



Lake Wheeler Road

Corridor Study

Corridor Report **Draft**
October 28, 2013

Acknowledgments

Thank you to the following people and to all of the citizens that contributed to the development of this study and its recommendations

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LW TABLE OF CONTENTS

Executive Summary	1
Background	1
Existing Conditions	1
Study Area	2
Traffic Analysis	3
Cross-section&Intersection Analysis	6
Cross-section Alternatives	7
Conclusion	9
Current Activity	9

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EXECUTIVE SUMMARY

This study examined a 1.3-mile section of Lake Wheeler Road between I-40 and Tryon Road. The study provides an overall strategy for the corridor and documents specific improvements needed along Lake Wheeler Road to implement the strategy over time. The cross-section alternatives and intersection improvements recommended in this study reflect the community's values with respect to the character of the corridor and a desire to integrate pedestrians, cyclists, and transit users with existing motoring traffic along Lake Wheeler Road.

After reviewing information on traffic volumes, accident history, and turning movement data, consensus was reached on utilizing two different cross-sections in the corridor. Some segments would provide a three-lane section, while other segments would be constructed with two lanes with a raised median within an 80 foot right-of-way. Bike lanes, sidewalks, street trees, and street lighting are also included in the proposed typical cross-sections. The total estimated cost for this scenario is \$7.5 - \$8.0 million.

Based on crash data and turning movement counts, area residents indicated a desire to prioritize intersection improvements at Carolina Pines Avenue, with the second priority for improvements at Sierra Drive. The City has initiated a project to install a sidewalk and temporary asphalt path on the west side of Lake Wheeler Road from Centennial Parkway to Tryon Road. Based on this community input, this project also includes the installation of turning lanes at Carolina Pines Avenue and Sierra Drive.

The full recommendations of this corridor study will be considered for funding in the City's Capital Improvement Program for future design, right-of-way, and construction of the planned improvements.

BACKGROUND

For more than a decade, various improvement projects have been proposed to accommodate increasing traffic and improve conditions for pedestrians along Lake Wheeler Road. Each proposed project was rejected by the residents and by the Raleigh City Council due to concerns over community impacts. Table 1 illustrates the timeline of all proposed roadway improvements since 1997. Lake Wheeler Road has been classified as a major thoroughfare on the City's Thoroughfare Plan since 1968.

BACKGROUND *cont.*

The public engagement process for this study began in September 2011 with stakeholder meetings with an informal advisory committee. Committee members and City staff discussed existing conditions along the street and various improvements needed within the corridor to increase safety and mobility for motorists, transit users, bicyclists, and pedestrians. These meetings helped establish the groundwork for the Lake Wheeler Road design workshop. This workshop was held in November with the purpose of the developing a consensus for a long-range vision for the Lake Wheeler Road Corridor. The City's Office of Transportation Planning administered this effort with support from the advisory committee, the Raleigh Urban Design Center, and the City's Public Works Department.

Core stakeholders and the general public were all invited to contribute ideas on various design concepts for street cross-sections, intersection enhancements, and street improvements. City staff and community stakeholders discussed pros and cons of each design alternative while considering which alternative(s) best served the needs of the community and preserved the neighborhood character of the corridor. Participants also were provided an opportunity to offer comments on an upcoming federally-funded project to add sidewalk along the west side of Lake Wheeler Road and add turning lane improvements.

EXISTING CONDITIONS

The majority of Lake Wheeler Road exists as a two lane road with a shoulder and ditch cross-section. However, segments of the street near Tryon Road and I-40 were previously constructed with three and four lanes with sidewalk on the west side. Current City standards call for Lake Wheeler Road to be constructed as a multi-lane thoroughfare with curb and gutter and sidewalks on both sides within a 90-foot right-of-way. The current right-of-way along Lake Wheeler Road varies from 60 to 80 feet. South of Tryon Road, the corridor traverses the Swift Creek watershed and serves traffic demands as far south as US 401.

As new developments have occurred along the corridor, Lake Wheeler Road has been widened to accommodate the ultimate future cross-section. At Carolina Pines Avenue, Lineberry Drive, and Stewart Drive, a wide shoulder was constructed on the west side in preparation for future full build-out of the street.

TABLE 1 Lake Wheeler Road Corridor History

1968	Public Hearing and adoption of the Thoroughfare Plan by the Raleigh City Council and the North Carolina Department of Transportation (NCDOT) Board of Transportation, including Lake Wheeler Road as a major thoroughfare.
1979	Public Hearing and adoption of updated Thoroughfare Plan by the Raleigh City Council and the NCDOT Board of Transportation, including Lake Wheeler Road as a major thoroughfare.
1986	Public Hearing and adoption of updated Thoroughfare Plan by the Raleigh City Council and the NCDOT Board of Transportation, including Lake Wheeler Road as a major thoroughfare.
1997	Public Hearing and adoption of updated regional Thoroughfare Plan by CAMPO and the NCDOT Board of Transportation, including Lake Wheeler Road as a major thoroughfare. April 11th, Lake Wheeler Road is programmed in the City's Capital Improvement Program to be widened to 5 lanes with sidewalks and streetlights on both sides.
2001	September 18th – The City of Raleigh authorizes contract negotiations with URS Corporation for the design of improvements for the Lake Wheeler Road-South widening project. City Council adopts Resolution 2001 - 176 allowing for street construction along Lake Wheeler Road from I-40 to Tryon Road as it deemed to be within the City of Raleigh Extraterritorial Jurisdiction.
2002	May 14th - The E.N. Lawrence House located at 2121 Lake Wheeler Road is designated by the City of Raleigh as a historic landmark with the adoption City Ordinance 212.
2003	February 4th – City Council approves defunding \$2,146,000 from the Lake Wheeler Road-South widening project as programmed in the FY'03 Capital Improvement Program. Public Hearing and adoption of updated regional Thoroughfare Plan by CAMPO and the NCDOT Board of Transportation, including Lake Wheeler Road as a major thoroughfare.
2005	October 11th, Lake Wheeler Road from I-40 to Tryon Road is programmed in a citywide Transportation Bond to be widened to asymmetrical 3-lane section with curb and gutter and sidewalk on the west side of the road.
2007	City Council approves defunding \$796,000 from the Lake Wheeler Road widening project as programmed in the 2005 Transportation Bond to fund the construction of multi-use path along Buck Jones Road.
2010	October 19th - City Council authorizes the City to apply for grant funds through the Capital Area Metropolitan Planning Organization for street improvements along Lake Wheeler Road from Centennial Parkway to Tryon Road.
2011	September 6th – City Council authorizes the City to enter into a cost sharing municipal agreement with NCDOT for construction of street improvements along Lake Wheeler Road from Centennial Parkway to Tryon Road. November 5, Public Design Workshop is held at Peach Road Community Center to discuss a long-range vision for the Lake Wheeler Road corridor and propose potential improvements.
2012	March 28th, Design Public Meeting held at Peach Road Community Center to receive public input regarding the project's scope and preliminary design. April 18th, a second Design Public Meeting is held at Peach Road Community Center to receive public input regarding revisions to the project's scope and design.

