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Raleigh City Council Transportation Workshop  
May 29, 2013



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# Introduction



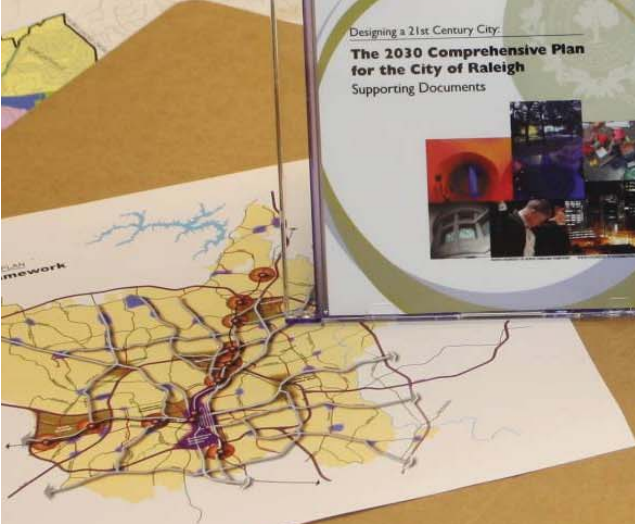
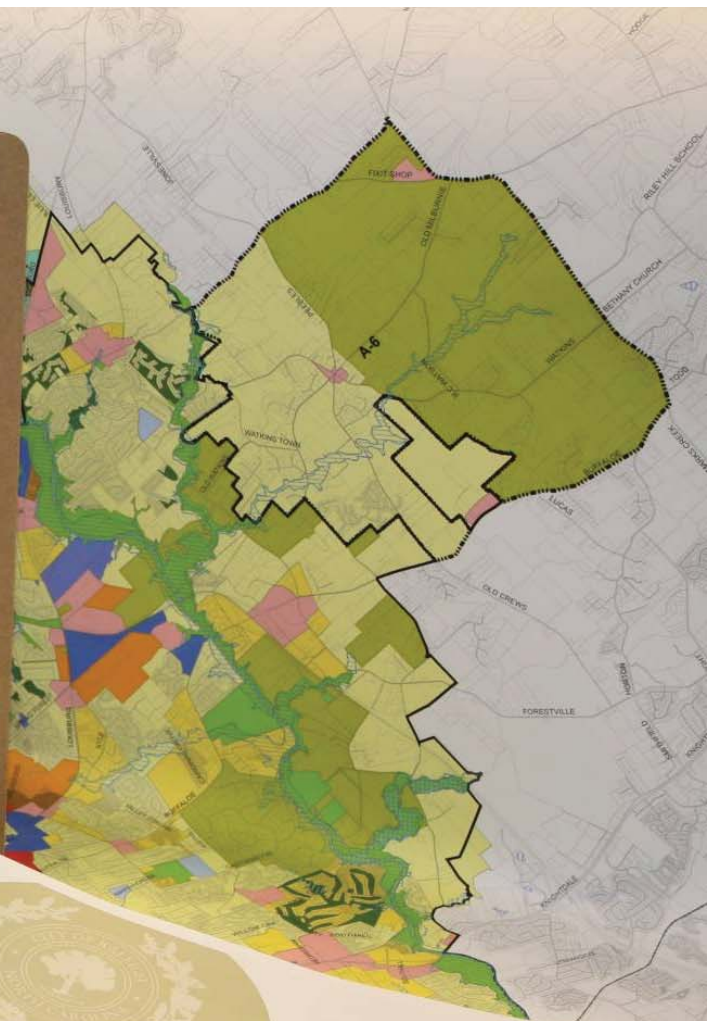
Designing a 21st Century City:  
**The 2030 Comprehensive Plan  
for the City of Raleigh**  
Volume II: Community Inventory  
Public Hearing Draft—March 5, 2009



Designing a 21st Century City:  
**The 2030 Comprehensive Plan  
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Supporting Documents



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Volume I: Comprehensive Plan  
Public Hearing Draft—March 5, 2009



# 2030 Comp Plan

## Policy IM 2.1—CIP Priorities

The Comprehensive Plan shall be consulted when establishing priorities within the City's Capital Improvement Program.

## Policy IM 2.2—Preeminence of the Comprehensive Plan

The Comprehensive Plan shall be the city's lead and overall policy guide for the growth and development of Raleigh. All other city plans related to the City's growth and development and related infrastructure plans must be revised to be in conformance with the Comprehensive Plan.



# 2030 Comp Plan

## Policy IM 2.4—Return on Investment

Major capital projects not tied to immediate life safety or capacity deficiencies should be subjected to a return on investment analysis as part of the prioritization process. The return on capital projects should be based on the ability of the project to catalyze private investment, make efficient use of existing infrastructure, and generate new net revenues.



# The “Planning Raleigh 2030” Challenge

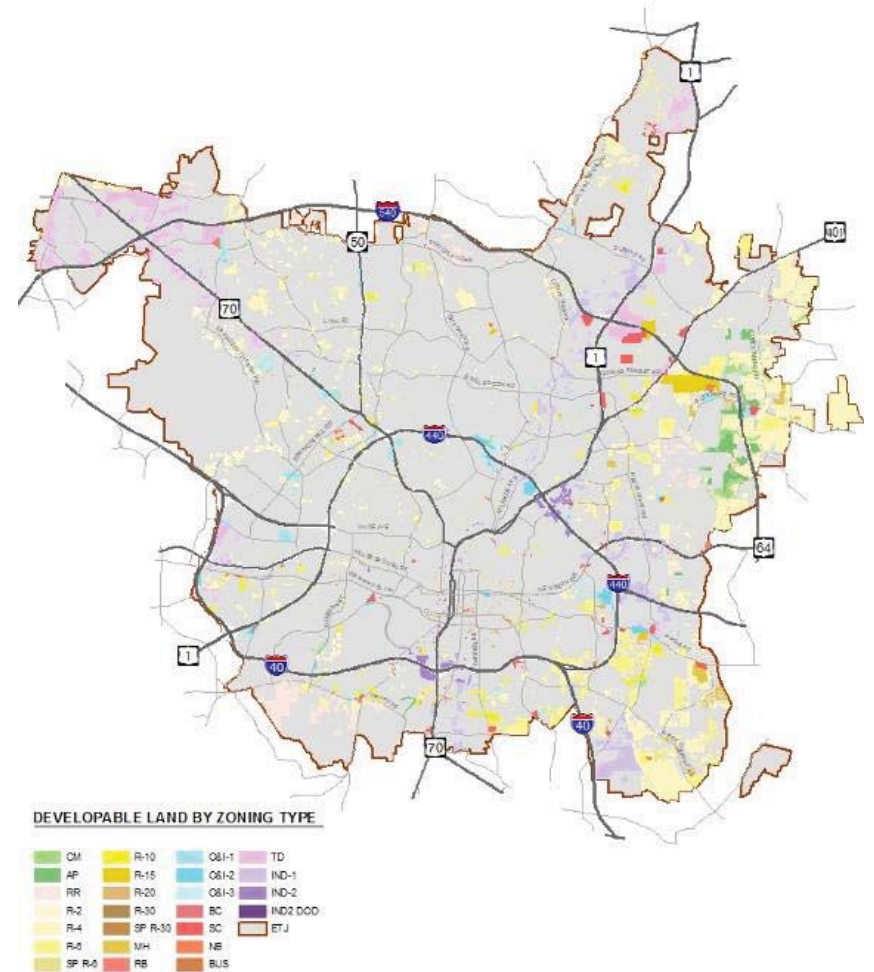
How will Raleigh manage growth over the next 20 years?

Raleigh must find where to place:

- **120,000 dwelling units (270,000 people)**
- **170,000 jobs (85 million s.f. of non-residential)**
- Land for infrastructure and open space

As of 2010, Raleigh had about:

- **19,000 acres to develop within Raleigh’s jurisdiction**
- 20,000 acres outside our ETJ



# Changing Demographics

- More older Americans. Longer life expectancy.
- More diverse and multicultural population
- More people with disabilities. More multi-gen households
- More single mothers. Fewer couples getting married
- More single person households
- Housing and transportation needs are changing



# Planning for the Market

|                            |                   |              |
|----------------------------|-------------------|--------------|
| • Greatest Generation      | 1901-1924         | 1.1%         |
| • Silent/Mature Generation | 1923-1945         | 6.7%         |
| • Baby Boom Generation     | 1946-1964         | 20.8%        |
| • <b>Generation X</b>      | <b>1965-1981</b>  | <b>25.1%</b> |
| • <b>Generation Y</b>      | <b>1982-1995</b>  | <b>26.2%</b> |
| • <b>Generation Z</b>      | <b>1996-today</b> | <b>20.1%</b> |



# Key Decisions from Workshop

- Should the City consider undertaking a pilot transit project, and if so, how should the City pursue it financially?
- How should the City prioritize individual circulator service proposals against the systematic improvements recommended in the existing Short Range Transit Plan?
- What adjustments should the City make to the scope of the Union Station project given the financial challenges the project is facing?

