



# Blount St · Person St

Corridor Study

## Issues & Opportunities Report



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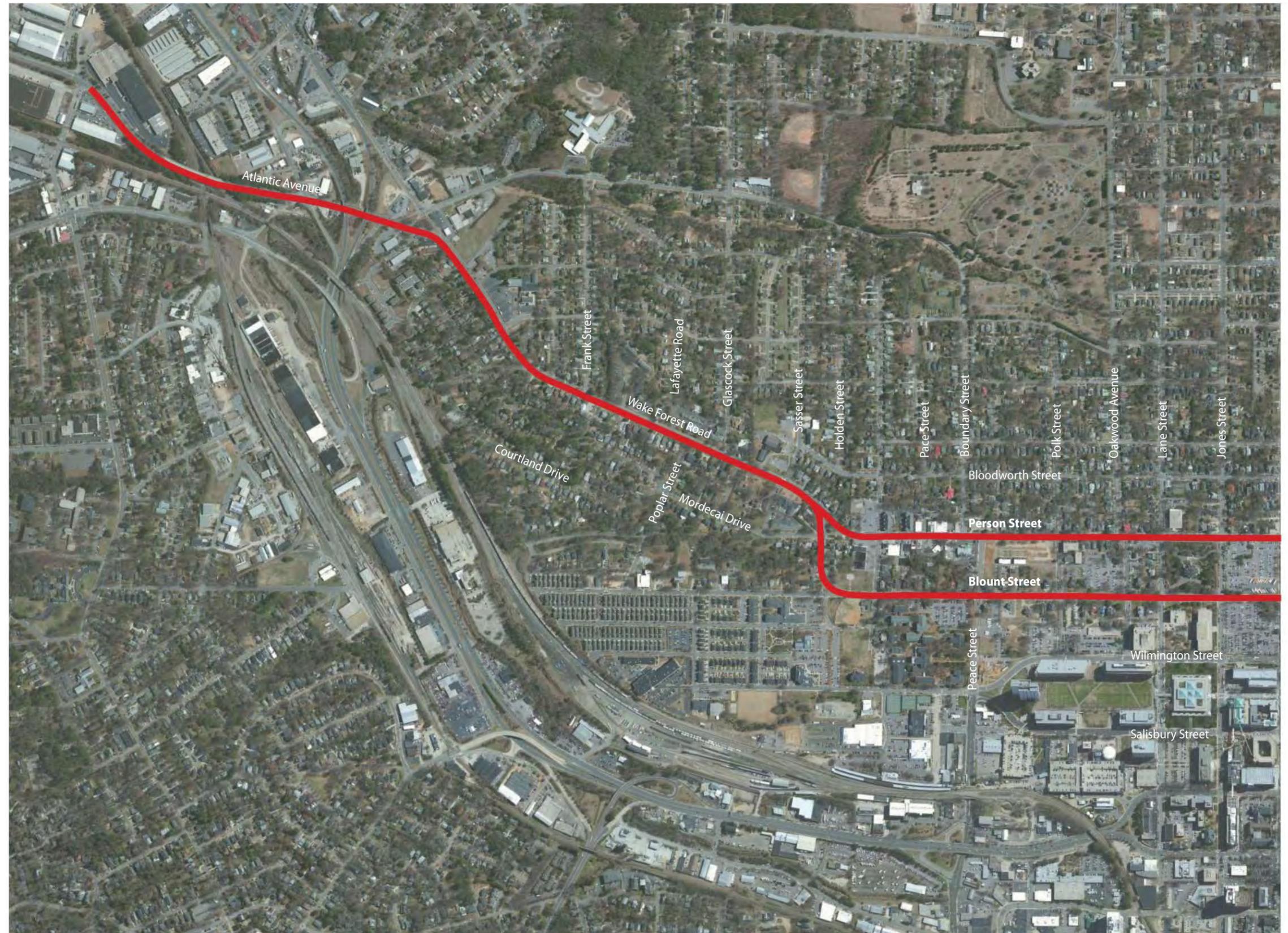
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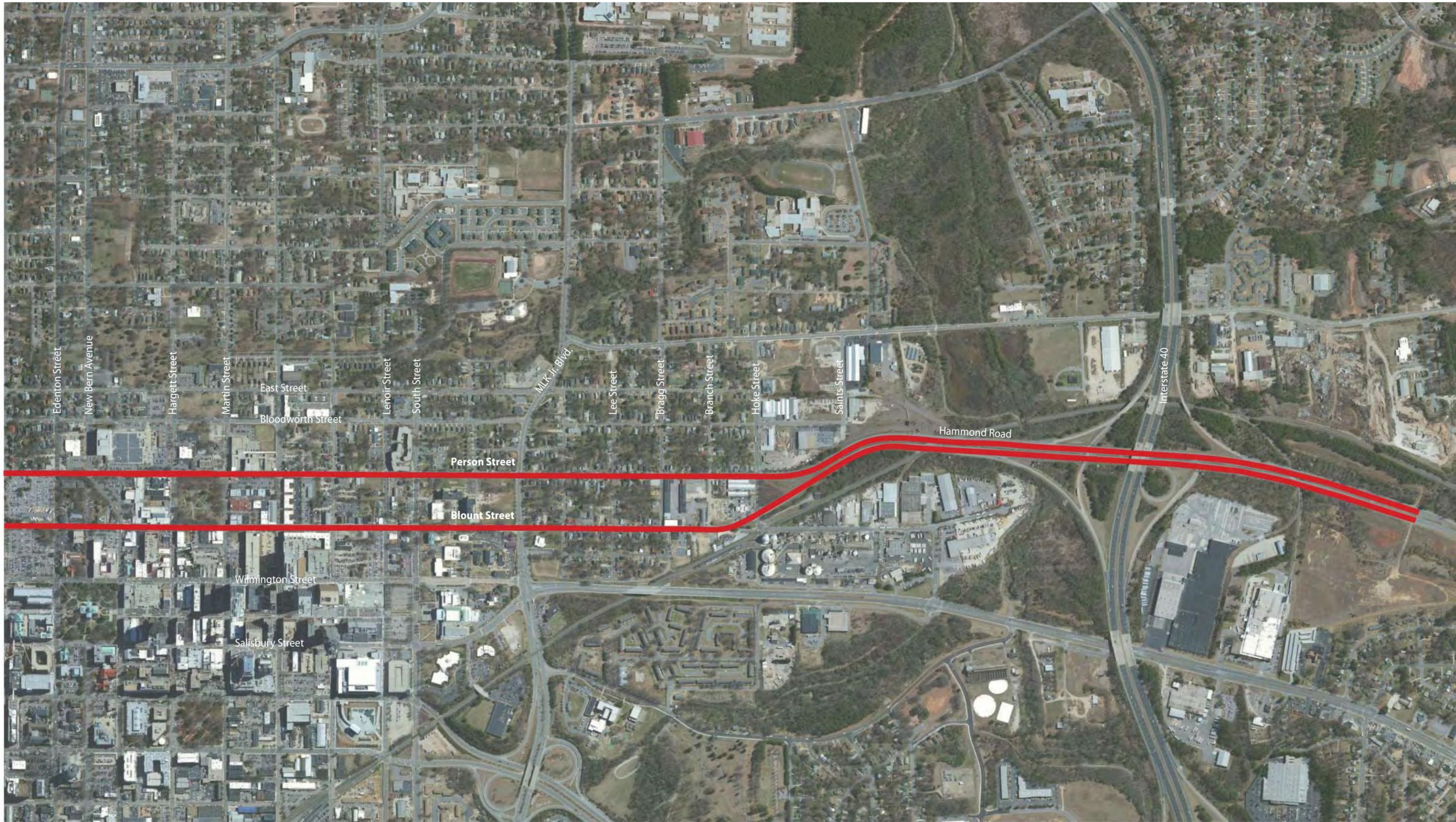
## INTRODUCTION

The Blount Street and Person Street corridors can be seen through multiple lenses: as major urban thoroughfares, commercial corridors and as neighborhood streets. The corridors extend over 5 miles from Capital Boulevard to Interstate 40, including Wake Forest Road, Blount Street, Person Street, and Hammond Road, with the core of the corridor being the one-way pair of Blount Street and Person Street. They pass through distinct communities with strong histories, different needs and priorities, yet they must function as a system, serving each of these communities in different capacities.