STUDY AREA

As a major thoroughfare in the City's street system, Lake Wheeler Road provides critical connections to downtown Raleigh and Southern Wake County. With the recent adoption of Raleigh's new development code, street classifications are being replaced with new street typologies that are more descriptive and more context-sensitive to adjacent land uses. Lake Wheeler Road north of the I-40 interchange was not included in the scope of this study due to uncertainty over planned uses for the Dorothea Dix campus. A detailed evaluation of the northern portion of the corridor will likely occur in conjunction with the Dix master planning efforts.

South of Tryon Road, the corridor has recently been studied by the Capital Area Metropolitan Planning Organization (CAMPO) as part of a recent Swift Creek Area Study. This study evaluated scenarios for the future transportation network south of Tryon Road in the context of removing the proposed Gorman Street Extension from the regional Comprehensive Transportation Plan and the Raleigh 2030 Comprehensive Plan.



The portion of Lake Wheeler Road considered in this study is between Tryon Road and I-40, a distance of 1.3 miles. The study area includes the I-40 interchange ramps and the 11 intersections along the corridor, as shown in Figure 1

TRAFFIC ANALYSIS

TRAFFIC VOLUME TRENDS

Since the early 1990's, traffic volumes along Lake Wheeler Road have steadily increased, particularly near the I-40 Interchange. Between 1993 and 2011 traffic volume along Lake Wheeler Road increased by 56% south of Tryon Road, 26% north of Tryon Road, and 71% north of I-40.

The high growth in traffic volumes north of I-40 could be attributed to the expansion of NCSU's Centennial Campus, the State Farmers Market, and growth in employment in downtown Raleigh. According to 2011 NCDOT Average Daily Traffic counts, Lake Wheeler Road carries 18,000 vehicles per day near I-40 and 12,000 vehicles per day just north of Tryon Road. The traffic volumes of 18,000 vehicles per day exceed capacity for a two-lane undivided roadway, which is particularly evident during peak hours. Figure 2 provides information on the historical traffic volume trends along Lake Wheeler Road near Tryon Road and I-40.

TRAFFIC VOLUME FORECAST

CAMPO works with other regional planning agencies to develop and maintain the Triangle Regional Model, which is a tool that combines land use and socio-economic forecasts with current, proposed, or planned transportation improvements to predict future traffic demand along major transportation facilities. With this information the model is used to develop performance measures to track growth throughout the Triangle region. Based on inputs provided from local jurisdictions, CAMPO provides traffic volume forecasts for roadway networks in Wake County, as well as parts of Johnston, Harnett, Franklin, and Granville Counties.

This information is included in CAMPO's Metropolitan Transportation Plan (formerly known as the Long Range Transportation Plan), which is updated every three years and currently forecasts transportation demand through 2035. In addition to computerized models, trend line traffic projections examine historical traffic volume trends and derive an average annual percent growth rate. The trend line forecast extrapolates this data over future years using the average percent growth rate.

The 2035 traffic volume projections along Lake Wheeler Road near Tryon Road are generally in keeping with the Triangle Regional Model projections. However the model projections near the I-40 interchange are substantially higher than current trend-line projections. This may be attributable to future traffic assigned to the NCSU Centennial Campus and to Downtown Raleigh. Figure 3 provides 2035 traffic volume forecasts for Lake Wheeler Road and compares the CAMPO projections with trend-line projections.

