



Raleigh

The Capital North Corridor Plan: A Future of Choice

Ask-A-Planner

October 2021



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How did you hear about this meeting?

- Postcard
- Social media
- Automated email
- Email/visit from John
- TV/other news source
- Friend/Neighbor



Contents

- Capital North Background
- Public Engagement
- Plan Recommendations
 - Multi-way Boulevard and Interchanges
 - Multimodal Districts
 - Bicycle Facility Prioritization
 - Community Development



CAPITAL BOULEVARD NORTH CORRIDOR STUDY

Downtown
Raleigh

Millbrook

Study Area

Millbrook-Exchange

Millbrook
High

Brentwood
Brentwood
Elementary

Green
Road

East
Millbrook
Middle

Spring
Forest
Road

Wilburn
Elementary

Kyle
Drive
Property

Marsh Creek



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RALEIGH
DEPARTMENT OF
CITY PLANNING



0.25 0.5 0.75 1 Mile



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





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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



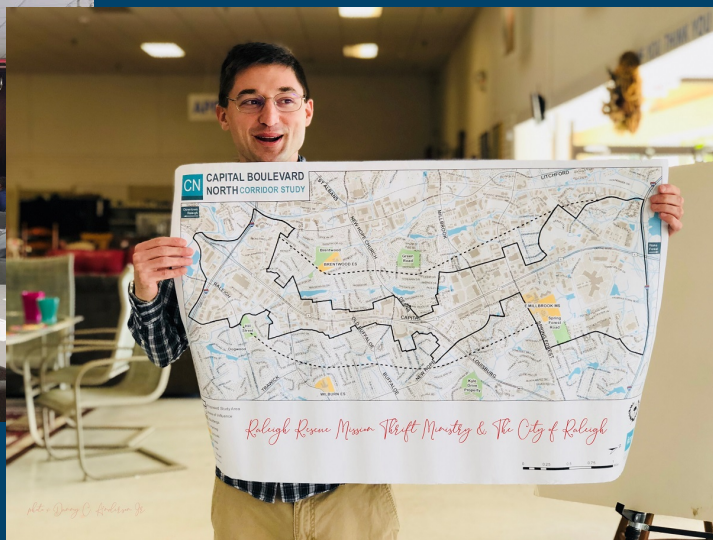
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Public Engagement

- 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



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Final Report Structure

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



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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



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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



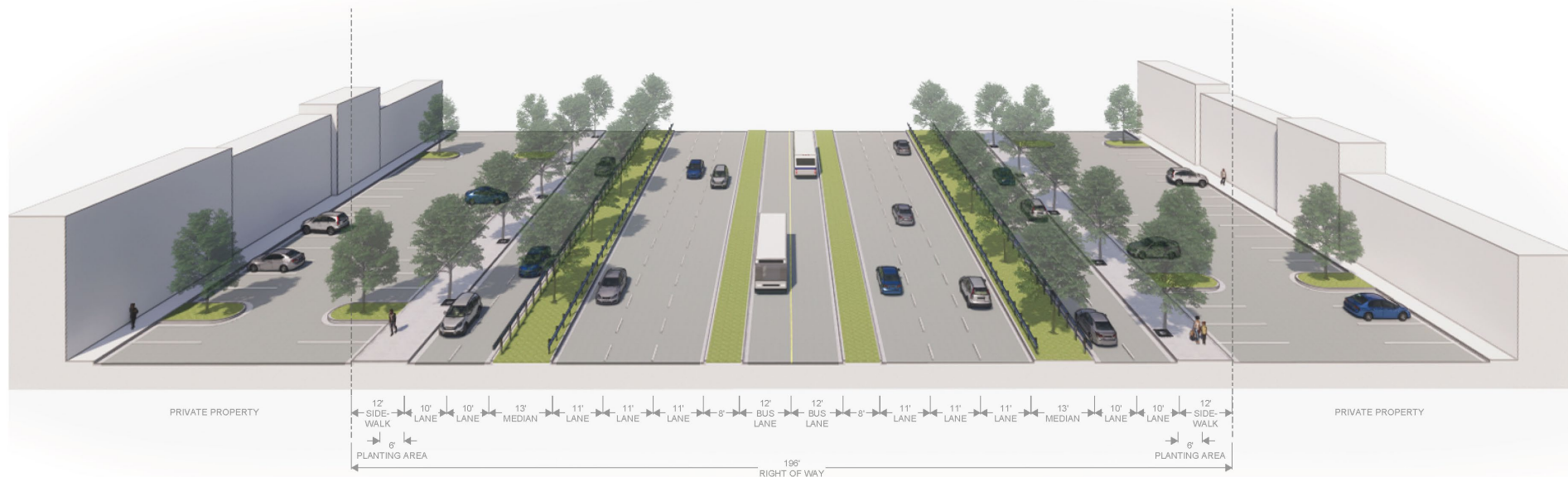
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Community Development Timing

