Garner transportation plan

Town Limits

Intersection Improvements

- Proposed Grade Separation
- Existing Interchange
- High Priority
- Medium Priority
- Low Priority
- Not Prioritized
- Proposed Roundabout
- Proposed Interchange

Number of Lanes (2035)

- Proposed Collector; 3 Lane
- Proposed Collector, 2 Lane
- Two Lanes
- Three Lanes
- Five Lanes
- Four Lanes
- Proposed Six Lanes (Widen)
- Proposed Three Lanes
- Proposed Four Lanes (New)
- Proposed Four Lanes (Widen)
- Proposed Three Lanes (Widen)
- Proposed Two Lanes (New)

Roadway Recommendations

N W E S 0 0.25 0.5 Miles

The Louis Berger Group, Inc.
MP/SL 1/9/2010

Managing Access

access management land use (2008)

- Tier One
- Tier Two
- Tier Three

- Agriculture, Forestry, Horticulture
- Estate Residential (less than .2 units per acre)
- Low Density Residential (.2 to 1 unit per acre)
- Medium Density Residential (1 to 4 units per acre)
- High Density Residential (over 4 units per acre)
- Mobile Homes and Mobile Home Parks
- Apartments
- Cemetery
- Church
- Schools, Educational & Daycare Facilities
- Golf Courses and driving ranges
- Library
- Senior / elderly Housing
- Garner Parks
- City / Town
- Office
- Commercial
- Industrial
- Vacant

- Existing Freeway/Interstate
- Existing Minor Thoroughfare
- Existing Major Thoroughfare
- Proposed Major Thoroughfare
- Proposed Minor Thoroughfare
- Change to Minor Thoroughfare
- Proposed 540 Outer Loop

Street Hierarchy

Discussion

This graphic illustrates major roadway and intersection priorities (top); Access Management Tiers (bottom-left); and the Garner Street Hierarchy (bottom-right). East-West street connectivity has been hindered by the topography of the area, with major ridgelines tending to run north-south.

The relative priorities are based on construction feasibility and input from the public, steering committee, and town/consultant staff recommendations. The final approval rests with the Town Council of Garner.

Key Issues
The following are key considerations in the development of the Garner Transportation Plan recommendations:
(1) With or without the very costly to construct Southern Wake Expressway, additional roadway capacity improvements are needed now and in the future to maintain the target "D" level-of-service. Rural roads like Jordan Road (see bottom-left of main map) are generally poorly suited to developing fringe areas, having no paved shoulders and geometry at intersections that aren't suited to high traffic movements.
(2) There are important cost and other constraints involved in the widening of major thoroughfares through the Town. Additional connections between existing roads are crucial to providing residents an alternative route and maintaining accessibility, and applying stricter controls on new private development in terms of the number of driveway cuts and cross-access provisions between adjacent properties will help preserve limited roadway capacity.