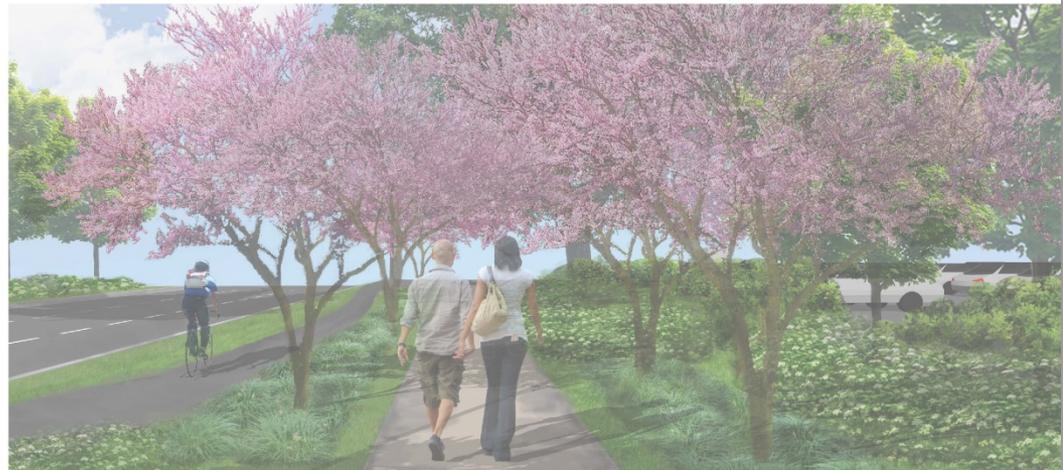


Six Forks Road Corridor Study

Raleigh, North Carolina

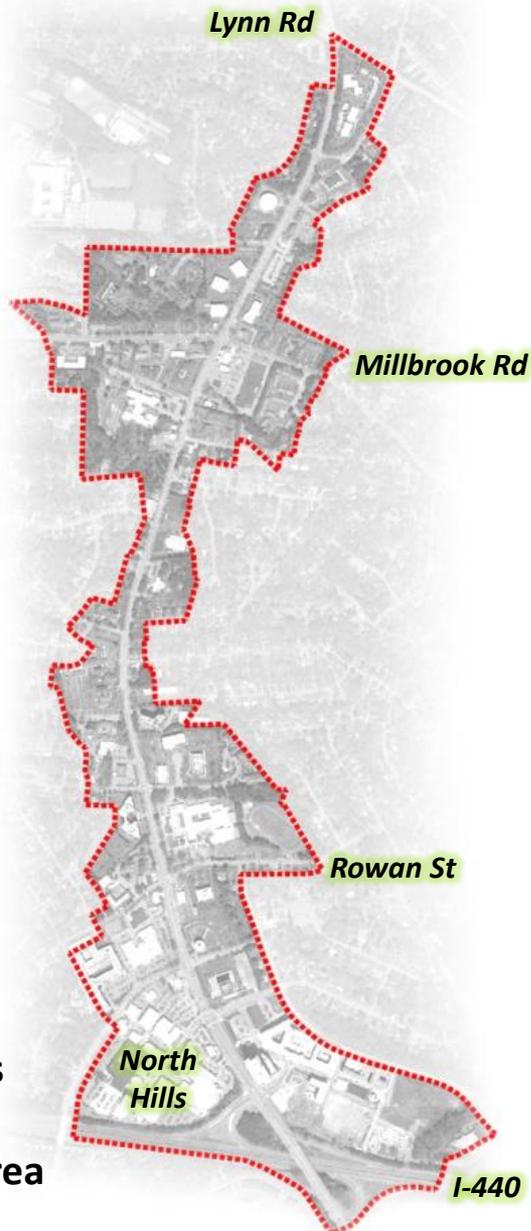
PROJECT STUDY DOCUMENT
November 2014



DESIGNWORKSHOP

Six Forks Road Corridor

- Corridor Study
- Visioning workshop – September 2012
- CIP funds and donations totaling \$185,000
- Consultants – Design Workshop and Stantec
- Corridor study process kickoff – May 2014
- Design workshop – September 2014
- Draft plan and review – 2015



Six Forks
Corridor
Study Area





**Six Forks
Corridor
Study Area**

Six Forks Corridor Vision

- Unique sense of place
- Enhanced fluidity of movement
- Environmental sensitivity
- Enhanced connectivity
- Transportation modes of all types
- Active pedestrian life
- Safety and accessibility
- Attractive urban thoroughfare
- Irresistible gathering place



Our job included:

- Sharing our work and listening to all 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

Public Meetings

- 6 dedicated public meetings – 323 attendees
- 4 focus group meetings – 47 attendees
- 4 presentations to CAC's – 110 attendees
- 4 City Commission Meetings – Stormwater Management Advisory Commission, Bicycle and Pedestrian Advisory Commission, Appearance Commission, Planning Commission

Public Comments

- Email – 104 comments
- SeeClickFix – 27 comments
- Cityzen – 52 comments
- Cityzen Polls – 120 votes



