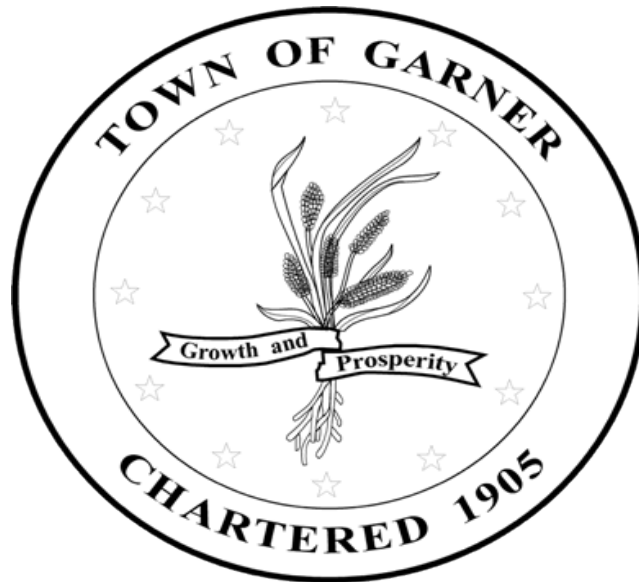


TOWN OF GARNER



TOWN COUNCIL WORK SESSION

May 29, 2018
6:00 P.M.

Garner Town Hall
900 7th Avenue
Garner, NC 27529

**Town of Garner
Work Session Agenda
May 29, 2018**

Dinner will be served for town officials in the Conference Room at 5:15 p.m.

The Council will meet in a Work Session at 6:00 p.m. in the Council Chambers located at 900 7th Avenue.

- A. CALL MEETING TO ORDER/ROLL CALL
- B. ADOPTION OF AGENDA
- C. REPORTS/DISCUSSION

- 1. Road Improvements Adjacent to Schools Page 3

Presenter: Rodney Dickerson, Town Manager

Wake County Public School System (WCPSS) staff met with Town staff recently to discuss legislation passed as a part of the state budget last year regarding road improvements adjacent to schools.

- 2. Wake Transit Plan Update Page 9
Presenter: Het Patel, Senior Planner

Presentation of Wake Transit Plan components including: Bus Plan phasing strategy and approach; Bus Rapid Transit corridor alternatives and segments; and Commuter Rail System corridor. This presentation highlights the information that is being shared as part of the Spring 2018 Public Outreach efforts to receive feedback on Bus Plan phasing approach and Bus Rapid Transit corridors.

- 3. Garner Station Boulevard Crosswalk Page 35
Presenter: Het Patel, Senior Planner

City of Raleigh Transit Department (GoRaleigh) has requested Council approval for adding a crosswalk at Garner Station Boulevard near the Carlie C's. There are two existing bus stops near the vicinity of the proposed crosswalk and the installation of the crosswalk would enhance pedestrian safety and access to transit.

- 4. On-Call Transportation Planning and Design Services Page 41
Presenter: Het Patel, Senior Planner

This presentation seeks to start the discussion regarding a need to advertise for an On-Call Transportation Planning and Design Services RFQ. With the growing number of transportation projects and design needs it would be more efficient to go through the process of selecting an on-call firm to provide transportation planning and design services.

- 5. NC 50 Bridge General Aesthetics Page 51
Presenter: Het Patel, Senior Planner

Review of DRAFT concept for general aesthetics associated with NCDOT NC 50 Bridge Replacement Project. Discussion regarding general aesthetic enhancements for NC 50 bridge that would not have additional costs to the Town.

- D. MANAGER REPORTS

- E. COUNCIL REPORTS

- F. CLOSED SESSION

- 1. Pursuant to N.C. General Statutes 143-318.11(a)(4)) “to discuss economic development.”
- 2. Pursuant to N.C. General Statutes 143-318.11(a)(5)) “to discuss possible real estate acquisition and the Town’s negotiating position regarding such real estate.”

- G. ADJOURNMENT

Town of Garner
Town Council Meeting
Agenda Form

Meeting Date: May 29, 2018		
Subject: Road Improvements Adjacent to Schools		
Location on Agenda: Discussion		
Department: Town Manager's Office		
Contact: Rodney Dickerson, Town Manager		
Presenter: Rodney Dickerson, Town Manager		
Brief Summary: Wake County Public School System (WCPSS) staff met with Town staff recently to discuss legislation passed as a part of the state budget last year regarding road improvements adjacent to schools.		
Recommended Motion and/or Requested Action: Provide guidance regarding pending road improvements related to the Vandora Springs Elementary project.		
Detailed Notes: In summary, the Department of Transportation and/or the Town can only require public, charter or private schools to construct road improvements "related to schools that are required for safe ingress and egress to the municipal (or state for NCDOT roads) street system and that are physically connected to a driveway of the school site." The cost for any improvements beyond this, and right of way required to construct them, must be reimbursed to the school system by the Town for municipal streets or NC DOT for state roads.		
Funding Source: Street & Sidewalk Bond Funds or General Fund		
Cost: \$142,000	One Time: <input checked="" type="radio"/>	Annual: <input type="radio"/> No Cost: <input type="radio"/>
Manager's Comments and Recommendations: Staff seeks direction from Council regarding pending road improvements related to the Vandora Springs Elementary project.		
Attachments Yes: <input checked="" type="radio"/> No: <input type="radio"/>		
Agenda Form Reviewed by:	Initials:	Comments:
Department Head:	JMH	
Finance Director:		
Town Attorney:		
Town Manager:	RD	
Town Clerk:		



Town Manager's Office Memorandum

TO: Town Council

FROM: John Hodges
Assistant Town Manager – Development Services

DATE: May 22, 2018

SUBJECT: Road Improvements Adjacent to Schools

Wake County Public School System (WCPSS) staff met with Town staff recently to discuss legislation passed as a part of the state budget last year regarding road improvements adjacent to schools. In summary, the Department of Transportation and/or the Town can only require public or private schools to construct road improvements “related to schools that are required for safe ingress and egress to the municipal (or state for NCDOT roads) street system and that are physically connected to a driveway of the school site.” The cost for any improvements beyond this, and right of way required to construct them, must be reimbursed to the school system by the Town for municipal street or NC DOT for state roads.

The new legislation is in effect for any school opening after August 1, 2017. Staff had originally understood that the effective date would apply to site plan approval date, not school opening. Based on this effective date, the Town of Garner is impacted by two school projects – Vandora Springs Elementary (VSE) and Garner Magnet Senior High (GMSH). For these two projects, WCPSS will request reimbursement of improvements outside the parameters of the new legislation following the one-year warranty period.

For the Vandora Springs Elementary School project, only the improvements to Frederick Road will result in a reimbursement request from WCPSS to the Town of Garner as Vandora Springs Road is an NCDOT street. These improvements are estimated at \$142,000. The Town Engineer is evaluating the improvements to determine whether any of the proposed work would not be required by the Town. For the contractor to continue working on the project, the Town needs to authorize the proposed improvements or a revised scope of work if proposed by the Town Engineer.

We are awaiting detailed information from WCPSS regarding the improvement at GMSH. This will likely mean reimbursement for improvements to part of Spring Drive. For both projects, the reimbursement request will be after the one-year warranty period, so there will not be an impact to the 2018-2019 budget that is currently being developed. There are additional details regarding how road improvements will be evaluated for future projects. Staff will work with WCPSS and NCDOT to understand these procedures prior to another public school site plan submittal.

A copy of the legislation is attached. Please note that the first page is the cover page of the entire budget and the second and subsequent pages are an excerpt that includes the Road Improvements Adjacent to Schools language.

**GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2017**

**SESSION LAW 2017-57
SENATE BILL 257**

AN ACT TO MAKE BASE BUDGET APPROPRIATIONS FOR CURRENT OPERATIONS
OF STATE DEPARTMENTS, INSTITUTIONS, AND AGENCIES, AND FOR OTHER
PURPOSES.

The General Assembly of North Carolina enacts:

PART I. TITLE OF ACT AND INTRODUCTION

TITLE OF ACT

SECTION 1.1. This act shall be known as the "Current Operations Appropriations Act of 2017."

