Outline

▪ Where We Are

▪ Where We’ve Been and What We’ve Heard

▪ Revised Recommendations

▪ Prioritization Exercise
Meet the Project Team

▪ Raleigh City Staff

▪ Confirmation Group – appointed by Raleigh City Council
  – Role
    • Ensure an inclusive process
    • Engage relevant stakeholders
    • Received input matches plan recommendations

▪ Consultant Team
  – VHB
  – JDavis Architects
  – 1/1 Studio
  – Rose and Associates
Process to Date

We are here!

Visioning
May-June 2018

Discovery
September 2018-February 2019

Options
March-June 2019

Implementation
Fall 2019

Final Recommendations
Fall 2019
Where We’ve Been and What We’ve Heard
The study area

Midtown St. Albans Study Area
Visions for the Future

May & June 2018 Meetings

• Beginning of the process
• Short staff presentation
• Participants marked up maps in small groups to highlight areas with assets and issues

Goal of the Meeting:
• To create a rich base of community-sourced knowledge about the area
## Overview

Answered: 370 of 614

Of the following issues, which are the top three the Midtown plan should address?

<table>
<thead>
<tr>
<th>Issue</th>
<th>% Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety/Comfort for walking or bicycling</td>
<td>52%</td>
</tr>
<tr>
<td>Effect of traffic on neighborhood streets</td>
<td>43%</td>
</tr>
<tr>
<td>Preserving residential neighborhoods</td>
<td>34%</td>
</tr>
<tr>
<td>Stormwater/Flood reduction</td>
<td>31%</td>
</tr>
<tr>
<td>Housing affordability</td>
<td>27%</td>
</tr>
<tr>
<td>Parks and open space</td>
<td>26%</td>
</tr>
<tr>
<td>Streetscape improvements</td>
<td>26%</td>
</tr>
<tr>
<td>Getting around by car</td>
<td>23%</td>
</tr>
<tr>
<td>The design of new development</td>
<td>18%</td>
</tr>
<tr>
<td>Use transitions</td>
<td>16%</td>
</tr>
<tr>
<td>Getting around in public transportation</td>
<td>12%</td>
</tr>
</tbody>
</table>
December 2018 Meetings

- Short Presentation
- 7 Timed activity stations to identify key issues and opportunities
- Staff and participants wrote down notes on maps and notepads.

Goal of the Meeting:
- To understand what people like and don’t like in the area.
Planning Principles

Midtown Moves: Healthy, Safe, and Reliable Transportation
- Better *walkability*
- Improved *safety*
- Addressing *reliability* and adding new connections
- Adding travel *options*

Midtown Living: Residential Neighborhoods/Housing Choices
- Provide more housing *options* for residents at different stages of life
- Respect the *scale* of existing neighborhoods
Midtown Green and Blue: Parks, Trees, and Stormwater
• Improve stormwater infrastructure and use it as a connected natural network
• Create new public spaces focused on natural areas

Midtown Works: Innovation and Opportunity
• Allow outdated uses to transition into areas that meet employment and housing needs.

Aesthetics: Beautiful Midtown
• Create attractive streetscapes and public places
• Ensure transitions between taller areas and lower-scale neighborhoods
May 2019 Meetings & Survey

- Drop in meetings with “rolling presentations” on the hour
- Meetings spread across area and two weeks with shorter pop-ups
- Online survey for those unable to attend physical meetings

Outreach Goal:
- Capture feedback on proposed improvement concepts
Overview: Seven Big Moves

The Beltline crossing. A new bridge over I-440 between Six Forks Road and Wake Forest Road.

Green streets. Slower speeds, safer streets, green infrastructure on Quail Hollow and other key streets.

The Midtown Ring. An uninterrupted loop of safe, comfortable facilities for people walking and biking.

A connected street network. Creating or expediting other key Midtown transportation links.

Serious Transit. A high-frequency bus network now, future BRT link as ridership demands.

Midtown Living and Midtown Works: Land Use Guidance. Specifying uses and scale in key areas.

The Midtown Waterfront District. Creating a more active edge along the north side of the Crabtree waterway.
The Beltline Crossing

Description
This project is a new bridge over I-440 that connects Navaho Drive and Barrett Drive. This bridge has 2-lanes, sidewalks, and bike lanes, is intended for vehicles, transit, pedestrians, and bicyclists.

Contingency
This project is contingent upon the realignment of Navaho Drive and Barrett Drive.

Project Category
✓ Midtown Moves

Pros
- Improved Comfort
- Shorter Connections
- Enhanced transit access and efficiency
- More Bike & Pedestrian Options

Cons
- Acquire private property
Green Streets

Description
This is a group of Green Street projects on the following roads: Quail Hollow Drive, Bush Street, Wake Towne Drive, and Hardimont Street. Green Street improvements reduce stormwater, decrease vehicle speeds, and include a mix of expanded sidewalks, shared-use paths, and bicycle facilities.

