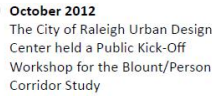




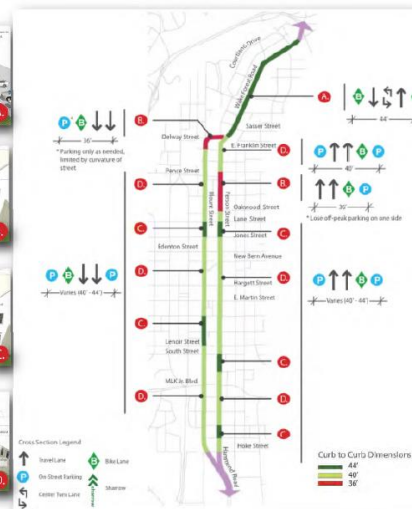
75% Design Open House – May 4, 2017

# Blount/Person/Wake Forest Corridor Phase I Implementation

*Looping slideshow lasts approximately 5 minutes. Please see staff with any specific questions.*

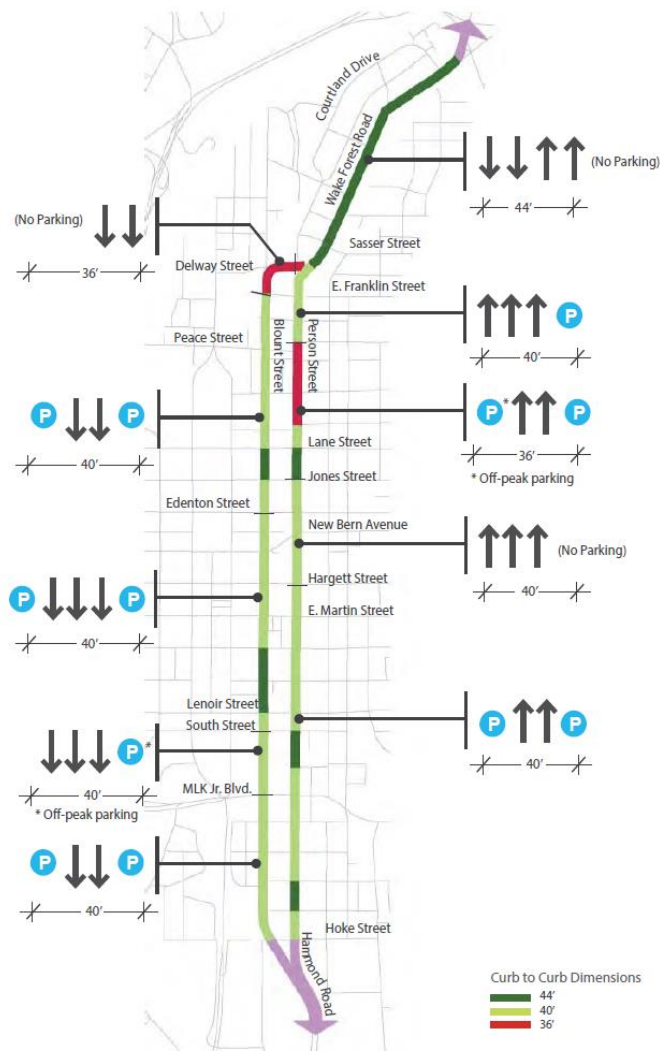
[illegible]

2016



# Existing Conditions

- Mix of widths
  - 36 to 44 feet
- On-street parking
  - Metered in Downtown Core
  - Off-peak restrictions near Jones St. & Shaw University





# Blount-Person Corridor Plan Review

## Phase I

- *Conversion of Wake Forest Road to 3 lanes and bike lanes*
- *Conversion of Blount/Person St to consistent 2 lanes with bike lanes*
  - *Partial two-way conversion between Wake Forest Rd and Peace St*
    - *Two NB lanes, one SB lane*
    - *No bike lanes, no additional parking*

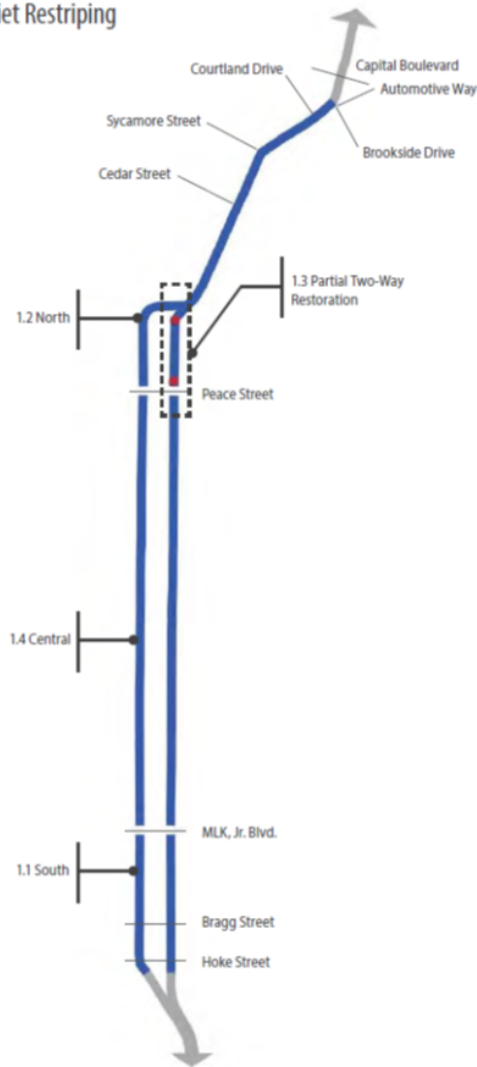
## Phase II Recommendation *Streetscape improvements*

## Phase III Recommendation

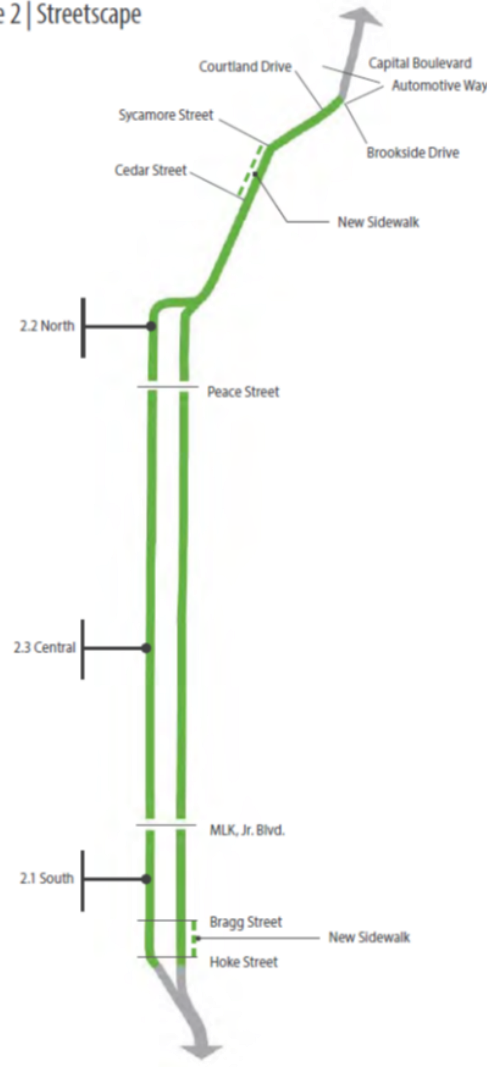
*Conversion to full two-way, two-lane operation for both streets between Wake Forest and Hammond Roads*

