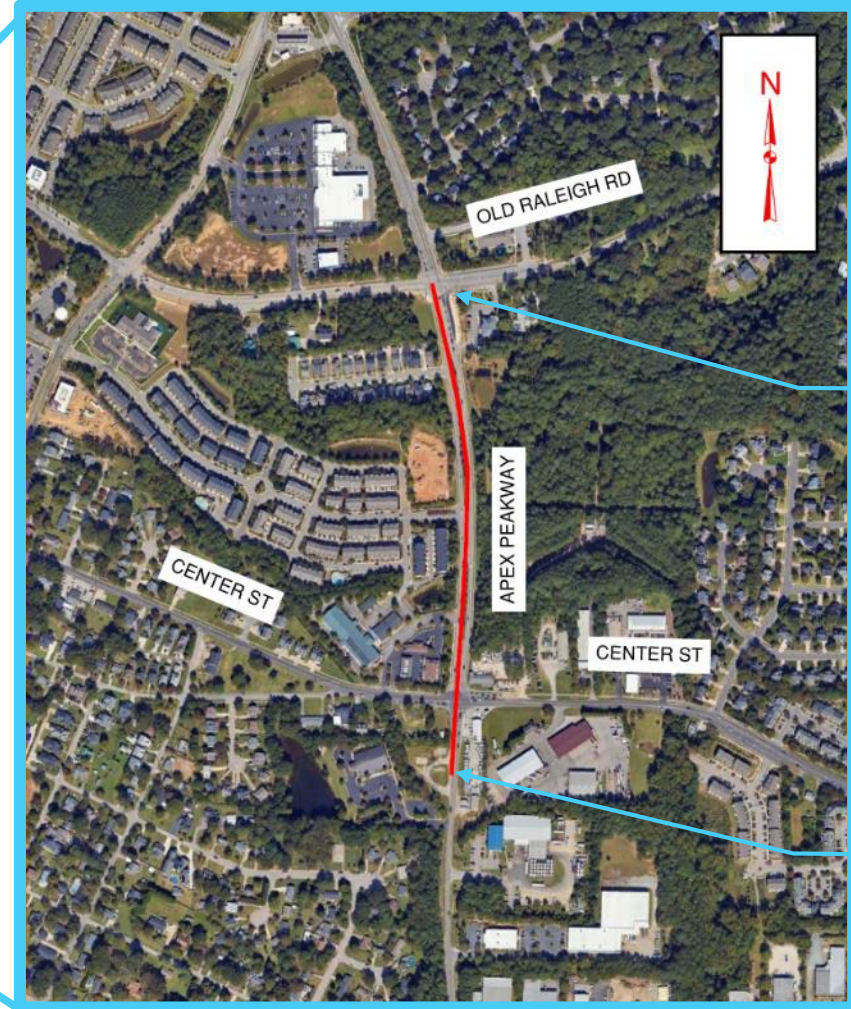
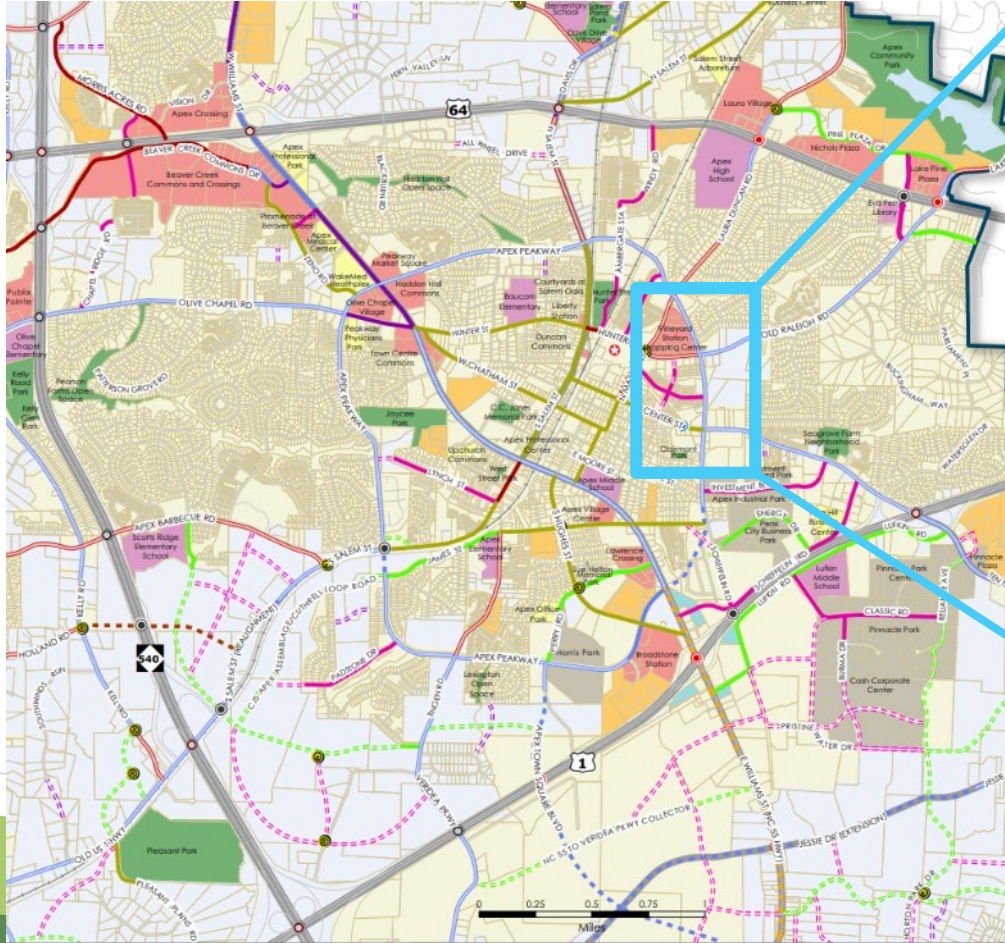
Agenda

