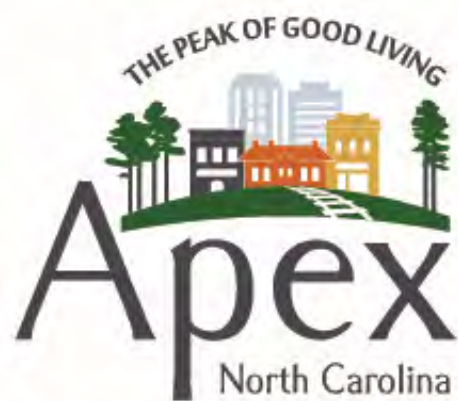


Town of Apex Updates

Triangle Bicycle and
Pedestrian Workshop

Friday, March 29, 2019



Plans

Bike Apex



Open comment maps were used to gather public input on bicycling conditions during public workshops.



Meeting participants were also invited to indicate their preferences for a variety of aspects of the plan, including types of bicycle infrastructure and programs.



APEX BICYCLE PLAN



BIG PICTURE RECOMMENDATIONS:

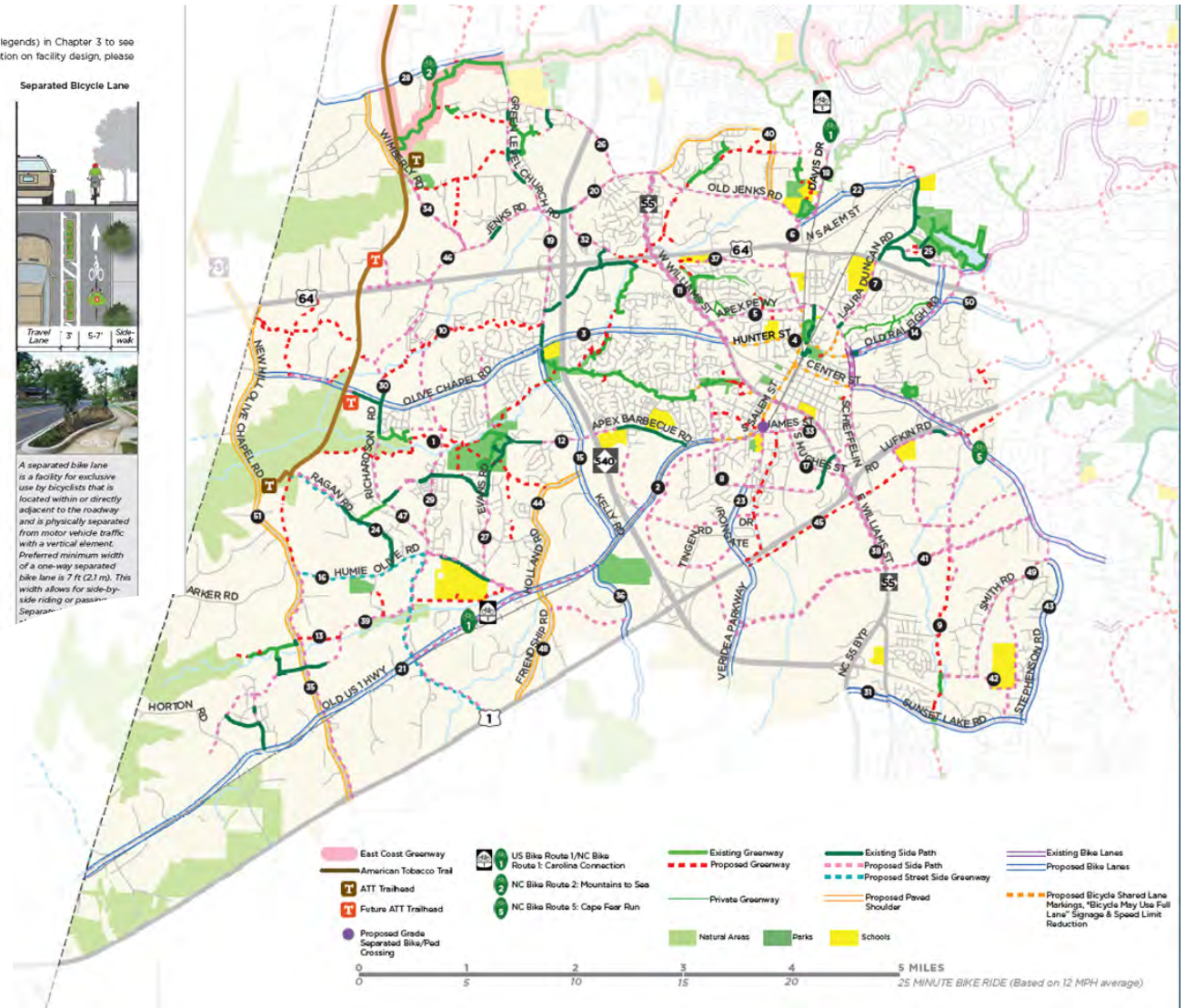
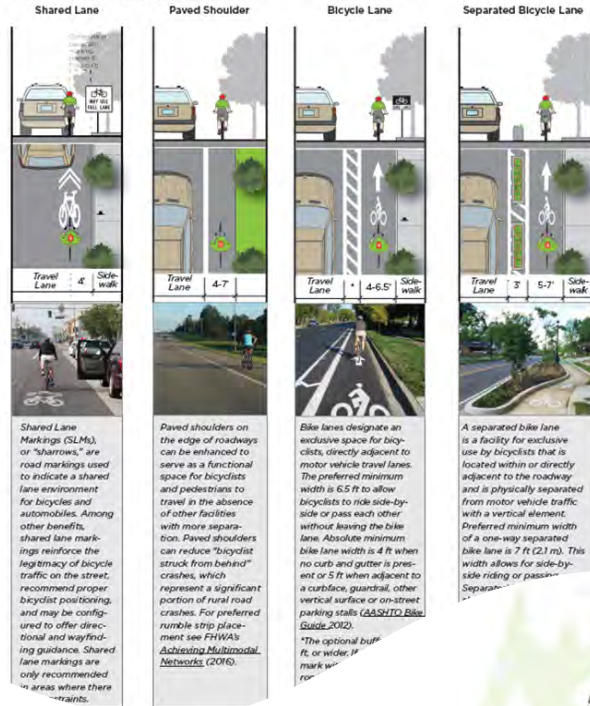
- 1 KEEP MOMENTUM ON BICYCLE PROJECTS THAT ARE ALREADY IN-DEVELOPMENT.**
 Map 3.1 features existing facilities along with projects that have some level of funding, design, or construction in progress. These "in-development" projects should be fully funded first, as the lowest hanging fruit for new bicycle infrastructure.
- 2 STRATEGICALLY AND PROACTIVELY FUND AND BUILD PRIORITY PROJECTS.**
 Map 3.2 features a set of priority projects that developed out of the Bike Apex planning process. These are detailed in individual project cut-sheets (starting on page 63) that summarize why the project is a priority, and what the key opportunities and challenges are to its development. See the Project Priority Checklist (p. 57) for how priorities were selected.
- 3 USE THE COMPREHENSIVE NETWORK OF RECOMMENDATIONS TO BUILD OTHER PROJECTS INCREMENTALLY OVER TIME.**
 As Apex continues to grow, new development and roadway construction projects should incorporate facilities recommended in Map 3.3. As progress is made on priority projects, new priorities should be selected from this comprehensive map of recommendations.
- 4 IMPLEMENT NEW PROGRAMS THAT SUPPORT AND ENCOURAGE BICYCLING.**
 As new facilities are built, people will want to know where they are, how to get to them, and how to ride safely on them; new programs can help address these issues, and are outlined starting on page 80. Motorists can also use encouragement to slow down, yield when appropriate, and pass bicyclists safely, and a safety campaign should be launched to do just that.