INTRODUCTION

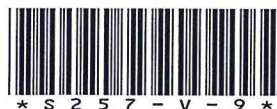
SECTION 1.2. The appropriations made in this act are for maximum amounts necessary to provide the services and accomplish the purposes described in the budget in accordance with the State Budget Act. Savings shall be effected where the total amounts appropriated are not required to perform these services and accomplish these purposes, and the savings shall revert to the appropriate fund at the end of each fiscal year, except as otherwise provided by law.

PART II. CURRENT OPERATIONS AND EXPANSION GENERAL FUND

CURRENT OPERATIONS AND EXPANSION/GENERAL FUND

SECTION 2.1. Appropriations from the General Fund of the State for the maintenance of the State departments, institutions, and agencies, and for other purposes as enumerated, are made for the fiscal biennium ending June 30, 2019, according to the following schedule:

Current Operations – General Fund	FY 2017-2018	FY 2018-2019
EDUCATION		
Community Colleges System Office	\$ 1,121,815,001	\$ 1,141,757,845
Department of Public Instruction	9,046,403,622	9,425,109,426
Appalachian State University	134,672,993	134,672,993
East Carolina University		
Academic Affairs	214,598,809	214,598,809
Health Affairs	74,373,798	75,014,745
Elizabeth City State University	31,964,712	31,154,712
Fayetteville State University	52,116,162	52,116,162



Chapter. To the extent the funds described in this subsection are not already appropriated, they are hereby appropriated to be used for the purpose set forth in this subsection."

SECTION 34.6.(b) G.S. 136-189.11 reads as rewritten:

"§ 136-189.11. Transportation Investment Strategy Formula.

...
(b) Funds Excluded From Formula. – The following funds are not subject to this section:

...
(11) Funds advanced pursuant to G.S. 136-186.

...
(e) Authorized Formula Variance. – The Department may vary from the Formula set forth in this section if it complies with the following:

...
(2) Calculation of variance. – Each year the Secretary shall calculate the amount of Regional Impact and Division Need funds allocated in that year to each division and region, the amount of funds obligated, and the amount the obligations exceeded or were below the allocation. In calculating the amount of funds obligated, the Secretary shall include any amount used as repayment for funds advanced pursuant to G.S. 136-186. In the first variance calculation under this subdivision following the end of fiscal year 2015-2016, the target amounts obtained according to the Formula set forth in this section shall be adjusted to account for any differences between allocations and obligations reported for the previous year. In the first variance calculation under this subdivision following the end of fiscal year 2016-2017, the target amounts obtained according to the Formula set forth in this section shall be adjusted to account for any differences between allocations and obligations reported for the previous two fiscal years. In the first variance calculation under this subdivision following the end of fiscal year 2017-2018, the target amounts obtained according to the Formula set forth in this section shall be adjusted to account for any differences between allocations and obligations reported for the previous three fiscal years. In the first variance calculation under this subdivision following the end of fiscal year 2018-2019, the target amounts obtained according to the Formula set forth in this section shall be adjusted to account for any differences between allocations and obligations reported for the previous four fiscal years. The new target amounts shall be used to fulfill the requirements of subdivision (1) of this subsection for the next update of the Transportation Improvement Program. The adjustment to the target amount shall be allocated by Distribution Region or Division, as applicable.

...."

ROAD IMPROVEMENTS ADJACENT TO SCHOOLS

SECTION 34.6A.(a) G.S. 136-18(29a) reads as rewritten:

"(29a) To coordinate with all public and private entities planning schools to provide written recommendations and evaluations of driveway access and traffic operational and safety impacts on the State highway system resulting from the development of the proposed sites. All public and private entities shall, upon acquiring land for a new school or prior to beginning construction of a new school, relocating a school, or expanding an existing school, request from the Department a written evaluation and written recommendations to ensure that all proposed access points comply with the criteria in the current

North Carolina Department of Transportation "Policy on Street and Driveway Access". The Department shall provide the written evaluation and recommendations within a reasonable time, which shall not exceed 60 days. This subdivision applies to improvements that are not located on the school property. The Department shall have the power to grant final approval of any project design under this subdivision. To facilitate completion of the evaluation and recommendations within the required 60 days, in lieu of the evaluation by the Department, schools may engage an independent traffic engineer prequalified by the Department. The resulting evaluation and recommendations from the independent traffic engineer shall also fulfill any similar requirements imposed by a unit of local government. This subdivision shall not be construed to require the public or private entities planning schools to meet the recommendations made by the Department, Department or the independent traffic engineer, except those highway improvements that are required for safe ingress and egress to the State highway system-system, pursuant to subdivision (29) of this section, and that are physically connected to a driveway on the school property. The total cost of any improvements to the State highway system provided by a school pursuant to this subdivision, including those improvements pursuant to subdivision (29) of this section, shall be reimbursed by the Department. Any agreement between a school and the Department to make improvements to the State highway system shall not include a requirement for acquisition of right-of-way by the school, unless the school is owned by an entity that has eminent domain power. Nothing in this subdivision shall preclude the Department from entering into an agreement with the school whereby the school installs the agreed upon improvements and the Department provides full reimbursement for the associated costs incurred by the school, including design fees and any costs of right-of-way or easements. The term "school," as used in this subdivision, means any facility engaged in the educational instruction of children in any grade or combination of grades from kindergarten through the twelfth grade at which attendance satisfies the compulsory attendance law and includes charter schools authorized under G.S. 115C-218.5. The term "improvements," as used in this subdivision, refers to all facilities within the right-of-way required to be installed to satisfy the road cross-section requirements depicted upon the approved plans. These facilities shall include roadway construction, including pavement installation and medians; ditches and shoulders; storm drainage pipes, culverts, and related appurtenances; and, where required, curb and gutter; signals, including pedestrian safety signals; street lights; sidewalks; and design fees. Improvements shall not include any costs for public utilities."

SECTION 34.6A.(b) Article 15 of Chapter 160A of the General Statutes is amended by adding a new section to read:

"§ 160A-307.1. Limitation on city requirements for street improvements related to schools.

A city may only require street improvements related to schools that are required for safe ingress and egress to the municipal street system and that are physically connected to a driveway on the school site. The required improvements shall not exceed those required pursuant to G.S. 136-18(29). G.S. 160A-307 shall not apply to schools. A city may only require street improvements related to schools as provided in G.S. 160A-372. The cost of any improvements to the municipal street system pursuant to this section shall be reimbursed by the

city. Any agreement between a school and a city to make improvements to the municipal street system shall not include a requirement for acquisition of right-of-way by the school, unless the school is owned by an entity that has eminent domain power. Any right-of-way costs incurred by a school for required improvements pursuant to this section shall be reimbursed by the city. The term "school," as used in this section, means any facility engaged in the educational instruction of children in any grade or combination of grades from kindergarten through the twelfth grade at which attendance satisfies the compulsory attendance law and includes charter schools authorized under G.S. 115C-218.5."

SECTION 34.6A.(c) The Department of Transportation, in collaboration with the Department of Public Instruction, shall develop a report covering the period from July 1, 2015, through July 1, 2017, that provides all of the following information:

- (1) All schools, including private and charter, that have been opened, relocated, or expanded.
- (2) The types of road improvements required for each school identified in subdivision (1) of this subsection.
- (3) Whether each road improvement identified in subdivision (2) of this subsection is to a road maintained by the State or a municipality.
- (4) Whether each road improvement identified in subdivision (2) of this subsection is to a road adjacent to the school property.
- (5) A description of any disputes or appeals raised by the schools identified in subdivision (1) of this subsection concerning the road improvements identified in subdivision (2) of this subsection.
- (6) The total cost for each road improvement identified under subdivision (2) of this subsection.
- (7) The funding source for the payment of the costs incurred for each road improvement identified in subdivision (2) of this subsection.

SECTION 34.6A.(d) In addition to the information required under subdivisions (1) through (5) of subsection (c) of this section, and for the period covering July 2, 2017, through July 1, 2020, the report required under subsection (c) of this section shall identify (i) the number of schools, including private and charter, that will be opened, relocated, or expanded, (ii) the types of road improvements anticipated to be required for each school identified, and (iii) the total cost for each road improvement anticipated to be required for each school identified.

