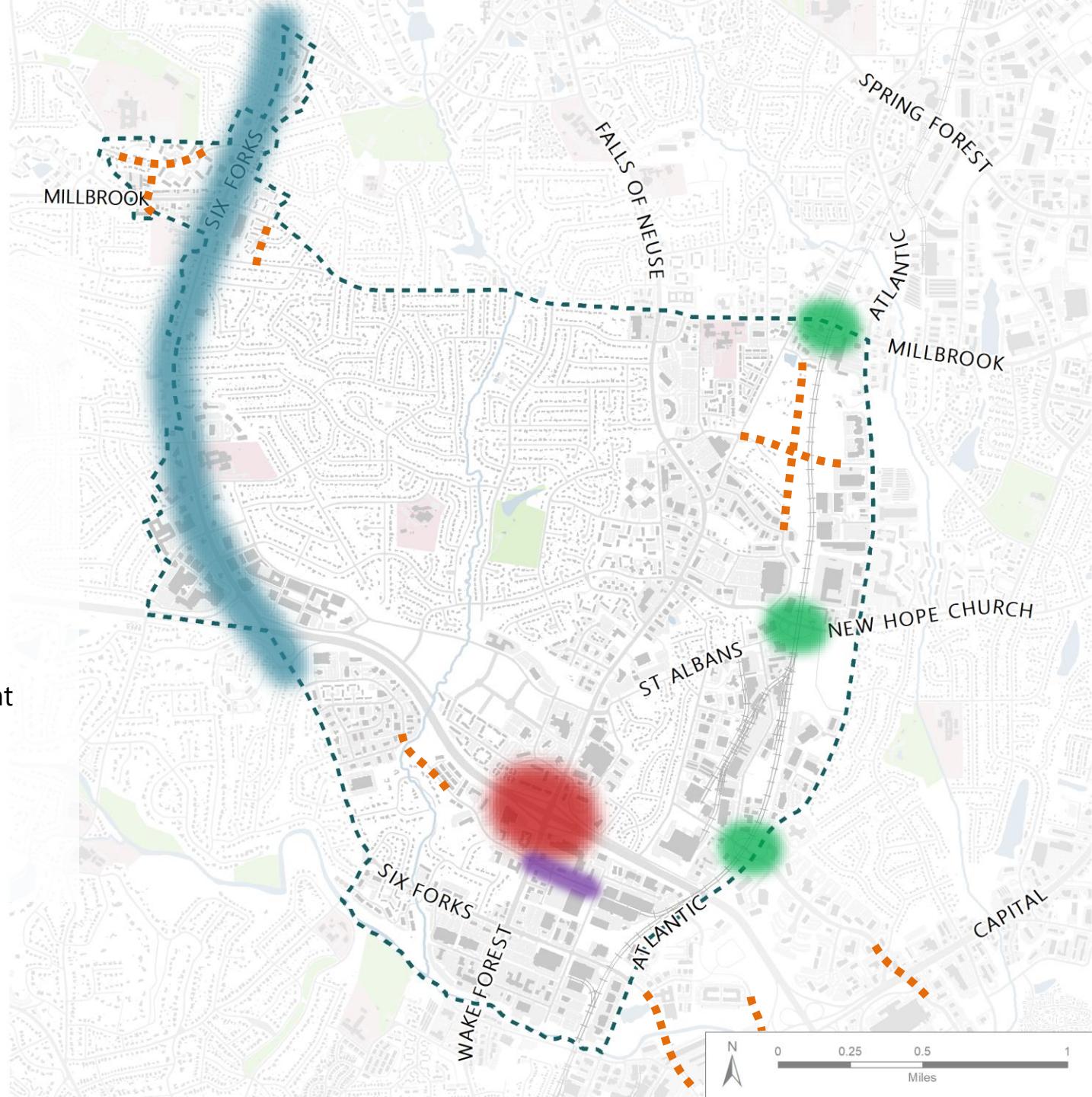


Committed Projects - Transportation

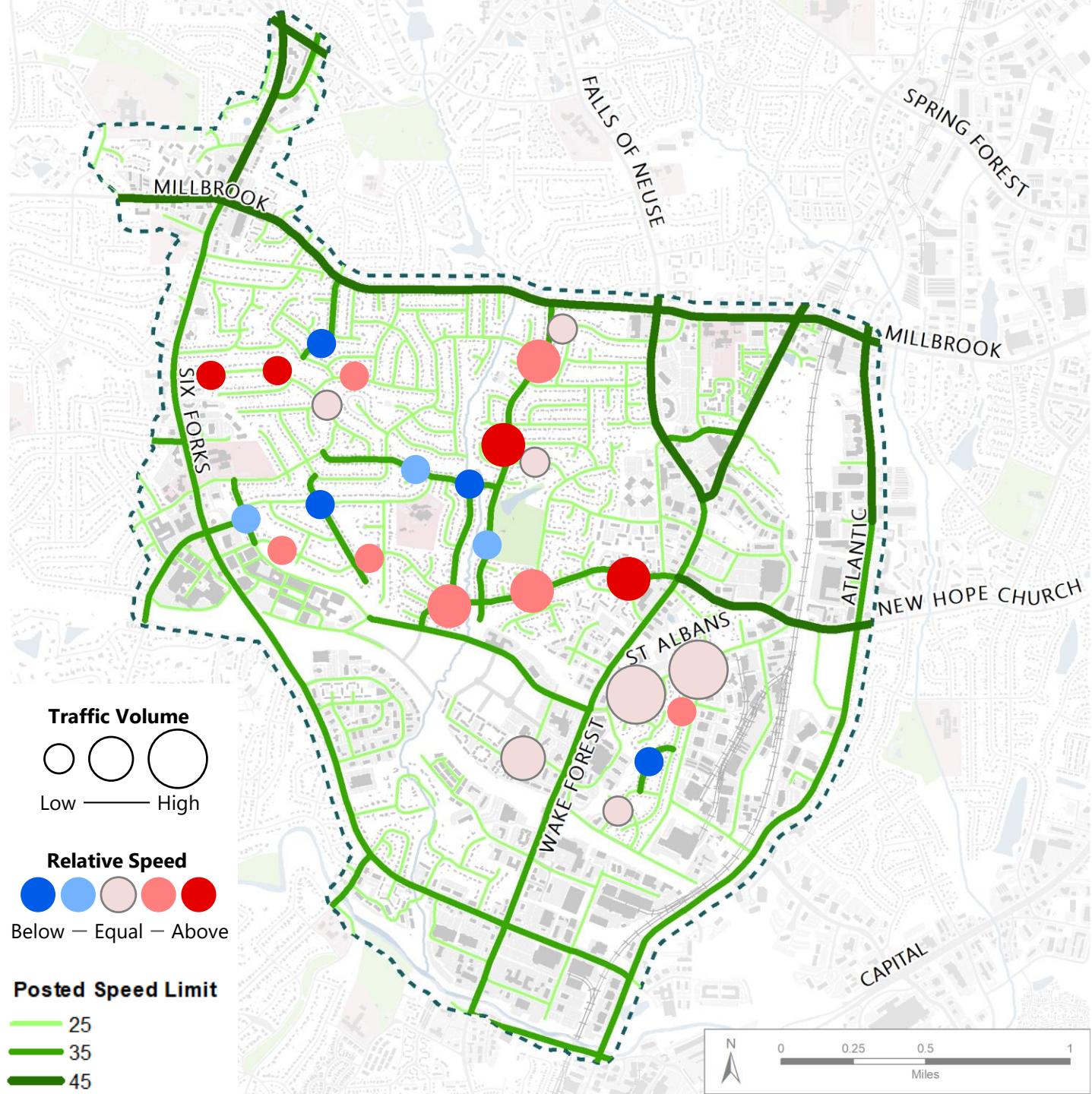
- **Six Forks Road corridor (I-440 to Lynn Rd)**
 - 6 lanes w/ median
 - Ped & bike improvements
 - Design & engineering starts 2019
- **I-440 @ Wake Forest Road**
 - Convert to "diverging diamond" interchange
 - Planning & design underway
- **Wake Towne Dr extension to Industrial Dr**
 - Underway as part of Wegman's/Midtown East development
- **New Hope Church Rd rail overpass**
 - Three locations
 - Bridge RR to eliminate at-grade crossing
 - Planning underway

Raleigh Street Plan Connections



Observed Traffic Speeds Corrected Version

- Typical speeds – Neighborhood speed studies
- **Below Posted Speed** ● ●
 - Compton Road
 - Ortega Road
 - Knollwood Road
 - Cheyenne Road
- **Above Posted Speed** ● ●
 - St Albans Drive
 - Hardimont Road
 - Dartmouth Road
 - Quail Hollow Drive