The Blount St-Person St Corridor Study will identify multi-modal transportation and streetscape design options and programmatic strategies to improve the corridors at all of these scales, with a particular focus on how transportation and streetscape strategies impact placemaking and economic development. The study will take into account the numerous previous studies and initiatives that impact the corridors, as well as the goals and priorities of the communities the corridors encompass.

This Issues and Opportunities Report is intended to document and summarize the range of conditions in the corridor including the community's goals and objectives, land use and urban form, traffic and multi-modal mobility, and street design. This document will serve as the foundation for the development and evaluation of design alternatives for the corridor.





## 1.1 Public Workshop

On Monday, October 22, 2012, the City of Raleigh Urban Design Center held a Public Kick-Off Workshop for the Blount St-Person St Corridor Study. Over 125 residents and stakeholders attended the workshop to share their comments, ideas and visions for the corridor. During the workshop, attendees worked in small teams and were asked to answer four questions:

1. What do you value about the corridor?
2. What do you want to protect?
3. What do you want to change?
4. What is your 100 year vision?

### Themes

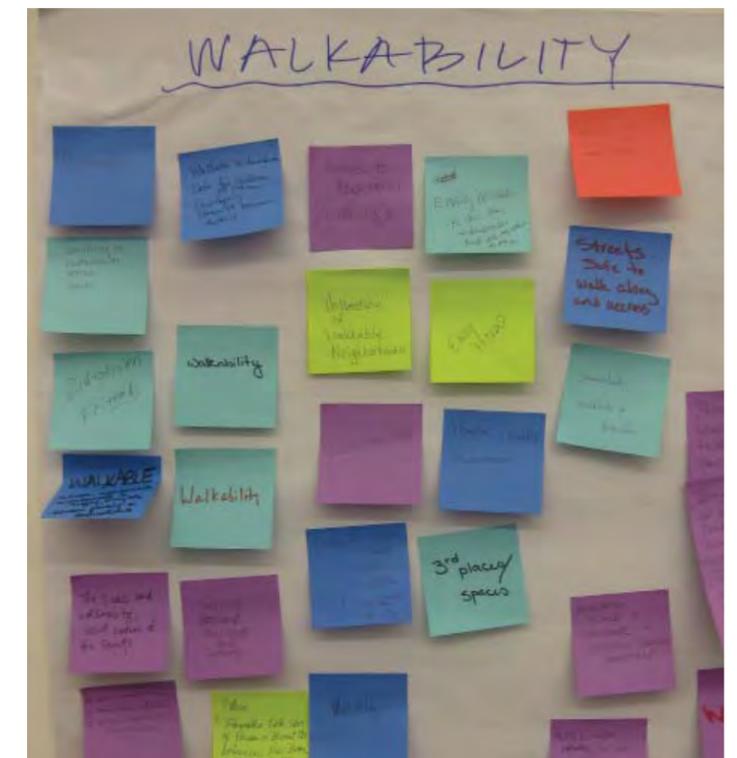
Hundreds of ideas and concepts were documented on maps, post-it notes, and table notes. For the purpose of summarizing the dialog, the comments obtained in the public workshop were organized into a set of reoccurring themes that emerged. These themes are critical to the process as they will guide the proposed street design for the Blount St-Person St corridor, serving as the touchstone for evaluating potential alternatives and design concepts. The following pages document all of the comments gathered for each question (values, protect, change, vision) organized by the following four themes:

- Business + Economic Development
- Neighborhood + Historic Character
- Traffic + Mobility
- Walkable + Multi-Modal



### Let's talk about Blount Street + Person Street...

1. What do you want to **Protect**?  
 PLAYGROUNDS / KIDS / FAMILIES  
 HISTORY OF SOUTH PARK  
 RESIDENTIAL NEIGHBORHOOD  
 SMALL SCALE NEIGHBORHOOD BUSINESSES  
 VILLAGE SCALE  
 SLOW SPEEDS ON NEIGHBORHOOD STREETS  
 EXISTING WETLANDS / NATURAL FEATURES









## 1.2 Values

### Business & Economic Development

Local business opportunity  
 Little restaurants  
 Escuazu's  
 Closeness to downtown shops and restaurants  
 Local food as an economic development and revitalization strategy  
 Small Person Street and commercial note by Krispy Kreme  
 The bike store, Oak City Cycling  
 Retail business and neighborhood business  
 Existing businesses (Pie Bird, Person Street Pharmacy, etc) and the potential for more  
 Mordecai, better sidewalks  
 Safe access to business  
 Increasing value of property  
 Excitement of downtown functions, festivals and appeal to many  
 Property tax and redevelopment do not drive out lower income residents  
 Urban environment, things to entertain  
 Safety to business and neighborhood  
 2 farm enterprises developing along corridor  
 Mordecai business district  
 Vibrant community business district  
 Mixed use zoning  
 Businesses incorporated into walkable community  
 Access to business development and growth  
 Increased new development  
 Support growth of small neighborhood (walk to businesses)  
 Varied land use, businesses, houses, governors mansion  
 Location of both my family's home and my business  
 Access to grocery/farmers market  
 Moore Square  
 Local Independent businesses  
 Range, residential business, demographic diversity, uses, value of property  
 Accessibility to business, public walkways, safety  
 Small shops  
 City Market  
 Person Street business parking  
 Surrounding land around Tupper Memorial Church  
 Diversity of corridor, types of businesses, mix of commercial, residential  
 Livability of downtown (grocery store)  
 Promoting Person Street Business  
 Thriving businesses that are accessible by peds, bikes, and cars  
 Local shopping resources  
 Person business district shops, Krispy Kreme, Pharmacy  
 Mixed uses and mixed income development  
 Person Street business District  
 Small biz development for neighborhood  
 Small business growth, Small business feel  
 Moore Square business district, can only get better, more livable  
 Mix of uses, offices, retail, restaurants, residential  
 Up and coming Mordecai Business District, City Farm, Oak City Cycling Project, Market Restaurant  
 Get rid of light industry corridor on the North Side. Replace with consumer oriented, bus with safe entrances (leeway)

### Neighborhood & Historic Character

Friendly neighbors who make it a point to know others in the area  
 Friendly safe neighborhood with committed, invested residents  
 Neighborhood feel of Downtown  
 It's familiar - Neighborhood Character  
 Appeal of old Oak Trees  
 Trees next to sidewalk  
 Keeping the neighborhood friendly  
 Mordecai neighborhood is delightful, Historic connected  
 Responsible/sustainable uses  
 Historic Character, Preservation, Original Houses  
 Sense of community, Mordecai neighborhood  
 Close to parks  
 Historic architecture, Mansions on Blount Street and Person Street  
 Inclusive of community neighbors  
 Sense of Community, Community Interaction  
 Diversity (people and neighborhood)  
 Special quality of Oakwood  
 Potential of Business District between Peace Street and Franklin  
 Residential character, Neighborhood feel  
 Historic residential district connected with a adjacent to the corridor  
 Urbanism vs suburbanism  
 Value charm, efficient way of getting from Peace Street to MLK and vice versa, it is not too commercial  
 Cleanliness (no glass on the street)  
 Neighborhood revitalization, safety  
 How different each section is now  
 South Park - Historical Significance  
 Historic homes -Oakwood  
 History of buildings, History of people  
 Moore's Square, Governors Mansion, City Market  
 Historic Mordecai, love it  
 Historical nature of both streets  
 Historical scenes of parks  
 Historical value to my husband. He was raised in South Park  
 Oakwood, Mordecai, South Park, Governors Mansion, etc. Murphy School  
 Historical Corridor  
 History of Raleigh along the corridor  
 Southern Charm, including Trees, historic buildings  
 Tupper Memorial Baptist Church  
 Preservation of Historic Elements and neighborhood, Homes on Lee Street  
 History of neighborhood and quality of houses  
 Granite curbs  
 Rich history of the area, classic historic image  
 Tree lined streets  
 Trees, big old poetic ones  
 Trees greening the City  
 Old, large, trees along the route  
 Children's play area  
 Aesthetically pleasing landscape, Visual unity  
 Scale of buildings  
 Number of neighborhood types and characters in such a short transect  
 Proximity of street to building face  
 Gateway in and out of downtown

