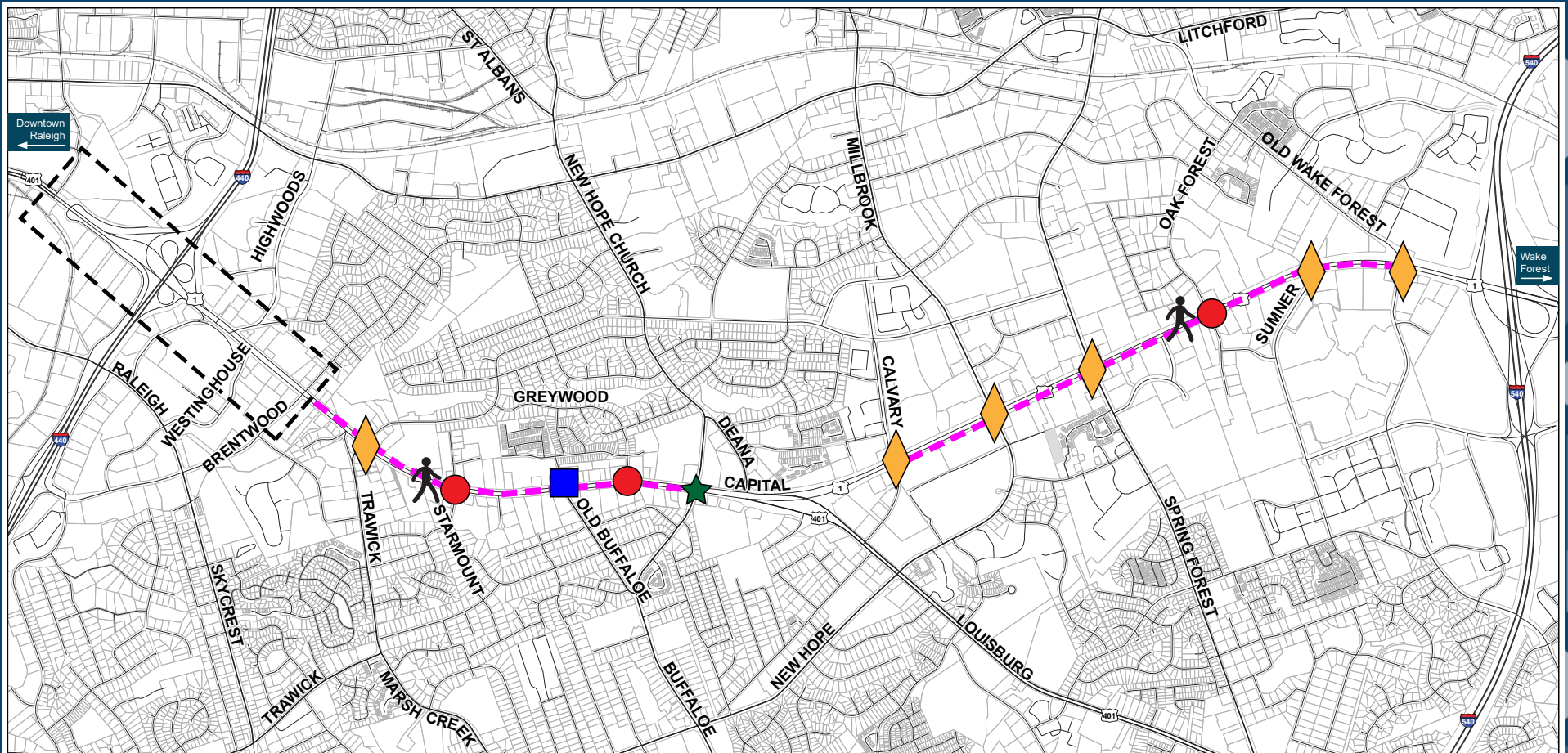


Capital Blvd. North

Corridor Study | Design Directions Workshop



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
- Segment

The map above shows interchanges that would be constructed where today there are intersections with traffic signals. Interchanges use a bridge to allow traffic on Capital Boulevard to cross other streets without stopping. In most places, the interchanges will allow left and right turns from cross streets. In some cases, left turns will not be allowed from cross streets.

