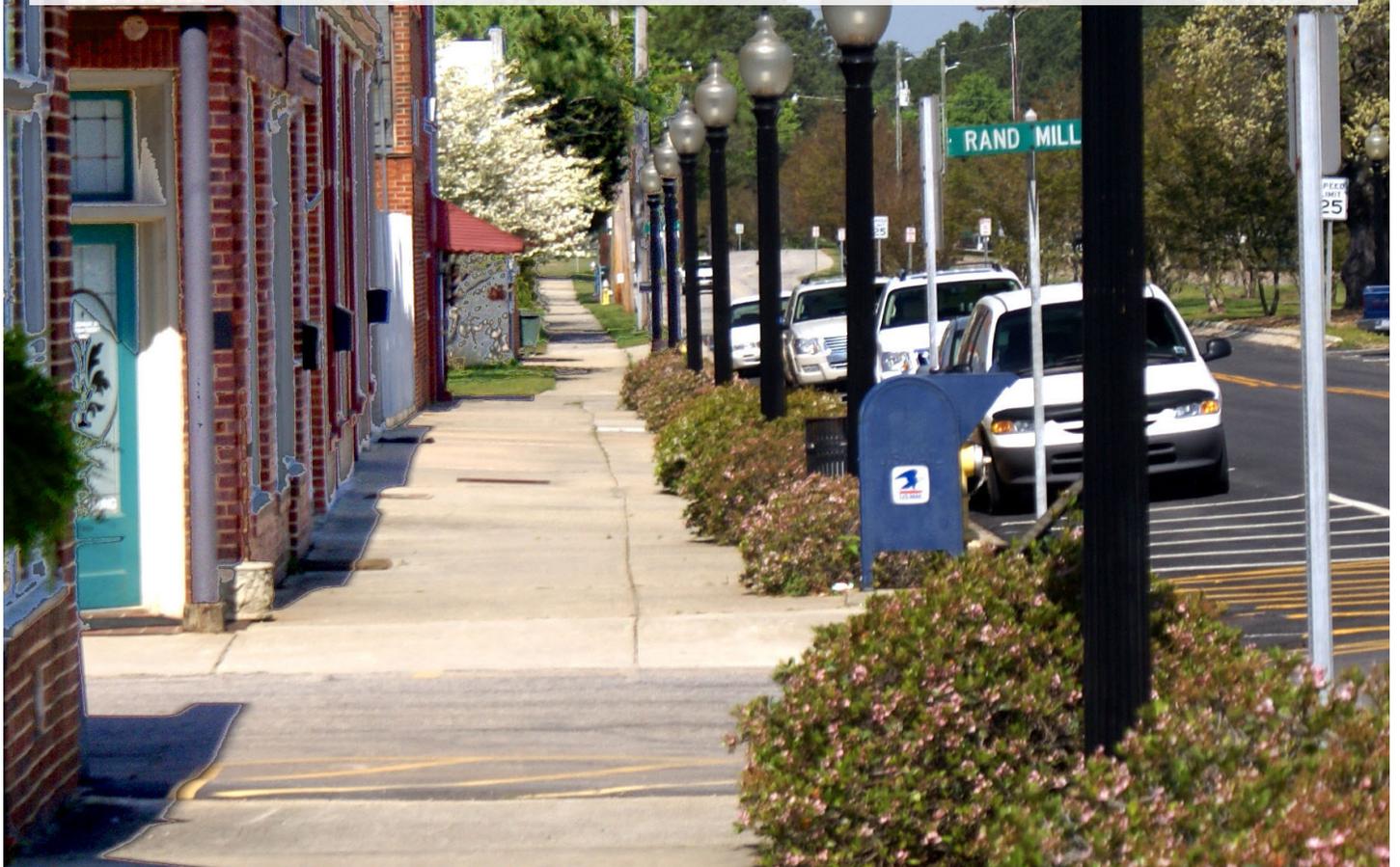


**The transportation system** in Garner is crucial to more than just moving traffic: we must be able to move people and business products safely and efficiently. In places where we want to retain a sense of community, walking, biking, and public transportation may provide alternative ways of accessing nearby destinations.



## KEEPING US MOVING

- Techniques Available to Us
- Use the Full Range of Congestion Management
- Identify “Bang-for-Buck” Projects and New Funding
- Increase the Role of Transit, but Use Technology to the Fullest Benefit
- Prioritize and Defend Connectivity
- Create Great Streets - Start with One
- Celebrate Entry Points (Gateways)
- Manage I-540 as an Asset

Transportation is an important component of the Town’s infrastructure that ties all the other elements together: land use, commercial opportunity, jobs, schools, parks and parking lots.

The Garner community’s comments about transportation included traditional complaints about congestion but also focused more heavily on public transportation and the roles that walking and biking can play in our community. Technological advancements are changing how people access places, and mobility implications of these decisions include planning for transit, parking, and bicycle/ pedestrian infrastructure. This creates policy challenges that must address the existing minimum parking standards that have created under-utilized empty parking lots in prime real estate. Finally, the imminent I-540 construction has moved from far-off possibility to something that needs to be planned for and protected.

The update of the 2010 Transportation Plan is under separate cover, but the following section completes the catalytic function of transportation for the other big topics in the Comprehensive Plan. Policy and program elements are covered here; look elsewhere in the Transportation Plan for specific infrastructure investments.