Weighed pros and cons of various alternatives

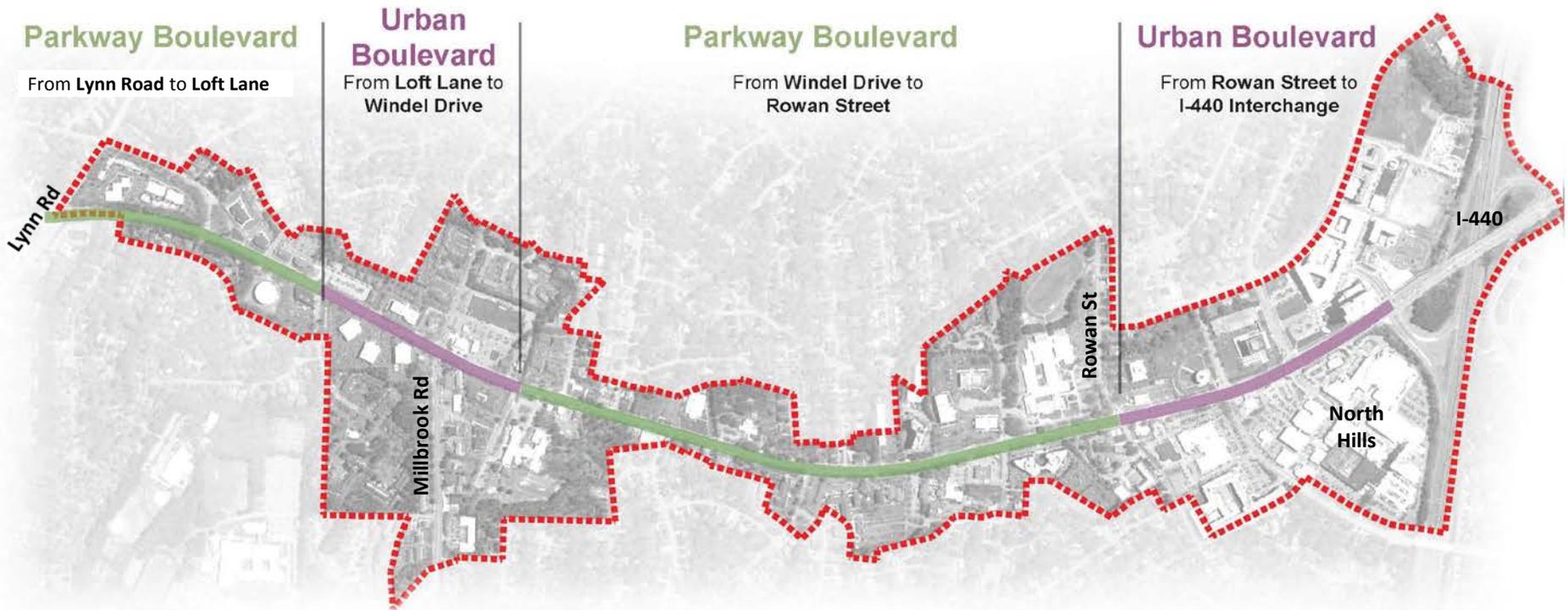
		5 Lane Section (existing condition)	6 Lane Section 106' (Maximized Efficiency)	6 Lane Section 125' (Goldilocks)	6 Lane Section 146' (Fully Loaded)
Traffic	Level of Service	The current level of service at the Millbrook Intersection is level F	All intersections would function at an acceptable LOS with a 6 lane divided cross section.	Need some of the data from Mike to discuss the Travel Time with 6 lanes	Need some of the data from Mike to discuss the Travel Time with 6 lanes
	Travel Time	The typical capacity of a 5-lane urban section is 26,000 vpd. 80% of the Corridor is currently over-capacity.	The typical capacity of a 6-lane divided urban section is 50,000 vpd. Only 20% the Corridor would be over-capacity by 2040.	The typical capacity of a 6-lane divided urban section is 50,000 vpd. Only 20% the Corridor would be over-capacity by 2040.	The typical capacity of a 6-lane divided urban section is 50,000 vpd. Only 20% the Corridor would be over-capacity by 2040.
	Safety	Crashes along the Corridor are currently 2.8 times above the statewide average	A median divided cross section only will reduce crashes by 21%	A median divided cross section only will reduce crashes by 21%	A median divided cross section only will reduce crashes by 21%
Multimodal	Bike Infrastructure	Currently None	Minimum infrastructure, not likely to encourage new cyclists, but will accommodate existing cyclists	Buffered bike lanes will give more space between cyclist and traffic, larger sidewalks will accommodate families with small children	Two-way cycle track on either side of the street allows for cyclists to have their own street for riding the Corridor
	Pedestrian Infrastructure	Sidewalks are narrow and close to the road, but are continuous along the entire Corridor except for one block	Aside from adding the missing sidewalk section, sidewalk will maintain the size and distance from street	Wider sidewalks and potential street trees will create a more comfortable pedestrian experience	Wider sidewalks and potential street trees will create a more comfortable pedestrian experience
	Transit Infrastructure	Changing lane configurations make navigating bus difficult, many stops but only a couple shelters	Outside lane can be signed and marked for frequent transit stops, advocating slower speeds, section does not accommodate future rail or BRT	Simplified cross-section will make bus travel easier, section does accommodate minimum space for future rail or BRT	Simplified cross-section will make bus travel easier, section does accommodate preferred space for future rail or BRT
Neighborhood Concerns	Aesthetics and Character	Minimal space for improvement, existing aesthetic condition not rated very high by the public	Minimal space for improvement, existing aesthetic condition not rated very high by the public	Increased space for landscape allows for opportunity to plant street trees and roadside plantings	Increased space for landscape allows for street trees at the edges and center of the median
	Edge Impact	Little to no impact	Minimal impact	Moderate impact	Major impact, significant right-of-way requirements
	Connectivity	Free flow connectivity makes access easy for vehicles but creates a more chaotic environment for motorists and pedestrians alike	Reorganized connectivity with medians and enhanced crosswalks create a predictable roadscape for motorist and pedestrians	Reorganized connectivity with medians and enhanced crosswalks create a predictable roadscape for motorist and pedestrians	Reorganized connectivity with medians and enhanced crosswalks create a predictable roadscape for motorist and pedestrians
Economic Impacts	Real Estate Value	No investment, properties will continue to develop at the current status quo	Minimal investment, likely to deliver minimal gain do to the lack in perceived change and priority	Moderate investment, moderate to major return	Major investment, likely major return over a long period of time
	Business Accessibility	Business access will not be impacted, perceptions of difficult right and left turns will continue	Business access will be organized allowing for businesses to be accessed by backstreet connection or at controlled intersection	Business access will be organized allowing for businesses to be accessed by backstreet connection or at controlled intersection	Business access will be organized allowing for businesses to be accessed by backstreet connection or at controlled intersection
	Cost	Minimal Cost	Moderate Cost	Moderate to Major Cost	Major ROW and Construction costs