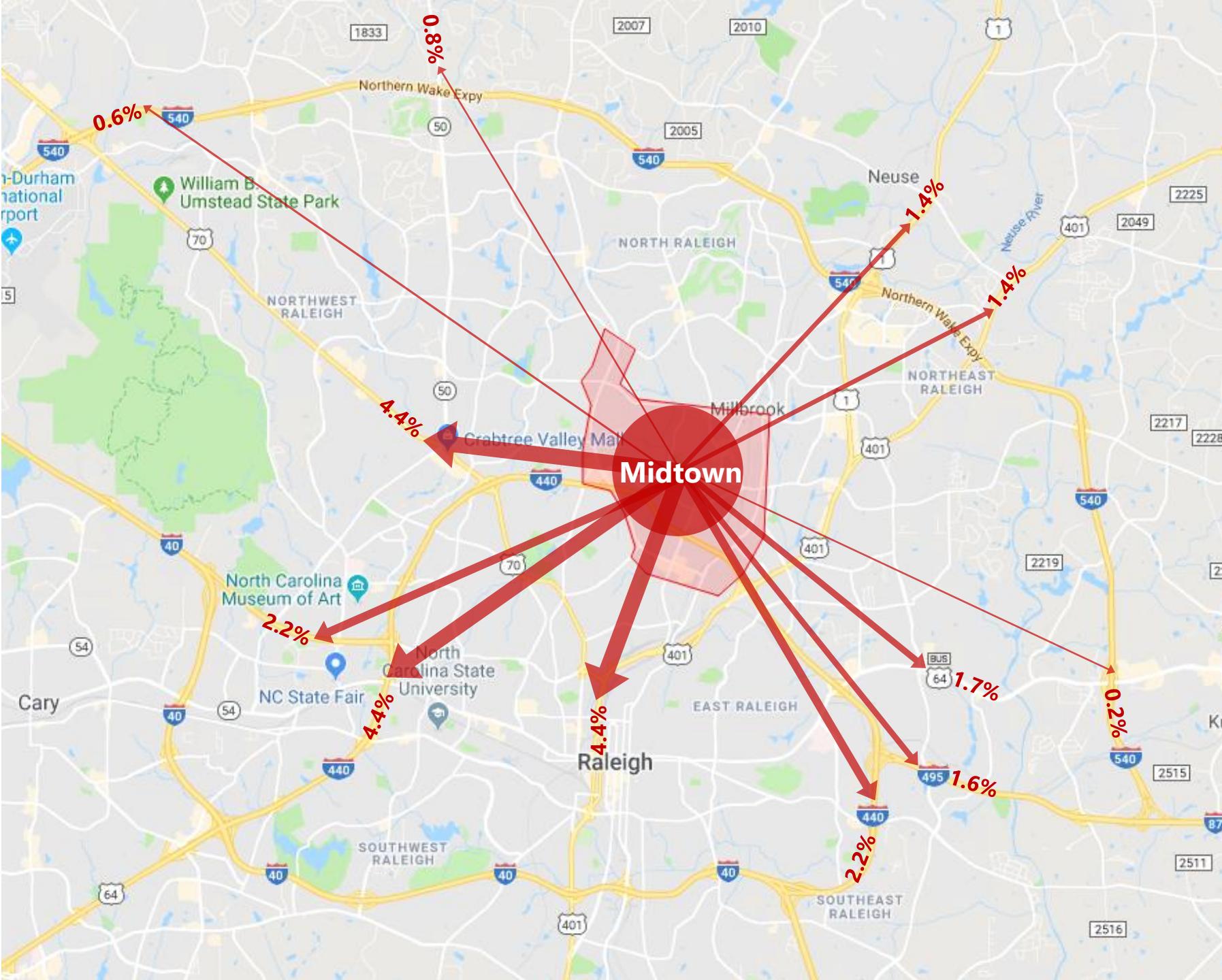


Crashes (Oct 2013 to Sept 2018)



Regional Traffic Distribution

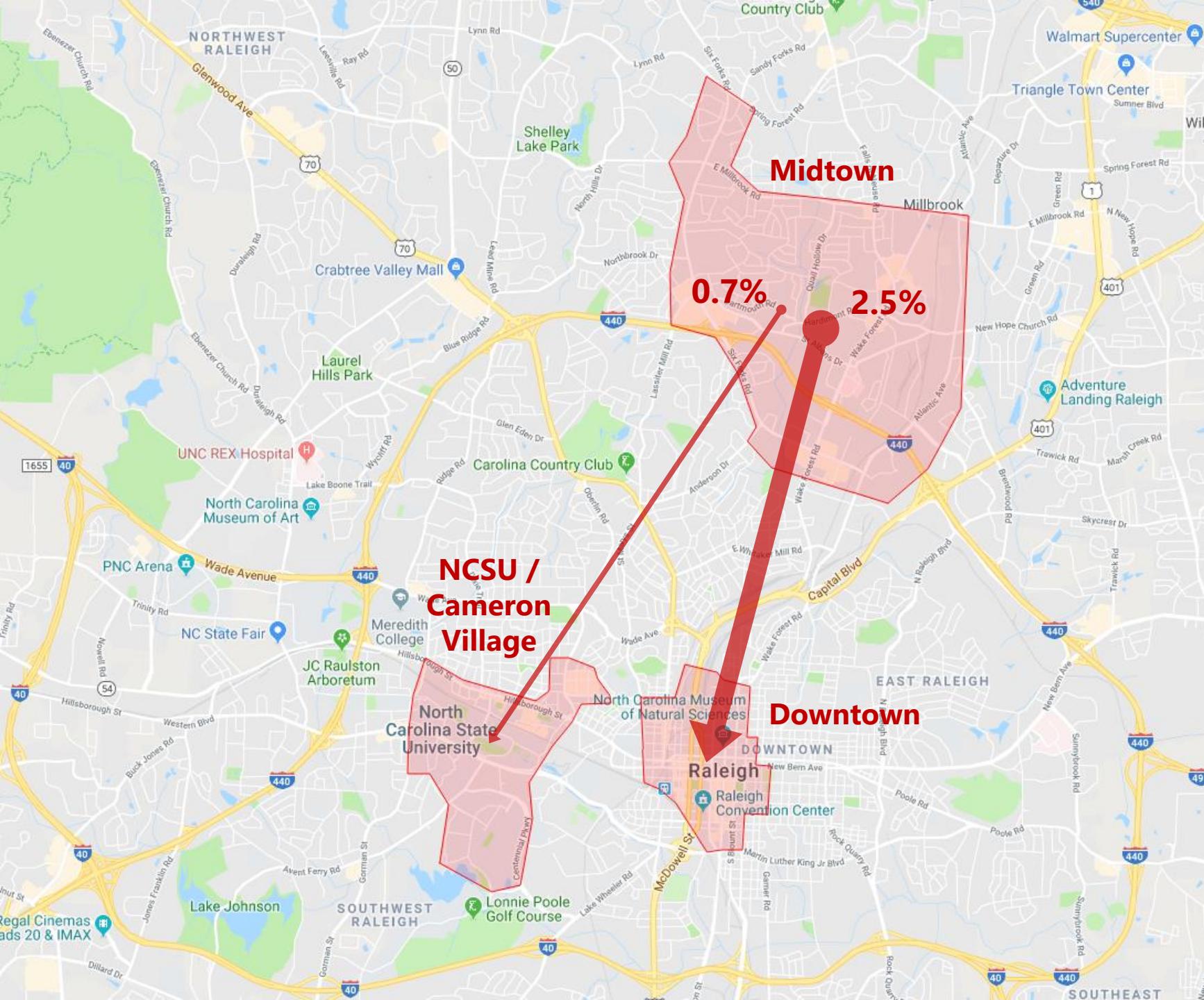
- Represents ~25% of traffic generated from Study Area
- **Mostly “local” trips**
- **Southern & western orientations may define potential transit markets**

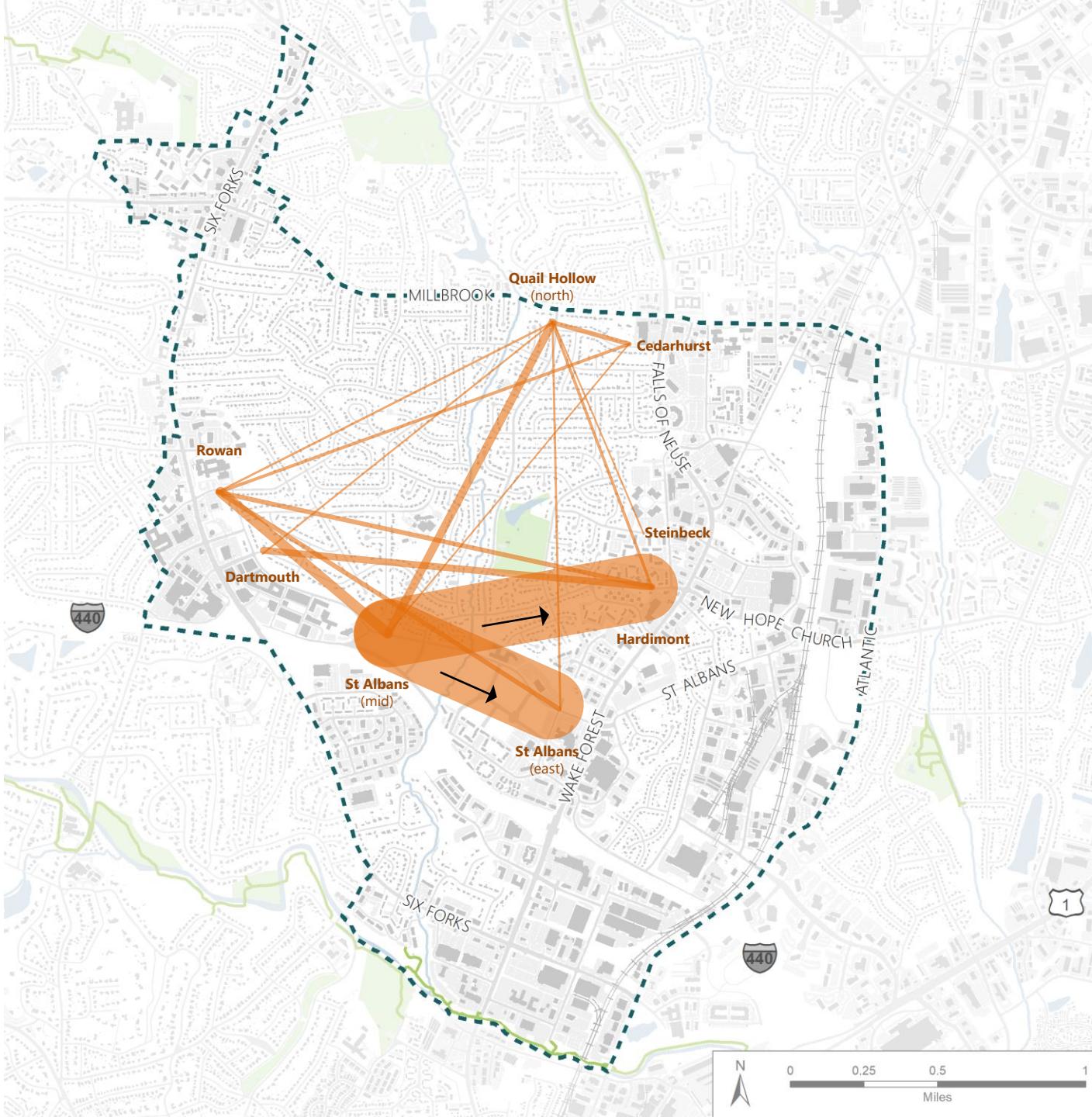


Selected Origin/Destination Zones

- Represents ~3.2% of traffic generated by Study Area
 - ~4.4% of traffic generated by Downtown
 - ~1.2% of traffic generated by Cameron Village-NCSU