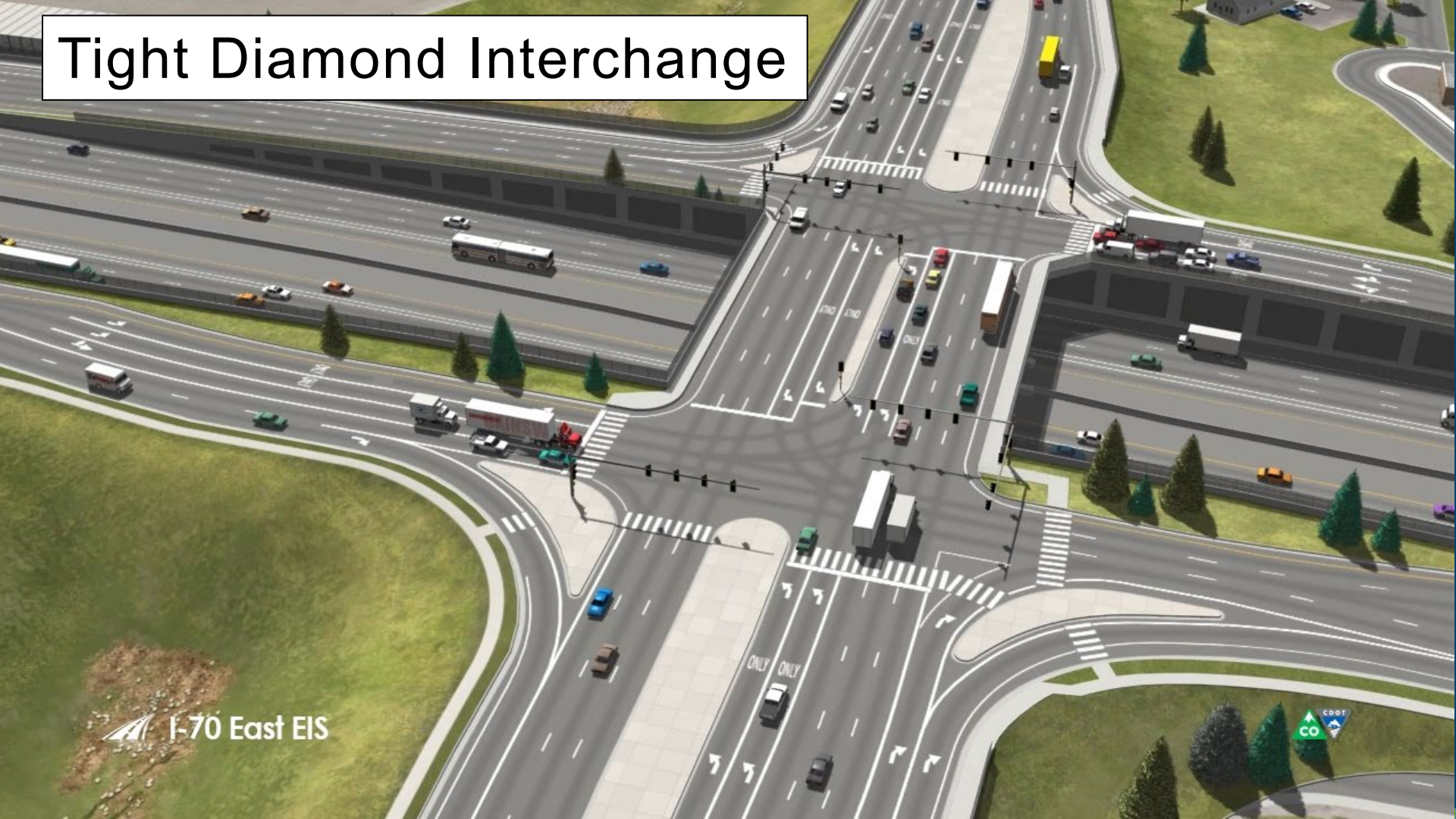
- Can reasonably expect that new development and transportation projects will disproportionately impact low-income households and small businesses
- Policies supporting rezoning for taller development should be delayed until other measures, like business support resources, are in place
- The community 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