SECTION 34.6A.(e) The Department of Transportation shall submit the report required under subsection (c) of this section to the Joint Legislative Transportation Oversight Committee and the Joint Legislative Education Oversight Committee by February 1, 2018.

SECTION 34.6A.(f) Any rule or policy adopted by the Department of Transportation that does not comply with the provisions of this section shall be null, void, and without effect.

SECTION 34.6A.(g) The Department of Transportation may adopt temporary rules to implement the provisions of this section. Any temporary rules adopted in accordance with this section shall remain in effect until permanent rules that replace the temporary rules become effective.

SECTION 34.6A.(h) Subsections (a) and (b) of this section become effective October 1, 2017, and apply to school openings, relocations, and expansions on or after that date. The remainder of this section is effective when it becomes law.

USE OF FUNDS IN MOBILITY/MODERNIZATION FUND

SECTION 34.7.(a) Spot Mobility Program. – Of the funds appropriated in this act to the Mobility/Modernization Fund in the Highway Fund, forty percent (40%) of the funds shall be used for a Spot Mobility Program that shall be managed by the State Traffic Engineer

Town of Garner
Town Council Meeting
Agenda Form

Meeting Date: May 29, 2018		
Subject: Wake Transit Plan Update		
Location on Agenda: Discussion		
Department: Planning		
Contact: Het Patel, Senior Planner		
Presenter: Het Patel, Senior Planner		
Brief Summary: Presentation of Wake Transit Plan components including: Bus Plan phasing strategy and approach; Bus Rapid Transit corridor alternatives and segments; and Commuter Rail System corridor. This presentation highlights the information that is being shared as part of the Spring 2018 Public Outreach efforts to receive feedback on Bus Plan phasing approach and Bus Rapid Transit corridors.		
Recommended Motion and/or Requested Action: Receive as information.		
Detailed Notes: 		
Funding Source:		
Cost:	One Time: <input type="radio"/>	Annual: <input type="radio"/> No Cost: <input checked="" type="radio"/>
Manager's Comments and Recommendations: N/A		
Attachments Yes: <input checked="" type="radio"/> No: <input type="radio"/>		
Agenda Form Reviewed by:	Initials:	Comments:
Department Head:	JT	
Finance Director:		
Town Attorney:		
Town Manager:	RD	
Town Clerk:		

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Wake Transit Plan

May 29, 2018

goforwardnc.org/wake



Background & Context

- Concurrent planning initiatives under Wake Transit Plan umbrella:
 - **Major Investment Study (BRT and CRT)**
 - **Bus Service Implementation Plan**
 - Coordinated Human Services Study
 - Land Use and Affordable Housing
 - Public Engagement
 - Fare Structure Study

Presentation Overview

- Overview / Regional Coordination
- Strategy and Approach
 - Wake Bus Plan
 - Bus Rapid Transit
 - Commuter Rail
- Timeline and Phases
- Public Engagement

Wake Transit Referendum

In November 2016, Wake County voters approved a transit-dedicated half-cent sales tax investment to expand and better connect the public transit network throughout Wake County. The plan will:

CONNECT
the region



CONNECT
all Wake County
communities



PROVIDE
frequent, reliable
urban mobility



ENHANCE
access to transit.



Wake Transit Plan

Transit Planning Advisory Committee (TPAC)

- Representatives from GoTriangle, CAMPO and Wake County municipalities
- Coordinates planning and implementation of Wake Transit Plan
 - Recommends budgets
 - Recommends annual work plans
- Policy decisions sent to governing boards for approval

Organization	Voting Members
CAMPO	2
GoTriangle	2
Wake County	2
City of Raleigh	2
Town of Cary	2
Town of Apex	1
Town of Fuquay-Varina	1
Town of Garner	1
Town of Holly Springs	1
Town of Knightdale	1
Town of Morrisville	1
Town of Rolesville	1
Town of Wake Forest	1
Town of Wendell	1
Town of Zebulon	1
NC State University	1
RTP Foundation	1
Total	22

Wake Transit Bus Plan

- Prioritize and program service for implementation
 - Clear network goals
 - Fiscally constrained
 - Make transit easy to use (rider oriented)
 - Focus on what happens first



EXISTING

Ridership vs. Coverage



PLANNED

Ridership vs. Coverage



Connect all Communities

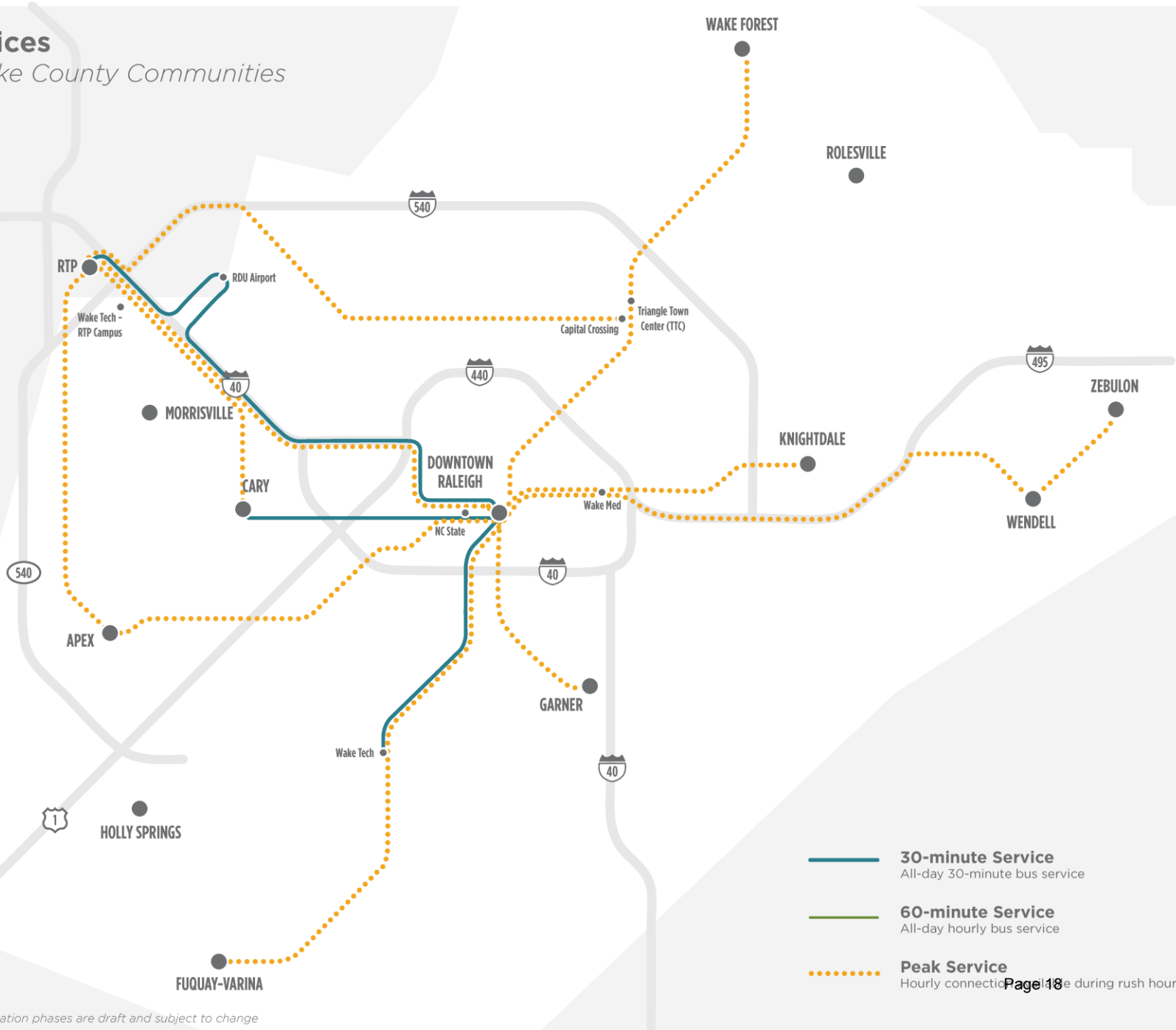


- All Wake Counties have access to transit services
 - Peak period commuter routes
 - Expand some routes to all day service
- Early Destinations Added
 - Rolesville
 - Holly Springs
 - Morrisville
 - **Garner**