# Key Decisions from Workshop

- What course of action should the City pursue with respect to Union Station Phase II and parking and development needs for the Warehouse District?
- How should the City prioritize its transportation needs?
- How should the City pay for its transportation needs?



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# Demographics & Growth

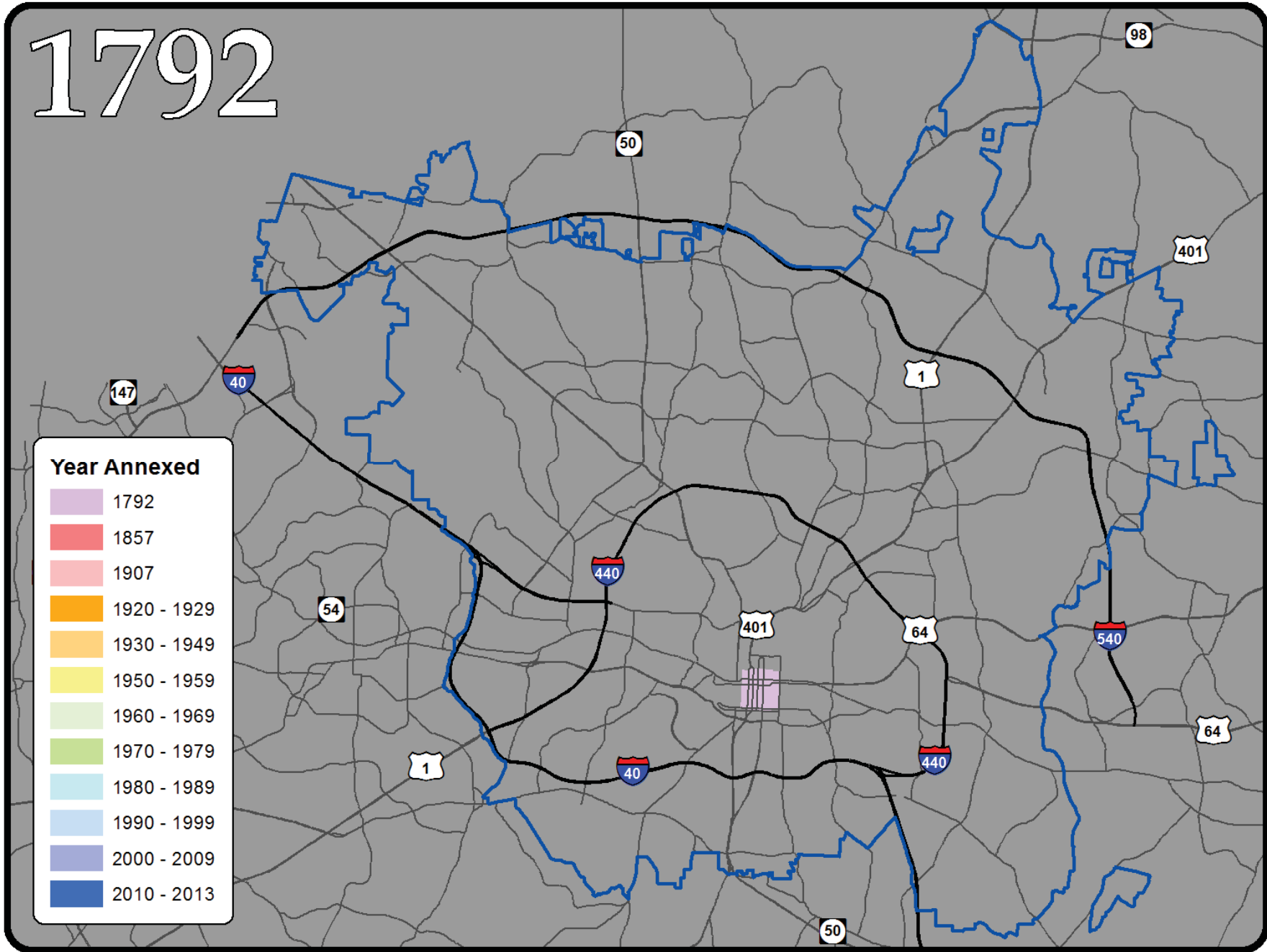
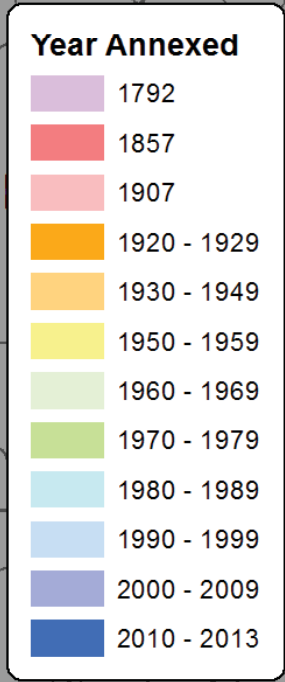


# City Growth

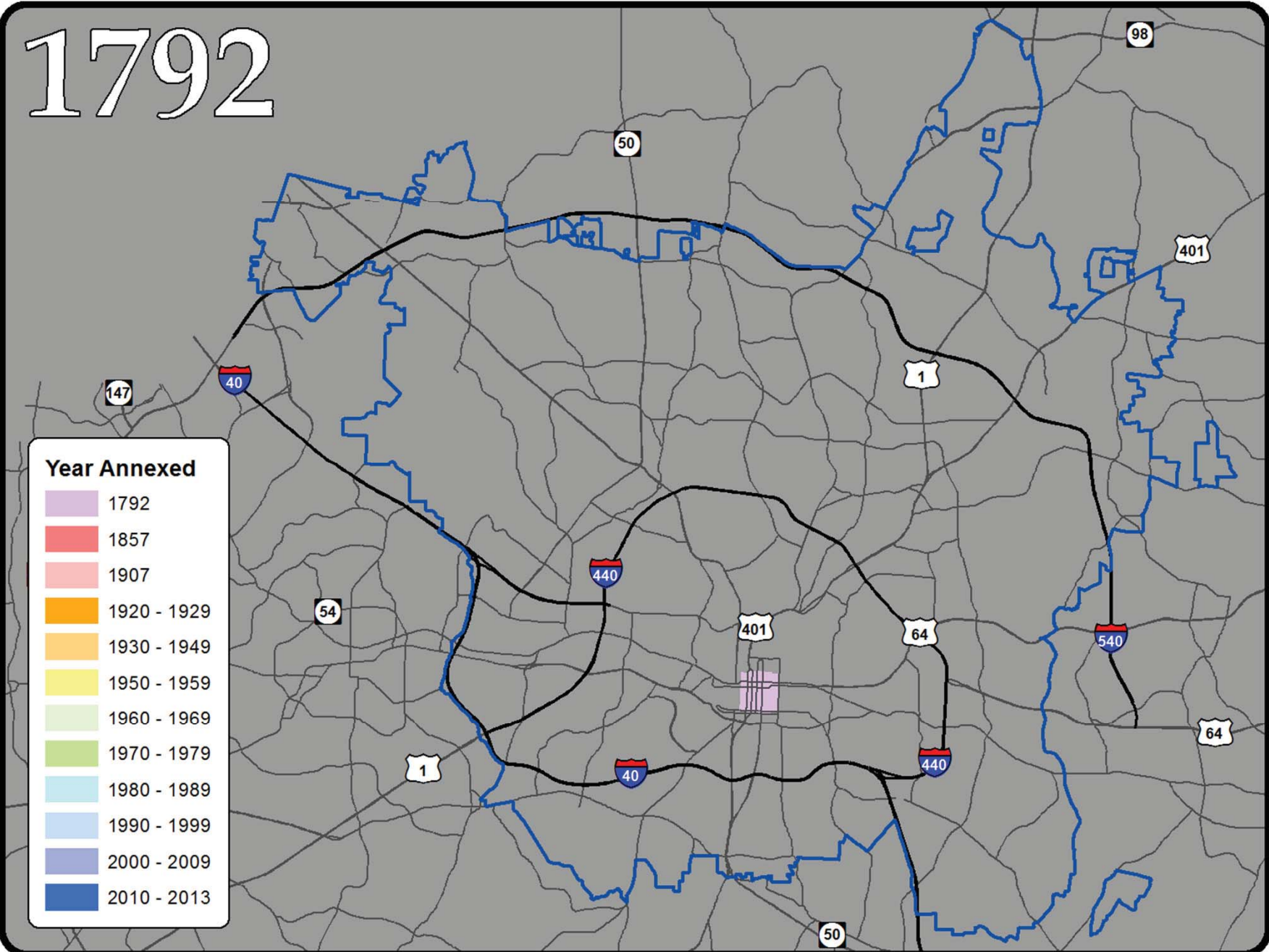
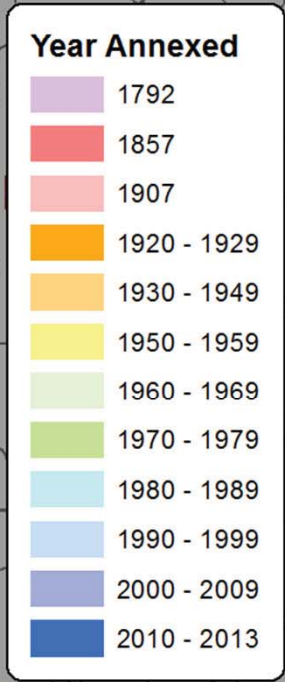
- Population = 423,179 (2012 data)
  - Rank nationally = 42<sup>nd</sup>
- Area = 144.30 sq. mi.
- Population Density = 2932.63 people/sq.mi.