- ▶ Project Background
- ▶ Feasibility Study Overview
- ▶ Comparison of Alternatives
- ▶ Preliminary Cost Estimates
- ▶ Findings and Recommendations

Project Background

- **Apex Peakway North Widening:** widen to 4-lane median-divided from Center St to Old Raleigh Rd

Source: Advance Apex (2045 Plan) Appendix E



End
Project

Begin
Project

Project Background

- ▶ Purpose: to reduce forecasted congestion within the corridor and improve transportation mobility within or through the project study area
- ▶ Need: the “completion of the Apex Peakway...is needed to relieve downtown traffic pressures and provide access to infill commercial and residential development sites over the next decade.”

Plan Corridors

ID	Project Name	To	From
Near Term			
PC-2	Apex Peakway New Location	S Salem Street	James Street
PC-3	Apex Peakway New Location	NC 55	Center Street
→ PC-4	Apex Peakway Widening	Ten Ten Road	Laura Duncan Road
PC-7	Apex Peakway Widening	N Salem Street	S Salem Street
PC-9	Davis Drive Widening & New Location	US 64	Farmpond Road

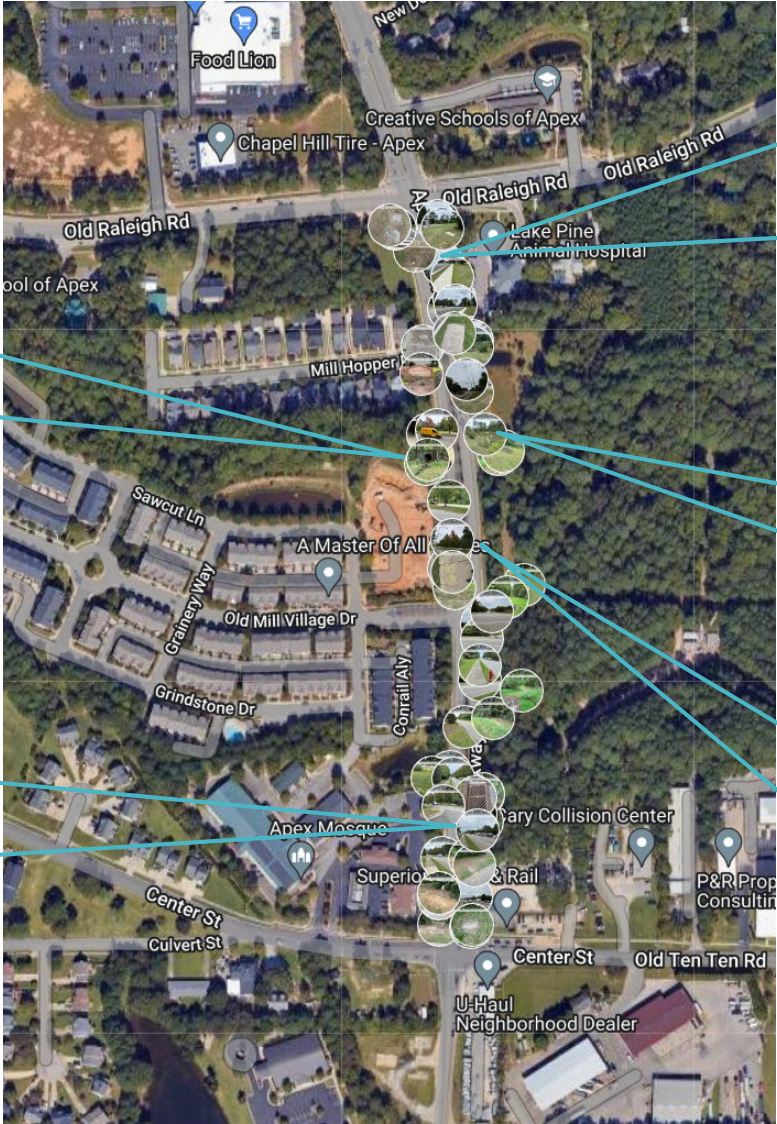
Source: Advance Apex (2045 Plan) CTP

Feasibility Study Overview

- ▶ **Primary goal: identify a best-fit alternative concept and cost estimates**
- ▶ To accomplish this, the following were completed to inform the concept design development:
 - ▶ Preliminary GIS screening to identify potential constraints, natural and human environment features
 - ▶ Site visit completed in September 2024
 - ▶ Review of existing utility and infrastructure data
 - ▶ Review of adjacent project plans and traffic forecasts

It should be noted that a Feasibility Study is a preliminary evaluation that is the initial step in the planning and design process for a candidate project and not the product of exhaustive environmental or design effort. The purpose of this Feasibility Study is to describe the proposed project, including cost, and identify potential issues/problems that may require consideration in the planning and design phases.