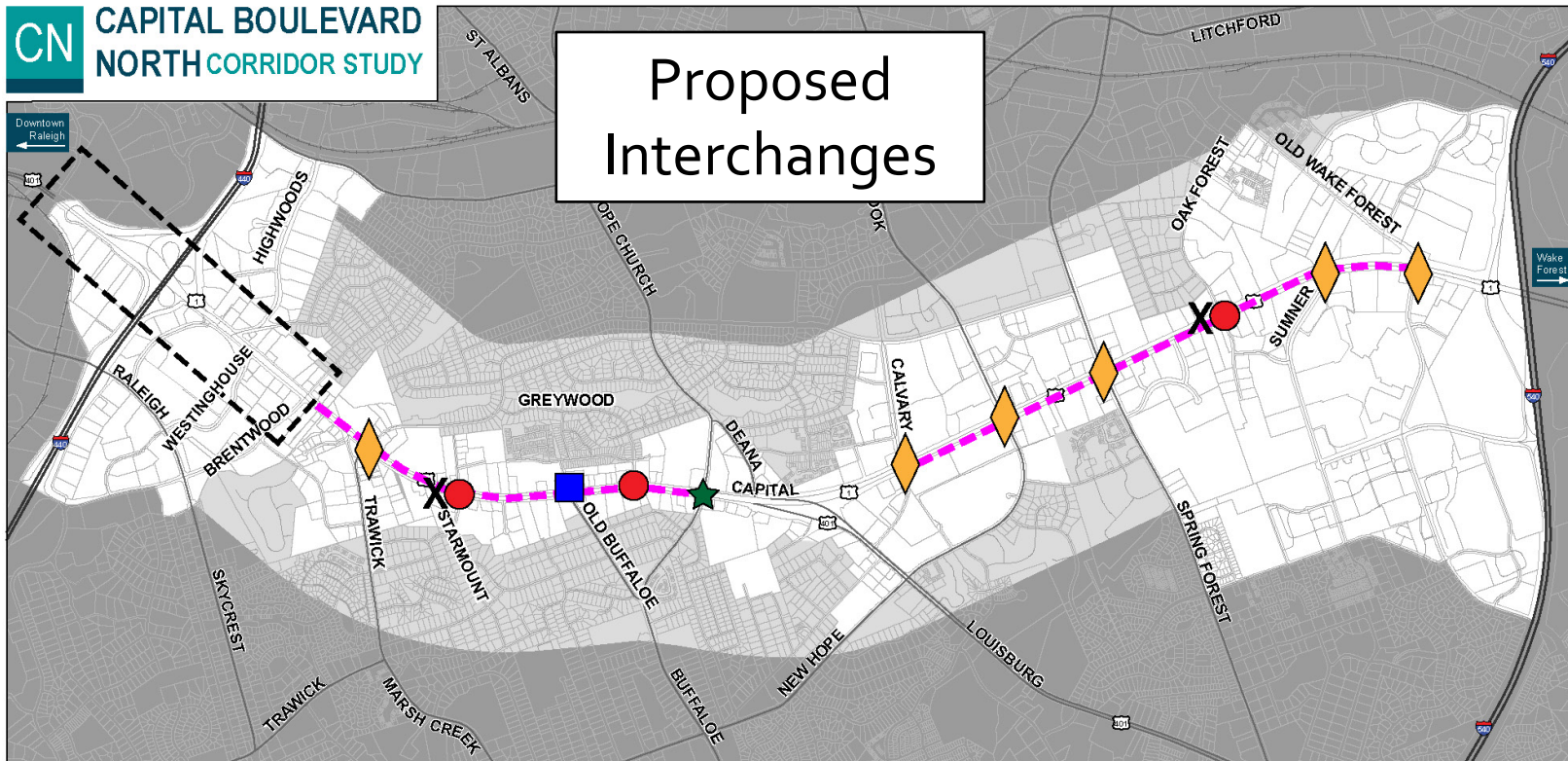
I-70 East EIS





CN CAPITAL BOULEVARD NORTH CORRIDOR STUDY

Proposed Interchanges



Multiway Boulevard Alternative

- Grade Separated - Tight Diamond
- Grade Separated - Single Point Urban Interchange
- Grade Separation
- Grade Separated Pedestrian Crossing
- Right-in / Right-out (Local Lanes)
- I-5970 (NCDOT Project)
- Multiway Boulevard

- Study Area
- Area of Influence



0 0.25 0.5 0.75 1 Mile

Oak Forest Drive



Pedestrian Bridge Locations

Starmount Drive





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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



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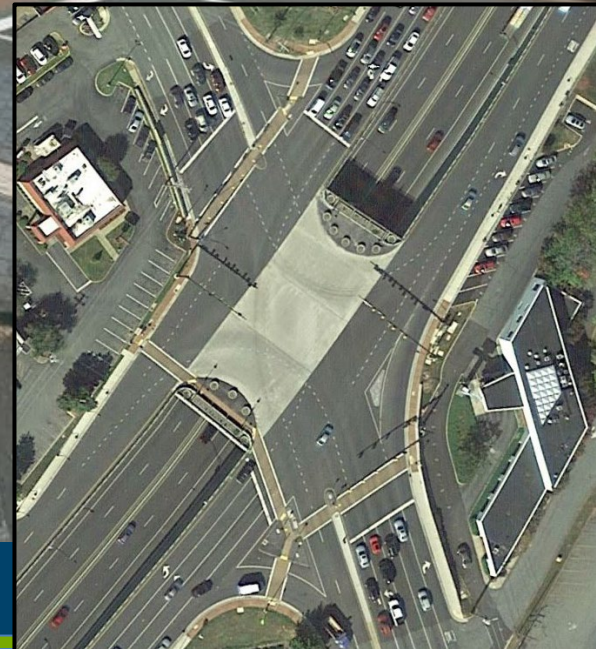
Interchanges and the Multi-way