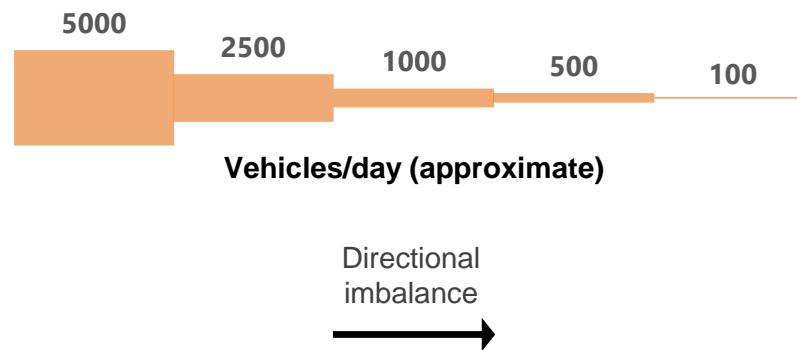
Potential transit markets



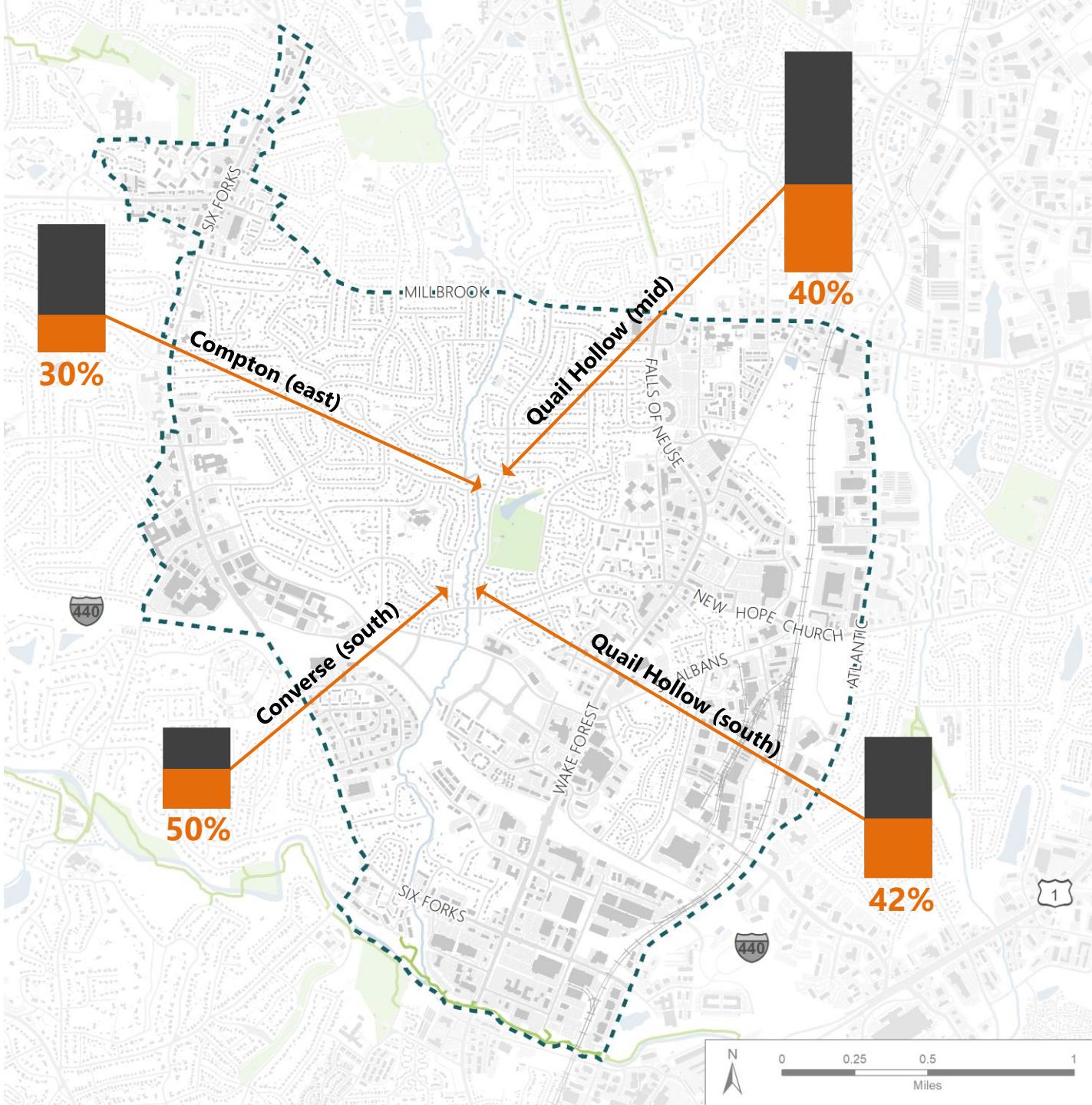


Through Traffic

Major desire-lines between origins & destinations (ODs)

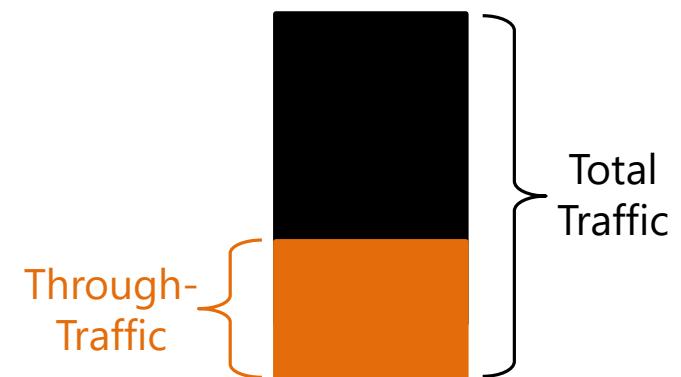


- **St Albans Dr & Hardimont Rd carry most east-west trips, skirting south edge of neighborhood**
 - Eastbound trips significantly exceed westbound
- **No single OD pair dominates interior through-traffic; trips converge on Quail Hollow Rd**
- **Speeds on Quail Hollow Rd are higher than desired**



Through Traffic

% through traffic
at selected locations

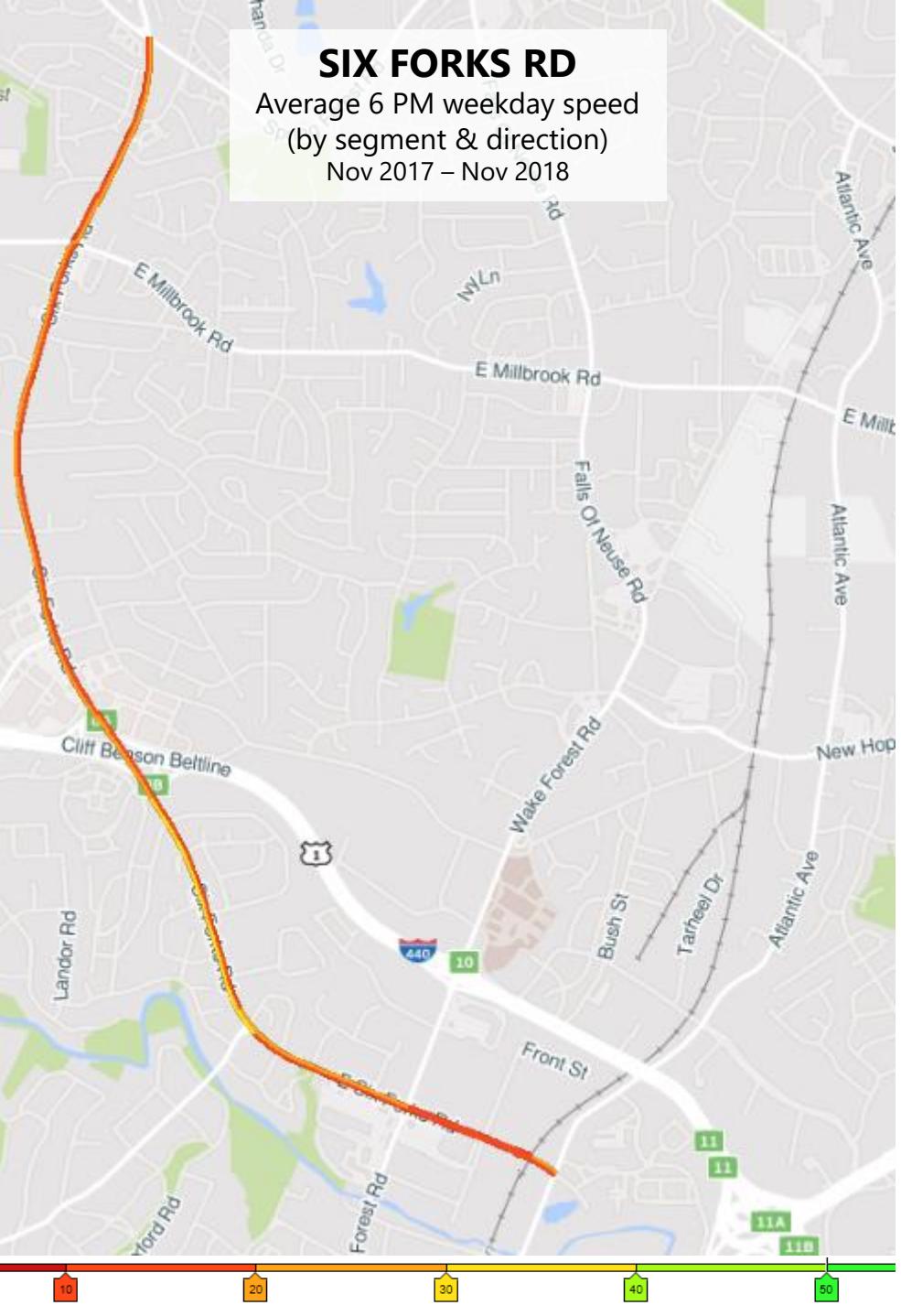


% Through-Traffic

- While road volumes are fairly low (<1,000 to <4,000 vpd), the share of traffic travelling through is fairly high

