

# Downtown Overview



## PRINCIPLES AND OUTCOMES

### Study Overview

The Raleigh Downtown Mobility Study is a City-led initiative to streamline multimodal planning and policy recommendations for the downtown area. The study is community-driven and considers the competing needs of stakeholders, advocates, and business owners.

The Raleigh Downtown Mobility Study will:

- Integrate and update existing transportation plans to reflect best practices.
- Consider all modes of transportation, including walking, biking, transit, and driving.
- Document policy and programmatic strategies to bolster linear transportation recommendations.

### Principles

#### Ensure Safe Design

- Protected (preferred)
- Buffered (alternative)

#### Introduce Additional Travel Options

- Define auto elements
- Define non-auto elements

#### Improve Community Connectivity

- Access to transit
- Access to parks
- Access to services and jobs
- Access to regional greenways

#### Provide Effective Access to Travel Options (beyond driving)

- 0.5 mile spacing
- North/South and East/West
- Continuity (avoid jogs)
- Equity and access for historically under-served populations

#### Identify and Resolve Conflict Amongst Existing and Planned Transportation Elements

- Mode integration
- Space allocation
- Curb management

### Outcomes

#### Safety

Travel options that are safe and inviting for all ages and abilities.

#### Vibrancy

A growing and economically successful downtown that is a magnet for employment, entertainment, and recreation.

#### Travel Choice

Providing travel options that reduce reliance on automobiles and promote safety, health, and affordability.

#### Livability

A downtown that serves all daily needs for people to live, work, and play.

#### Placemaking

A downtown with streetscape elements and urban designs that reflect the identity of downtown Raleigh and enhance ownership and a sense of place.



# Downtown Overview

## WHAT WE'VE HEARD

### Phase 1

May 2024 - June 2024

The first phase of the Raleigh Downtown Transportation Plan aimed to understand the community’s vision, challenges, and opportunities. This phase included:



### Phase 2

June 2024 - November 2024

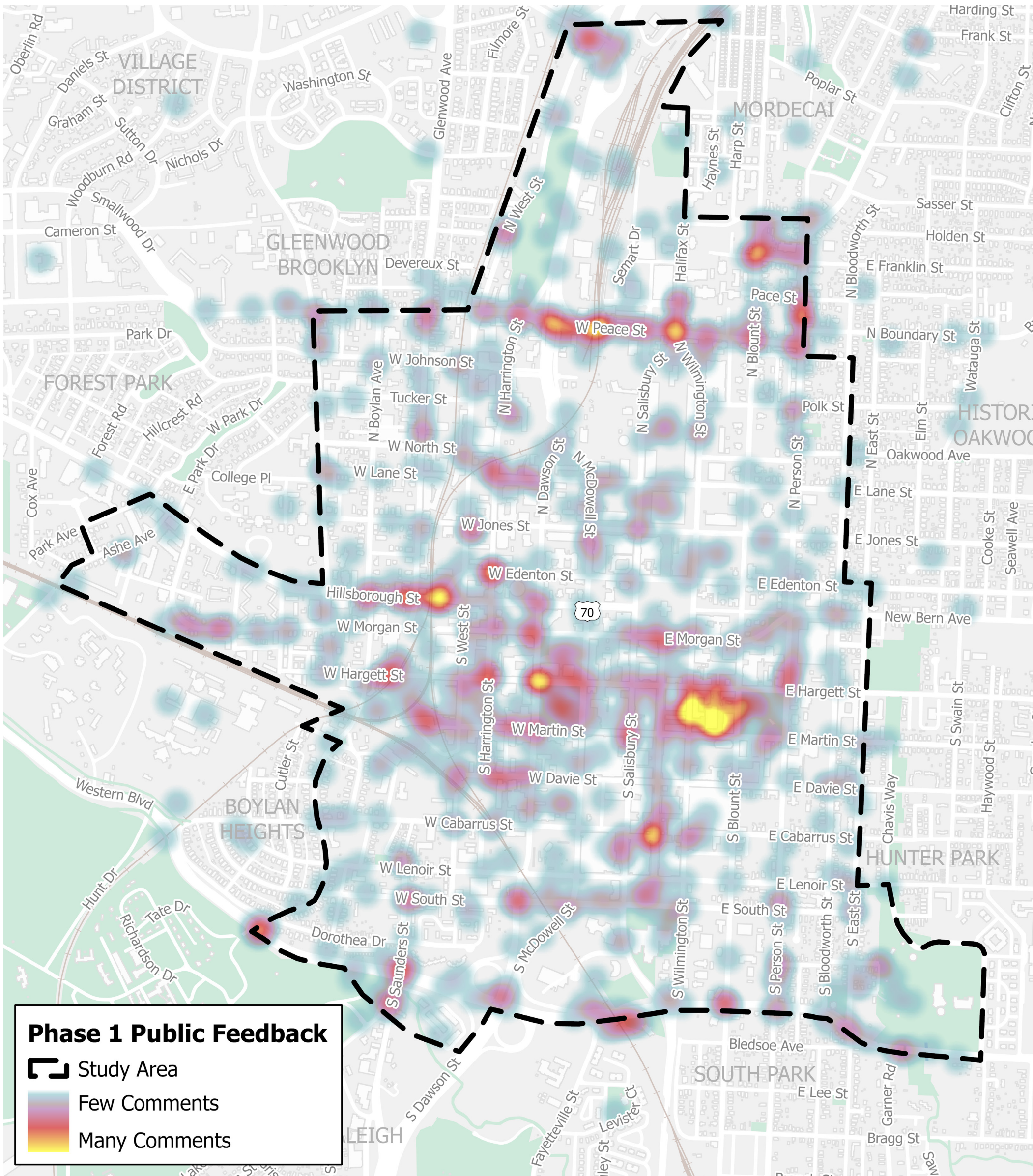
The second phase determined the priorities of the community and proposed a variety of tradeoffs to parse community preferences. This phase included:



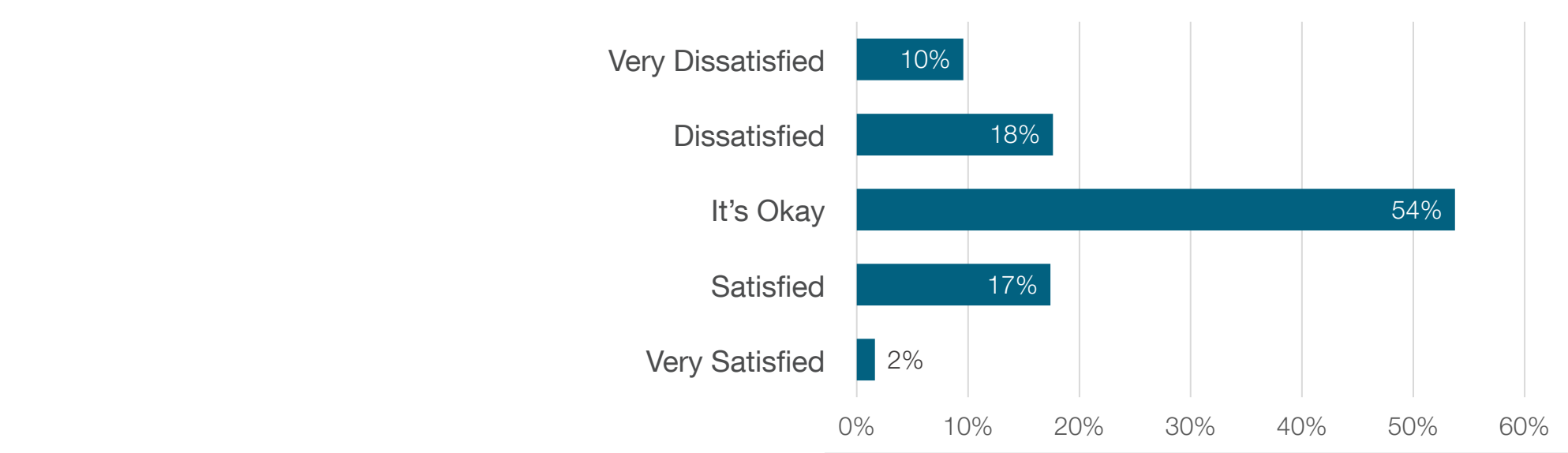
## Engagement Feedback

The following figures represent the feedback received from Phases 1 and 2 of engagement.

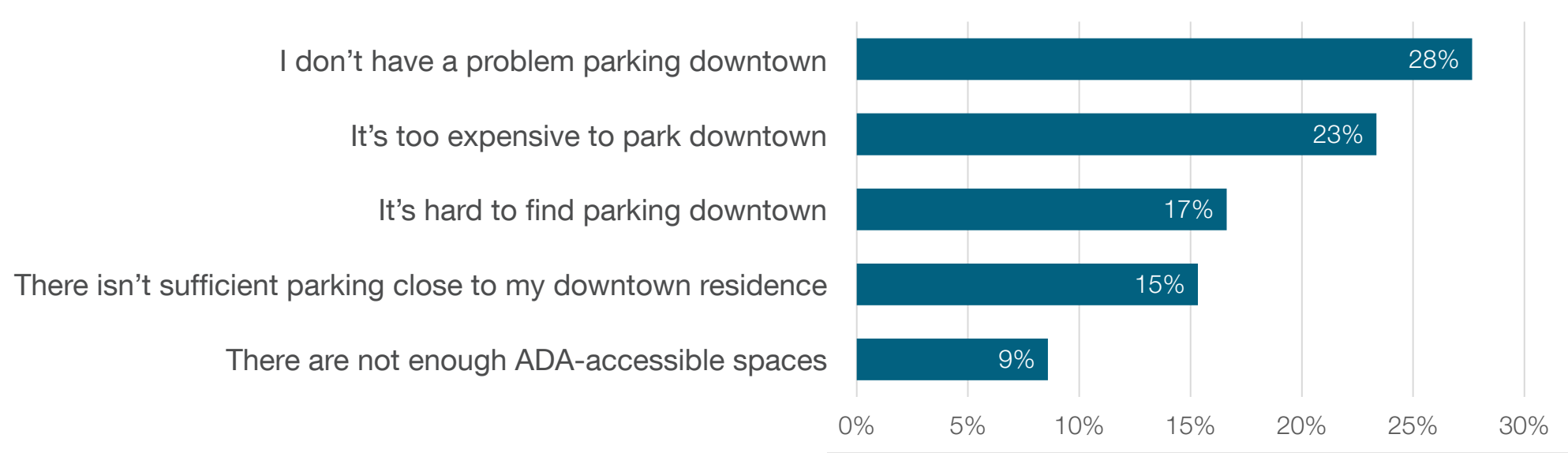
Community ranking of the five priorities for Raleigh’s Downtown Mobility Study:



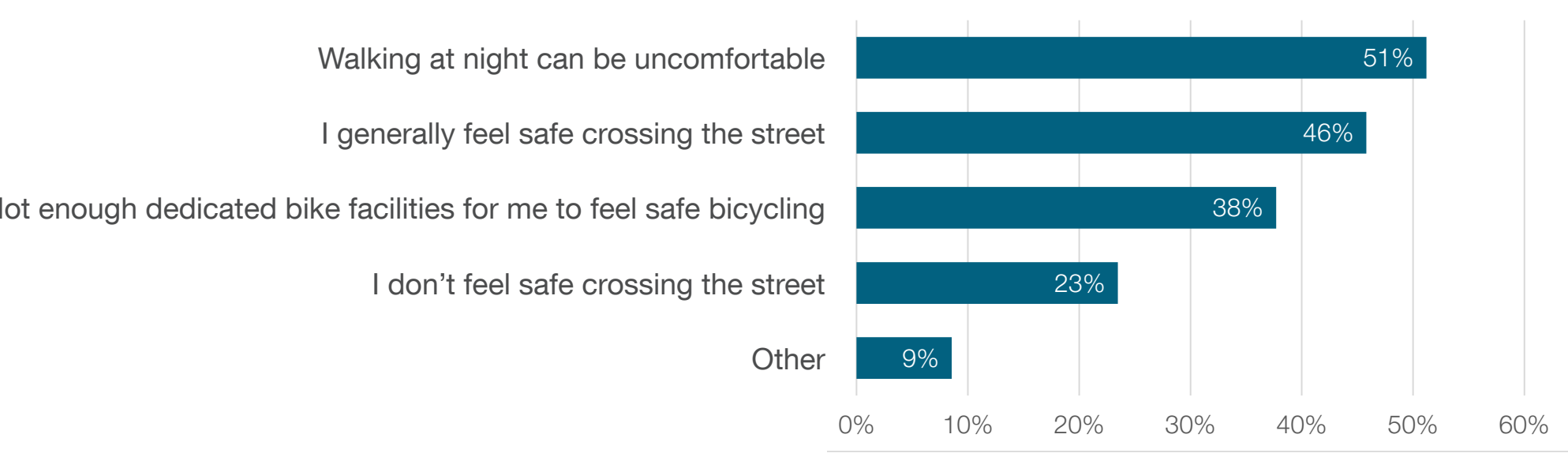
Describe your satisfaction with downtown Raleigh Transportation:



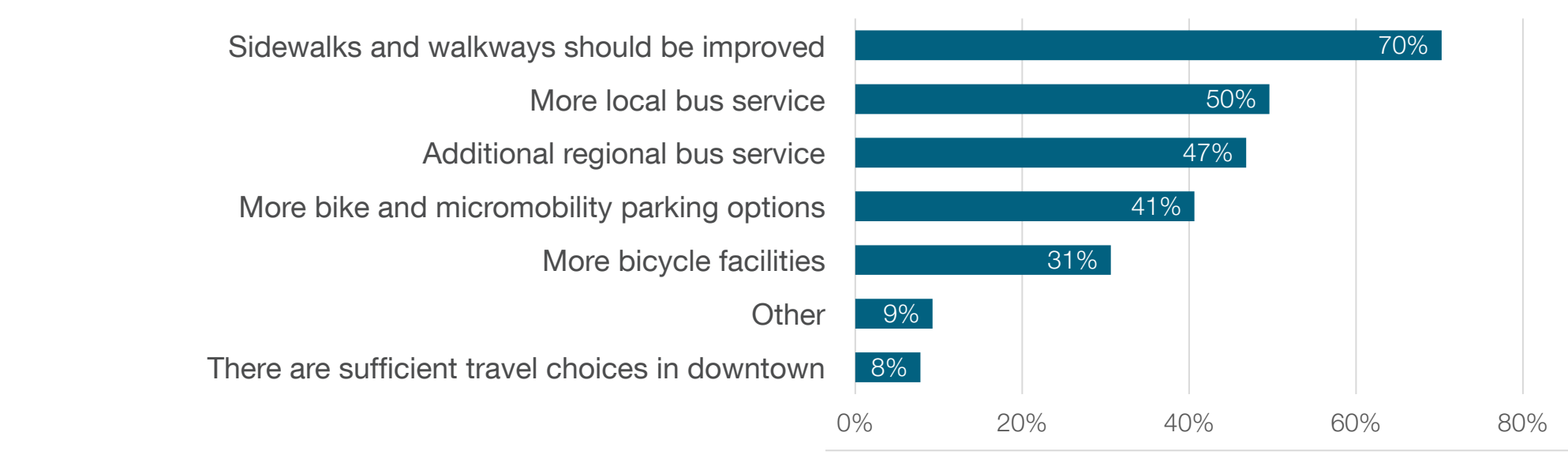
My experience with downtown PARKING is:



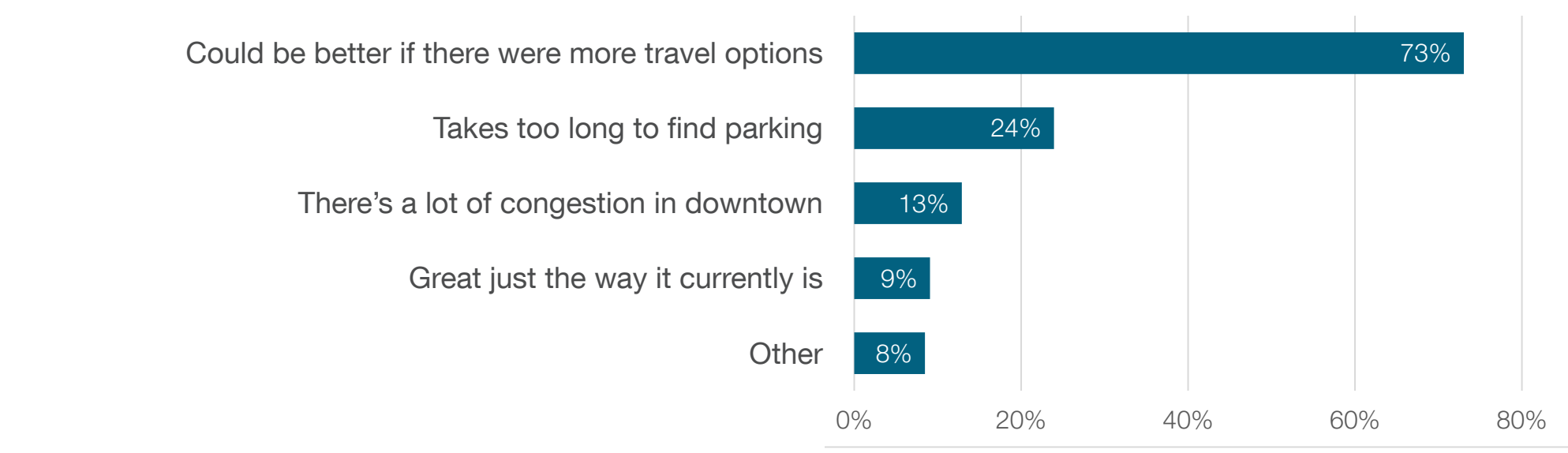
My experience with transportation SAFETY in downtown is:



My experience with TRAVEL CHOICE in downtown is:



My experience with TRAVEL CHOICE in downtown is:





**Priority Pedestrian Network**

- Pedestrian Corridor
- Sidewalk
- Greenway

Pedestrian corridors represent key destination streets where pedestrian travel is the priority.

Use the **GREEN** stickers to identify corridors you are excited about.

# Pedestrian Strategies

- Prioritize pedestrian needs in the design of every street.
- Implement high-impact, low-cost tactical projects such as curb extensions, high-visibility crosswalks, and intersection daylighting through parking restrictions.
- Add and enhance dedicated pedestrian spaces - such as sidewalks, walkways, and urban trails - with appropriate traffic calming to ensure safe, accessible connections to schools, transit, parks and other community destinations.
- Collaborate with community partners to program and activate key destination streets, including Fayetteville Street, Glenwood Avenue, and South Street.
- Promote community health by creating vibrant public spaces for living, playing, and gathering, such as plazas, special alleys, and other shared spaces.
- Create new pedestrian crossings or upgrade existing enhanced crossings to improve safety and access to transit.
- Identify and address locations on the High Injury Network (HIN), areas with high travel stress, or sites highlighted in the City of Raleigh Comprehensive Safety Action Plan.
- Ensure safe and accessible sidewalks by proactively identifying issues, implementing temporary solutions as needed, and conducting permanent repairs through a systematic program.
- Preserve, restore, and enhance the tree canopy within public rights-of-way.
- Fill gaps in the existing sidewalk network to improve and provide continuous connectivity.
- Install lighting within the public right-of-way to enhance safety and visibility.



**Priority Transit Network**

- Planned Bus Rapid Transit (BRT) Corridors
- Standard Bus Corridors
- Planned BRT Station Area
- Existing Bus/Train Station

Portions of Wilmington Street are being further studied to accommodate transit and bicycle facilities.