Typical Street Cross Section: Multi-Way Boulevard

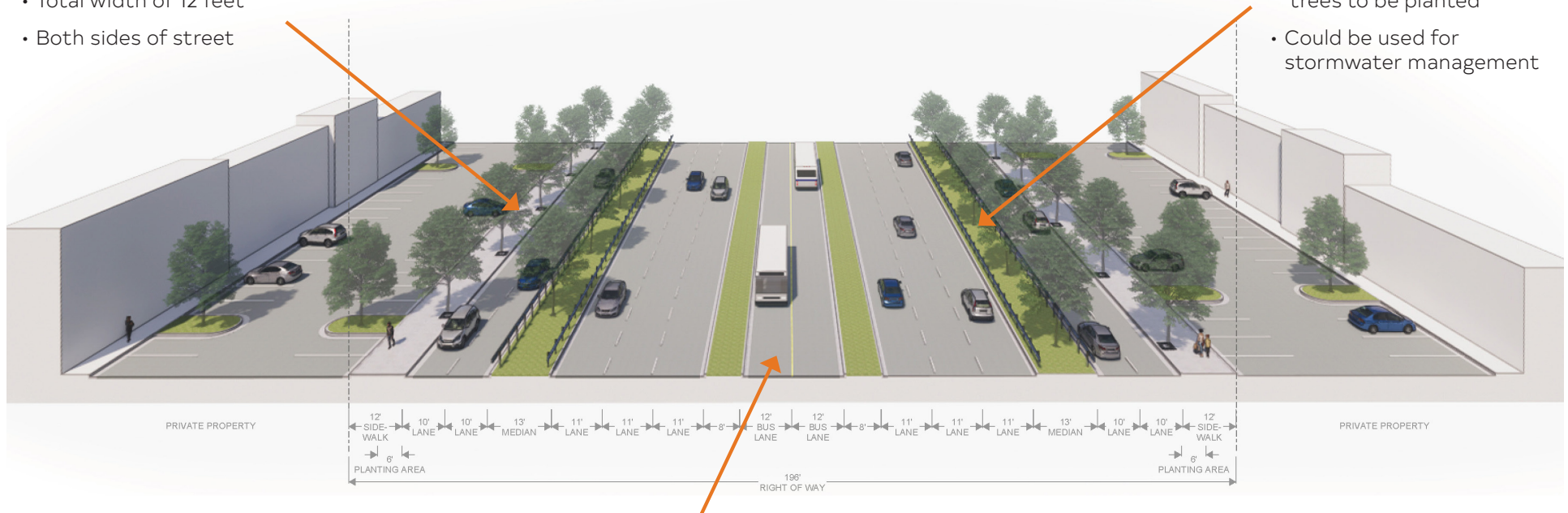


Sidewalk

- 6 foot sidewalk with 6 foot tree planting area
- Total width of 12 feet
- Both sides of street

Outer Median

- 12 feet wide
- Guardrail on inside allows trees to be planted
- Could be used for stormwater management



Large Center Median

- Would allow for Bus Rapid Transit (BRT) lanes if planned in the future

Interchange Descriptions



Raleigh



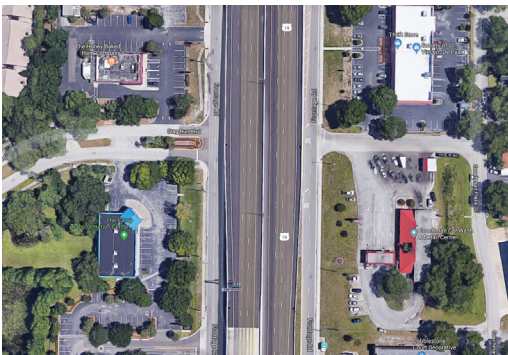
Tight Diamond Interchange

- Through lanes don't have traffic signals
- Ramps parallel to intersecting streets
- Street corners can remain active
- Lower vehicle speeds through turns
- High-quality bike/ped facilities on bridge



Single Point Urban Interchange

- Through lanes don't have traffic signals
- Cross street goes over or under
- Additional ramp to be added for US 401 traffic to turn onto New Hope Church
- High-quality bike/ped facilities on bridge



Right-In, Right-Out Intersection

- Local lanes continue along corridor
- Access to through lanes by openings farther along corridor
- Cross street would not allow left turns at Capital Blvd



Grade Separation

Cross street would go over Capital Boulevard, allowing vehicles to access local lanes but not express lanes.