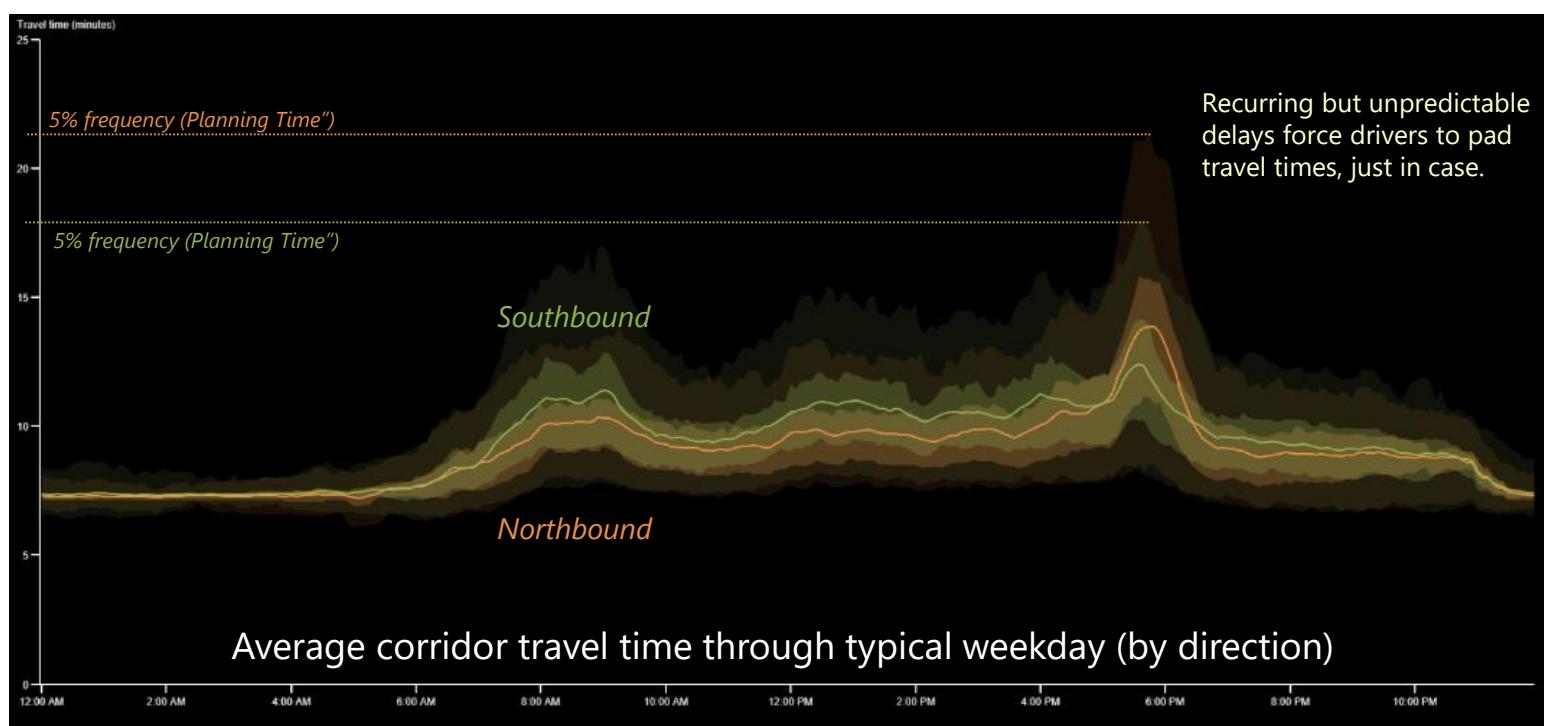
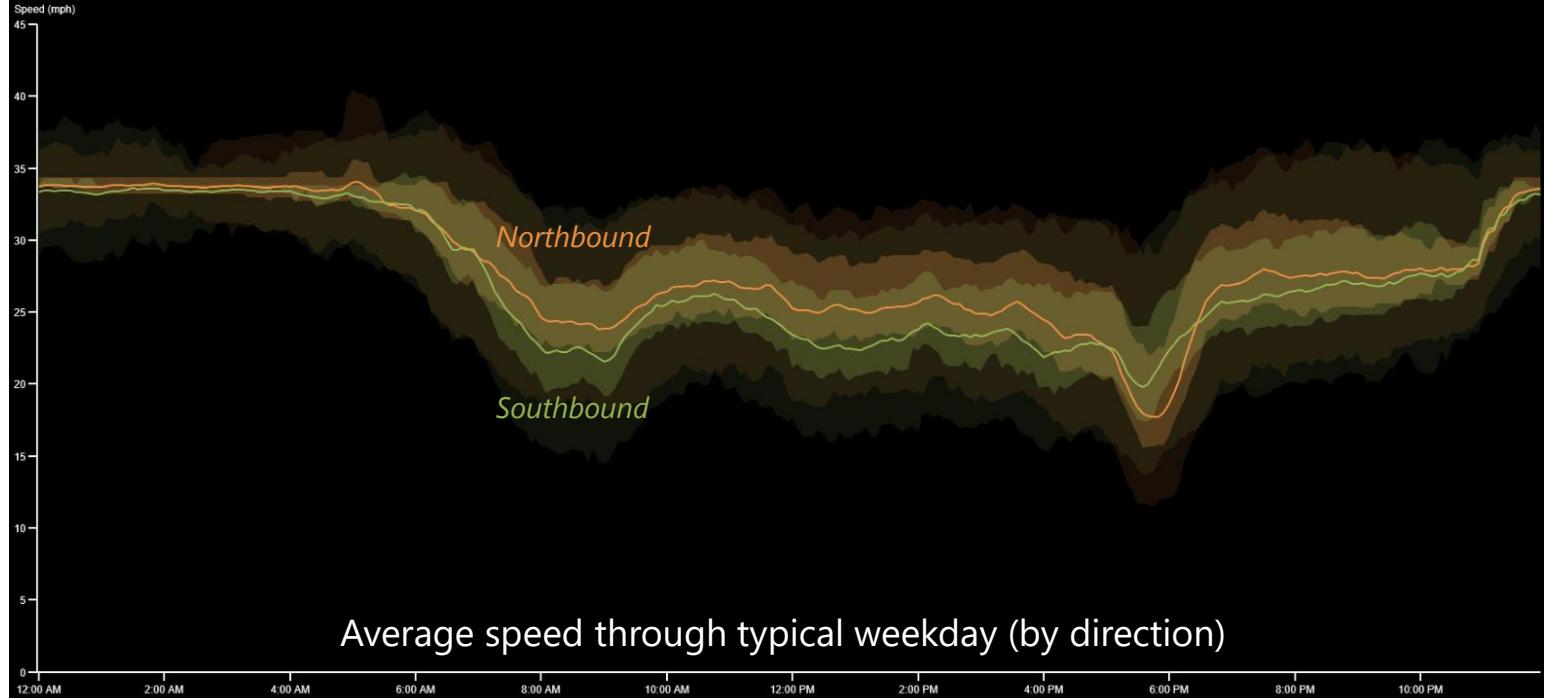
SIX FORKS RD

Average 6 PM weekday speed
(by segment & direction)
Nov 2017 – Nov 2018



Average corridor travel time through typical weekday (by direction)

