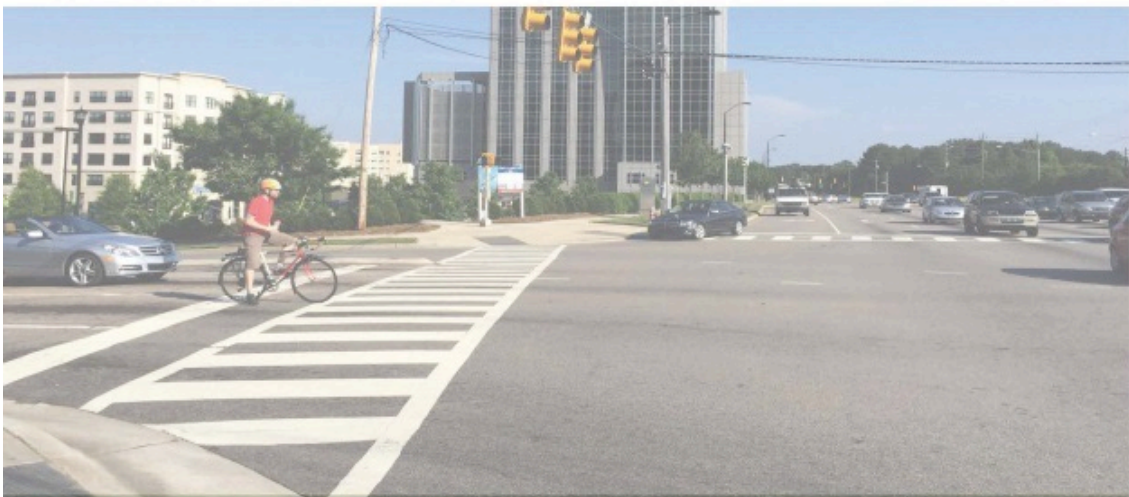


A NEW CONCEPT FOR THE SIX FORKS CORRIDOR



Agenda

- Summary of Public Input
- Corridor Planning Process
- Overview and Analysis of Concepts
- Proposed Next Steps

Summary of Public Input

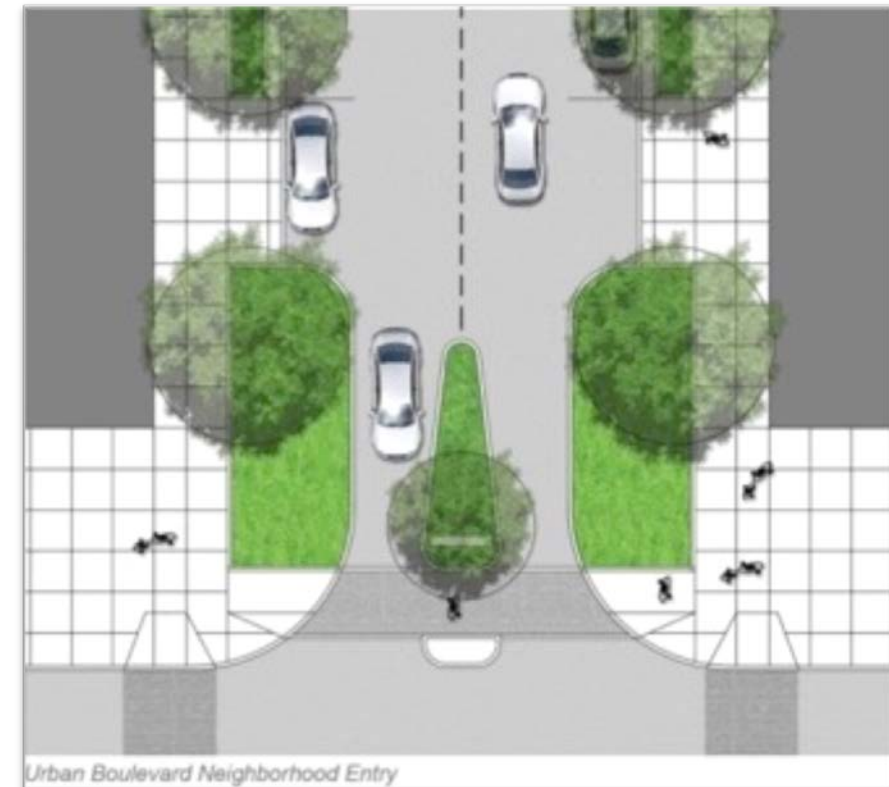
A NEW CONCEPT FOR THE SIX FORKS CORRIDOR

- **September 2012** – Visioning Workshop
- Inventory and Analysis
- **April 2014** – Public Design Charrette
- Design Alternate Analysis
- **Early 2015** – Draft Plan Public Outreach
- **February 2016** – Draft 6-Lane Presentation to City Council
- Design Alternate analysis
- **March 2017** – Revised 4-Lane Alternative Public Outreach
- **May 2017** – City Council Work Session

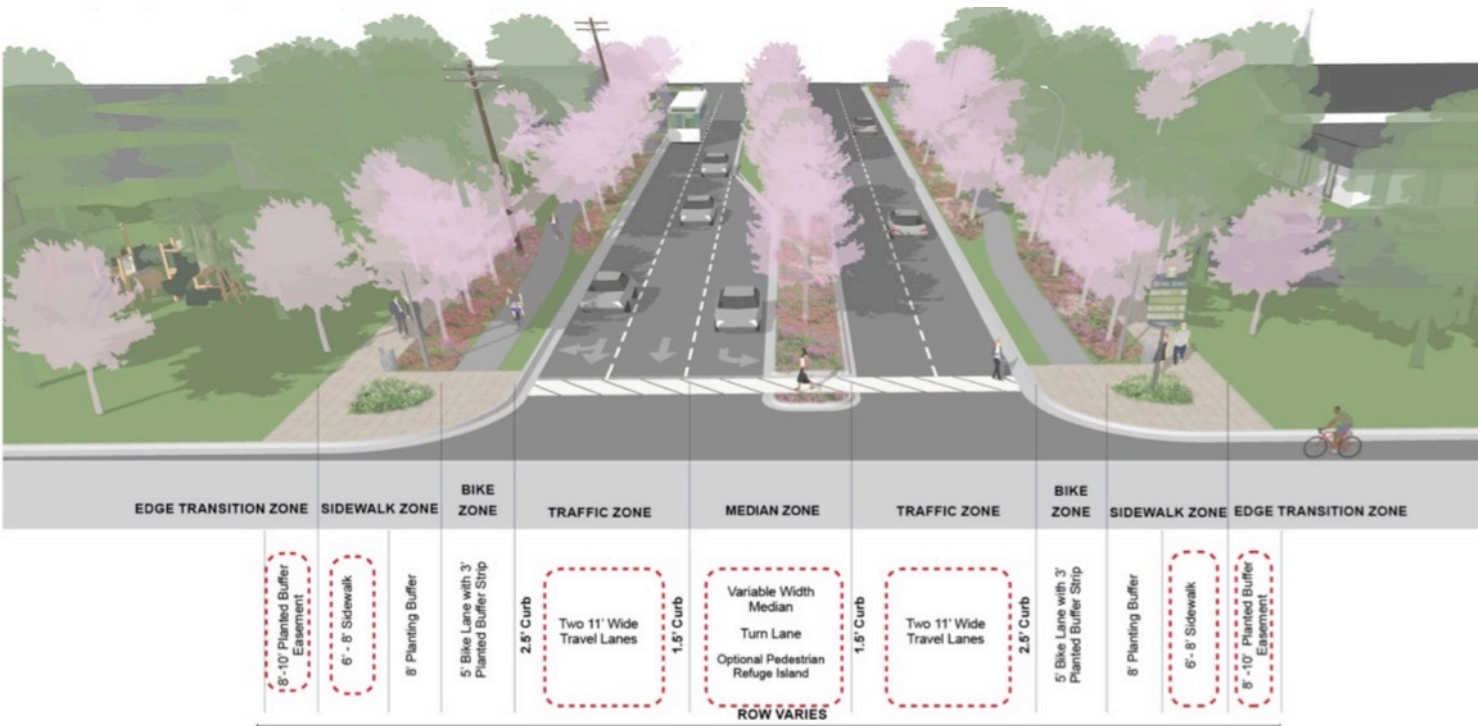


March 21 Design Options Meeting

- Over 100 attendees
- Presentation highlighting differences with new 4 lane streetscape option
- Feedback at stations
- Collected 48 comment sheets
- 484 respondents through online Cityzen polling
- Email correspondence and letters received by staff mixed

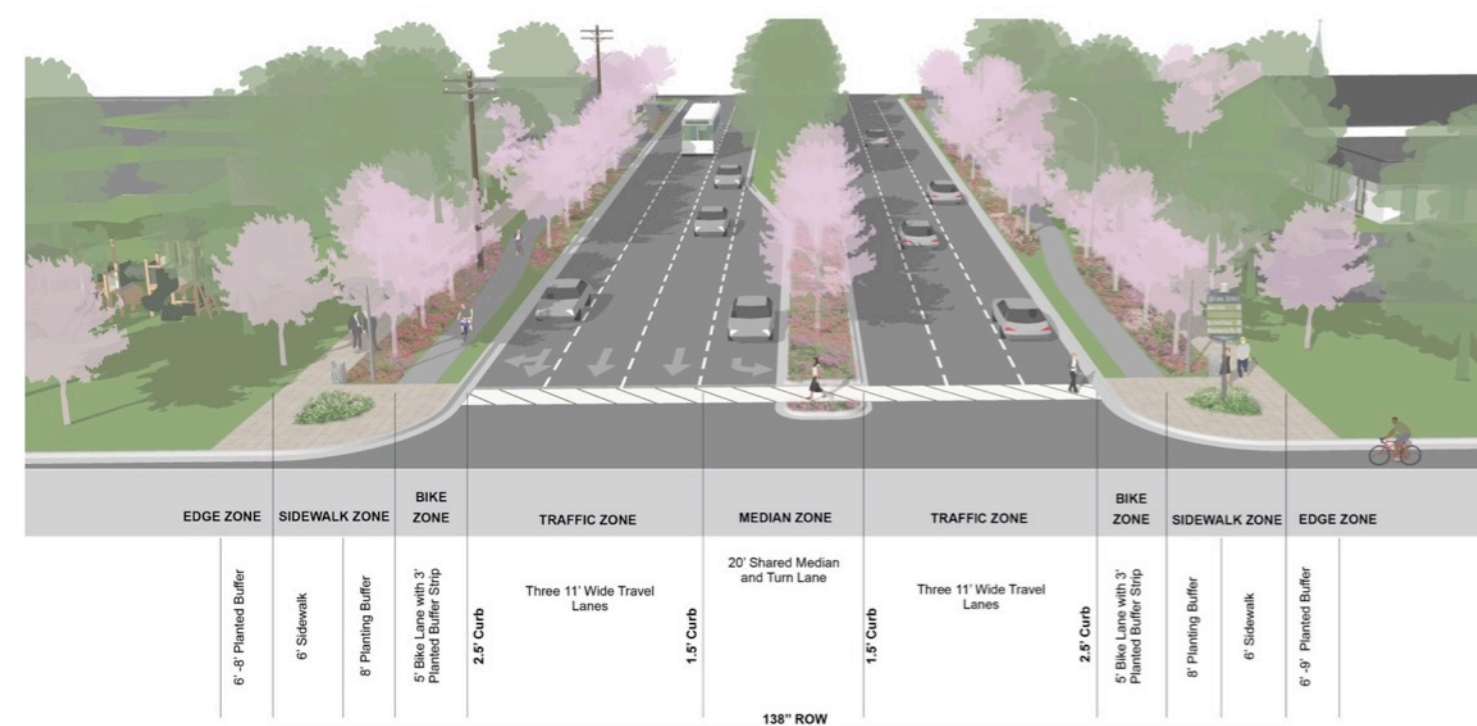


A NEW CONCEPT FOR THE SIX FORKS CORRIDOR



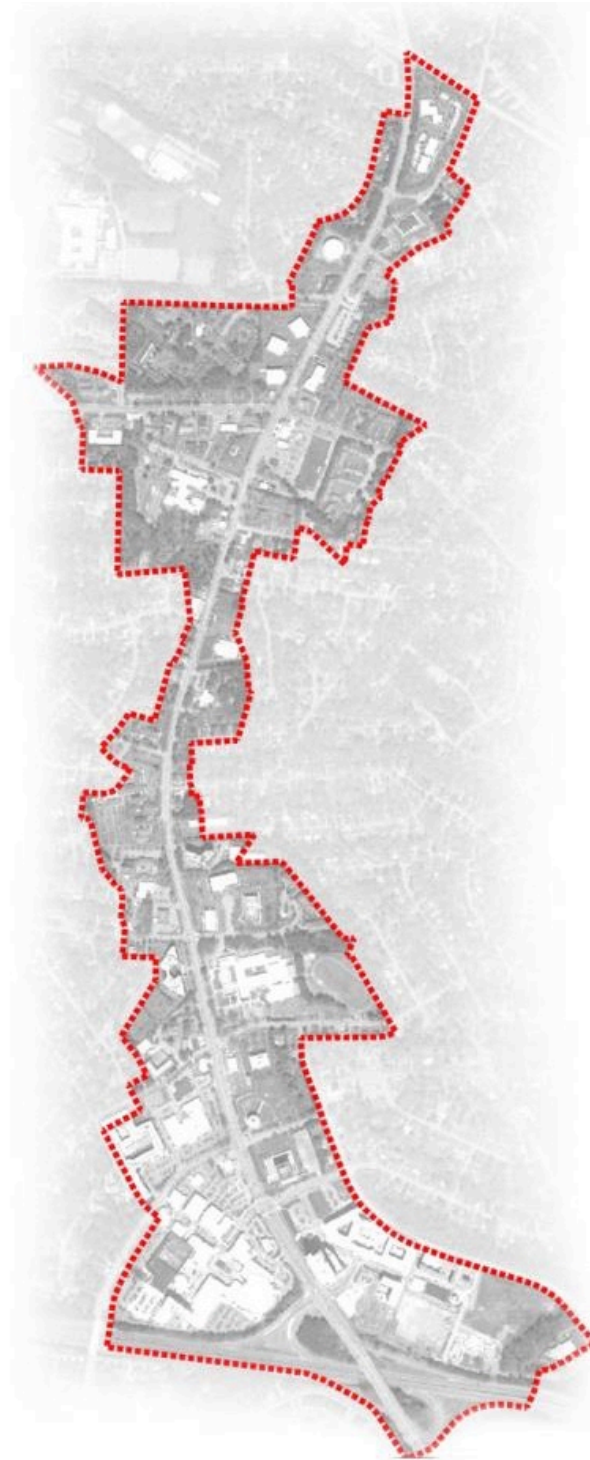
Option A: New 4-Lane Streetscape Design

- consistent four-lane section through corridor
- narrower median with small trees and shrubs
- separated bicycle lanes
- wide sidewalks
- consolidated enhanced bus stop amenities
- does not provide additional car traffic capacity
- requires 5.85 acres of right-of-way acquisition



