
Policy Recommendations and Assessment

Policy recommendations are incorporated throughout Advance Apex in: Chapter 4 - Context-Sensitive Design, Chapter 5 - Roadway Element, Chapter 6 - Bicycle and Pedestrian Element, Chapter 7 - Transit Element, and Chapter 8 - Implementation. To develop the policy recommendations incorporated in these chapters, transportation-related policies were first compiled from several adopted plans, including: *Peak Plan 2030*; *The 2011 Town of Apex Comprehensive Transportation Plan*; *The Parks, Greenways and Open Space Master Plan*; and the *I-540/South Salem Street Small Area Plan*. These policies were reviewed and relevant polices that have not yet been fully implemented were maintained and/or updated. Policies more appropriately addressed in *Peak Plan 2030* or *Bike Apex: The Comprehensive Bicycle Plan* were removed. A gap analysis was then completed to identify what additional policies may be needed to address input gathered through Advance Apex. The resulting policy recommendations are compiled in this appendix along with an overall score. The score is a combined assessment of overall impact and ease of implementation. Overall impact is based on the number of Advance Apex planning themes (see Chapter 2) that could be addressed by a policy. Ease of implementation is a qualitative assessment assigned as follows:

- 1 – Complex, controversial, time-intensive, and/or costly.
- 3 – Moderately complex, may face some resistance, and/or require additional resources.
- 6 – May be implemented quickly, or already in progress, little resistance, and/or low cost.

The resulting “score” is not intended to indicate what may be a high- or low-priority policy; rather what policies may be implemented in the near-term and what policies may require additional time and resources to implement.

Policy Compilation and Assessment										
Recommended Policy	Chapter	Advance Apex Guiding Statement						Impact	Ease to Implement	Total
		Downtown	Integrated Growth	Quality of Life	Safety	Sense of Place	Mobility and Connectivity			
Continue to assess, plan, and fund infrastructure needs through the annual capital needs assessment, capital improvements program, and capital improvements budget process.	5							4	6	10
Continue to enforce the requirement in the Unified Development Ordinance (UDO) that sidewalks should be constructed on both sides of all new collector streets and thoroughfares.	6							4	6	10
Continue to require that all new developments should provide sidewalk or greenway connections to any adjacent pedestrian networks, as well as provide a comprehensive internal network of pedestrian pathways.	6							4	6	10
Allow sidewalks to be replaced by side paths or street-side greenways where appropriate, particularly along roadways with high traffic volumes or to provide recreational corridors that connect destinations.	6							4	6	10
Continue coordination with GoTriangle in preparation for express bus routes from downtown to Raleigh and Research Triangle Park, and with GoCary in preparation for the implementation of the Holly Springs Express Route.	7							4	6	10
Pursue funding through the Community Funding Area program to move forward implementation of recommended circulator routes.	7							4	6	10
Formalize the Town of Apex transit committee and use this group as a formal means to progress toward implementation of the recommended transit projects.	7							4	6	10
Provide a range of travel choices through investments in the town's road network, pedestrian facilities, greenways, bicycle facilities, and transit network.	8							4	6	10
Apply the complete streets policy integrated into Advance Apex to ensure streets are planned, designed, and operated in a safe, convenient manner, providing mode choices based on the surrounding context for users of all ages and abilities.	4							6	3	9
Reserve local sidewalk funding for priority sidewalk segments in the Town Center and Transit-Oriented Development context areas, areas within 1/2 mile of existing and planned schools, and where sidewalks serve specific activity centers where walking is a priority, such as connections to schools, parks, greenways, and mixed-use activity centers. Missing sidewalk segments in these zones should be considered for priority funding and standalone projects, while sidewalks in other zones should be implemented as incidental improvements via roadway projects.	6							6	3	9
Continue to actively engage with TPAC, providing input on regional plans that may impact Apex and ensuring that Apex has a voice in the process.	7							3	6	9
Implement complete street solutions that increase mobility for users of all ages and abilities.	5							5	3	8
Restrict cul-de-sac streets in new development except where environmental constraints exist, and require stub streets to allow for future connections.	5							2	6	8
Use the future collector street network map as a tool to review proposed development projects and plans as they locate and design future collector streets, allowing design flexibility provided the collector street	5							2	6	8
Work with the development and real estate community to increase public awareness of the future collector street connections through enhanced signage, indicating locations for future collector street extensions.	5							2	6	8
Design pedestrian facilities within 1/2 mile of existing and planned schools with the goal of providing safe walking routes to school for families and children of all ages and abilities.	6							5	3	8
Consider strengthening the requirement in the UDO and require sidewalks on both sides of all new residential streets within the Transit-Oriented Development Context Area.	6							5	3	8
Implement recommendations from Bike Apex that improve bicycle and pedestrian connections to existing bus stops in preparation for enhanced service.	7							5	3	8

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Support future transit by enabling transit-supportive development near future transit station locations and along future transit corridors. The updated future land use map provides for increased density in many of these areas to support future transit service. The future land use map should continue to be updated as transit plans progress.	7							4	3	7
Coordinate with NCDOT and Capital Area MPO (CAMPO) to maintain, improve existing, or construct new transportation facilities in a strategic manner.	8							4	3	7
Update the town's street design guidelines with roadway cross-section alternatives and intersection treatments to promote context-sensitive roadway design.	5							3	3	6
Apply a prioritization approach to strategically implement and identify funding for transportation projects.	8							3	3	6
Pursue completion of the Apex Peakway, which is needed to relieve downtown traffic pressures and provide access to infill commercial and residential development sites over the next decade.	5							5	0	5
Advocate for the consideration of the impact of connected and autonomous vehicles on planning issues at a regional level.	5							2	3	5
Consider revisiting the requirement in the UDO to install sidewalk on both sides of all residential streets within all Planned Unit Developments. One side of residential streets may be sufficient in the Rural context area.	6							2	3	5
Work with GoTriangle and other regional partners to find ways to accommodate the future rail system and preserve rights-of-way.	7							4	0	4
Continue to review parking requirements in the UDO as transit improvements are made, considering reductions as appropriate within the Transit-Oriented Development context and area and possible requirements to provide park and ride spaces near major transit stops.	7							1	3	4