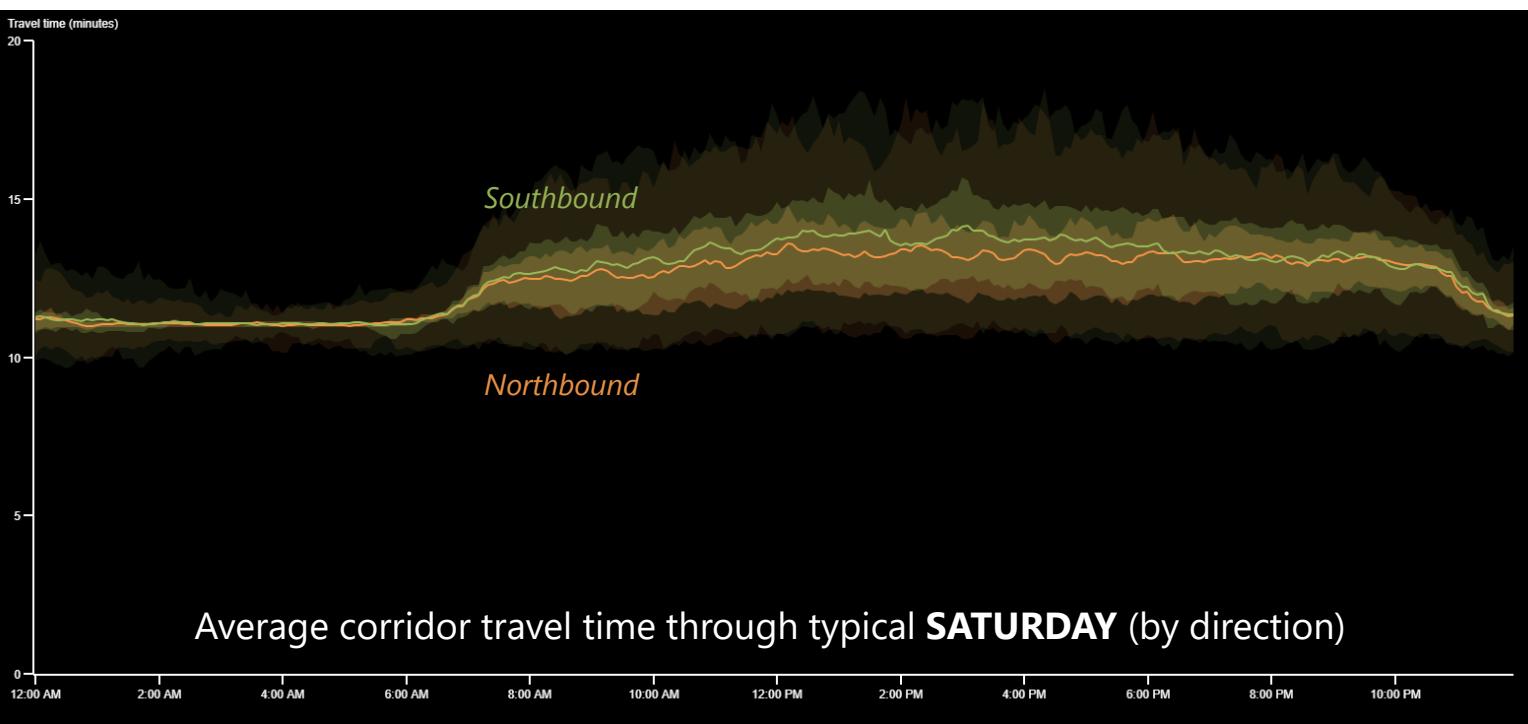
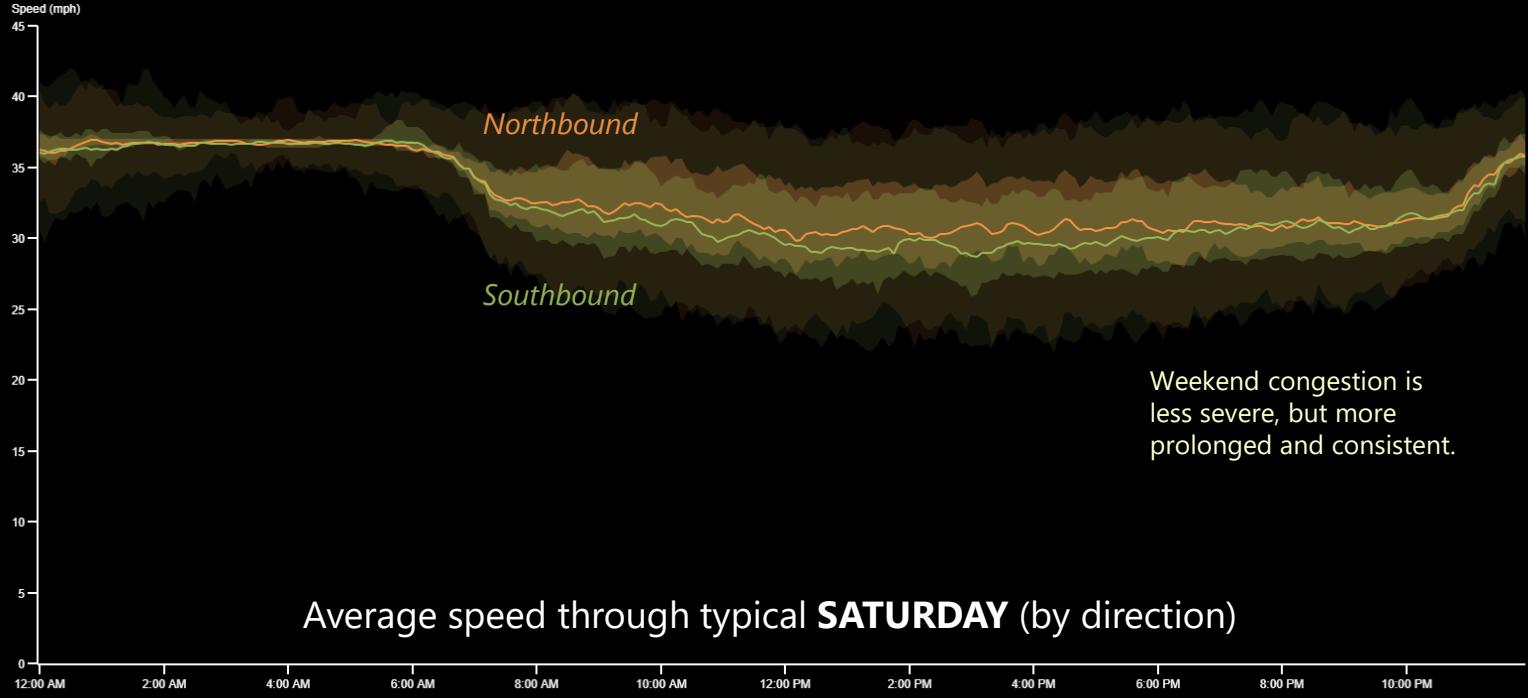
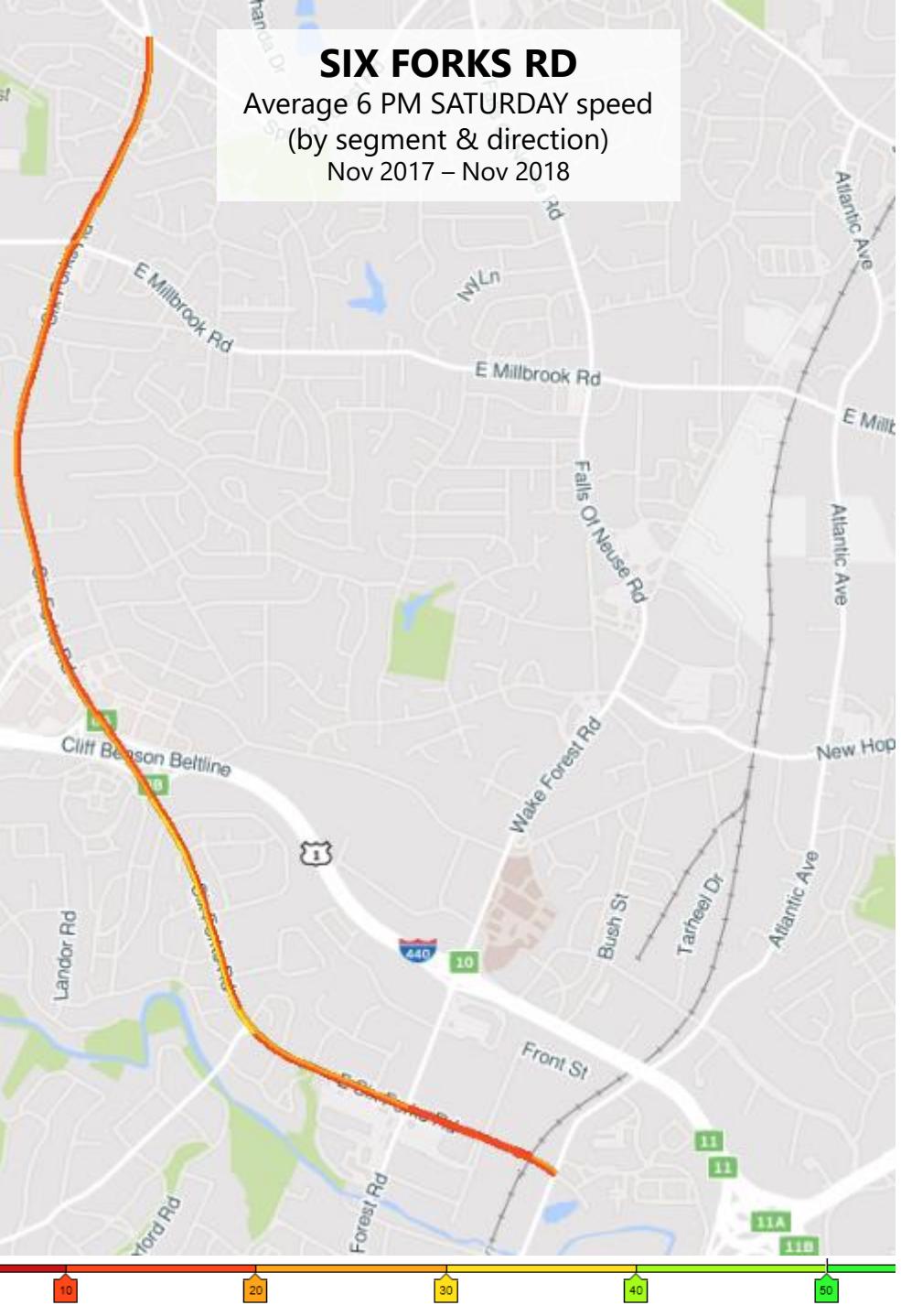
Average speed through typical weekday (by direction)



Recurring but unpredictable delays force drivers to pad travel times, just in case.

