

## Agenda for the evening:

1. Short recap presentation
2. Details and discussion provided at Topic Stations
3. Topic Stations include:
  - a) Streetscape Design Theme
  - b) Multi-modal System Design
  - c) Roadway Design
  - d) Planning Frameworks

*To help us get through this complex information and to answer all of your questions, we ask that all comments and questions about the plan be made at the topic stations, where experts are available to best address them.*

# Overview of Corridor Planning Process

## What is a Corridor Study?

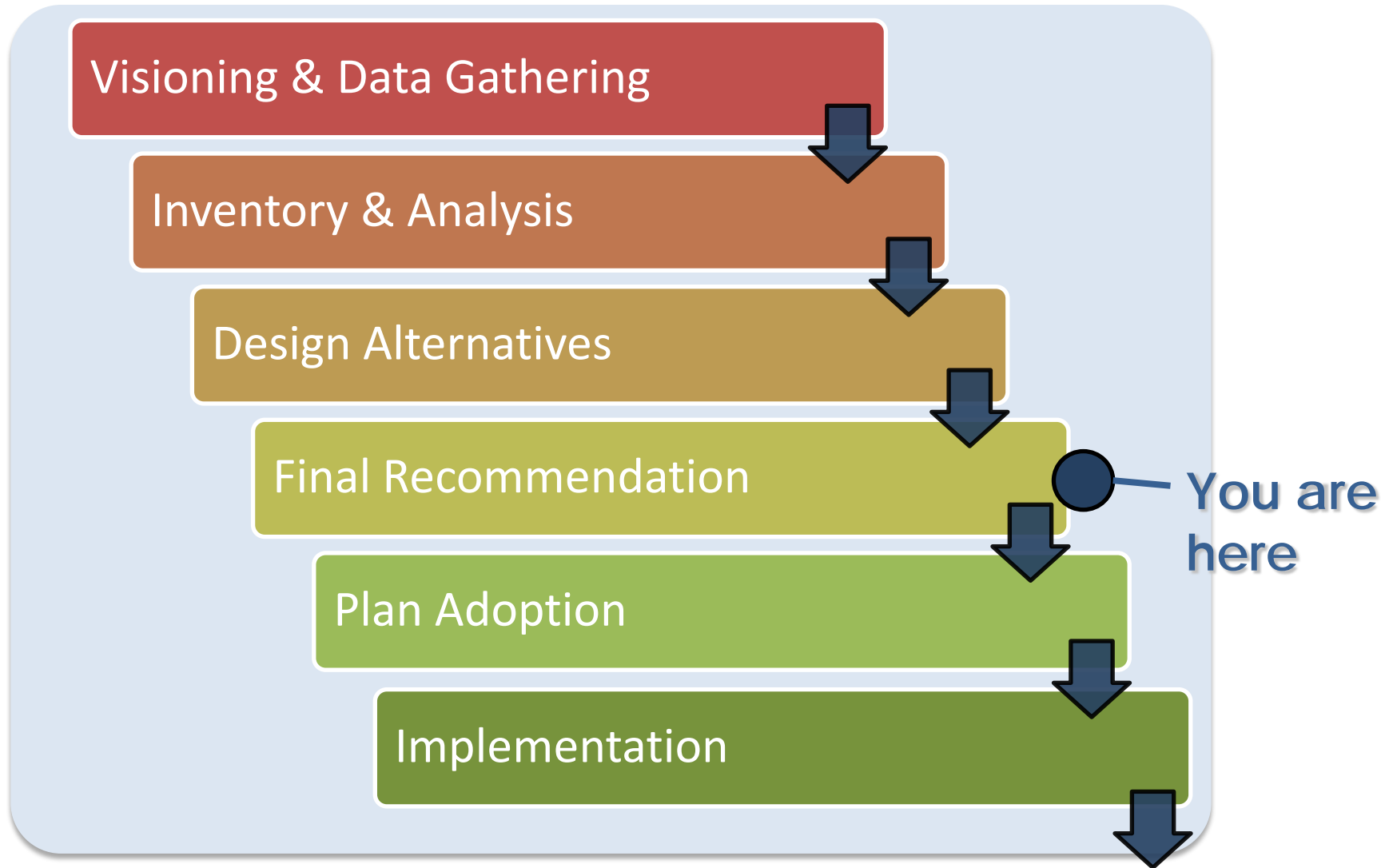
Corridor studies are intended to provide detailed information and solutions to guide the future physical and regulatory characteristics for particular corridors of a city.



## Recommended Policy Amendments Could Include:

- Land use amendments
- Zoning amendments
- Plans for Open Space
- Updates to the Street Plan Map
- Updates to the Greenway Map
- Future Transportation Studies & Projects
- Capital Projects
- Renderings and Sketches depicting urban design guidelines for the area
- Items requiring further study

## Corridor Planning Process



## What is Expected of Me Tonight?

- Learn about the plan
- Ask questions about the concepts
- Find out how to comment on the plan or concepts

## How do I comment on the draft plan?

- Comment cards
- Email – [carter.pettibone@raleighnc.gov](mailto:carter.pettibone@raleighnc.gov)
- Online – [www.raleighnc.gov](http://www.raleighnc.gov), keyword “Six Forks Corridor Study”