Site Overview



72"
Existing
Culvert



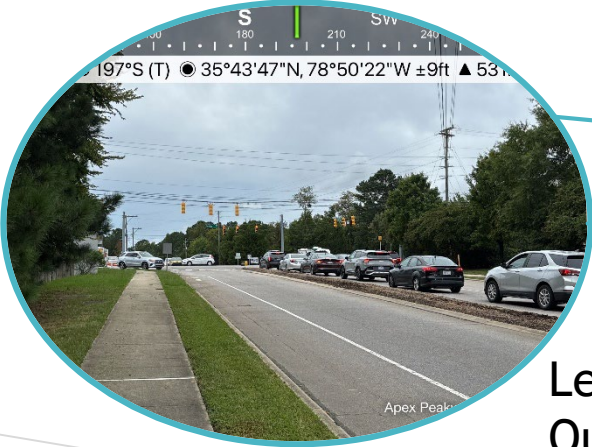
Recently
Completed
Right Turn
Lane



Stormwater
Management
Ponds



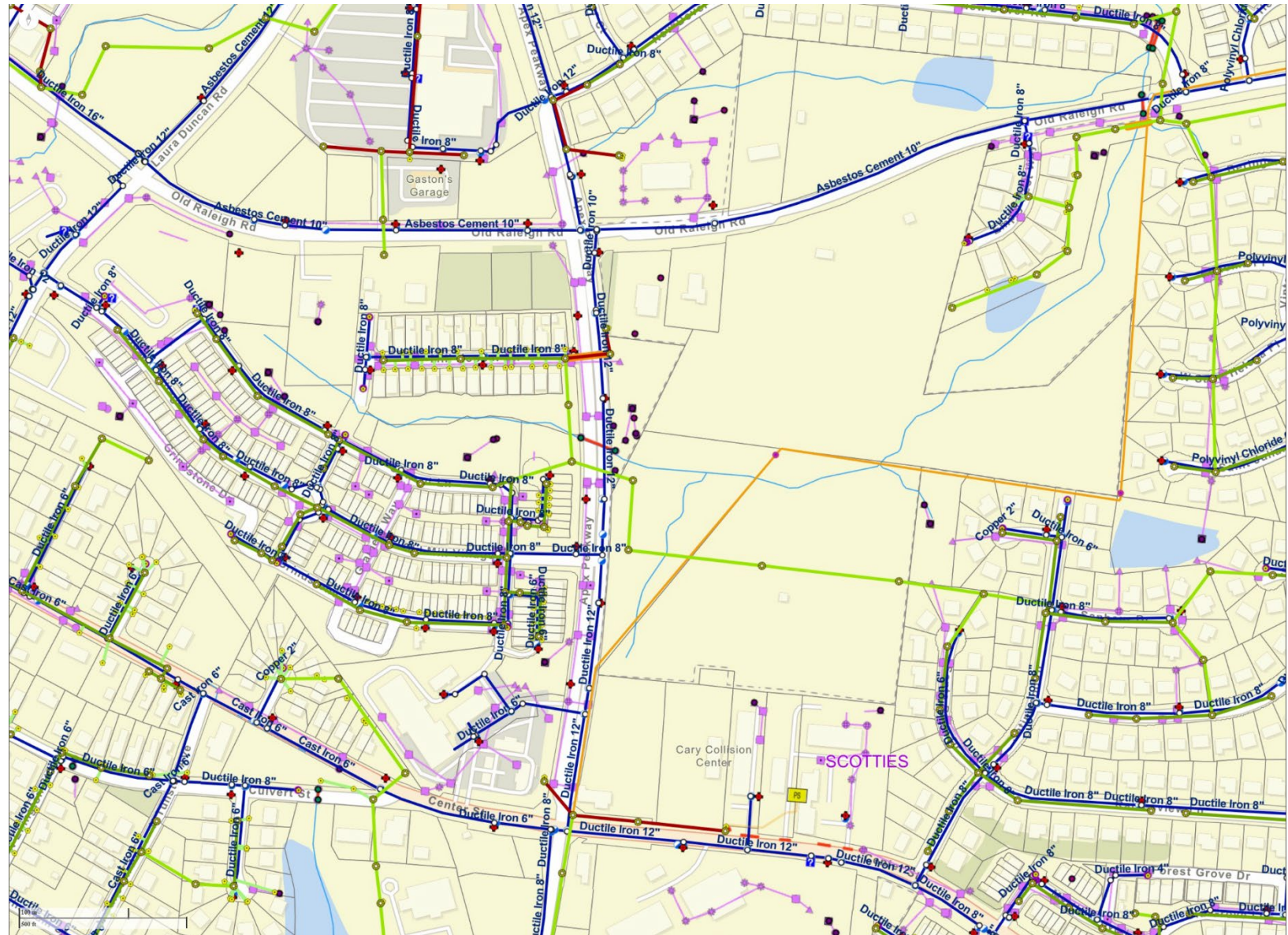
Utilities



Left Turn
Queue at
Center St

Existing Utilities

- ▶ Power (Duke, Apex Electric)
- ▶ Lighting (Town)
- ▶ Water (Town)
- ▶ Sewer (Town)
- ▶ Gas (Enbridge)
- ▶ Telecom (several)



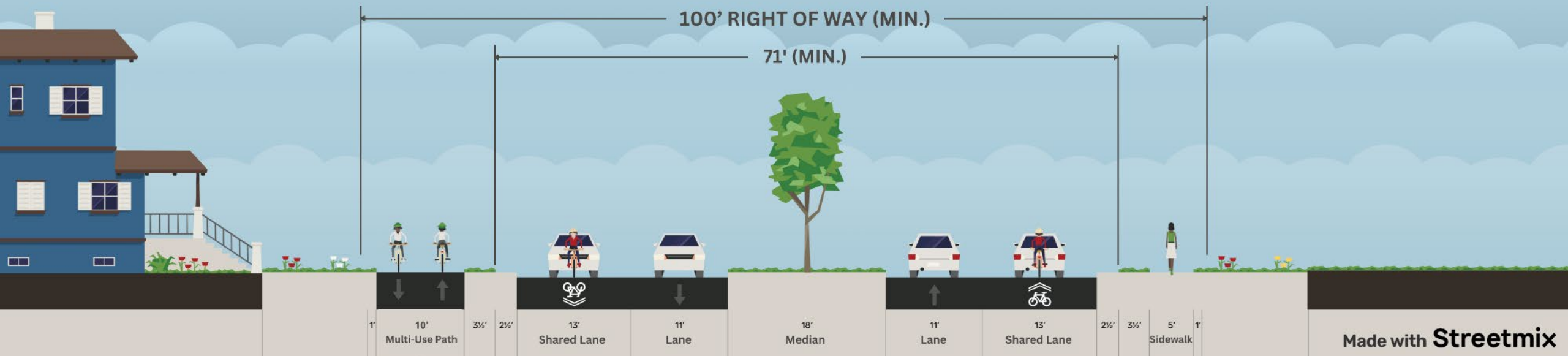
Existing Apex Peakway (Center St to Old Raleigh Rd)