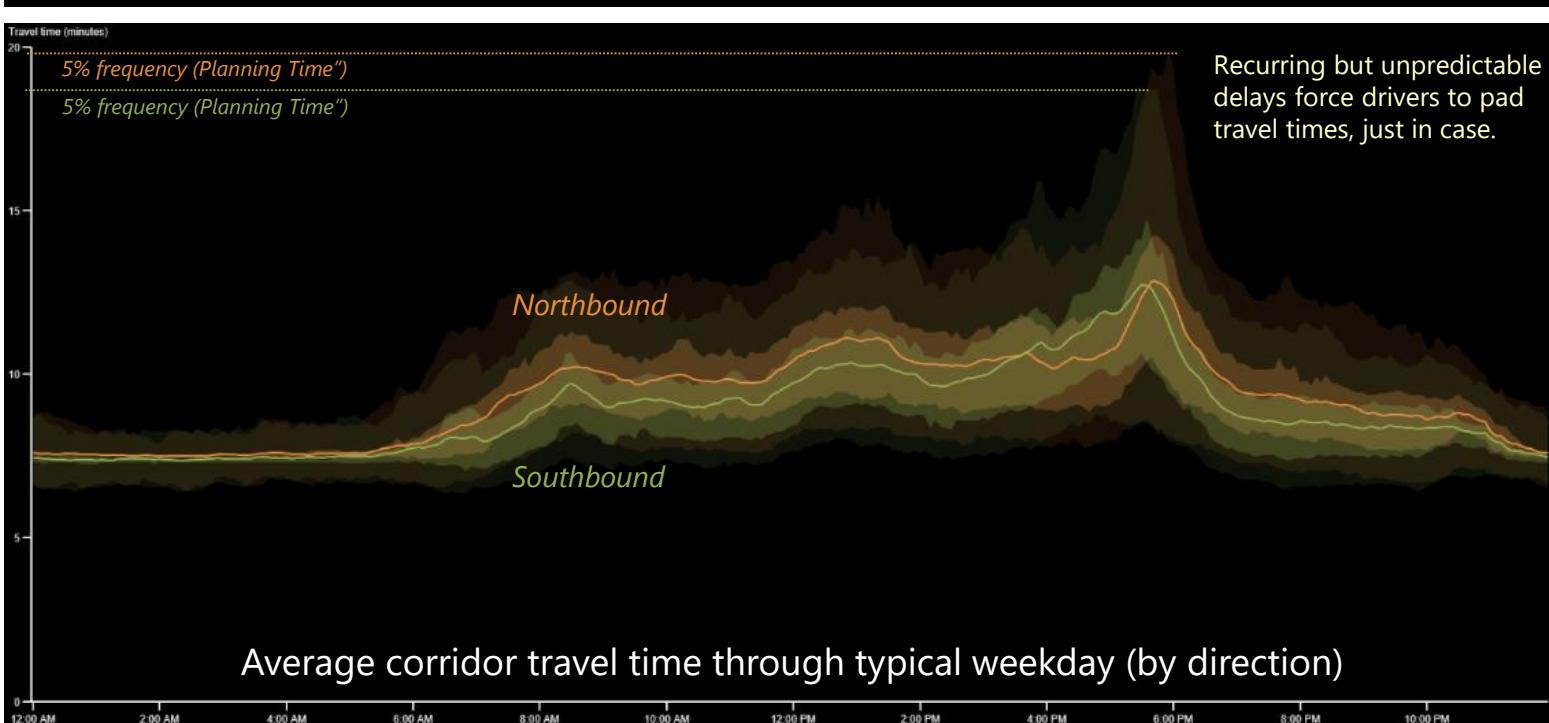
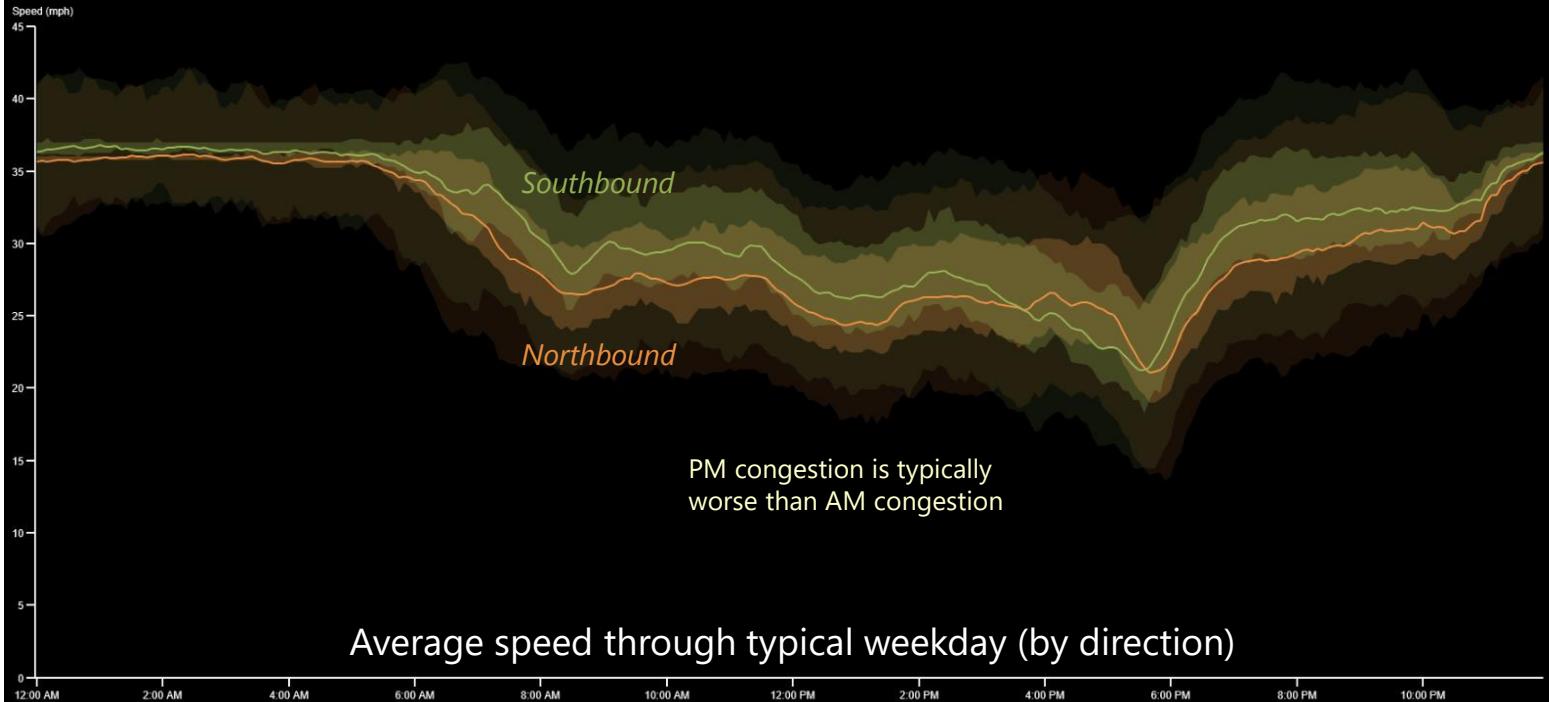
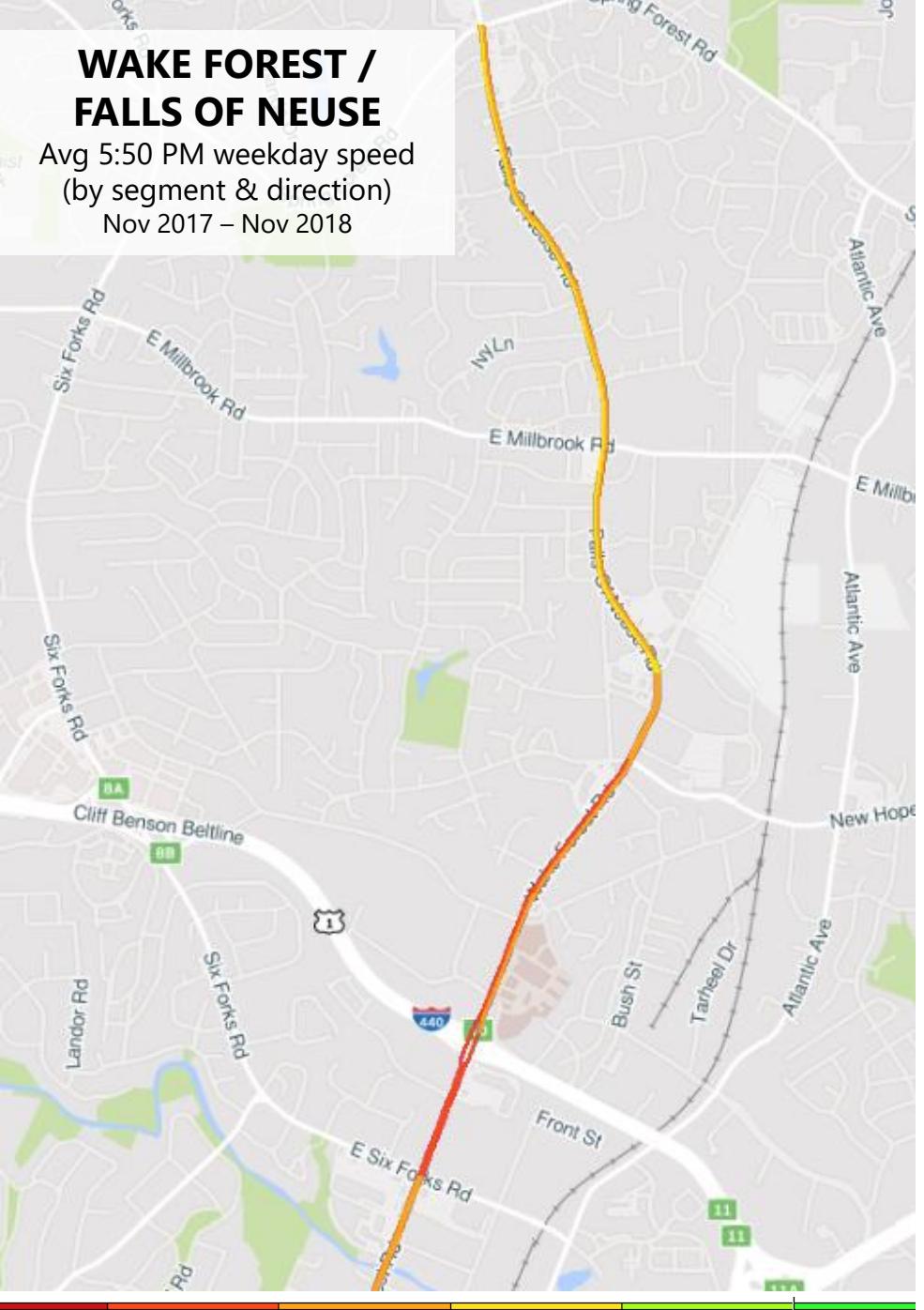
SIX FORKS RD