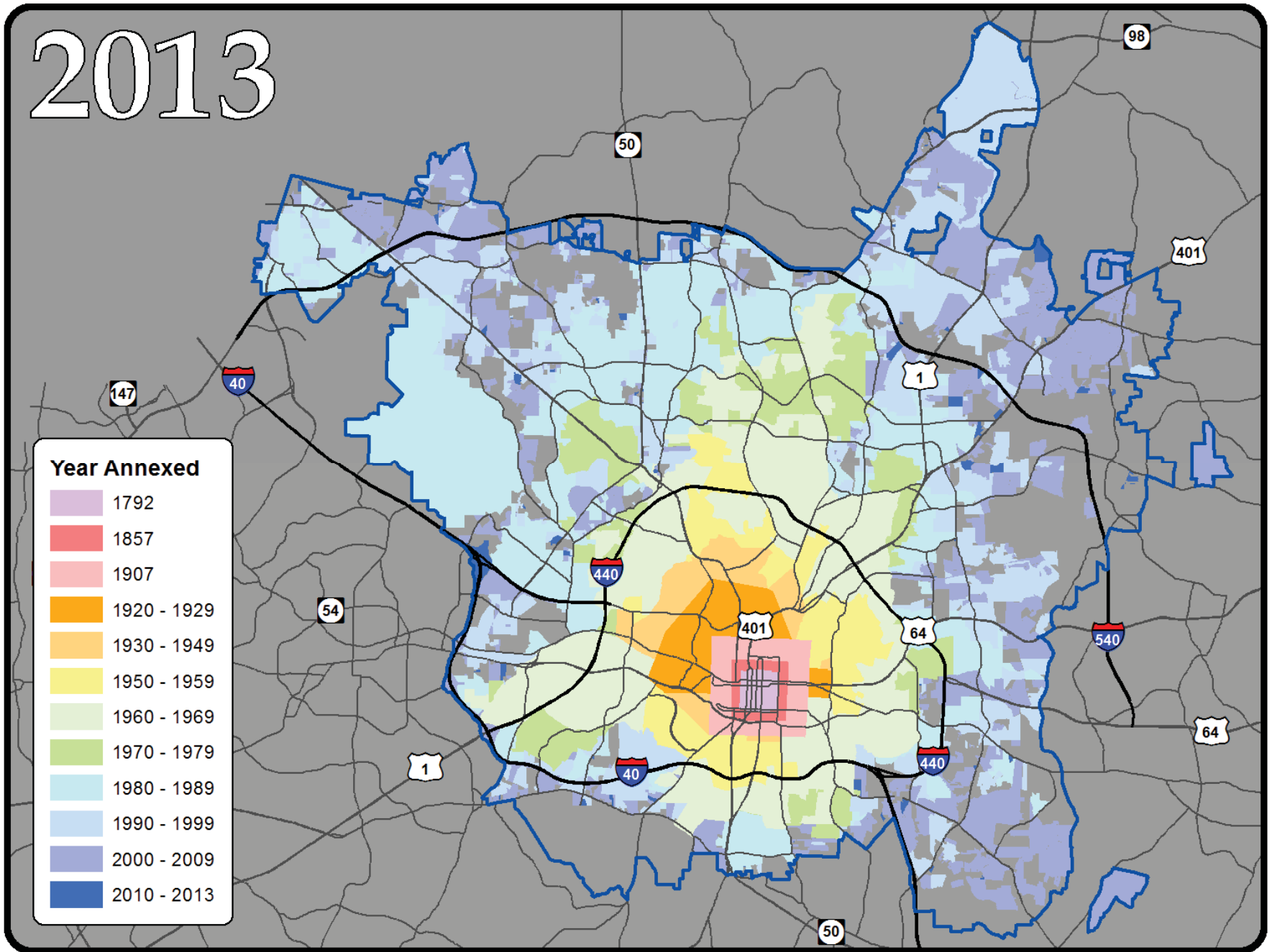
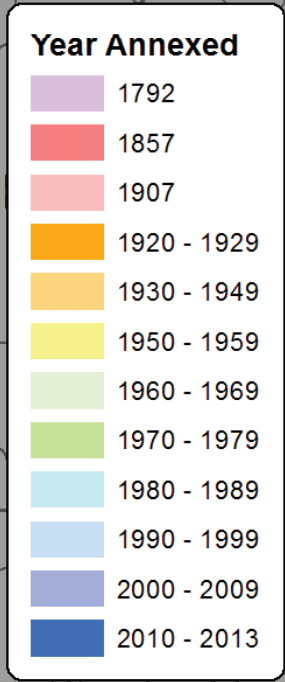
# 1792



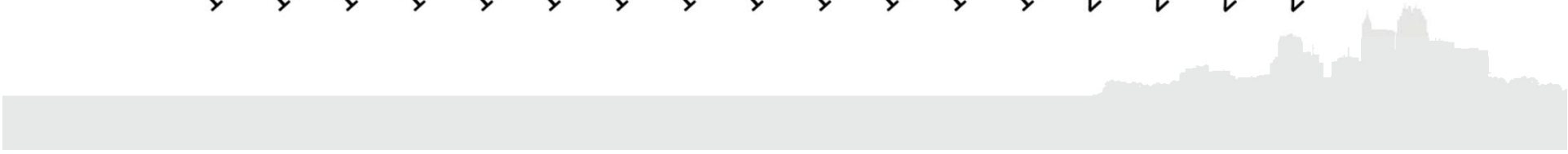
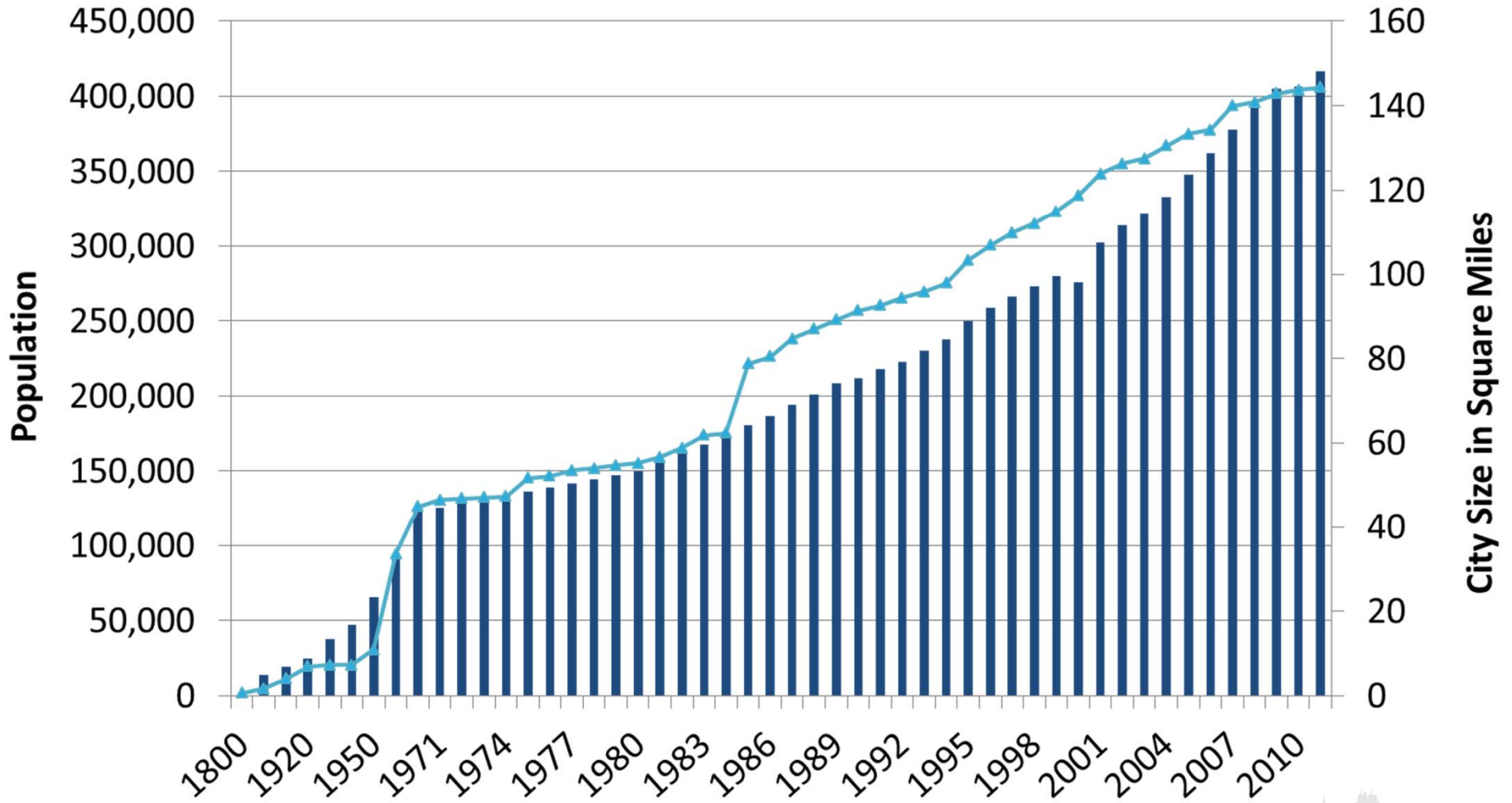
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# 2013