Option B: Original 6-Lane Design

- consistent six-lane section through corridor
- wide median with large trees
- separated bicycle lanes
- wide sidewalks
- consolidated enhanced bus stop amenities
- provides additional car traffic capacity
- requires 11.06 acres of right-of-way acquisition

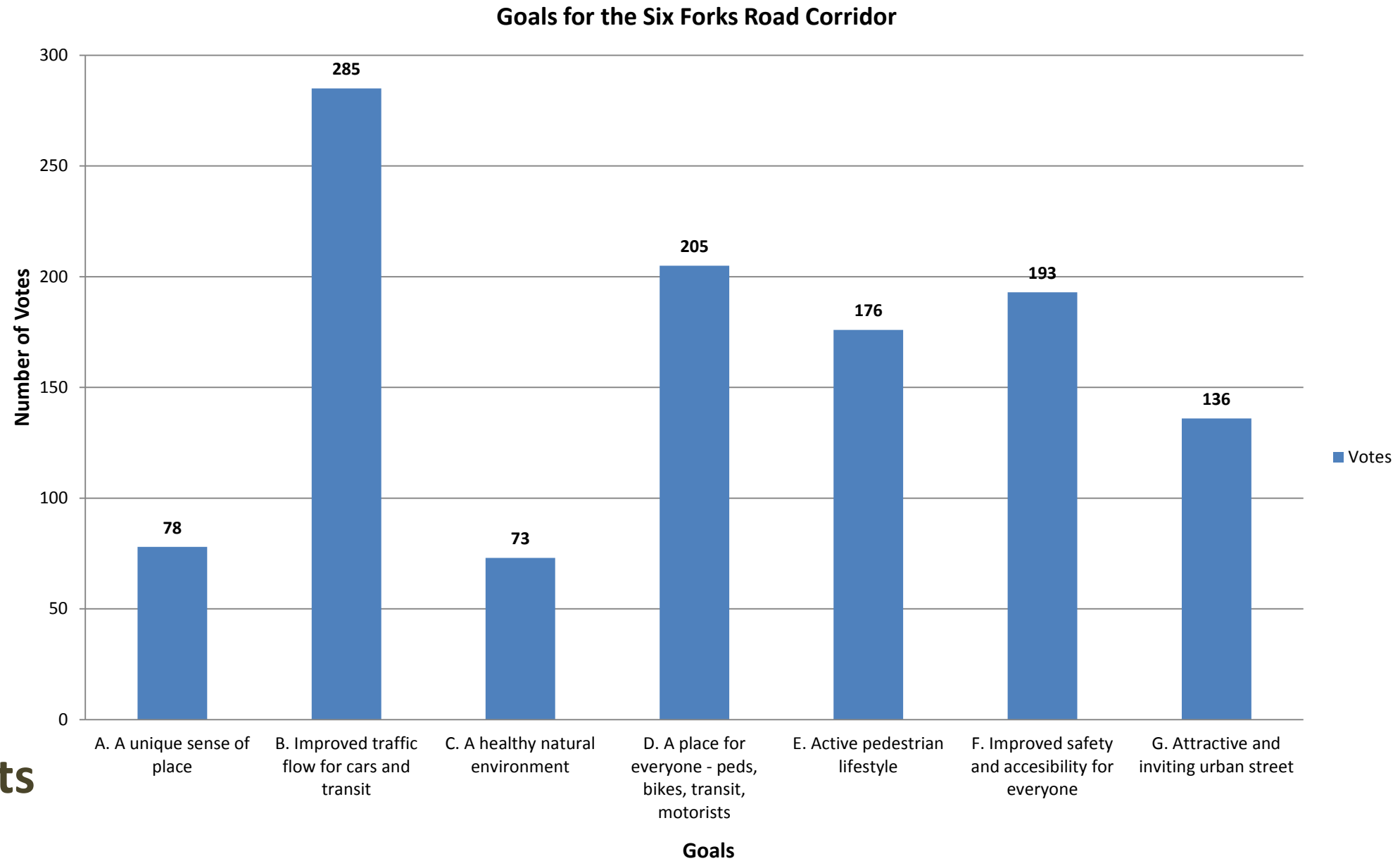


Survey

- Both in-person and online format
- Three questions asked (goals, preference, and open-ended)
- Goals for corridor:
 - A. A unique sense of place
 - B. Improved Traffic flow for cars and transit
 - C. A healthy, natural environment
 - D. A place for everyone – pedestrians, bikes, transit, motorists
 - E. Active pedestrian lifestyle
 - F. Improved safety and accessibility for everyone
 - G. Attractive and inviting urban street

A NEW CONCEPT FOR THE SIX FORKS CORRIDOR

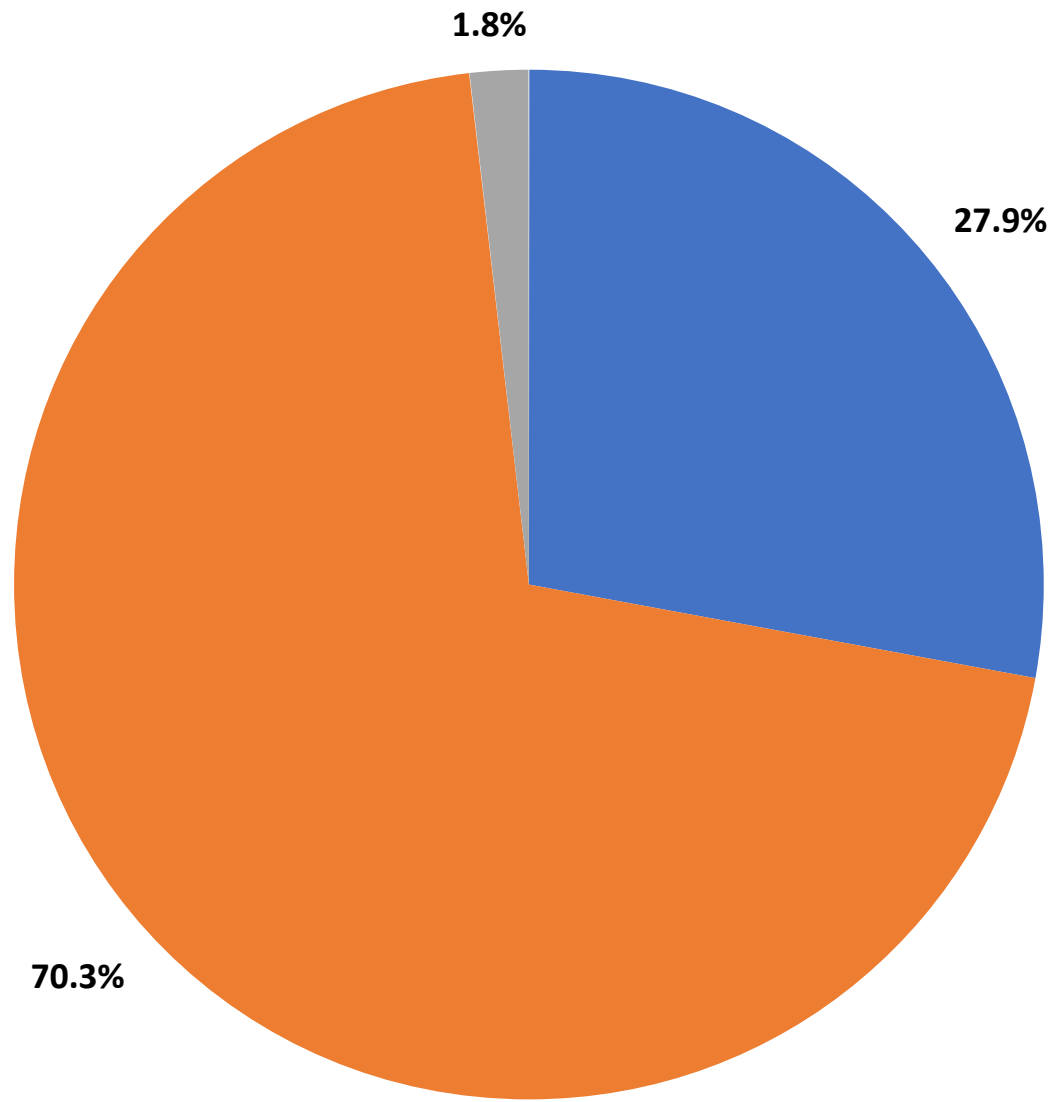
My goals for Six Forks Road Corridor are (pick top 3):



Survey Results

My preference for the Six Forks Road Corridor is:

Survey Results

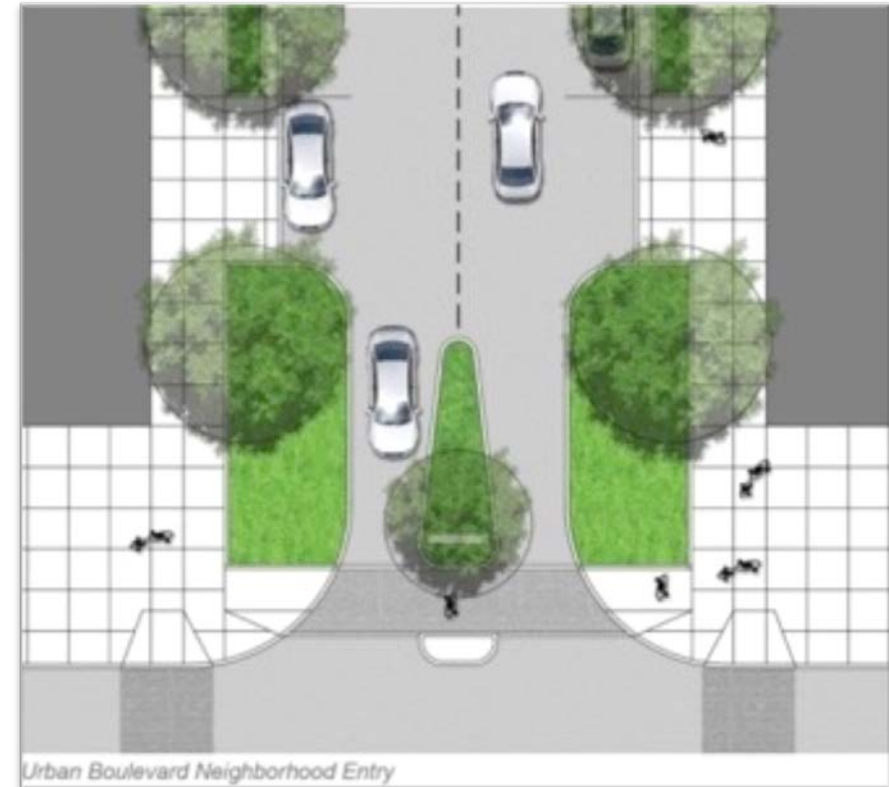


Option	Votes	%
Option A - New four-lane streetscape option	106	27.9%
Option B - Original six-lane recommendation	267	70.3%
Neither - No change recommended	7	1.8%

- Option A - New four-lane streetscape option
- Option B - Original six-lane recommendation
- Neither - No change recommended

Outreach Survey Summary

- Over 70% of participants of the survey indicated a preference for the 6 lane option
- The need to address traffic, and bicycle and pedestrian safety were common themes
- Broader public considerations included:
 - Incorporating transit in the design
 - Planning for future transit investments
 - Concerns regarding impacts
 - vehicular level of service, cost, property impacts