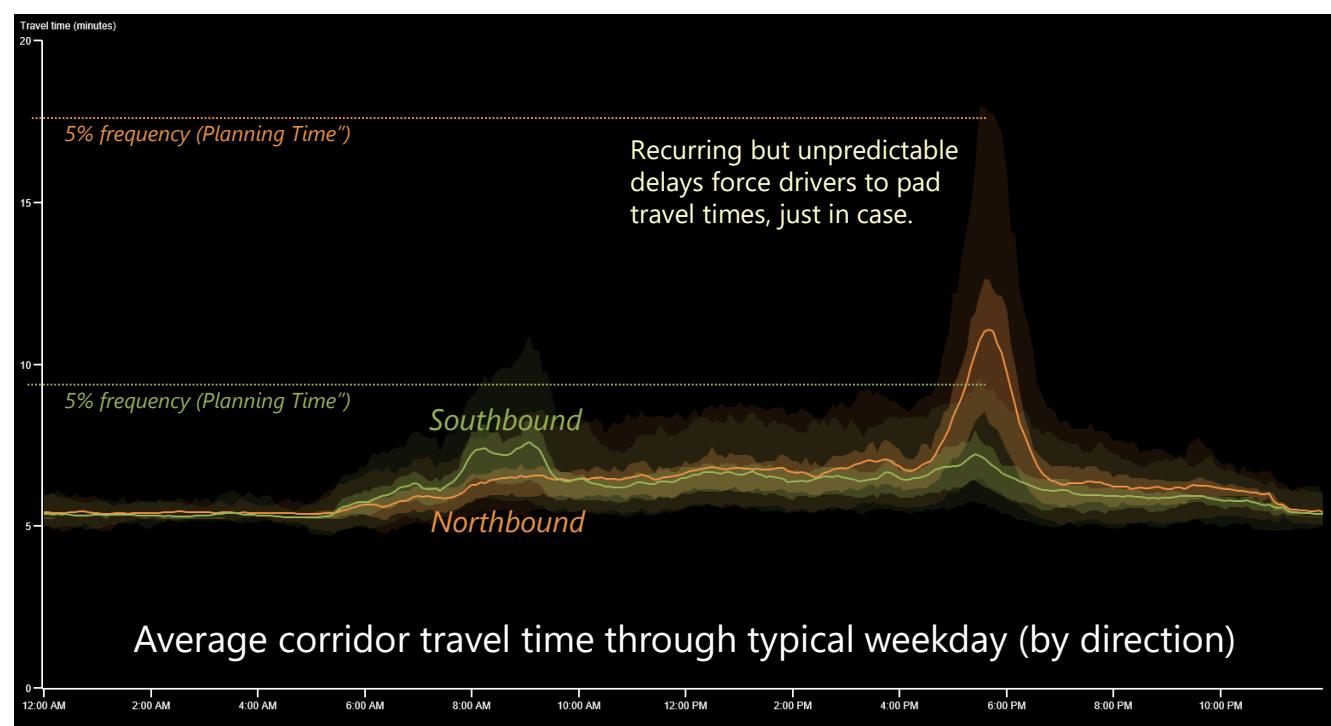
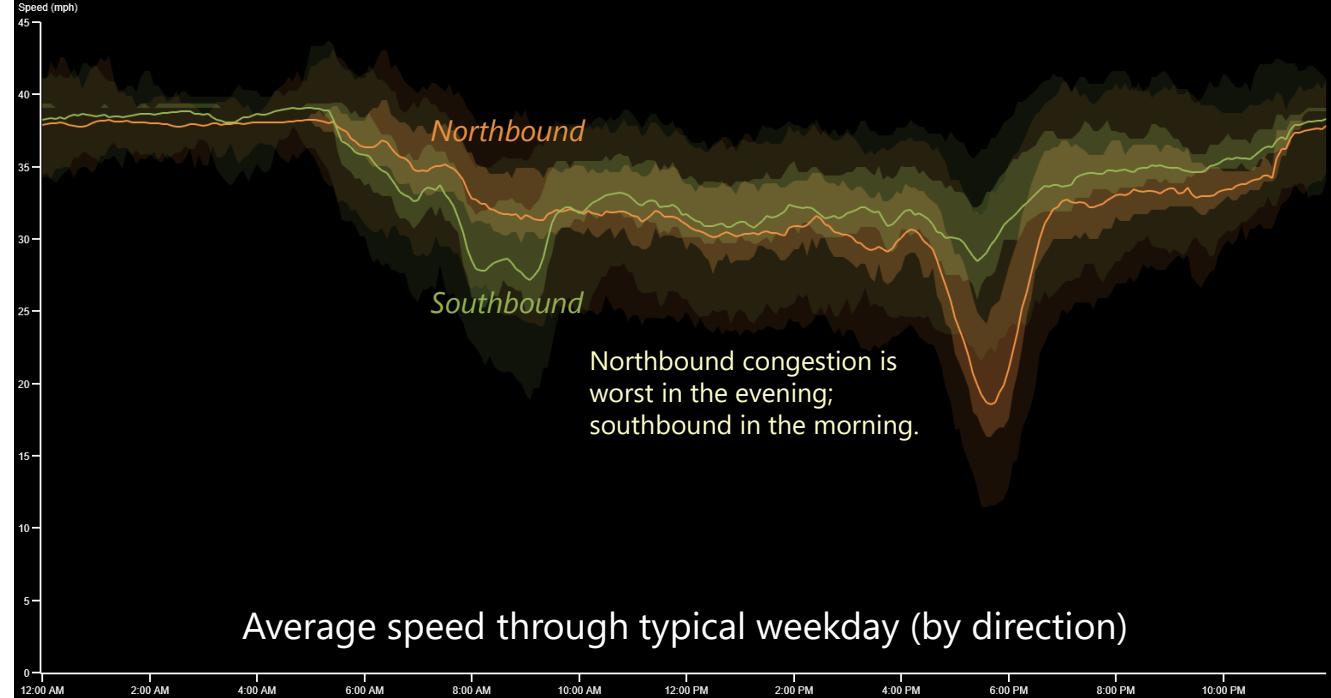
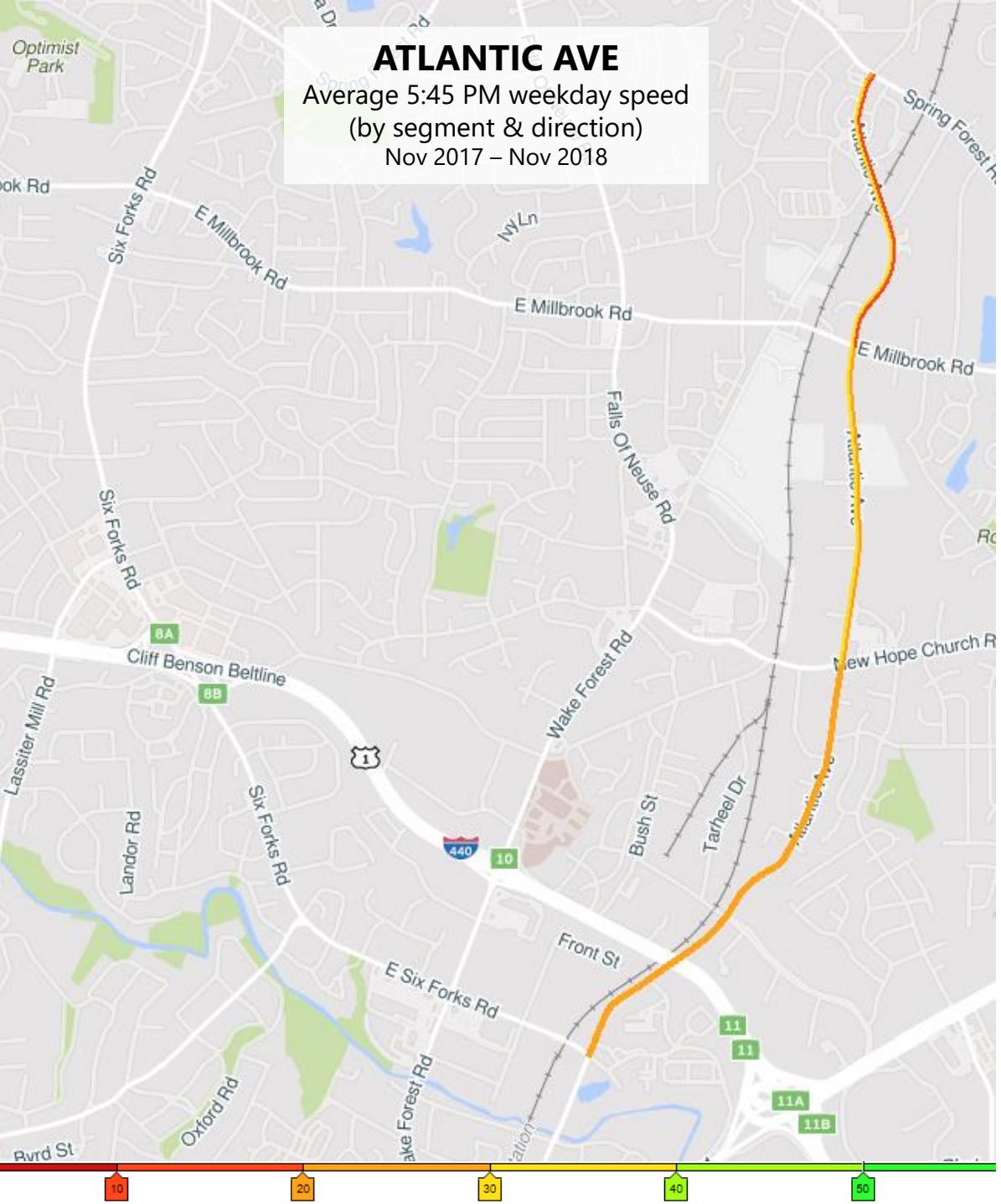
Average 6 PM SATURDAY speed
(by segment & direction)
Nov 2017 – Nov 2018