FIGURE 2 - TRAFFIC VOLUME TRENDS

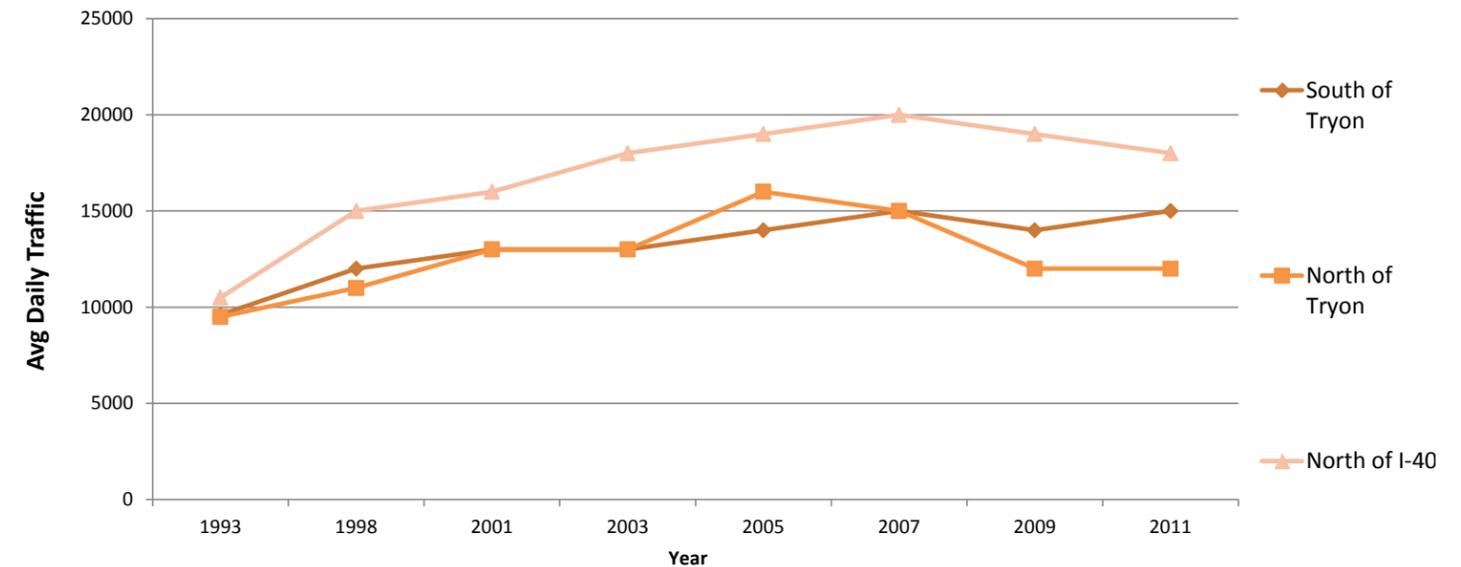
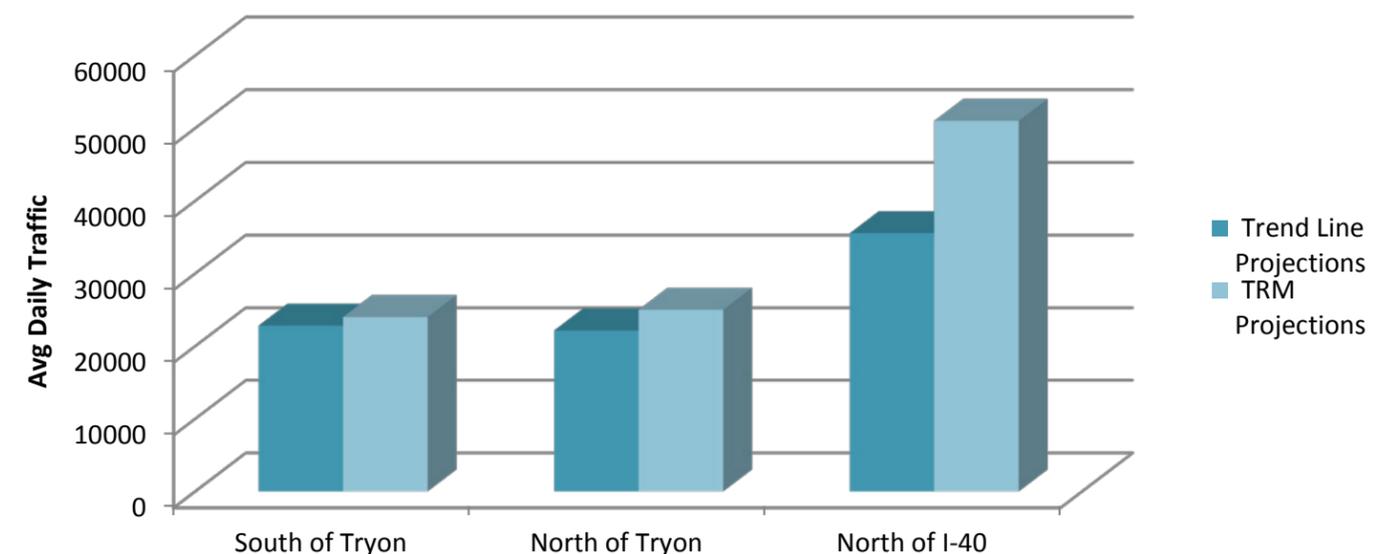


