



## 6.0 Implementation

### 6.1 Implementation and Funding

There is no particular implementation schedule or dedicated funds for the applications of this Plan. As a result, completion of the Plan will rely largely on development-driven projects. Implementation of individual projects within the Apex Transportation Plan can be funded through general funds as determined in the Capital Improvement Program. Priority should be given to those projects as listed in Table 5.1 and Table 5.2.

Some funding sources that can be considered for transportation projects include:

- **Sidewalk bonds** - municipal bonds issued specifically for sidewalk construction
- **CDBG (Community Development Block Grant)** - a program administered by the US Department of Housing and Urban Development that provides funding for projects that benefit low- and moderate- income areas through construction of public facilities such as sidewalks
- **MTIP (Metropolitan Transportation Improvement Program)** - projects added to the MTIP can be funded through the Capital Area MPO as money becomes available
- **CIP (Capital Improvement Program)** - this municipal improvement program can be used to prioritize transportation projects
- **SRTS (Safe Routes to School)** - the infrastructure components of this program can be used to construct pedestrian/bicycle facilities around schools
- Transportation Enhancements
- **CMAQ (Congestion Mitigation and Air Quality)** - because Apex is in a nonattainment zone for air quality regulations, the town is eligible to use CMAQ funds for projects that reduce congestion and improve air quality
- **JARC (Job Access Reverse Commute)** - JARC funds can be used to help fund transit service that would connect Apex with Raleigh
- **NHS (National Highway System)** - the only roads eligible for NHS funding are US 64, US 1, and NC 540
- **STP (Surface Transportation Program)** - these federal funds are distributed through CAMPO through the MTIP priority process

## 6.2 Update Process

Because there is no timetable for completion, the Apex Transportation Plan is intended to be a living document. As recommendations in the plan are implemented, other needs may be identified and added to the plan. The parts of the plan that are most easily updated are the plan maps: Bicycle, Pedestrian, and Equestrian Plan map; Thoroughfare and Collector Street Plan map and Transit Plan map. These plan maps should be updated through consideration by the Planning Board and approval by the Town Council as opportunities are identified. The Apex Transportation Plan document should be updated every 5 years in order to ensure that the information within it is accurate and current.

### 6.3 Policy Timeline

*Action 1.1:* Adjust the Thoroughfare and Collector Street Plan map and the Bicycle, Pedestrian, and Equestrian Plan map as development occurs to determine additional future roadway or greenway connections.

On-going

*Action: 1.2* Limit cul-de-sac streets in new development, and require stub streets for new development.

On-going

*Action: 1.3* Consider a modified grid overlay for the Town to guide the design and location of future streets.

1 year

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*Action 2.1:* Identify new street typical sections to supplement existing designs that integrate traffic calming (such as chicanes, mini-circles) into roadway designs.

2-3 years

*Action 2.2:* Create a Street Design Manual with roadway cross-section alternatives and intersection treatments to create more flexibility in choosing the appropriate street to serve an area.

4-5 years

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*Action 3.1:* Continue to review the 2025 Land Use Plan for the Town of Apex to ensure that it supports the best mix of land uses as development occurs.

On-going

*Action 3.2:* Identify projects that would be suitable for mixed-use development.

On-going

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*Quality Transportation Plan*  
Action 4.1: Encourage landscaping immediately outside of the right-of-way in new development along roadways and greenways to enhance the transportation environment.

1 year (UDO amendment)/On-going

Action 4.2: Work with Public Works department to create a street typical section that provides spaces for street trees while leaving adequate room for utilities in special districts.

Complete

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Action 5.1: Identify high-priority pedestrian projects that can help complete the sidewalk network.

On-going

Action 5.2: Coordinate with the Parks, Recreation, and Cultural Resources Department to create a greenway network that allows people to walk both for recreation and for transportation.

On-going

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Action 6.1: Identify network-based solutions instead of facility-based solutions to accommodate growth to improve the overall network instead of relying on one facility to meet demand.

2-3 years

Action 6.2: Identify intersection improvements for intersections that operate at LOS E or worse.

On-going

Action 6.3: Implement complete street solutions that increase mobility for all travel modes along the most congested corridors.

On-going  
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*Action 7.1:* Ensure that the Apex Transportation Plan remains current and compatible with the Unified Development Ordinance by updating the plan as transportation-related changes are made to the UDO.

On-going

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*Action 8.1:* Prioritize projects that support nonmotorized access to activity centers.

1 year

*Action 8.2:* Coordinate with the Parks, Recreation, and Cultural Resources Department to identify future activity centers.

On-going

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*Action 9.1:* Work with Triangle Transit to find ways to accommodate the future rail system and preserve rights-of-way.

1-2 years

*Action 9.2:* Support transit-oriented development that provides the density necessary to sustain a transit system.

On-going

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*Action 10.1:* Identify additional locations where roundabouts would be appropriate.

1 year

*Action 10.2:* Encourage roundabouts in new development so that people can gain experience using roundabouts.

On-going

*Action 10.3:* Create an intersection typical section for roundabouts.

2-3 years

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*Action 11.1:* Consider the overall transportation objective when siting new roads and paths.

On-going

*Action 11.2:* Work with property owners to determine the best way to minimize the impact of new facilities on existing properties and buildings.

On-going

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Update the Apex Transportation Plan document.

4-5 years/On-going