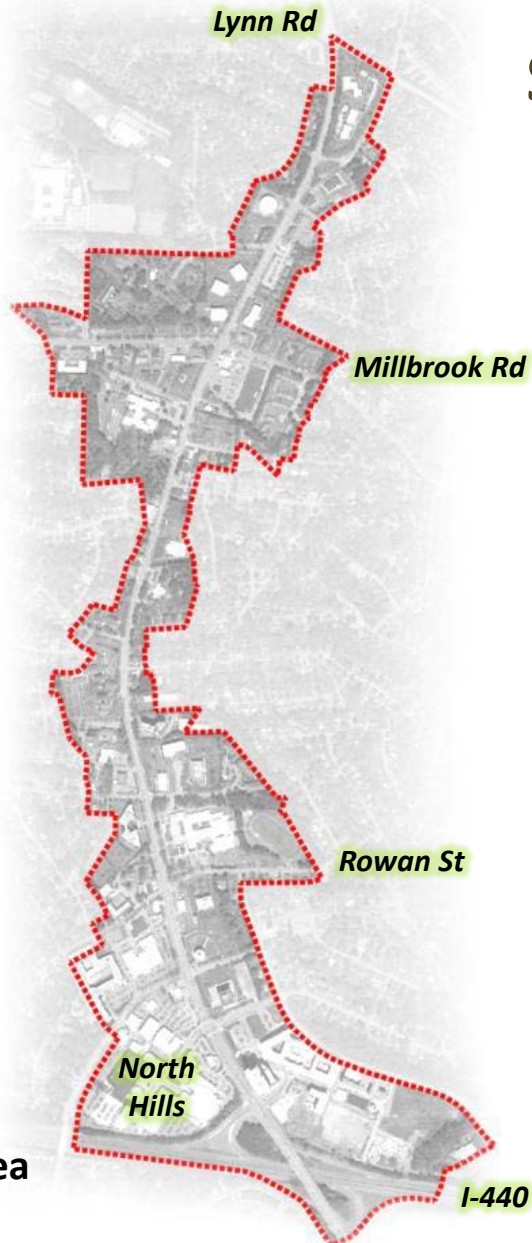


## Six Forks Corridor Planning Process

### Six Forks Road Corridor Study Recommendations Include:

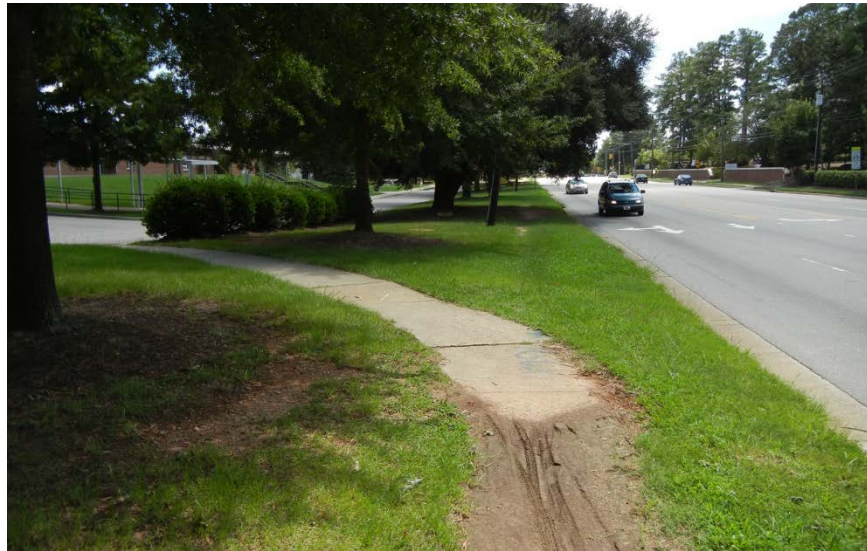
- Future Land Use Designation
- Street Map
- Zoning Designation in UDO
- Frontage
- Height
- Neighborhood Transitions
- Proposals for Future Capital Projects

Six Forks  
Corridor  
Study Area

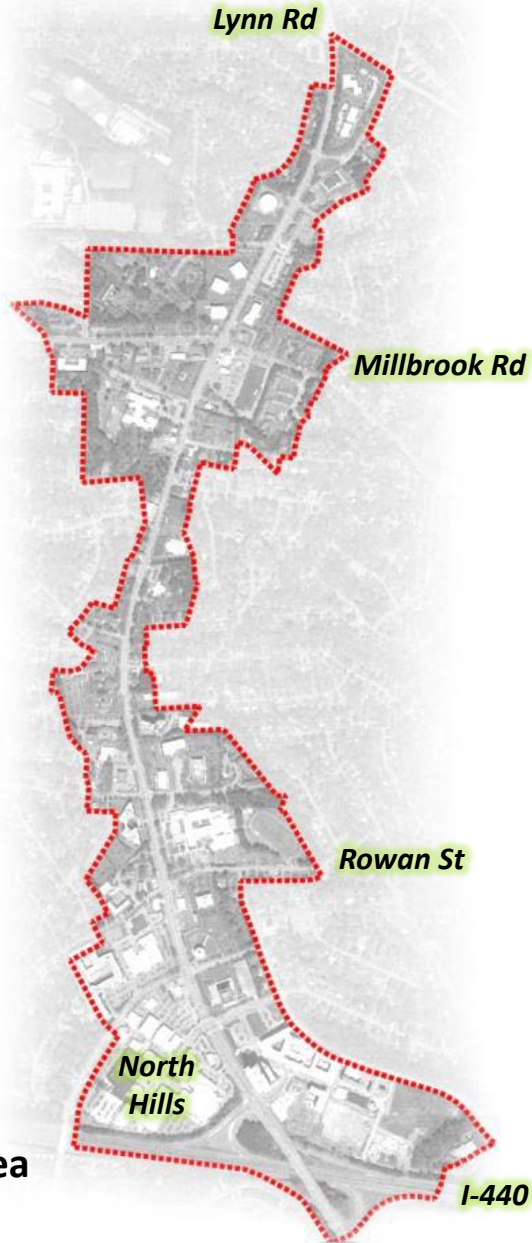


## Why did we do a corridor plan for Six Forks Road?

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



Six Forks  
Corridor  
Study Area



## Corridor Vision – Goals (Recap)

- Improved traffic flow
- Environmental sensitivity
- Enhanced connectivity
- Multimodal transportation options
- Active pedestrian network
- Safety and accessibility
- Attractive urban thoroughfare
- Irresistible gathering place



## PROCESS RECAP:

- Listening to community input
- Conducting technical analysis
- Working with agencies on technical requirements
- Responding to the realities of site
- Creating acceptable compromises, while holding onto the Vision
- Maximizing the outcome to create the most benefit for all interests
- Explore alternative roadway design option

## Six Forks Road Corridor Study provides:

- Unique sense of place
  - *Plan tailored to Six Forks Road Corridor*
- Enhanced fluidity of movement
  - *LOS for all modes improved*
- Environmental sensitivity
  - *LID components included*
- Enhanced connectivity
  - *Key street connections*
  - *Continuous bike/ped facilities*
- Transportation modes of all types
  - *Improved facilities for each mode*