Together, these recommendations make up the core of this plan, as featured in Chapter 3. They are supplemented by a detailed set of action steps, and a list of resources for the latest information on bicycle facility design and bicycle-related policy in Chapter 4.

Bike Apex

BICYCLE FACILITY TYPES

These are the primary facility types recommended in this plan. See the maps (and legends) in Chapter 3 to see where these different types of facilities are recommended in Apex. For more information on facility design, please see the list of design resources on p. 96.



Advance Apex

Rural

Typical Development Pattern

This context type complements rural living and is characterized by lower densities, open space, and natural views. The development pattern may range from the natural environment with no development to some light development, where residential properties tend to be widely spaced and include single-family homes or urban farms. This context may also include agricultural or forested areas.

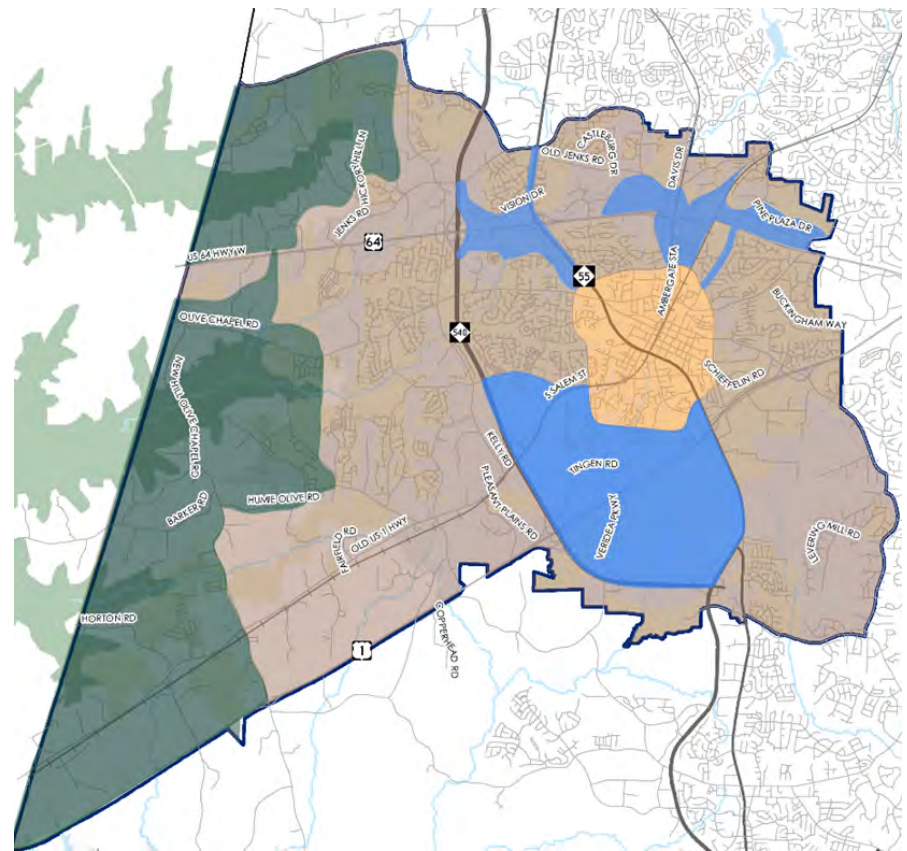


Multimodal Considerations

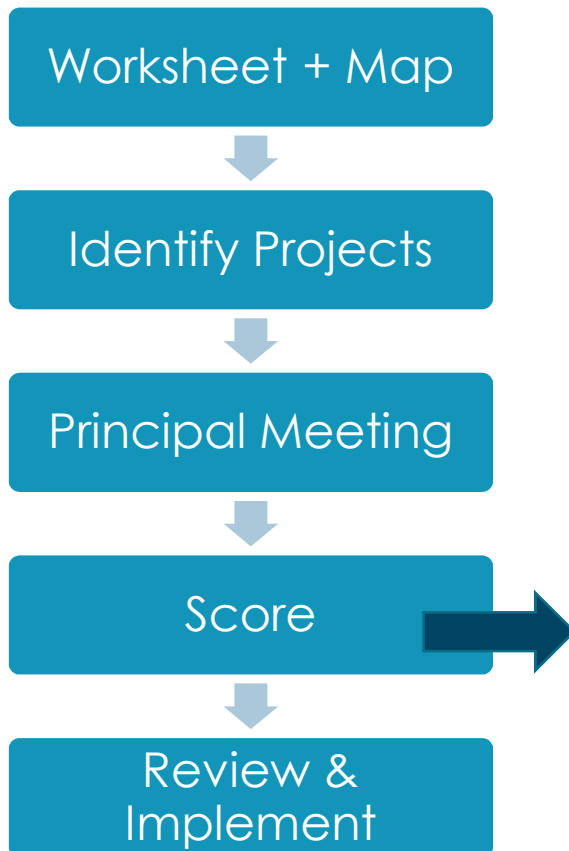
Vehicle	Transit	Bicycle	Pedestrian
High Most travel is by car	Low Transit service is often absent or highly limited	Moderate Bicycle use is mostly recreational	Low Very few pedestrians, except in areas used for outdoor recreation

Street Design Considerations

High Priority	<ul style="list-style-type: none"> Shoulders Street-side swales, and medians with natural landscaping
Moderate Priority	<ul style="list-style-type: none"> Bike facilities such as wide shoulders, bike lanes
Low Priority	<ul style="list-style-type: none"> Sidewalks or side paths Transit accommodations
Not Applicable	<ul style="list-style-type: none"> On-street parking Curb and gutter