# Blount-Person Corridor Plan Review

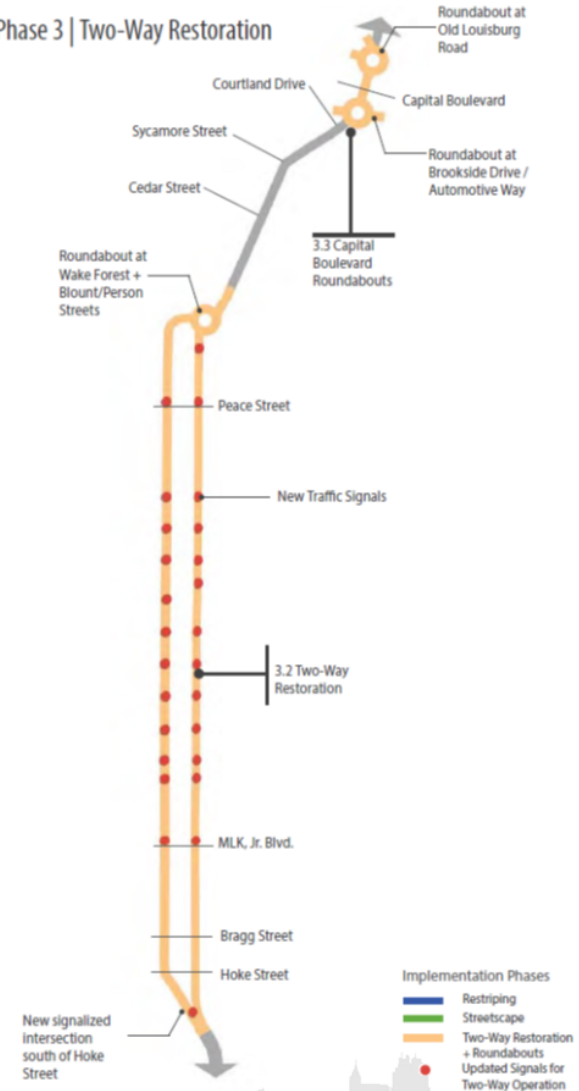
## Phase 1 | Road Diet Restriping



## Phase 2 | Streetscape



## Phase 3 | Two-Way Restoration



Looping slideshow lasts approximately 5 minutes. Please see staff with any specific questions.

# Blount-Person Corridor Plan Review

## Phase I

- *Conversion of Wake Forest Road to 3 lanes and bike lanes*
- *Conversion of Blount/Person St to consistent 2 lanes with bike lanes*
  - *Partial two-way conversion between Wake Forest Rd and Peace St*
    - *Two NB lanes, one SB lane*
    - *No bike lanes, no additional parking*

## Phase II Recommendation *Streetscape improvements*

## Phase III Recommendation

*Conversion to full two-way, two-lane operation for both streets between Wake Forest and Hammond Roads*

# Project Funding

**FY2015 CIP Funding: \$700K**

**City awarded \$1.27M**

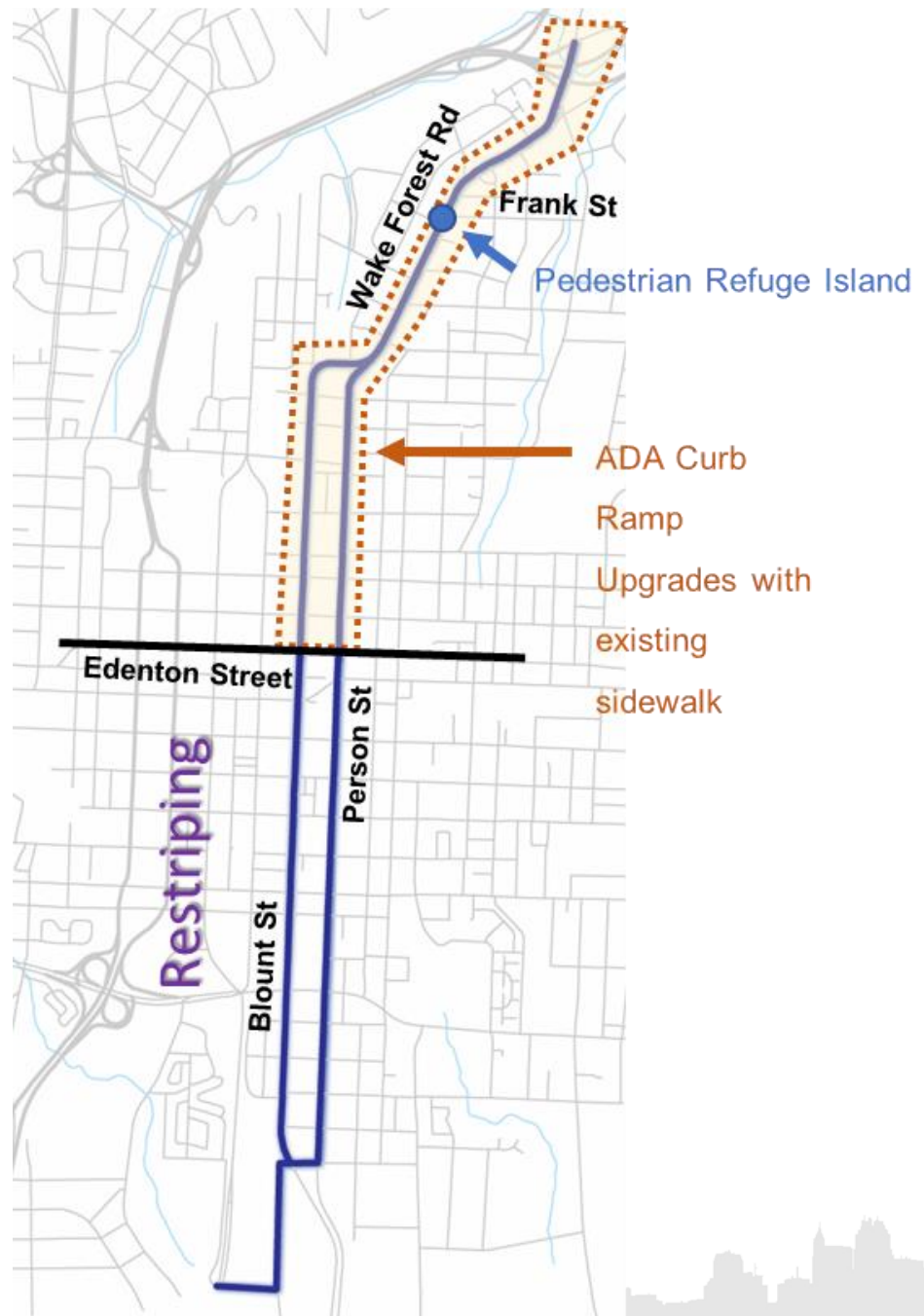
**Federal funds for Complete Street project**