Existing Services

Connect All Wake County Communities

DURHAM



Phase I: Proposed Service Changes between 2019 and 2021

Connect All Wake County Communities

DURHAM

RTP

RDU Airport

Wake Tech - RTP Campus

MORRISVILLE

CARY

DOWNTOWN RALEIGH

NC State

APEX

HOLLY SPRINGS

FUQUAY-VARINA

Wake Tech

GARNER

Wake Med

Capital Crossing

Triangle Town Center (TTC)

WAKE FOREST

ROLESVILLE

KNIGHTDALE

WENDELL

ZEBULON



Proposed Route Improvements

Existing Services



30-minute Service

All-day 30-minute bus service



60-minute Service

All-day hourly bus service



Peak Service

Hourly connecting service during rush hour

Phase II: Proposed Service Changes between 2022 and 2024

Connect All Wake County Communities

DURHAM

RTP

RDU Airport

Wake Tech - RTP Campus

MORRISVILLE

CARY

DOWNTOWN RALEIGH

NC State

Wake Med

WAKE FOREST

ROLESVILLE

Capital Crossing

Triangle Town Center (TTC)

KNIGHTDALE

ZEBULON

WENDELL

APEX

GARNER

Wake Tech

HOLLY SPRINGS

FUQUAY-VARINA

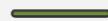
Proposed Route Improvements

Existing Services



30-minute Service

All-day 30-minute bus service



60-minute Service

All-day hourly bus service



Peak Service

Hourly connecting service during rush hour



Phase III: Proposed Service Changes between 2025 and 2027

Connect All Wake County Communities

DURHAM

RTP

Wake Tech - RTP Campus

RDU Airport

MORRISVILLE

CARY

DOWNTOWN RALEIGH

NC State

APEX

HOLLY SPRINGS

FUQUAY-VARINA

Wake Tech

GARNER

Capital Crossing

Triangle Town Center (TTC)

Wake Med

WAKE FOREST

ROLESVILLE

KNIGHTDALE

WENDELL

ZEBULON

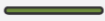


Proposed Route Improvements

Existing Services



30-minute Service
All-day 30-minute bus service



60-minute Service
All-day hourly bus service



Peak Service
Hourly connections during rush hour

Route alignments and implementation phases are draft and subject to change

Frequent Transit Network



- Develop convenient, reliable urban transit
- Consistent core bus network
 - High frequency transit routes with service every 15 minutes or better
 - Operate 19 hours a day Monday – Saturday
 - Operate 17 hours a day Sunday
- Complements high capacity network

Phase III: Proposed Service Changes between 2025 and 2027

Frequent Transit Network

Bus Rapid Transit (BRT) Corridor

All-day frequent service, with exclusive lanes or other infrastructure treatments to improve speed and reliability

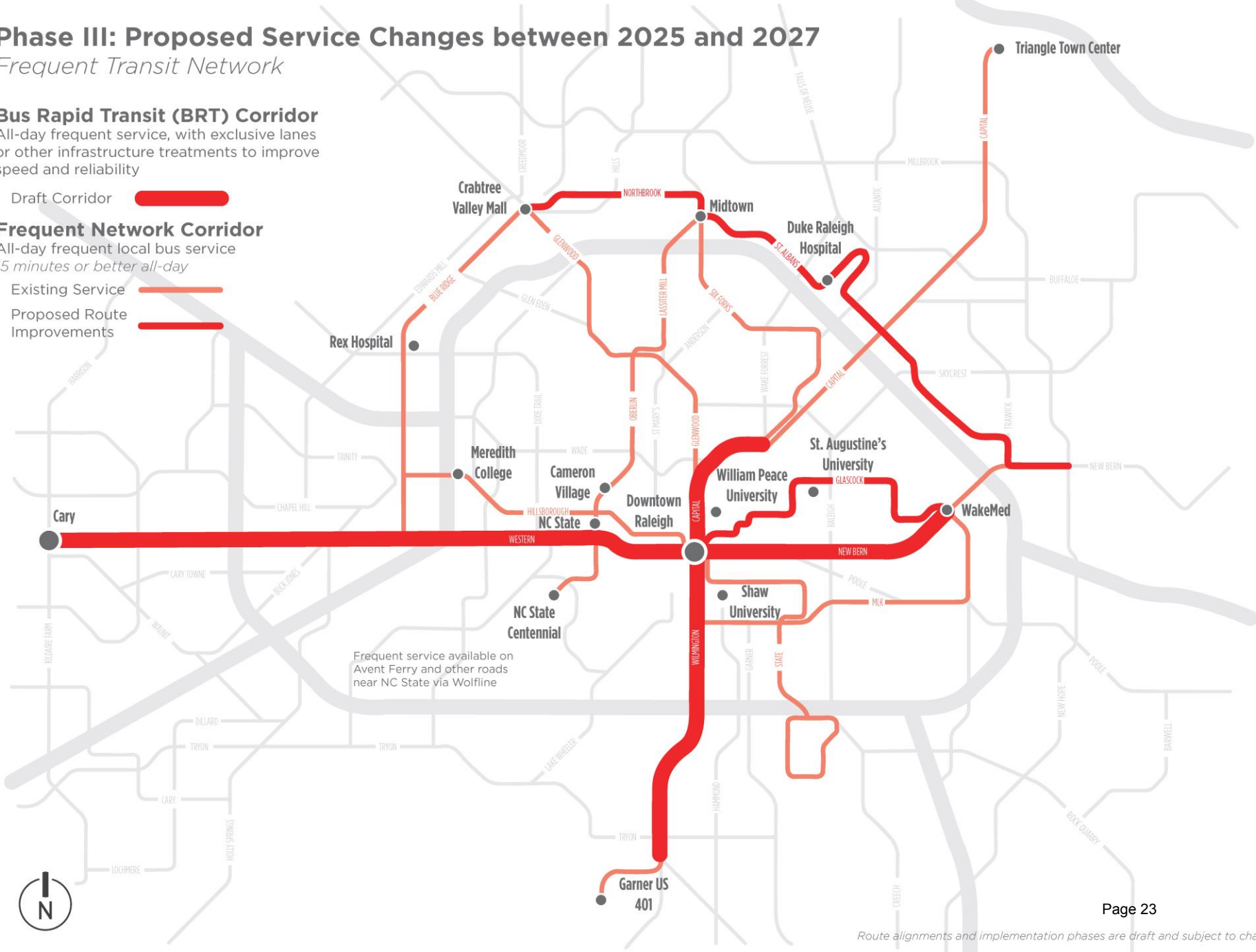
Draft Corridor 

Frequent Network Corridor

All-day frequent local bus service
15 minutes or better all-day

Existing Service 

Proposed Route Improvements 



Frequent service available on Avent Ferry and other roads near NC State via Wolfline

Capital Investments

- Investments will be aligned with service changes
- Transfer centers
- Bus stops
- Park and ride lots
- Vehicles
- Bus service on shoulders
- Transit signal priority
- Technology



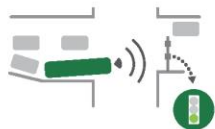
WHAT IS BUS RAPID TRANSIT?



