The Capital North Corridor Plan: A Future of Choice

Ask-A-Planner
October 2021
How did you hear about this meeting?

- Postcard
- Social media
- Automated email
- Email/visit from John
- TV/other news source
- Friend/Neighbor
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• Capital North Background
• Public Engagement
• Plan Recommendations
  • Multi-way Boulevard and Interchanges
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Study Area
Study Timeline

**Summer 2018:** Visioning

**Fall 2018:** Kickoff workshop

**Spring 2019:** Big Ideas Workshop

**Fall 2019:** Design Directions Workshop

**Fall 2020:** Policy Recommendation Review

**Winter 2021:** Final Recommendations and Plan Report
About the Area

- 4.5 miles long
- 70,000-80,000 vehicles per day on average
- US Hwy 1 and partially US Hwy 401
- NCDOT freeway Project north of I-540
- NCDOT interchange Project at I-440
About the Area

- Not uniform; multiple distinct areas
- Variety of housing; large supply of market-rate affordable units
- High number of transit riders, households without a vehicle
- Racially and ethnically diverse
- Over 200 small, local businesses
Public Engagement

- Four rounds of in-person, public meetings; one round of virtual public meetings
- 19 pop-up events
- Two sets of meetings for large commercial property owners
- Two rounds of canvassing small businesses
- Regular updates to community groups
Public Engagement
Community Groups

• Millbrook (now Departure) Community Advocacy Committee
• Vietnamese American Association of Raleigh
• Alianza Latina Pro-Educación en Salud
• Regional Transportation Alliance
Engagement Results

Four Vision Themes

• Flow: Improve traffic flow
• Go: Support all transportation modes for local and regional trips
• Grow: Focus development in appropriate areas to support transportation investments
• Show: Improve appearance and create a gateway for Raleigh
Engagement Results

Challenges

• Traffic
• Crossing Capital Boulevard on foot
• Appearance of public and private spaces
• Housing affordability
• Travelling by bicycle
Final Report Structure

- Community Investments
- The Capital Boulevard Multi-way
- Multi-modal Districts
- Implementation
Community Development Risks

- Construction of multi-way boulevard will disrupt business activity
- Price of commercial space in new developments may displace small businesses without support for relocation
- New development may lead to higher housing costs and displace existing residents
Community Investment Proposals

- Consider providing grants for small, local businesses specifically for construction/redevelopment impacts
- Support creation of a local business alliance and small business incubator
- Encourage neighborhood participation in public art, community improvement grants, and other cultural activities
- Recommend affordable housing in new development
Community Development Timing

- Can reasonably expect that new development and transportation projects will disproportionately impact low-income households and small businesses
- Policies supporting rezoning for taller development should be delayed until other measures, like business support resources, are in place
- The community investments should be implemented and have time to start creating positive impacts before transportation projects and development policies move forward
Capital Boulevard Multi-way
Tight Diamond Interchange
Implementation of the Multi-way

- Estimated cost: $900 million
- Funding support: Submittal to NCDOT SPOT 6.0 funding cycle for consideration; possible funding starting in 2026-2027
- Phasing: Likely two or three separate projects
- Construction: Projects may start as early as 2031 if funding is secured
Interchanges and the Multi-way

- Shorter crossing distances
- BRT stations can be built into interchanges
  - Never need to fully cross to reach the bus
  - Less incentive to cross mid-block
- Protected bicycle lanes on cross streets
- Multi-way will have 12-foot sidewalk on both sides
- Pedestrian bridges proposed in two locations
Shorter Crossing Distances in an Interchange*

*Capital North recommends not using slip lanes
Example Multi-way Rendering
A BRT Station in an Interchange
Interchange Bicycle Facility Designs

Two-Way Separated Bike Lane

Shared Use Path

Transition to/from Bike Lanes to/from Separated Bike Lanes at Interchange
Multi-modal Districts

- Highwoods/Westinghouse
- Buffaloe/New Hope Church
- Mini City
- Triangle Town Center
Multi-modal Districts

- Proposed BRT Station Location
- Street Plan Amendments
- Future Land Use Map Amendments
- Urban Form Map Amendments
- Priority Bicycle Facilities
Street Plan Amendments:
Mini City
Future Land Use Amendments: Mini City
Urban Form Map
Amendments: Mini City
Future Condition
3-D Concept: Mini City
Proposed New Streets

• Create a parallel network along Capital Boulevard
• Also supports pedestrian-friendly shopping and residential streets separate from Capital
• Capital North report calls for a streetscape plan to further define the design of secondary streets
Proposed Land Uses and Height

- Heights mostly the same or lower than existing Comprehensive Plan recommendations
- Increased height recommended around Highwoods/Westinghouse
- Goal is to focus most density near envisioned BRT stops and transition to lower intensity near neighborhoods
- Tallest heights should not be granted until community investments occur
Priority Bicycle Lanes

• Indicate the desired timing of improvements
  • Near term: 1-5 years
  • Medium term: 5-10 years
  • Long term: More than 10 years
• Build upon current projects
• Provide connections before multi-way and new street construction
To Learn More

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