### Traffic Mobility

Low traffic noise  
 Existing lane routes  
 No roundabouts  
 Convenience to suburbs  
 Connection to downtown  
 Easy way through downtown  
 Improve east to west accessibility  
 One way streets  
 Easy access to downtown weather walking or driving  
 South Park - Ease of access to I-40 and City Center  
 Proximity to downtown  
 Pace, Easy, not too fast, right speed for urban travel  
 No obstructions like large bushes block entrance way  
 Connection to downtown  
 Accessibility to I-40  
 Easy access  
 Neighborhood connectivity to downtown  
 Ease of traffic flow, rare "traffic jams"  
 One way streets  
 Easy access to BeltLine and I-40  
 Accessibility to History and Government Building  
 Easy from I-40 to downtown  
 Ease of access from Mordecai to downtown, rail line especially  
 The traffic speed off Hammond onto Person Street  
 Slow traffic  
 Slow traffic speeds  
 Lower speeds for safety  
 Lower speed limits in neighborhood access  
 Increase safety for foot traffic both by police access and  
 Streets that move traffic, not parking and parties and events  
 Neighborhood safe feel  
 Speed limit monitored by law enforcement  
 Slow the traffic through neighborhood  
 Make speed limit higher  
 Alternative parking solutions  
 Safe and desirable neighborhood streets  
 Street lights  
 Accessibility  
 Safety of accessing the corridor  
 Excessive speeding must stop  
 Connection to Downtown  
 Traffic flow to neighborhood businesses and homes  
 Diversity, commercial residential  
 Access to multiple services locally, stores entertainment, commerce  
 Connection across the traffic flow  
 Diversity of neighborhood, income, residential, business, race  
 Ease of grid design between sections  
 Neighborhood connectivity  
 Proximity, ease of access between living, shopping, entertainment  
 Connecting the community  
 Person and Blount can get me across either north or south  
 Cohesion from one end to another

### Walkable & Multimodal

Walkable, livable  
 Traffic Calming  
 Walkable streets  
 Pedestrian Bike Friendly environment  
 Sidewalks (when they are there)  
 Pedestrian friendly neighborhoods  
 Pedestrian friendly  
 Being able to jog, walk, neighbor visit, safely  
 Create neighborhood friendly atmosphere  
 Ability to safely walk to venues  
 Walking to restaurants, stores, gym  
 Pedestrian friendly  
 Walkable between neighborhood, neighborhoods to shopping destinations, dinning, etc. between parking and destinations  
 The scale and walkability, social nature of the street  
 Less Commuter Traffic  
 Walkable neighborhood  
 2 way traffic - Blount and Person  
 South Park Walkability  
 Walkable to Downtown, safe for children to roam  
 Developing Person Street Business District  
 Improve Pedestrian/bike facilities and safety  
 Wide sidewalks on both sides of the street  
 Access to downtown, walking  
 Collection of walkable neighborhoods  
 Clarity of north - south circulation and connection  
 Easy to create mental image of the city  
 Easily accessible to the stores and businesses that are important to me  
 Easy access  
 People Friendly environment  
 3rd place/spaces  
 Walkability and business community around Person  
 Streets safe to walk along and across  
 Somewhat walkable and bikable  
 Pedestrian scale sidewalk and building street frontage  
 Ability to walk to local business, restaurants, and downtown  
 Walkability , bike-friendly  
 Parks, some are better than others, all could be improved  
 Person and Blount should be two traffic lanes consistently  
 Bicycle lanes on selected roadways to access greenways  
 Safe friendly, access to pedestrians  
 Safe cycle and walking  
 Access, through travel by car and walkability  
 Ability to cross street  
 Public transit, appeal  
 Connectivity to Transit Station  
 Reduce traffic, increase bus service  
 Non motorized transit, bicycle, foot, any non external energy source, transit access and support  
 One way orientation does make it easier bicyclist and pedestrian at times  
 Contiguous sidewalk through the varying, disparate neighborhoods  
 Protect sidewalks  
 Streetscapes where people want to come and spend time and live

## 1.3 Protect

### Business & Economic Development

Small scale neighborhood businesses  
 Village scale  
 Local business  
 Housing diversity  
 Not having banners in our business district  
 Young businesses  
 Mixed income affordability for homes  
 Value of property, South Park  
 Mix of uses, houses, school, business, museum  
 Person Street businesses taking off  
 Access to business  
 Small businesses  
 Diversity - mixed use  
 Mixed use, quirky, unique, funky  
 Urban Farm  
 Neighborhood Businesses  
 Local businesses  
 Raleigh City Farm  
 Density as it is  
 Funkiness, Variety  
 Parking, cars on Person

### Neighborhood & Historic Character

Historic Buildings  
 Character  
 Playgrounds, kids, families  
 History of South Park  
 Residential neighborhood  
 Oak Trees  
 Historic house stock  
 Character of Historic Neighborhoods  
 Existing wetlands, natural features  
 Trees canopy  
 Historic structure  
 Granite curb  
 Neighborhood feel  
 Lack of big parking lots  
 Protect the houses, all  
 Preserve historic character  
 Protect existing trees and add  
 Protect owners, less absentee owners  
 Maintain residential, keep residents  
 Rather give them to the University than "let to"  
 Protect the old homes on Blount Street  
 South Park Neighborhood History and Character  
 Harris Barber College  
 Old Churches  
 Oakwood Neighborhood  
 Mordecai  
 Peace College  
 Seaboard area character  
 Cemetery  
 Raleigh City Farm  
 Mansions  
 Creeks and Streams, Greenways  
 Historic architecture  
 Residential character, quiet  
 Trees, canopy  
 Historical land marks  
 Protect Shaw University and historic sense  
 Protect students at the University  
 Front yards  
 Single family neighborhoods  
 Quite neighborhoods  
 Quality of life  
 Parks, Nice scenes in Moore Square  
 Small open spaces  
 Diversity, people and buildings  
 Low rise scale  
 Charm, Ambiance  
 Civic development

### Traffic Mobility

Flow of traffic,  
 Ease of traveling by car north to south and south to north  
 Accessibility  
 Traffic flow  
 One- way streets  
 Traffic flow, currently flows well with synchronized lights  
 Keep traffic (auto) down

### Walkable & Multimodal

Slow speeds on neighborhood streets  
 Sidewalks  
 Street Parking  
 Continuous sidewalk throughout  
 Efficient connection to downtown (bike/pedestrian/transit)  
 Bicycling thoroughfare on Hargett Street  
 Fairly walkable  
 Bus stop, no place to stand  
 Walkability, access to problem areas

## 1.4 Change

### Business & Economic Development

More development south of MLK to I-40  
 Need grocery store (big)  
 More urban farms, gardening  
 Local health facilities  
 More shopping  
 More retail  
 Better directional signage, especially for businesses  
 More space at restaurant outside seating  
 Grocery Store - by foot  
 Smell of the plant coming off I-40 onto South Person  
 Make areas urban chic  
 Less surface parking  
 R line to Krispy Kreme  
 More retail groceries  
 Grocery store access  
 Bring night life to houses at Blount Street Commons  
 More consumer oriented north and south of Downtown  
 R line route down Person Street  
 Easy access to parking garage north of downtown (Moore Square)  
 Enhance Person Street Biz  
 Mixed use apartments and retail  
 Dog food plant  
 Encourage businesses further north and south  
 Turn bus garage into shopping center (South Park)  
 Revitalize Moore square, outdoor dining  
 Higher density  
 Use/develop under used parcels (mixed use)  
 Increase retail  
 Redevelop industrial area to mixed-use  
 North of gym, abandoned dilapidated buildings

### Neighborhood & Historic Character

Improve appearance, beautification, signage  
 More visible 'Raleigh Pride'  
 Enhance, fund historic houses, buildings  
 Improvement in South Park area  
 Street character, local destinations, borough identity  
 Consistent curb appeal, distinct character by section/neighborhood  
 Water, green space, Crabtree Creek  
 Rain gardens in neighborhoods  
 Fletcher Park example  
 Start the project on the southside because the improvements seem to start in the north and the south continues to deteriorate  
 More of a welcome to Raleigh sign at both ends of the corridor  
 Bury utilities  
 Break corridor into districts  
 Lighting for safety  
 Underground utilities  
 Public art  
 Improved way finding  
 Public trash cans  
 Buried utilities  
 Too much surface parking  
 More interaction and integration of neighborhoods  
 Public art installation (Wake Forest fork)  
 Clean up boarder of houses and business  
 Beautification  
 Renovate boarded up homes in South Park  
 Change zoning to not allow as many boarding houses  
 Encourage home ownership  
 Change trees from Crepe Myrtle to other  
 Consistent street lighting  
 Design and appearance standards  
 Make street more attractive