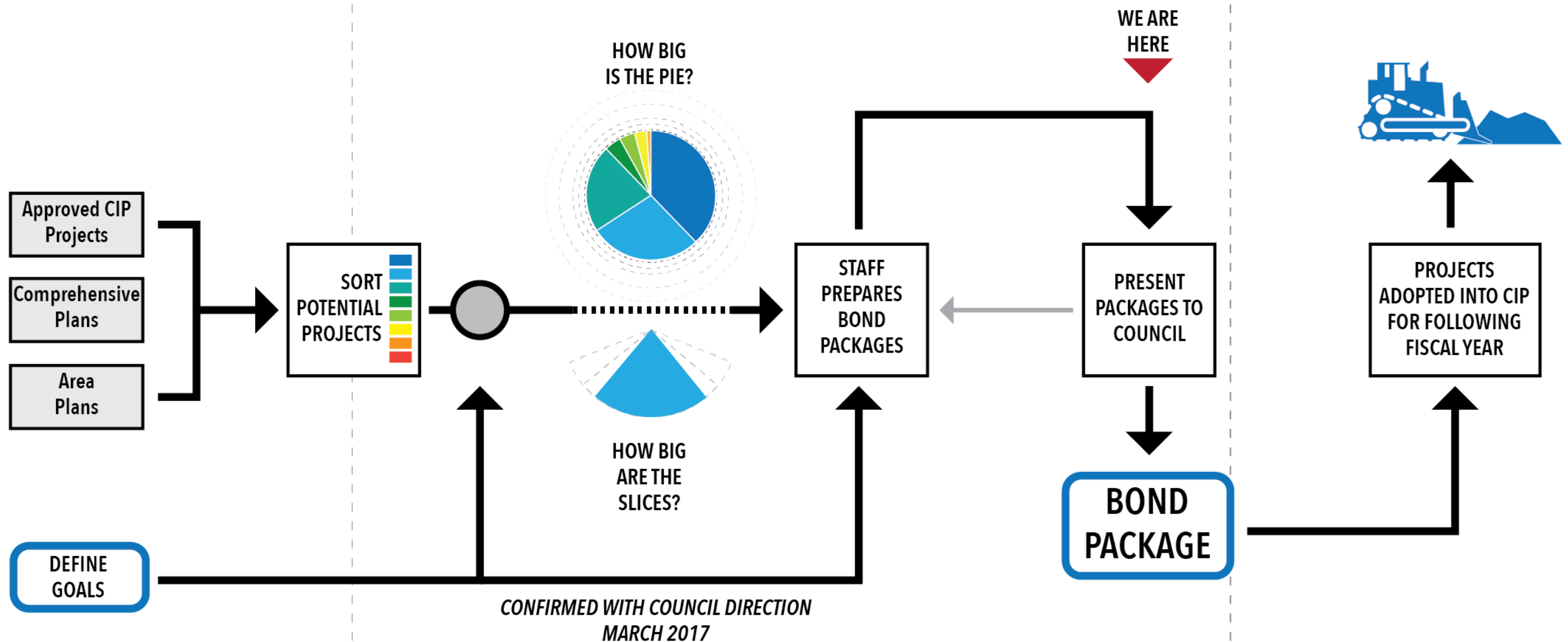
Corridor Planning Process

Overview of Corridor Planning Process

PLAN

FUND

IMPLEMENT



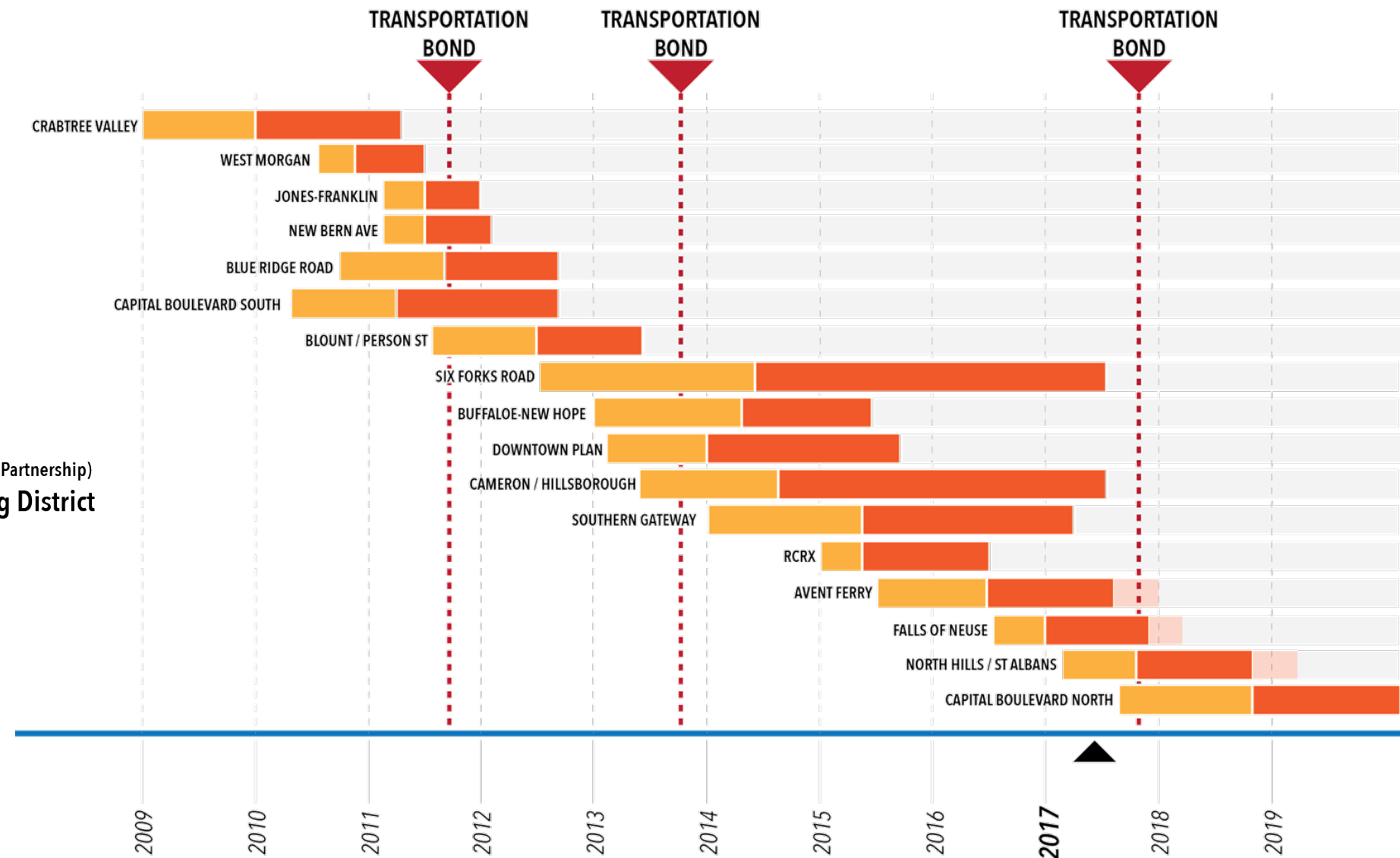
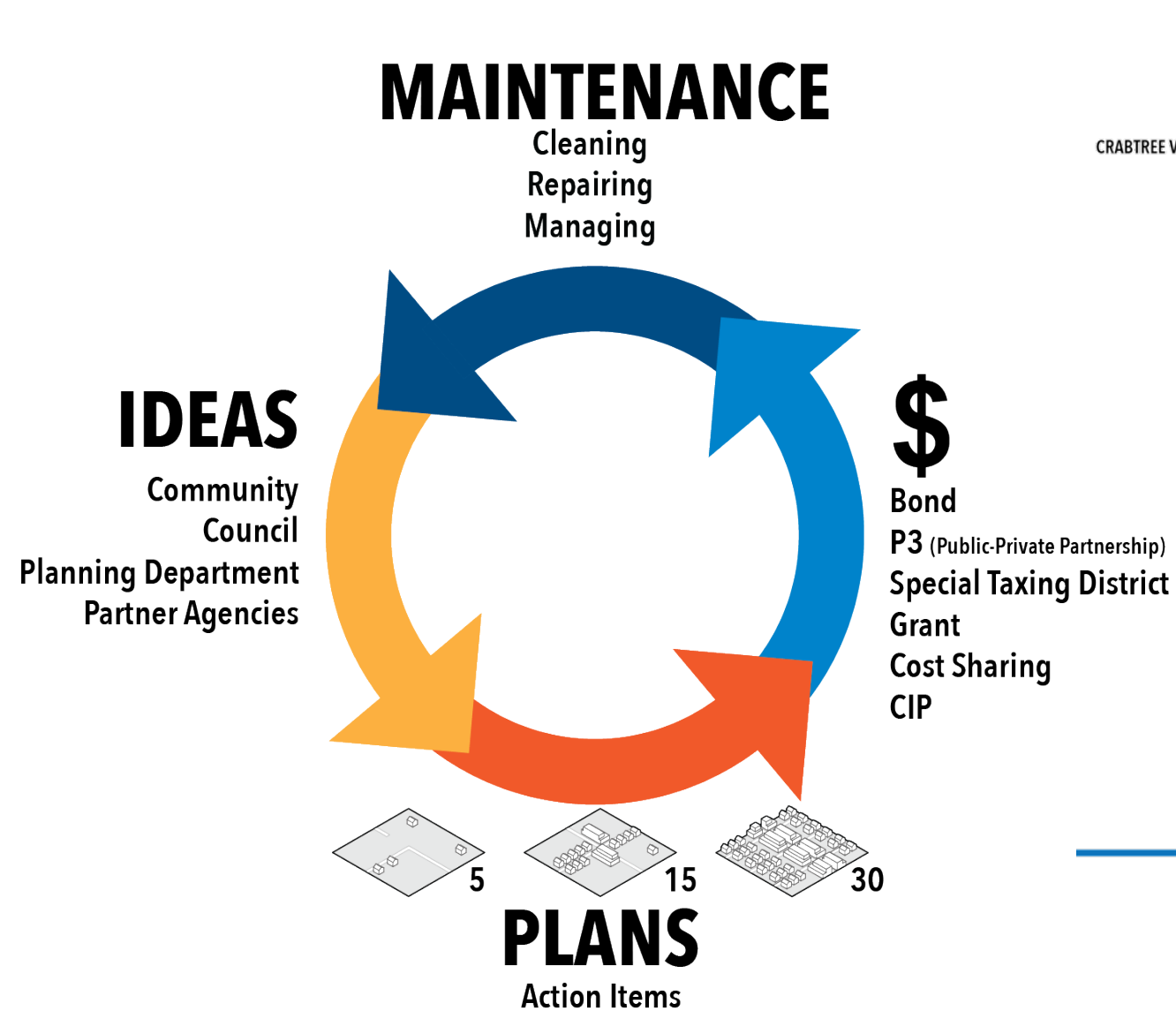
Overview of Corridor Planning Process



Recommended Comprehensive Plan Amendments

- Future Land Use Designation
- Street Map
- Zoning Designation in UDO
- Frontage
- Height
- Neighborhood Transitions
- Proposals for Future Capital Projects

Overview of Corridor Planning Process



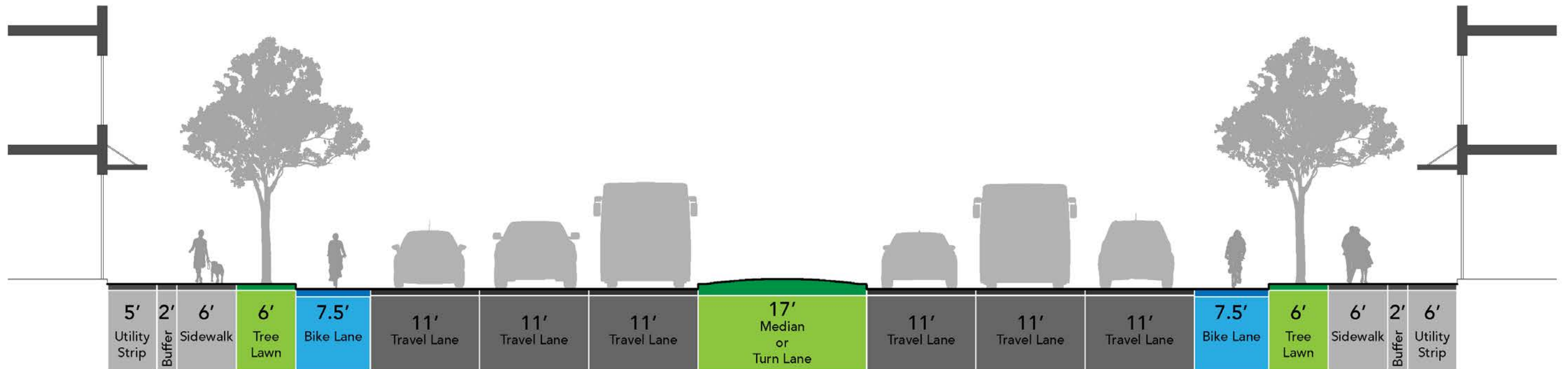
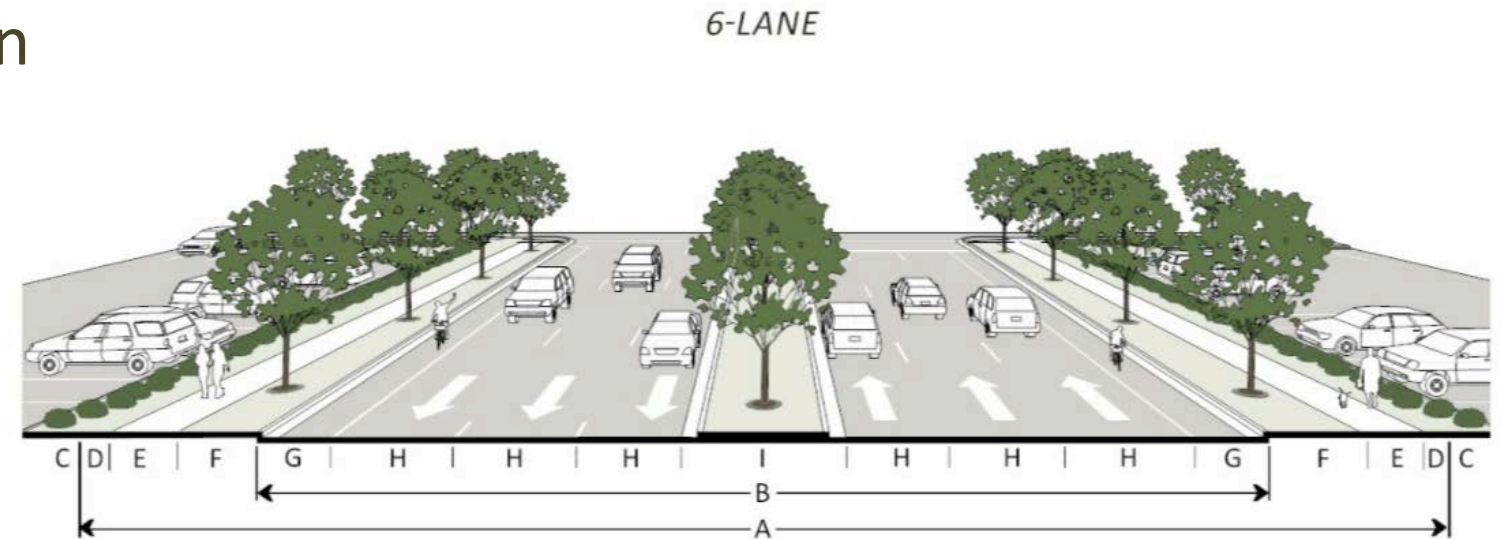
Six Forks Road Corridor – Why are we here?

- Highly congested corridor
- Increasing development pressure
- Growing pedestrian demand
- Poor bicycle accessibility



Six Forks Road Corridor – Why are we here?