Pedestrian Bridge

A grade separated facility that would allow pedestrians to cross over Capital Boulevard without interacting with vehicle traffic. This facility would be for pedestrians only (no vehicles).

Multi-Modal Integration

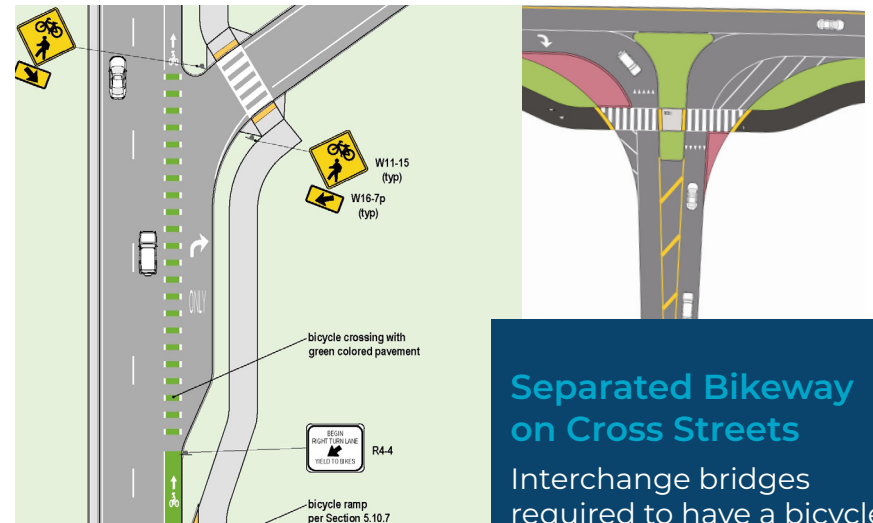


How BRT Could Be Integrated

Interchange allows pedestrians to walk to stairs/elevator at center of bridge

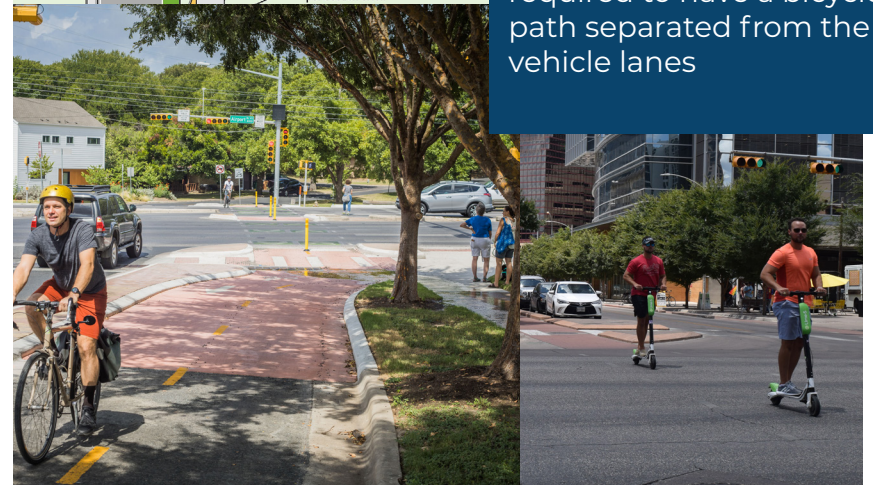
Transit riders could access buses going in either direction from the stairs/elevator