- Wake Forest Road Diet
- Bike lanes on Blount & Person from Hoke to Brookside
- Resurfacing north of Edenton



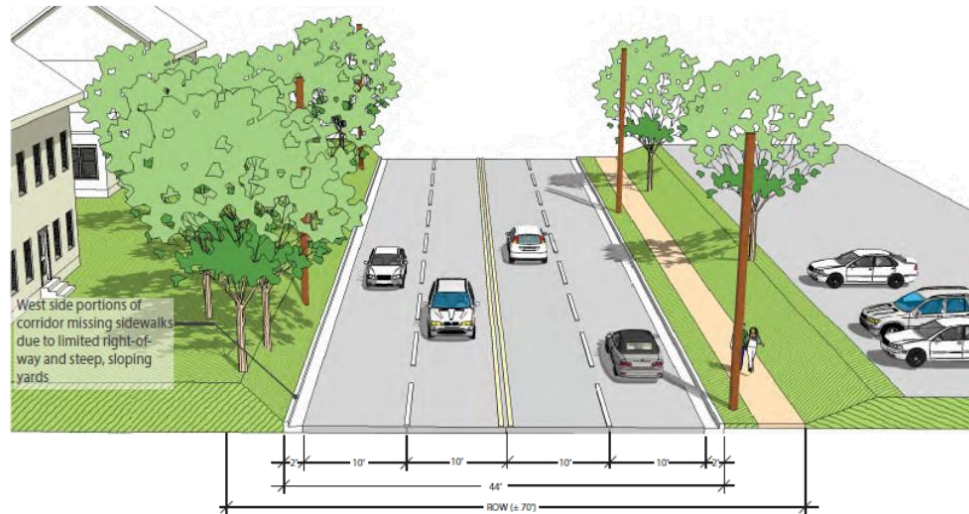
# Restriping vs. Resurfacing

- North of Edenton will be repaved
  - Includes ADA curb ramp improvements
- South of Edenton will be restriped
  - Resurfaced in 2013

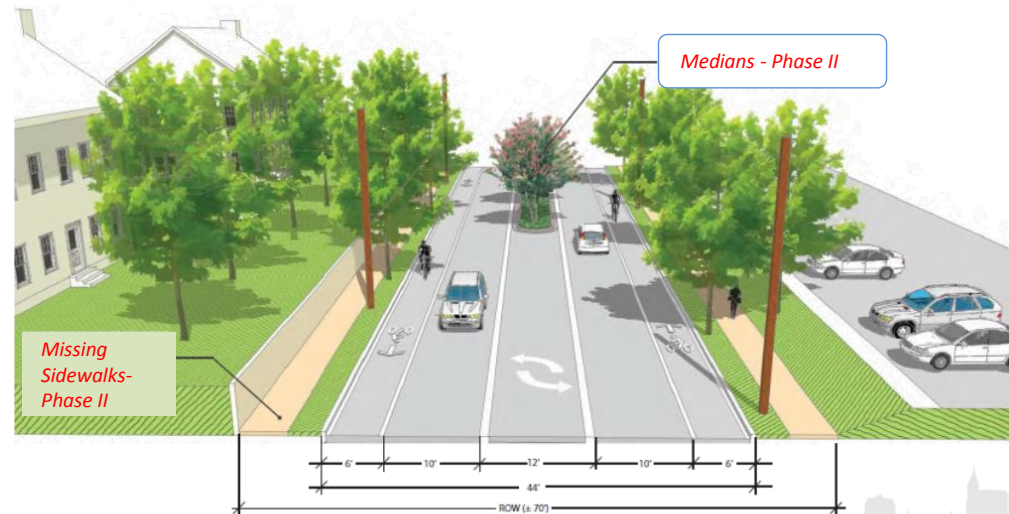




# Wake Forest Reconfiguration

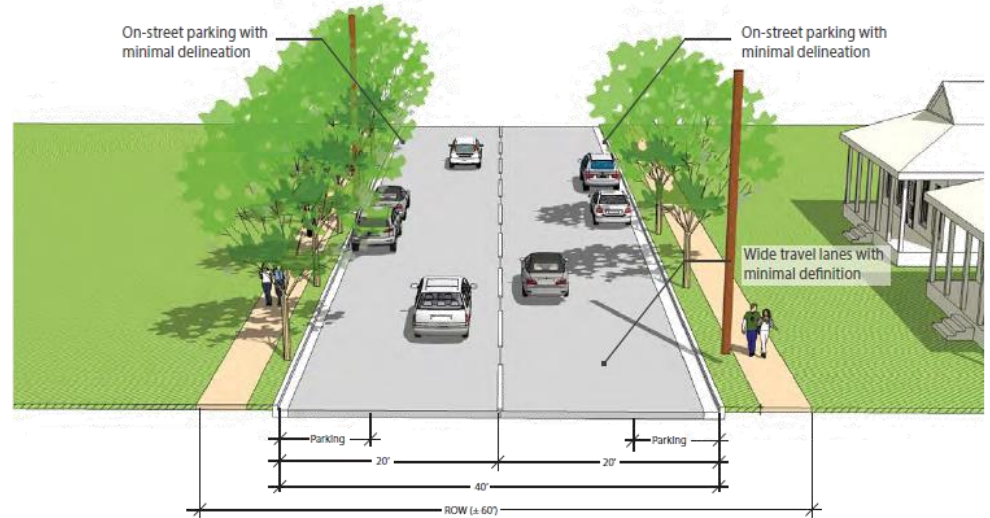
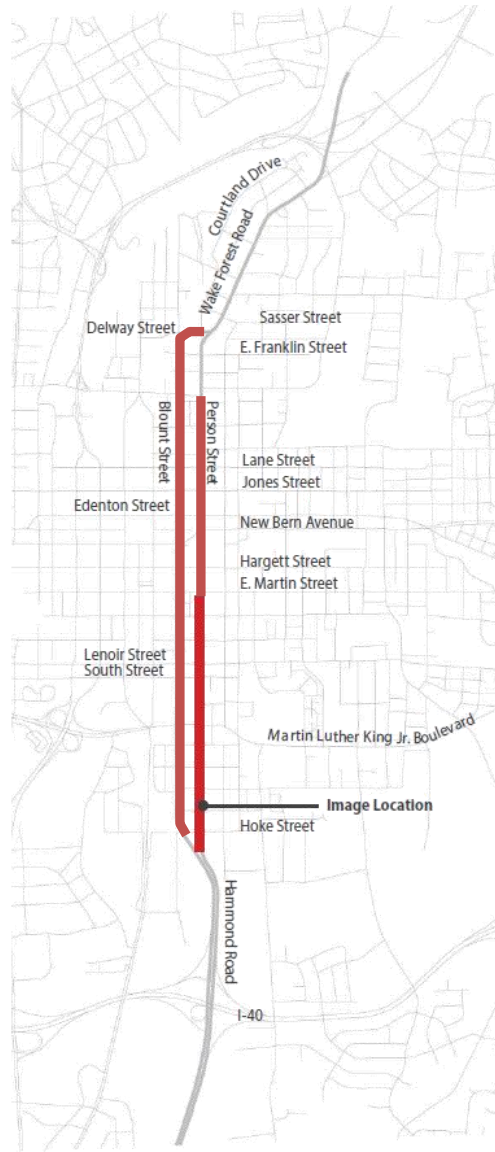