FIGURE 3 - TRAFFIC VOLUME FORECAST

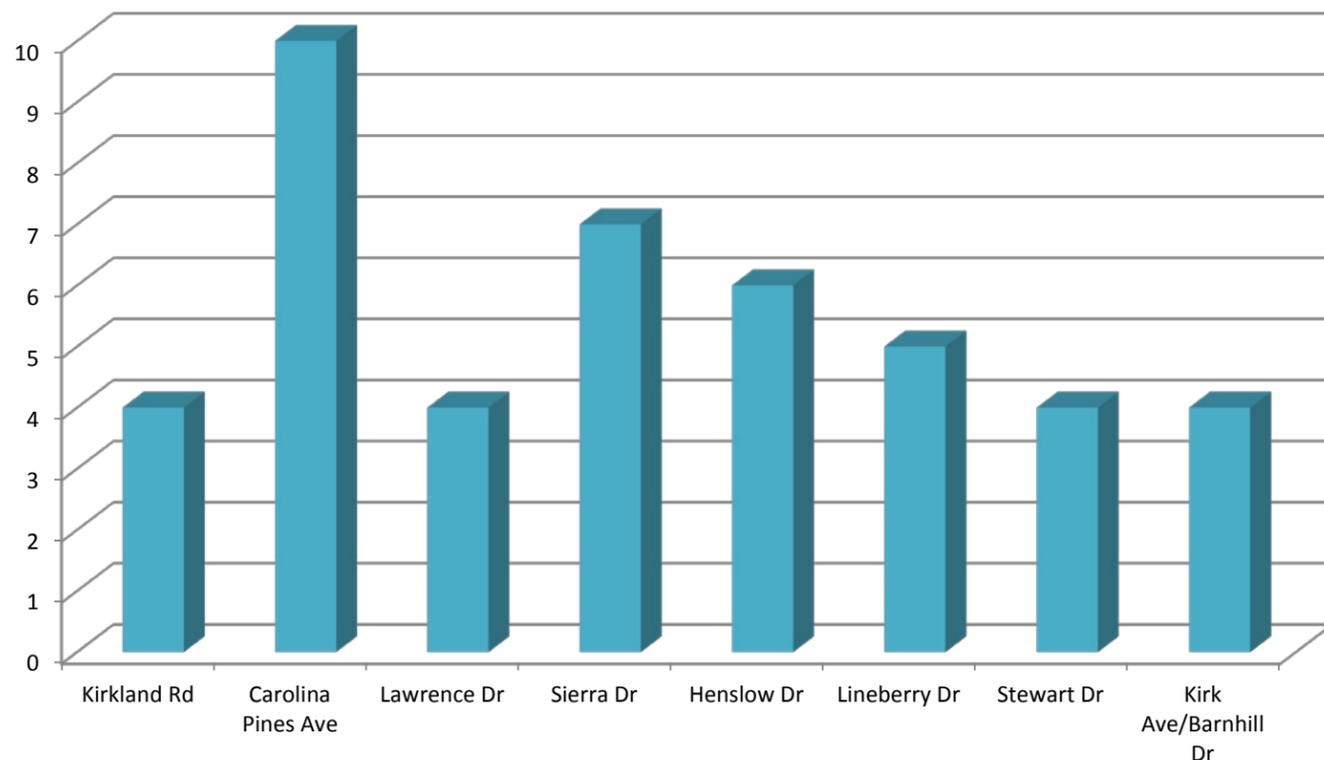


ACCIDENT HISTORY

Based on a 2012 NCDOT Accident Analysis Report, there were a total of 162 crashes along this portion of Lake Wheeler Road during the three-year period from February 2009 through January 2012. Most of the accidents (120) involved motor vehicle accidents with other automobiles at or near intersection locations. During this three-year period, two pedestrians were struck by a motor vehicle. No collisions with or involving bicycles were reported during this period.

The highest crash frequency locations during this three-year timeframe were at Tryon Road (20 reported crashes) and at I-40 (29 reported crashes). Figure 4 provides an illustration of the highest crash locations along Lake Wheeler Road between Tryon Road and the I-40 Interchange.

FIGURE 4 - LAKE WHEELER ROAD CRASH LOCATIONS 2009-2012



Crash rates are calculated by combining crash frequency with vehicle exposures (traffic volumes) and are expressed as crashes per 100 million vehicle miles traveled (MVM). The overall crash rate within the corridor is 934.00 (crashes/100 MVM). From 2008 to 2010, the statewide crash rate for similar types of two lane secondary routes was 233.07 (crashes/100 MVM). In comparison to the statewide crash rate, the higher crash for Lake Wheeler Road can be attributable to many factors.

As noted previously there are several major destinations and traffic generators along Lake Wheeler Road which result in high turning movements. All of these factors substantially increase exposure to crashes. Table 2 below provides details on how the crash rate along Lake Wheeler Road compares statewide to similar roadways.

Crash severity is established as the equivalent of the most serious injury sustained by any individual involved in a crash. The severity index of a street is calculated by determining the total equivalent property damage of all accidents in a corridor divided by the number of crashes during a given period of time. The average severity index for all streets within the City of Raleigh between 2008 and 2011 was 2.94. The average severity index during the same time period for Lake Wheeler Road Corridor was 3.52.

LAKE WHEELER CRASH RATE COMPARED WITH STATEWIDE RATE 2008-2010

TABLE 2

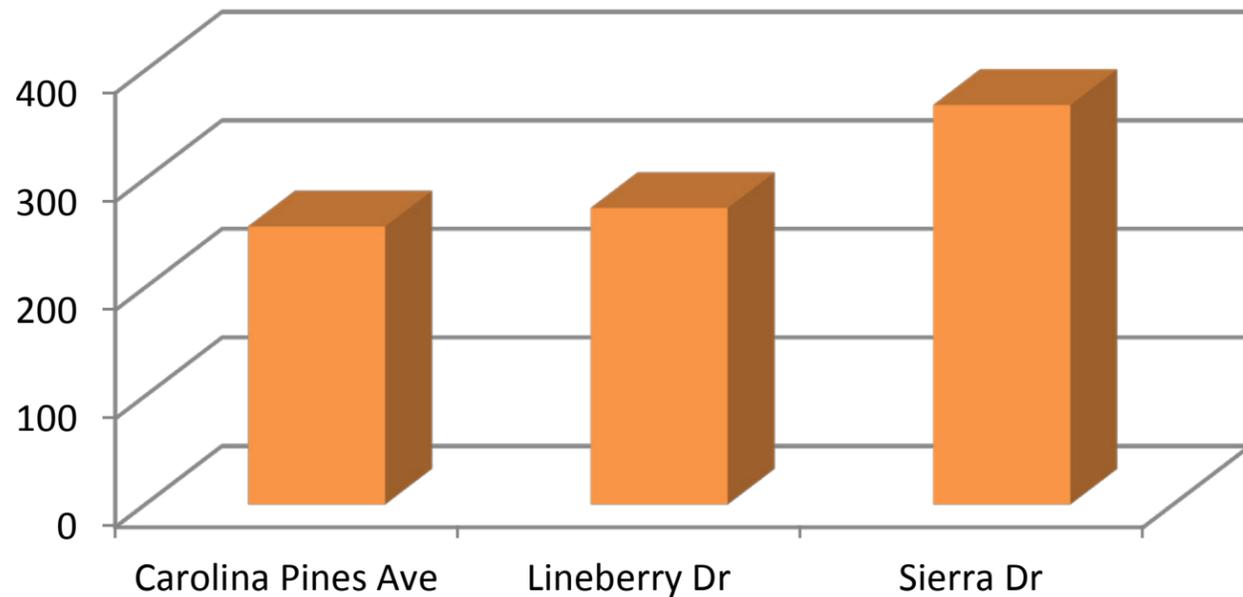
CRASH TYPE	CRASHES	CORRIDOR CRASHES/ 100 MVM	CORRIDOR CRASHES/ 100 MVM2
FATAL	1	5.77	0.90
NON-FATAL	45	259.44	78.36
NIGHT	39	224.85	56.35
WET	36	207.56	41.28
TOTAL	162	934.00	233.07