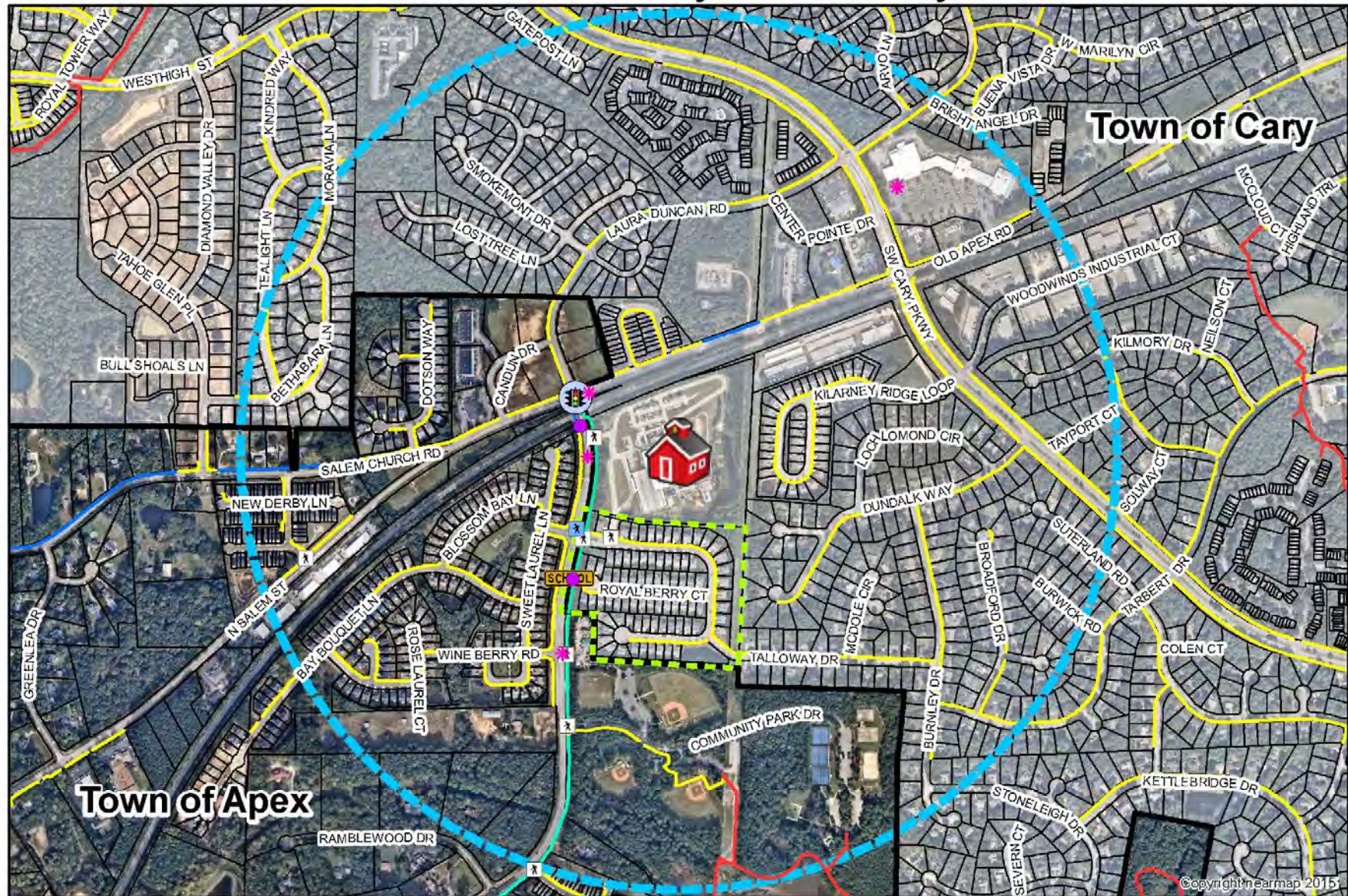














Safe Routes to School

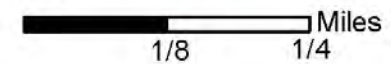


- Location
- Street class
- Crashes
- Identified need – police, school, etc.
- Existing pedestrian/bike route

Laurel Park Elementary School Study Area



- | | | | | | |
|---|------------------------------|---|---------------------|---|---------------------------------|
|  | Signal with Recommendations |  | School Zone Marking |  | Recommended Pedestrian Facility |
|  | Flashing Beacon |  | Sidewalk |  | Bike / Ped Crash |
|  | Crosswalk Adjacent to School |  | Sidepath |  | Walk Zone (No Transport) |
|  | Recommended Crosswalk |  | Greenway |  | 1/2 Mile School Buffer |