Wake Forest Road: Before

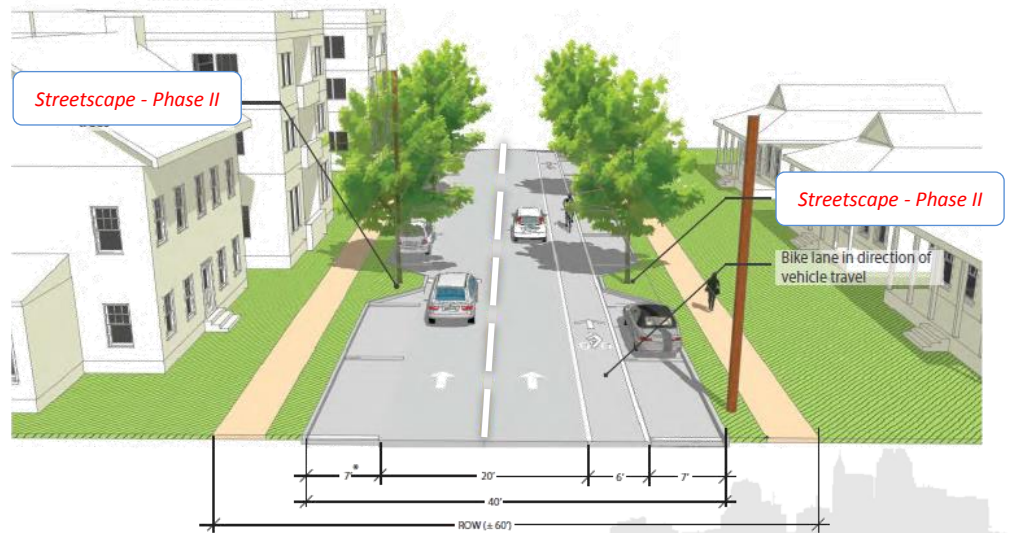


Wake Forest Road Diet: After

# Blount/Person Bike Lanes



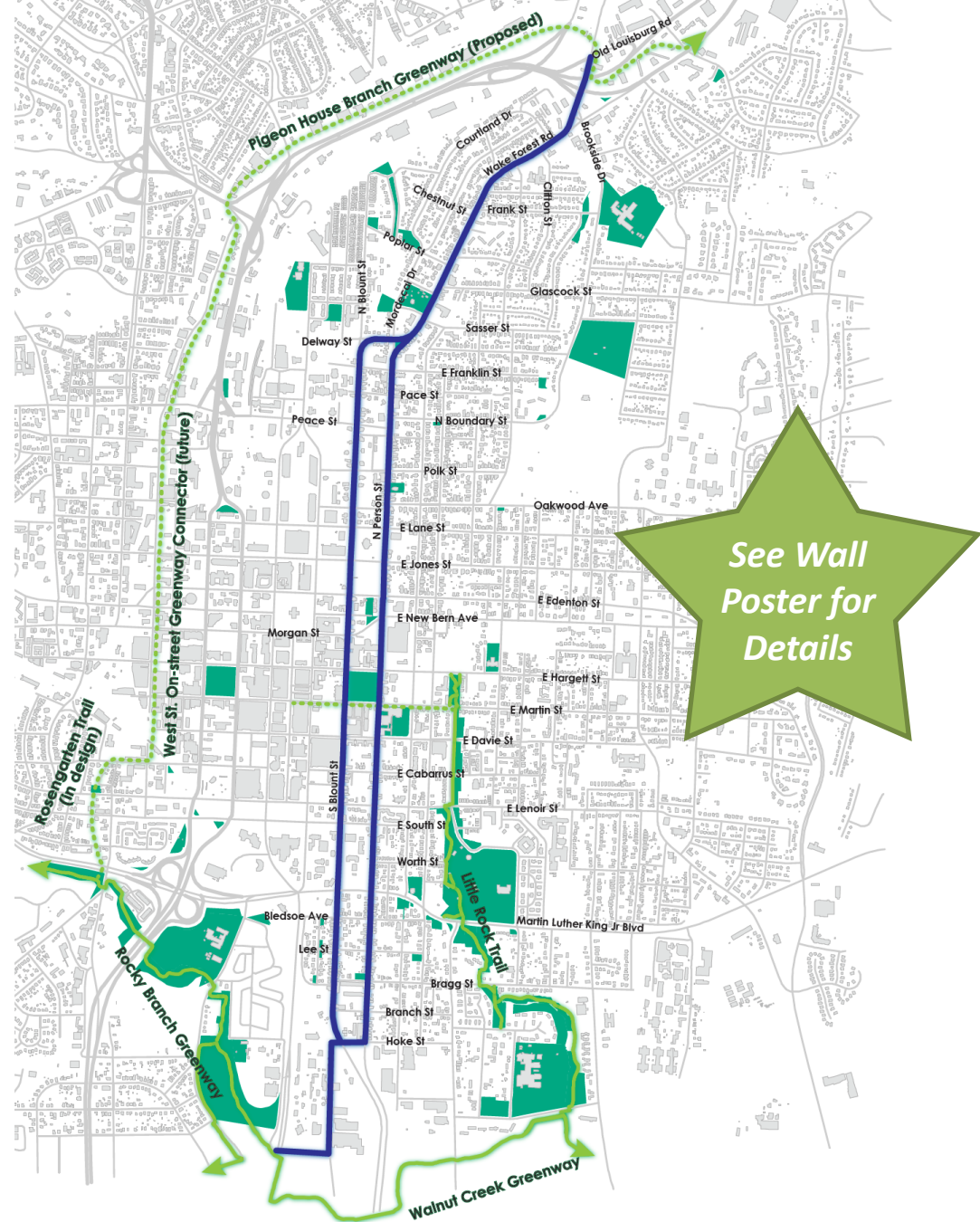
Person Street: Before





# Greenway Connections

- Southern section connects to Walnut Creek Greenway
- Northern section will connect to future Pigeon House Greenway