Recommendations

- Six Forks Road streetscape
 - Urban and Parkway Boulevard types
 - Separated, above curb bike lanes
 - Materials, furnishings, public art
 - Access management – medians & turn lanes, additional traffic lights
 - 35 mph speed limit throughout corridor
- Neighborhood gateways
- Consolidation and improvement of bus stops
- LID/stormwater management techniques
- Comprehensive Plan amendments - Future Land Use Map, Street Plan

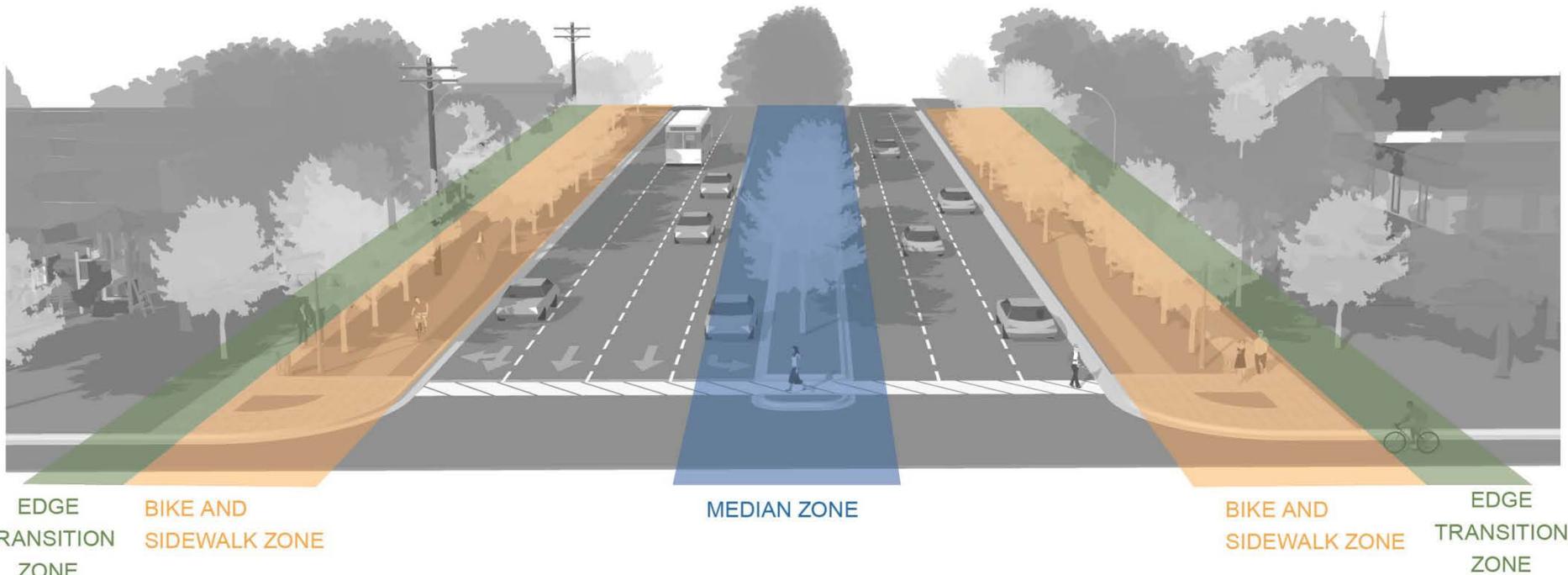
Two Distinct Streetscape Characters

- Each sensitive to the context it goes through

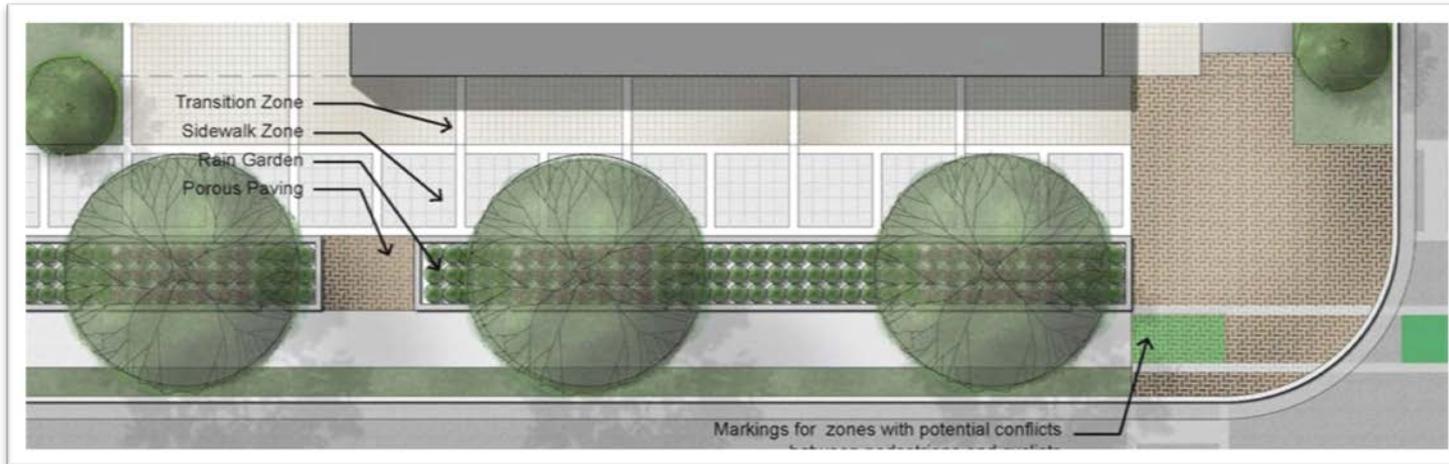


Complete Street that accommodates all users & modes of travel

- Meets traffic demand