Projects

Apex Friendship High



Apex Friendship High



Apex Friendship High





Complete Streets

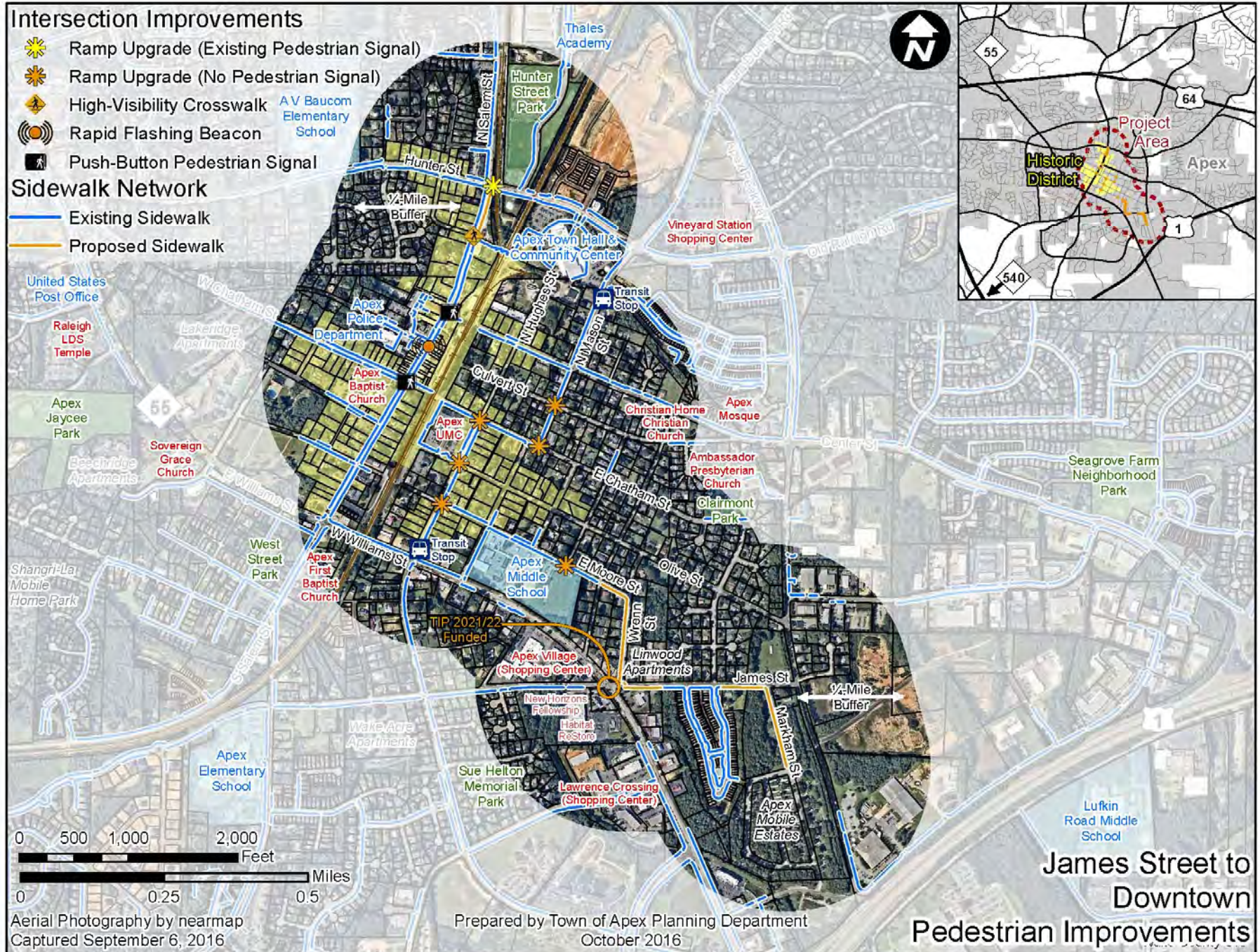


Intersection Improvements

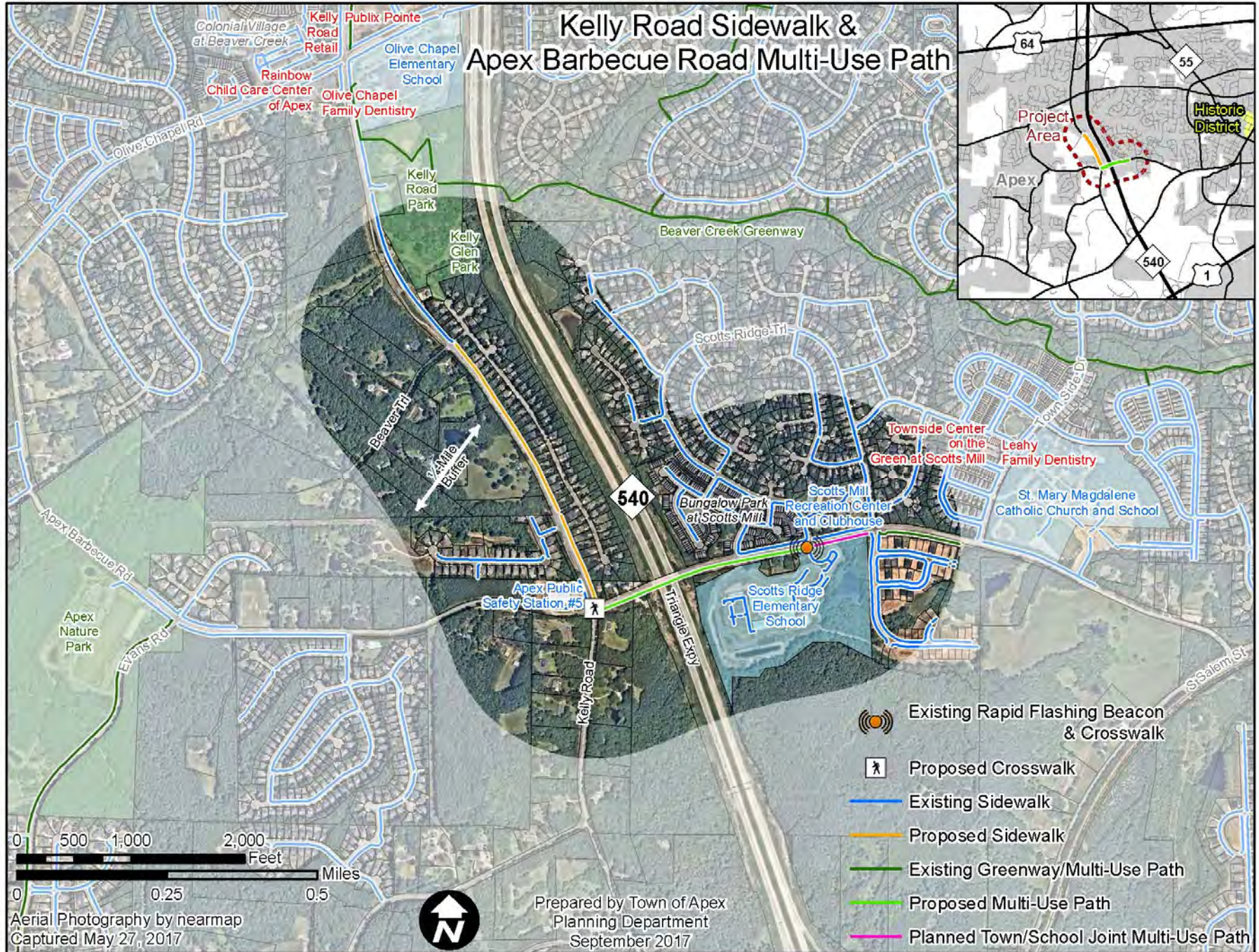
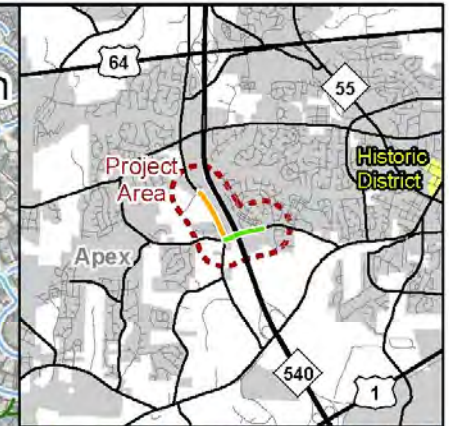
-  Ramp Upgrade (Existing Pedestrian Signal)
-  Ramp Upgrade (No Pedestrian Signal)
-  High-Visibility Crosswalk
-  Rapid Flashing Beacon
-  Push-Button Pedestrian Signal