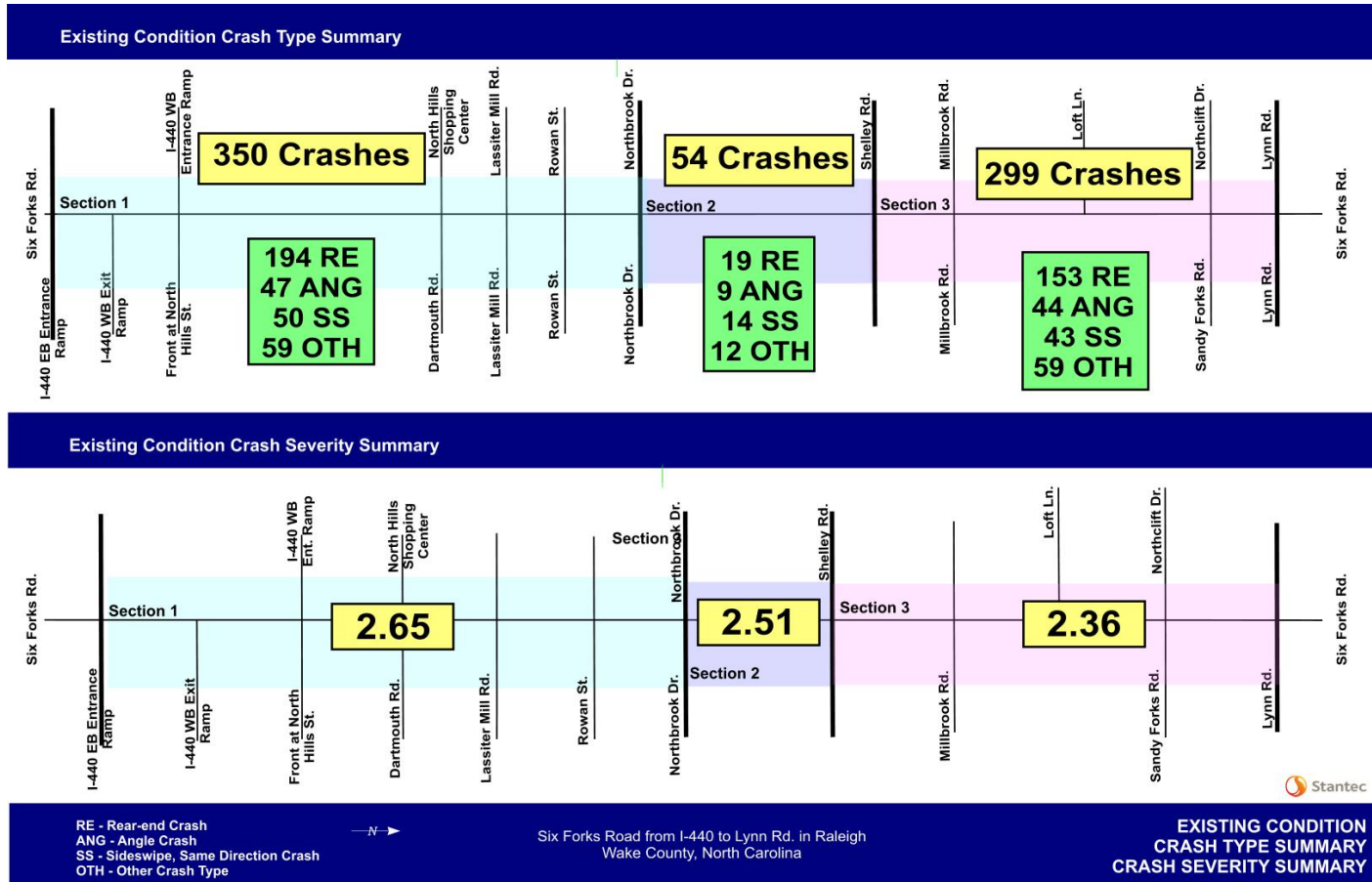


## Six Forks Road Corridor Study provides:

- Active pedestrian life
  - *6' or wider sidewalks for whole corridor*
  - *Improved pedestrian crosswalks*
- Safety and accessibility
  - *Reduced 35 mph speed limit*
  - *More signals spaced at regular intervals*
- Attractive urban thoroughfare
  - *Two designs sensitive to commercial, mixed use, and residential context*
- Irresistible gathering place
  - *North Raleigh's Main Street*



We conducted professional analysis for how the current system functions for cars, bikes, pedestrians and buses



## We studied the context and potential issues related to space and construction

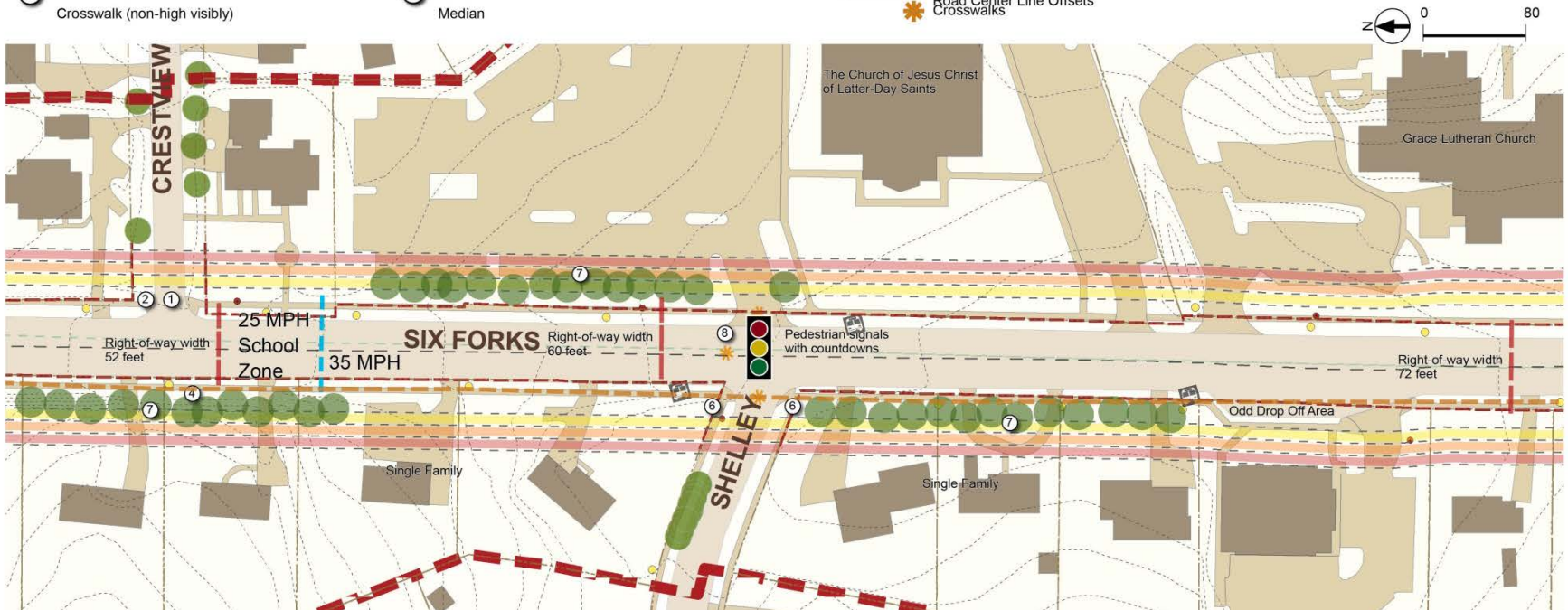
- |   |   |
|---|---|
| ① No existing crosswalks                          | ⑨ Fence   |
| ② Ramps not ADA compliant                         | ⑩ Wall  |
| ③ Power pole between sidewalk and curb            | ⑪ Lighting on poles, 25' mounting height                    |
| ④ Narrow Sidewalk 5' or less                      | ⑫ Trees underneath and/or growing into power lines          |
| ⑤ Wide curb cut for drive                         | ⑬ Irrelevant curb cut                                       |
| ⑥ Above ground control cabinets                   | ⑭ Bus stop with shelter                                     |
| ⑦ Large trees outside and on edge of right-of-way | ⑮ Topography that potentially will impact roadway expansion |
| ⑧ Crosswalk (non-high visibly)                    | ⑯ Median  |

### Legend

- Major power line route
- Current right-of-way
- Power pole
- Existing Street Trees
- Road Center Line Offsets
- ✱ Crosswalks