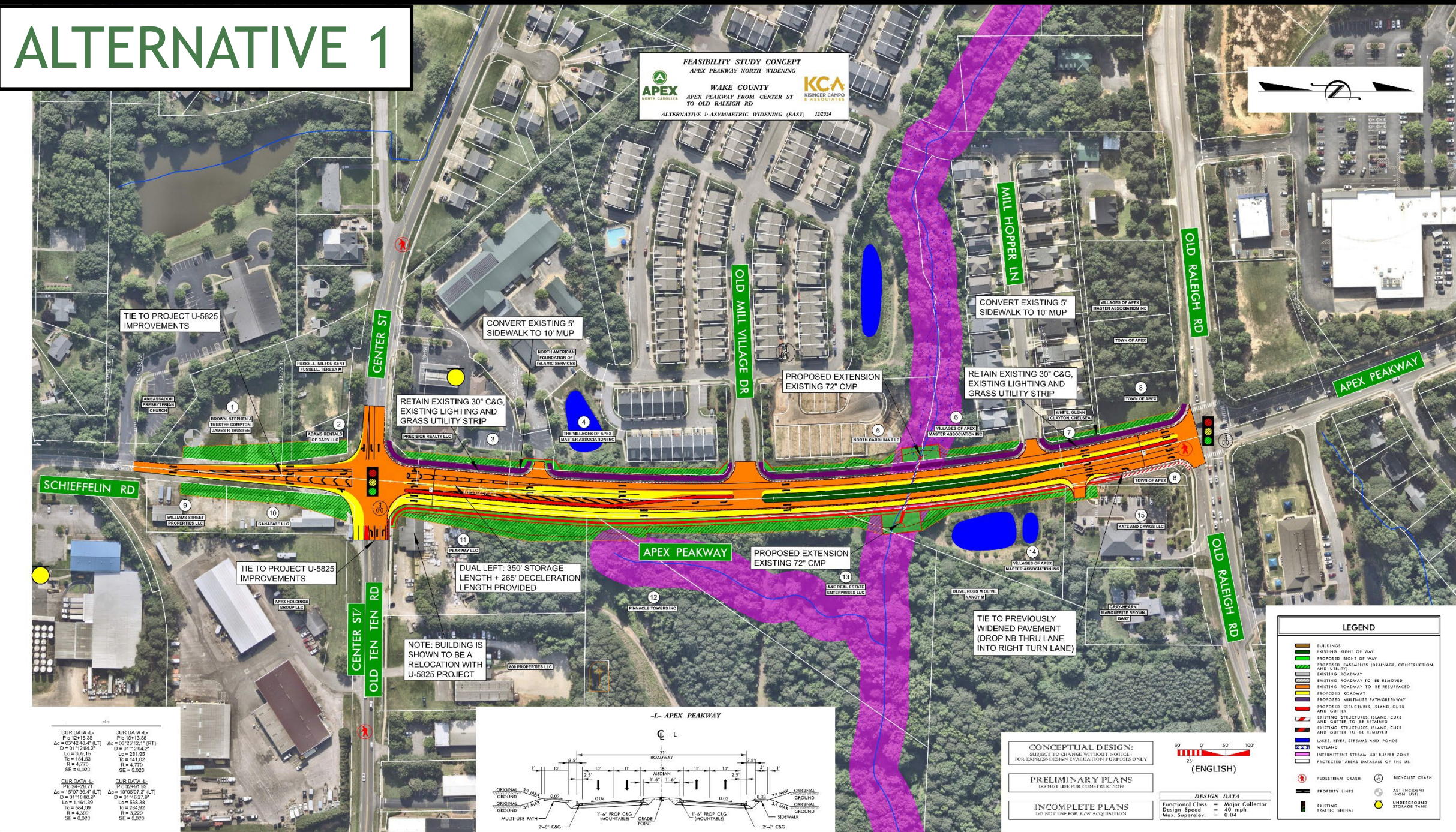
Existing typical section: 2-lane median divided with bike lanes and sidewalks