RELATIVE COST

CONTINGENCY
This group of projects is not contingent on other projects, but it benefits from new bridges across I-440.

PROJECT CATEGORY
✓ Midtown Moves
✓ Midtown Green and Blue

PROS

- Improved Comfort
- Improved Safety
- More Bike & Pedestrian Options
- Reduced Flooding
- Traffic Calming
- Reduced Carbon Emissions

CONS

- May Reduce On-Street Parking
The Midtown Ring

REDUCED CARBON EMISSIONS

Description
This project is a group of greenway, green street, bridge, and improved bicycle and pedestrian facilities that create a 5+ mile circuit for low stress walking and bicycling. The ring connects greenways, parks, commercial areas, and community resources north and south of I-440.

CONTINGENCY
This project is contingent upon two I-440 bridge crossings, green streets, new greenway connector, and improved bicycle facilities.

PROJECT CATEGORY
✓ Midtown Moves
✓ Midtown Green and Blue

RELATIVE COST

PROS
- Improved Comfort
- Improved Safety
- More Bike & Pedestrian Options
- Traffic Calming

CONS
- Greenway Susceptible To Flooding
- Acquire private property

Improved Comfort
Improved Safety
More Bike & Pedestrian Options
Traffic Calming
A Connected Street Network

**Description**

This project is a 2000’ extension of Six Forks Road from just east of Atlantic Avenue to Capital Boulevard. The new road extension is 4-Lanes with a median, and it is intended primarily for vehicles and transit with the potential for sidewalks and bicycle facilities.

**Pros**

- Enhanced transit access and efficiency
- Supports Land Use Goals
- Shorter Connections

**Cons**

- Acquire private property

**Relative Cost**

$ $ $ $ $

**Contingency**

None.

**Project Category**

- Midtown Moves
The Midtown Waterfront District

Description
This project is the redevelopment of the area north of Crabtree Creek between Wake Forest Road and Atlantic Avenue. This includes restoration of Crabtree Creek, improvements to the existing greenway, and new mixed-use development with affordable housing options and new public park space.

RELATIVE COST

CONTINGENCY
This project is contingent upon redevelopment of the area north of Crabtree Creek and private public partnerships.

PROJECT CATEGORY
✓ Midtown Green and Blue
✓ Midtown Beautiful
✓ Midtown Living

PROS
Supports Land Use Goals
Reduced Flooding
More Bike & Pedestrian Options

CONS
Greenway Susceptible To Flooding
Acquire private property
Serious Transit

- Phase 1: Multiple high-frequency routes
- Phase 2: Future BRT connection to downtown
Midtown Living/Midtown Works: Housing and Jobs

- Specifying uses and scale in key areas where major projects or changing conditions exist
- Five Midtown areas + Six Forks
Revised Recommendations
For a Project to Move Forward, It Needs:

- Money/Funding
- Technical Feasibility
- Champion (Responsible Party)
- Community Support
What We’ve Done with the Input

▪ Conducted additional analyses

▪ Removed projects from consideration

▪ Modified and refined projects

▪ Developed costs estimates, assessed project performance, and initial prioritization
Wolfpack-Navaho

Survey - Mobility Near Duke Raleigh Hospital
- Roundabouts on Bush St (60%)
- Road Connection via Pinecrest Dr (13%)
- Neither (27%)
What We’ve Done with the Input

✅ Endorsed

- I-440 Multimodal Bridge
- I-440 Pedestrian & Bicycle Bridge
- Green Streets
- Greenway Connector
- Improved Transit service
- Crabtree Creek Park Area
- Land Use
What We’ve Done with the Input

Rejected

Wake Forest / Bland Pair
Pinecrest Drive Connection
I-440 Tunnel
What We’ve Done with the Input

Refined

Pedestrian X-ings on Millbrook/Anderson Drive

Pedestrian Bridge @ North Hills

Northfield/Westridge area study recommendation

BRT Future Route

Duke Raleigh / Wake Forest Road / Navaho intersection

Land Use / Intensity
Land Use Recommendations

- New Development linked to infrastructure improvements
- Address housing affordability
- Development height takes into account its surrounding context
Land Use Recommendations

1. Wake Forest / Falls of Neuse
   - Greater mix of land uses
   - Higher land use intensities
   - Retail focus area
   - Improved walkability / Mobility

2. Atlantic / St. Albans
   - Convert industrial land use to housing
   - Additional housing options near employment center
   - "Missing middle" opportunities