- Six-Lane Avenue in Adopted 2030 Comp Plan
- Coordination of transit and land use
- Complete Streets improvements needed

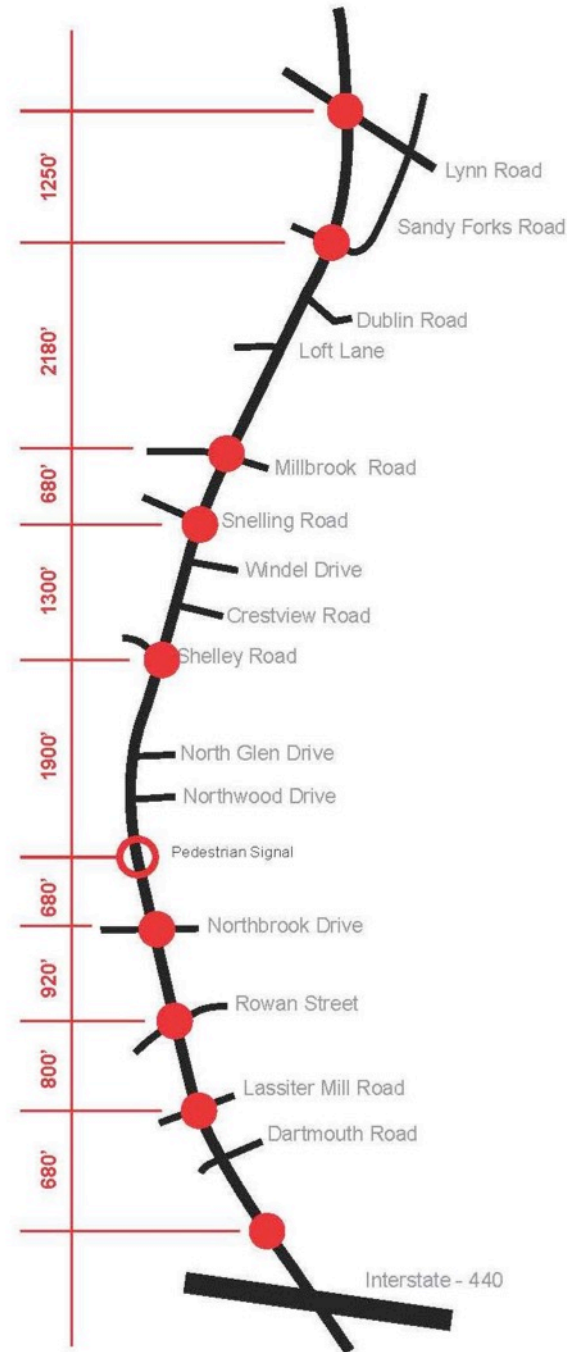


Six Forks Road Corridor – Existing Conditions

- 2.3 miles long
- 29,000-48,000 vehicles/day
- 9 different cross sections
- 52' to 120'+ wide ROW
- Varying speed limits
 - 35 mph south of Millbrook
 - 45 mph north of Millbrook
- Crash rate is 2.68x state average
- Inconsistent intersection and signal spacing
- Lack of access control



Right-of-Way Widths



Intersection and
Signal Spacing

Two Distinct Streetscape Characters

- Each sensitive to the context it goes through
- Design concept remains the same

Parkway Boulevard

From Lynn Street to Loft Lane

Urban Boulevard

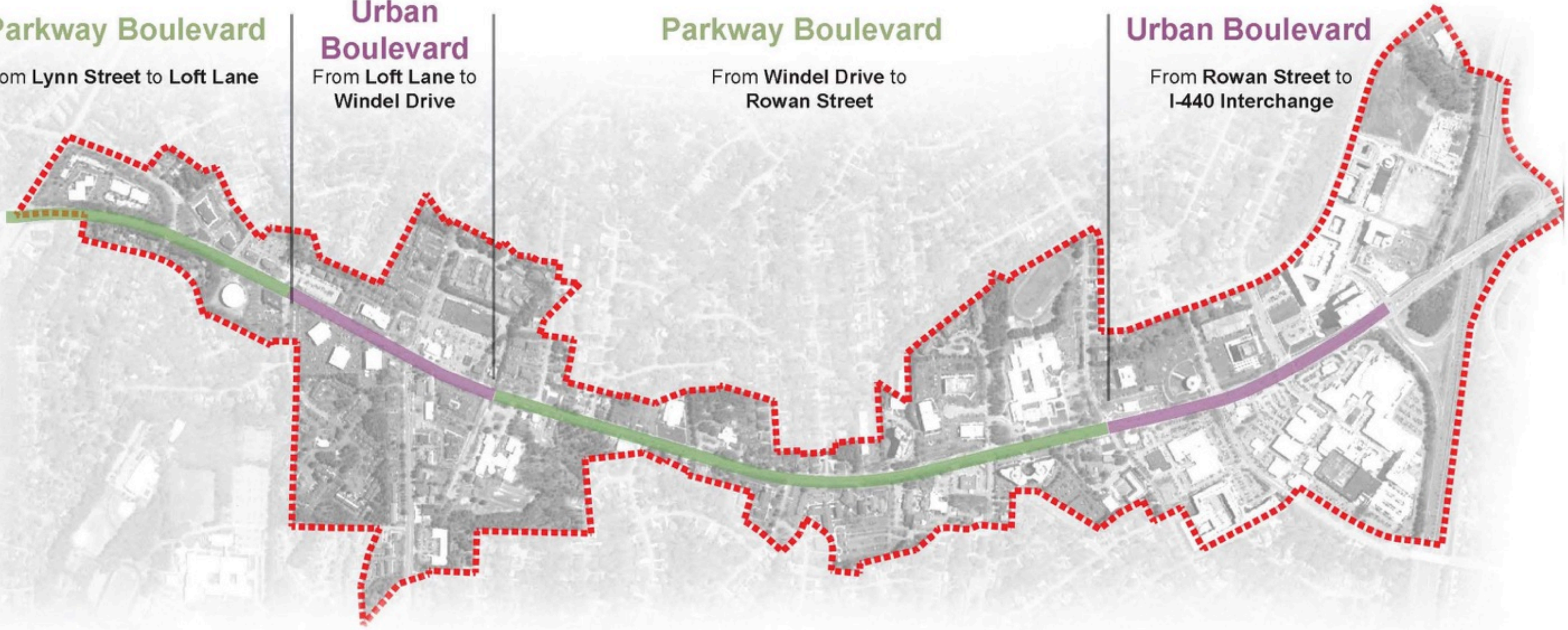
From Loft Lane to Windel Drive

Parkway Boulevard

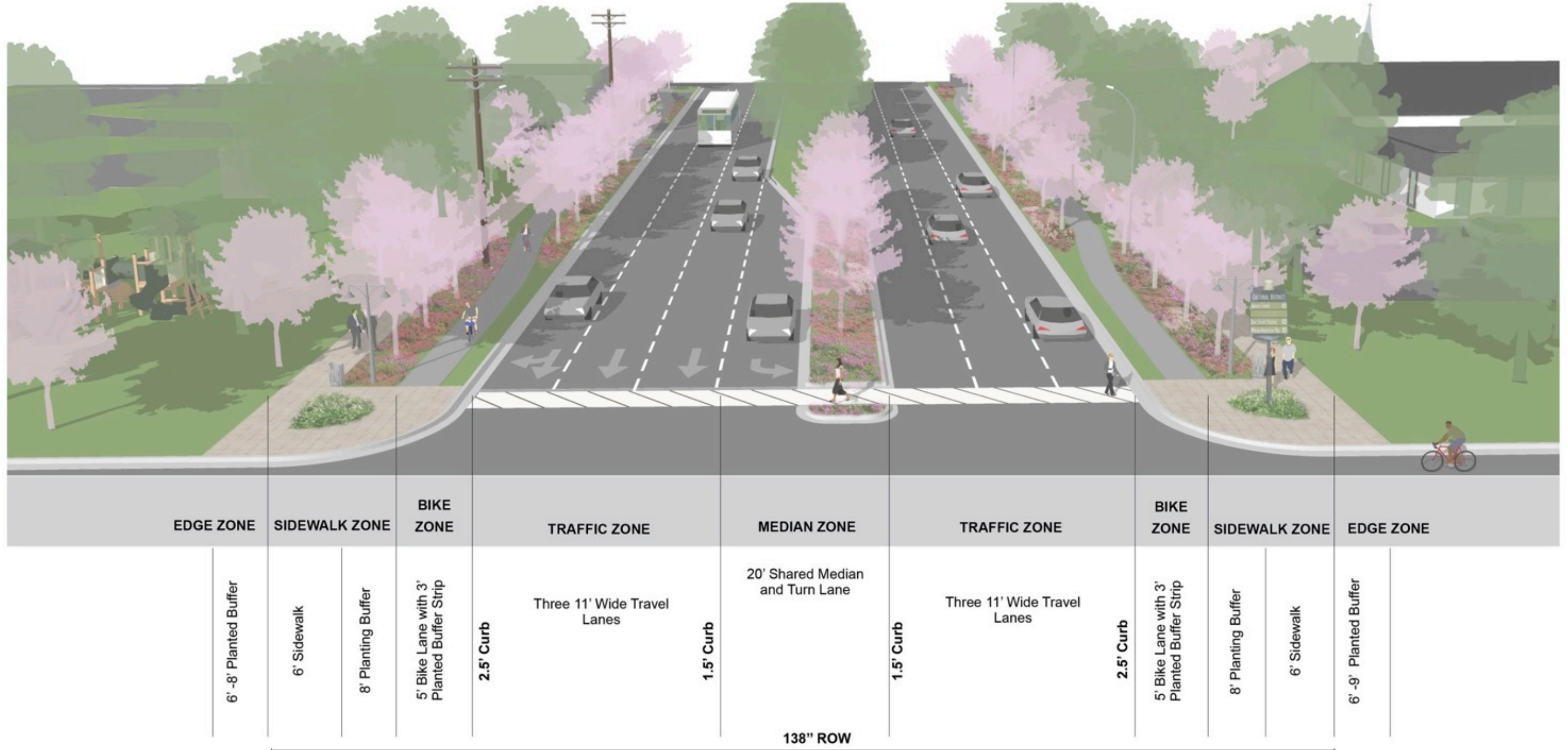
From Windel Drive to Rowan Street

Urban Boulevard

From Rowan Street to I-440 Interchange

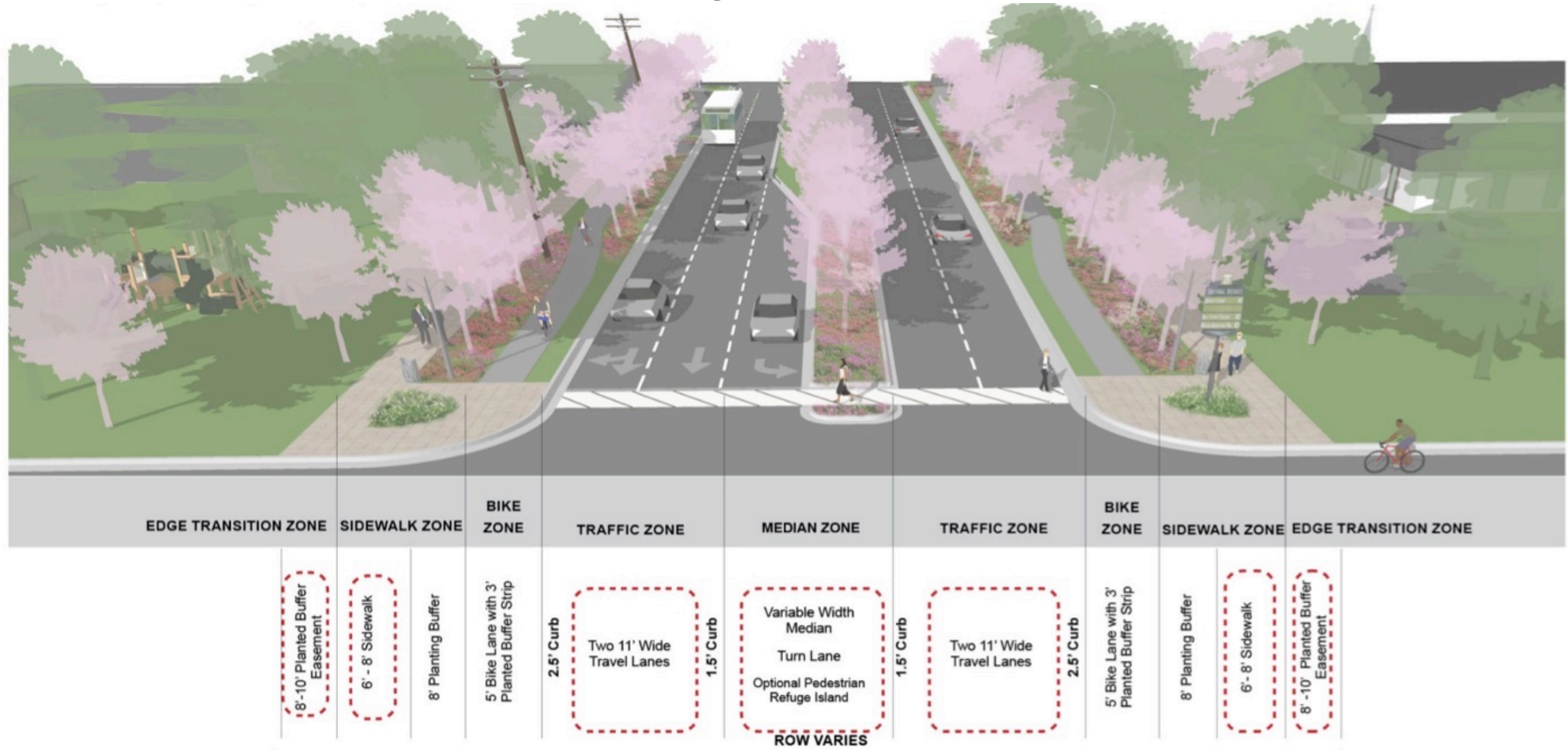


Parkway Boulevard Streetscape Type – Original 6 Lane Option

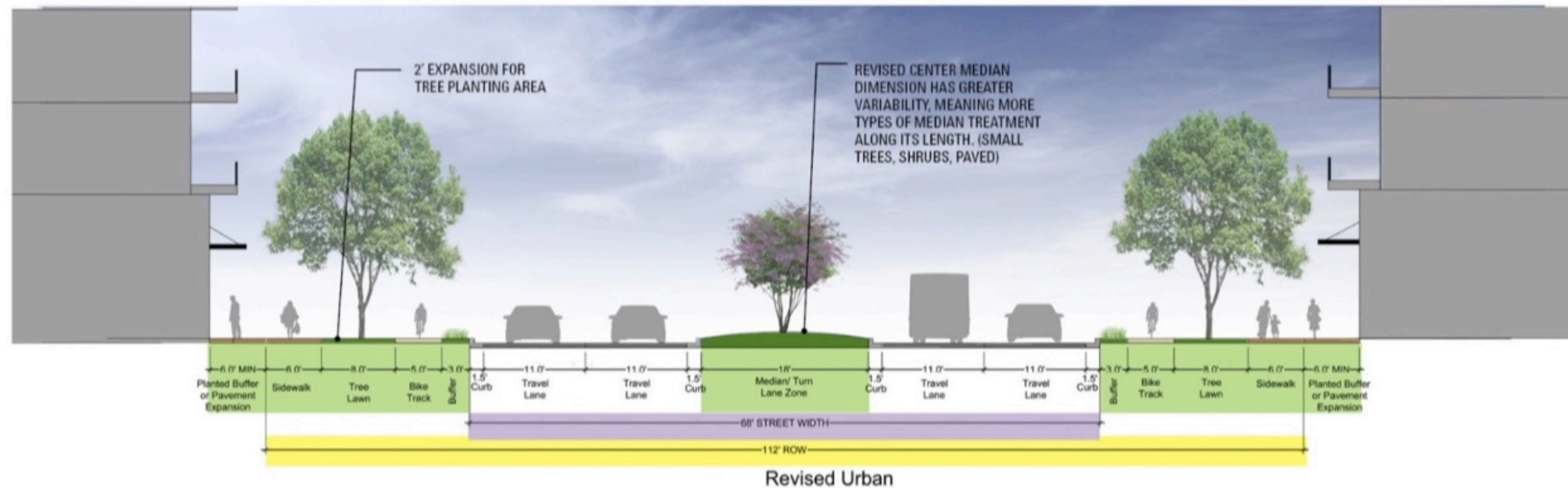
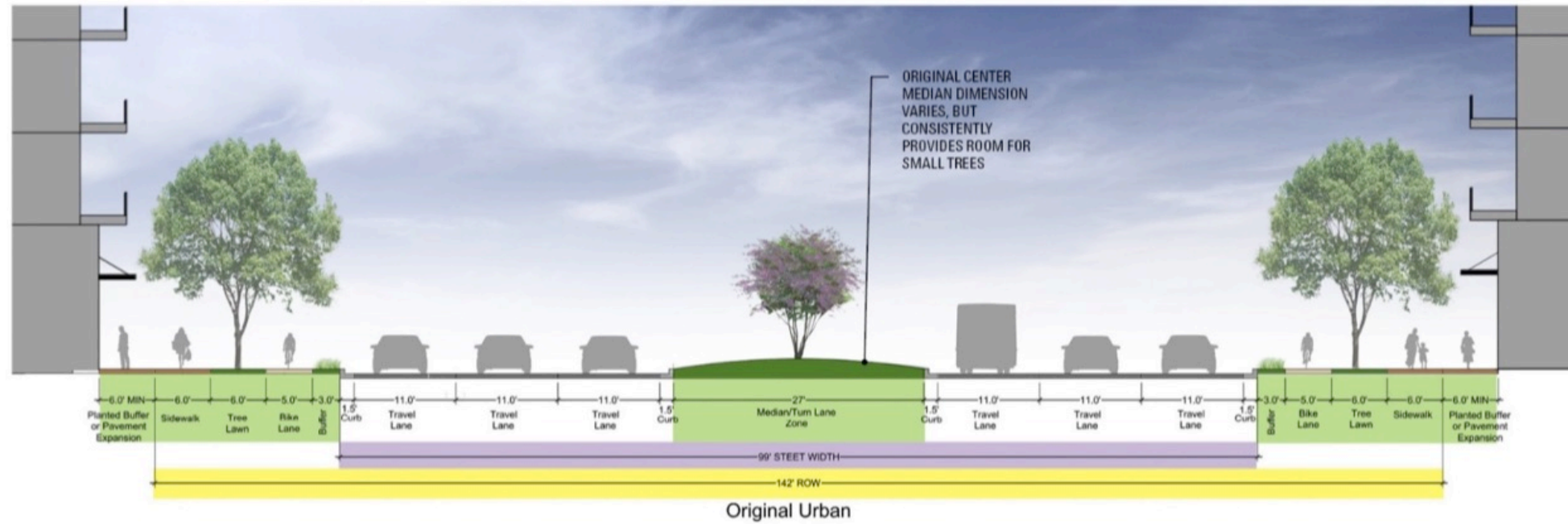