Conceptual Design Evaluation

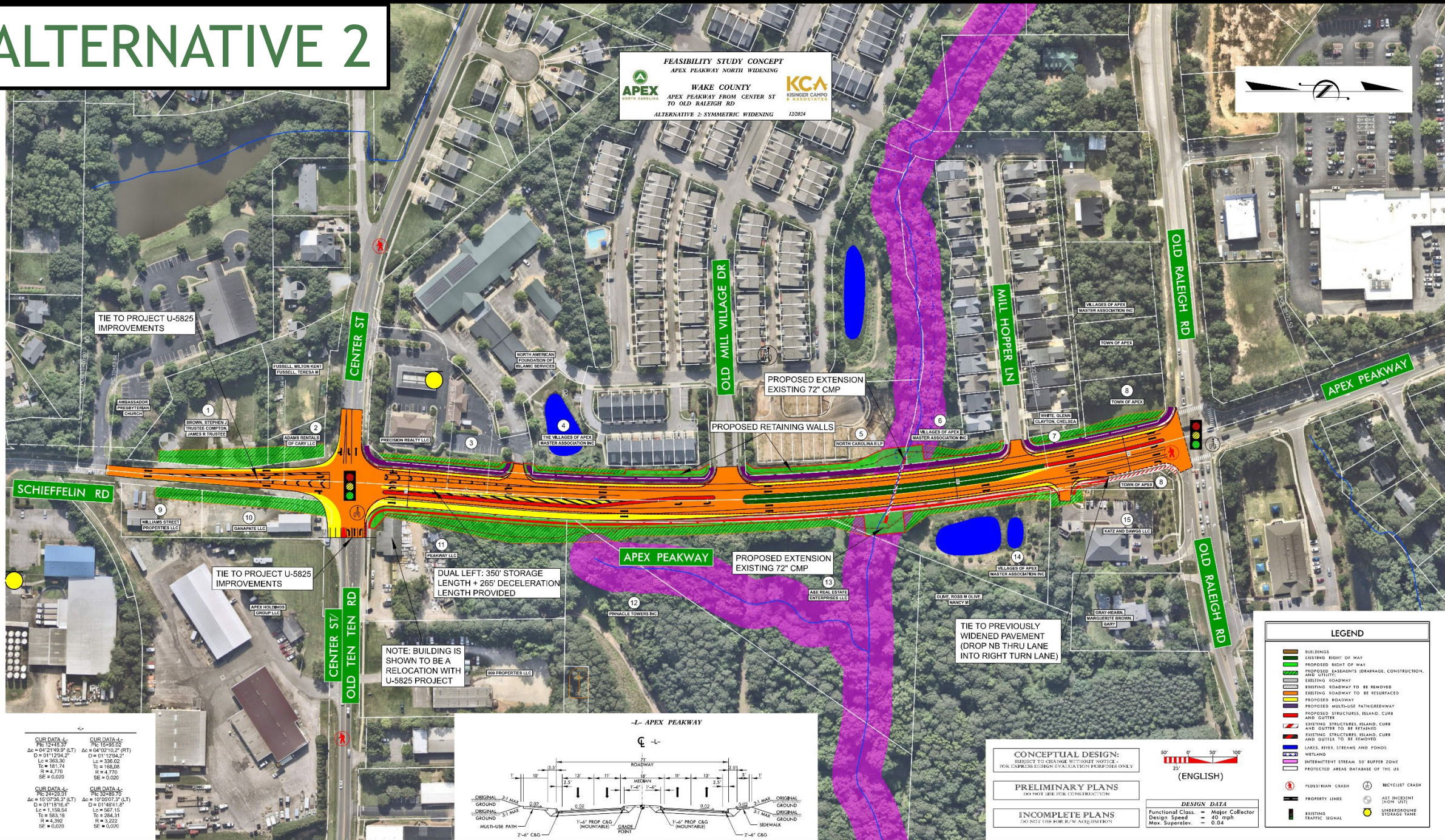
Apex Peakway Typical Section



ALTERNATIVE 1



ALTERNATIVE 2



Comparison of Alternatives

Alternative 1 (Asymmetric):

- ▶ Widen to the east

Benefits:

- ▶ Retains existing stormwater system on west side
- ▶ Reduces impacts to neighborhood on west side
- ▶ Avoids need for retaining walls
- ▶ Reduced construction cost

Disadvantages:

- ▶ Increased potential for impacts to stormwater detention ponds on the east side
- ▶ Trees within existing median would be removed

Alternative 2 (Symmetric):

- ▶ Widen symmetrically

Benefits:

- ▶ Reduces potential for impacts to stormwater detention ponds on the east side
- ▶ Retains some trees within the existing median

Disadvantages:

- ▶ Requires full replacement of stormwater system
- ▶ Requires retaining walls to minimize impacts to homes
- ▶ Increased construction costs

Preliminary Cost Estimates

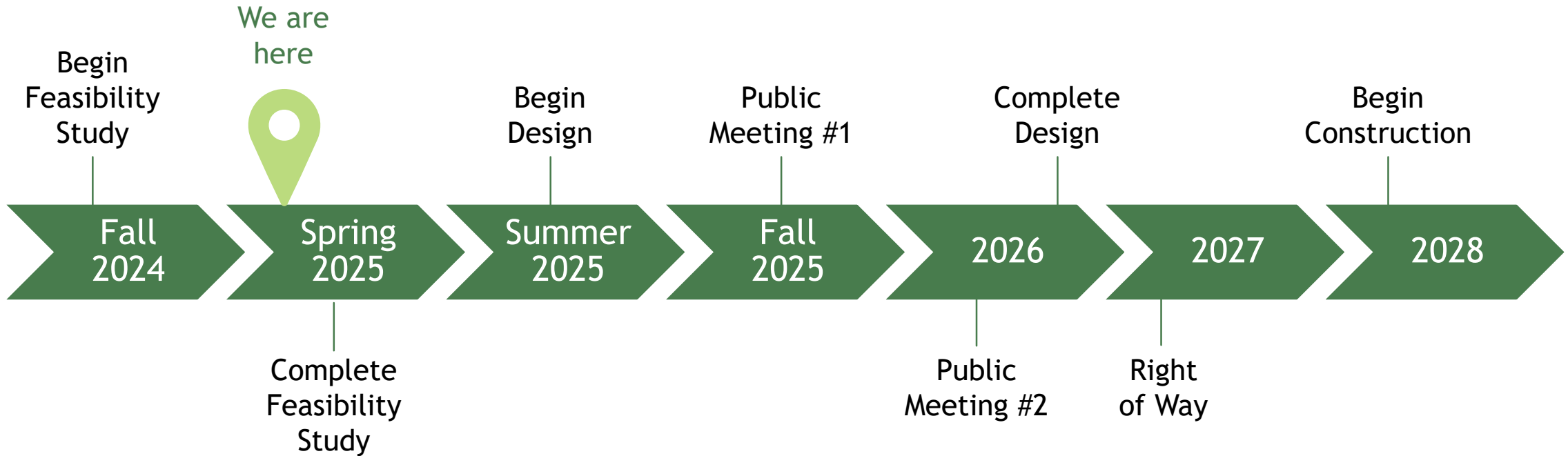
	Alternative 1	Alternative 2
Construction	\$9,000,000	\$9,900,000
Right of Way	\$1,200,000	\$1,110,000
Utilities	\$1,425,600*	\$1,425,600*
Total	\$11,625,600	\$12,435,600