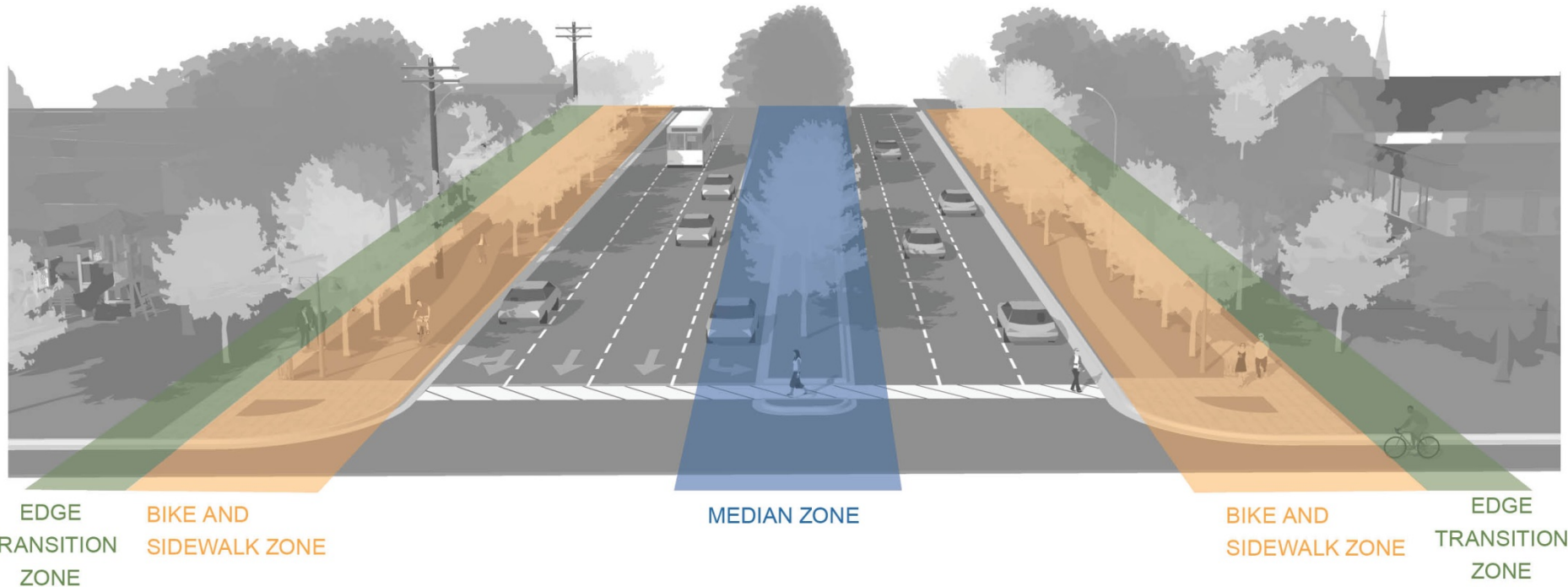
### Notes

This middle section of the Corridor has more churches, schools and single family residential than any other section. Traffic can be briefly heavy Saturdays, Sundays and Wednesday evenings.



# A HOLISTIC MASTER PLAN FOR THE SIX FORKS CORRIDOR

We accommodated all modes of travel in appropriately sized facilities that meet with demand; created safe, separated zones for bike and pedestrians; provided a landscaped and/or decorative median and created designs for the edge conditions