- Creates safe, separated zones for bike and pedestrians
- Provides landscaped median and designs for the edge conditions
- Reduces speed limit to 35 mph



Urban Boulevard Streetscape Type



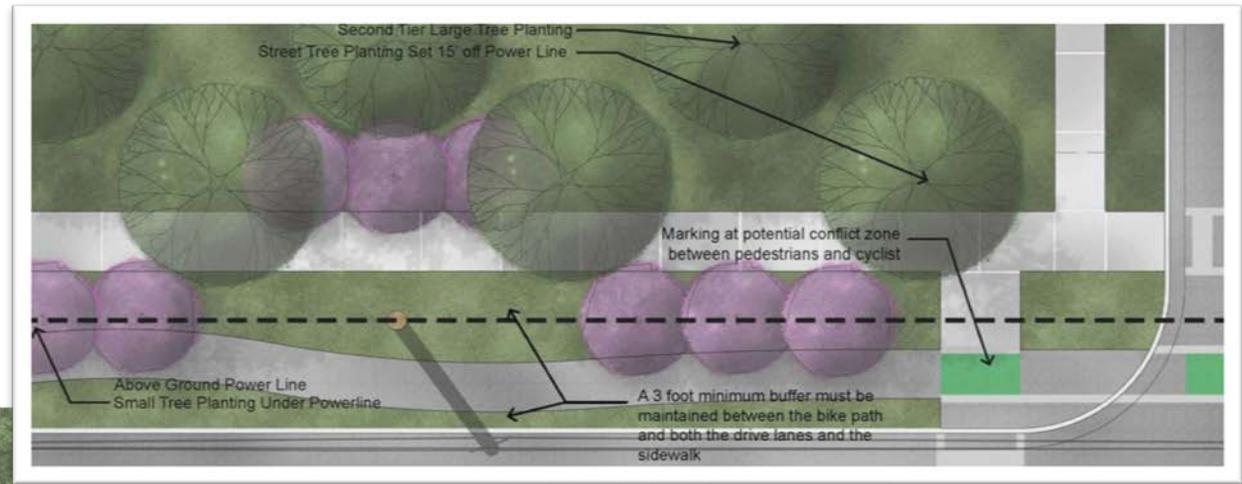
Urban Boulevard Streetscape Type



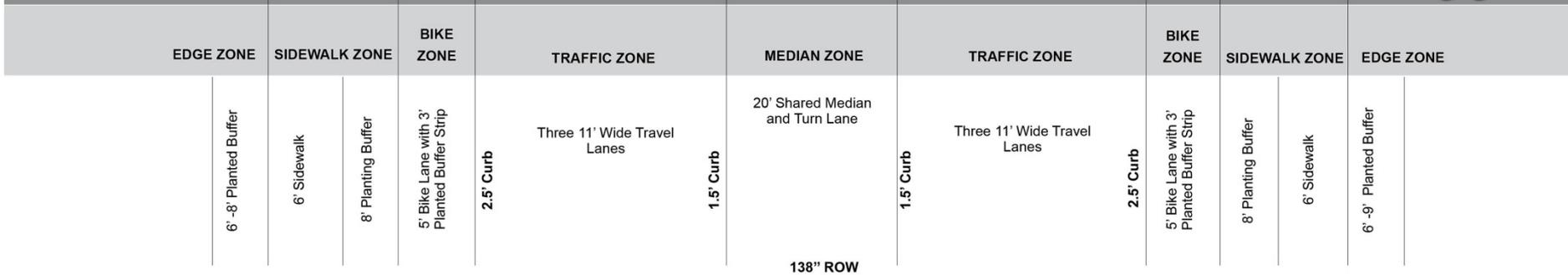
EDGE TRANSITION ZONE		SIDEWALK ZONE		BIKE ZONE	TRAFFIC ZONE		MEDIAN ZONE	TRAFFIC ZONE		BIKE ZONE	SIDEWALK ZONE		EDGE TRANSITION ZONE
6' Minimum Planted Buffer and/or Pavement Extension		6' Sidewalk	6' Planting Buffer	5' Bike Lane with 3' Planted Buffer Strip	Three 11' Wide Travel Lanes		22' Shared Median and Turn Lane 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		1.5' Curb		2.5' Curb			