FREQUENT
ON-TIME SERVICE



ENHANCED FARE
COLLECTION
SYSTEMS



TRANSIT
SIGNAL
PRIORITY



BUS RAPID
TRANSIT
BRANDING



DEDICATED
LANES



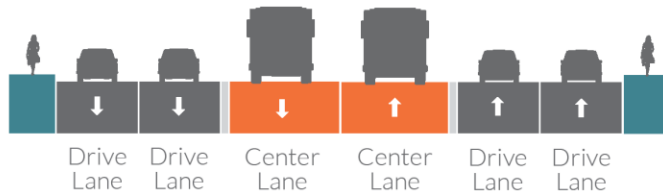
SPECIALIZED
VEHICLES



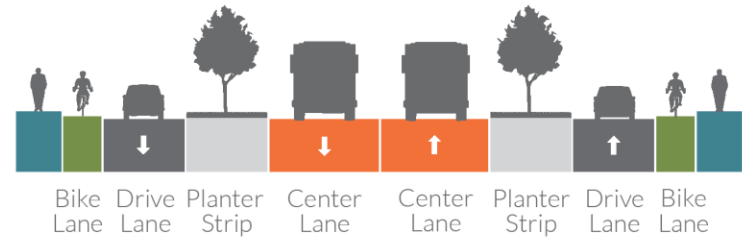
ENHANCED
STATIONS

CONCEPT STREET SECTIONS

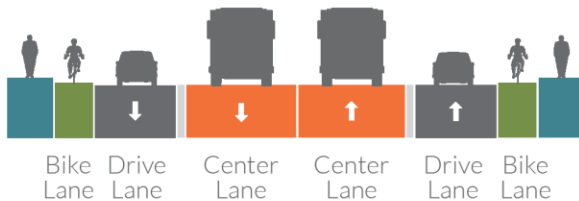
CENTER RUNNING BUS RAPID TRANSIT



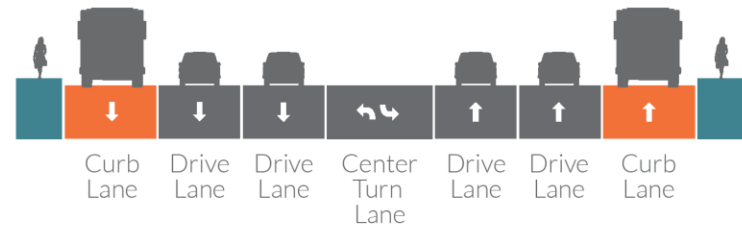
CENTER RUNNING BUS RAPID TRANSIT ON A BUS BOULEVARD



CENTER RUNNING BUS RAPID TRANSIT WITH BIKE LANE

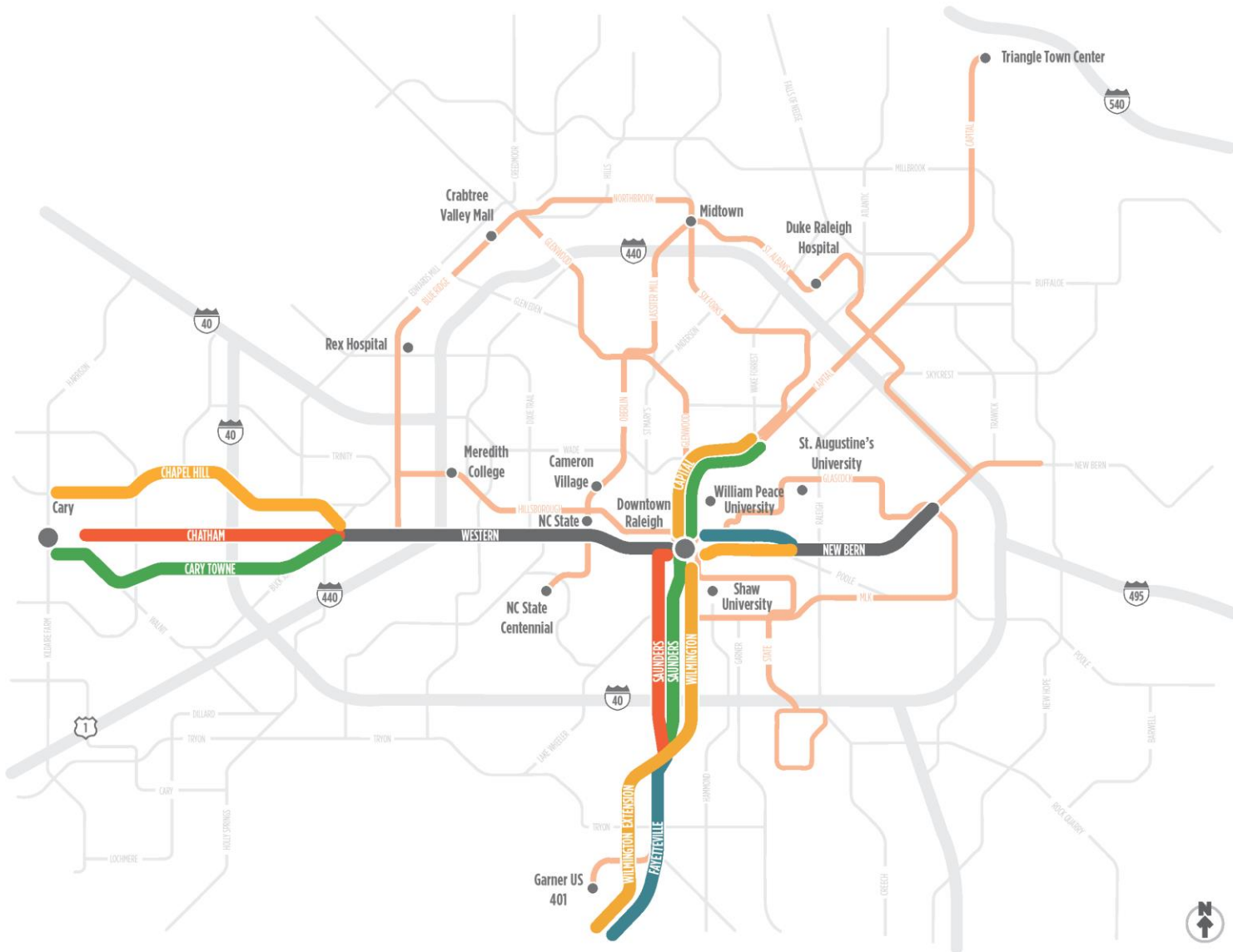


CURB RUNNING BUS RAPID TRANSIT



These are example concepts of segments of corridors where Bus Rapid Transit will operate in a dedicated lane. At least 50% of the Bus Rapid Transit alignment will be in a dedicated lane, however there will also be segments where Bus Rapid Transit vehicles and cars operate in the same lane.