- 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

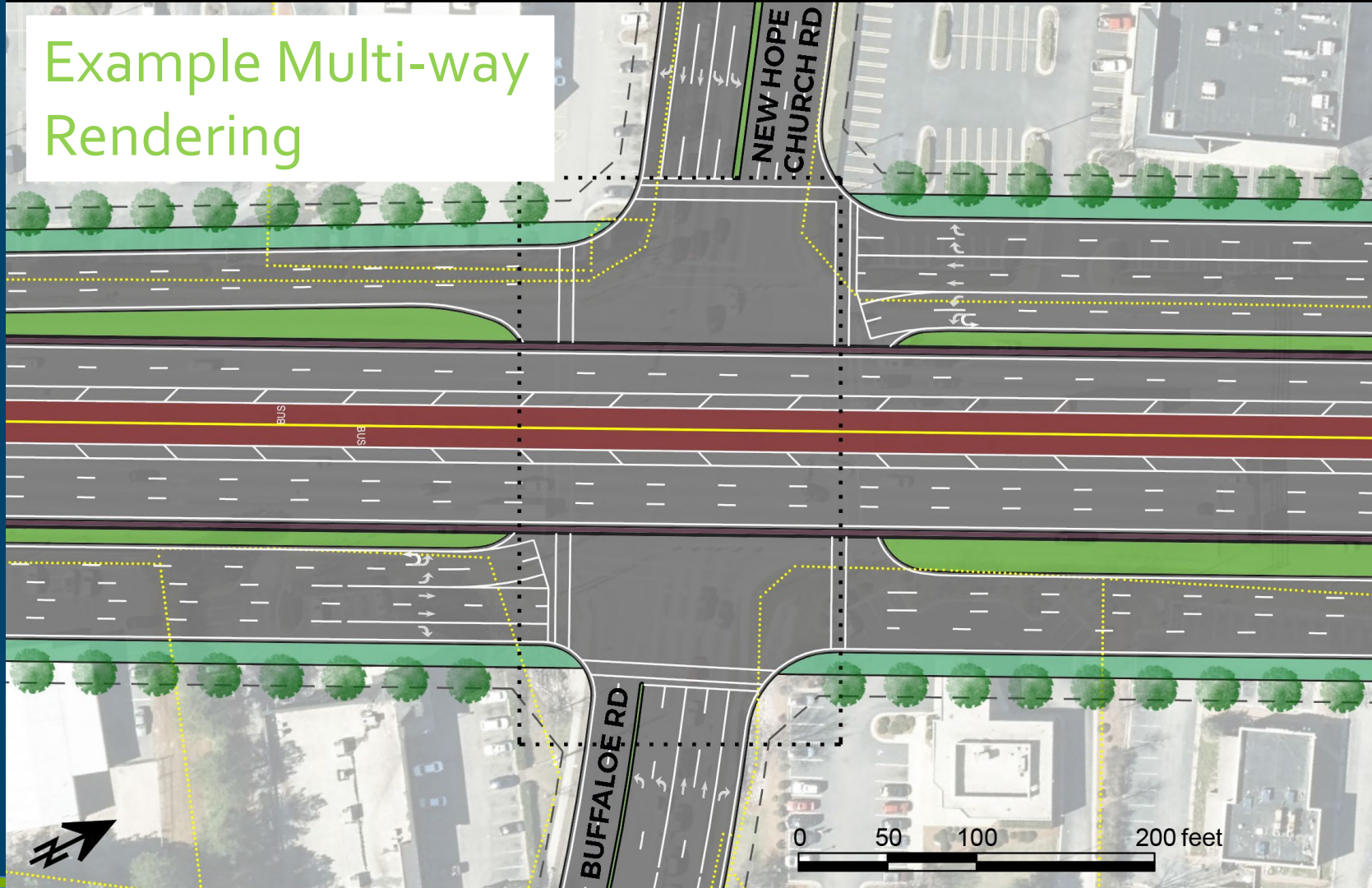


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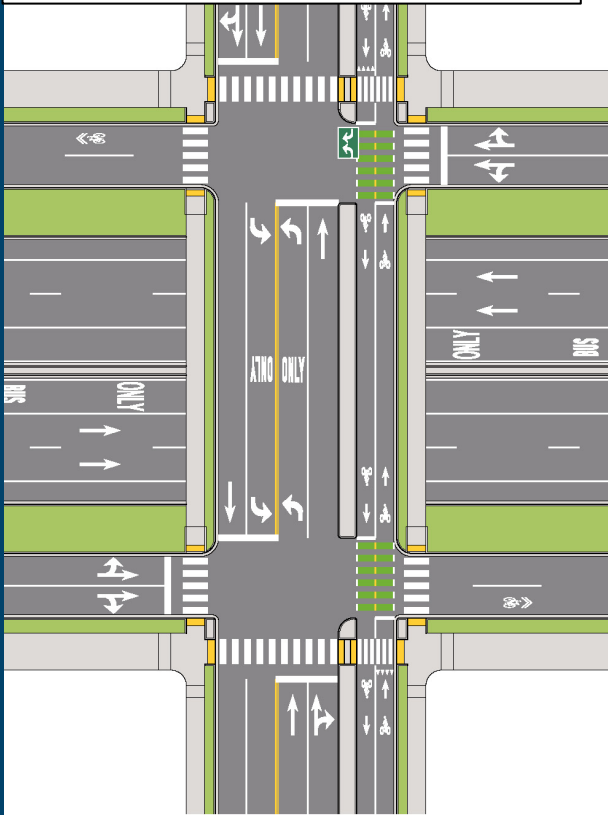
Example Multi-way Rendering



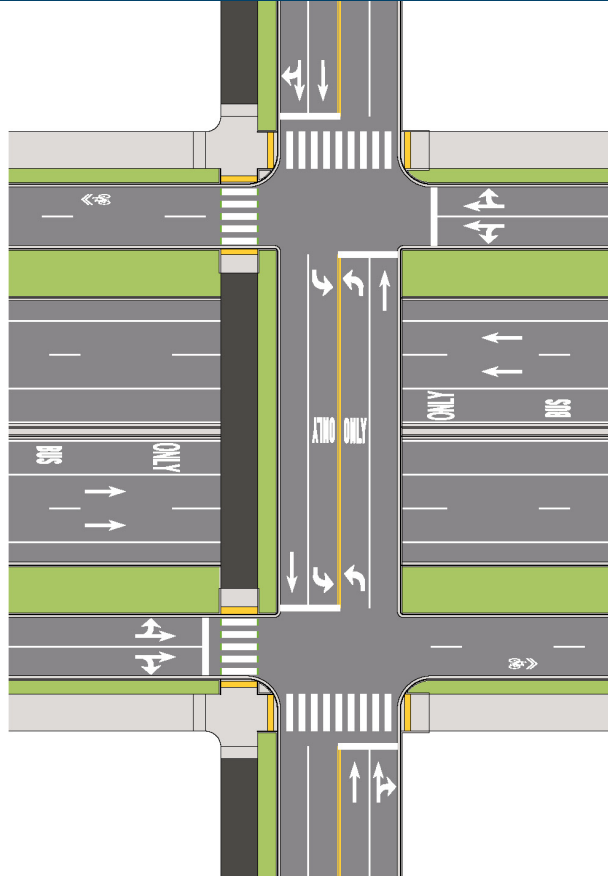


A BRT Station in
an Interchange

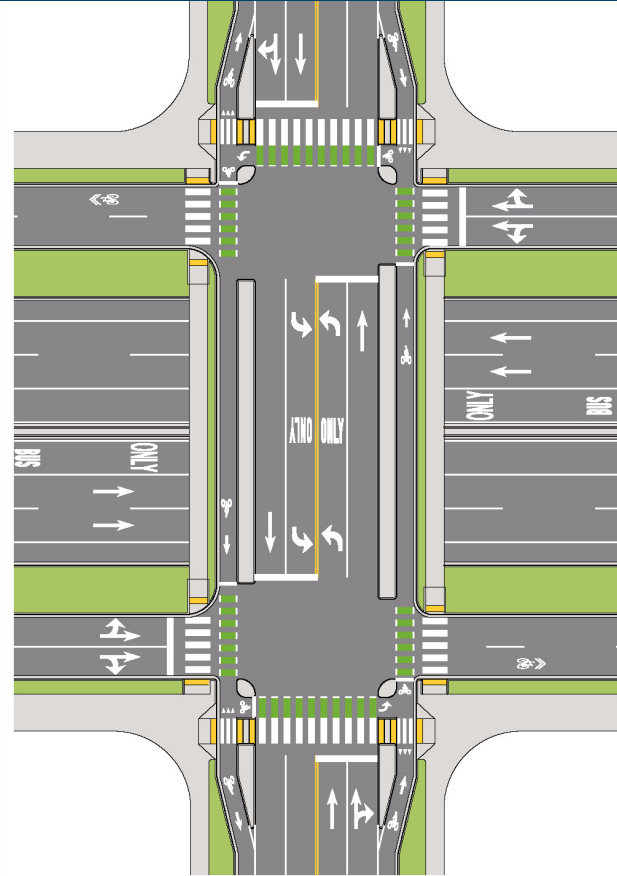
Interchange Bicycle Facility Designs



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
- Buffalo/New Hope Church
- Mini City
- Triangle Town Center