Parkway Boulevard Streetscape Type – 4 Lane Streetscape Option

The Parkway Concept remains the same except for variances in the median dimension and small increases in some of the edge condition dimensions



Urban Boulevard Streetscape Type



Between Millbrook Road and Loft Lane – ROW reduced from 142' to 112'

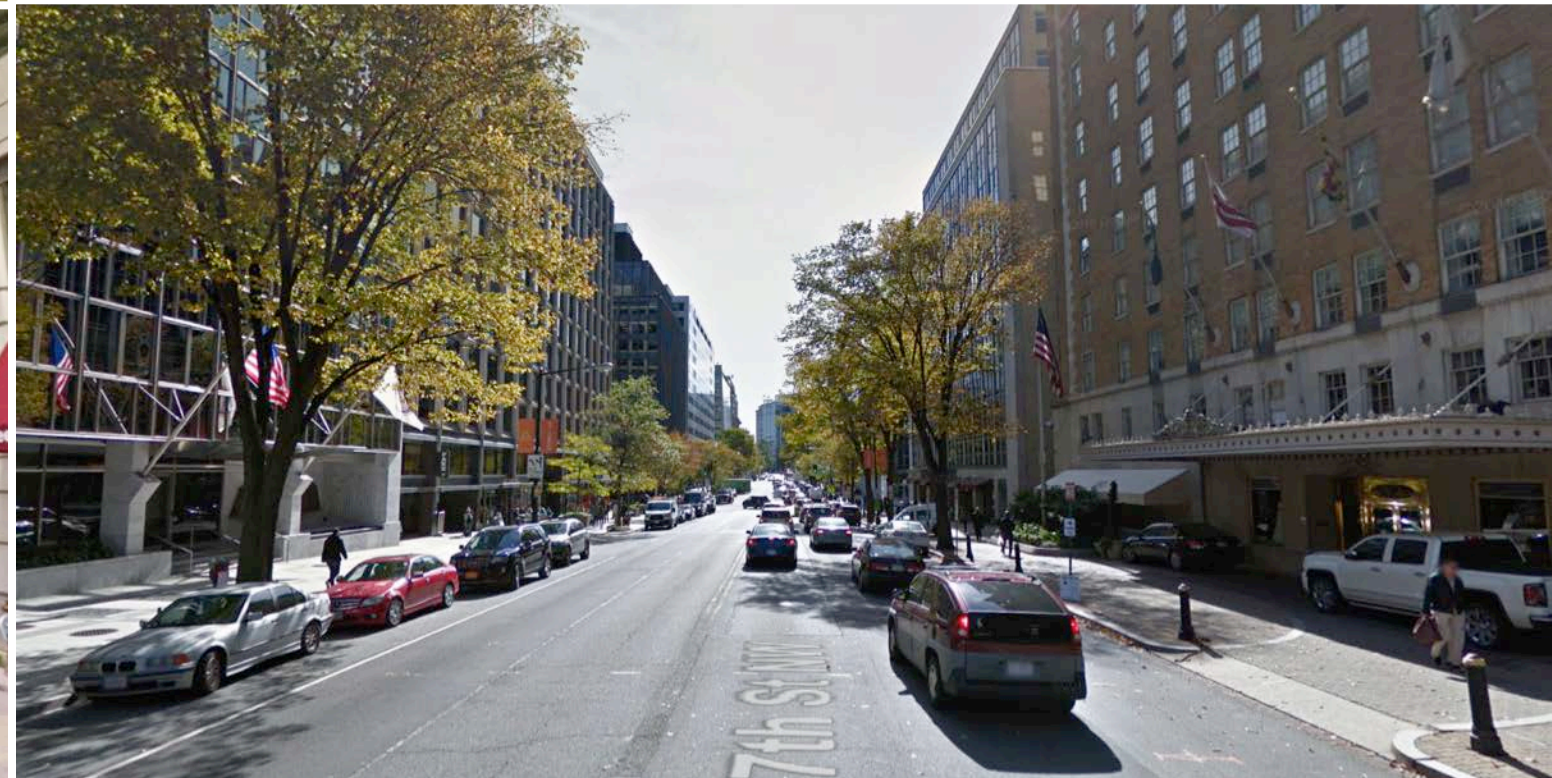
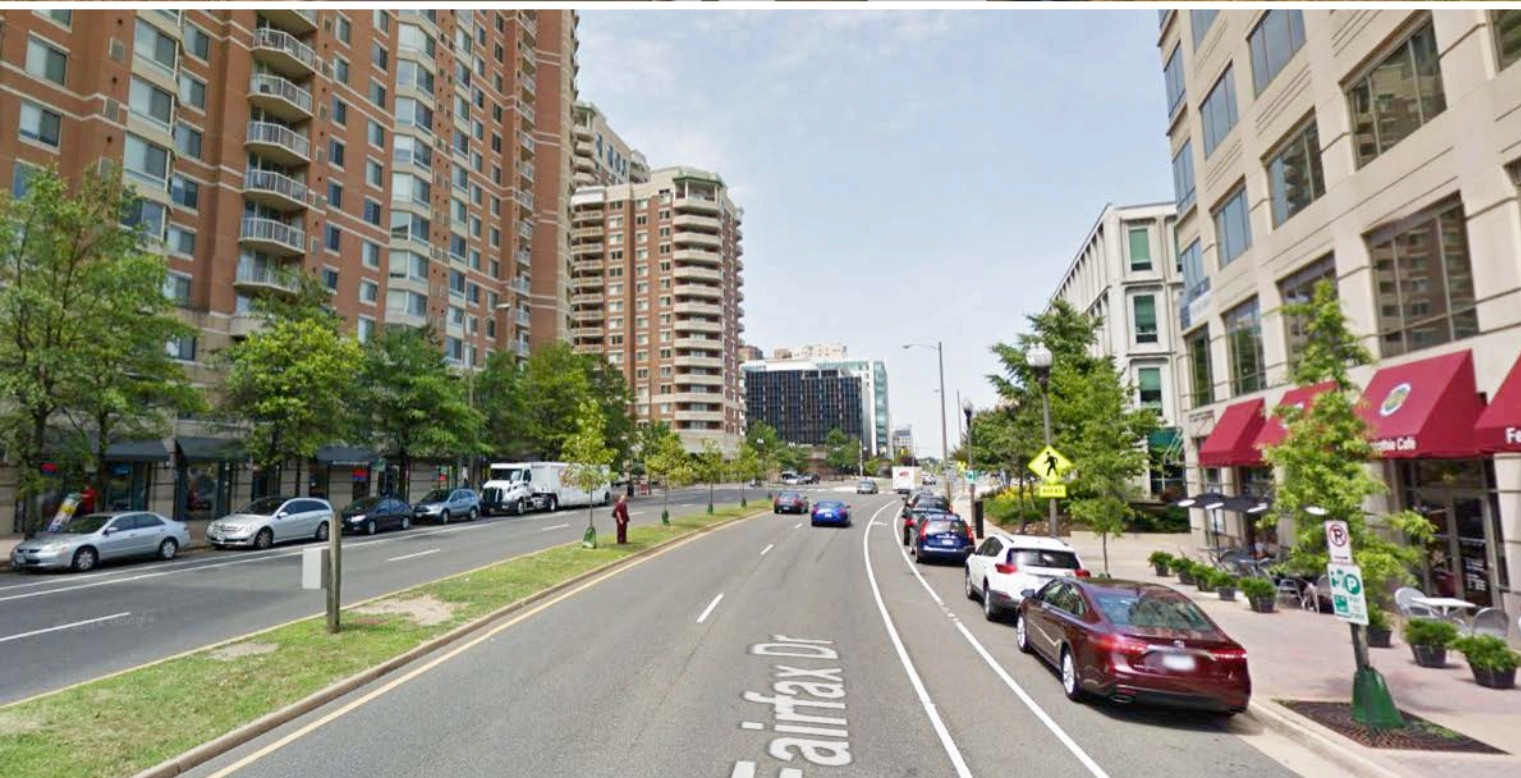
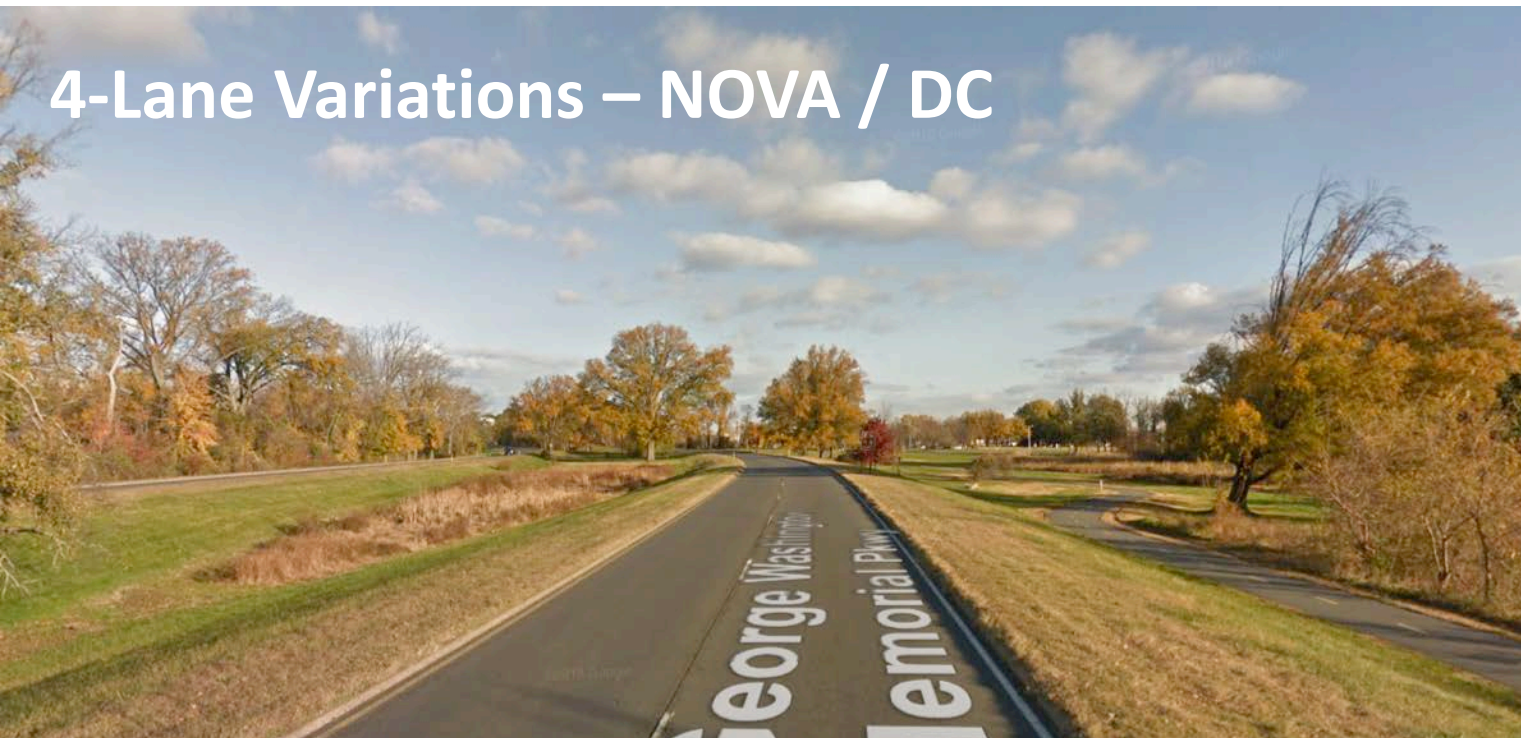
Walkability Factors