## Two Distinct Streetscape Characters

- Each sensitive to the context it goes through

### Parkway Boulevard

From Lynn Street to Loft Lane

### Urban Boulevard

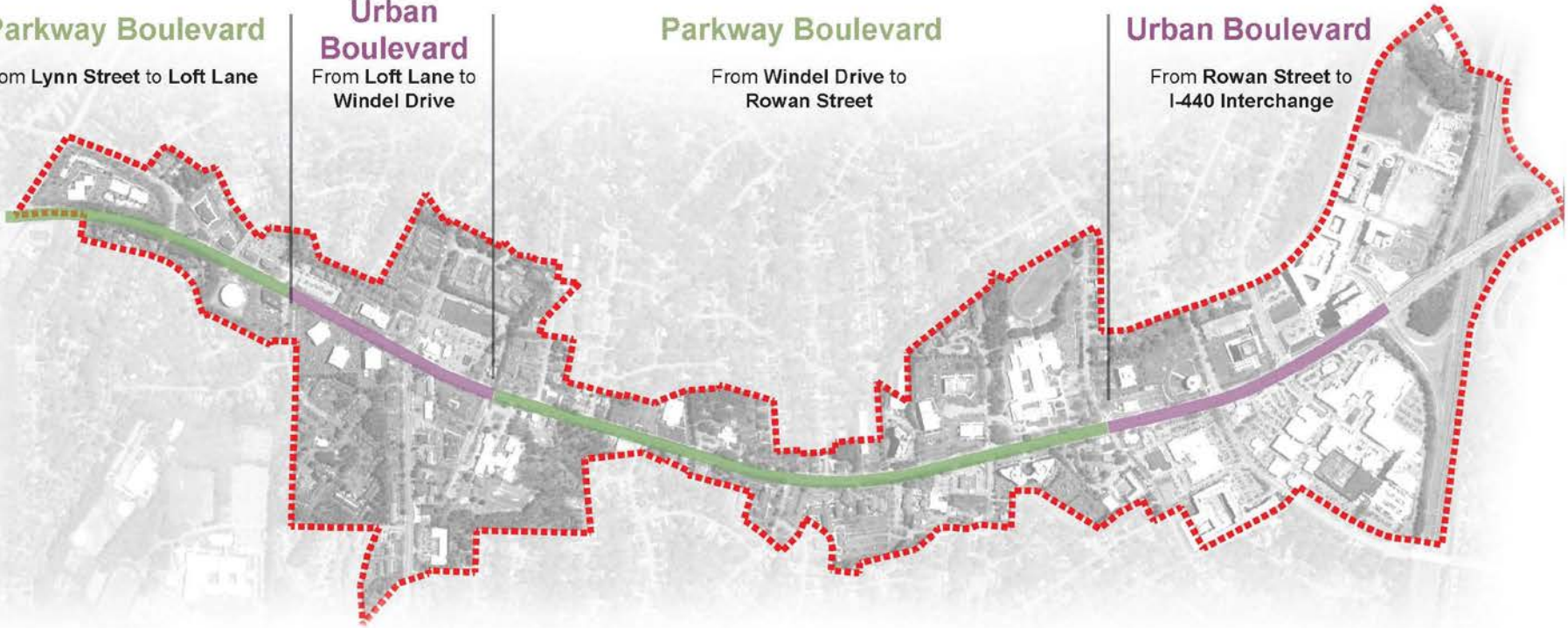
From Loft Lane to Windel Drive

### Parkway Boulevard

From Windel Drive to Rowan Street

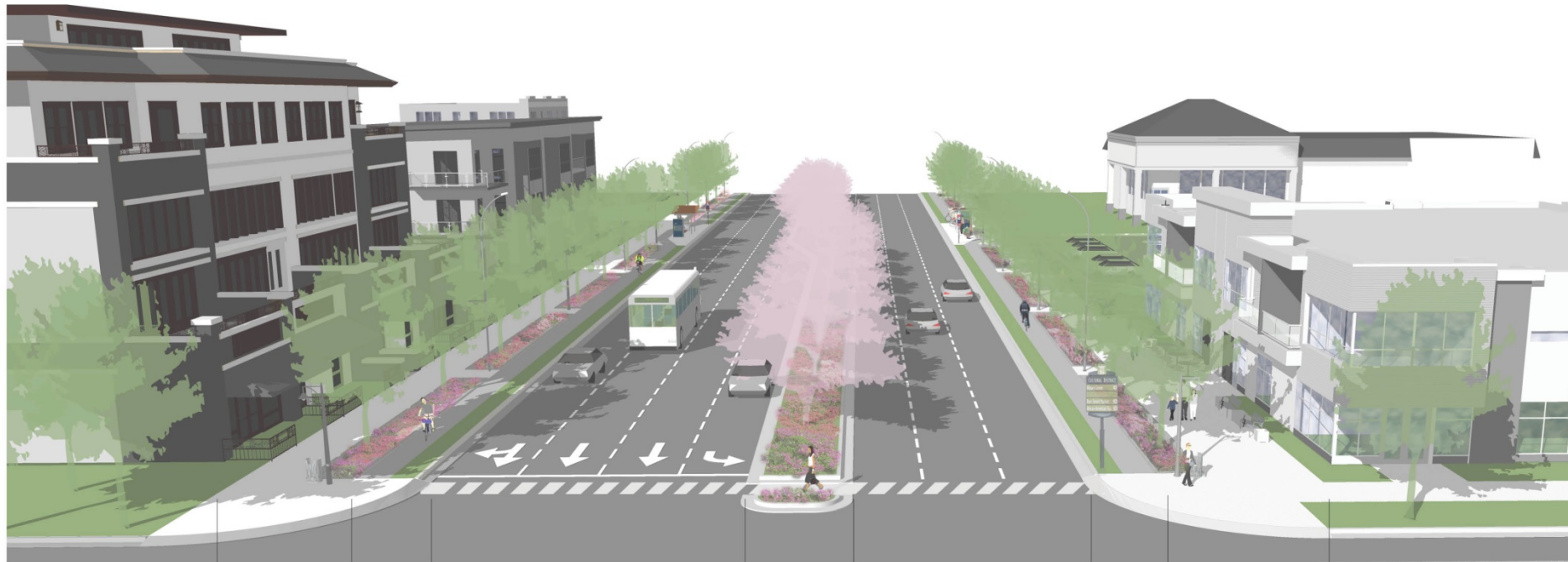
### Urban Boulevard

From Rowan Street to I-440 Interchange



## Urban Boulevard Streetscape Type

Which included a more urbanized streetscape in some portions

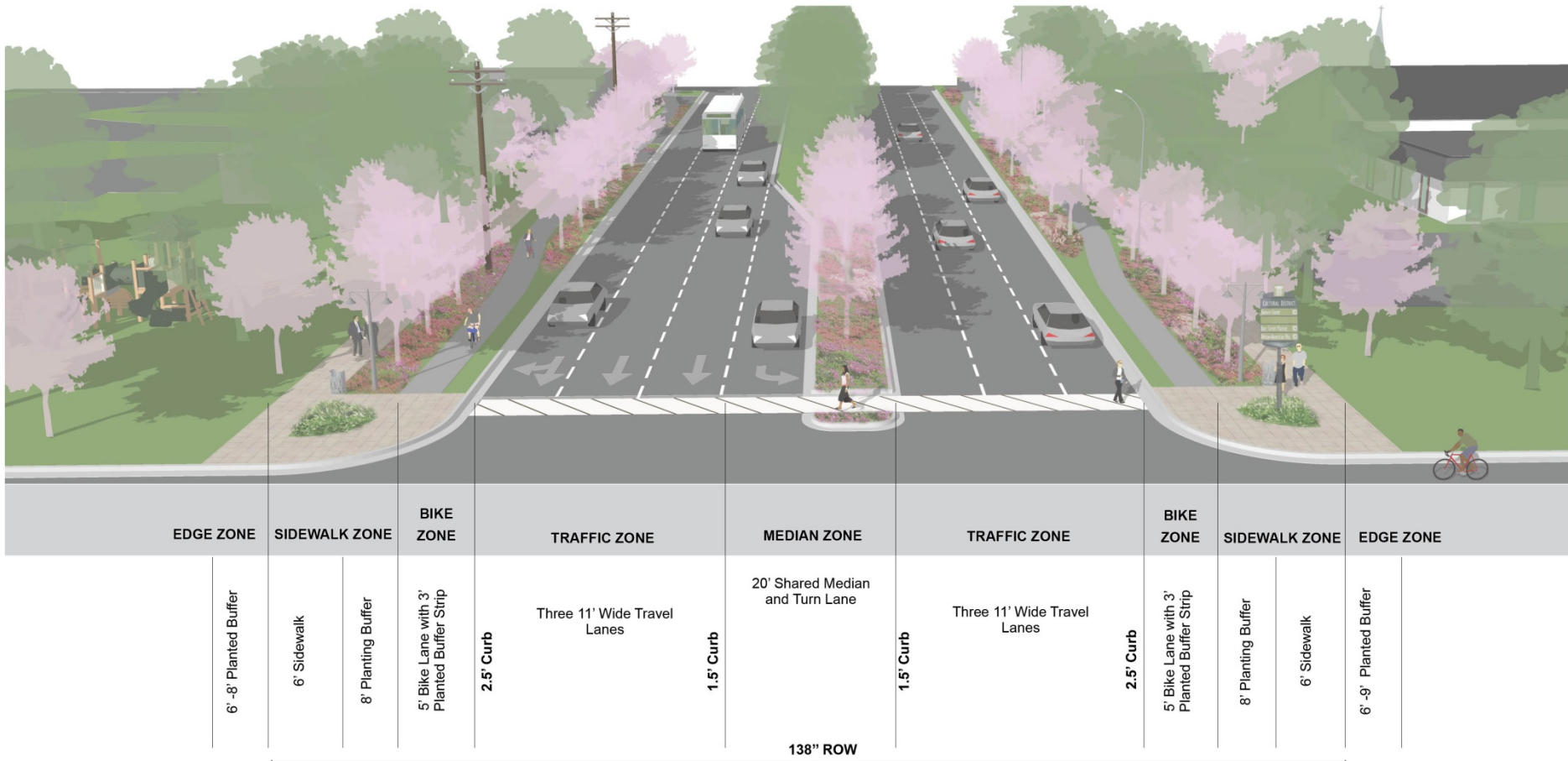


EDGE TRANSITION ZONE		SIDEWALK ZONE		BIKE ZONE	TRAFFIC ZONE		MEDIAN ZONE	TRAFFIC ZONE		BIKE ZONE	SIDEWALK ZONE		EDGE TRANSITION ZONE	
6' Minimum Planted Buffer and/or Pavement Extension		6' Sidewalk	6' Planting Buffer	5' Bike Lane with 3' Planted Buffer Strip	Three 11' Wide Travel Lanes		11' Median and 11' Turn Lane Zone Optional Pedestrian Refuge Island	Three 11' Wide Travel Lanes		5' Bike Lane with 3' Planted Buffer Strip	6' Planting Buffer	6' Sidewalk	6' Minimum Planted Buffer and/or Pavement Extension	
				2.5' Curb			1.5' Curb			2.5' Curb				