Can also be integrated with pedestrian bridge



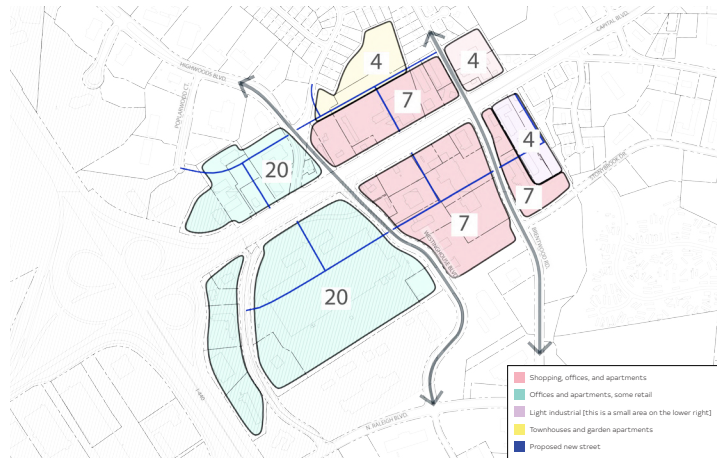
Separated Bikeway on Cross Streets

Interchange bridges required to have a bicycle path separated from the vehicle lanes



Land Use Concept

Highwoods:



Recommended Heights:

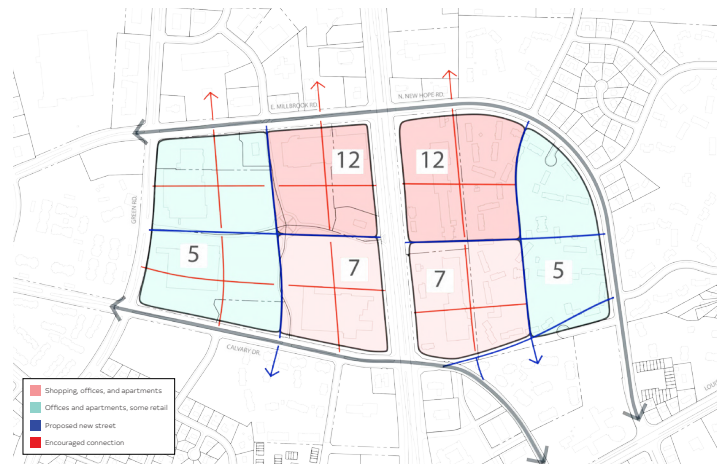
Highwoods/Westinghouse: Up to 20 stories

North of Stonybrook: Up to 4 stories

Adjacent to Brentwood Neighborhood: Up to 4 stories with only 3 stories within 100 feet of single family lots

Around Brentwood Intersection: Up to 7 stories

Mini City:



Recommended Heights:

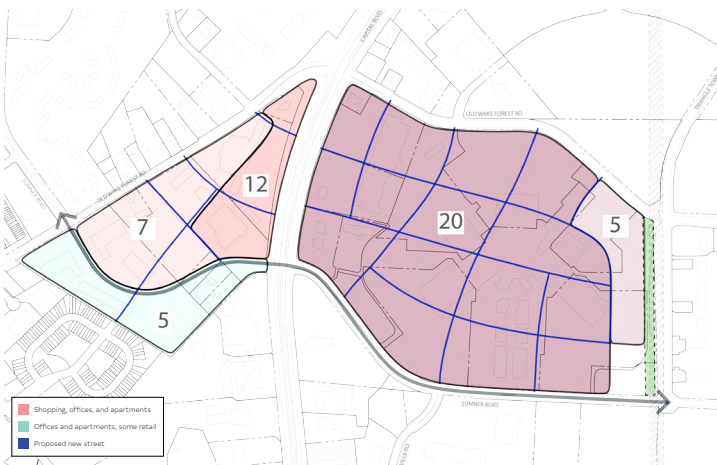
East side of Green Rd.: Up to 5 stories

Near Calvary Intersection: Up to 7 stories

Adjacent to Millbrook/N. New Hope Intersection: Up to 12 stories

West side of N. New Hope Rd.: Up to 5 stories

Triangle Town Center:



Recommended Heights:

West side of Capital north of Sumner extension: Up to 12 stories along Capital, up to 7 stories along Old Wake Forest