125' - 136' ROW

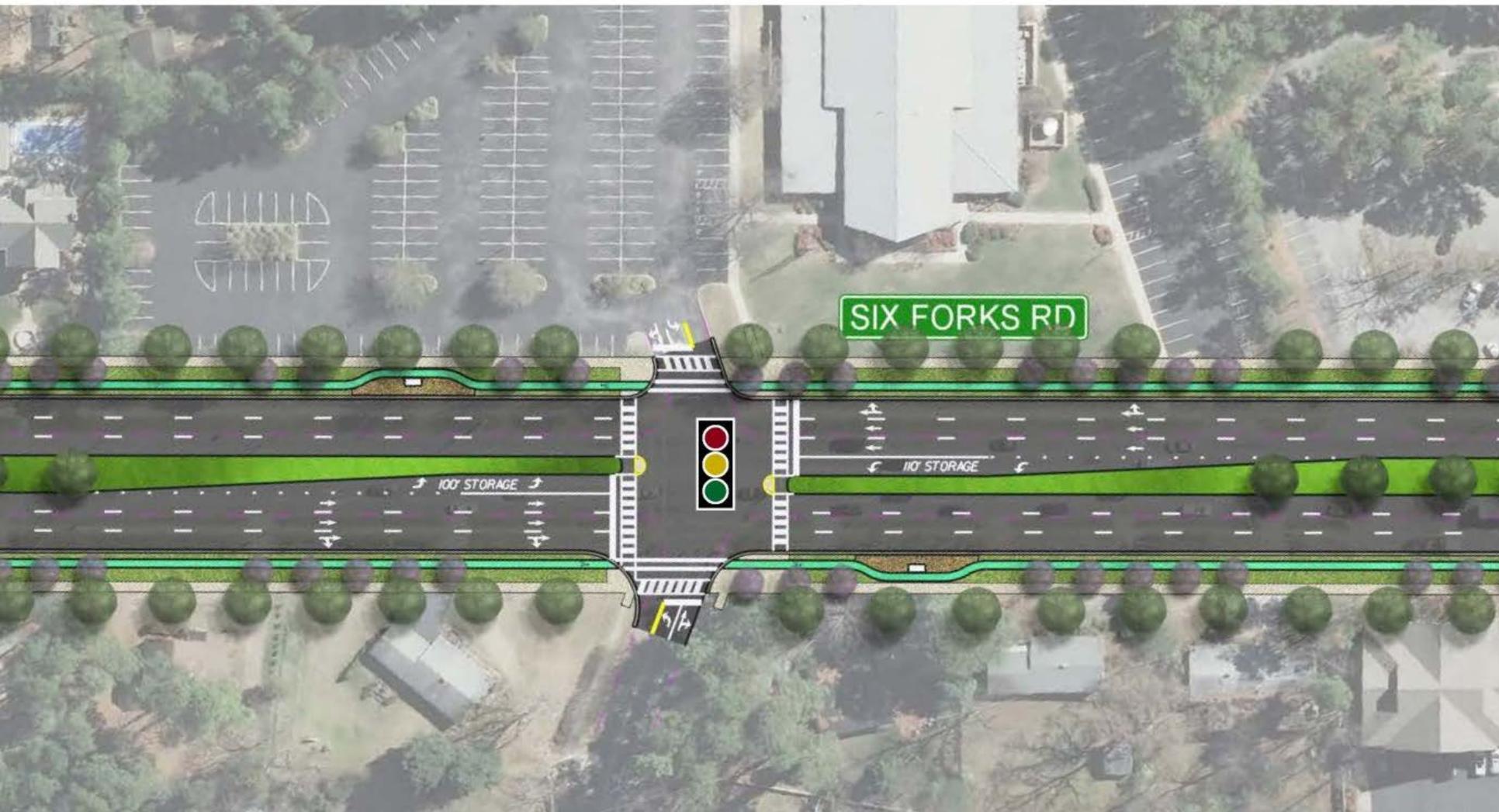
Parkway Boulevard Streetscape Type



Parkway Boulevard Streetscape Type

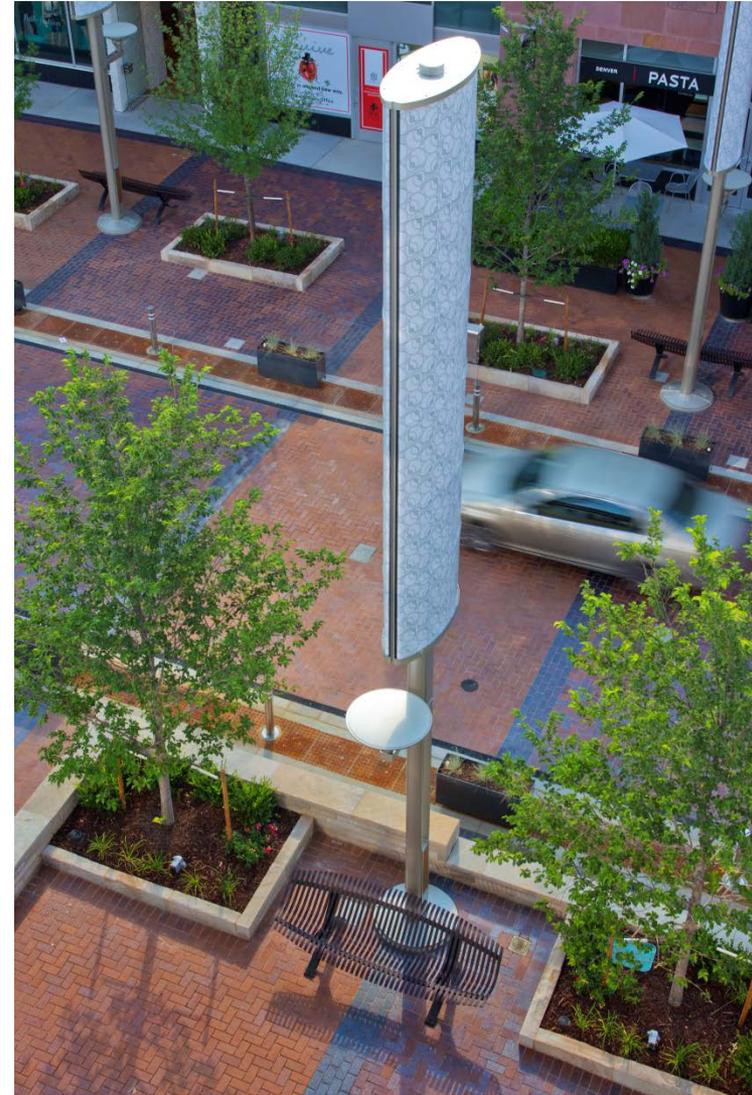


Master Plan – Block-by-block plans to guide implementation



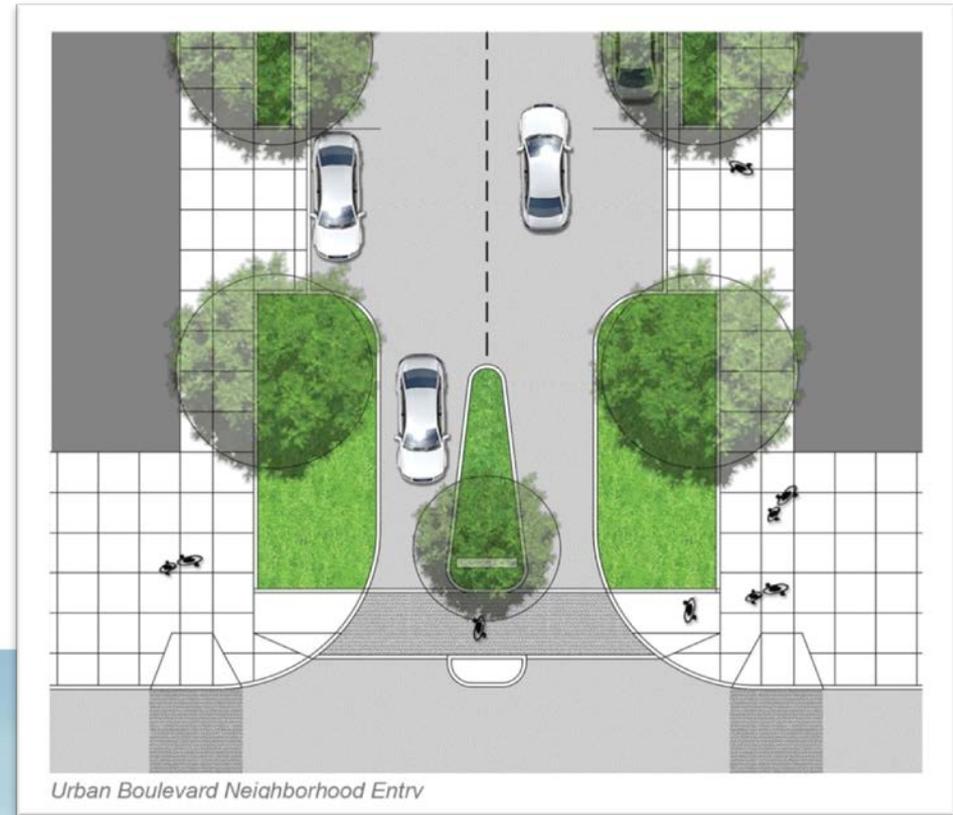
Streetscape Elements

- Materials and furnishings
- Inclusion of public art – integrated into the design of elements and freestanding pieces



Neighborhood Gateway Plans

- Promote pedestrian scale
- Establish neighborhood identity
- Incorporate traffic calming
- Create place for artistic expression