TURNING MOVEMENTS

During the fall of 2010 and spring of 2011, the City's Public Works Department counted turning movements at key intersections along Lake Wheeler Road. Excluding Tryon Road and the I-40 interchange ramps, the highest volumes of peak hour left turning movements along Lake Wheeler Road were documented at Carolina Pines Avenue, Lineberry Drive, and Sierra Drive. The AM peak period is from 7:45am to 8:45am, the PM peak period is from 5:00pm to 6:00pm, and the lunch hour peak is from 12:15pm to 1:15pm.

The counts provided combine totals for all three peak periods (AM Peak + Lunch + PM Peak). There were 273 combined left turns observed at Lineberry Drive, and 220 combined left turns were observed at Carolina Pines Avenue. Sierra Drive is a signalized intersection where 368 combined left turns were observed. Figure 5 illustrates the locations with the highest combined left turning movements.

FIGURE 5 - TOTAL PEAK HOUR LEFT TURNING MOVEMENTS



EXISTING BICYCLE ROUTES AND PLANNED IMPROVEMENTS

Designated bicycle routes within the corridor are located along Sierra Drive and Henslowe Drive. In addition to these signed bicycle routes, the adopted Raleigh Bicycle Transportation Plan recommends a variety of bicycle improvements along several streets in the area. Table 3 below provides details on the planned bicycle improvements in the area as recommended in the City's Bicycle Plan.

PLANNED BICYCLE IMPROVEMENTS **TABLE 3**

STREET	FROM	TO	FACILITY TYPE	RECOMMENDED METHOD
LAKE WHEELER ROAD	I-40	TRYON ROAD	BICYCLE LANE	NEW CONSTRUCTION
CAROLINA PINES AVENUE	LAKE WHEELER ROAD	S. SAUNDERS STREET	BICYCLE LANE	NEW CONSTRUCTION
SIERRA DRIVE	LAKE WHEELER ROAD	LINEBERRY DRIVE	BICYCLE LANE	RESTRIPE
LINEBERRY DRIVE	LAKE WHEELER ROAD	JOANNE DRIVE	BICYCLE LANE	NEW CONSTRUCTION
LINEBERRY DRIVE	JOANNE DRIVE	TRAILWOOD DRIVE	BICYCLE LANE	STRIPE

LAND USE

The existing zoning along Lake Wheeler Road varies significantly within the study area. The predominant land uses are single family, multi-family, churches, and small retail establishments. There is also a mix of retail, office, and institutional land uses at each end of the corridor near I-40 and near Tryon Road. The largest retail development within the corridor is the Raleigh Oaks Shopping Center located at the northwest corner of Lake Wheeler Road and Tryon Road.

The Raleigh 2030 Comprehensive Plan calls for a greater mix of land uses within the corridor. The future land use map designates the majority of parcels between Tryon Road and Ramsgate Street as neighborhood retail, office/residential mixed use, and office/research development. Similarly between I-40 and Carolina Pines Drive, the future land use map designates most properties in this area as Business Commercial, office mixed use, and residential mixed use.

TRANSIT SERVICES

The Lake Wheeler Road corridor is currently served by two bus routes operated by Capital Area Transit (CAT), Route 7L (Carolina Pines/Rush) and Route 11 (Avent Ferry). Route 7L provides service to the State Farmers Market, the Raleigh Oaks Shopping Center, and several destinations in Southwest and Southeast Raleigh. Route 11 does not include stops on Lake Wheeler Road but traverses the corridor along Lineberry Drive and Tryon Road with service to NCSU and Western Blvd with continuing service to downtown Raleigh. The transit stop locations along Lake Wheeler Road are located near Sierra Drive, Lineberry Drive and the Raleigh Oaks Shopping Center.

There are no plans in the immediate future to expand bus service within the corridor, however the proposed Wake County Transit Plan recommends enhanced local bus service along Lake Wheeler Road that would provide 30-minute peak hour service and hourly off-peak service from Tryon Road to downtown Raleigh. As ridership demand increases within the corridor, each bus stop will be evaluated for improved amenities such as benches, shelters, and lighting.

CROSS-SECTION & INTERSECTION ANALYSIS

Attendees of a public design workshop provided feedback on their preferences for the future design of Lake Wheeler Road. Prior to evaluating the potential cross-sections, workshop attendees reached consensus on guiding principles with concerning the overall street design. The guiding principles are to:

- Provide safe and adequate access for pedestrians, bicyclists and transit riders via a complete streets approach
- Preserve the community's character
- Minimize impacts to adjacent properties along the corridor
- Discourage speeding motorists

Using these guiding principles, potential future cross-sections were evaluated, each with varying right-of-way widths and travel lane configurations. During the design workshop, attendees provided comments on the strengths and weakness of each alternate. The cross-sections are generally consistent with those included in the City of Raleigh's draft Unified Development Ordinance.

CROSS-SECTION CONSIDERATIONS

The four-lane median-divided section elicited a strong negative reaction from the residents. Much of the objection to considering a wider section for the corridor stems from adverse impacts to the community for the purpose benefitting commuters travelling through the area from outside Raleigh. This objection is consistent with the community's previous objections to the previous widening efforts by the City. A cross-section utilizing two travel lanes in each direction provides sufficient capacity to accommodate the future growth in the corridor. While this section provides adequate bike, pedestrian, and transit operations, residents felt the wider street would substantially increase the difficulty for pedestrians to cross the street, would promote higher speeds in the corridor, and would have a substantial negative footprint of impact.