West side of Capital south of Sumner extension: Up to 5 stories

Triangle Town Center mall site and east of Capital: Up to 20 stories

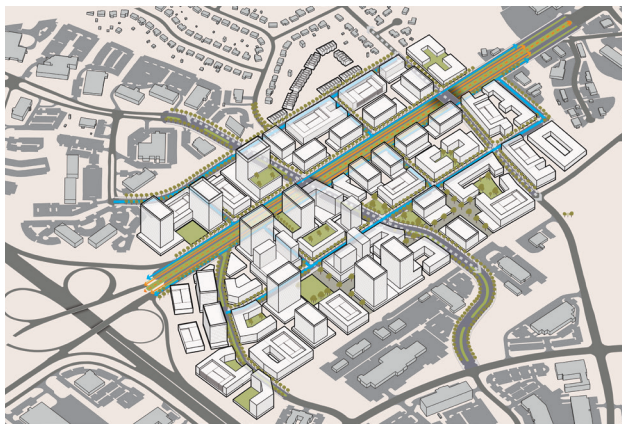
Along Triangle Town Blvd (east side of the mall): Up to 5 stories

Urban Form Concept



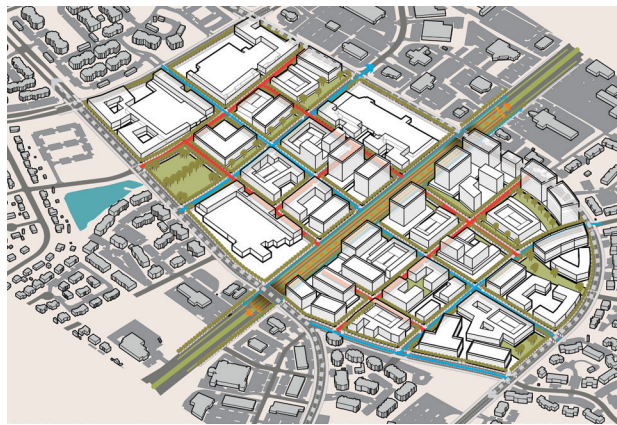
Urban Form Concept Description: Proposed side streets are designated as Urban Thoroughfares, encouraging a more urban style of street. Buildings would be closer to the street with less parking in front. New streets should be comfortable for pedestrians and connected to transit.

Future Development Concepts:



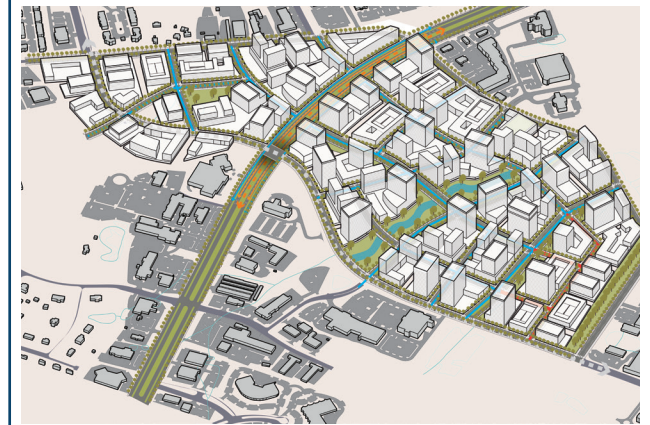
Highwoods

- If existing buildings are redeveloped, encourage more diverse mix of uses possibly including professional office buildings, hotels, and apartments
- Height up to 20 stories supported south of intersection of Highwoods and Capital, lower heights of 7 stories around Brentwood Rd with 4 stories along surrounding neighborhoods and businesses
- Potential for BRT station at Highwoods intersection may create interest in greater height and allow residents and workers to use high-quality transit service



Mini City

- If shopping centers redevelop, policies encourage more diverse mix of uses possibly including a more diverse mix of office and apartments
- Height of up to 12 stories recommended near the intersection of Millbrook and Capital, lower heights of 7 and 5 stories create transition to surrounding apartments and businesses
- Potential for BRT station at Millbrook intersection may create interest in greater height and allow new residents and workers to use high-quality transit service



Triangle Town Center

- If shopping centers redevelop, policies encourage diverse mix of uses possibly including professional office buildings, hotels, and apartments
- Height of up to 20 stories supported within mall site, heights of 12 and 7 stories on the west side of Capital Blvd, and 5 stories around the edges of the area to transition to surrounding neighborhoods and businesses
- Potential for BRT hub in mall site may stimulate interest in greater height and allow new residents and workers to use high-quality transit service