- Density
- Diversity
- Destination
- Design



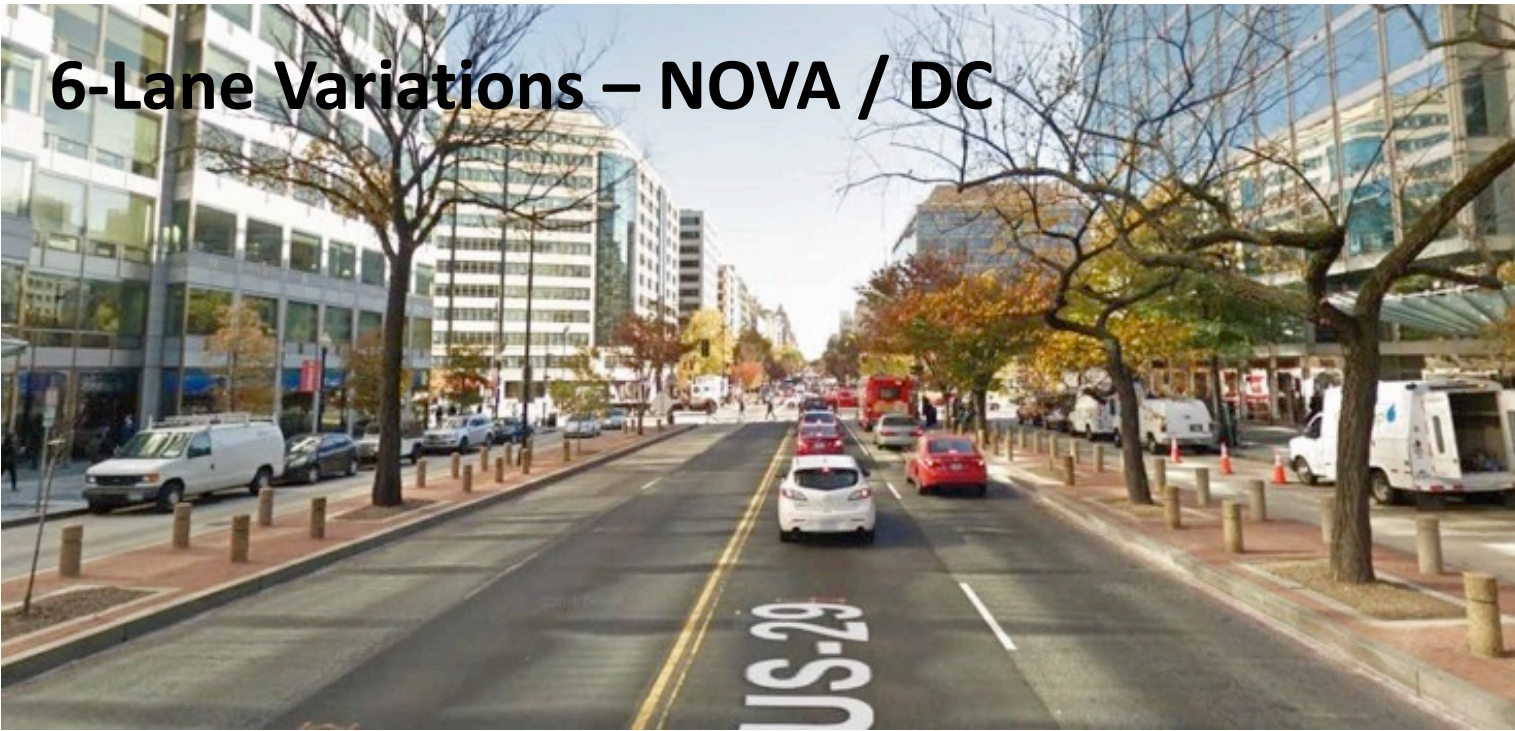
A NEW CONCEPT FOR THE SIX FORKS CORRIDOR

4-Lane Variations – NOVA / DC



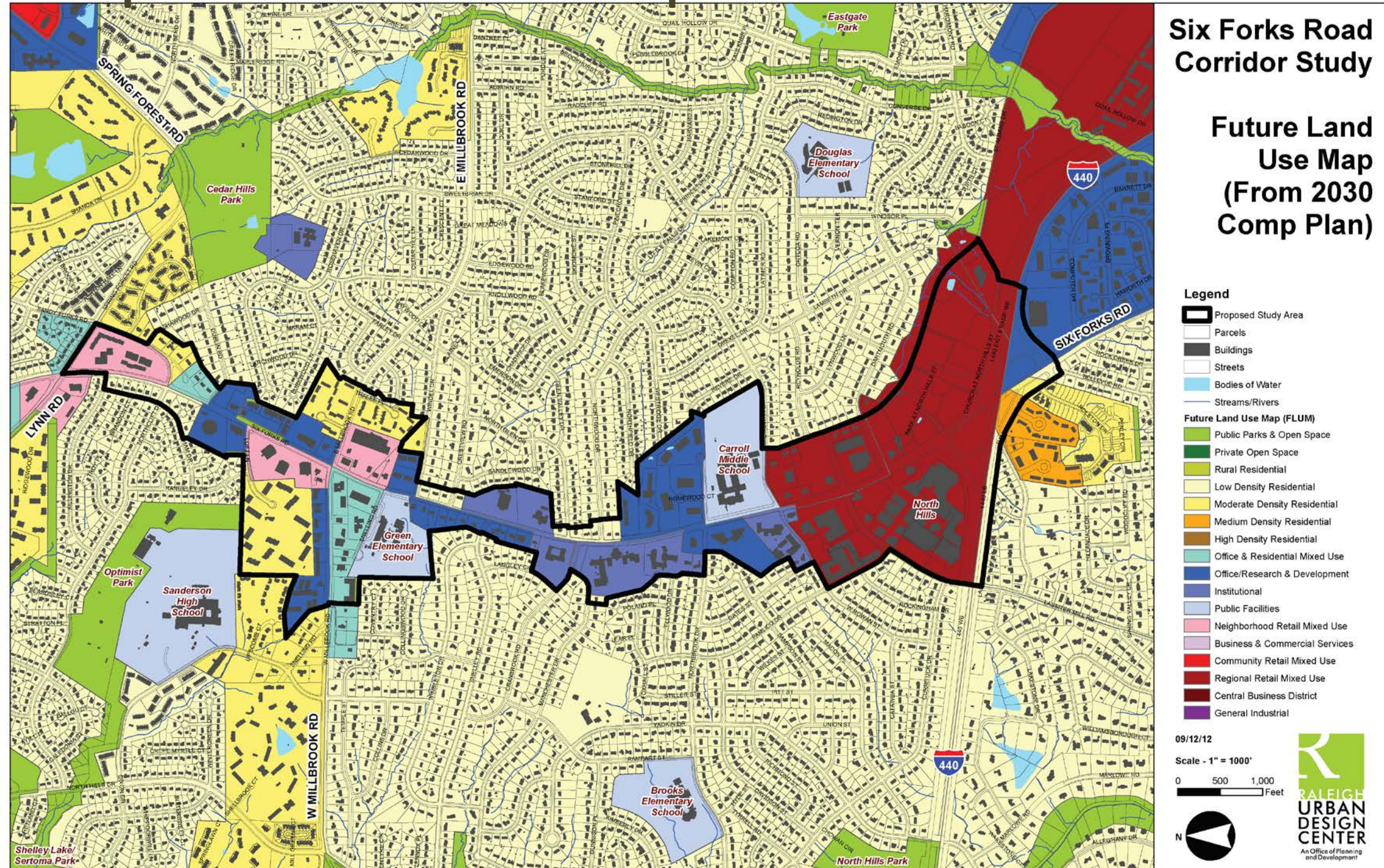
A NEW CONCEPT FOR THE SIX FORKS CORRIDOR

6-Lane Variations – NOVA / DC

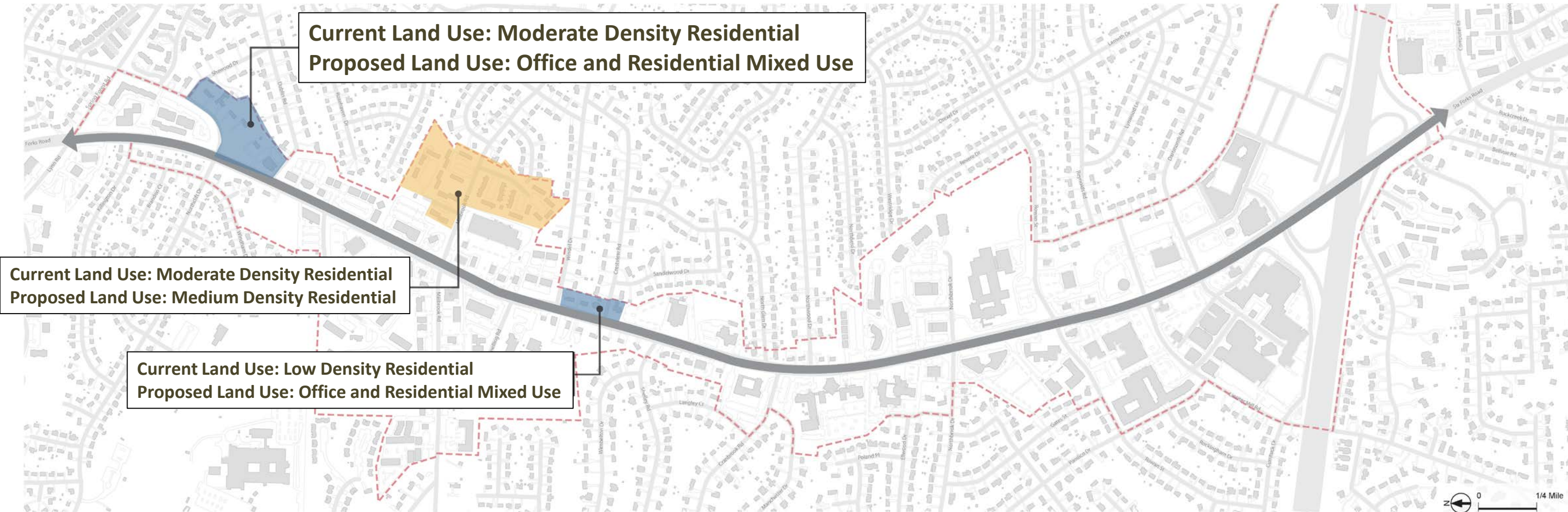


Overview and Analysis of Concepts
Design Options:
Common Elements

Land Use Proposals – Adopted Future Land Use Map



Land Use Proposals – Proposed Future Land Use Map Changes



Connectivity

The plan for safe pedestrian and bicycle connectivity with enhanced crosswalks, pedestrian passes, and off-corridor improvements remains the same



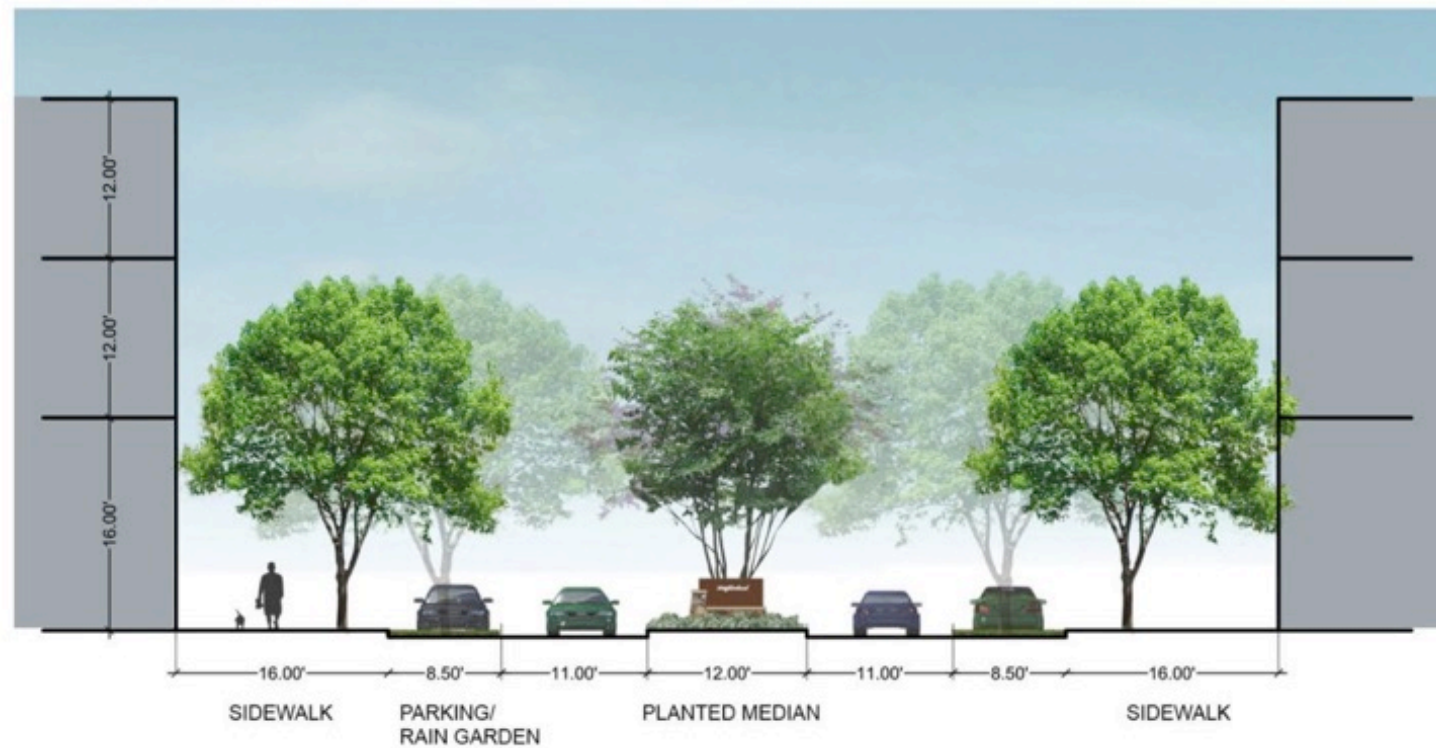
Transit Stops (Remain the Same)

- Consolidate existing stops (●) to new enhanced stops (●) spaced for ¼-mile walking radius (○)
- New and attractive bus shelters with signage & furniture