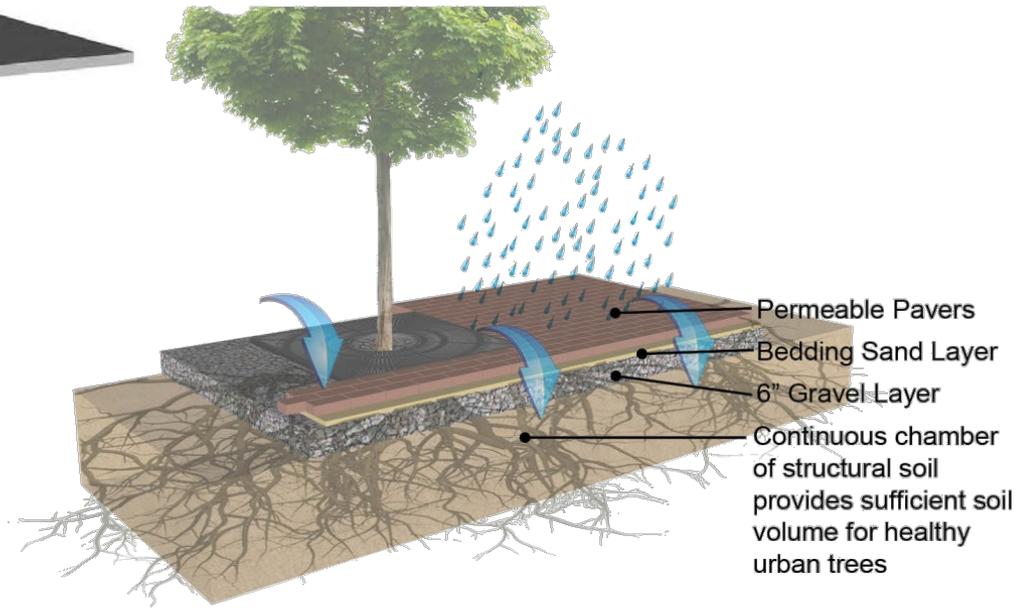


Transit Stops

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



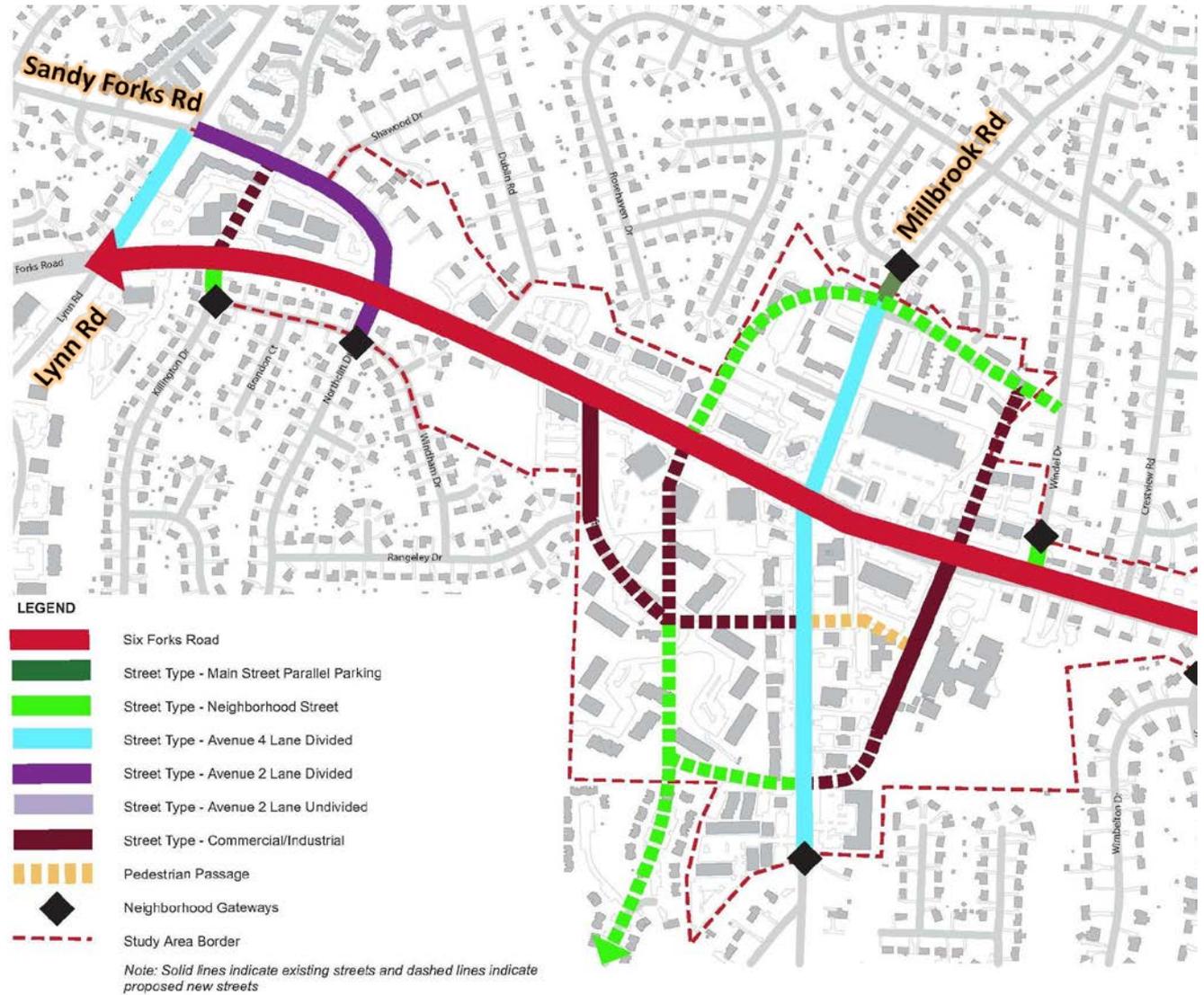
Environmental Responsibility – Incorporate LID strategies into streetscape design to improve stormwater management