Community members generally expressed support for considering the three-lane or two-lane median-divided options. Options were discussed that would deploy a combination of the two sections based on right-of-way availability; i.e., using a three-lane section with a narrower right-of-way footprint in the most physically constrained segments. Residents expressed a preference for the use of a median in the corridor to provide aesthetic improvements and better pedestrian accessibility. Residents also felt the use of a median with landscaping would act as a traffic calming feature. Neither section fully supports the anticipated growth in the corridor, however it would provide an increase over existing capacity. Table 4 illustrates the potential capacity for each section under consideration.

GENERALIZED ROADWAY CAPACITY **TABLE 4**

ROADWAY TYPE	SERVICE VOLUME (vpd) AT LOS-D	SERVICE VOLUME (vpd) AT LOS-E
2-LANE UNDIVIDED	11,840	12,480
3-LANE W/CENTER TURN LANE	14,840	15,600
2-LANE DIVIDED	15,540	16,380
4-LANE DIVIDED	32,400	12,480

Source: Based on Florida DOT 2012 Generalized Service Volume Tables, Class 11 (35 MPH) urban signalized arterial



Carolina Pines Avenue Intersection

INTERSECTION NEEDS

Attendees of the design workshop responded to a non-scientific preference survey of six intersections along Lake Wheeler Road for potential turning lane improvements. Based on turning movement count data, accident data, and personal knowledge about the traffic issues along the corridor, the attendees identified intersections they felt had the greatest need for improvements. Attendees used a "dot voting" system to indicate their preferences; each attendee was given three dots and asked to assign each to the intersections they felt needed improvement. Attendees were given license to assign their dots at their discretion, placing all three on one intersection or distributing them across multiple locations. Table 5 provides a summary of the preference survey results.

TABLE 5 DOT VOTING RESULTS

LAKE WHEELER ROAD INTERSECTION @	VOTES/DOTS RECEIVED	COMMENTS
CAROLINA PINES AVENUE	27	ISSUE WITH ILLEGAL PASSING
SIERRA DRIVE	12	PRIORITY SIGNALIZATION
LINEBERRY DRIVE	9	NEEDS BUS STOP IMPROVEMENTS
HENSLOW DRIVE	7	CROSSWALK NEEDED
PEACH CREEK COURT	4	
RAMSGATE STREET	0	

THREE LANES WITH NO MEDIAN

ALTERNATE 1

This alternate would improve Lake Wheeler Road to a street with two travel lanes, a center turning lane, 5-foot bicycle lanes, and 6-foot sidewalks on each side of the road within a 75-foot right-of-way.

STRENGTHS

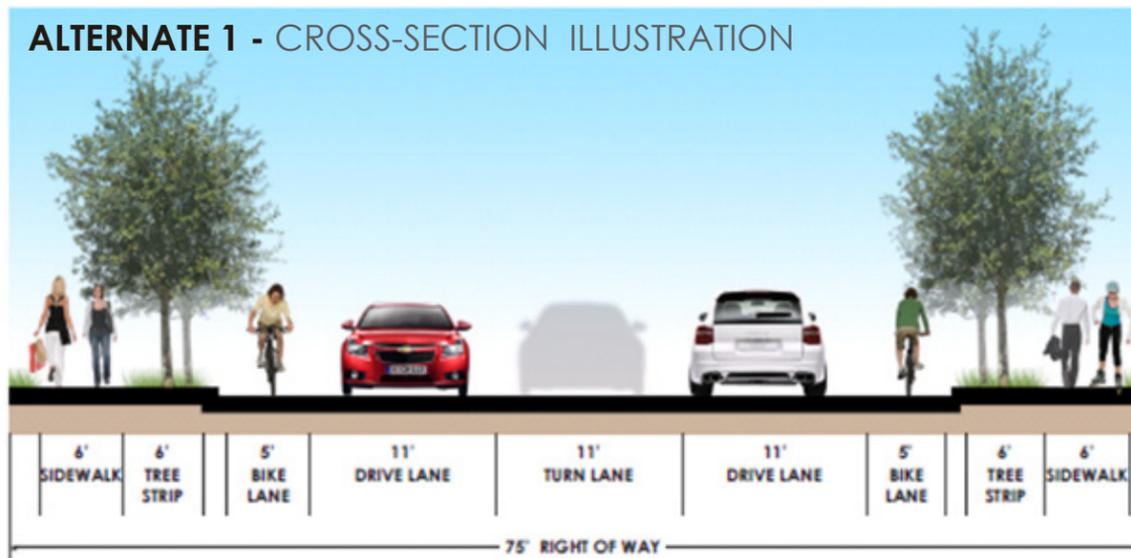
This cross-section would likely have the least impact on adjacent properties in regards to right-of-way acquisition and street footprint. This section would provide shorter crossing distances for pedestrians in comparison to a four or five lane cross-section.

WEAKNESSES

The center turning lane could potentially be utilized as third travel lane for passing during peak hours and lead to speeding problems or unsafe vehicular movements which would require enforcement. The absence of a median can make pedestrian crossings more difficult. This cross-section provides improves congestion in the short term but may not provide capacity for long-term traffic volume growth anticipated within the corridor.

PLANNING COSTS 2012 DOLLARS

Design/Preliminary	\$843,000
Engineering	
Right-of-Way	\$839,000
Construction	\$5,268,000
TOTAL	\$6,950,000



ALTERNATE 2 TWO LANES WITH A MEDIAN

This alternate would improve Lake Wheeler Road to a street with two travel lanes and a planted median along the corridor within an 80-foot right-of-way.