### Traffic Mobility

Speed, raceways, speedways  
 Transition freeway to neighborhood  
 Lighting - South of Martin Street  
 Transition from North to South  
 Connectivity east & west  
 Better traffic flow 800 - N, 900 Blount Street  
 Name one street one name (Hammond, Person, Wake Forest, Atlantic)  
 2 way on both Person and Blount  
 Deal with corridor as a cross section to include side streets  
 Slow traffic  
 One-way streets to two-way streets  
 East-west access  
 Wake Forest Road lanes  
 Slow traffic  
 Two-way Traffic  
 Advance notice signage  
 Change traffic flow on Blount from E South to MLK to prevent bottleneck caused by on street parking  
 Enforced speed limits north and south of downtown  
 Capital to Wake Forest, make it easier , 3 lanes might be easier than 2  
 Trucks unloading - Blount Street is too narrow  
 Speed  
 Change timing of lights on north bound E. Edenton  
 Traffic calming south of Moore square, road diet, hotels and restaurants  
 Turn lanes on MLK  
 Focus on getting people to, instead of through  
 Make street two-way (like Hillsborough with median)  
 Two-way streets  
 Speed/morning traffic between Sasser and Franklin  
 3 lane all the way  
 Two-way streets  
 Trees now blocking signage  
 Simplify Capital/Brookside/Atlantic Intersection)  
 Fast dangerous traffic  
 Two-way traffic/traffic circles at Hammond transition at Person Street/  
 Wake Forest Road merge

### Walkable & Multimodal

Pedestrian crossing - Wake Forest Road  
 Sidewalk maintenance, bad condition  
 Children warning signs  
 More sidewalks, pedestrian sensitivity - neighborhoods  
 Bike lanes – connectivity  
 Improve bus facilities, benches, covers  
 Safe crosswalks at intersections  
 Path for bicycles, increased sidewalks, bike lanes, and green space  
 Pedestrian needs to be celebrated  
 Make it more foot traffic friendly  
 Lack of continuity of sidewalks  
 Lack of greenway connections  
 Better street lighting  
 Better pedestrian safety access  
 Add sharrows on all major and minor roads  
 Add bike lanes and facilities  
 Add lights in tunnel in greenway  
 More crosswalks  
 Lack of connections to neighborhoods  
 Traffic calming, continuous sidewalk  
 ADA sidewalks enforcement (e.g. Jones and Person)  
 All business and apartments should be ADA accessible  
 Better lighting  
 Peace to Edenton  
 Traffic calming measures  
 Continuous sidewalks on Wake Forest  
 Crosswalks north to Edenton  
 More bike lanes  
 More pedestrian friendly  
 Bike paths, connectivity to east-west and north-south  
 Greenway and bike lanes  
 Make buses come through Oakwood and other neighborhoods  
 Repairing sidewalks, improving walkability for strollers, wheel chairs, ADA Universal design  
 Increased ability to cross Wake Forest (walking)  
 Move bus station  
 Complete streets  
 Wider sidewalks  
 Better wayfinding  
 Two sided sidewalks all the way  
 Increase transit  
 Connect northend to greenway nearby  
 Better bus stops at north end  
 Add street car  
 Range of transportation  
 Improve crossing W. Forest Road at north end  
 Person/Franklin corner: needs sidewalk protection parking problem)  
 Unsafe traffic speeds (bike/pedestrians)  
 Add bike lanes (entire stretch)  
 More lighting north of Peace Street

## 1.5 Vision

### Business & Economic Development

Riverwalk  
 Energy independent  
 Robust local food system  
 Another City Market  
 Total mix use  
 Grocery store  
 Grow food locally  
 Reestablish Franklin Street Corridor  
 Charging stations  
 Neighborhood wi-fi  
 Agriculture projects throughout  
 Haven for small businesses  
 Empty lots now thriving businesses  
 People living in mansions or redevelopment  
 Mixed use development  
 Low property taxes, keep it affordable  
 Denser  
 More Tourism  
 Downtown sports stadium (soccer, baseball, basketball, football, rugby)  
 University collaboration  
 Water - river walk and beach bars (Open up pigeon creek)  
 Everything you need within walking distances  
 Major retail, mixed use  
 State will have sold all underutilized properties including parking lots to be developed  
 Local businesses

### Neighborhood & Historic Character

Preserve history  
 Distinct names of neighborhoods  
 Lighting for safety  
 Series of healthy compact neighborhoods  
 Include greenspace  
 More trees  
 Everyone outside, vibrancy  
 No utility wires  
 Keep area so we would know them  
 Keep historic integrity  
 Family/living friendly  
 Buried utilities  
 Lots of greenspace and landscaping  
 Zoned landscaping to vary by area, e.g. Shaw; Downtown, Historic Neighborhoods  
 Lots of big old trees  
 Enhance state owned greenspace (architecture building)  
 Enhance and beautify state properties  
 More parks and pocket parks  
 Whole corridor has Historic Neighborhood designation  
 Healthy neighborhoods  
 Trees  
 Restore the parks (4 quadrants around the Capital Building, Moore, Nash)

### Traffic Mobility

Not another Capital Boulevard  
 Remove intersections where cars and people interact  
 No exhaust  
 No cars, public people movers  
 Great flow through the corridor that supports neighborhoods

### Walkable & Multimodal

Train  
 Real mass transit  
 Rail system  
 Jetson's  
 Segways  
 Public transportation  
 Sidewalks everywhere  
 Moving sidewalks  
 Rail system  
 Trolley, something new after the old  
 Walkable neighborhoods  
 Signs to help people move (walk) more safely  
 Street cars or George Jetson mobiles  
 Public transportation, light rail  
 People walking around  
 High speed rail access  
 Greenways  
 Floating cars, no cars  
 Ride public transit to downtown sports stadium/area  
 Elevated trains, subways, streetcar  
 Better mass transit  
 Connection to West Street (bike/pedestrian/transit) north off Peace Street  
 Strong neighborhood nodes with BRT/Light Rail connection

## 02 LAND USE + URBAN FORM

### 2.1 The Christmas Plan

In 1792, William Christmas was hired by the North Carolina State Legislature to develop a plan for the 1,000 acre tract of land that would later become the Capital City of North Carolina. Christmas designed and surveyed a one-square mile, orthogonal city with one-acre lots and perpendicular streets reminiscent of Roman castra. In the center, Christmas located Union Square, the future home of the State House. Equidistant from the State House, now known as Capital Square, he established four squares that would serve as greenspace for the young city. Today, these squares are home to the Governor's Mansion, Moore Square, Nash Square, and a collection of municipal buildings in what used to be Caswell Square.

William Christmas might have a hard time recognizing Downtown Raleigh today; while his grand and elegant plan has remains largely intact, it has been transformed in ways unimaginable from his 1792 perspective. The City's role and function has changed socially, economically and technologically. One way this transformation is evident is in our city streets. Christmas could not have anticipated the growth and expansion of Raleigh, nor the advent of the automobile. His Plan for Raleigh simply organized the city into a series of platted lots, public spaces, and streets. Blount and Person were among these first streets, platted 66-feet wide.

The Blount-Person Corridor is located on the eastern edge of the originally planned city. Both Blount and Person Street straddle the west and east side respectively of two of the four squares; Burke Square (location of the Executive Mansion) to the north and Moore Square to the south. The location of these corridors in relation to the City's historic plan and squares are an important consideration moving forward.