2027 HIGH FREQUENCY NETWORK



LEGEND

POTENTIAL BUS RAPID TRANSIT SEGMENTS

-  ONE ALIGNMENT OPTION
-  MULTIPLE ALIGNMENT OPTIONS
-  MULTIPLE ALIGNMENT OPTIONS
-  MULTIPLE ALIGNMENT OPTIONS

FREQUENT NETWORK CORRIDOR

All-day frequent local bus service

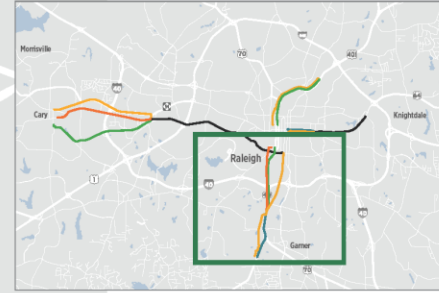
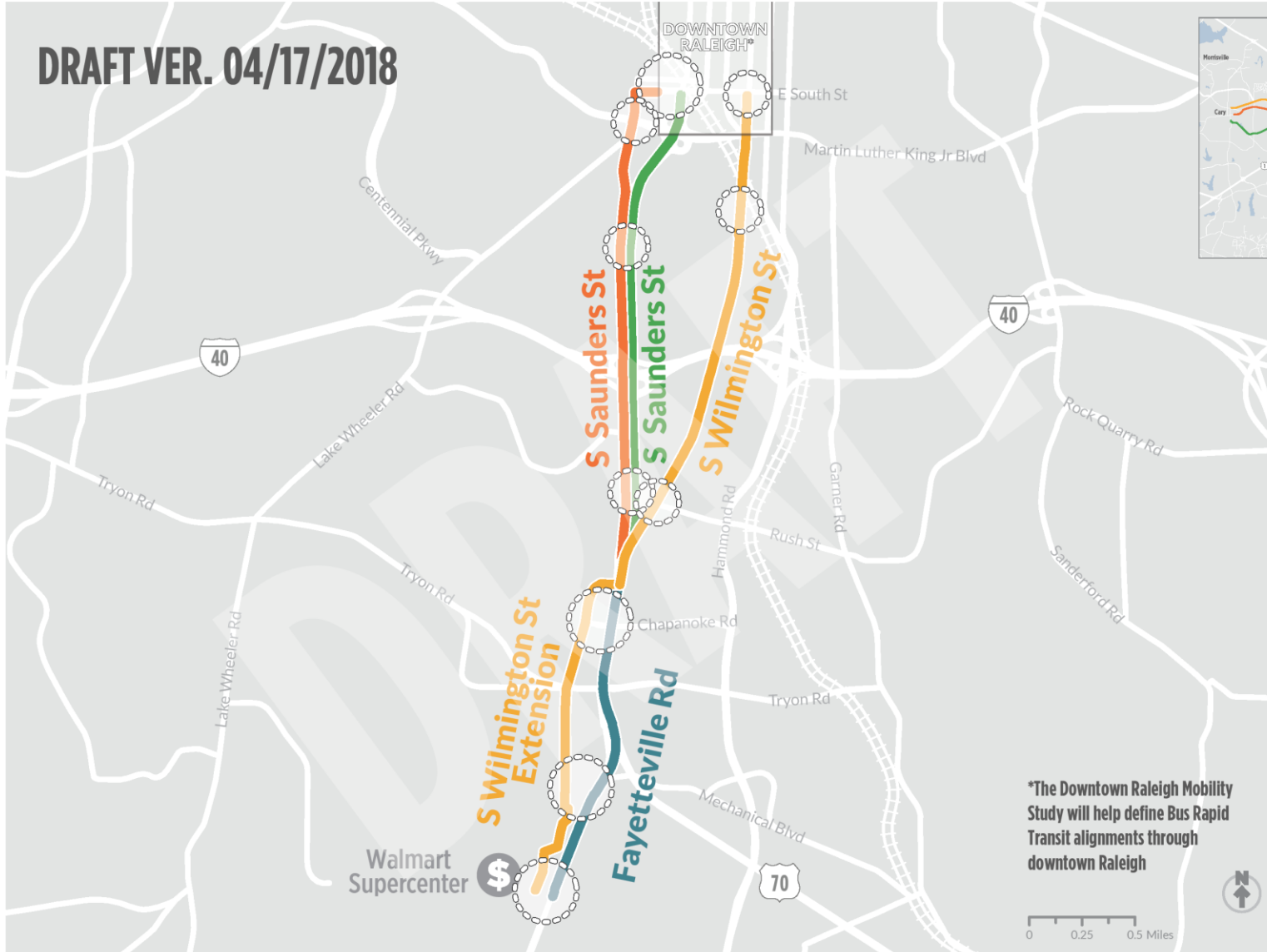


-  WAKE COUNTY COMMUNITY
-  OTHER DESTINATION



WILMINGTON ST / SOUTH SAUNDERS BUS RAPID TRANSIT CORRIDOR OPTIONS

DRAFT VER. 04/17/2018



LEGEND

NORTHERN CORRIDOR OPTIONS:

- S Saunders, Lenoir, & West
- S Saunders & McDowell
- S Wilmington St

SOUTHERN CORRIDOR OPTIONS:

- Wilmington St Extension
- Fayetteville Rd

POTENTIAL STATION AREAS

- Estimated Bus Rapid Transit Station Size (For Scale)

NCRR RAIL CORRIDOR



*The Downtown Raleigh Mobility Study will help define Bus Rapid Transit alignments through downtown Raleigh



HOW WE EVALUATE POTENTIAL BUS RAPID TRANSIT OPTIONS

PREDICTED
RIDERSHIP & COST
EFFECTIVENESS



POPULATION &
EMPLOYMENT
IN THE CORRIDOR



CONNECTIONS TO
FUTURE BUS &
RAIL NETWORKS



SOCIAL & NATURAL
ENVIRONMENTAL
IMPACT



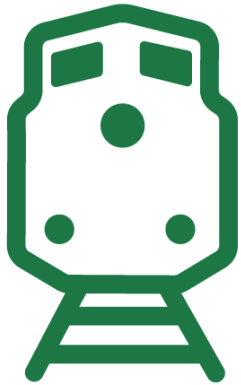
POTENTIAL TO
PROVIDE ENHANCED
SPEED & RELIABILITY
FOR TRANSIT



CONSTRUCTABILITY



Commuter Rail System



- Building a 37-mile commuter rail system
- Service from Garner to Downtown Raleigh, N.C. State University, Cary, Morrisville and the Research Triangle Park continuing to Durham.
- Will use existing railroad tracks to provide comfortable passenger service that allows riders to relax or work on their way to key destinations.

Spring 2018 Public Outreach



- Outreach Goals
 - Continued education for Wake Transit Plan
 - Feedback on proposed phasing (bus service)
 - Input on potential BRT alignments and station locations
- Planned Activities
 - 4 formal public meetings (1 was in Garner)
 - 10 pop-up meetings
 - 16 community events
 - On-line survey
- Survey Link: publicinput.com/waketransit

Next Steps

- Bus Plan Development

- Adjust bus network development based on public input
- Recommend year by year phasing
- Short Range Transit Plans
- Capital Plans

- BRT

- Refine alignment and station plans based on public input
- Technical evaluation of BRT alignment options
- Assign projects to sponsors in FY19



Learn more at **GoForwardNC.org/Wake**

Town of Garner
Town Council Meeting
Agenda Form

Meeting Date: May 29, 2018		
Subject: Garner Station Boulevard Crosswalk		
Location on Agenda: Discussion		
Department: Planning		
Contact: Het Patel, Senior Planner		
Presenter: Het Patel, Senior Planner		
Brief Summary: City of Raleigh Transit Department (GoRaleigh) has requested Council approval for adding a crosswalk at Garner Station Boulevard near the Carlie C's. There are two existing bus stops near the vicinity of the proposed crosswalk and the installation of the crosswalk would enhance pedestrian safety and access to transit.		
Recommended Motion and/or Requested Action: Recommend approval of project to allow GoRaleigh to complete design and installation of crosswalk.		
Detailed Notes: GoRaleigh has plans to improve the bus stop on the north side of Garner Station Boulevard in the future and with the Park-n-Ride lot on that side of Garner Station Boulevard there is a potential for increased pedestrian traffic crossing Garner Station Boulevard to utilize the bus stop on the south side of the road. GoRaleigh plans to utilize existing on-call consultant to complete design of crosswalk improvements and will also look to complete construction of median refuge and striping crosswalk through existing contracts. The Town's responsibilities may include: striping of crosswalk; and installation of high-visibility pedestrian signage.		
Funding Source:		
Cost:	One Time: <input type="radio"/>	Annual: <input type="radio"/> No Cost: <input checked="" type="radio"/>
Manager's Comments and Recommendations: N/A		
Attachments Yes: <input checked="" type="radio"/> No: <input type="radio"/>		
Agenda Form Reviewed by:	Initials:	Comments:
Department Head:	JT	
Finance Director:		
Town Attorney:		
Town Manager:	RD	
Town Clerk:		