STRENGTHS

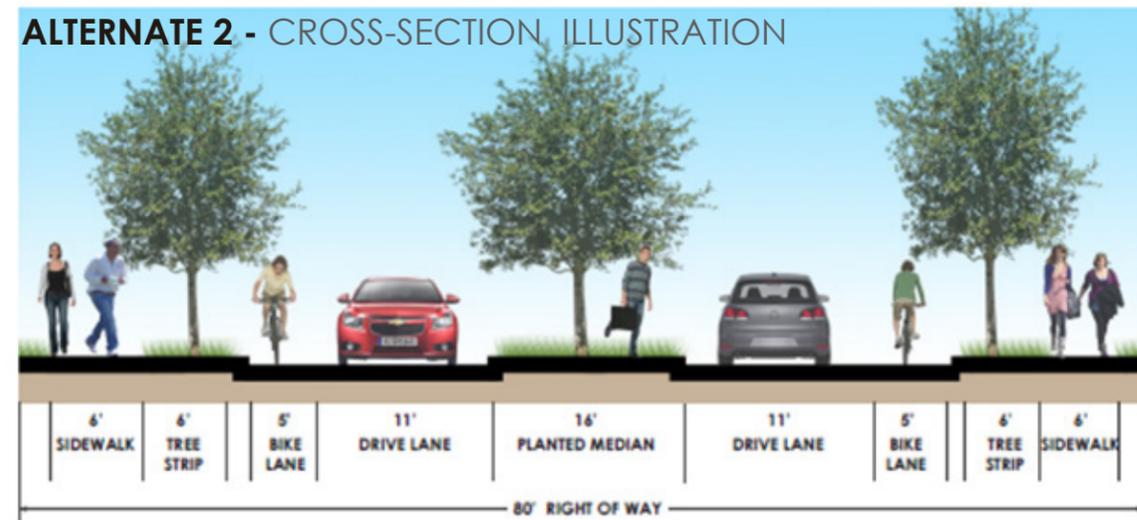
This street cross-section would eliminate the possibility of unsafe passing movements. The median would allow for easy street crossing by pedestrians, thereby improving access to transit. The median can also create space for additional landscaping and would reduce impervious surfaces in the corridor.

WEAKNESSES

This cross-section will require slightly more right-of-way than the three-lane alternative without a median. Also, this alternative restricts turning movements and would require some property owners to travel to an adjacent intersection and make a U-turn. Since some intersections along Lake Wheeler Road are not signalized, U-turn movements could be more difficult during peak hour travel times. This section may not provide capacity for long-term traffic volume growth anticipated within the corridor; however the median section would perform slightly better than the three lane section in this regard.

PLANNING COSTS 2012 DOLLARS

Design/Preliminary	\$964,000
Engineering	
Right-of-Way	\$1,276,000
Construction	\$6,021,000
TOTAL	\$8,261,000



LAKE WHEELER ROAD CORRIDOR

FOUR LANES WITH A MEDIAN ALTERNATE 3

This alternate would improve Lake Wheeler Road to a street with four travel lanes and a planted median with sidewalks and bicycle lanes on both sides within 102 feet of right-of-way.

STRENGTHS

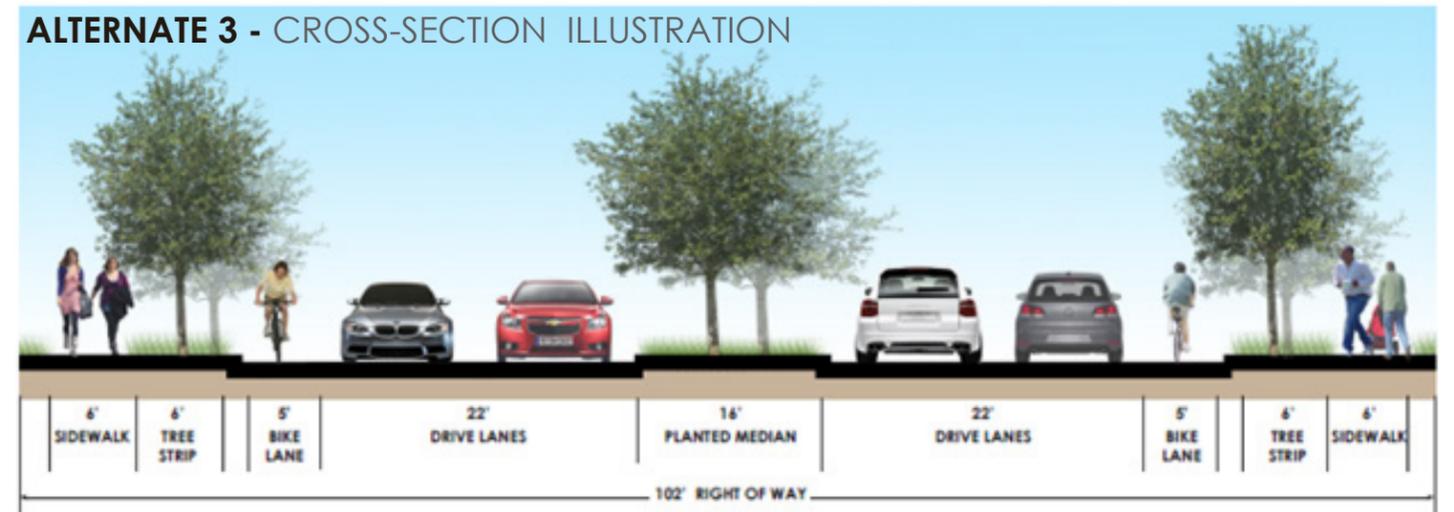
This cross-section adequately accommodates motorists, pedestrians, bicyclists and transit users and would help prevent unsafe left turning movements. This alternate cross-section provides sufficient capacity for future travel demand.

WEAKNESSES

This alternate would have the most substantial impact on adjacent property owners with regards to right-of-way impacts and encroachments. In addition to right-of-way costs, widening Lake Wheeler Road to four lanes with a median is the most expensive street improvement to construct in comparison with the three lane alternatives. Design workshop attendees voiced concerns about the difficulty pedestrians would have crossing a four lane street.