3. I-440 Crossing / Six Forks
   - Employment focus
   - High intensity office
   - Improved mobility / access
   - Improved walkability
   - Green corridor edge

4. Crabtree / Wake Forest
   - High intensity housing with green space
   - Floodplain / stormwater enhancement
   - Improved access to employment center
   - Improved walkability with a "main street"

Land Use Key

<table>
<thead>
<tr>
<th>Residential</th>
<th>Mixed Use</th>
<th>Employment</th>
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<tbody>
<tr>
<td>Rural</td>
<td>Office &amp; Residential</td>
<td>Office/Research &amp; Dev.</td>
</tr>
<tr>
<td>Low Density</td>
<td>Neighborhood</td>
<td>Business &amp; Commercial</td>
</tr>
<tr>
<td>Moderate Density</td>
<td>Community</td>
<td>General Industrial</td>
</tr>
<tr>
<td>Medium Density</td>
<td>Regional</td>
<td></td>
</tr>
<tr>
<td>High Density</td>
<td>Central Business District</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Parks, Open Space &amp; Resource Conservation</th>
<th>Public &amp; Institutional</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Parks &amp; Open Space</td>
<td>Public Facilities</td>
</tr>
<tr>
<td>Private Open Space</td>
<td>Institutional</td>
</tr>
</tbody>
</table>
Height Transitions

- Six Forks Recommendations Revisited
Crabtree Creek Park

- New 10+ Acre Park and Stormwater management facility
- New Housing to create a new gateway to Midtown from the south
- Opportunity for integrated affordable housing
- Improved connections to Crabtree Creek Greenway
- Easy Access to Transit
Transportation Improvements

- Improve network and connectivity for cars, bicycles, and pedestrians
- Improve the efficiency of movement throughout Midtown with intersection improvements, key new connections, and transit routing options.
- Tie future development to infrastructure improvements in order to lessen the impact of development intensity
I-440 Bridge Impacts

- Increasing Trips
- Decreasing Trips
- Change
Pedestrian & Bicycle
Traffic Benefits
2030 Build vs 2030 No-Build

- Level of service in peak hours in the busier direction is currently D/E/F for most of Wake Forest, Six Forks, and Atlantic.
- As Midtown emerges as a place of its own, rather than a place to pass through quickly on the way to another destination, speeds tend to slow down. The goal of this plan is to aim for consistent and reliable travel speeds, rather than maximizing speed through the area.
  - Increasing travel speeds benefit external/through trips more than local trips
  - Additional widening would be costly, disruptive to environment, neighborhoods, and development; inhibit pedestrian safety & convenience; and attract additional through-traffic.
  - Plan provides alternatives/choices (both modes and routes)
- This analysis may understate the future shift in trips to Atlantic from Wake Forest, where there is more available capacity, fewer conflicts, and no interchange. This will be encouraged by better east-west connections, railroad grade separations, Six Forks Extension, Capital Blvd improvements, and less traffic-intensive development in the corridor.
- Plan goals also place safety as a top priority.
- A realistic goal is to manage congestion and add to reliability, not to eliminate congestion. Technology will help accomplish this through more efficient operations, with both vehicles and traffic control systems (signals) adapting better/faster to real-time conditions.

Intersection Improvements
- AM or PM LOS improves from F to E
- AM or PM LOS improves to D

Arterial PM Peak LOS & Travel Time Improvement by Direction
- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
Green Streets
Transit

Route 8L
Route 10
Route 8
Route 16

Recommended Projects
- Bridges and Tunnels
- Pedestrians and Bicycles
- Traffic Operations and Connectivity and Access Management
- Transit

Transit Frequency
- 10 minutes
- 15 minutes
- 30 minutes
Layering of Proposed Projects
Layering of Proposed Projects
Layering of Proposed Projects
Prioritizing Projects
Prioritization Exercise – Step 1

- **Objectives**
  - Understand *what the community priorities are*
  - Understand *why those are priorities*

- **Format**
  - Small table groups
  - Step 1: As a table, select your top seven (7) projects. Record your results. ~20 minutes
Prioritization Exercise – Step 2

- **Objectives**
  - Understand *what the community priorities are*
  - Understand *why those are priorities*

- **Format**
  - Small table groups
  - Step 1: As a table, select your top seven (7) projects. Record your results. ~20 minutes
  - Step 2: Use your table’s “Midtown Bucks” to pay for projects. Record your results. **Your budget is $25.** ~20 minutes

- **Feedback**
  - Each group will report out results after Step 2
  - Results incorporated into the plan
Report Results
Next Steps

Sept/Oct
Hold final community meetings on draft recommendations

Oct
Incorporate community findings and complete draft report

Nov
Complete report

Dec
Planning Commission report review

Early 2020
Presentation to City Council
THANK YOU!!!!