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# Transit Strategies

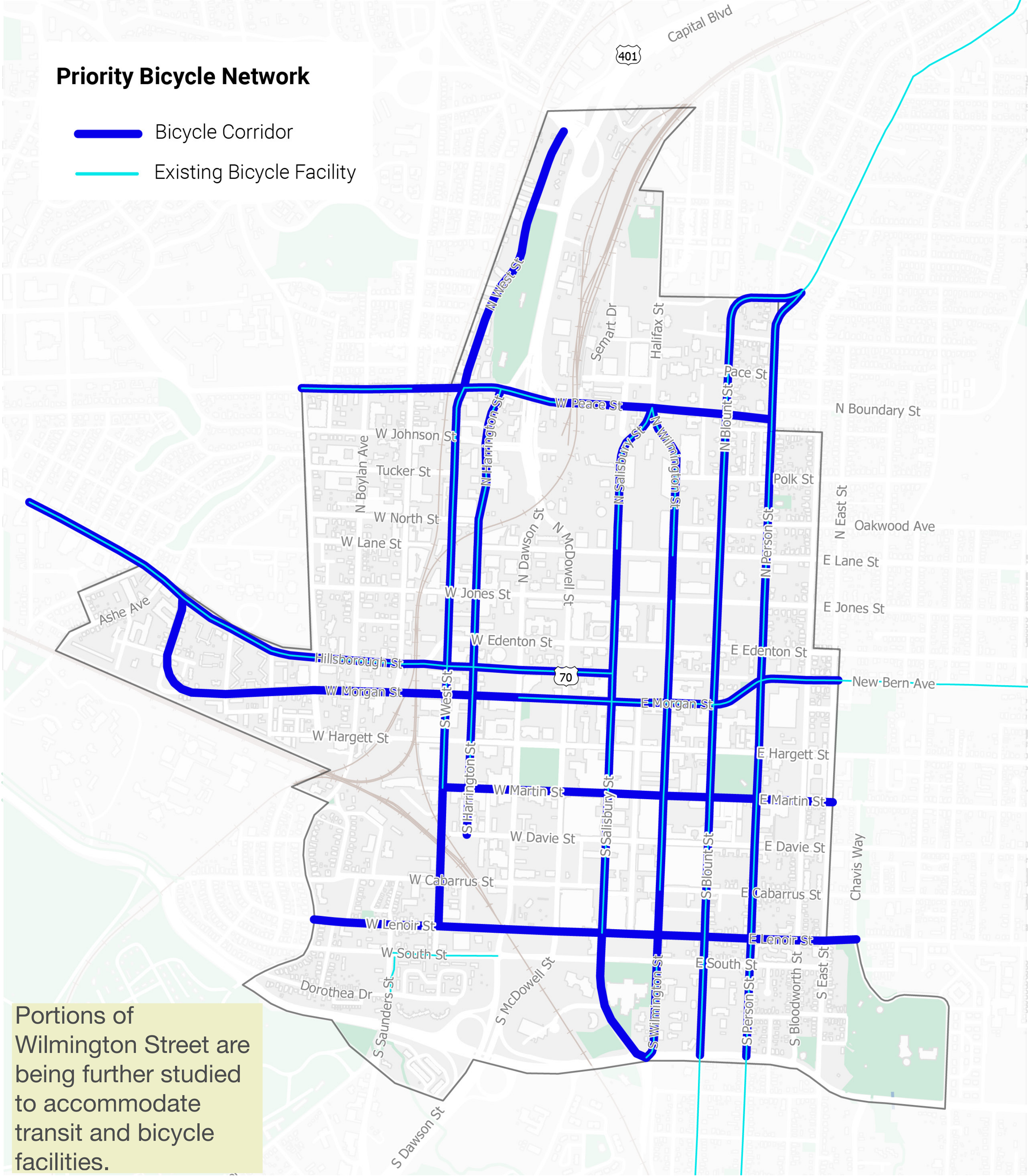
- Ensure safe and accessible pathways to key transit locations and multimodal connection points.
- Install pedestrian-scale lighting around transit stations to enhance safety and visibility.
- Enhance rider comfort by activating high-ridership stops and stations with amenities such as active mobility corrals, seating, landscaping, and public art.
- Advance transit priorities through implementation of bus rapid transit (BRT) corridors to improve service reliability and efficiency.
- Improve wayfinding systems to help riders navigate between transit modes and key Downtown destinations.
- Continue implementing Downtown transit enhancements and expanding the frequent transit network.
- Continue to expand the deployment of low-emission vehicles to support climate action and air quality improvement goals.
- Collaborate with NCDOT on S-Line grade separations to ensure safe and seamless bicycle, pedestrian, and transit connections.



# Downtown Project Elements



## BICYCLE & MICROMOBILITY



### We Want to Hear From You!

Use the **GREEN** stickers to identify corridors you are excited about.

Use the **YELLOW** stickers to identify corridors you have concerns about.

### Bicycle & Micromobility Strategies

- Expand and enhance the network of dedicated bikeways.
- Upgrade existing bicycle facilities to be suitable for users of all ages and abilities by hardening buffers and providing physical separation from vehicular travel.
- Provide secure, accessible bike parking that supports adaptive bikes, e-bikes, and cargo bikes throughout downtown, with an emphasis on convenient access to major transit hubs.
- Invest in the equipment, staff resources, labor, and materials needed to maintain safe, comfortable, and attractive bicycle facilities, including regular debris removal, pothole repair, restriping, and bollard replacement.
- Enforce no-parking regulations in bike lanes to protect cyclists and e-mobility users from being forced into traffic and exposed to potential collisions.
- Ensure safe and clearly marked bicycle access through construction zones by enforcing approved traffic control plans and preventing unexpected merges into traffic.
- Improve bicycle and e-mobility wayfinding by enhancing signage for clarity and consistency, and coordinate with citywide wayfinding programs to align destination, names, icons, and formats.
- Where appropriate, implement a signage strategy advising bicyclists to follow the pedestrian signal.



# Downtown Project Elements



## A U T O M O B I L E



## We Want to Hear From You!

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## Automobile Strategies

- Address free-flow or near free-flow freeway ramps at intersection with downtown streets.
- Prioritize the allocation of street space to ensure transit, walking, rolling, bicycling, micromobility, and goods movement are the safest and most reliable modes of travel.
- Continue to monitor and enforce speed limits to ensure safe speeds for all users.
- Create more balance in our transportation system so driving is less frequently the default travel option by expanding Transportation Demand Management (TDM) programs to reduce reliance on private vehicles by supporting all types of trips - not just commutes - and engaging a broader range of populations, including residents and smaller employers.
- Leverage Intelligent Transportation Systems (ITS) and traffic management technologies to improve multimodal signal operations and optimize lane capacity.
- Implement a program to provide ongoing monitoring of traffic and truck volumes and vehicle speeds throughout Downtown.
- Designate certain corridors to efficiently accommodate essential traffic flow, while reallocating space on other streets to enhance public transit, walking, and biking infrastructure.



[illegible]

- **Critical Access Corridor:** Streets with a diverse array of curb and land use demands creating potential curb utilization conflicts.
- **Level I (Low Priority):** Changing the curb would minimally disrupt adjacent businesses and land use functions.
- **Level II (Medium Priority):** Changing the curb would moderately disrupt adjacent businesses and land use functions.
- **Level III (High Priority):** Changing the curb use would significantly disrupt adjacent business and land use functions.

- Revise City Code to consolidate the currently 6 loading zone types to provide staff additional flexibility in managing loading zone usage, vehicle types, permitting programs, and fee types.
- Explore opportunities for alternative parking enforcement to create safer and more efficient curbside activity outcomes.
- Proactively identify, facilitate, and develop agreements to leverage off-street parking and loading locations to maintain building critical access needs.
- Follow a critical access needs identification and mitigation process prioritizing corridors of change prompted by investment in mobility options.
- Leverage new and emerging technologies to facilitate efficient curbside goods, service, and passenger pick up and drop off activities.
- Develop a parking enforcement zone analysis to identify service gaps and increase parking enforcement staff resources to increase compliance.
- Increase the number of license plate recognition (LPR) mobile units to maximize staff efficiency and support data gathering and analysis activities.