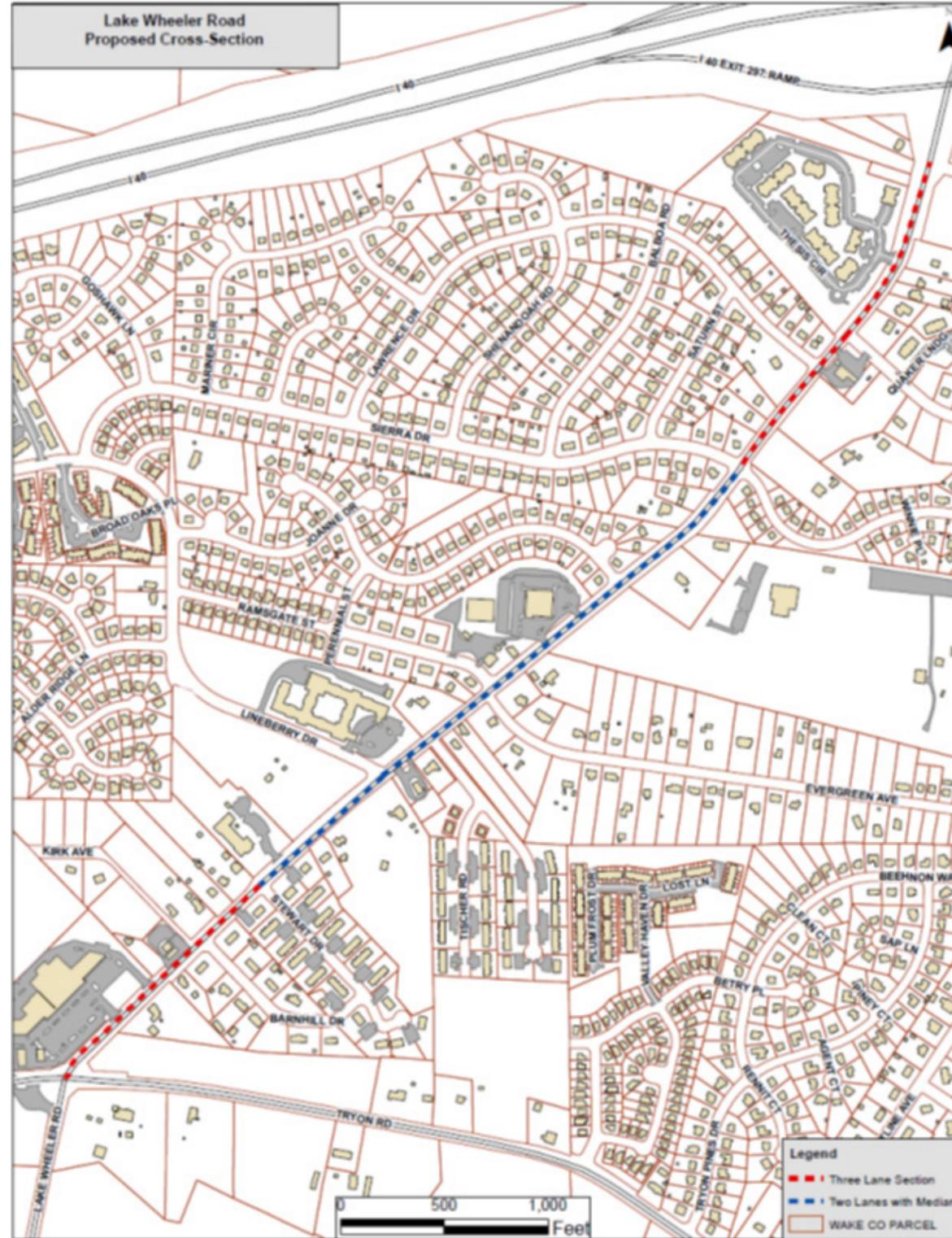
PLANNING COSTS 2012 DOLLARS

Design/Preliminary	\$1,309,000
Engineering	
Right-of-Way	\$2,746,000
Construction	\$8,176,000
TOTAL	\$12,231,000



CROSS SECTION ALTERNATES

FIGURE 7 - PROPOSED CROSS SECTIONS



CONCLUSIONS

Improving Lake Wheeler Road with a three-lane and a two-lane median divided cross-section represents compromise and a context-sensitive approach for the corridor. The recommendations of this study also represent collaboration and consensus among residents on community goals and values with respect to a long term vision for the corridor. The sections may not fully address long term growth projections, but should improve safety and congestion above and beyond the current street section. The preferred cross-section includes sidewalks and bicycle lanes on both sides which will substantially improve bicycle, pedestrian, and transit access within the corridor.

City of Raleigh staff was requested to investigate the possibility of constructing a varying cross-section whereby the segments with constrained right-of-way could be built with three lanes, while other sections with sufficient right-of-way utilize the two-lane divided section. Based on an initial review, the section from Sierra Drive to Stewart Drive could be constructed with two lanes and a landscaped median, while the remainder of the corridor could utilize the three-lane section. Figure 10 illustrates a proposed concept for developing this alternating cross-section along Lake Wheeler Road. The cost for this alternating cross-section design is estimated to range from \$7.5 million to \$8.0 million (2013 dollars).

ACTIVE CORRIDOR IMPROVEMENTS

The City of Raleigh was previously awarded Federal grant funding through CAMPO to help implement improvements along Lake Wheeler Road, which are now under construction. These improvements involve the construction of sidewalk on the west side of Lake Wheeler Road from Centennial Parkway to Tryon Road, a distance of 1.6 miles. These enhancements also include the installation of left turn lanes at Carolina Pines Avenue and Sierra Drive as a direct result of the public input received during this process. The project also includes the installation of pedestrian refuges at the I-40 interchange ramps and driveway modifications to improve pedestrian safety. Curb and gutter and a concrete sidewalk will be constructed from Centennial Parkway to Lawrence Drive through the I-40 interchange, and an asphalt path will be constructed from Lawrence Drive to the Raleigh Oaks Shopping Center driveway. The budget for this project is \$2.1 million and the anticipated completion date is October 2013.