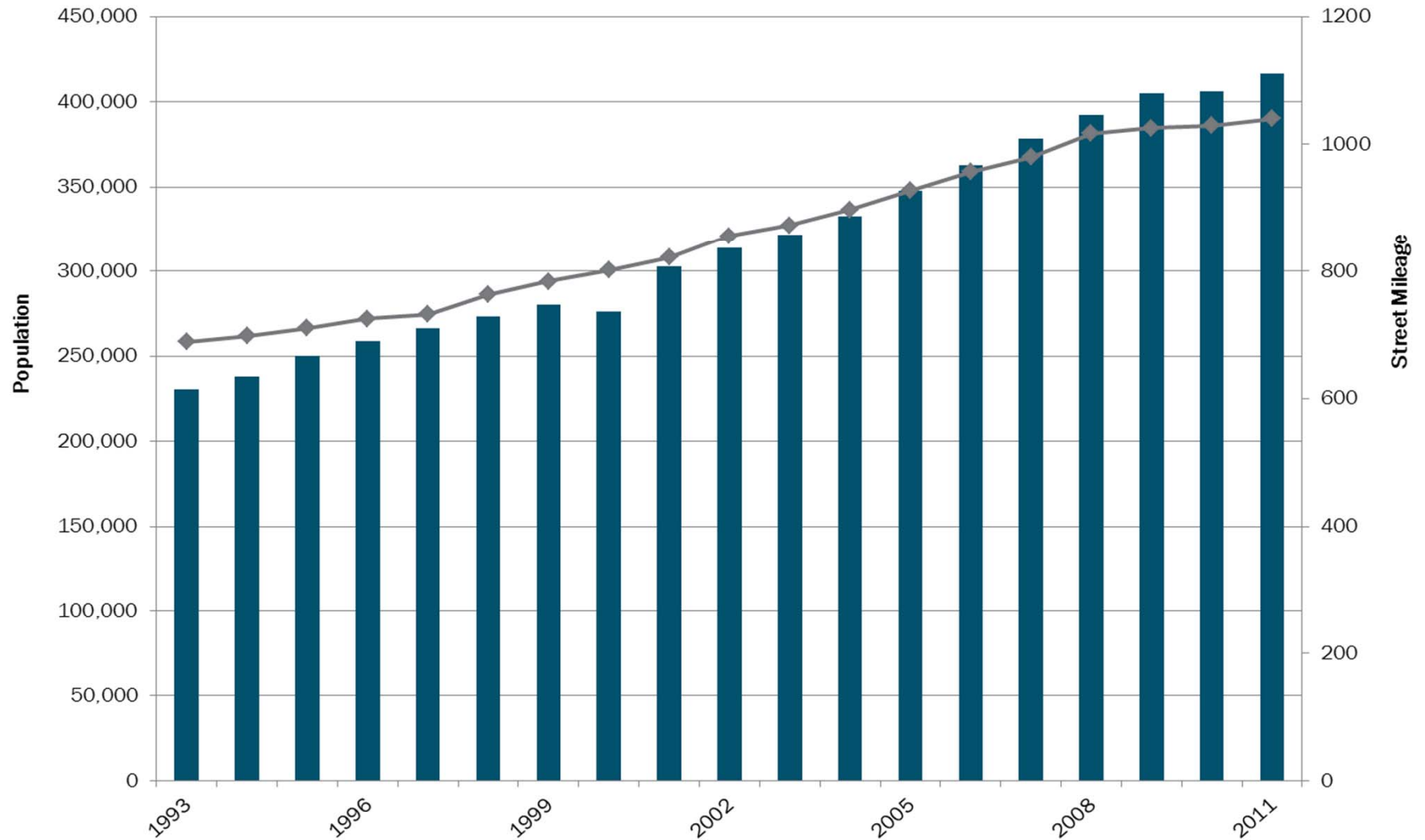
## Population and City Size, 1800 - 2011





# City Streets

Population and Street Mileage, 1993 - 2012





729.34 miles outside I-440 (69.6 %)

City of Raleigh  
Public Works Department  
Paved Street Mileage  
2013



- Paved Streets Outside I-440
- Paved Streets Inside I - 440
- NCDOT Streets
- All Other Streets
- Wake County Line
- Raleigh City Limits
- Raleigh ETJ