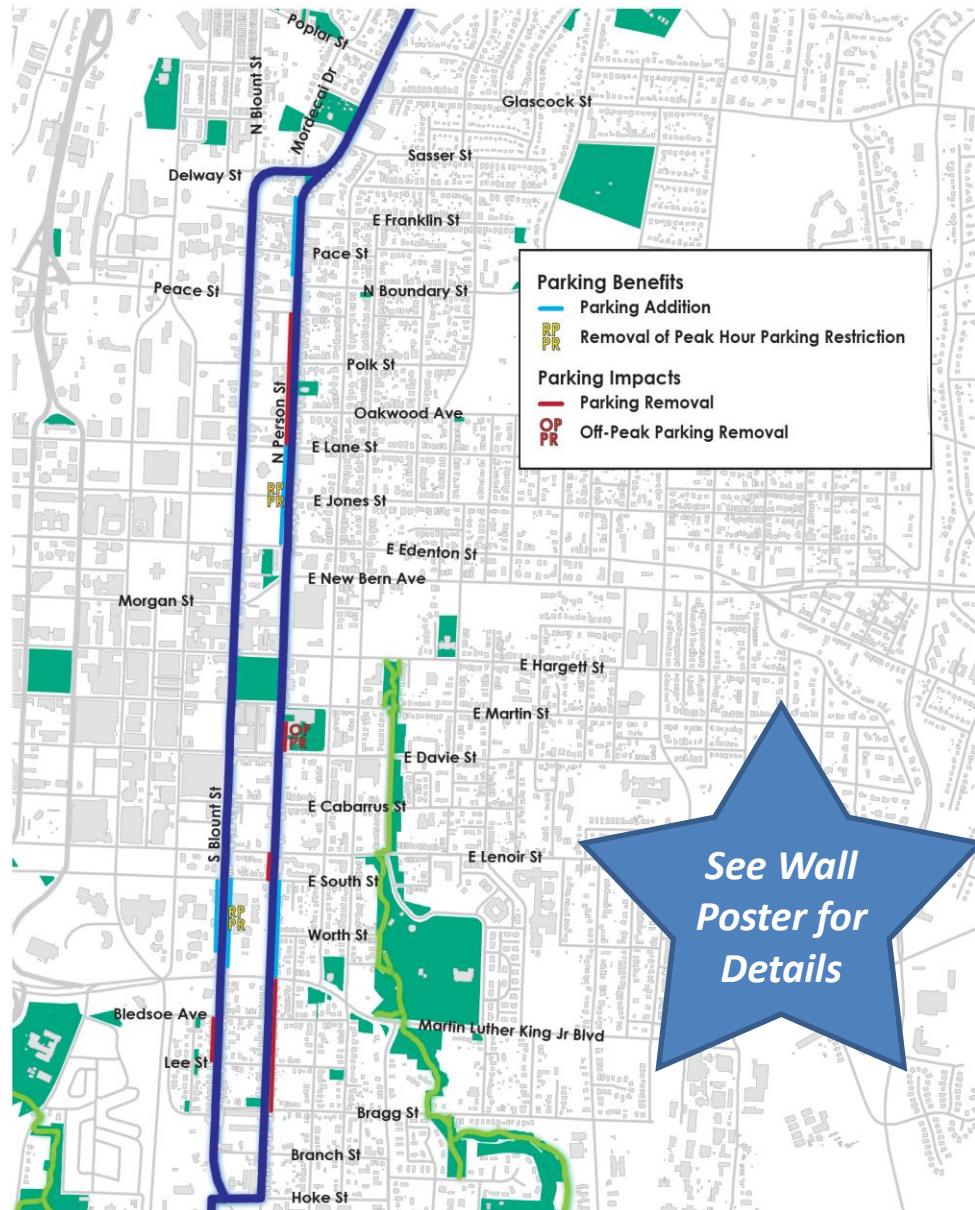
# Parking Impacts

## Removals

- Right side, 4 blocks in South Park
- Left side, Person from South to Lenoir
- Right side, Moore Sq. MS (off peak)
- Left side, Person from Lane to Peace (off peak)

## Additions

- Right side, Person from MLK to South
- Left side, Person from Edenton to Lane (peak)
- Left side, Person St. Business District
- Blount from South to MLK
  - Left side (peak)
  - Right side (all-day)





# PSP Request to City

*Person Street Partnership requested if the project could **implement a full two-way conversion with just one lane in each direction** (Phase III recommendation through Business District)*

*City performed traffic study to understand if possible*



# Alternatives Analysis

## Traffic analysis: 2020 PM peak

### A. Partial Two-Way Conversion

- Peace to Wake Forest/Delway – 2 NB lanes, 1 SB lane

### B. Partial Two-Way Conversion (PSP Request)

- Peace to Wake Forest/Delway – one lane each direction

### C. One-Way Road Diet

# Alternative A

## Existing Laneage



## Alt. A Proposed Laneage



# Traffic Evaluation: Alt. A

<b>Segment travel speed decrease by 6+ mph?</b>	<b>No</b> - Person Street 22 mph → 18 mph
<b>Overall signal delay increase by 15+ sec?</b>	<b>No</b> - +2 sec/veh @ Peace/Person +5 sec/veh @Person/Franklin
<b>Approach delay increase by 15+ sec?</b>	<b>No</b> - approach delay +5 sec/veh
<b>Segment LOS fall below LOS-D?</b>	<b>No</b> - arterial LOS for both Blount & Person LOS-C or better
<b>Intersection LOS fall below LOS-D?</b>	<b>No</b> - all intersections LOS-B or better
<b>Approach LOS fall below LOS-D?</b>	<b>No</b> - all approaches LOS-C or better
<b>VIABLE?</b>	<input checked="" type="checkbox"/>