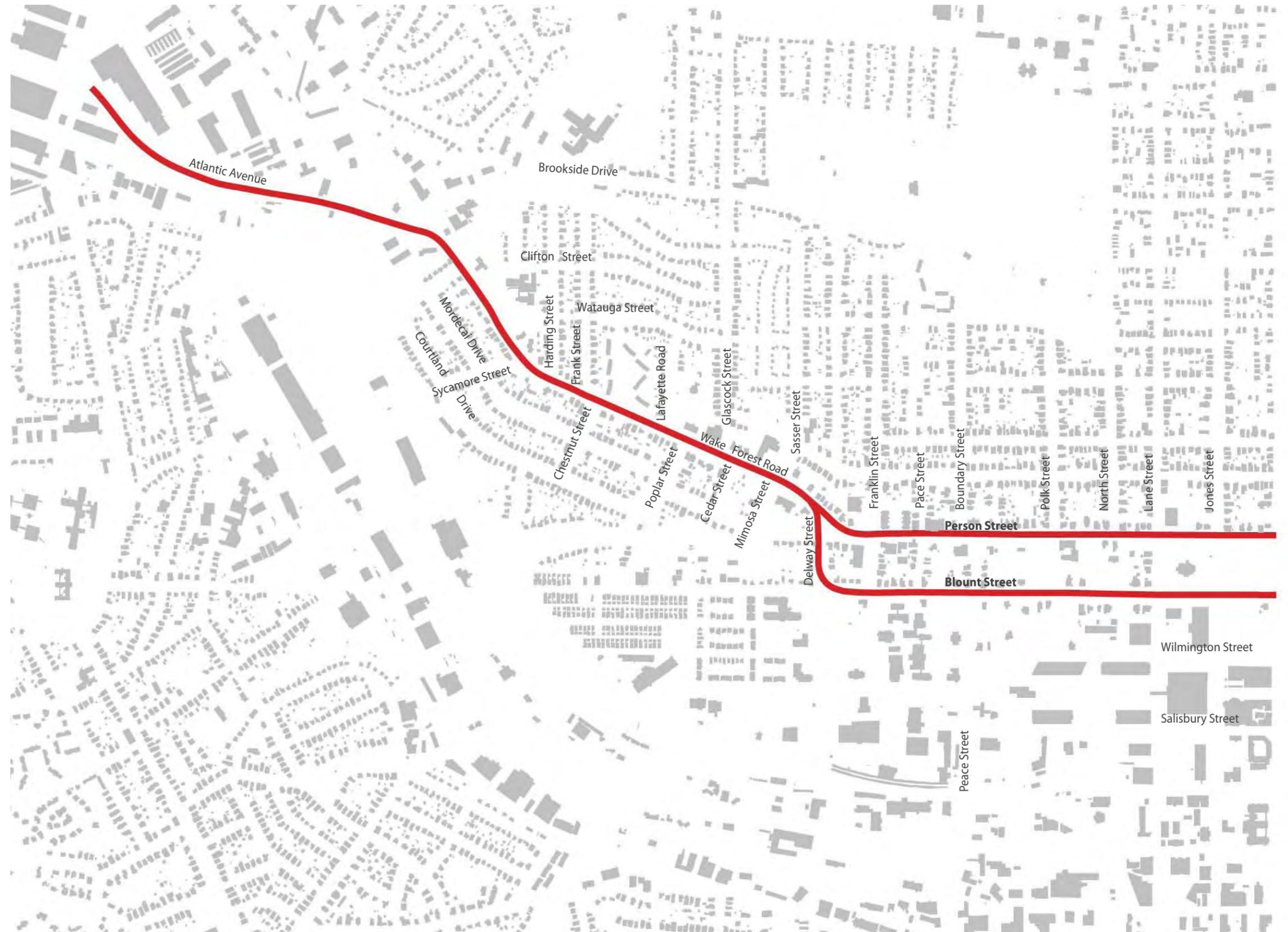




## 2.2 Urban Form

This diagram maps the pattern of buildings and homes in the corridor with several distinct patterns emerging:

- The historic neighborhood pattern is clearly evident on the north and south with an established and consistent pattern of residential building setback framing the corridor.
- The downtown urban pattern of buildings built to the street is evident around Moore Square and along the North Person Street commercial district where active street-level uses framing the corridor is important.
- The open pattern from Peace Street to New Bern Avenue consisting mainly of surface parking lots for the State offices, creating a void of street-oriented development. Some of this area is changing with projects like the Blount Street Commons redevelopment.
- The Blount St-Person St Corridor effectively stitches these development patterns together while functioning as a transition point between the downtown to the west and single-family neighborhoods to the east.





Edenton Street

New Bern Avenue

Hargett Street

Martin Street

Davie Street

Cabarrus Street

Lenoir Street

South Street

Person Street

Worth Street

MLK Jr. Blvd

Bledsoe Avenue

Lee Street

Bragg Street

Branch Street

Hoke Street

Saints Street

Hammond Road

Interstate 40

Blount Street

New Bern Place

Morgan Street

■ Building

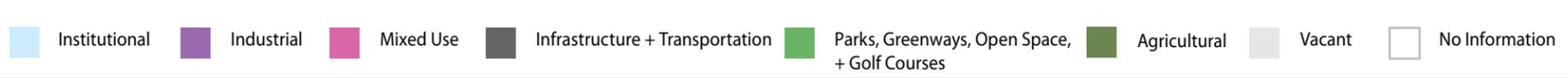
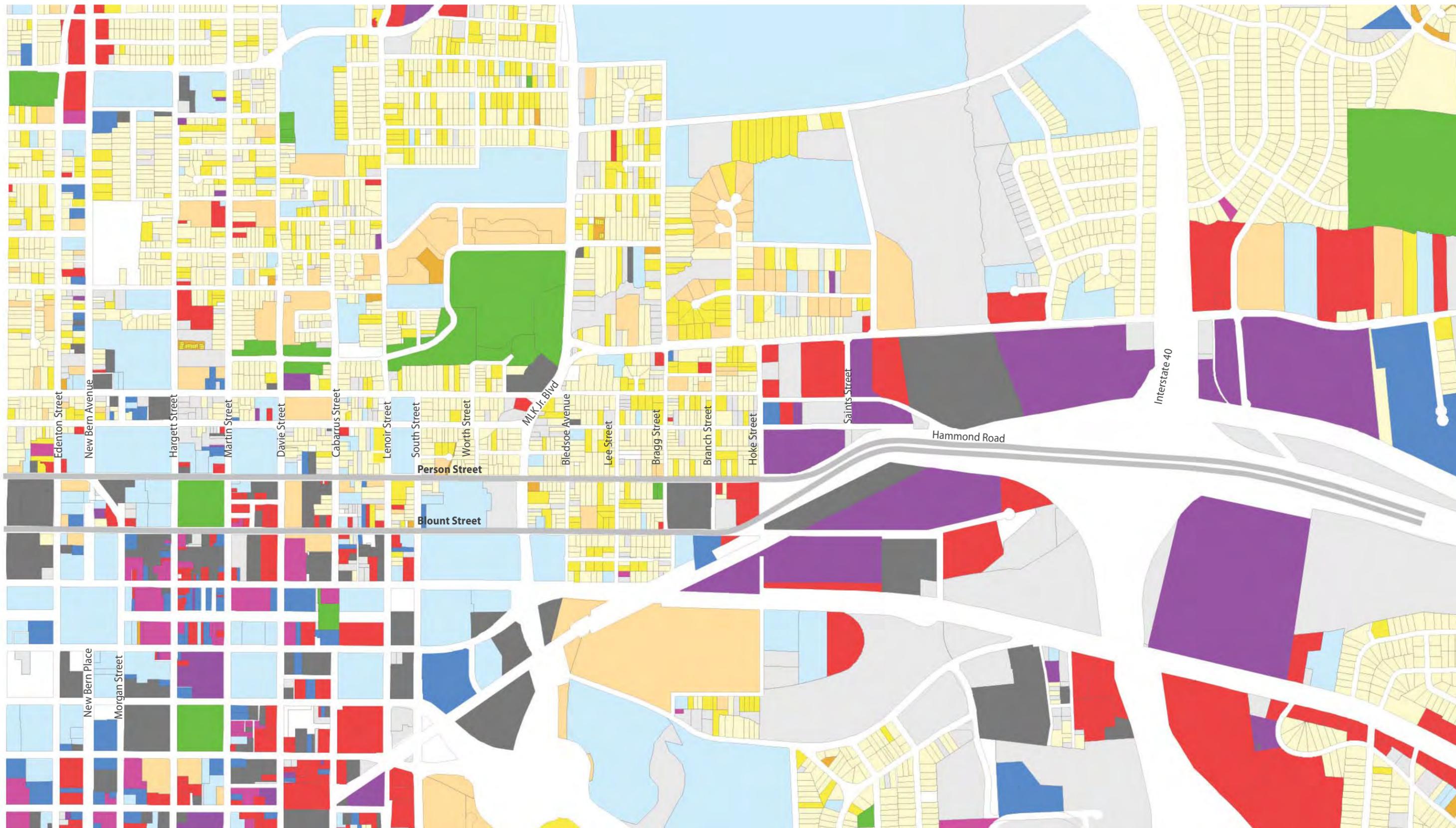


## 2.3 Existing Land Use

The Blount St-Person St Corridor is framed by a variety of land uses that transition through the corridor.