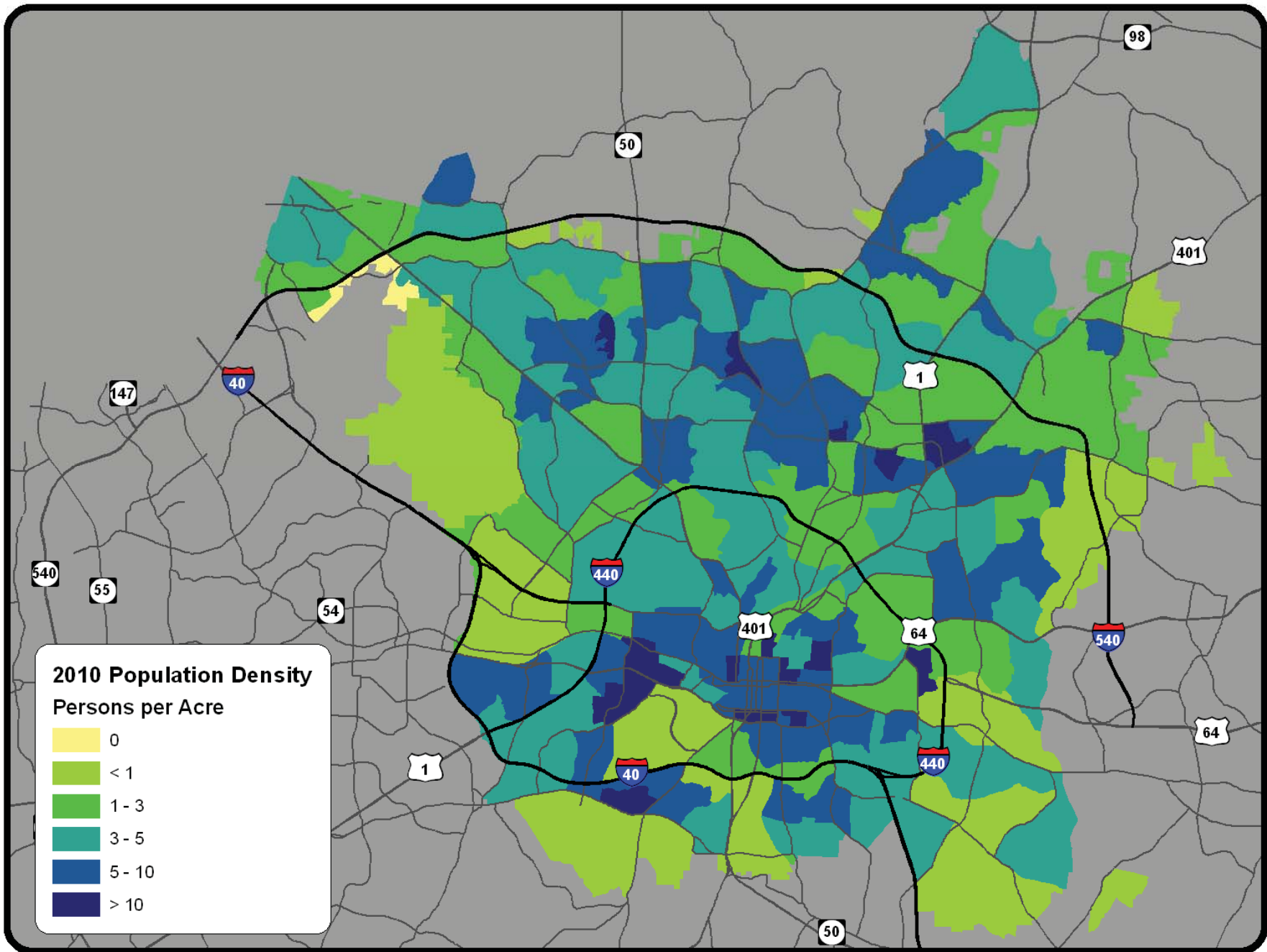
PAVED STREETS OUTSIDE I-440 729.34 MILES  
PAVED STREETS OUTSIDE I-440 318.5 MILES  
TOTAL PAVED STREET MILEAGE 1047.84 MILES