Garner Station Blvd. Crosswalk

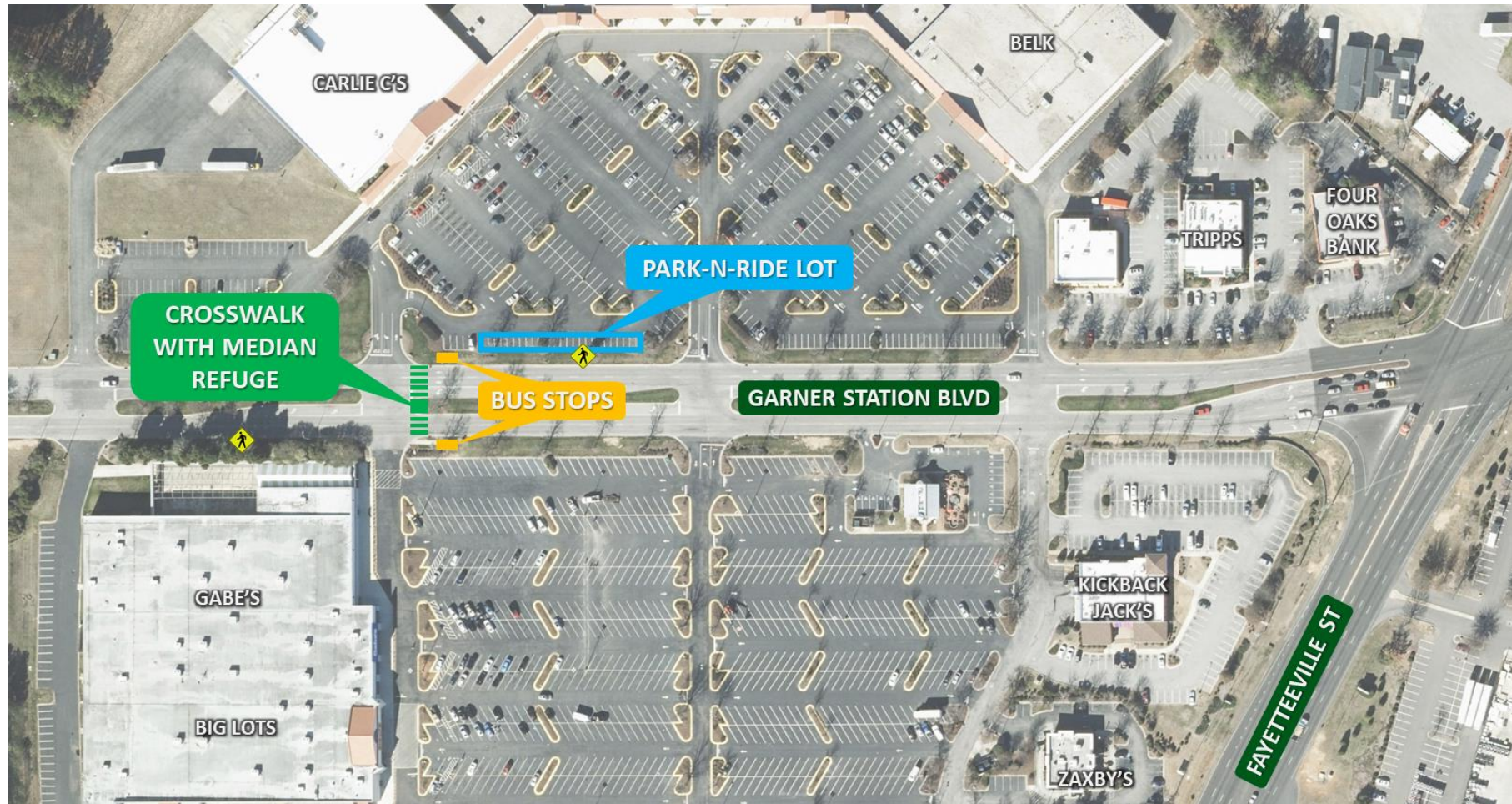
Pedestrian Facilities

May 29, 2018

General Information

- City of Raleigh Transit Department (GoRaleigh) has requested Council approval for adding a crosswalk at Garner Station Boulevard near the Carlie C's
- Existing Conditions:
 - There are two bus stops along Garner Station Boulevard (north and south)
 - South end bus stop has sidewalk connection to a concrete pad
 - GoRaleigh plans to improve the north end bus stop within the next couple years
 - Crosswalk would provide pedestrian connection to the two existing bus stops

Project Location



Project Description

- City of Raleigh Transit Department (GoRaleigh) plans to utilize existing on-call consultant to complete design of crosswalk improvements
- GoRaleigh will also look to complete construction of median refuge and striping crosswalk through existing contracts
- Town Responsibilities may include:
 - Striping of crosswalk if it cannot be completed under GoRaleigh's existing contracts
 - Installation of high-visibility pedestrian signage associated with striped crosswalk

Council Action

- Recommend approval of project to allow GoRaleigh to complete design and installation of crosswalk for pedestrian improvements at Garner Station Boulevard and provide support services to complete installation as necessary.

Town of Garner
Town Council Meeting
Agenda Form

Meeting Date: May 29, 2018		
Subject: On-Call Transportation Planning and Design Services		
Location on Agenda: Discussion		
Department: Planning		
Contact: Het Patel, Senior Planner		
Presenter: Het Patel, Senior Planner		
Brief Summary: This presentation seeks to start the discussion regarding a need to advertise for an On-Call Transportation Planning and Design Services RFQ. With the growing number of transportation projects and design needs it would be more efficient to go through the process of selecting an on-call firm to provide transportation planning and design services.		
Recommended Motion and/or Requested Action: Recommend approval to develop and advertise On-Call Transportation Planning and Design Services RFQ.		
Detailed Notes: The need for the On-Call Transportation Planning and Design Services RFQ is highlighted by the following upcoming transportation projects for the Town: design of Jones Sausage Road improvements, design of Ackerman Road extension, and design of Lake Drive improvements to coincide with NC 50 bridge improvements.		
Funding Source:		
Cost:	One Time: <input type="radio"/>	Annual: <input type="radio"/> No Cost: <input checked="" type="radio"/>
Manager's Comments and Recommendations: This service will expedite the transportation planning process and put Garner in a better position to leverage other funding sources.		
Attachments Yes: <input checked="" type="radio"/> No: <input type="radio"/>		
Agenda Form Reviewed by:	Initials:	Comments:
Department Head:	JT	
Finance Director:		
Town Attorney:		
Town Manager:	RD	
Town Clerk:		

On-Call Transportation Planning and Design Services

May 29, 2018

General Information

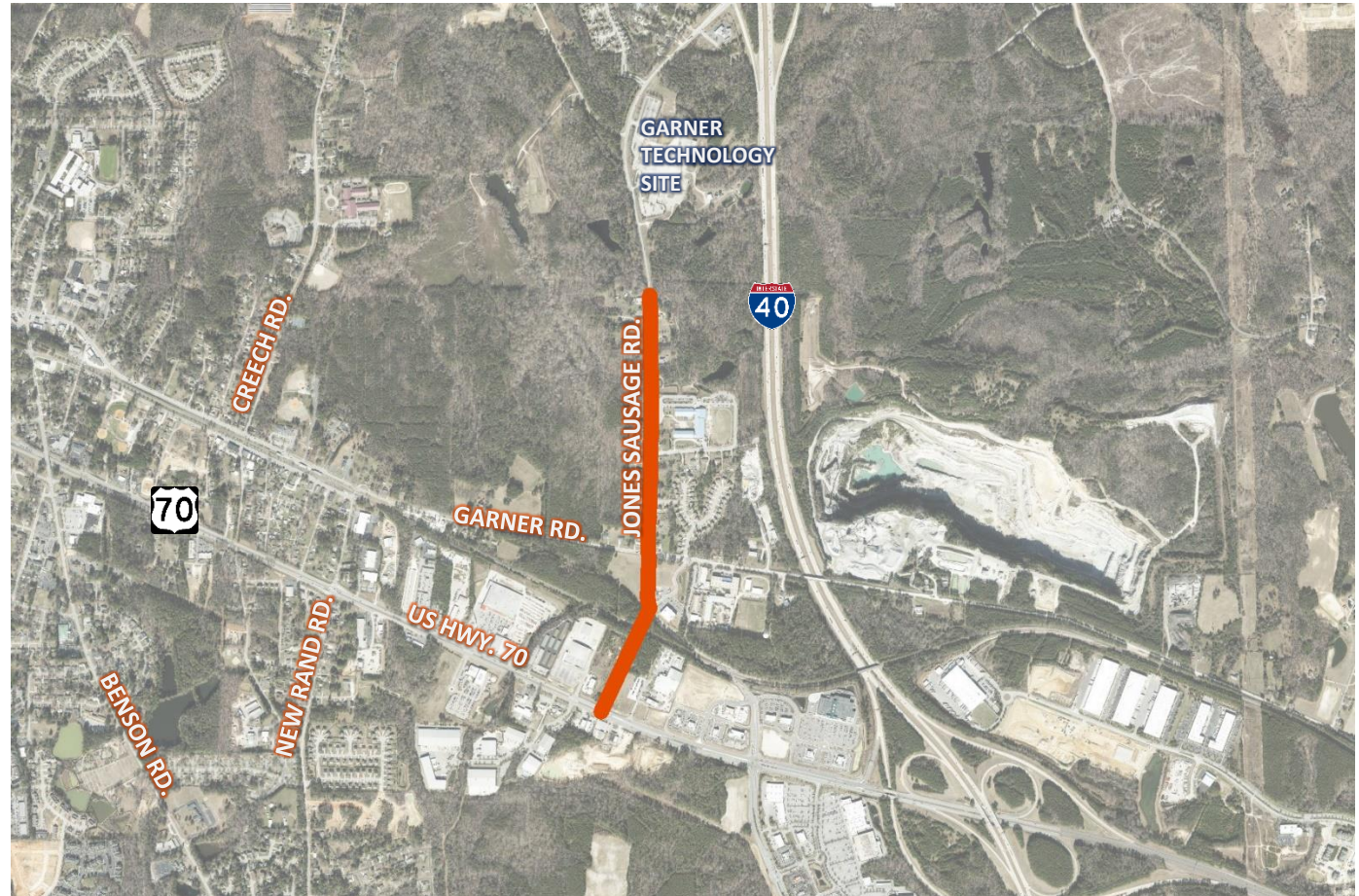
- Growing number of transportation planning and design projects within Town Limits
- On-Call Transportation Planning and Design Services RFQ advertisement
 - Provide efficiency in completing planning and design services
 - Task Work Order based contracts based on need and timeframe for project improvements
 - All work would be completed to meet Federal funding standards to position the Town to apply for LAPP funding (when applicable)