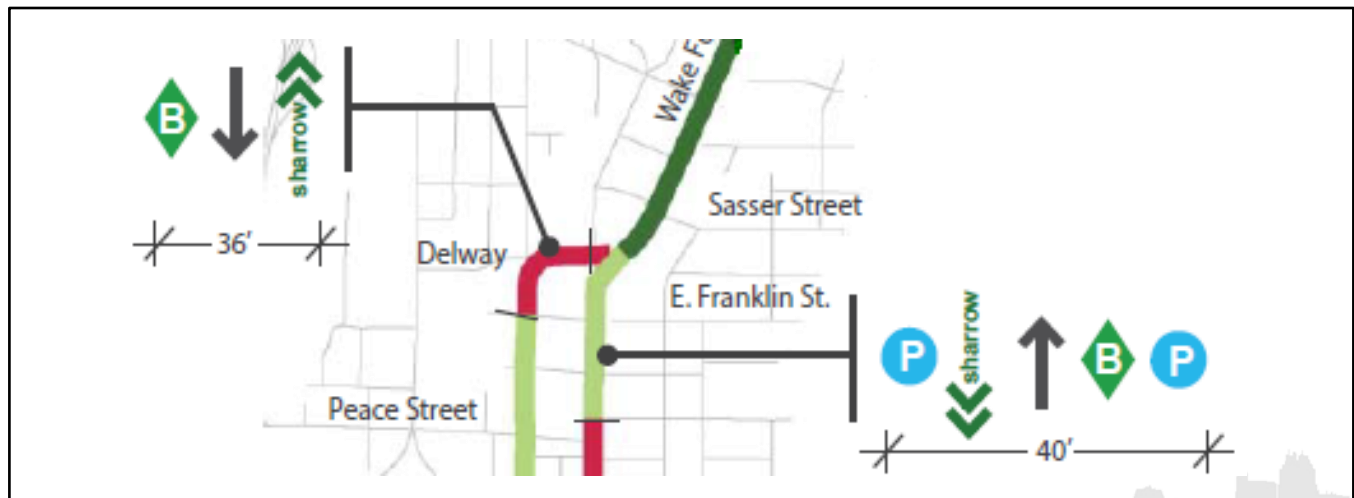


# Alternative B (PSP Request)


Existing  
Laneage



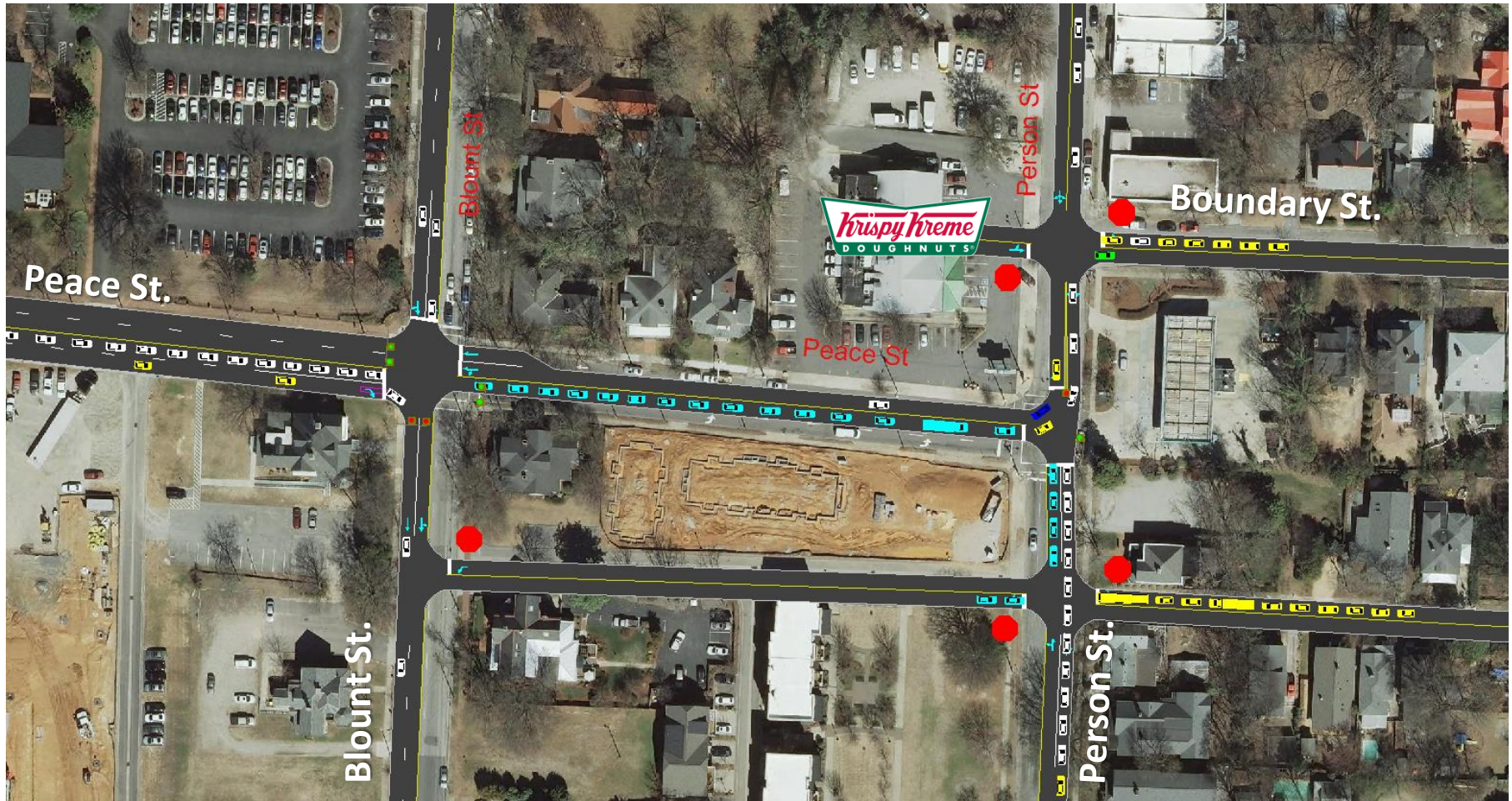
Alt. B  
Proposed  
Laneage



# Traffic Evaluation: Alt. B

<b>Segment travel speed decrease by 6+ mph?</b>	<b>Yes</b> - NB Person Street 22 mph → 13 mph
<b>Overall signal delay increase by 15+ sec?</b>	<b>Yes</b> - +45 sec/veh @ Peace/Person +47 sec/veh @ Person/Franklin
<b>Approach delay increase by 15+ sec?</b>	<b>Yes</b> - EB Peace/Person approach +71 sec/veh
<b>Segment LOS fall below LOS-D?</b>	<b>No</b> - arterial LOS for both Blount & Person LOS-D or better
<b>Intersection LOS fall below LOS-D?</b>	<b>Yes</b> - Person/Peace LOS-E
<b>Approach LOS fall below LOS-D?</b>	<b>Yes</b> - Peace/Person: NB approach LOS-E, EB approach LOS-F Person/Franklin: Multiple LOS-E
<b>VIABLE?</b>	

# Partial Two-Way Conversion Alt. B Traffic Model Aerial View at Peace St.



*Looping slideshow lasts approximately 5 minutes. Please see staff with any specific questions.*

# ✘ **Alternative B not viable**

- **Does not meet 5 of 6 traffic evaluation criteria**
- **Queues traffic on Peace Street without two-way operations on Blount Street**
  - May result in cut-thru traffic in Mordecai and Oakwood
  - May negate gains in visibility/accessibility
- **Concerns with implementation during Capital Blvd. Bridge Replacement project**
  - Eliminates northbound capacity at same time
  - Routes Person St. traffic to the work zone
  - Queues EB traffic towards work zone