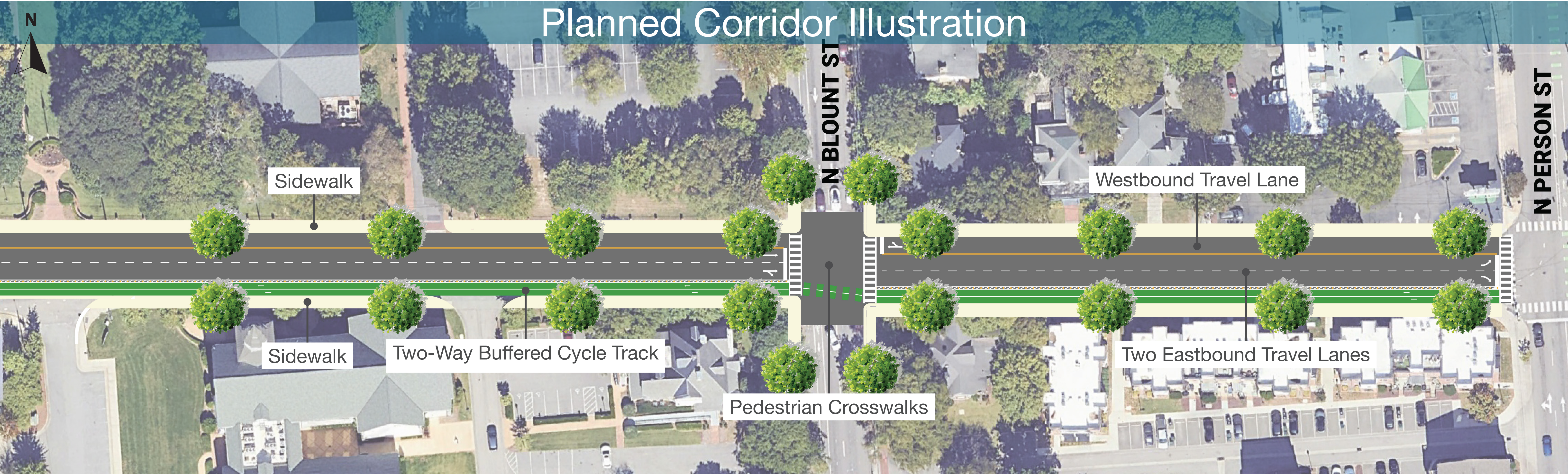
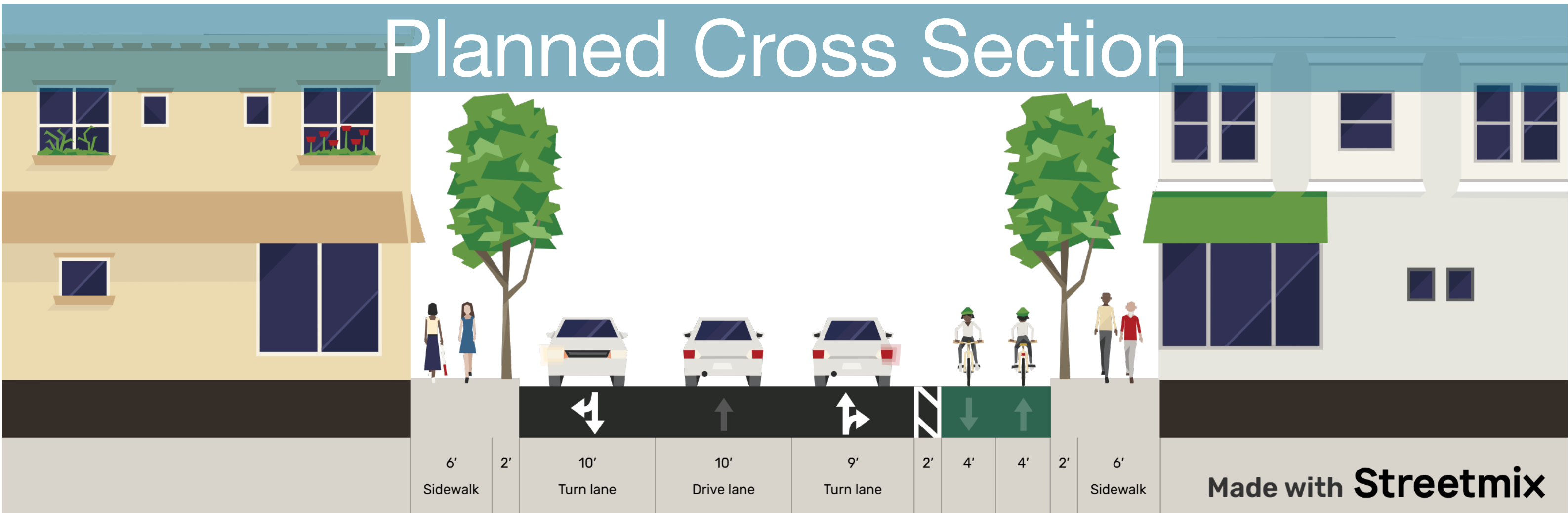
# Downtown Project Renderings