- On the north and south ends of the corridor, existing land uses are predominantly industrial and auto-oriented retail. These two land uses effectively serve as the “gateways” into Downtown Raleigh and unfortunately set a tone that is inconsistent with the rest of the corridor.
- As you get closer to Downtown, the land uses transition into single-family residential inter-mixed with neighborhood retail, office and commercial.
- The center of the corridor is characterized by institutional land uses intermixed with retail, commercial, and mixed residential.
- The corridor also functions as the eastern transition of Downtown Raleigh. Land uses to the east of the corridor are predominately single-family residential while land uses along the west edge of the corridor are institutional intermixed with retail, commercial, and mixed residential.

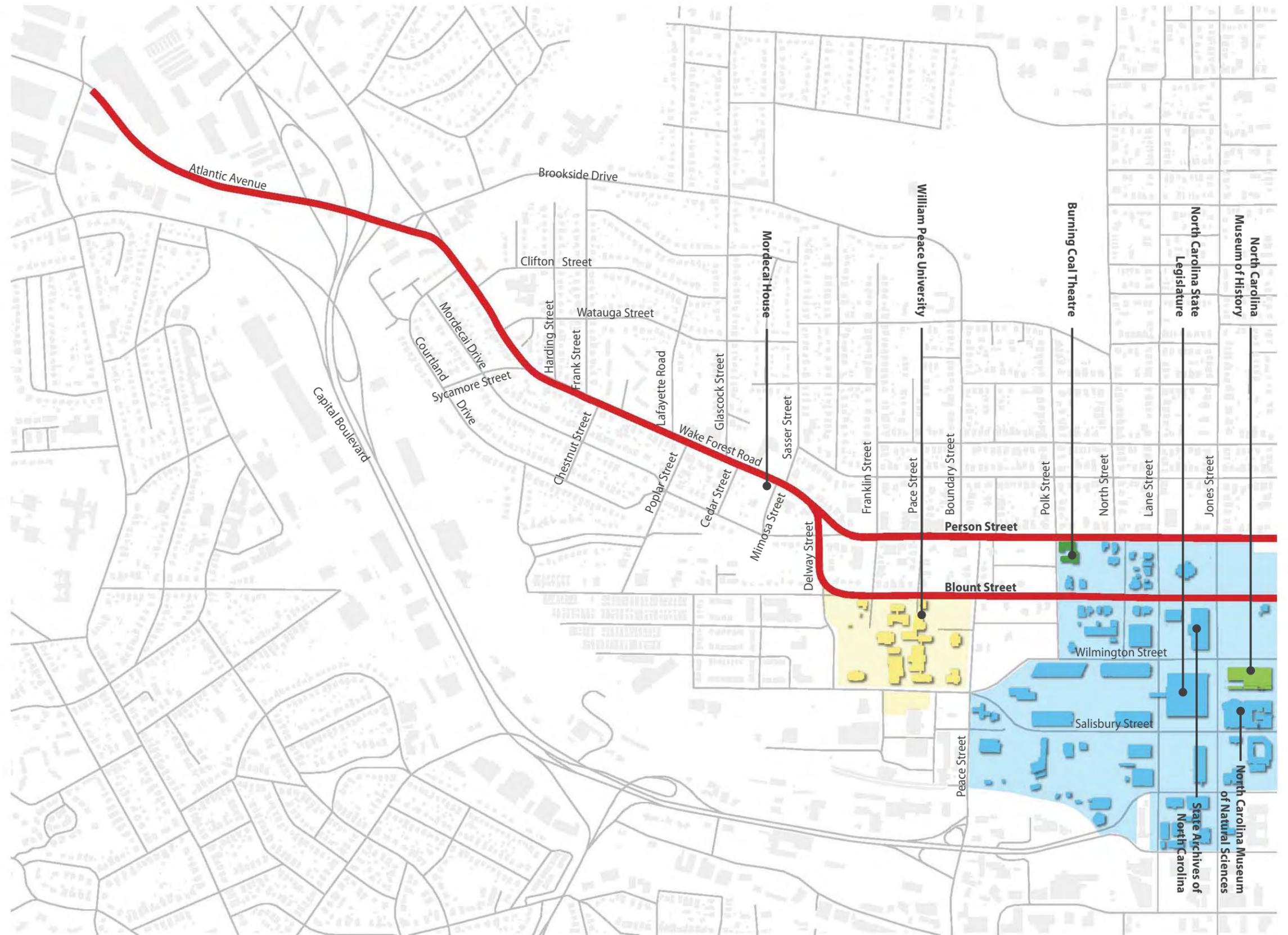




## 2.4 Destinations

The Blount St-Person St Corridor facilitates access to a variety of civic, institutional, and cultural/entertainment destinations.

- The most significant of these destinations are the offices and museums of the State of North Carolina. This collection of buildings identified in the adjacent map as the State Capital Campus employs between 10,000 and 11,000 people downtown. Additionally, these buildings attract thousands of North Carolinians to the area. Many of these employees and visitors use Blount and Person Street to get to and from these destinations.
- Additionally, the campus is home to the North Carolina State Legislature which during legislative session, increases the number of visitors frequenting downtown.
- The Cargill Plant located on the southern end of the corridor is also a major industrial use that relies on truck access via I-40 and Hammond Road.
- Local college/university campuses include William Peace University on the north end of the corridor and Shaw University on the southern end of the corridor.
- A variety of cultural/entertainment venues include the IMAX Theater, Lincoln Theater, Pope House Museum, Burning Coal Theater, Artspace and the Marble Kids' Museum.