- **PEER-TO-PEER TRANSPORT**
- *NOUN*
- Process whereby strangers share rides, cars, or carpools, often on short notice and facilitated through technology
- *“Ellen frequently works as a driver for a peer-to-peer ride sharing company on the weekends to earn extra money.”*

supports us			practice or policy
			Adopt a complete streets mindset and approach to site and roadway design - does the proposal support all kinds of travelers, regardless of age or abilities?
			Develop a "green street" design standard as part of the Complete Street policy; Garner could benefit from less runoff, pollution, and street flooding
			Cover maintenance of sidewalks, lighting, and streetscape features first before building something new
			Support a partnership with a peer-to-peer ridesharing service to substitute for transit and first-mile/last-mile trips
			Support "trunk line" bus services on US 401 and US 70; wait on financing circulator routes until place-to-place (P2P) and route-deviation options are exhausted
			Create a cool crosswalk someplace - many communities are celebrating their unique places with artistic variations of crosswalk designs
			Support school zone safety through enforcement of speeding laws, and support bicycle and pedestrian safety classes at local elementary schools
			Connect schools to neighborhoods with sidewalks, sidepaths, or other pedestrian facilities
			Continue support for future commuter rail, with design, safety, and station enhancements - if it supports the town's objectives
			Fill in gaps in sidewalks, greenways, and access to transit stops by establishing a rotating set-aside for these small construction tasks
			Work closely with other, land use-oriented decisions to ensure that capacity is managed and design standards are contemplated (e.g., UDO update)

**Benefits Available from Adopting Recommended Policy or Practice.**



**HEALTH**  
supports community health and environmental quality



**ELEVATE**  
instills quality in appearance, design, or community



**FISCAL RESPONSIBILITY**  
adds value to people, businesses, and town

### Strengthen Access Management

Access management covers a number of actions that are designed to promote safety by reducing collisions, and that in turn reduce the resulting non-recurring delay that accounts for up to 40% or more of all vehicular delay in an urbanized area. These measures also make biking and walking easier and safer since there are few conflicts with cars. North Carolina municipalities may adopt standards more stringent than those of the state, including median openings, driveway-to-driveway distances, numbers of driveways allowed, distance between driveways and streets, and requirements for shared access between properties.

The Transportation Plan (and its 2010 predecessor) provides detailed guidelines, as do other publications. It's ready to go.



The NC Department of Transportation is the primary partner here in developing and finalizing these standards.



These standards should, with the help of examples from places like Cary and Raleigh, be done with about 200 hours of in-house staff time.



### Establish a Connectivity Standard

The relatively poor east-west connectivity between major north-south roadways is only one aspect of connectivity, which can facilitate cheaper service deliveries, faster emergency response times, lower congestion, offer alternative routing for crash- or construction-related closures, and create more opportunities for walking and accessing new developments.

Better connectivity can be had by more finely delineating a secondary street network (refer to the Transportation Plan) or by requiring a certain number of connections per linear footage of roadway. In downtown or mixed-use areas, maximum block lengths are preferred to generate more opportunities for high-quality, high tax-value developments.

This effort is best paired with the access management update to accomplish related tasks, both of which can be done along with the UDO update.



NCDOT is the premier partner, although more public engagement is warranted due to potential concerns about increases in traffic volumes.



Assume approximately 200 hours of staff time to complete this effort; somewhat more of which is done by working with neighborhood groups early on.





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**Working together**

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The new bus rapid transit station shown here can help support development opportunities and revitalize an area - if it is developed with appropriate transit-oriented design standards in place.

The Jones Sausage Road interchange with I-40 offers great economic potential for manufacturing, but also for creating a new gateway. An understated sign can help soften the "hard edges" created by roads and structures.

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**Walk it off**

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Even people who don't think much about walking or biking appreciate the landscaping, shared public spaces, street design, and building facades that invite active travel. No parking lot in sight.

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**Sign of the times**

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### Conduct Small-Area Plans

Working with the Capital Area Metropolitan Planning Organization, conduct small-area plans around future I-540 interchanges that integrate best practice-thinking about integrative land use and transportation strategies. These strategies should include economic development potentialities as much as the potential for reducing congestion and preserving capacity along the freeway and surface streets. Some small-area plans can and should focus on highway capacity and traffic analysis (the US 70 / US 401 interchange), while others may emphasize land use and economic development objectives generated by the community - and always the community should help generate ideas to ensure good feedback, not push back.

Small-area plans should focus on details and engagement, taking about 6 - 12 months to complete. Have several lined up so that people know they are being treated fairly.



The public, elected officials, and key stakeholders like churches and employers are critical stakeholders, and should generate ideas, not just react to them.



The budget should be approximately \$80,000 - \$100,000 per plan, depending on detail, engagement, and graphics.



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### Adopt a Complete Street Policy and Guidelines

As the project team observed first-hand, people in the Aversboro Road neighborhoods were supportive of re-thinking the role of their street as one in which walking, meeting people, streetscaping, and bicycling were as important as vehicular throughput. The 2010 Transportation Plan called for a similar measure by creating a "road diet" whereby a new turn lane replaces two through lanes to reduce crashes/delays, and opens the roadway up to more biking, walking, and aesthetic improvements. Aversboro isn't the only street with potential: other neighborhood streets and second-tier arterials can be similarly provided with better walking, biking, and architectural design elements to foster economic activity, increase property values, and increase the tax base. This strategy ties in directly to the need of improving land use appearances and first impressions.

Adequate examples already exist; borrow heavily from Charlotte and NCDOT existing guidelines, but tailor to new land use codes and plan objectives.



Some coordination with NCDOT is recommended, but integration with a UDO update could satisfy other engagement objectives.



Expert help from consultants may be a good idea, but good resources already exist, as noted. Perhaps \$10,000 - \$20,000 to tailor an existing guideline.



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