Permeable Pavers in Sidewalk Zone

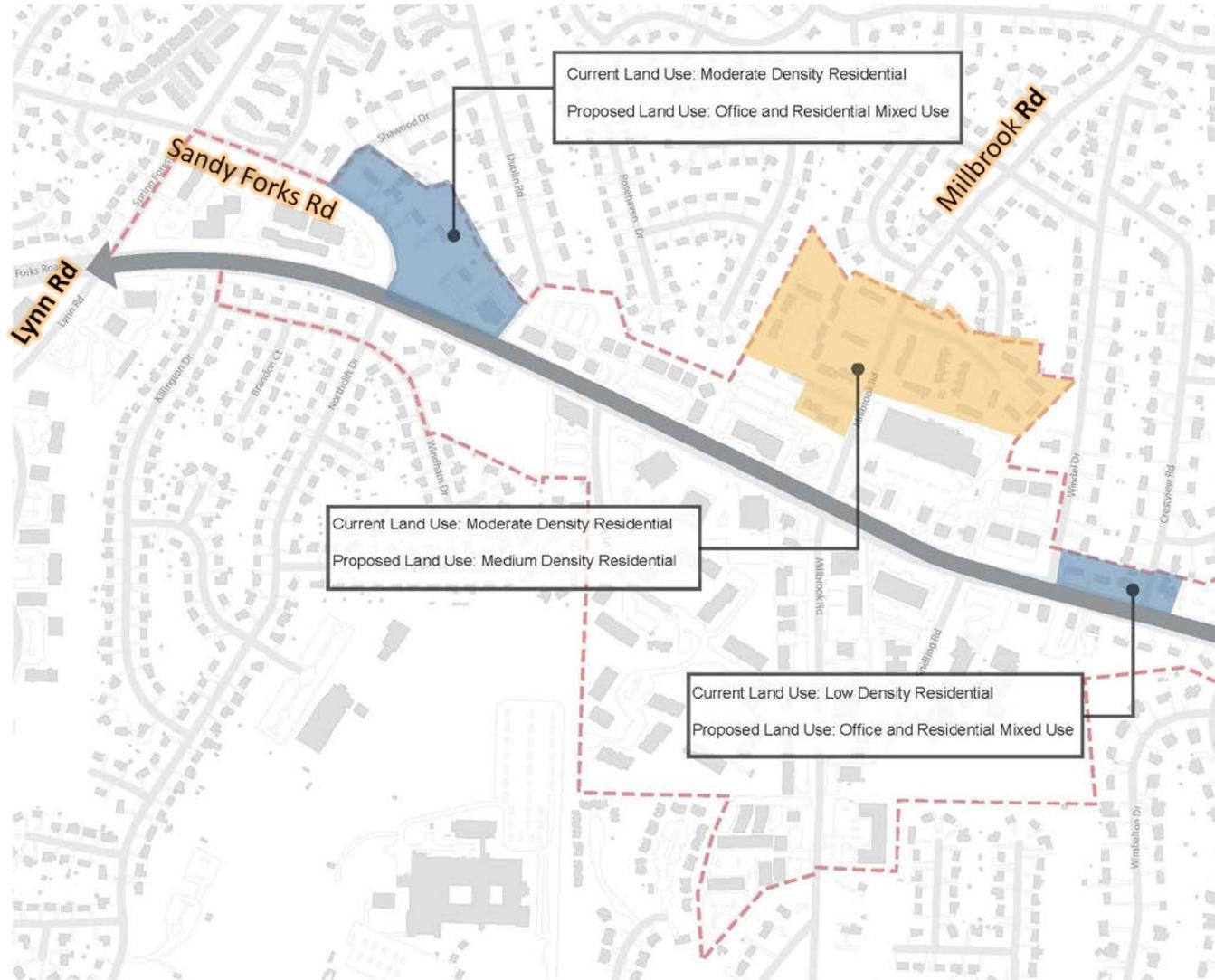
Off-Corridor Improvements

Planning frameworks to guide potential redevelopment and street networks



Proposed 2030 Comprehensive Plan Amendments

Future Land Use Map (FLUM) Changes



Proposed 2030 Comprehensive Plan Amendments

Street Plan Map Changes



Multimodal Level of Service Improvements

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

Implementation

Phase 1: Lynn Road south to Rowan Street

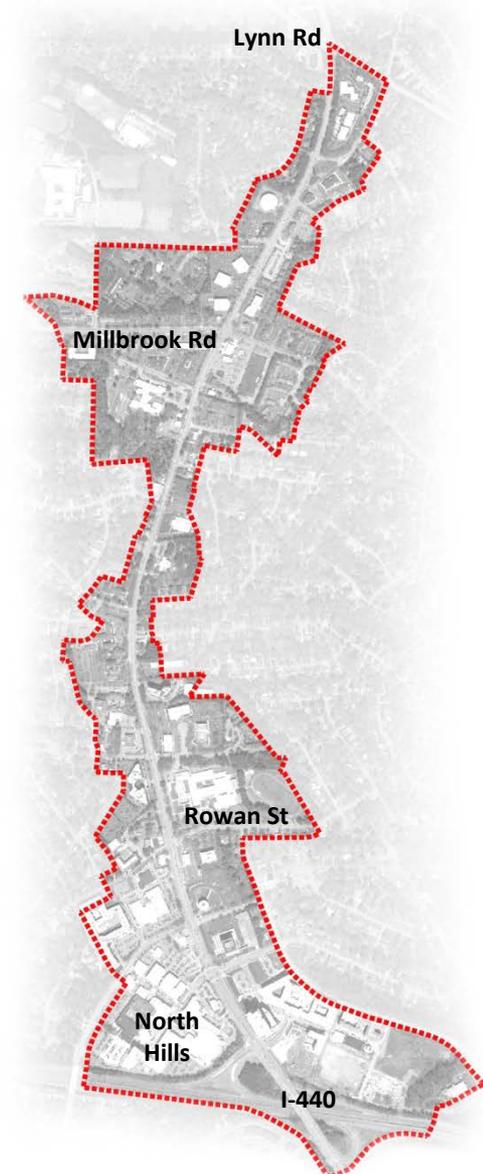
- \$1.8 million for design - 2013 Transportation Bond item (FY17 CIP Budget)
- \$28.5 million for construction and ROW acquisition - propose for future funding consideration (part of future Transportation Bond package)

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



Recommended Council Action

- Receive Council comments
- Determine next steps
 - Plan adoption
 - Comprehensive Plan amendments