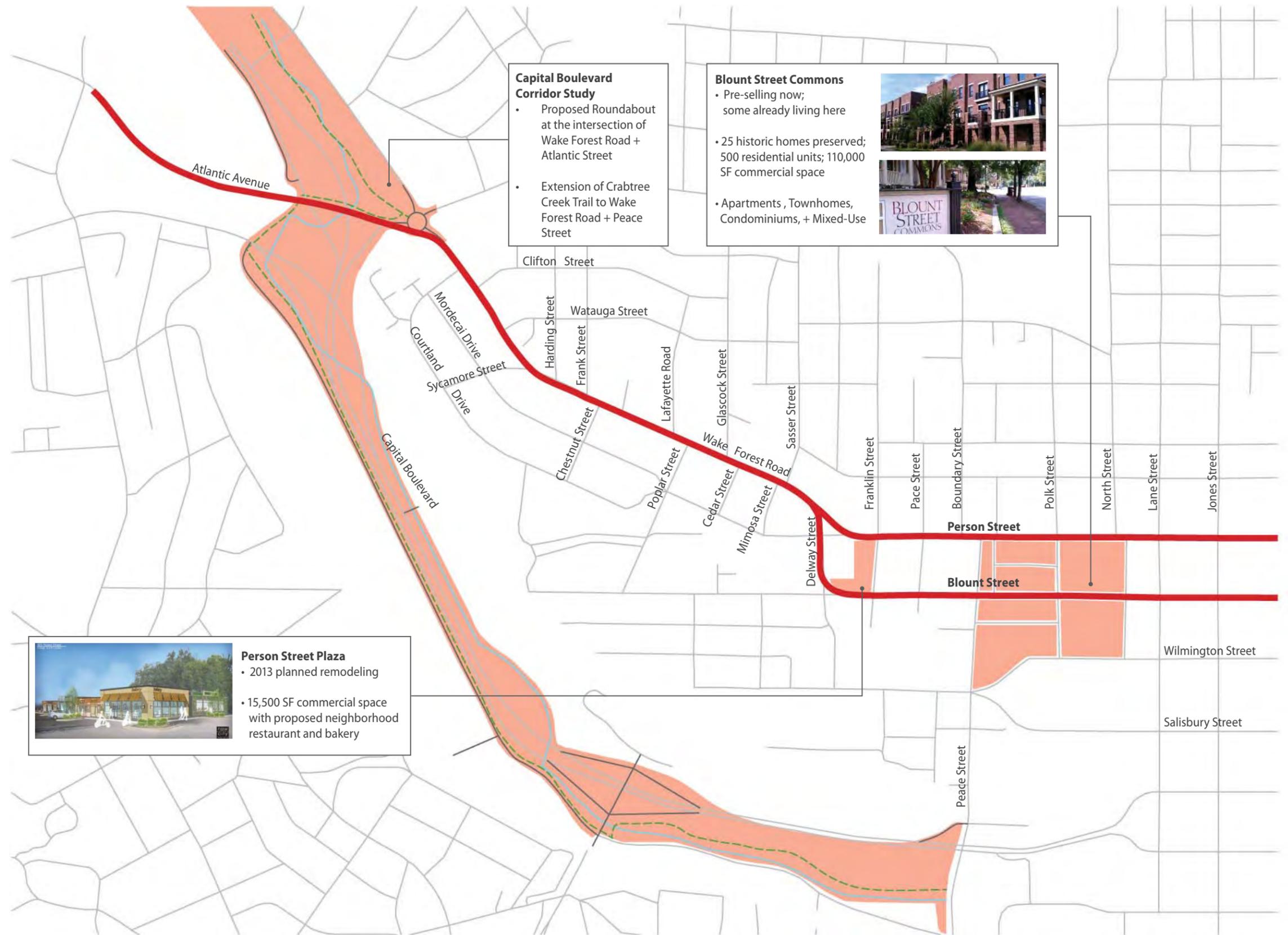
- Theaters + Convention Centers
- Museums
- State Capital Campus
- Colleges / Universities
- Schools

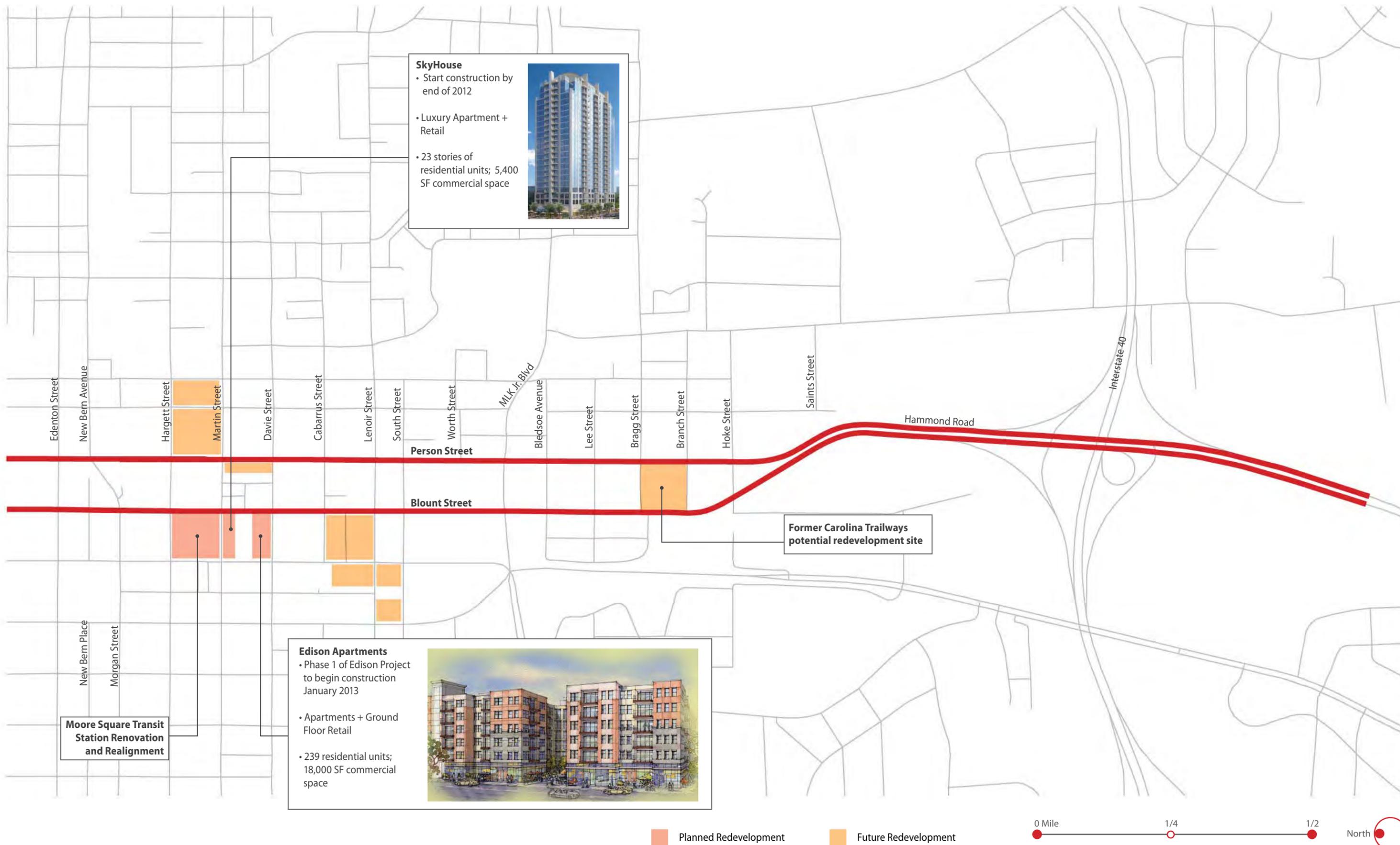


## 2.5 Redevelopment

The Blount St-Person St Corridor includes a variety of redevelopment projects that are either planned or identified as potential future redevelopment opportunities.

- Two significant approved redevelopment projects include the development of the SkyHouse Luxury Apartment building and the Edison Apartments. Both of these will be built on the west side of Blount Street in the coming years and will bring over 550 residential units and over 22,000 square feet of commercial space to the corridor.
- Blount Street Commons and Person Street Plaza located on the north end of the corridor collectively plan to develop an additional 525 residential units and 125,000 square feet of commercial space. This increased development in the coming years will increase the demands of the corridor.
- The City of Raleigh's planned renovation of the Moore Square Transit Station will also have a substantial impact along the corridor. The project will potentially rearrange the circulation of bus traffic around Moore Square and provide an opportunity for additional redevelopment along the corridor that may or may not include mixed-use residential and commercial development.
- The former Carolina Trailways bus depot between Bragg Street and Branch Street has been identified by the community for potential mixed-use and residential development.
- The Capital Boulevard Corridor Study – this corridor project proposes a traffic circle on the northern end of the corridor at the intersection of Wake Forest Road, Atlantic Street, Brookside Drive, and Automotive Way. Additionally, the project proposes the extension of the Crabtree Creek Greenway Trail to Wake Forest Road, providing a future greenway connection on the north end of the Blount-Person Corridor and identifies potential redevelopment sites.