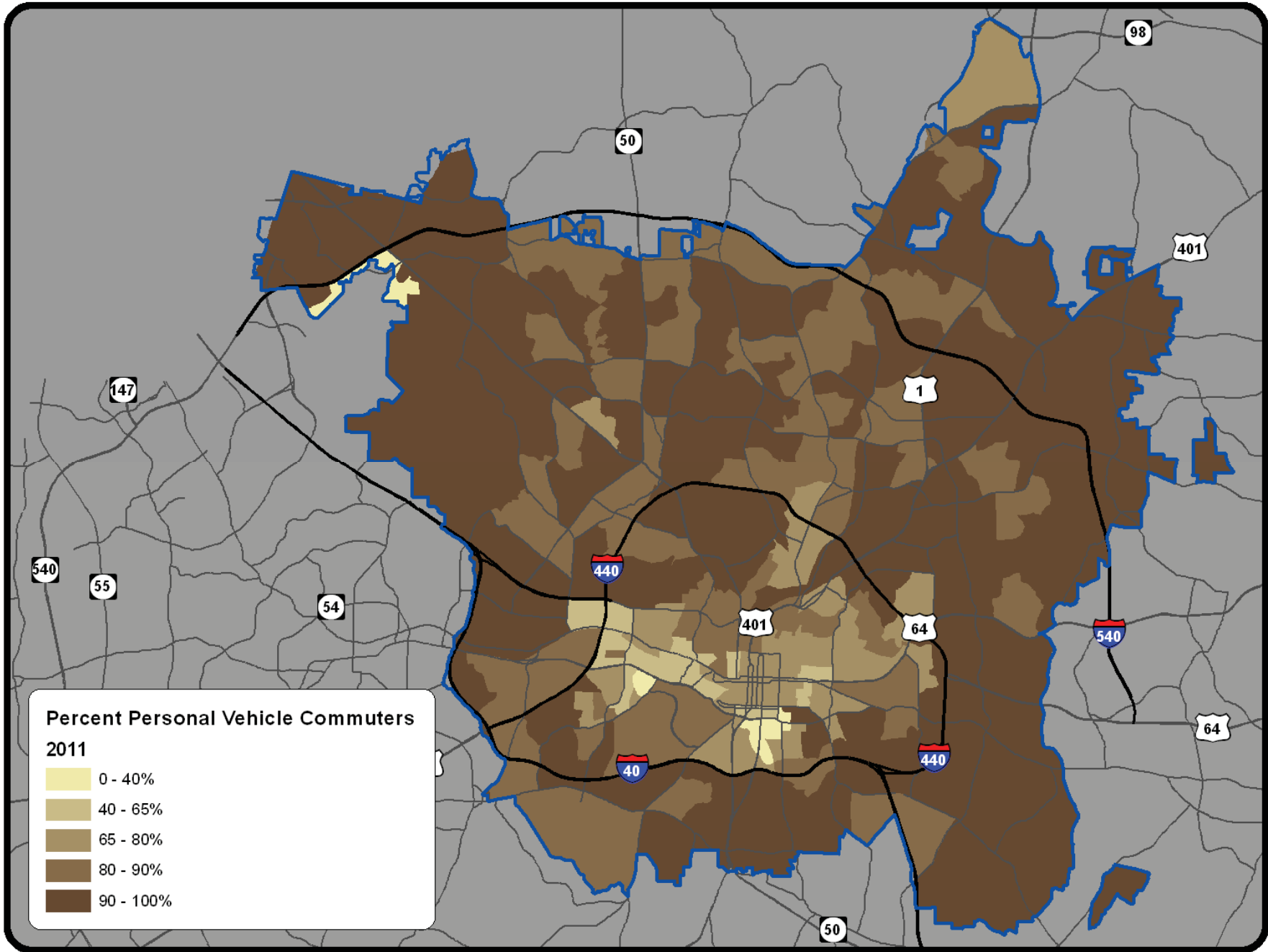
0 1,000 2,000 4,000 6,000 8,000 10,000

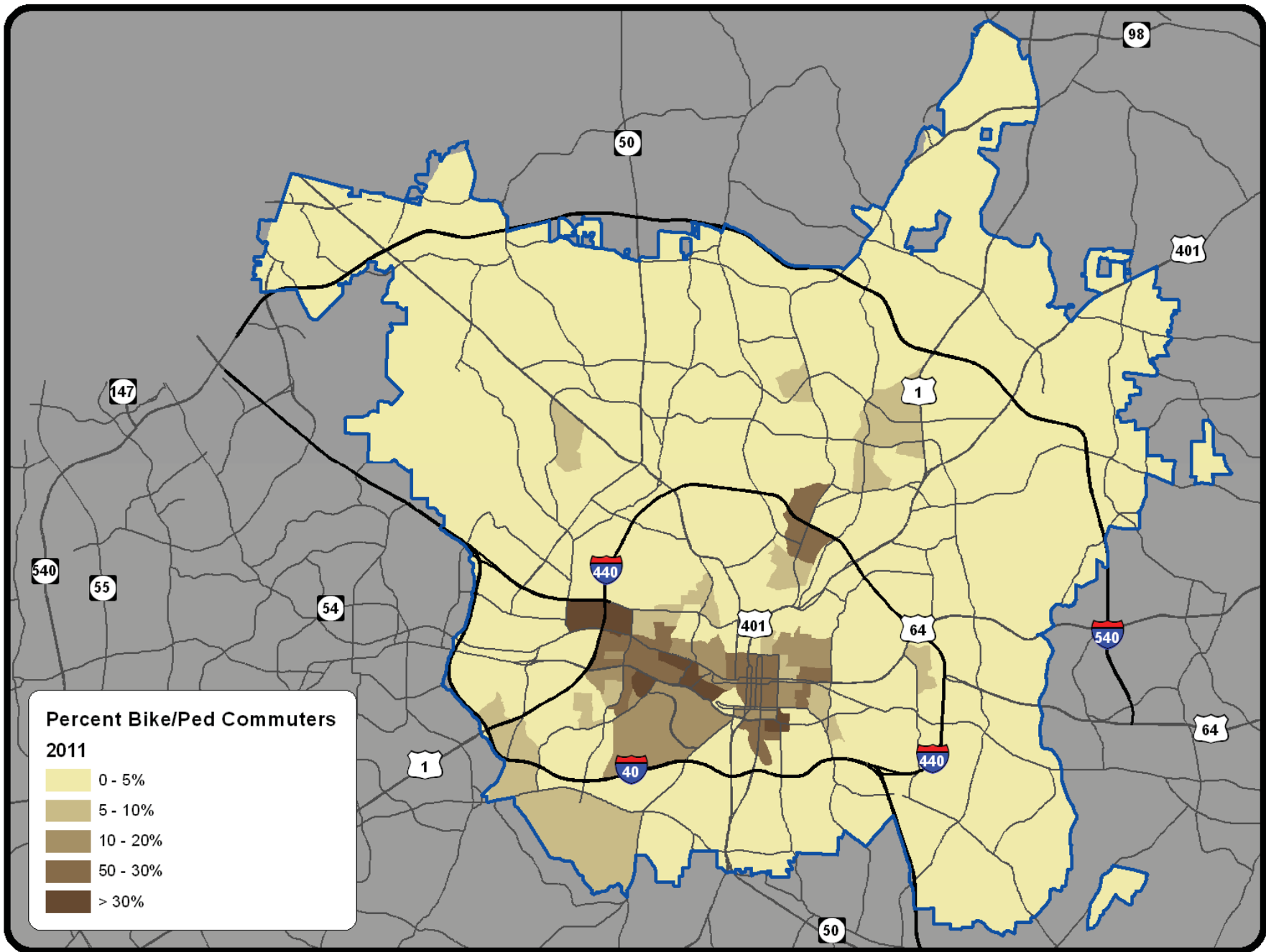
1 Inch = 3,000 Feet

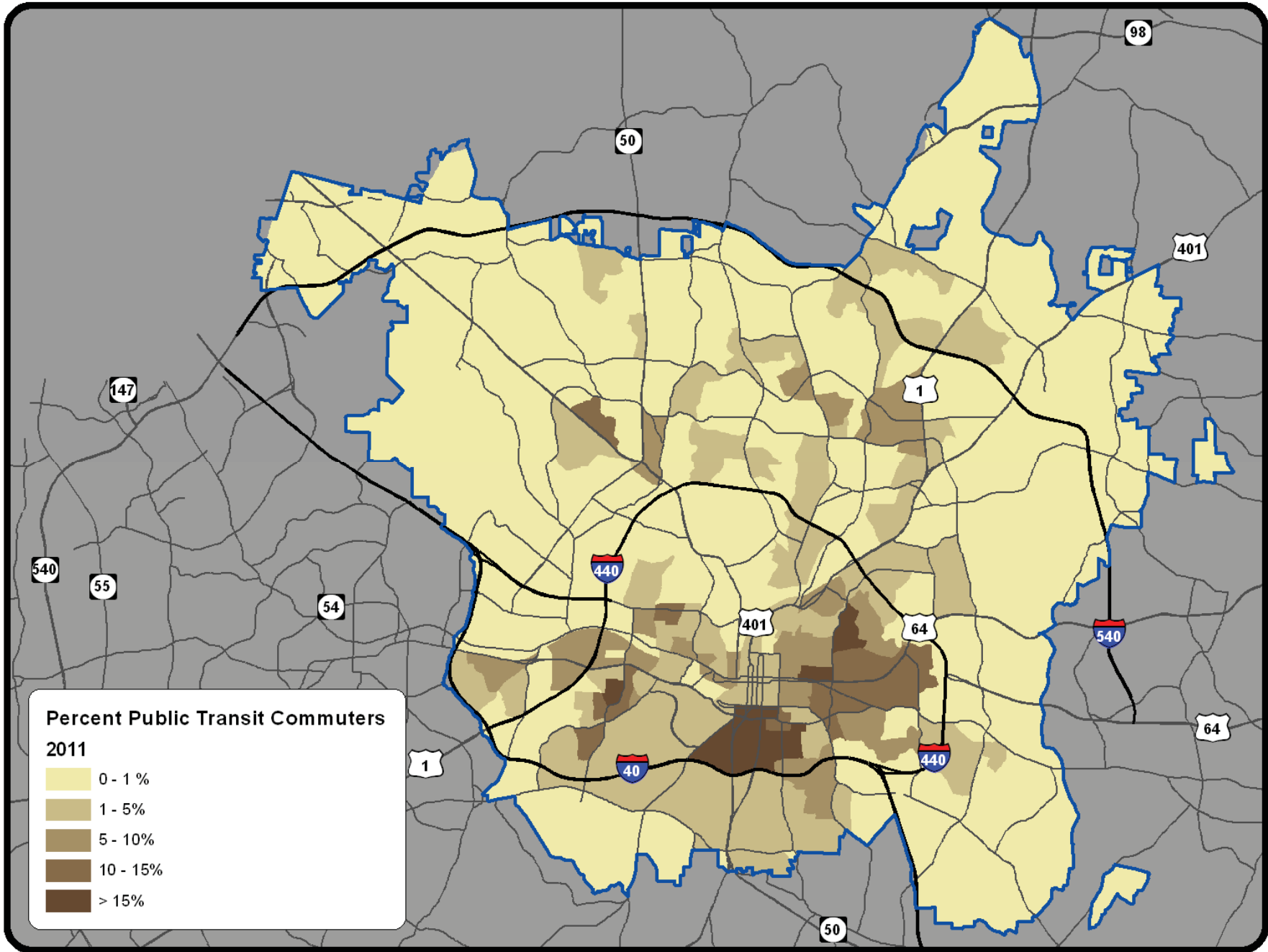
Public Works Department  
Transportation Field Services Division  
May 21 2013

318.50 miles inside I-440 (30.4 %)

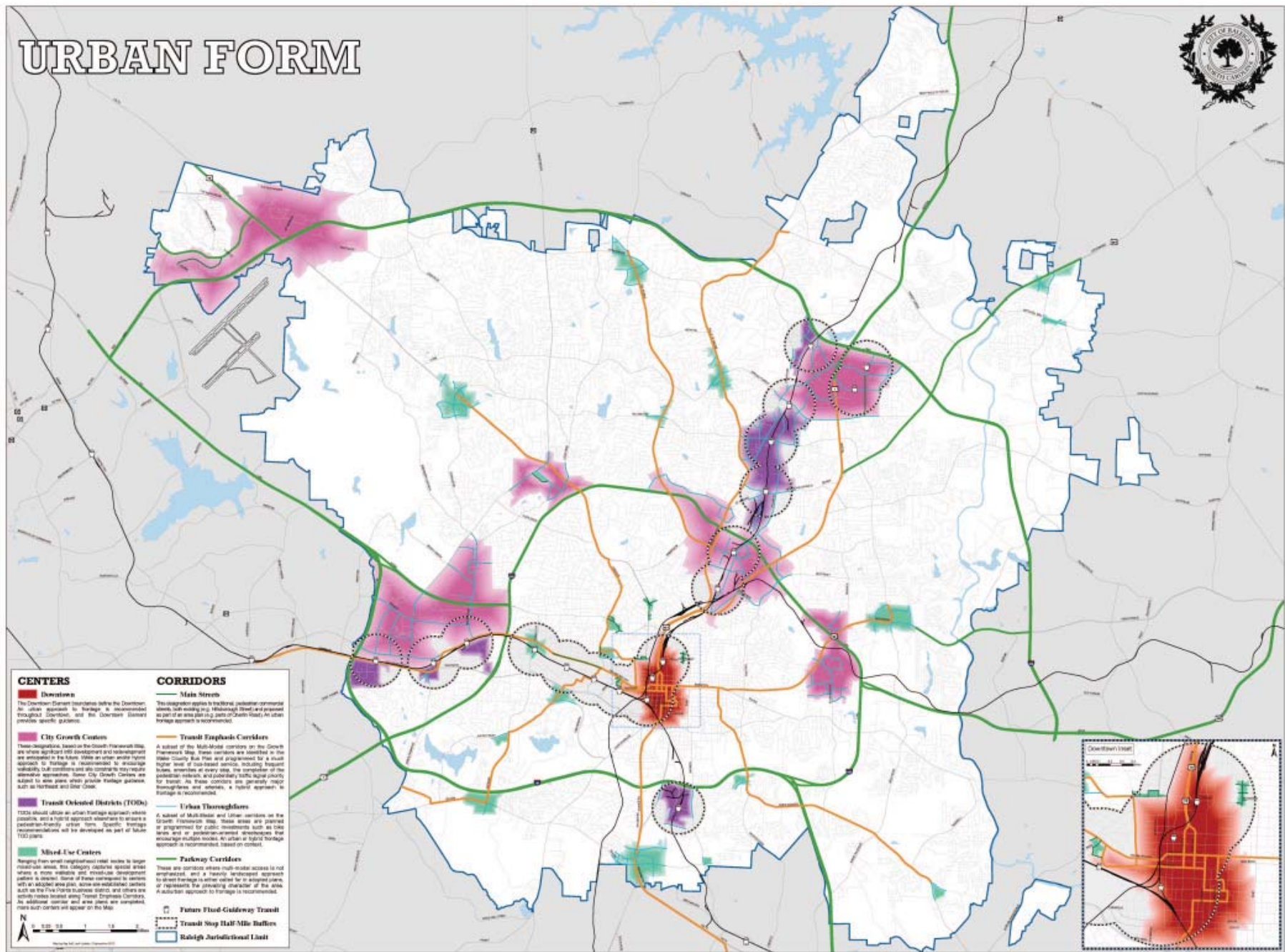








# URBAN FORM



**CENTERS**

**Downtown**  
The Downtown Center encompasses the Downtown, the urban core, and the surrounding areas. The Downtown Center provides specific guidance.