125' -135' ROW

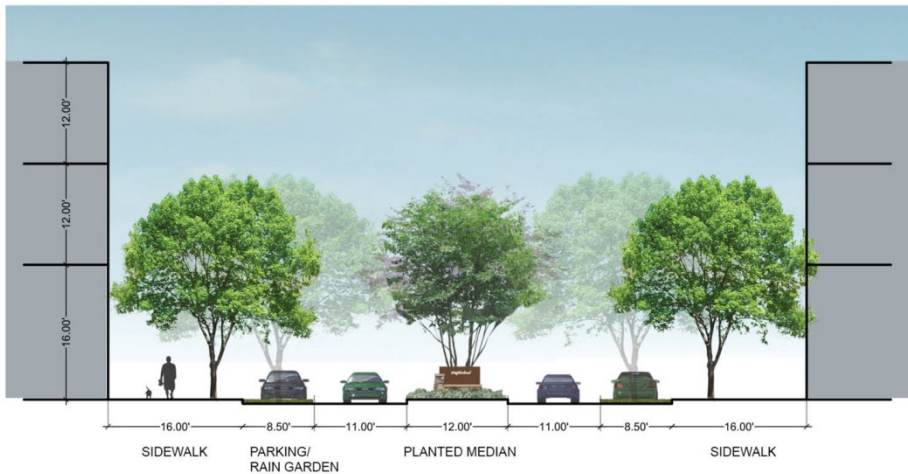
## Parkway Boulevard Streetscape Type

And a more parkland style streetscape in other portions

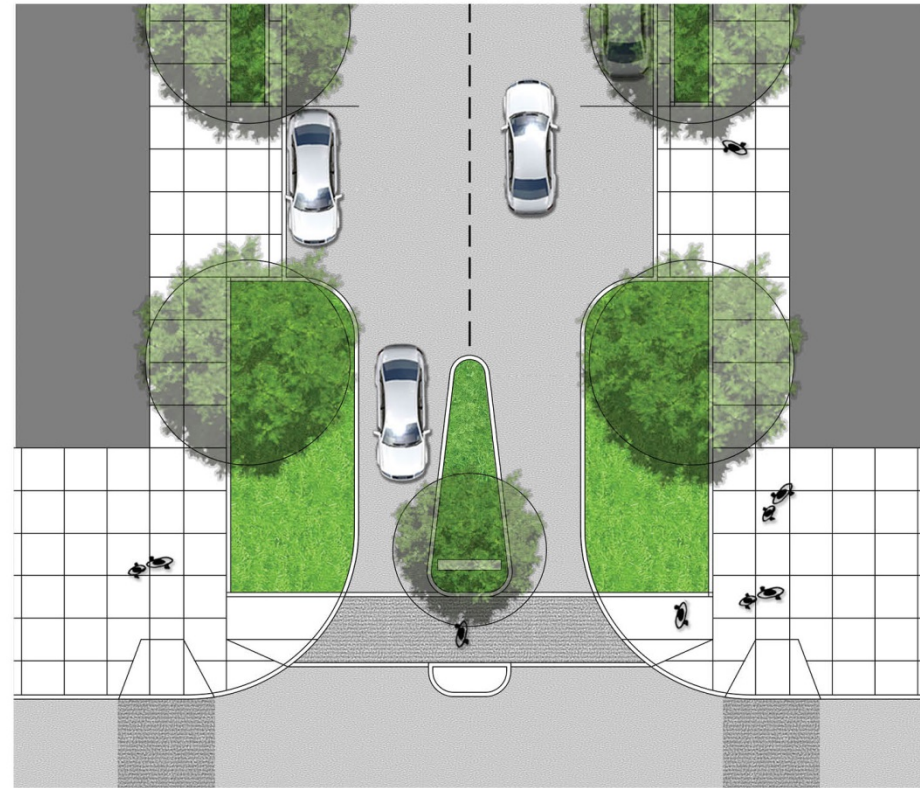


## Neighborhood Gateways

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



*Urban Boulevard Neighborhood Entry*



*Urban Boulevard Neighborhood Entry*

Neighborhood gateways create places for artistic expression

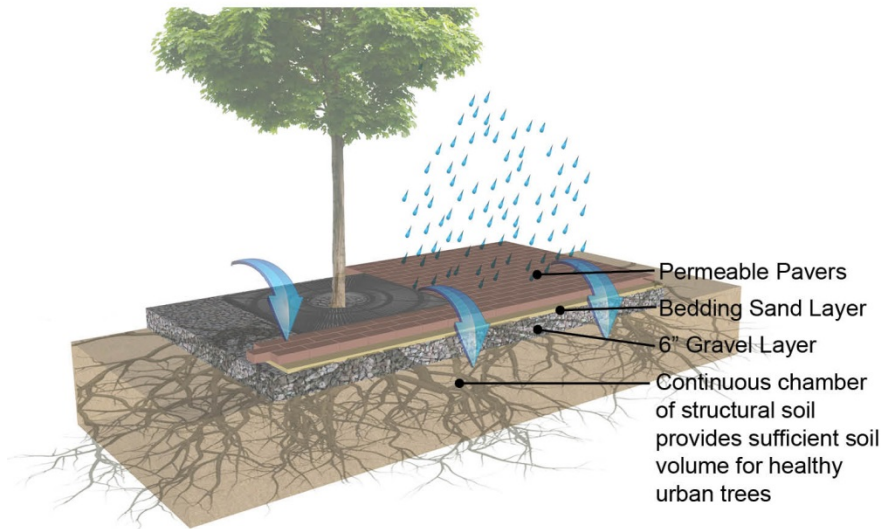
## Transit Stops

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

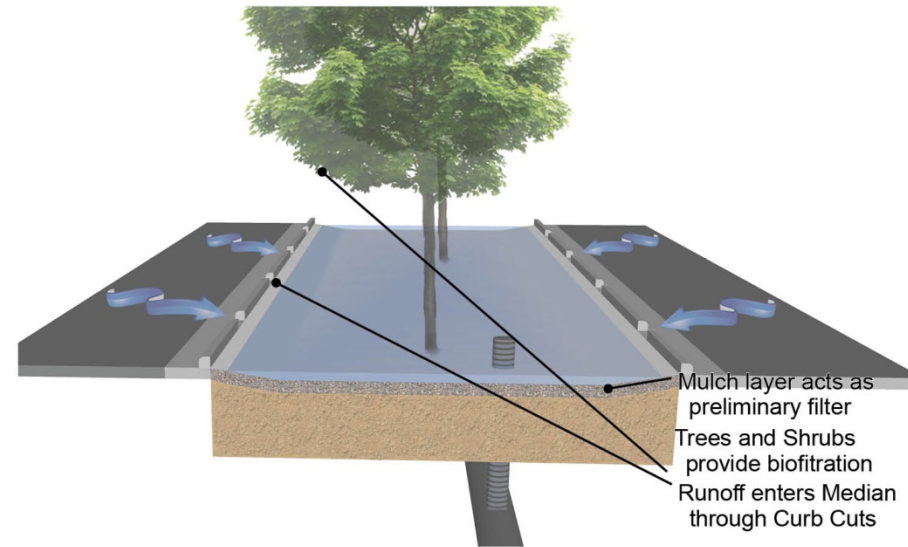


## Environmental Sensitivity

Design concepts that promote environment responsibility – particularly in the way that storm water is managed