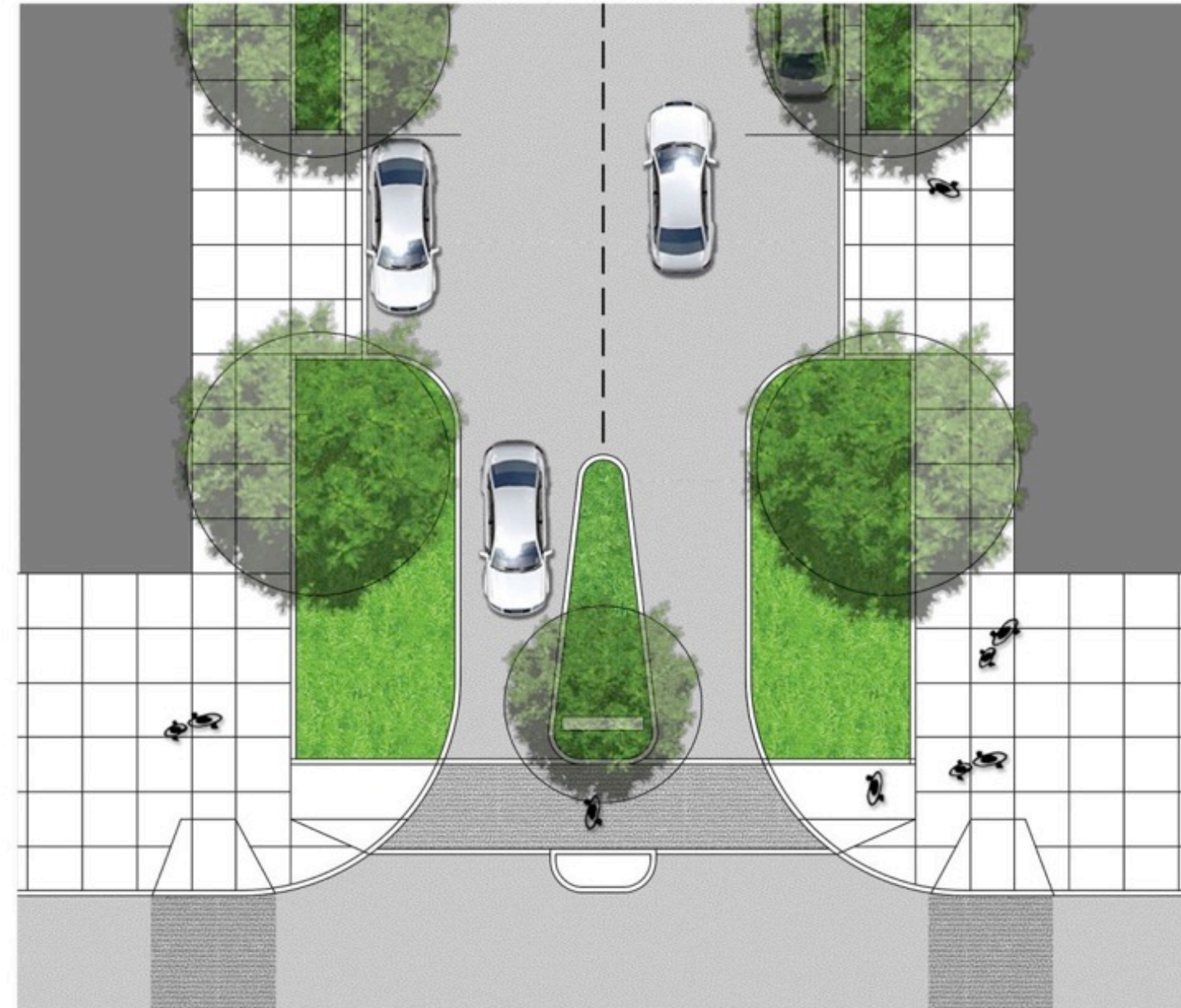
Neighborhood Gateways

The gateway concepts remain the same for the streets that access neighborhoods that promote pedestrian scale, neighborhood identity and traffic calming



Urban Boulevard Neighborhood Entry

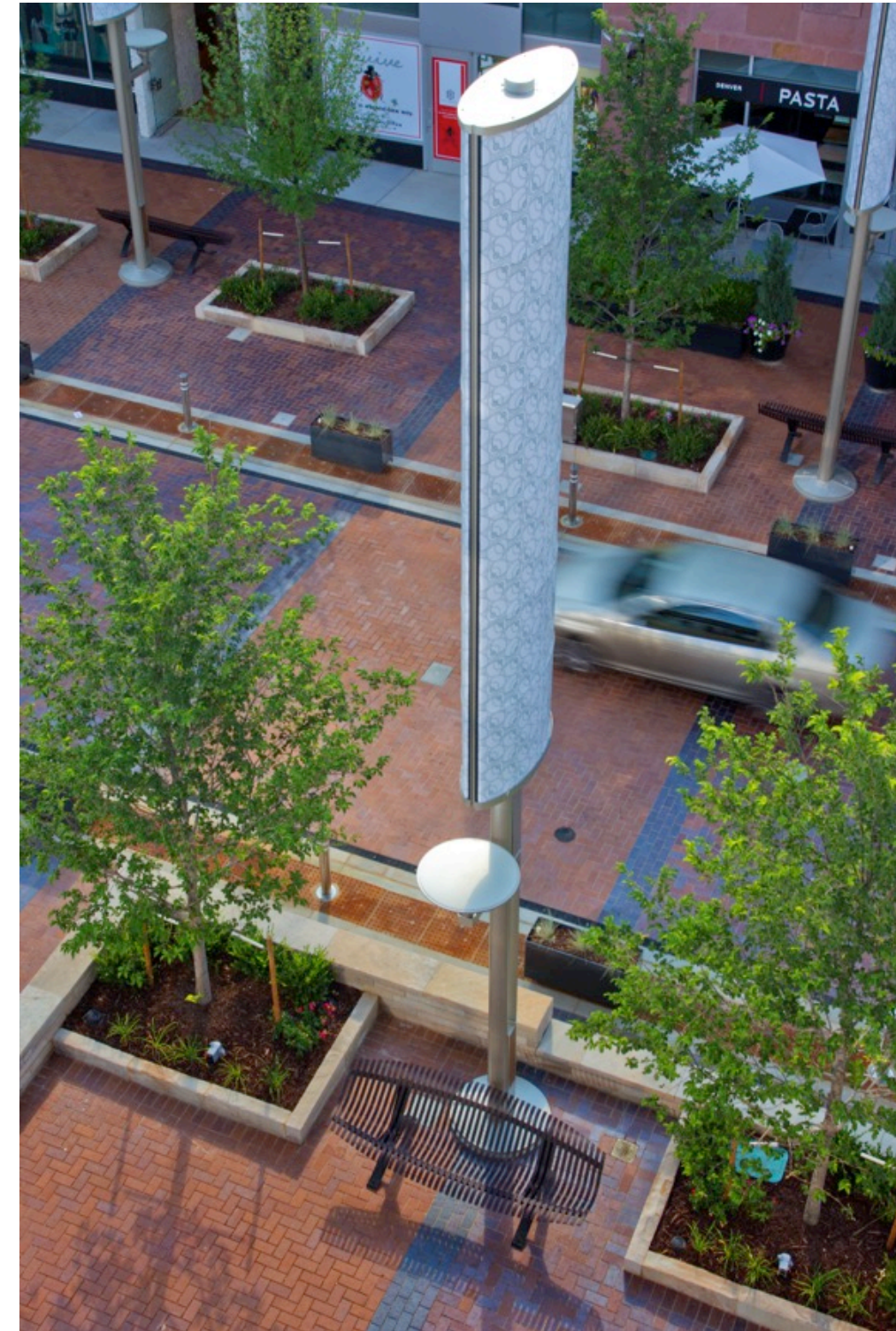
Neighborhood gateways create places for artistic expression



Urban Boulevard Neighborhood Entry

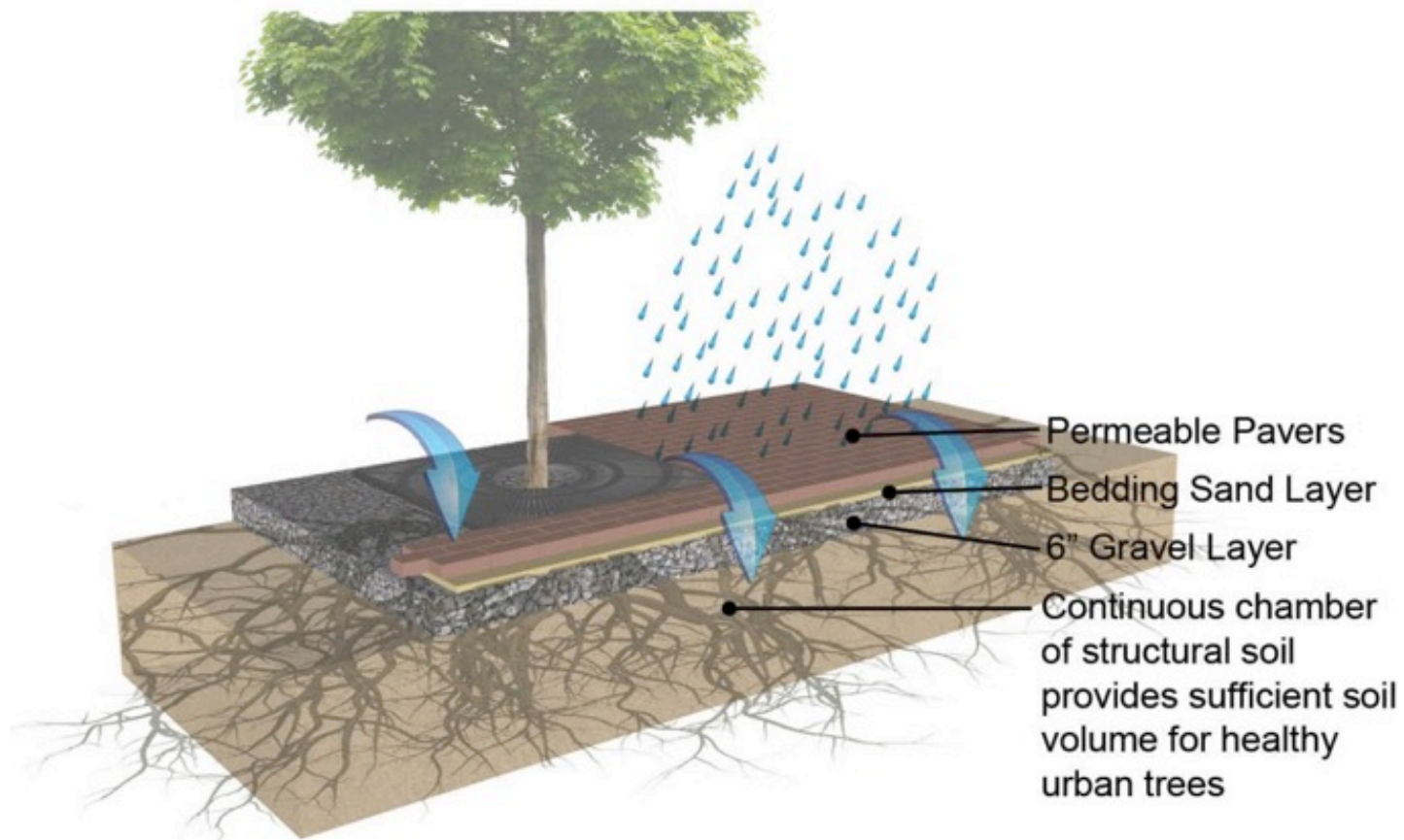
Street Furnishings and Public Art

Recommendations about materials and furnishings and the inclusion of public art into the streetscape – both integrated into the design of elements and freestanding pieces remain the same in this scheme

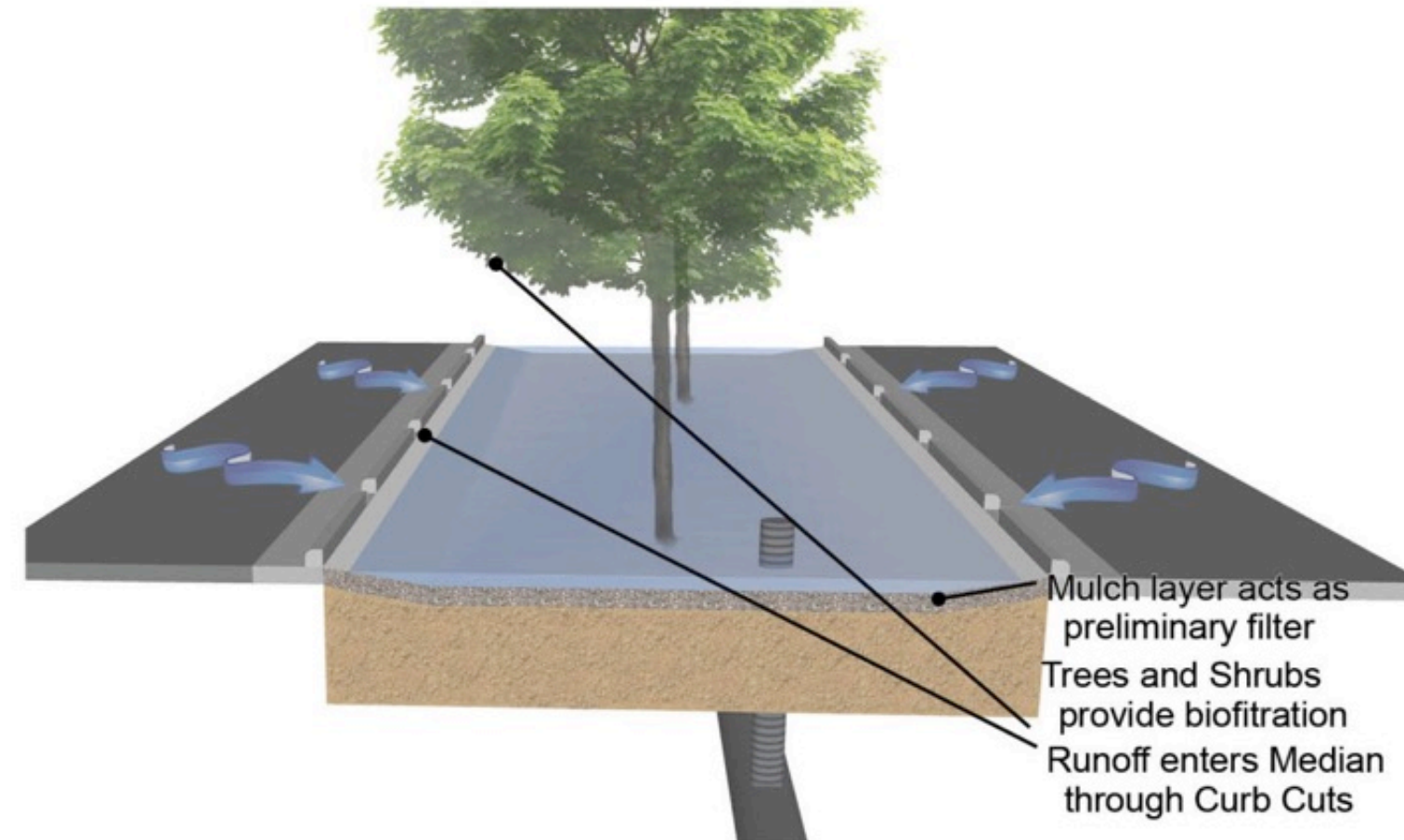


Environmental Sensitivity

Design Concepts that promote environment responsibility – particularly in the way that storm water is managed – remain the same in the current scheme