**City Growth Centers**  
These designations, based on the Growth Framework, are areas where significant development and redevelopment are anticipated in the future. While an urban form approach to form is recommended, it is not required. City Growth Centers are subject to site plans and other planning guidelines such as form-based codes.

**Transit Oriented Districts (TODs)**  
TODs should allow an urban form approach where possible, and a transit approach otherwise to ensure a pedestrian-friendly urban form. Specific form recommendations will be developed as part of future TOD plans.

**Mixed-Use Centers**  
Ranging from small neighborhood retail nodes to larger mid-rise areas, this category includes special areas where a more relaxed and mixed-use development pattern is needed. Some of these centers are currently in an adaptive reuse plan, some are established centers such as the Bay View business district, and others are actively being located along Transit Express Corridors. As additional centers and new plans are completed, more such centers will appear on the Map.

**CORRIDORS**

**Main Streets**  
This designation applies to traditional pedestrian-commercial streets that are not arterial roads and are not included as part of an area plan or parkway corridor. An urban form approach is recommended.

**Transit Express Corridors**  
A subset of the Multi-Modal Corridors on the Growth Framework Map, these corridors are identified in the Urban County Rail Plan and programmed for a much higher level of transit service, including frequent buses, services at every stop, the completion of the pedestrian network, and secondary traffic signal priority for transit. As these corridors are generally major thoroughfares and arterials, a hybrid approach to form is recommended.

**Urban Thoroughfares**  
A subset of Multi-Modal and Transit Corridors on the Growth Framework Map, these areas are planned or programmed for public investments such as bike lanes and/or pedestrian-oriented developments that encourage multiple modes. An urban or hybrid form approach is recommended, based on context.

**Parkway Corridors**  
These are corridors where multi-modal access is not emphasized and a heavily landscaped approach to transit form is often called for in planning plans, or represents the prevailing character of the area. A suburban approach to form is recommended.