P E A C E S T R E E T



Existing Conditions





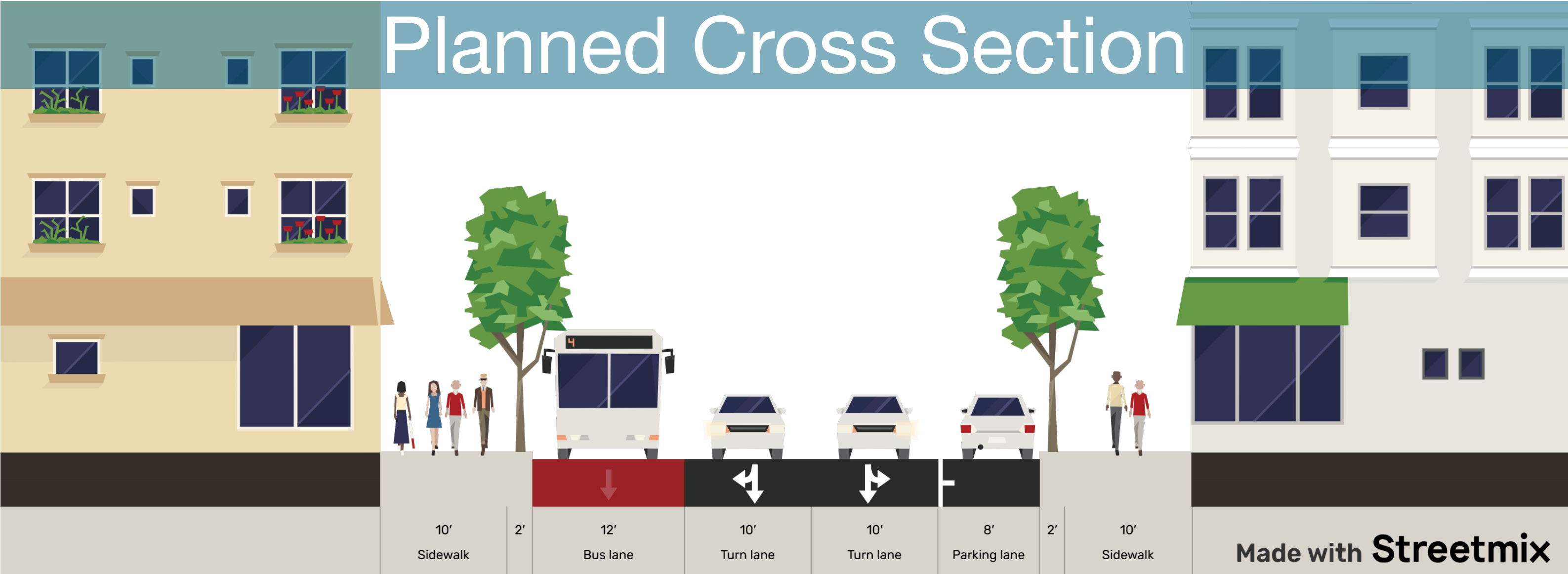
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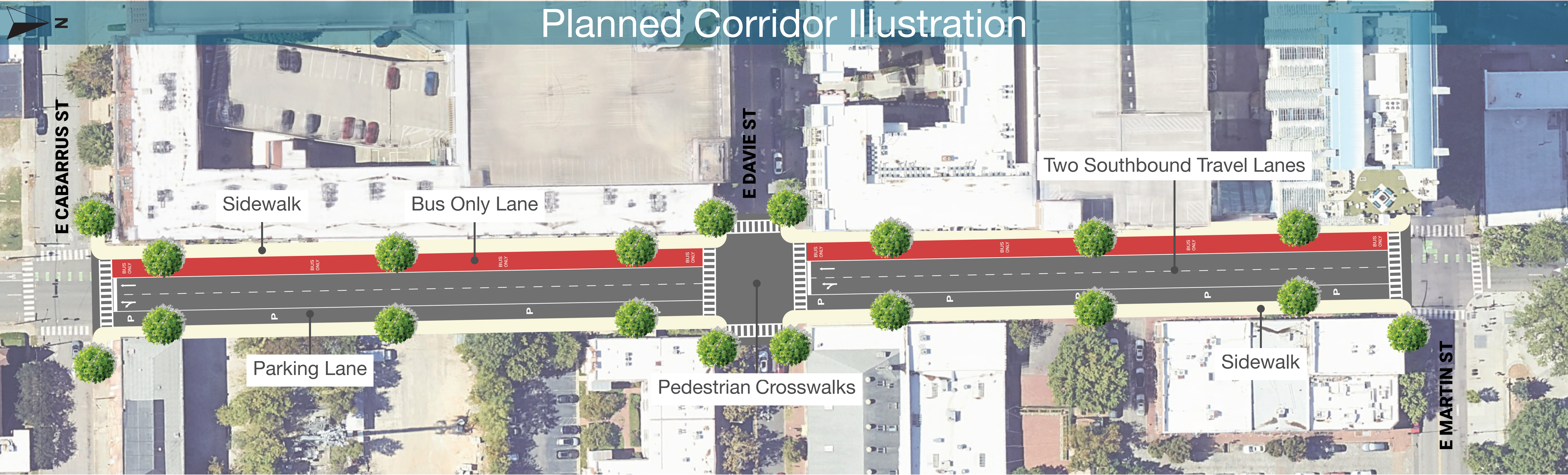
## B L O U N T   S T R E E T



Existing Conditions



Planned Cross Section



Planned Corridor Illustration



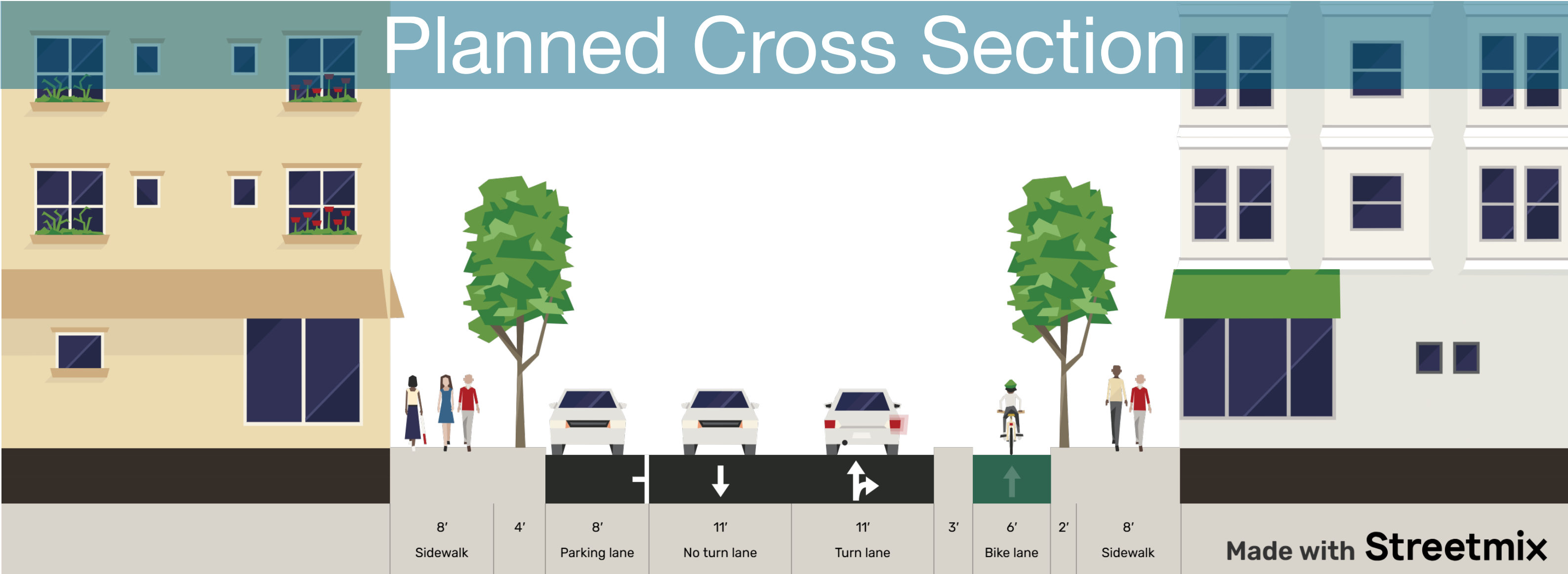
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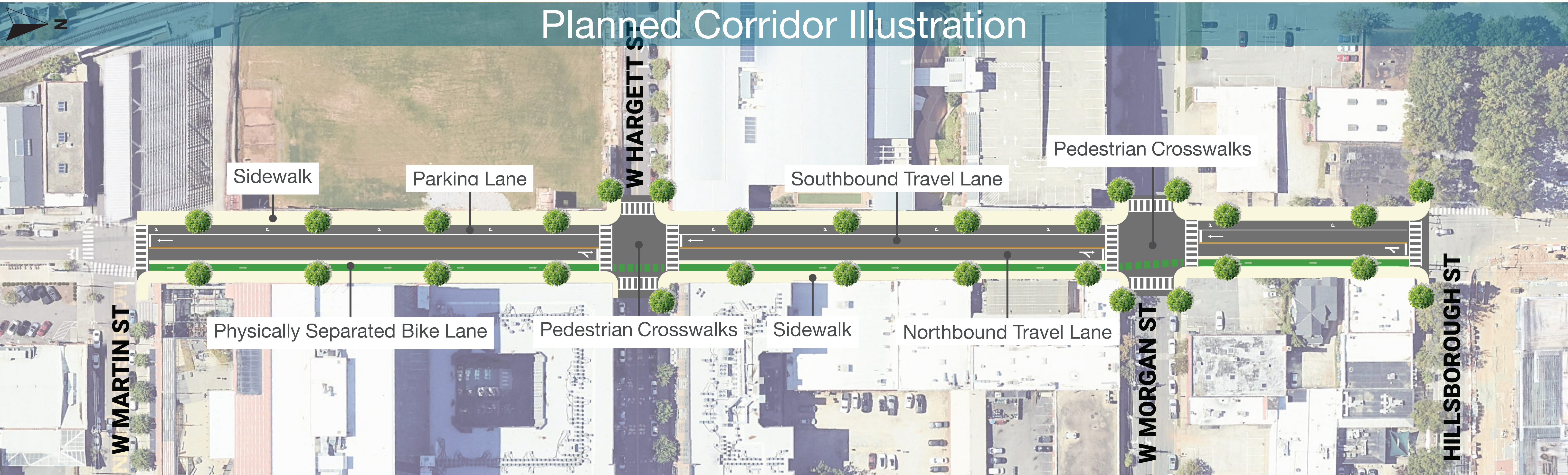
## WEST STREET



