

CB Capital Boulevard

The Capital Boulevard Corridor Study is a set of transportation, stormwater, and park facility improvements for the stretch of Capital Boulevard running from Downtown Raleigh to I-440. The plan seeks to balance high volume vehicular flow with bicycle and pedestrian amenities. Restoration of the Pigeon House Branch for floodplain management and recreational purposes is also recommended.

Specific recommendations from the plan place high value on improving aesthetic quality, increasing multi-modal transportation facilities, creating new public park facilities, reducing flood risk to private property, and maintaining rapid mobility for vehicles. Capital Boulevard north of downtown is reimagined as an attractive, functional asset that serves infrastructure needs, facilitates travel for all users, and welcomes visitors and commuters to downtown Raleigh. The plan was adopted in 2012.

Policy AP-CB 1 Happy Motoring

Maintain and improve traffic volume on Capital Boulevard. Identify and apply appropriate roadway design approaches such as access management, modernized interchanges, median improvements, and a consistent six-lane configuration for the roadway.

Policy AP-CB 2 Transitioning to Transit

Improve transit access within the corridor, by providing new routes for bus services, improving the pedestrian realm, and capitalizing on future rail investments.

Policy AP-CB 3 Moving Without Fossil Fuels

Create a new network of greenways and parallel ‘complete streets’ to facilitate bicycle and pedestrian movements in the corridor, providing new and better multimodal connections between existing neighborhoods and Downtown.

Policy AP-CB 4 Greening the Infrastructure

Encourage relocation of uses currently in the floodplain. Restore Pigeon House Branch to an ecologically functional state and combine it with reclaimed open space in floodplains to produce recreation and infrastructure benefits.

Policy AP-CB 5 At Home on Capital Boulevard

New parks and transit services should support transition of portions of the corridor from commercial to residential use. New neighborhoods created in this process should be integrated with existing neighborhoods.

Policy AP-CB 6 Business and Industry

Zoning should allow a wide variety of commercial land uses to continue to grow and develop along the corridor.

Policy AP-CB 7 Stormwater Management

All interchange reconfigurations proposed in this plan should include innovative stormwater management programs. Stormwater control measures should be incorporated into existing and proposed medians in the study area.

Action AP-CB 1 Peace Street Interchange

Redesign the Peace Street interchange with a “square loops” pattern on the south side of Peace Street. Remove one lane from Peace Street under Capital Boulevard to provide additional space for pedestrians and bicyclists. Rebuild the bridge to be more attractive by incorporating 14-foot sidewalks, vertical abutments, and retaining walls.

Action AP-CB 2 West Street Extension and Fairview Road Interchange Removal

Construct a bridge to carry West Street over Wade Avenue. Terminate Fairview Road at West Street. These two projects should only be done in conjunction with one another. Minimize impacts to concrete batching plant south of Wade Avenue

Action AP-CB 3 Capital Boulevard Median

Acquire additional right-of-way on the west side of Capital Boulevard between Wade Avenue and the Dawson/McDowell split. Use the extra space to create a landscaped median to replace the current concrete barrier.

Action AP-CB 4 Valley Super Street

Close all access points on Capital Boulevard between Wade Avenue and Wake Forest Road with the exception of a bridge over Pigeon House Branch located across Capital Boulevard from the terminus of Carson Street. Convert Capital Boulevard to a super street in this segment.

Action AP-CB 5 West Street Improvements

Extend West Street across the Raleigh Bonded Warehouse property to Wake Forest Road. Convert West Street to a complete street between Wade Avenue and Wake Forest Road.

Action AP-CB 6 Atlantic Avenue/Brookside Drive Roundabout

Redesign the intersection of Atlantic Avenue, Wake Forest Road, Brookside Drive, and Automotive Way as a four-legged roundabout.

Action AP-CB 7 North Boulevard Consolidation

Consolidate the north- and south-bound lanes of Capital Boulevard between Wake Forest Road and Crabtree Boulevard into a two-way, six-lane road. This action should only be done in conjunction with the North Boulevard Park.

Action AP-CB 8 North Person Street Extension

Create a local access street out of leftover right-of-way from northbound Capital Boulevard and Automotive Way. Acquire new right-of-way across Food Bank of Central & Eastern NC property to connect this street to Crabtree Boulevard.

Action AP-CB 9 Six Forks Road Extension

Extend Six Forks Road across Crabtree Creek to meet the Hodges Road right-of-way west of Capital Boulevard.

Action AP-CB 10 Crabtree Creek to Crabtree Boulevard

Acquire a right-of-way easement across the property located at 2226 Capital Boulevard to connect Crabtree Boulevard with the Crabtree Creek greenway trail. If this is not feasible, construct a multi-purpose path on Crabtree Boulevard to connect with the greenway trail where it crosses North Raleigh Boulevard.

Action AP-CB 11 North Boulevard Park

Convert the land between the northbound and southbound lanes of Capital Boulevard on the segment running from Atlantic Avenue to Crabtree Boulevard into a linear park with a greenway trail.

Action AP-CB 12 Valley Multi-Purpose Trail

Connect the proposed North Boulevard Park to the proposed Devereux Meadows Park with a multi-purpose trail.

Action AP-CB 13 Devereux Meadows Park

Create a linear open space, combining stream restoration with a greenway, on the west side of Capital Boulevard between Wade Avenue and Peace Street.

Action AP-CB 14 Southeast High Speed Rail Viaduct

Work with NCDOT to ensure a high-quality and attractive viaduct is constructed to carry the Southeast High Speed Rail line over Devereux Meadows.