# Alternative C

## Existing Laneage



## Alt. C Proposed Laneage



# Traffic Evaluation: Alt. C

<b>Segment travel speed decrease by 6+ mph?</b>	<b>Yes</b> - Person Street 22 mph → 13 mph
<b>Overall signal delay increase by 15+ sec?</b>	<b>No</b> - +4 sec/veh @ Peace/Person +3 sec/veh @Person/Franklin
<b>Approach delay increase by 15+ sec?</b>	<b>No</b> - approach delay +4 sec/veh
<b>Segment LOS fall below LOS-D?</b>	<b>No</b> - arterial LOS for both Blount & Person LOS-D or better
<b>Intersection LOS fall below LOS-D?</b>	<b>No</b> - all intersections LOS-B or better
<b>Approach LOS fall below LOS-D?</b>	<b>No</b> - all approaches LOS-C or better
<b>VIABLE?</b>	<input checked="" type="checkbox"/>

# Public Input – Cityzen Poll (2016)

## Voters

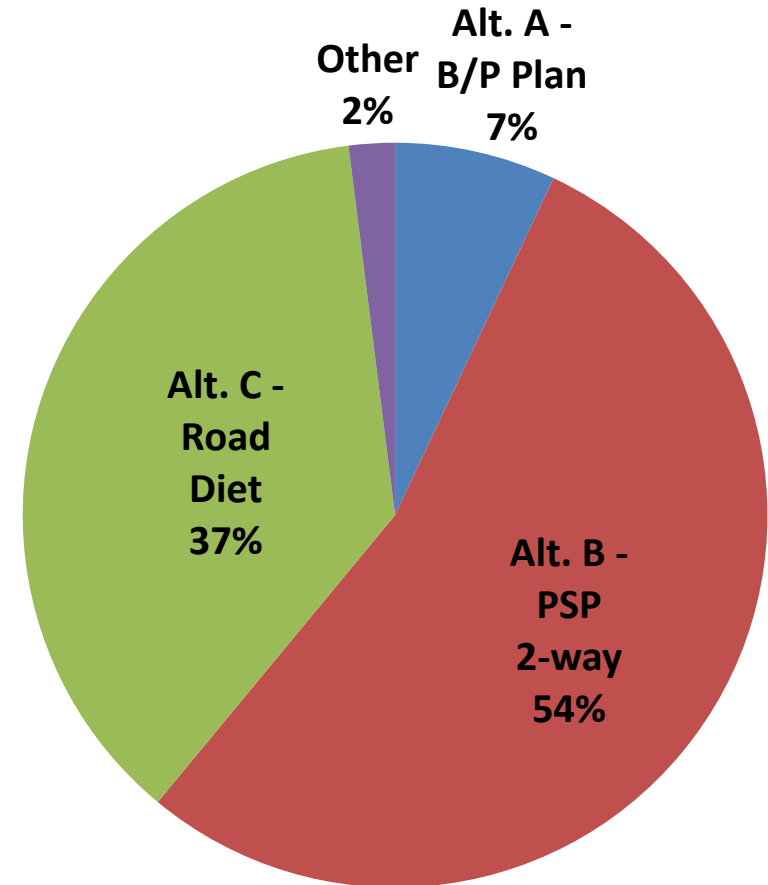
67% Oakwood/Mordecai  
residents

35% Person St business  
owners/customers

28% Bicyclists

24% Commuters

22% Downtown



# Public Input – Cityzen Poll (2016)

What aspect is most important to you personally in the **Person Street Business District** for the project?

- 31% Access
- 22% Mobility/traffic
- 20% Bike lanes
- 14% Intersection safety
- 10% On-street parking

What aspect is most important to you personally in the **Wake Forest/Blount/Person corridors** for the project?

- 27% Mobility/traffic
- 26% Access
- 22% Bike lanes
- 19% Intersection safety
- 2% On-street parking

**Comments:** Vehicular speeds, walkability/pedestrian safety, bikeability, parking needs, traffic volumes



# Public Input – Cityzen Poll (2016)

What aspect is most important to you personally in the **Person Street Business District** for the project?

- 31% Access
- 22% Mobility/traffic
- 20% Bike lanes
- 14% Intersection safety
- 10% On-street parking

What aspect is most important to you personally in the **Wake Forest/Blount/Person corridors** for the project?

- 27% Mobility/traffic
- 26% Access
- 22% Bike lanes
- 19% Intersection safety
- 2% On-street parking

**Comments:** Vehicular speeds, walkability/pedestrian safety, bikeability, parking needs, traffic volumes

# Evaluation Conclusions

	Road Diet Evaluation	Bike Facility	Access/ Visibility	Additional Parking
<b>A: Partial Two-way</b> (2 NB /1 SB)	✓ 6/6	✗ Sharrows only	✓ Two-way accessibility; no congestion	✗ No new parking
<b>B: Partial Two-way</b> (1 NB/1 SB)	✗ 1/6	✓ Bike Lanes	– Two-way accessibility; major PM congestion	✓ ±9 new spaces
<b>C: One-way Road Diet</b>	✓ 5/6	✓ Bike Lanes	– No change in accessibility; no congestion	✓ ±9 new spaces

# Staff & BPAC Recommendation

1. Implement one-way road diet (Alternative C)
2. Investigate options for Blount St/City Farm Rd south of RR to connect to Walnut Creek Greenway



*Looping slideshow lasts approximately 5 minutes. Please see staff with any specific questions.*

# Project Schedule

## **May 2017**

75% Design to NCDOT for review after this public meeting

## **July 2017**

Final design, advertise for construction

## **September/October 2017**

Construction

# Future Phases

## Phase II Streetscape

- Eligible for streetscape funding proposed in 2017 Transportation Bond

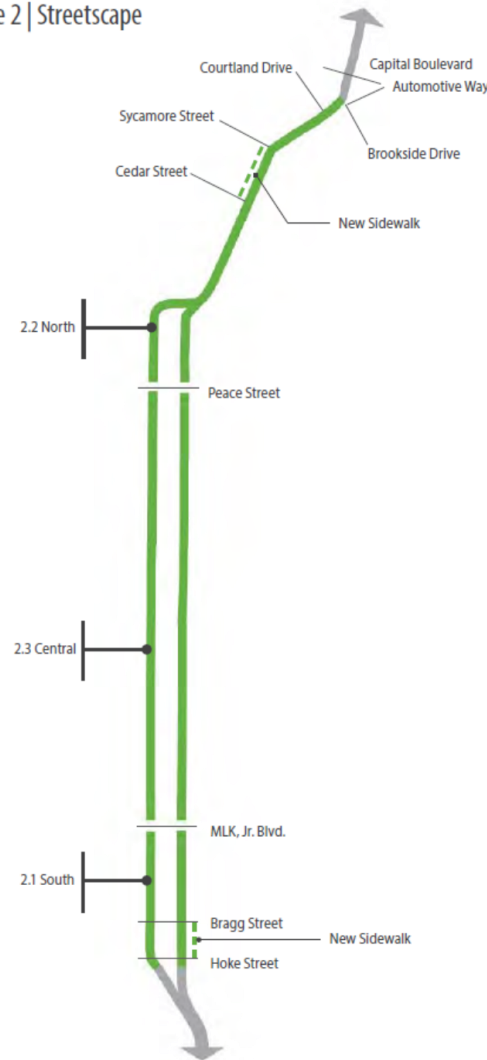
## Phase III Two-way Conversion/Roundabouts