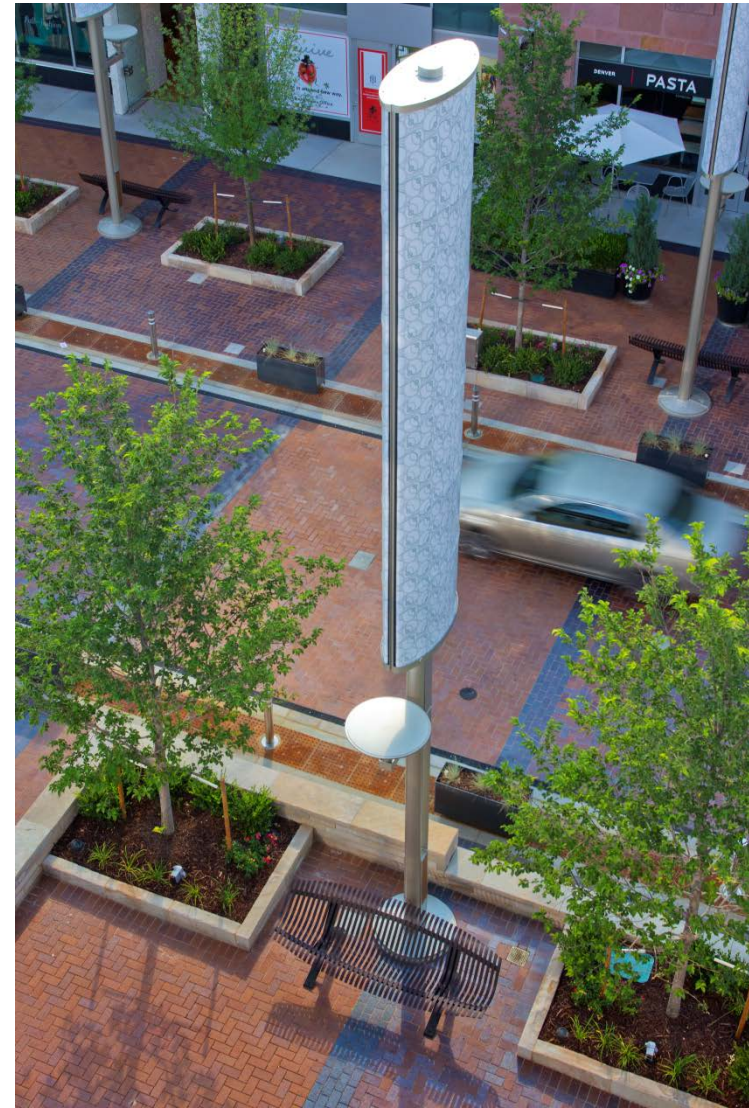
*Permeable Pavers in Sidewalk Zone*



*20' Median with Stormwater Storage and Treatment Capabilities*

## Street Furnishings and Public Art

Recommendations for materials and furnishings and the inclusion of public art into the streetscape – both integrated into the design of elements and freestanding pieces

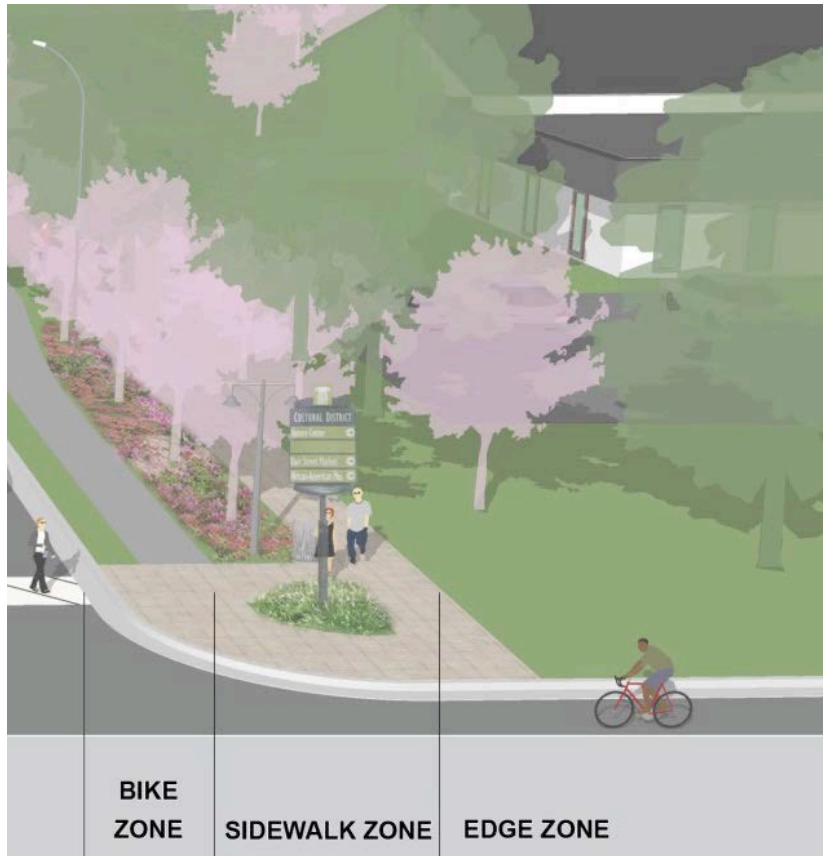


## Connectivity

Safe pedestrian and bicycle connectivity with enhanced crosswalks, pedestrian passes, and off-corridor improvements.