Permeable Pavers in Sidewalk Zone



20' Median with Stormwater Storage and Treatment Capabilities

Pedestrian and Bicycle Amenities

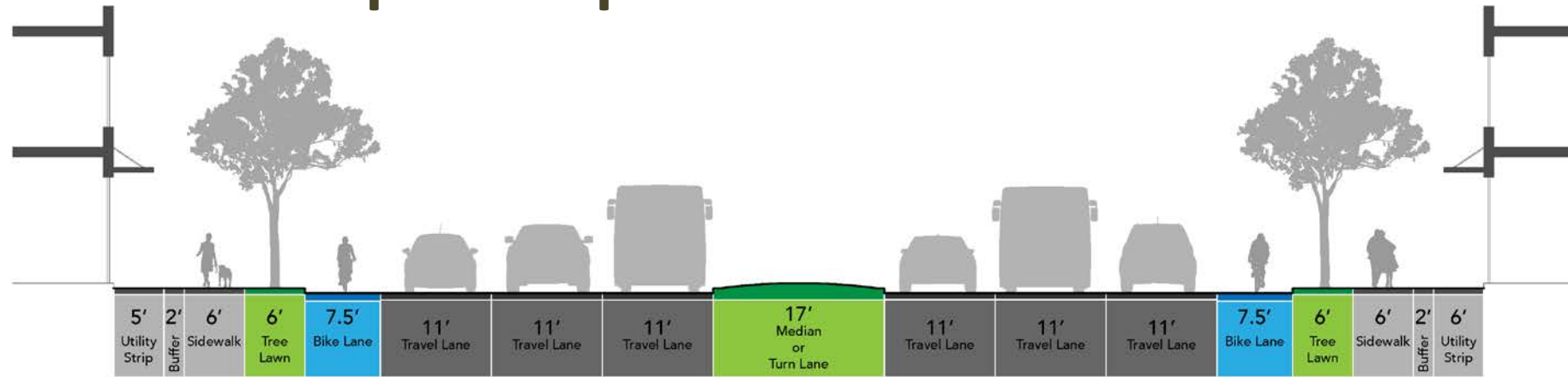


Blue Ridge Road at NCMA – Proof of Concept

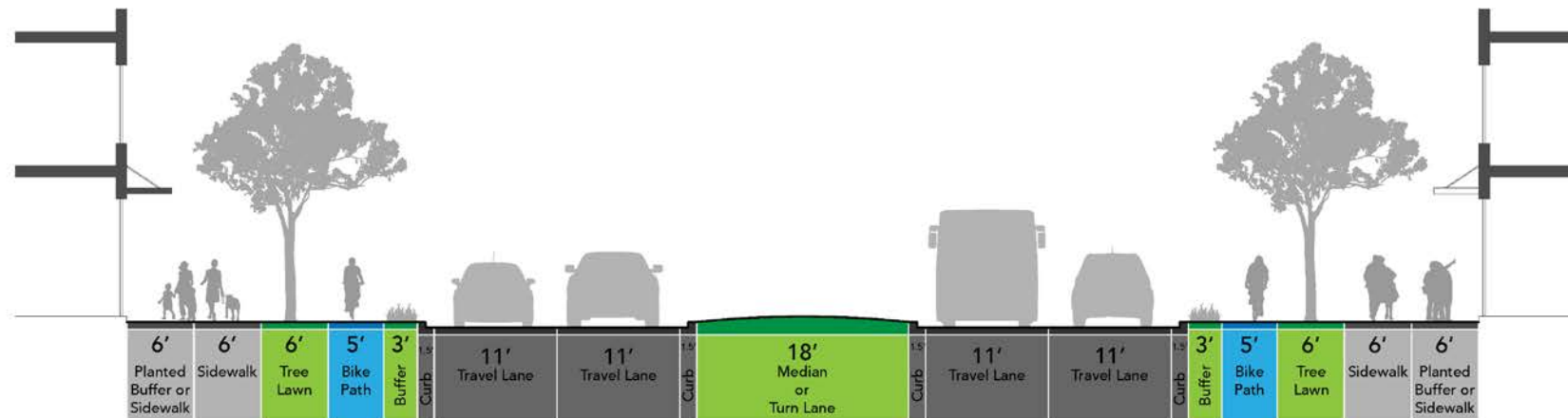


Overview and Analysis of Concepts
Design Options:
Distinct Elements

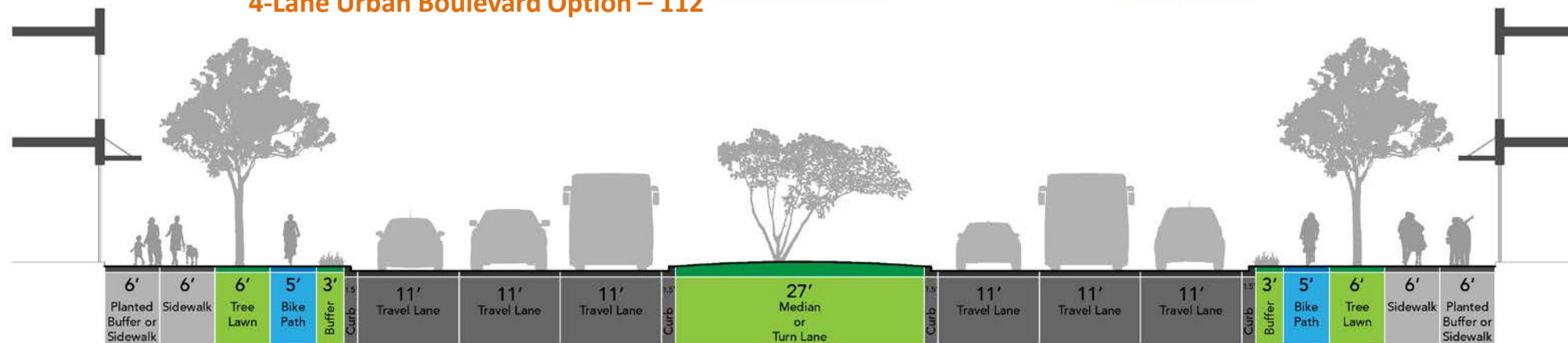
Urban Boulevard Streetscape Comparison



Adopted Street Plan – 6-Lane Divided – 126'



4-Lane Urban Boulevard Option – 112'



6-Lane Urban Boulevard Option – 142'

Level of Service/Delay Changes – 4 Lane Option

Location on Six Forks	Current AM	Current PM	4-Lane AM	4-Lane PM	6-Lane AM	6-Lane PM
Lynn Road	D (51.8)	E (68.7)	D (51.8)	E (70.9)	D (46.1)	D (52.8)
Sandy Forks Rd/Northcliff Rd	D (36.8)	B (17.2)	D (39.1)	C (24.0)	C (28.4)	D (42.8)
Loft Lane*	C (23.9)	B (11.5)	A (4.7)	A (5.8)	A (3.8)	A (2.5)
Millbrook Road	F (97.1)	F (80.2)	F (94.8)	F (117.6)	D (49.2)	D (52.9)
Northbrook Drive	B (11.4)	D (40.7)	B (13.7)	E (66.7)	B (10.0)	B (19.0)
Rowan Street	A (9.3)	D (43.8)	B (10.3)	D (44.5)	B (13.4)	B (19.8)
Lassiter Mill Road	C (25.0)	D (47.6)	C (30.5)	E (63.2)	C (24.9)	D (42.8)

Calculations based on 2014 turning movement volumes

Delay = average seconds of delay per vehicle during peak rush hour

* Loft Lane is currently unsignalized

Conceptual Cost Comparison

Previously Recommended 6 Lane Option:

- 11.06 acres of r/w acquisition
- Total project cost - \$44.5 million

New 4 Lane Streetscape Option:

- 5.85 acres of r/w acquisition
- Total project cost - \$37.7 million



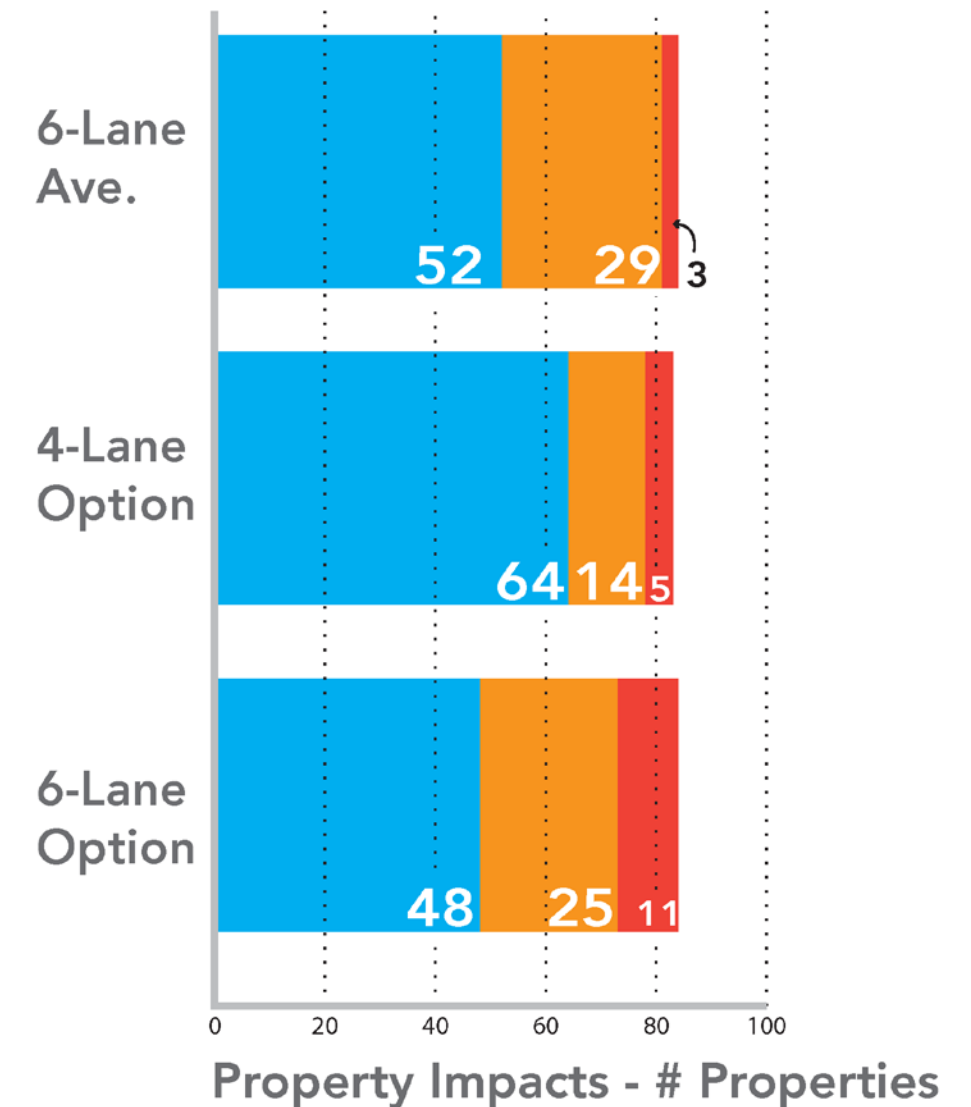
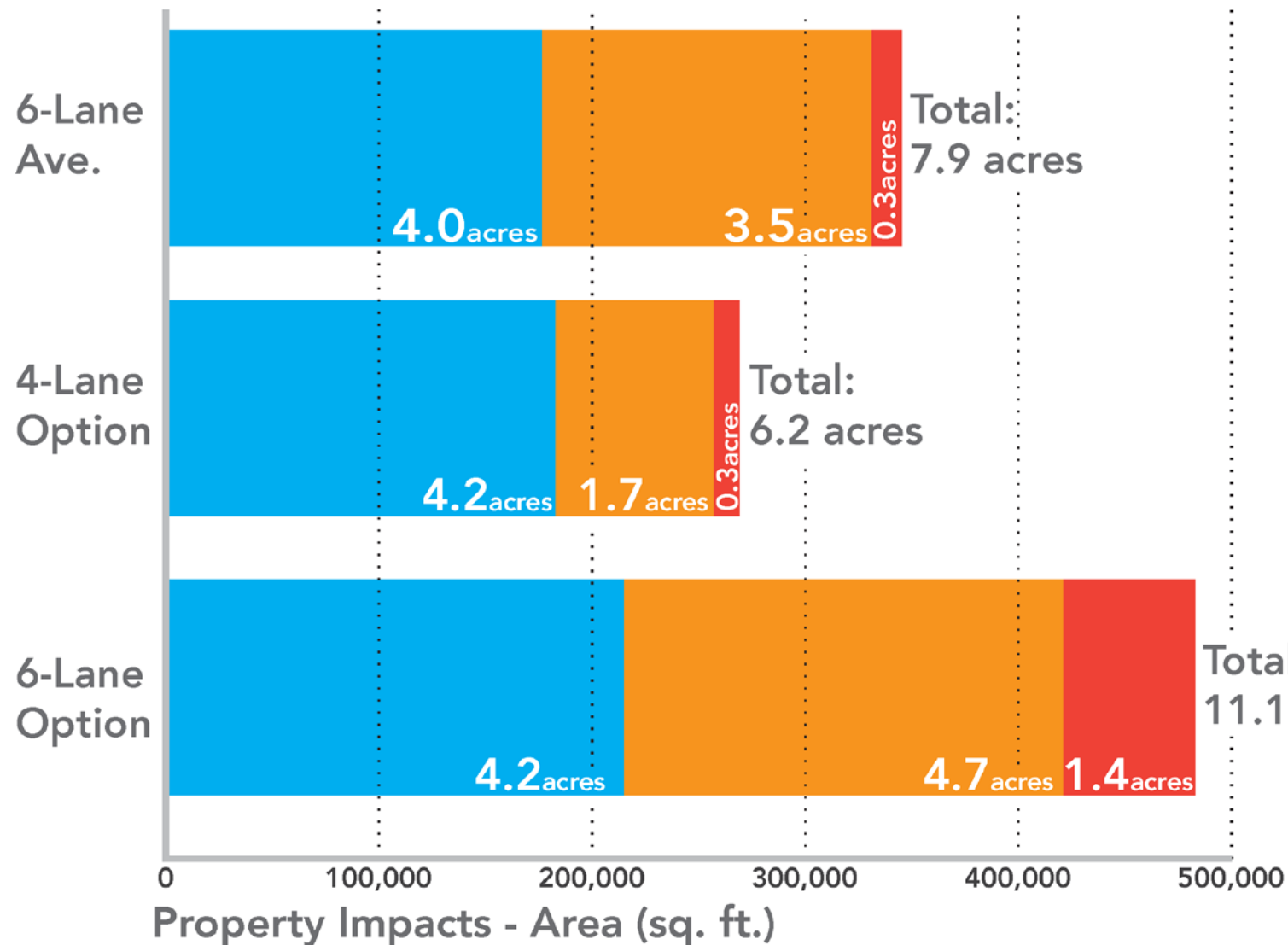
Property Impacts ROW widening will impact adjacent property in any scenario

SIX FORKS ROAD TAKINGS 4-LANE VS. 6-LANE

Low Impact

Medium Impact

High Impact



Next Steps

- City Council selects Preferred Alternative
- Staff & consultants complete Final Draft with Preferred Alternative
- Corridor Plan and Comprehensive Plan Amendments brought back to Council to initiate adoption process
- Planning Commission review & recommendation (2 – 3 months)
- City Council review & adoption (2 – 3 months)
- Detailed Design & Engineering (1 – 2 years)
- Implementation & Construction (3 – 5 years, depending on funding)