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Multi-modal Districts

- Proposed BRT Station Location
- Street Plan Amendments
- Future Land Use Map Amendments
- Urban Form Map Amendments
- Priority Bicycle Facilities



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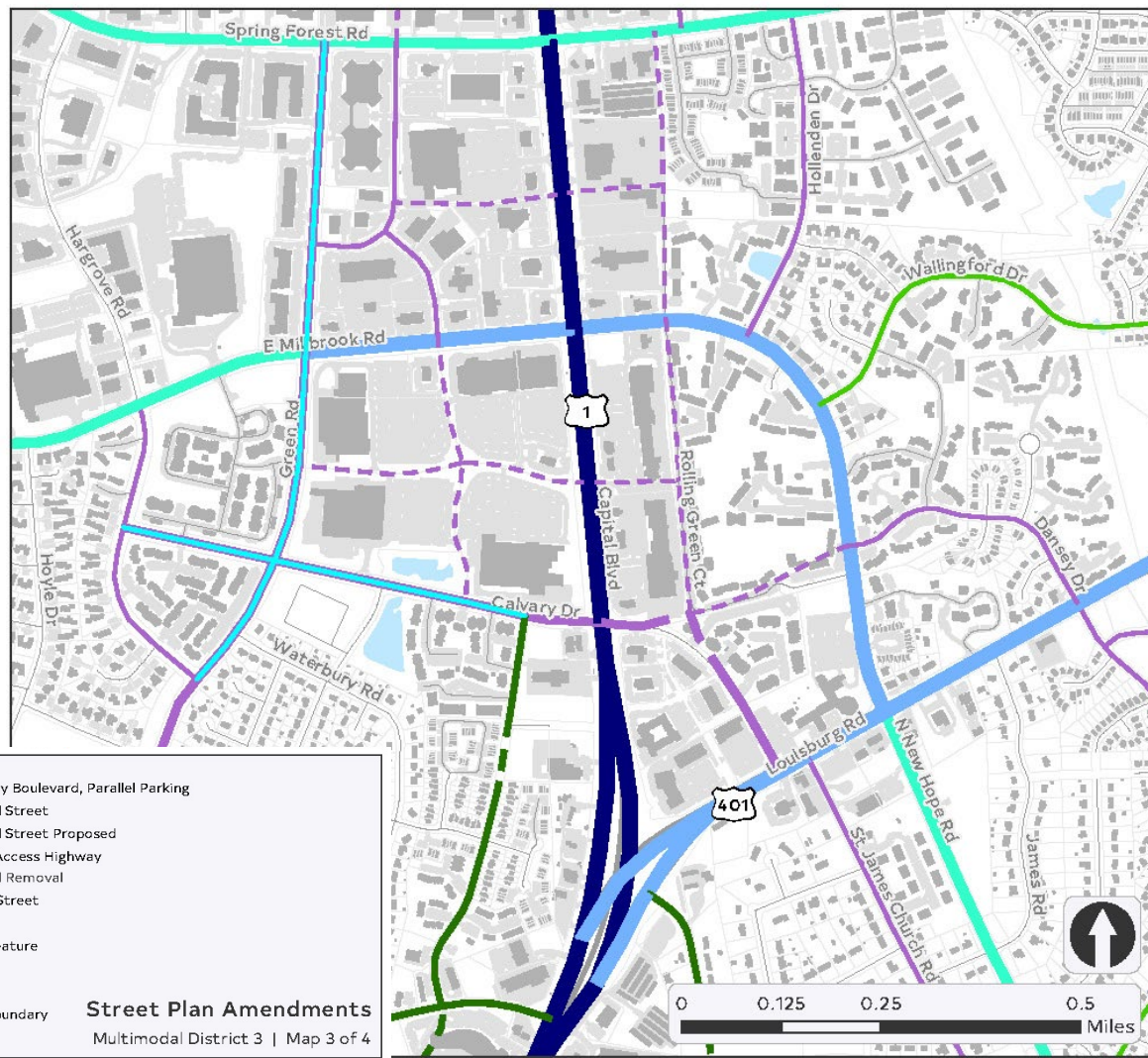
Street Plan Amendments: Mini City

Street Plan

- | | |
|--|---------------------------------------|
| Neighborhood Street | Multi-Way Boulevard, Parallel Parking |
| Neighborhood Street Proposed | Industrial Street |
| Avenue 2-Lane, Undivided | Industrial Street Proposed |
| Avenue 2-Lane, Undivided Proposed | Limited Access Highway |
| Avenue 2-Lane, Divided | Proposed Removal |
| Avenue 2-Lane, Divided Proposed | Existing Street |
| Main Street, Parallel Parking | Railroad |
| Main Street, Parallel Parking Proposed | Water Feature |
| Avenue 4-Lane, Parallel Parking Proposed | Building |
| Avenue 4-Lane, Divided | Parking |
| Avenue 4-Lane, Divided Proposed | Parcel Boundary |
| Avenue 6-Lane, Divided | |