*assumed negligible difference between alternatives for feasibility study purposes

Findings and Recommendations

- ▶ Alternative 1 (widening to the east) minimizes impacts to existing development and existing main stormwater infrastructure on the west side
- ▶ Recommended items to include when the project moves forward into the next stage:
 - ▶ Update traffic forecast and perform a capacity analysis
 - ▶ Complete standard environmental screenings/studies as required
 - ▶ Perform a condition assessment of existing stormwater structures as needed
 - ▶ Refine proposed design to further minimize impacts to natural and human environment features and utilities to the extent possible

Anticipated Project Timeline



**project schedule shown is preliminary and subject to change*

Thank you!

Contact: Adam Stephenson
Transportation Engineering Manager
adam.stephenson@apexnc.org
(919) 249-3417





February 18, 2025

Apex Police Department Flock ALPR Program
Town Council Work Session
Police Chief Ryan Johansen





High Performing
Government



A Welcoming
Community

AGENDA

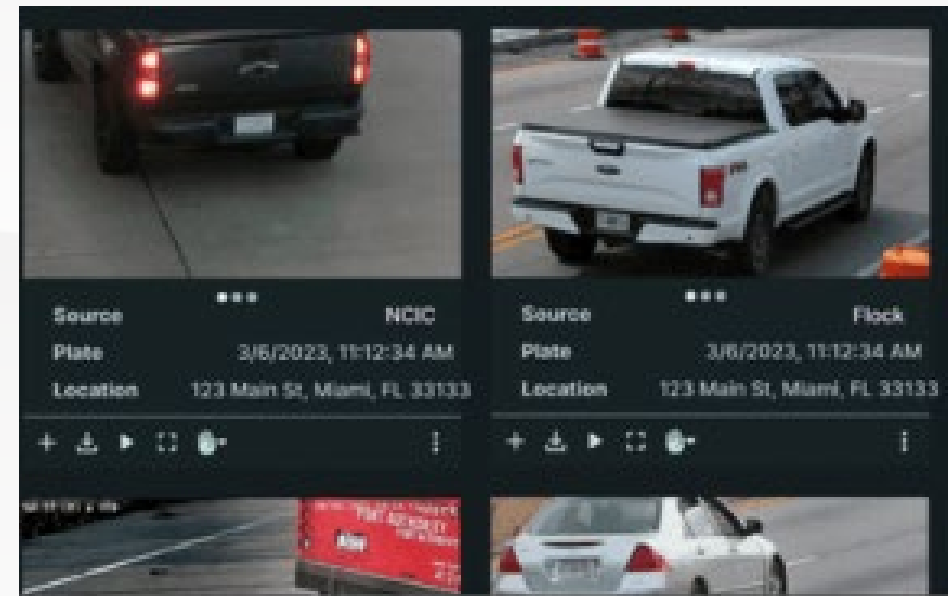
- What is the Flock ALPR Program and how does it work?
- Why is this important for public safety IN APEX?
- Key policy/procedure components

What is the Flock/ALPR Program and how does it work?



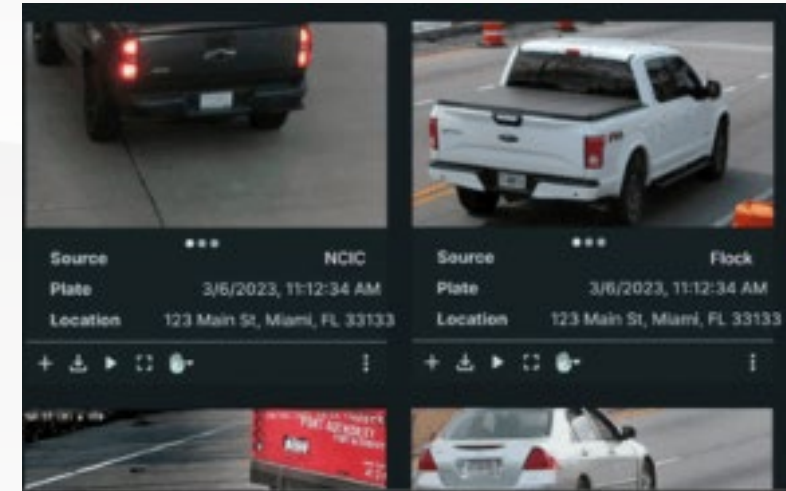
What is the Flock/ALPR Program and how does it work?