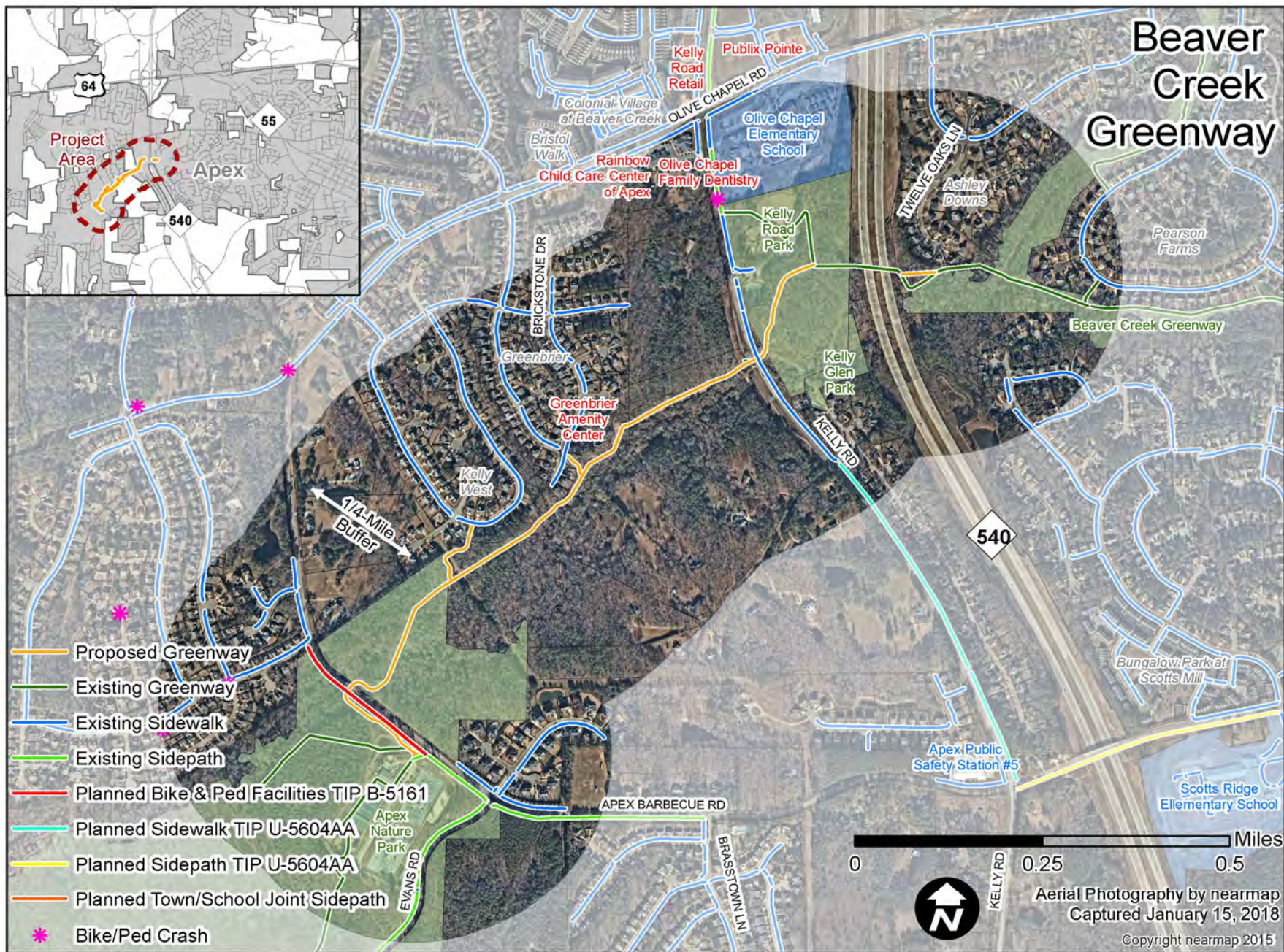
Sidewalk Network

-  Existing Sidewalk
-  Proposed Sidewalk



Kelly Road Sidewalk & Apex Barbecue Road Multi-Use Path





Laurel Park Elementary



Thank you!