

# Summary: Community Profile Report

## **Purpose**

The Community Profile gives a description of the area that may be affected by the recommendations of the Capital Boulevard North Corridor Study. This area includes the length of Capital Boulevard from I-440 to I-540 as well as nearby properties to the east and west. Before creating ideas for the future of the corridor, it is important to understand what it is like in the present. The background information contained here includes of past trends; existing infrastructure and developments; and policies and projections for the future. The Community Profile is organized into topic sections. The sections are listed below with a brief summary of each one.

## **Boundaries and Demographics**

According to Census data, the area surrounding the corridor is home to a population that is more racially and ethnically diverse than Raleigh. This population also tends to have lower incomes and higher unemployment than the city overall. However, there is a considerable variation of the population's racial and ethnic makeup even within the corridor. Incomes in some areas of the corridor exceed the city median income.

## **Vehicular Transportation**

Capital Boulevard is consistent in the number of travel lanes throughout the corridor, though the right-of-way width varies greatly. Most intersections are signalized and allow all turning movements. Typical daily volume for most intersections is 50,000-60,000 vehicles. Crash severity is greatest at unsignalized intersections.

## **Pedestrians, Bicycles, and Transit**

Capital Boulevard has sidewalks for much of its length. Bicycle facilities are not present in the corridor and are limited on surrounding streets. Transit use is high in the corridor. Many transit connections are available to crosstown connectors. Transit amenities are irregular, but shelters and benches are in place at many stops.

## **Land Use and Built Environment**

Existing development is heavily commercial and light industrial with some office and multi-family. Land use policies suggest that these uses should remain, though additional height, density, and mixing of uses is encouraged in many places.

## **Parks and Natural Environment**

The study area is served by four parks. Each is large enough to serve multiple neighborhoods. Greenway trails are constructed on Marsh Creek and Crabtree Creek. Tree cover is low in commercial areas but increases in neighborhoods. Elevation generally rises from south to north along the corridor with low points at Crabtree Creek and Marsh Creek.

## **Segment Analysis**

The study area has been divided into four segments and more detailed analysis is provided for each one. These segments will be used to assist with discussions about transportation improvements as the study goes forward.