- Wake Forest/Brookside roundabout under consideration for 2017 Transportation Bond
- Two-way operations to be studied as part of Downtown Operations Study (2017-2018)

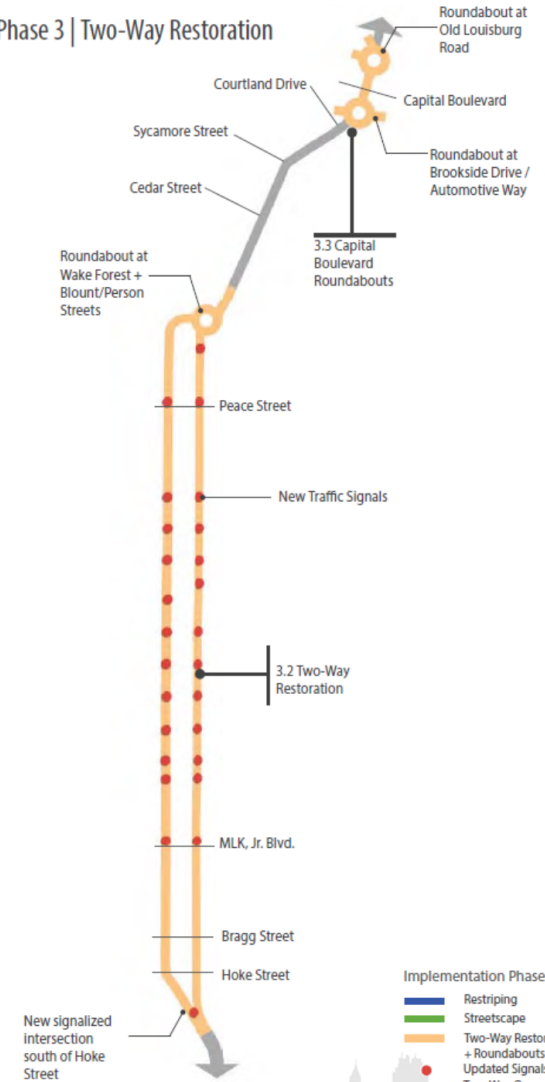
## Wake Forest Road Name Change

- Rename as N. Person Street

Phase 2 | Streetscape

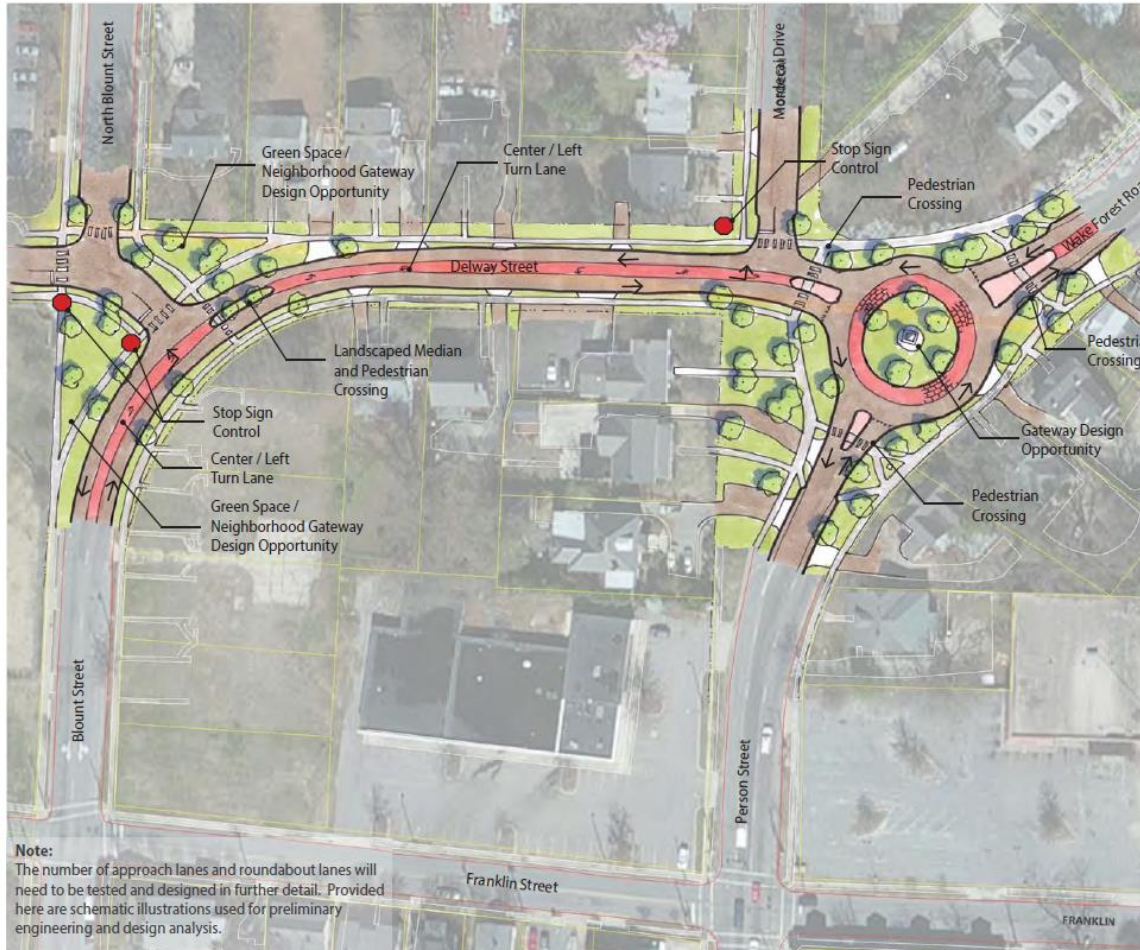


Phase 3 | Two-Way Restoration





# Phase III Roundabout



Two-way operations for both Blount & Person requires changes at Person/Wake Forest/Delway, such as planned roundabout

# Thank You

**Please fill out a comment sheet**

Send any questions to:

Jason S. Myers

([Jason.Myers@RaleighNC.gov](mailto:Jason.Myers@RaleighNC.gov))

-or-

Todd Delk

([tdelk@stewartinc.com](mailto:tdelk@stewartinc.com))



*End of slides – will return to 1<sup>st</sup> slide shortly*