Existing Conditions



Planned Cross Section



Planned Corridor Illustration



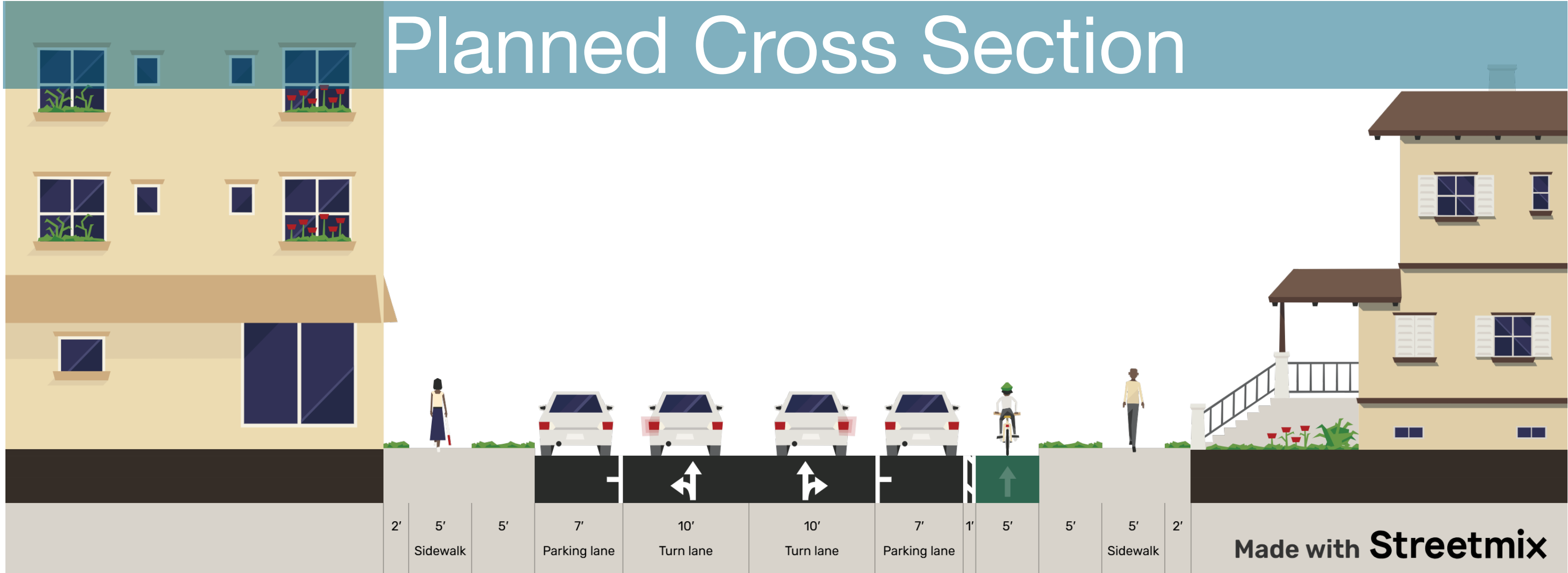
# Downtown Project Renderings



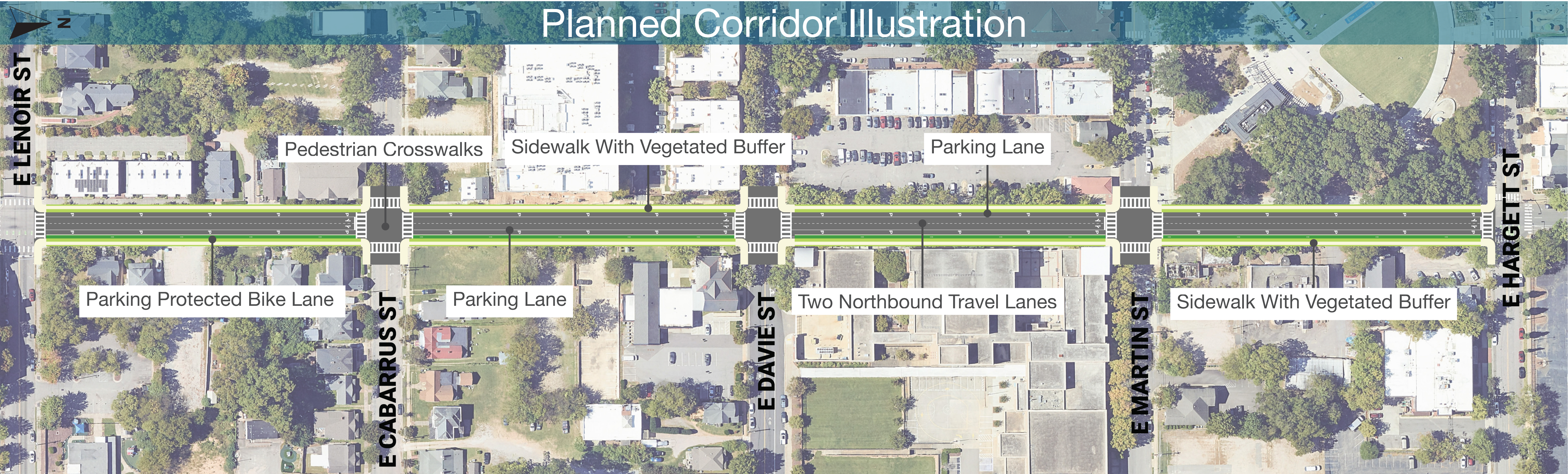
## P E R S O N   S T R E E T



Existing Conditions



Planned Cross Section



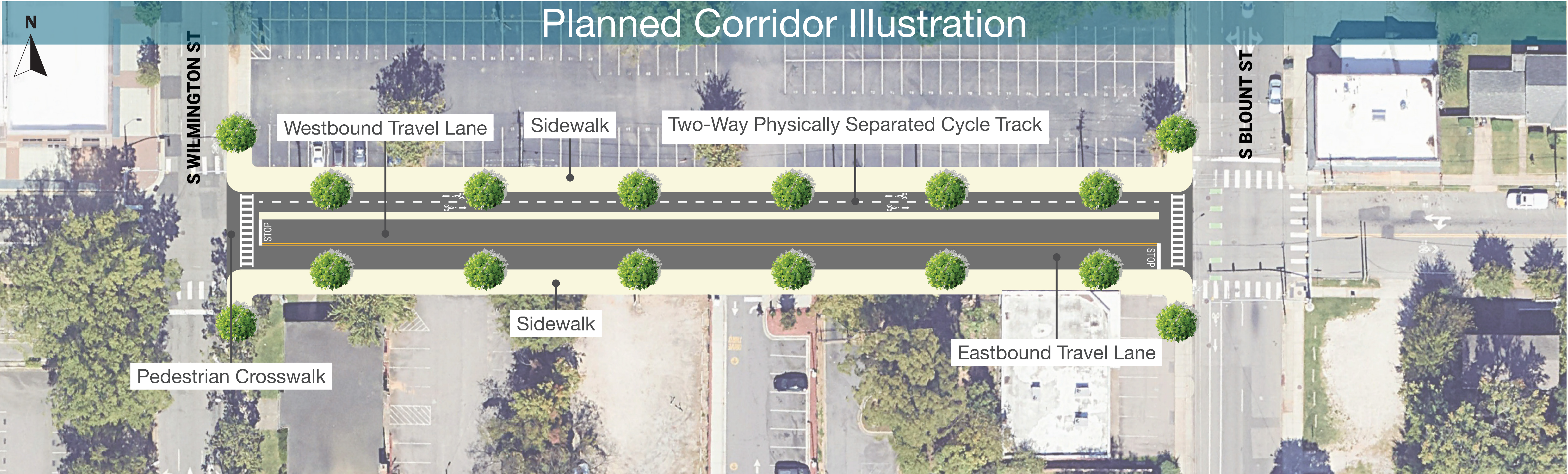
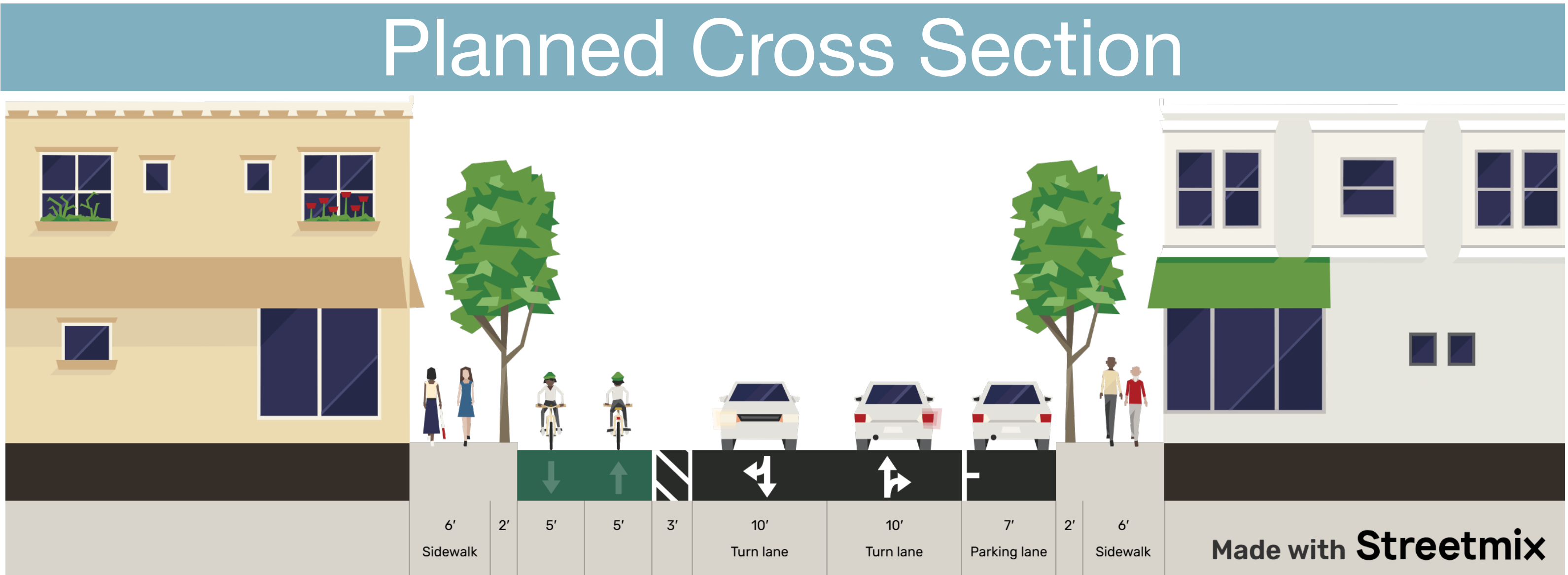
Planned Corridor Illustration



# Downtown Project Renderings



## LENOIR STREET





# Downtown Project Renderings



## M A R T I N   S T R E E T

### Visions for Martin Street

Martin Street plays a vital role in Downtown's transportation network, serving as a key east-west corridor. It directly links the City's two major transit hubs, supports a vibrant community of small businesses, and connects several planned north-south bikeways. With so many overlapping functions, the street must balance a variety of competing needs. As downtown continues to grow and new projects take shape, Martin Street will undergo further evaluation. In the meantime, here are three potential ways this corridor could be reimagined for the future.

- **Cycle Track Street:** A cycle track is a type of bicycle facility that is physically separated or buffered from vehicle lanes, allowing two-way bicycle travel.
- **Curbless Street:** A type of street design that eliminates traditional curbs, creating a seamless surface between pedestrian areas, bicycle lanes, and vehicle lanes.
- **Transit-Only Street:** Streets reserved exclusively for public transit services.