**Future Transit Gateway Transit**

**Transit Stop Half-Mile Buffers**

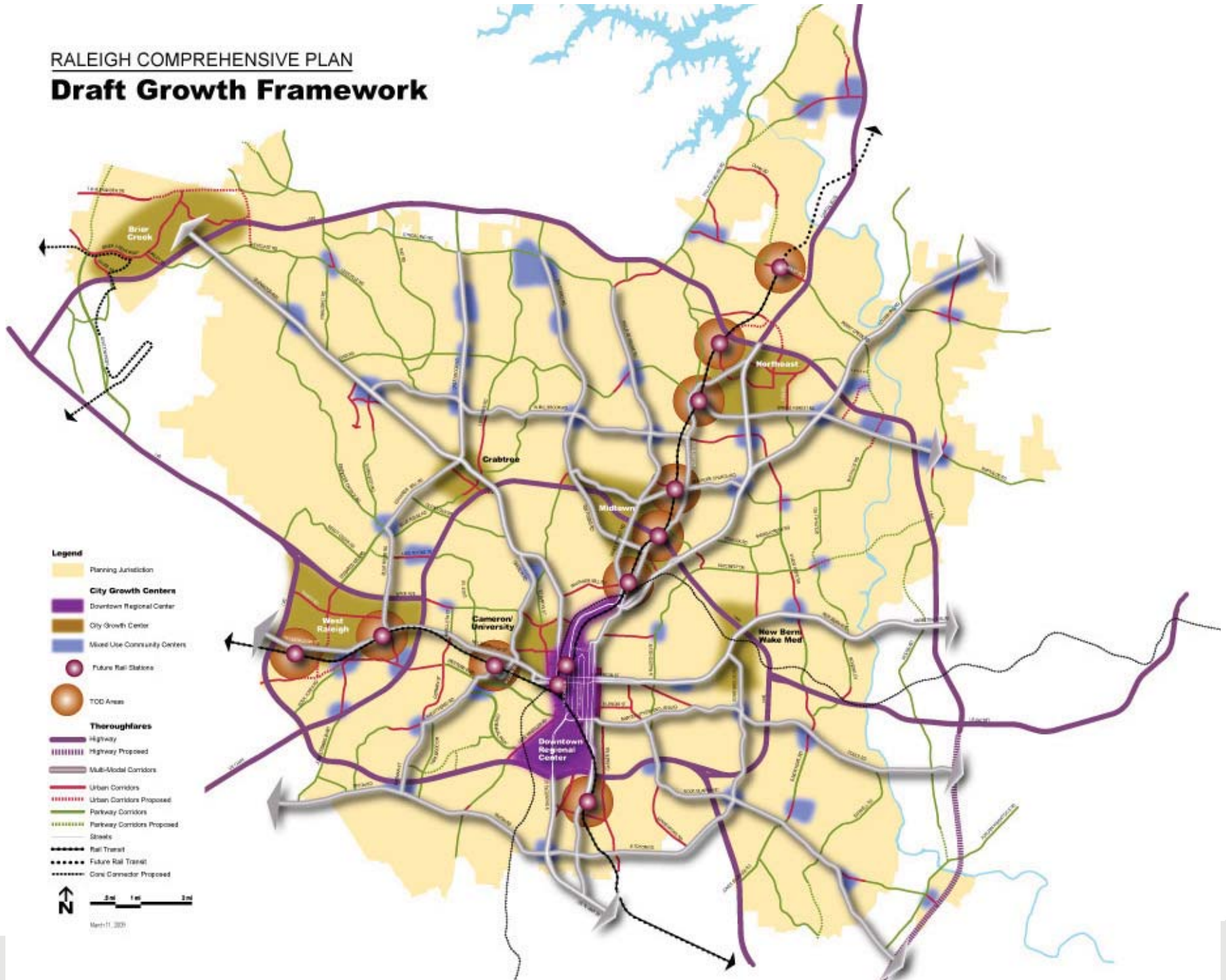
**Neighborhood Jurisdictional Limit**

**Map Legend:**

- North Arrow
- Scale: 0, 0.5, 1, 1.5 miles
- Map Date: December 2012



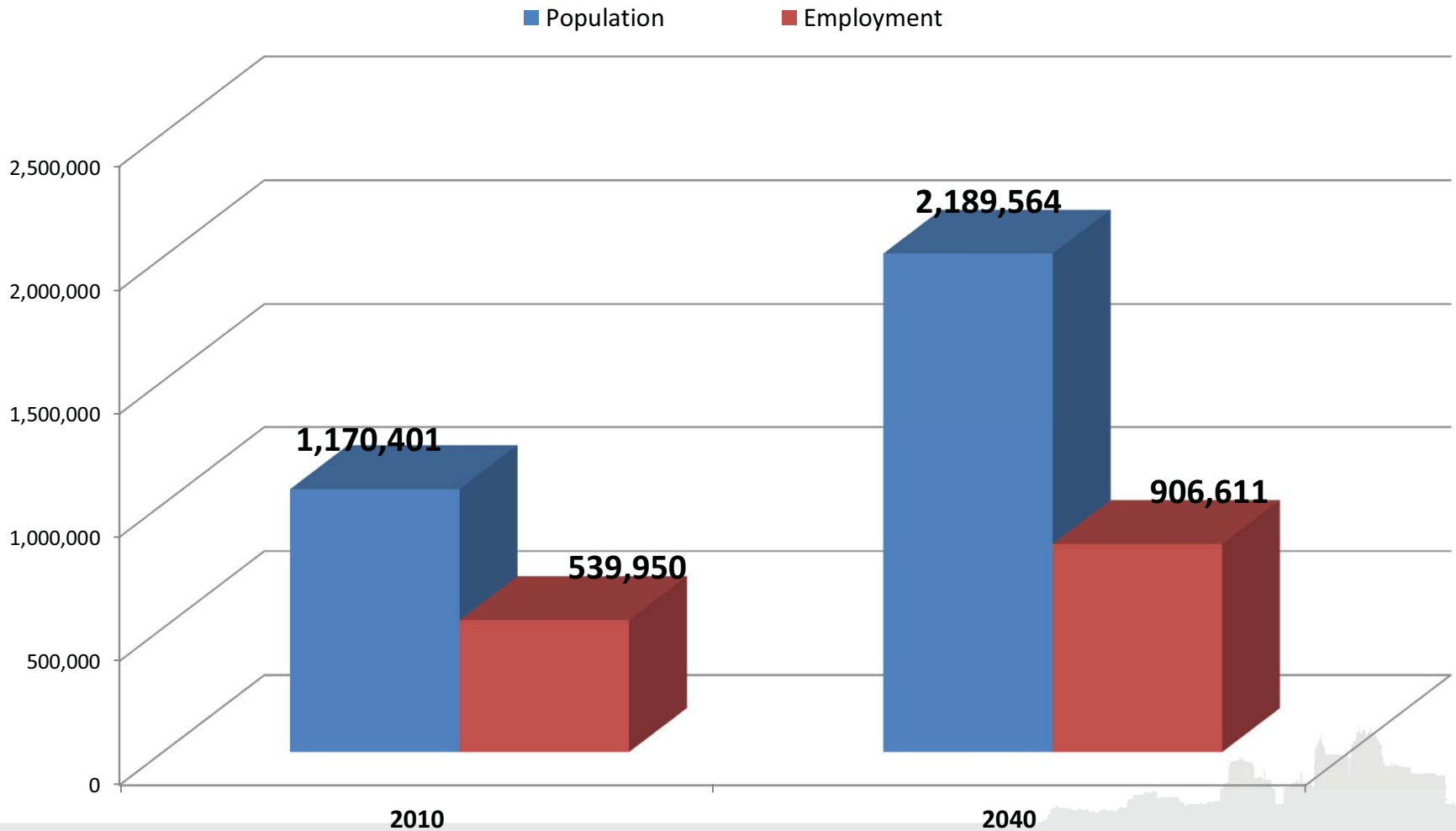
**RALEIGH COMPREHENSIVE PLAN**  
**Draft Growth Framework**





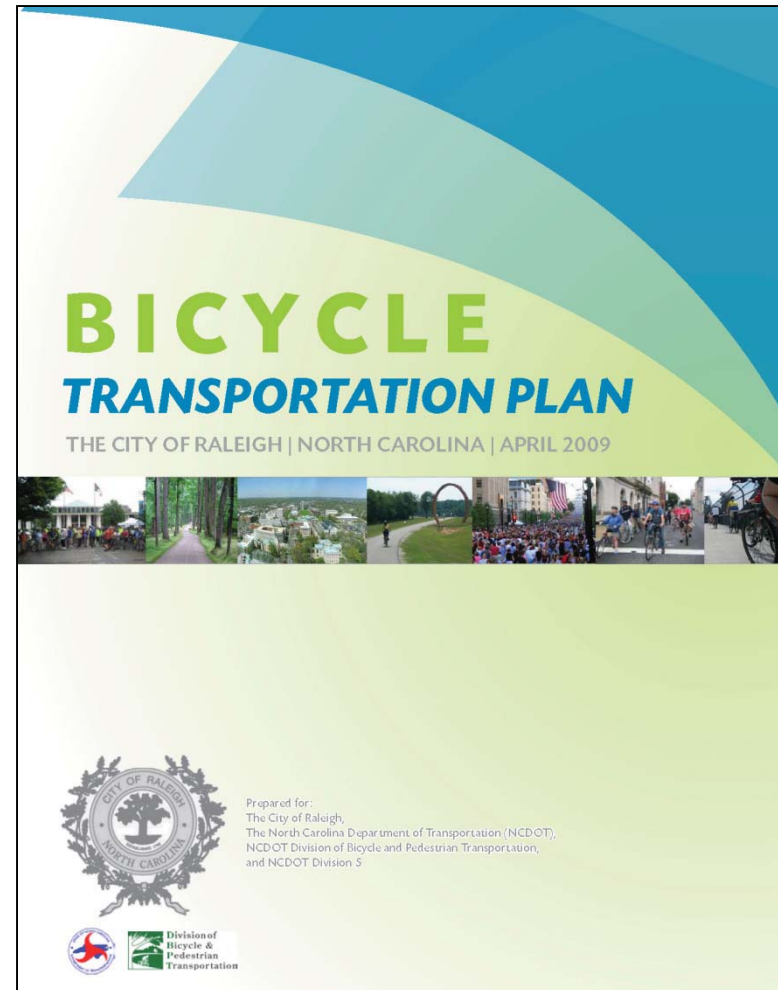
# Planned Regional Growth

**Population & Employment Change 2010 - 2040**



# Bicycle Infrastructure

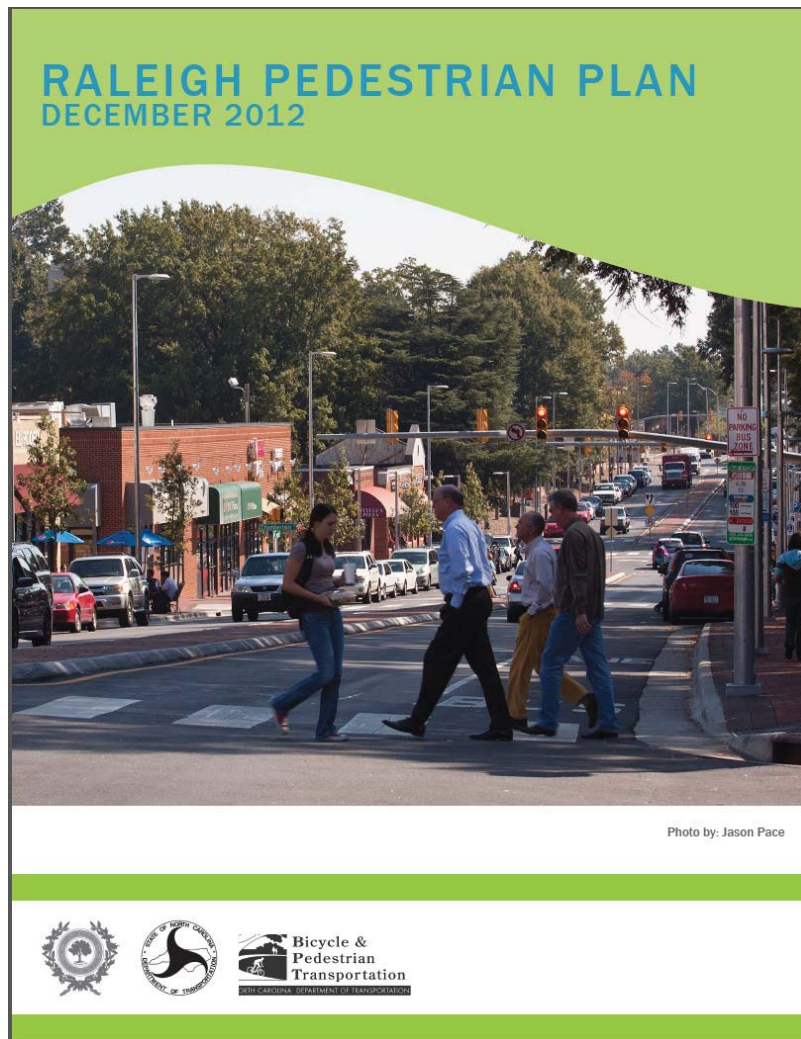
- Bicycle Plan approved in 2009
- Mileage of infrastructure has increased annually as a result
  - 2009 = 4 mi of bike lanes
  - 2013 = 26 mi of bike lanes and sharrows
- 50 more miles programmed for 2015 completion



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# Pedestrian Infrastructure



- Pedestrian Plan approved in 2012
- Over 200 projects identified
- Funding for sidewalk-only projects provided from 2011 bond

# Completed Corridor/Area Plans

- West Morgan Small Area Plan
- Crabtree Valley Transportation Plan
- Jones Franklin Corridor Plan
- Capital Boulevard Corridor Plan
- New Bern Avenue Corridor Plan
  
- Blount/Person Corridor (nearing completion)



# Recently Completed Major Projects

- Falls of Neuse Road Widening & Realignment
- Jones Sausage Road Widening
- Rock Quarry Road Widening Part B
- Perry Creek Road Widening
- Wade Avenue Pedestrian Improvements



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# Questions about current projects?