Street Plan Amendments

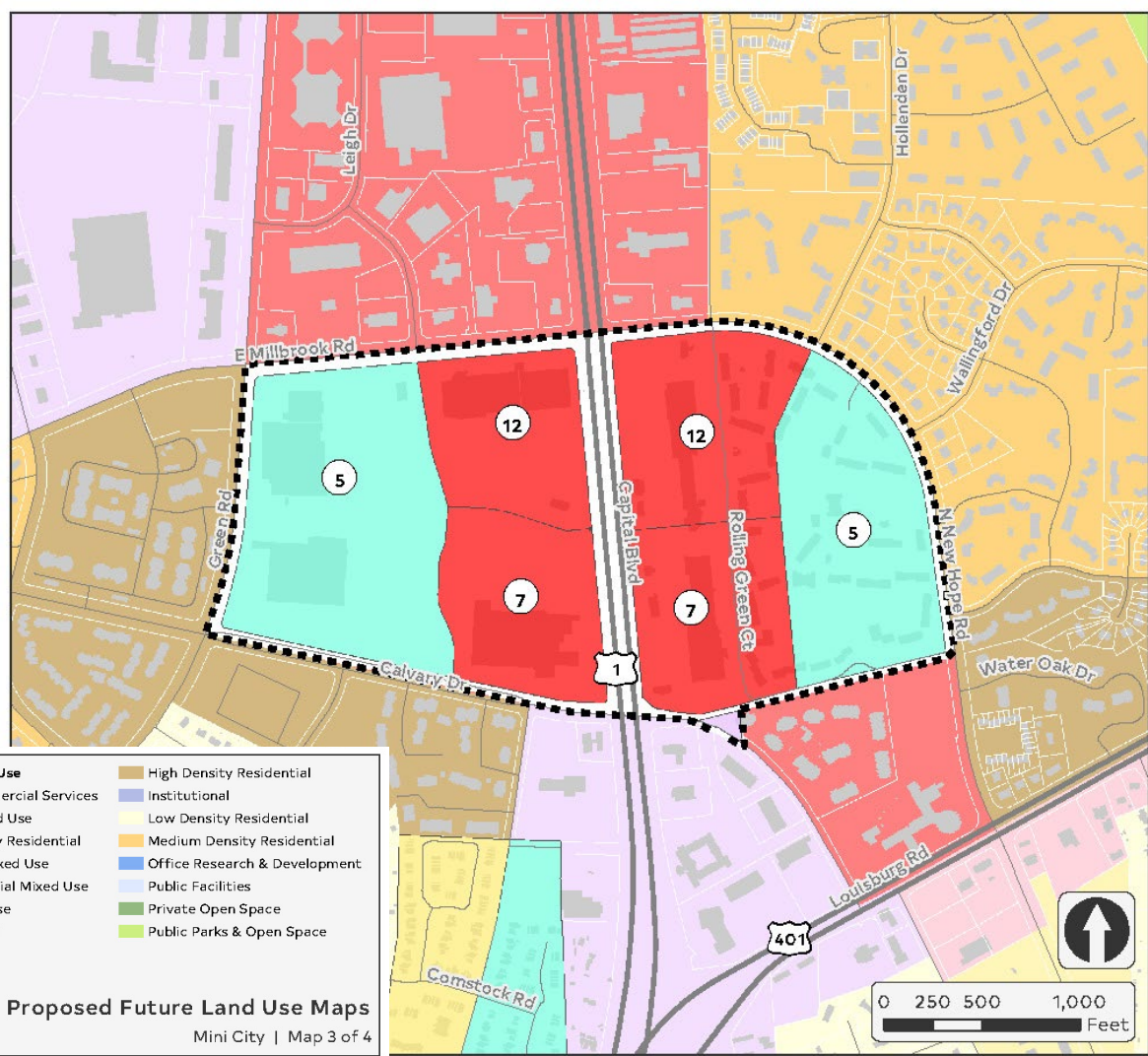
Multimodal District 3 | Map 3 of 4





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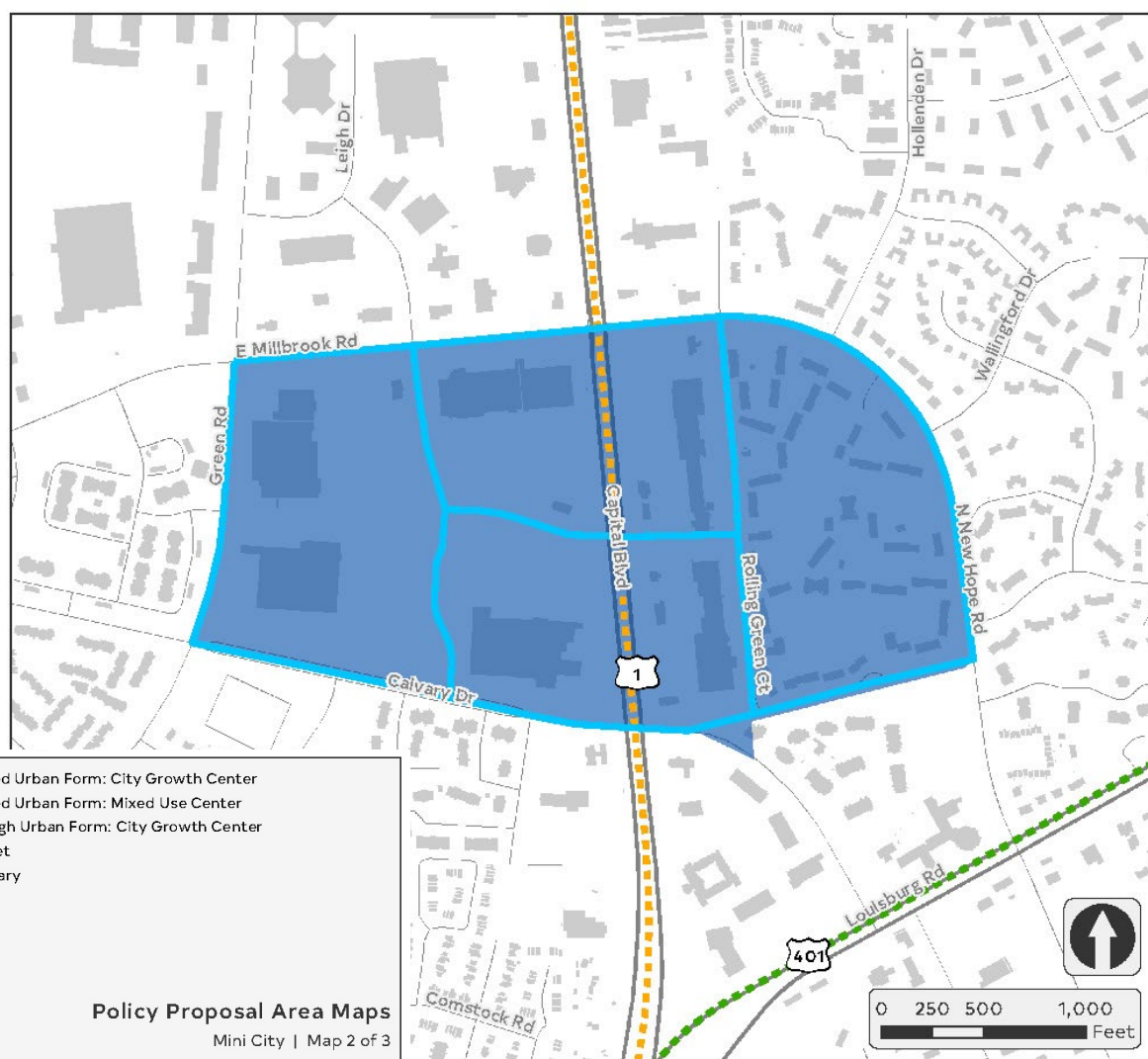