Action AP-CB 15 Bus Transit

Capitalize on the extensions of West Street and North Person Street to provide enhanced bus transit on these lower-speed and more pedestrian-friendly parallel streets.

Action AP-CB 16 Bicycle and Pedestrian Facilities

In conjunction with the capital projects described above, implement the following bicycle and pedestrian improvements:

- Sidewalks on all sides of Capital Boulevard north of Atlantic Avenue and between Downtown and Wade Avenue.
 - Sidewalks running the length of West Street and the North Person Street extension.
 - Sidewalks on both sides of Atlantic Avenue within the study area.
 - Sidewalks along both sides of the Wade Avenue bridge.
 - Sidewalks along both sides of the proposed “square loops” at Peace Street.
 - Improved sidewalks and pedestrian crossings along Peace Street within the study area.
-

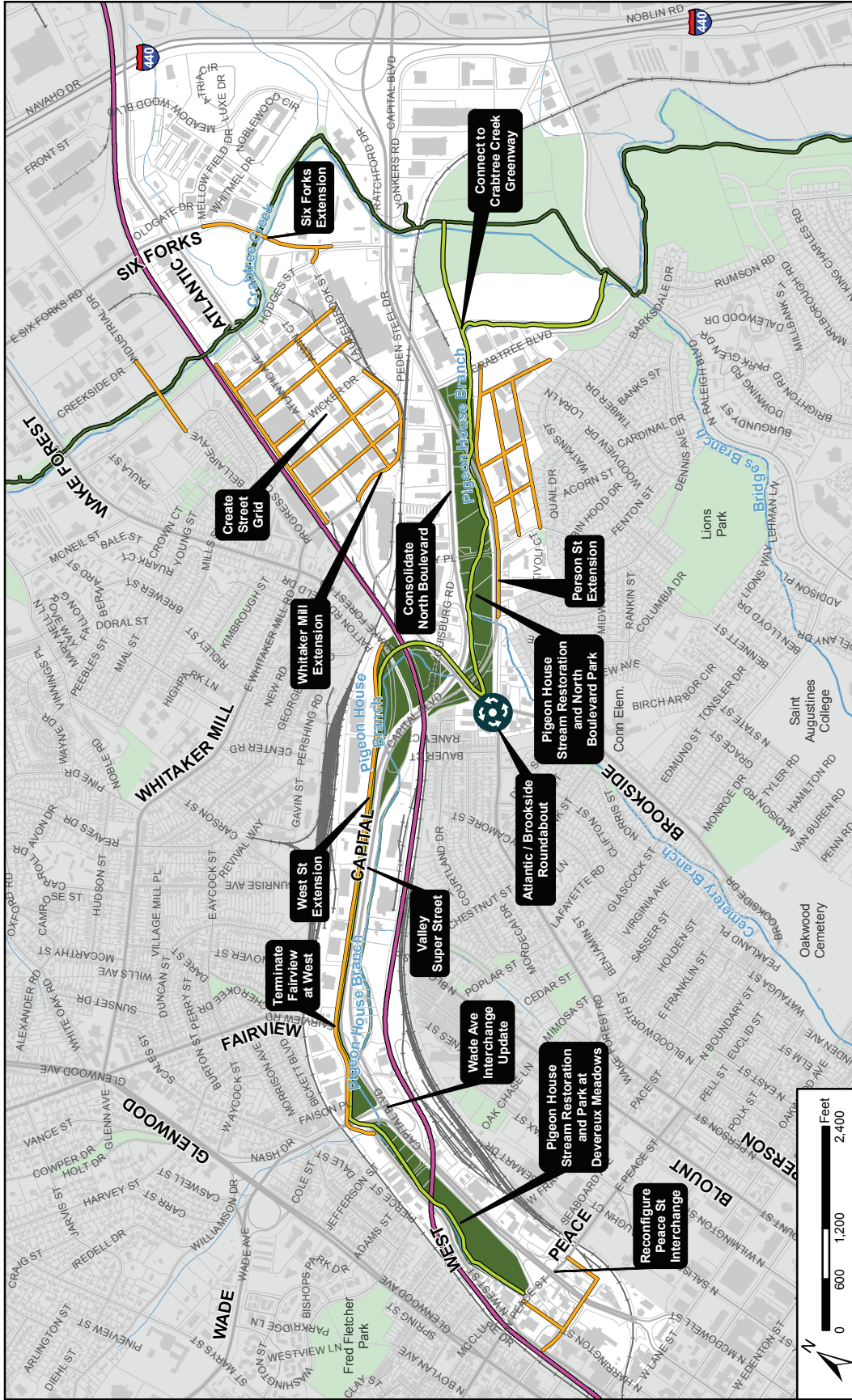
Action AP-CB 17 Green Infrastructure



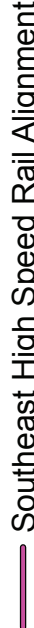

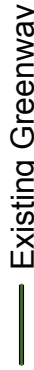

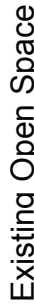
Implement the following green infrastructure improvements:

- Stream restoration of the Pigeon House Branch between Peace Street and Wade Avenue in the Devereux Meadows Park.
 - Stream restoration of the Pigeon House Branch between Atlantic Avenue and Crabtree Boulevard as part of the North Boulevard Park.
 - A flood bench along Pigeon House Branch as it runs the east side of Capital Boulevard between Wade Avenue and the Wake Forest Road ramps.
-

AP-CB1: Capital Boulevard

CB-4



-  Proposed Roundabout Location
-  Proposed Street
-  Southeast High Speed Rail Alignment
-  Proposed Greenway
-  Existing Greenway
-  Proposed Open Space
-  Existing Open Space