## Pedestrian and Bicycle Amenities



Blue Ridge Road at NCMA  
– Proof of Concept

## Multimodal Level/Quality of Service Improvements

Mode	Existing LOS	LOS with Plan
	D / E / F	C / D
	D / E	C
	E	B
	D / E / F	B / C / E

## Measures of Success

- 3X the area for bikes, pedestrians and streetscape
- Consistent lane widths (11') and speed limit (35mph)
- 10 new high quality bus shelters
- 52 high visibility crosswalks
- Over 4 miles of grade separated bike lanes
- Over 4 miles of new wider sidewalks
- Almost 8 million gallons per year of stormwater runoff treatment
- Three new traffic signals
- Locations for over 700 canopy and flowering trees
- Over 3 acres of medians planted with trees
- Plans for 10 neighborhood gateways
- Measurable increase in LOS for cars, bikes, pedestrians, and transit



## Implementation

### Phase 1: Lynn Road south to Rowan Street

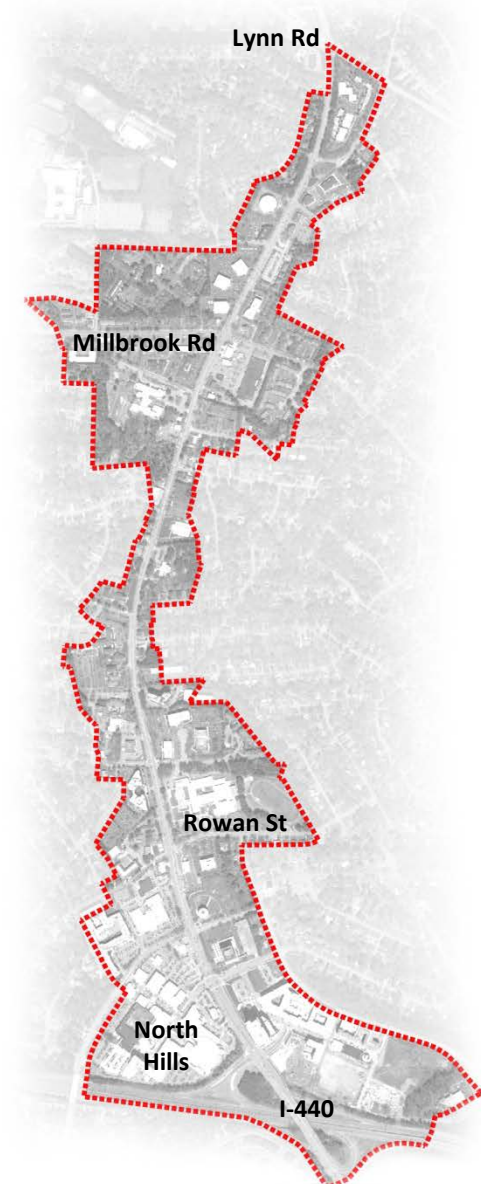
- \$1.8 million for design - 2013 Transportation Bond item (FY17 CIP Budget)
- \$29.5 million for construction and ROW acquisition - proposed for future funding consideration (part of 2017 Transportation Bond package)

### Phase 2: Rowan Street to I-440

- \$13.2 million total project cost
- Propose for future funding consideration
- Partner with private development

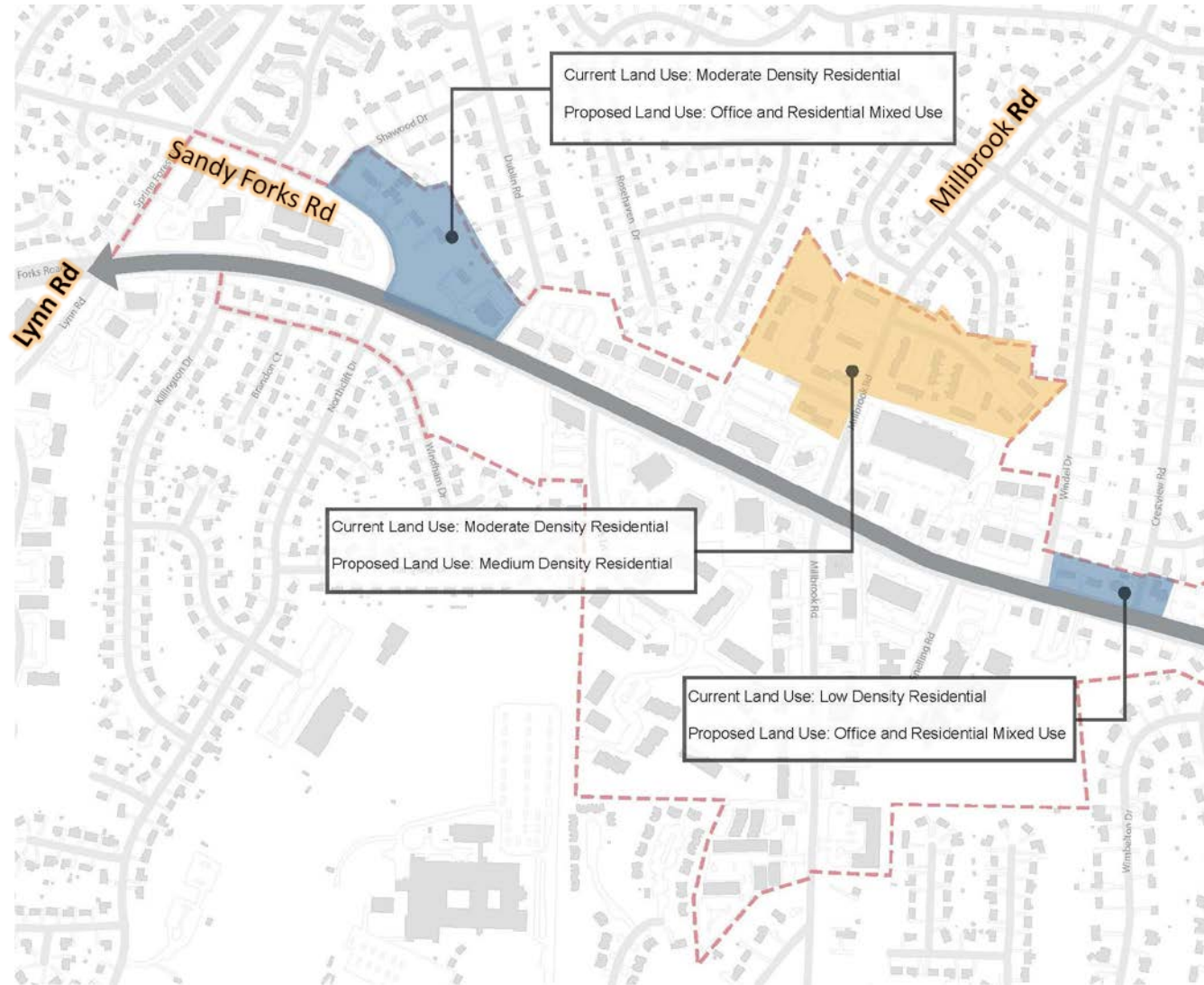
### Phase 3: I-440 Interchange Pedestrian Improvements

- \$750,000 total project cost
- Propose for future funding consideration
- Partner with NC Department of Transportation



## Proposed 2030 Comprehensive Plan Amendments

### Future Land Use Map (FLUM) Changes



## Proposed 2030 Comprehensive Plan Amendments

### Street Plan Map Changes

#### A. Tralee Place – Windell Drive Connection



# Proposed 2030 Comprehensive Plan Amendments

## Street Plan Map Changes

B. Loft Lane Connection/Stub  
C. Snelling Road Connection



## Next Steps (Immediate)

- Feedback and questions at table stations
- Please fill out comment cards
- Draft Study Document is online
- Accepting feedback through August 21 – [www.raleighnc.gov](http://www.raleighnc.gov), keyword “Six Forks Corridor Study”
- Presentation at Midtown CAC on July 24
- Target date for Planning Commission is September 12



## Next Steps (Further Ahead)

- 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)