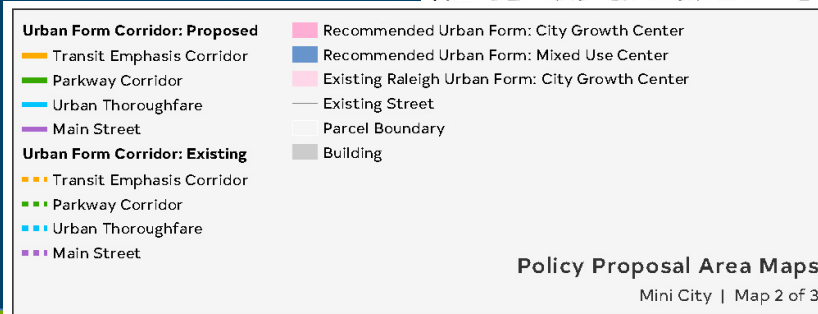
Future Land Use Amendments: Mini City





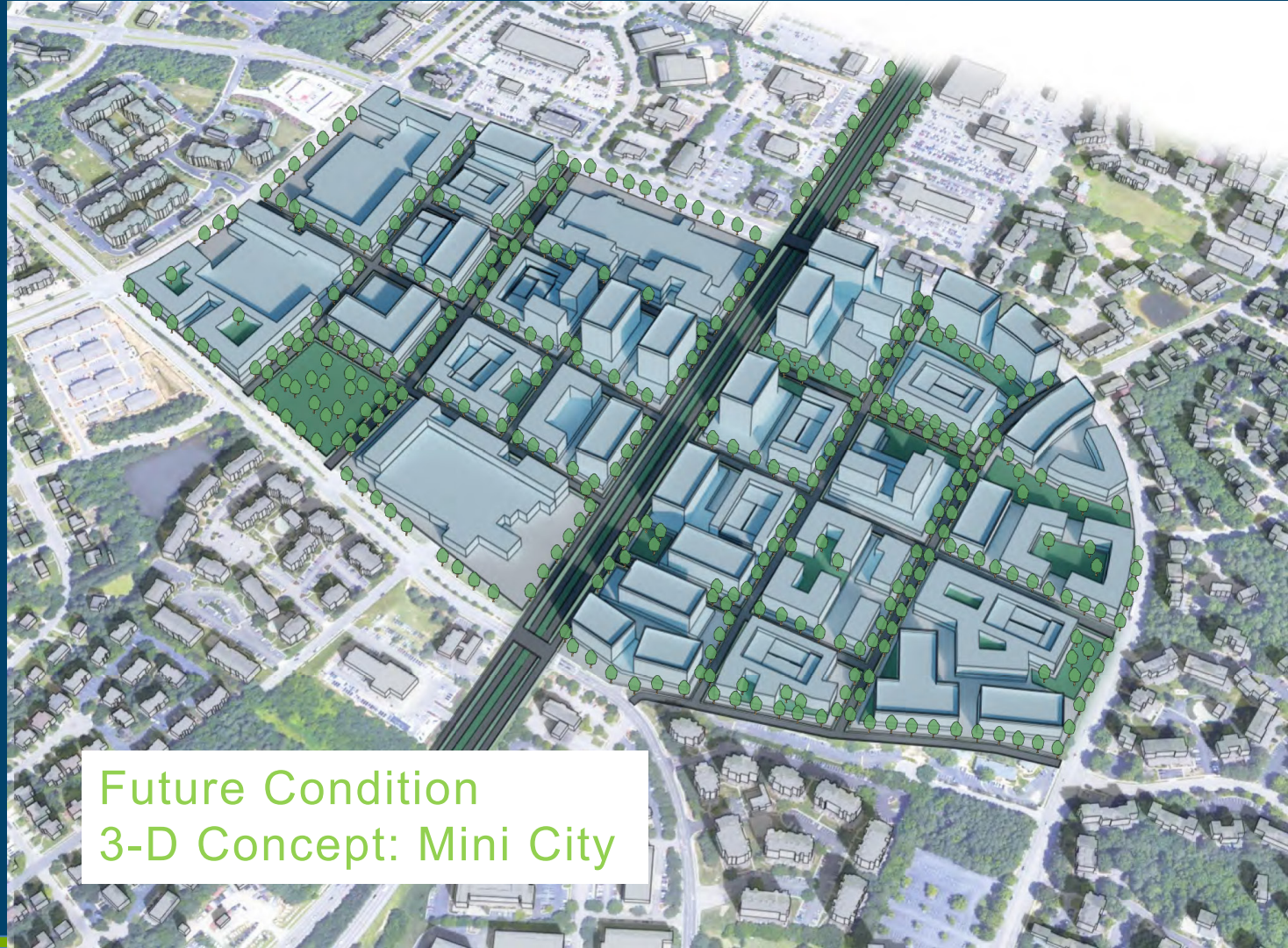
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Urban Form Map Amendments: Mini City