Potential Projects

- The need for the On-Call Transportation Planning and Design Services RFQ advertisement is highlighted by the need to complete the following projects:
 - Design of Jones Sausage Road Improvements
 - Design of Ackerman Road Extension
 - Design of Lake Drive Improvements
- Future potential projects would not require a separate RFQ to complete work

Jones Sausage Road

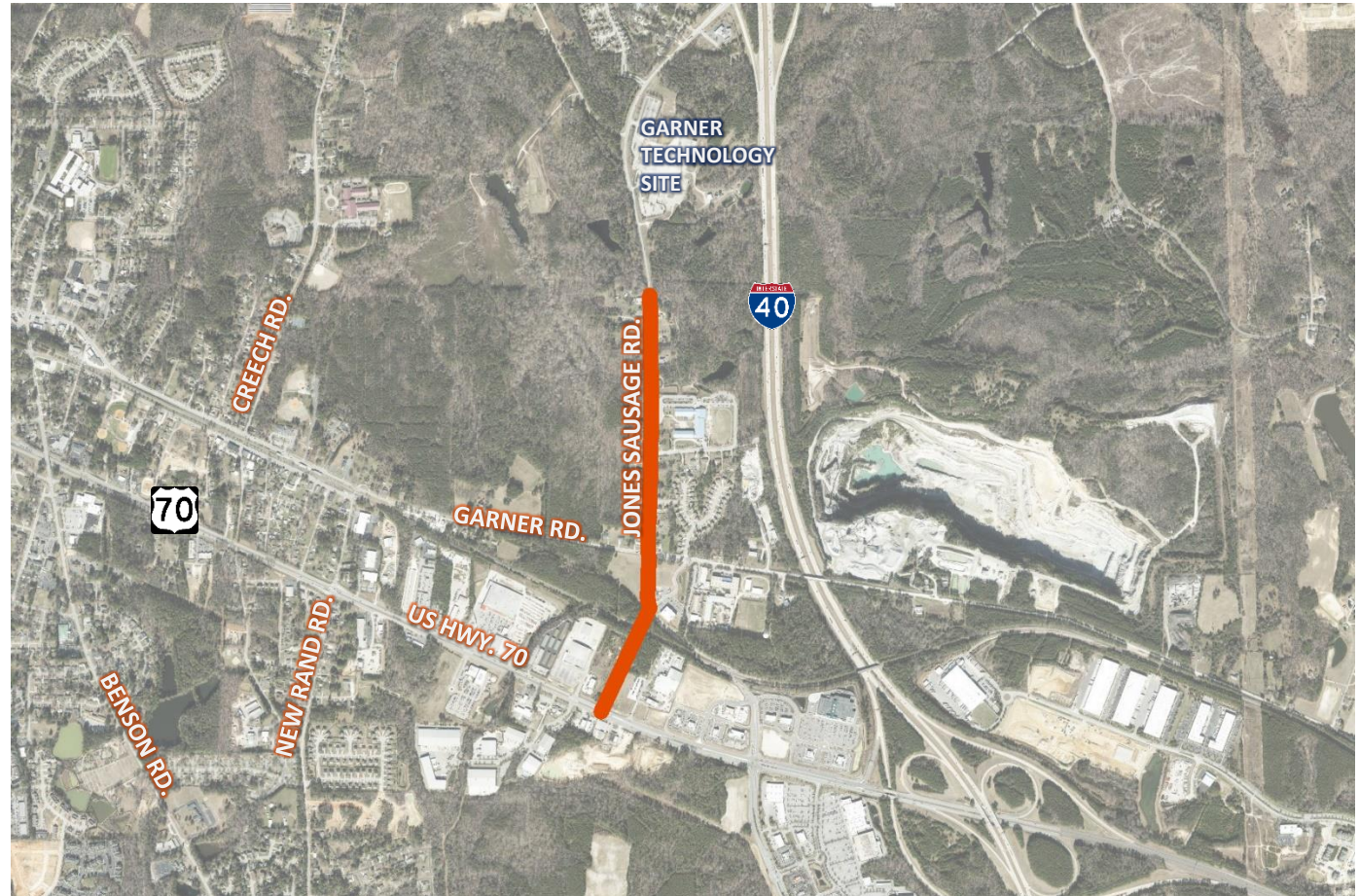
- Project Description
 - Design for four-lane typical section with median
 - Establish preliminary alignment for railroad grade separation
 - Design new alternative alignment and connection to US 70
 - Establish location of improvements needed to Jones Sausage Road
 - Identify right-of-way needs for proposed improvements



Jones Sausage Road

- Project Approach

- Apply for right-of-way funding through CAMPO LAPP for Fall 2018 to start conversation
- Complete design and alternative feasibility analysis between Fall 2018-Fall 2019
- Re-apply project for right-of-way and construction funding for Fall 2019 cycle
- Coordinate design improvements along the northern portion of Jones Sausage Road as part of Garner Technology Site development



Ackerman Road

- Project Description
 - Design for two-lane typical section
 - Establish preliminary alignment for bridge over creek
 - Design new alternative alignment and connection to NC 50 (Benson Road)
 - Establish location of improvements needed to Ackerman Road
 - Development to drive the connections to bridge design



Ackerman Road

- Project Approach
 - Apply for design funding through CAMPO LAPP for Fall 2018 to start conversation
 - Assess project needs and re-apply to CAMPO LAPP for appropriate phase of the project in Fall 2019



Lake Drive

- Project Description
 - Design for typical section to match Dulles Circle south to NC 50 (Benson Road)
 - Establish location of improvements needed to Lake Drive
 - Identify right-of-way needs for proposed improvements
- Project Approach
 - Complete design before NCDOT NC 50 Bridge project final designs
 - Right-of-way and construction based on funding availability



Council Action

- Recommend approval to develop and advertise RFQ for On-Call Transportation Planning and Design Services

Town of Garner
Town Council Meeting
Agenda Form

Meeting Date: May 29, 2018		
Subject: NC 50 Bridge General Aesthetics		
Location on Agenda: Discussion		
Department: Planning		
Contact: Het Patel, Senior Planner		
Presenter: Het Patel, Senior Planner		
Brief Summary: Review of DRAFT concept for general aesthetics associated with NCDOT NC 50 Bridge Replacement Project. Discussion regarding general aesthetic enhancements for NC 50 bridge that would not have additional costs to the Town.		
Recommended Motion and/or Requested Action: Consensus towards general aesthetic improvements for NC 50 Bridge Replacement		
Detailed Notes: Staff has worked with NCDOT Structures Department to identify different aesthetic enhancements for bridge structures included within NCDOT project scope. The presentation will include different options presented to staff and staff's recommendation to go with Classic Rail option with Ashlar Treatment for the walls. Attached conceptual rendering shows these options. Additionally, staff will bring back to Council additional aesthetic enhancement options which would require Town funding at a later meeting.		
Funding Source:		
Cost:	One Time: <input type="radio"/>	Annual: <input type="radio"/> No Cost: <input checked="" type="radio"/>
Manager's Comments and Recommendations: N/A		
Attachments Yes: <input checked="" type="radio"/> No: <input type="radio"/>		
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