- Network of stationary Automated License Plate Reader cameras
 - Strategically positioned throughout the Town
 - Common ingress/egress of perpetrators of crime
 - Crime mapping
 - Town Gate concept
 - Captures an image of rear of vehicles (not drivers/passengers)
 - In plain view, on public right of way

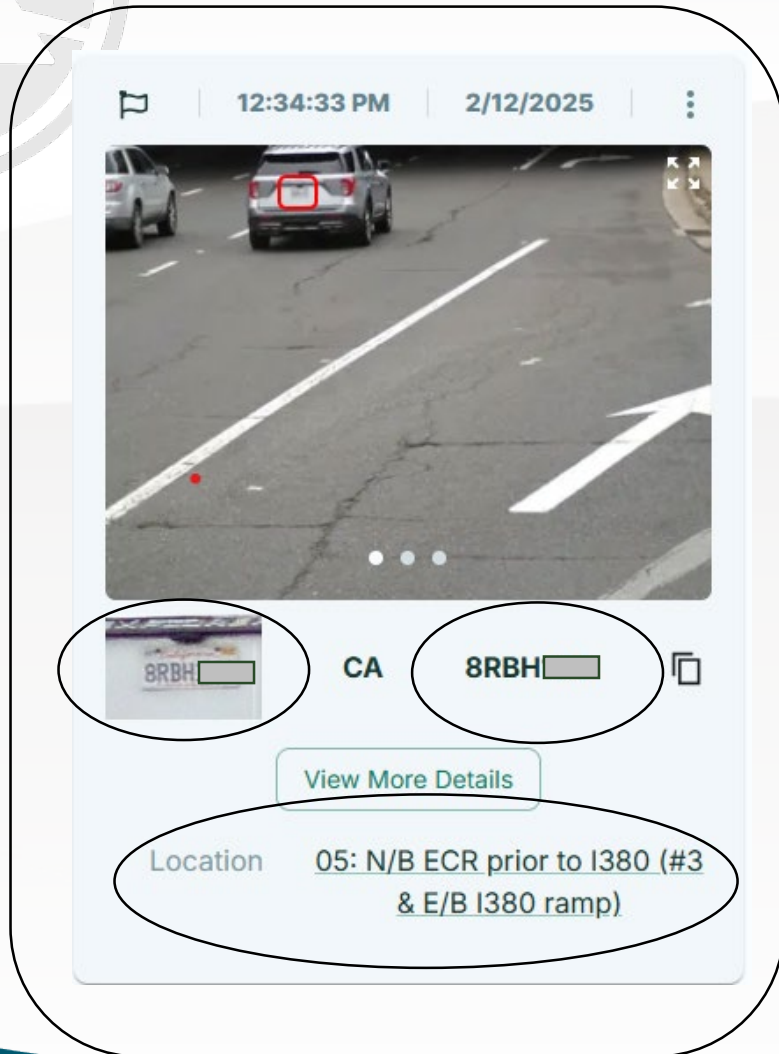


What is the Flock/ALPR Program and how does it work?

- What does the system do with these images
 - Reads/determines license plate numbers
 - Automatically searches for number matches in state database
 - Stolen vehicles
 - Crime vehicles with stop orders
 - Missing persons, AMBER/SILVER alerts, etc.
 - Notifies APD officers/dispatch of matches in real time
 - Analyzes vehicle components to discern make/model/color
 - Critical for vehicles with no plates or obstructed plates
 - Stores images for specified period
 - Creates a searchable database for police investigators
 - More to come on this



What is the Flock/ALPR Program and how does it work?



- What do officers/dispatch see?
 - Receive "hit" notification with image and location of read
 - Includes close up of plate alongside actual plate of the "hit"
 - Dispatch/Officer must confirm match before taking any action

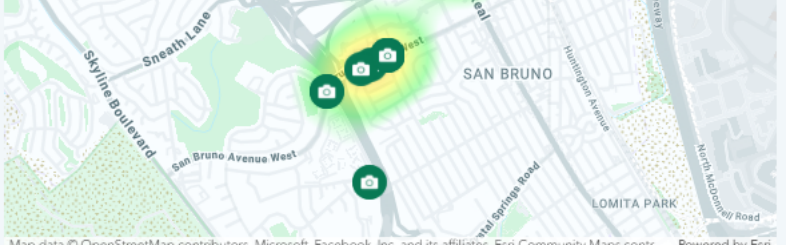
What is the Flock/ALPR Program and how does it work?

- Creates a temporary, searchable database for investigations
- Can look for a plate, a make/model/color, or reads on a specific camera during a specific timeframe
- Cannot search for a person, name, address, or other personal identifying information

The screenshot displays the Flock/ALPR Program interface. At the top, there are tabs for 'Devices', 'Sharing', 'Insights', and 'Admin'. Below these, a search bar shows a date range from '02/12/2025 12:00 PM' to '02/12/2025 2:00 PM'. The results section shows 'Displaying 2 / 2 results'. Two vehicle images are displayed side-by-side, both showing a silver SUV with license plate '8RBH' (partially obscured). Below each image is a 'View More Details' button. The first vehicle is located at '05: N/B ECR prior to I380 (#3 & E/B I380 ramp)' and the second at '06: N/B ECR prior to I380 (#1 & #2 Lanes)'. On the right side, a detailed view of the vehicle is shown for license plate '8RBH'. It includes tabs for 'Overview' and 'Media'. The 'Overview' tab displays 'Vehicle Details' such as 'Body, Make, Color' (SUV, Ford, Silver/grey), 'Identifiers' (undetected), 'Plate State' (CA), 'Days Seen' (19 days in the last 30 days), and 'Date' (2/12/2025, 12:34:33 PM). Below this is a 'Vehicle Journey' map showing the vehicle's path over a 7-day time range, with green markers indicating camera locations and the vehicle's movement.

What is the Flock/ALPR Program and how does it work?