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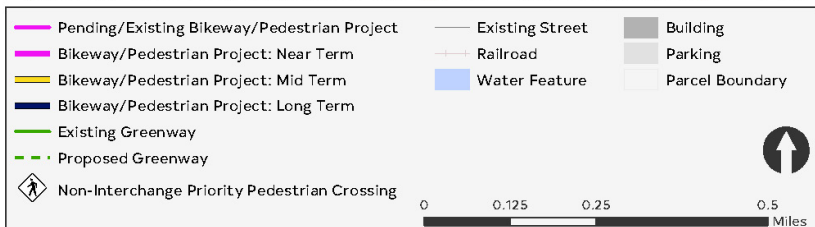
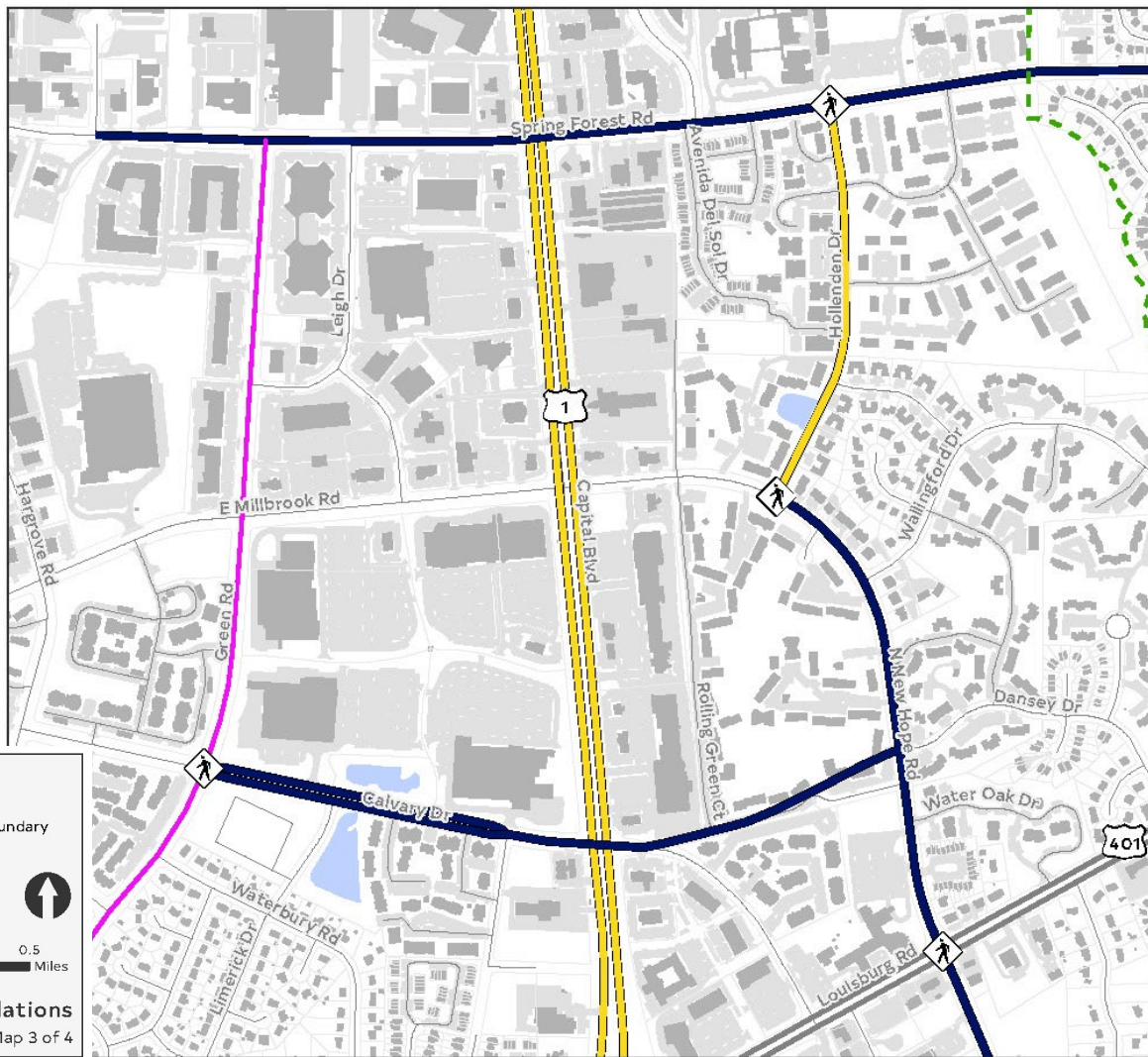


Future Condition
3-D Concept: Mini City



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Priority Bicycle Facilities: Mini City



Priority Bicycle and Pedestrian Recommendations

Multimodal District 3 | Map 3 of 4



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



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To Learn More

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