WAKE FOREST / FALLS OF NEUSE

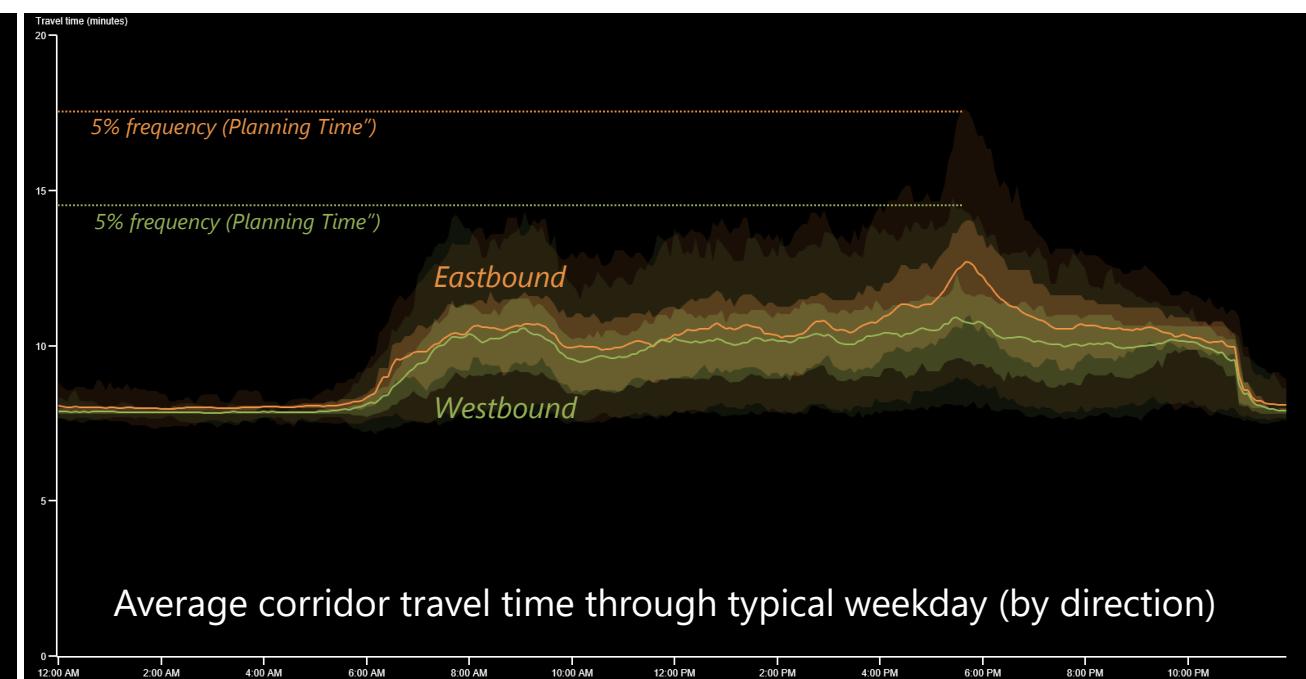
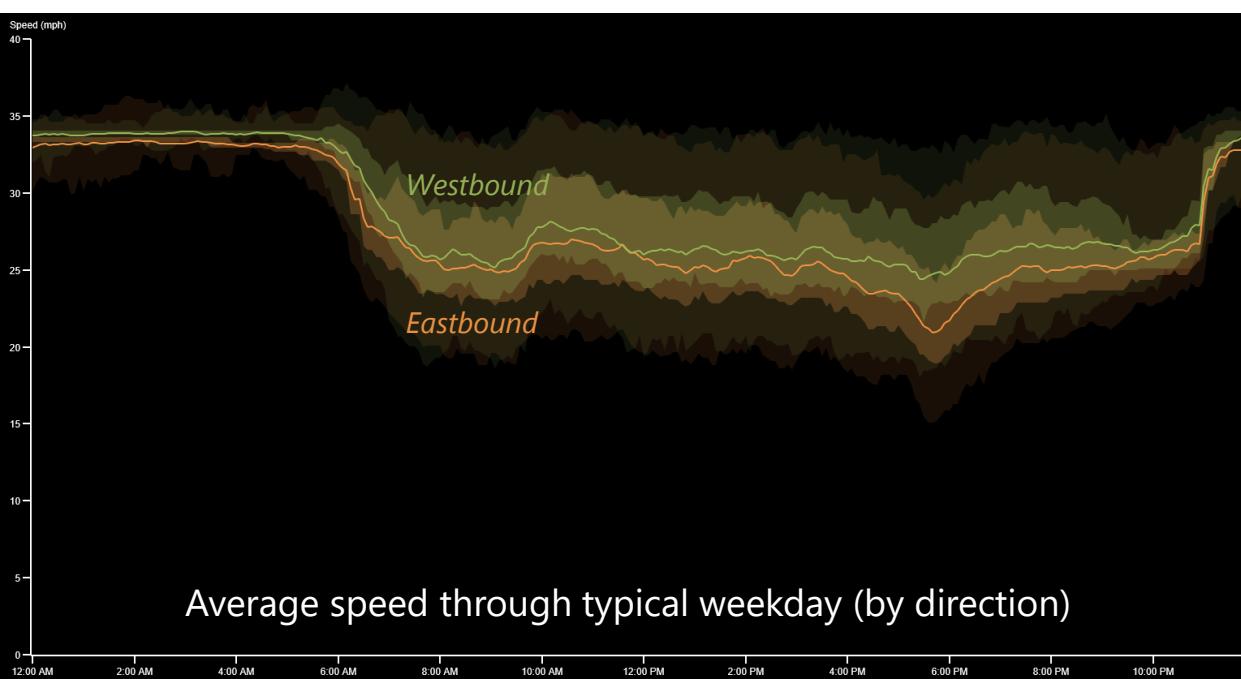
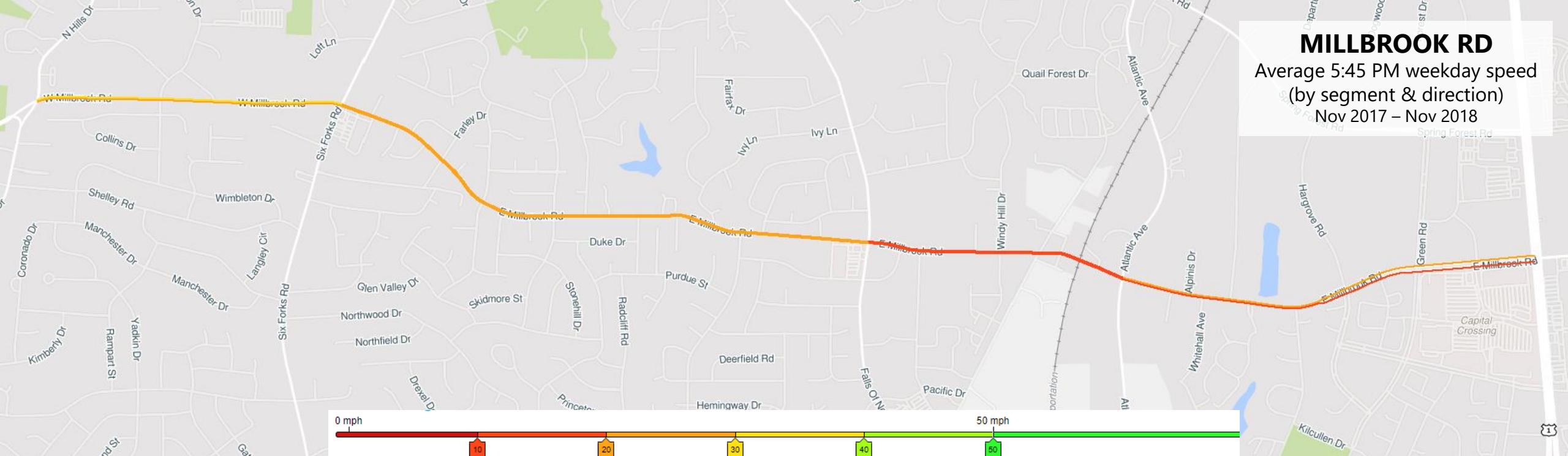
Avg 5:50 PM weekday speed
(by segment & direction)
Nov 2017 – Nov 2018






MILLBROOK RD


Average 5:45 PM weekday speed
(by segment & direction)
Nov 2017 – Nov 2018




TRANSPORTATION - CARS




RALEIGH STREETS PLAN




PEDESTRIAN AND BICYCLE



TRANSIT - EXISTING



TRANSIT - FUTURE

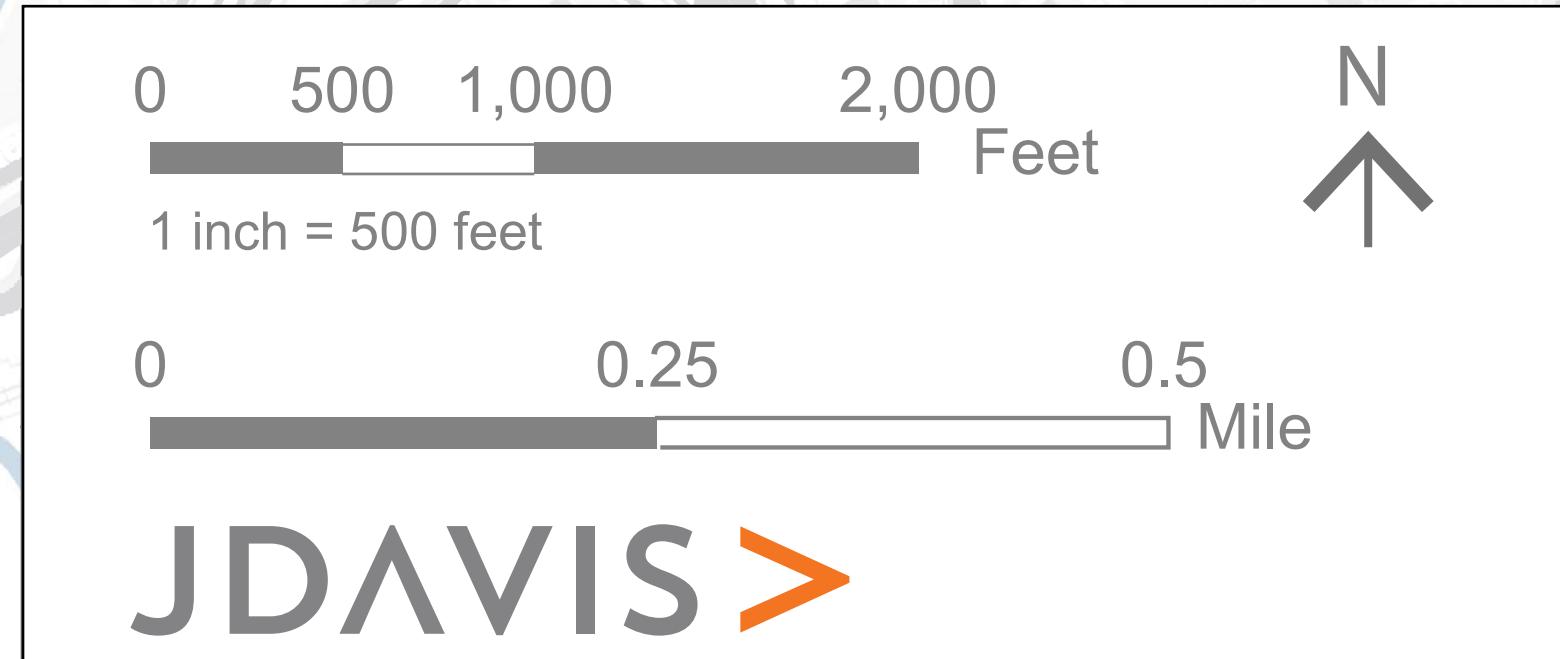


REDEVELOPMENT POTENTIAL


ENTITLED REDEVELOPMENT

MIDTERM REDEVELOPMENT

LONGTERM REDEVELOPMENT



FUTURE LAND USE INTENSITY



NATURAL SYSTEMS AND GREENWAYS