- Temporary, searchable database for investigations
 - We specify retention period
 - We own/control data
 - Data sharing at our discretion
 - Policing agencies only
 - For legitimate law enforcement purposes only
 - Each request approved/denied by APD
 - Flock data sharing MOU required
 - Additional data sharing agreement specific to APD will be required



Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contr... Powered by Esri

Device Information

Device Owner	San Bruno CA PD
Device Name	05: N/B ECR prior to I380 (#3 & E/B I380 ramp)
Device Type	Falcon
Device Location	37.63228925468925,-122.41851079616997
Nearest Address	992 CA-82, San Bruno, CA 94066, USA
Device Network	San Bruno CA PD
Source	Flock Safety

Confidence

▼ Confidence Levels


Body	[0.99] High Confidence
Make	[0.99] High Confidence
Color	[0.96] High Confidence

Plate confidence is 0.86. This image was sent to the Hot List Tool for processing. Users with Hot List Tool access and the appropriate application settings will receive Alert(s) if this license plate is on an active hot list(s).

Plate state confidence is 1.00. This image would have passed state filters for California AND any custom hot list entries that do not have a state filter



What the Flock/ALPR Program is NOT

- It is NOT facial recognition
 - It is NOT widespread person surveillance
 - It is NOT tied to Personal Identifying Information (PII)
 - It is NOT used for traffic enforcement
 - It is NOT used for non law enforcement purposes
- 

Why is this important for public safety IN APEX?



Why is this important for public safety IN APEX?

- Crime prevention
 - Notable increase in property crime
 - Can feed increase in violent crime
 - Current response is mostly reactive (post report)
 - Proactive efforts can feed perceptions of bias
 - Flock as “Early Warning System”
 - Notice of the presence of criminal(s), before victimization
 - Stolen vehicles (used in vast majority of our crime sprees)
 - Vehicles recently used in criminal acts
 - Known safety concerns (school and other threats cases)
 - Deterrence
 - Robust criminal communications
(San Mateo County example)



Why is this important for public safety IN APEX?

“The certainty of apprehension, not the severity of the ensuing consequences, is the more effective deterrent of crime.” - Daniel S. Nagin (leading expert on criminal justice)

- Investigations
 - Nationally, >70% of crimes involve the use of a motor vehicle
 - In Apex, this number is closer to 80%
 - Vehicle identification is critical evidence in solving crimes
 - Imagine having a license plate and/or vehicle description for 80% of our crimes
 - Vehicle ID, direction of travel, immediate tracking
 - Especially valuable for crime during light traffic (majority in Apex)
 - We have the resources to be thorough, we lack the evidence
- Just a few examples
 - San Mateo homicide; San Bruno catalytic converter shooting; San Bruno fatal hit and runs; Westminster serial sex assault case; YouTube shooter threat

Why is this important for public safety IN APEX?

- Community safety is a collaboration
 - Town Council and community support APD
 - Policing has become more difficult than ever
 - Increasingly sophisticated criminal actors
 - Legal/legislative changes
 - Expectation of perfection
 - Men and women of APD are deeply committed Protectors of the Peak
 - We need to provide them with the tools to deliver on our expectations



Why is this important for public safety IN APEX?

- Bias mitigation
 - Any endeavor involving humans will include bias
 - If bias is implicit, it cannot be eliminated
 - Criminal profiling drives most stops aimed at prevention
 - Ultimately, stops are almost always based on discretionary choice
 - This introduces bias
 - Mitigating the negative impacts of bias is critical
 - Stops based on facts versus observations help mitigate bias
- Technology and systems built by humans can still reflect bias
 - Flock contains multiple layers to minimize this effect



Key Policy/Procedure Components



Key Policy/Procedure Components

- Balancing privacy concerns and community safety needs
 - Suggestion that system can track all “comings and goings”
 - Data retention period of 30 days mitigates this
1/3 of state requirement of 90 days
 - Shorter terms eliminate many investigative benefits, longer create privacy concerns
 - Longer retention only with search warrant and/or preservation request
 - Data sharing and potential misuse of data
 - No automatic sharing, must apply directly to APD Admin
 - Restricted to policing agencies for official law enforcement purposes only
 - Must sign Flock MOU and APD data sharing agreement (prevents resharing)
 - Will not share with entities engaged in immigration enforcement

Key Policy/Procedure Components

- Misuse by end users
 - Each search requires right to know/need to know documentation
 - System tracks all access and searches (completely auditable)
 - Regular supervisory review of system use for compliance
- Confirmations required prior to action
 - Visual confirmation of accurate plate read
 - System “hit” alone not sufficient to justify stop
 - Must confirm active want on vehicle in state systems
- Supervisor approval for “hot list” entry
 - Submission/approval of form required to input a vehicle
- Civilian Intel Analyst as ALPR Coordinator
- Annual Reporting
 - Trend/patterns; program effectiveness; need for policy changes; training needs

Key Policy/Procedure Components

- Current lawsuit in Virginia
 - Worth noting that it is filed on behalf of a person arrested for auto theft after Flock alert
 - Key allegation is that movements can be tracked regardless of criminal activity
 - Our policy prohibits this and includes prevention components
 - Lawsuit argues Norfolk has no meaningful way to enforce access restrictions
 - Our policy/procedures/audits/reporting accommodate this
 - Argues no restraint in how/when data is downloaded/used
 - Our policy covers this
 - Flaw in argument that it's not about what we do with data, but what we could do

HIGH LEVEL

It is clear the North Carolina legislature has learned from the legal battles fought in other jurisdictions over the use of ALPRs in its structure of its ALPR program. Our policies/procedures comply with, and in fact exceed the state requirements. Courts have consistently held that the minimal intrusion of ALPRs does not constitute a 4th Amendment violation.

Summary/Closing

- Flock/ALPR program will reduce crime, increase apprehensions/prosecutions, deter criminal actors and make our community safer and more secure
- Embracing tools like Flock is critical in bias mitigation
- The value to community safety/security far exceeds minimal privacy intrusion of capturing a license plate that is already in public view





Questions?