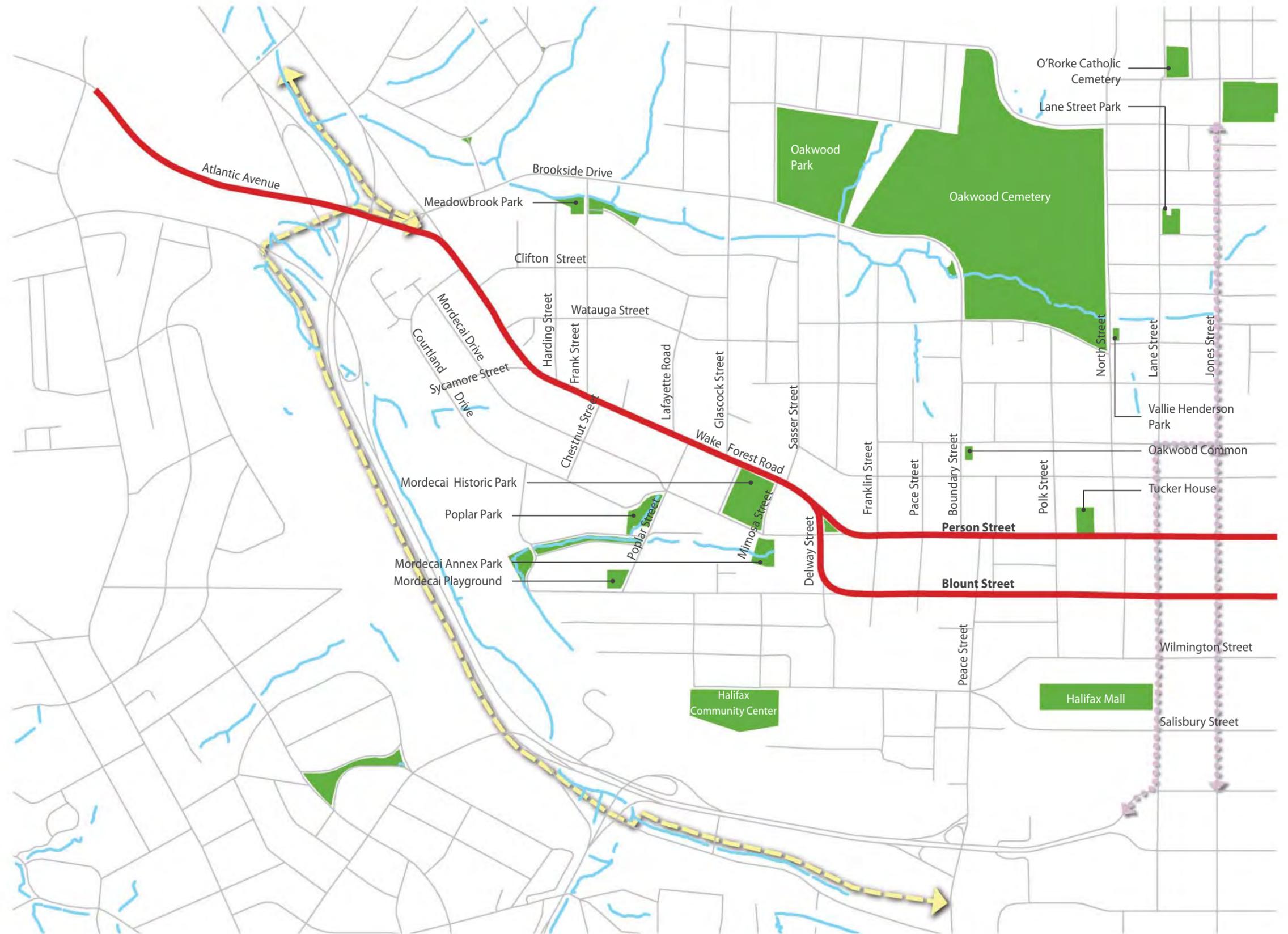


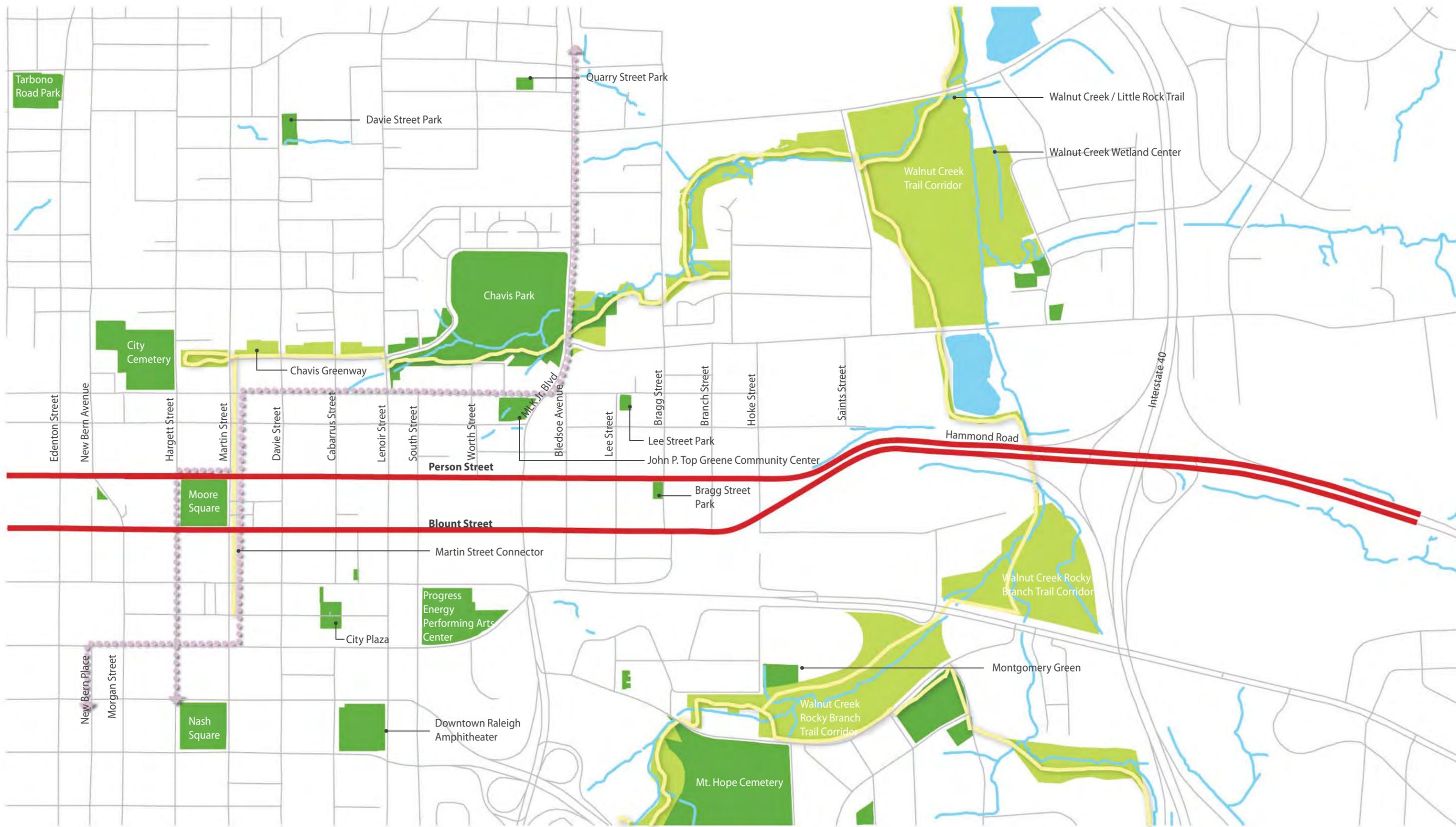


## 2.6 Open Space, Parks + Trails

The Blount St-Person St Corridor has an extensive greenspace + trails system that surrounds and connects through the corridor. This greenspace system provides a variety of functions including local and regional social and recreation functions as well as gateway, memorial and environmental functions.

- One of the most significant greenspaces in the corridor is Moore Square. Moore Square functions as one of the major central gathering spaces in downtown and as such hosts a variety of festivals and programs throughout the year. In addition to attracting visitors to the downtown, these festivals sometimes also require the temporary closing of the streets surrounding the park. While infrequent, these closures can disrupt circulation patterns which have an impact on Blount and Person Streets.
- Mordecai Historic Park is another greenspace that provides a regional draw due to its unique historical and cultural facilities and programs.
- Another important greenspace is Bragg Street Park. Located in the South Park Neighborhood, this small neighborhood park is an important recreational and social amenity for the neighborhood that is located off Person Street.
- With the proposed extension of the Crabtree Trail, the Blount St-Person St Corridor will become an important corridor to connect the Crabtree Trail with the Walnut Creek/Little Rock Trail located on the southern end of the corridor and to Chavis Park.
- The Blount-Person Corridor is an important north-south connection for bicycle connectivity with the potential to connect various east-west bicycle routes on Lane Street, Jones Street, Hargett Street, and Martin Street.

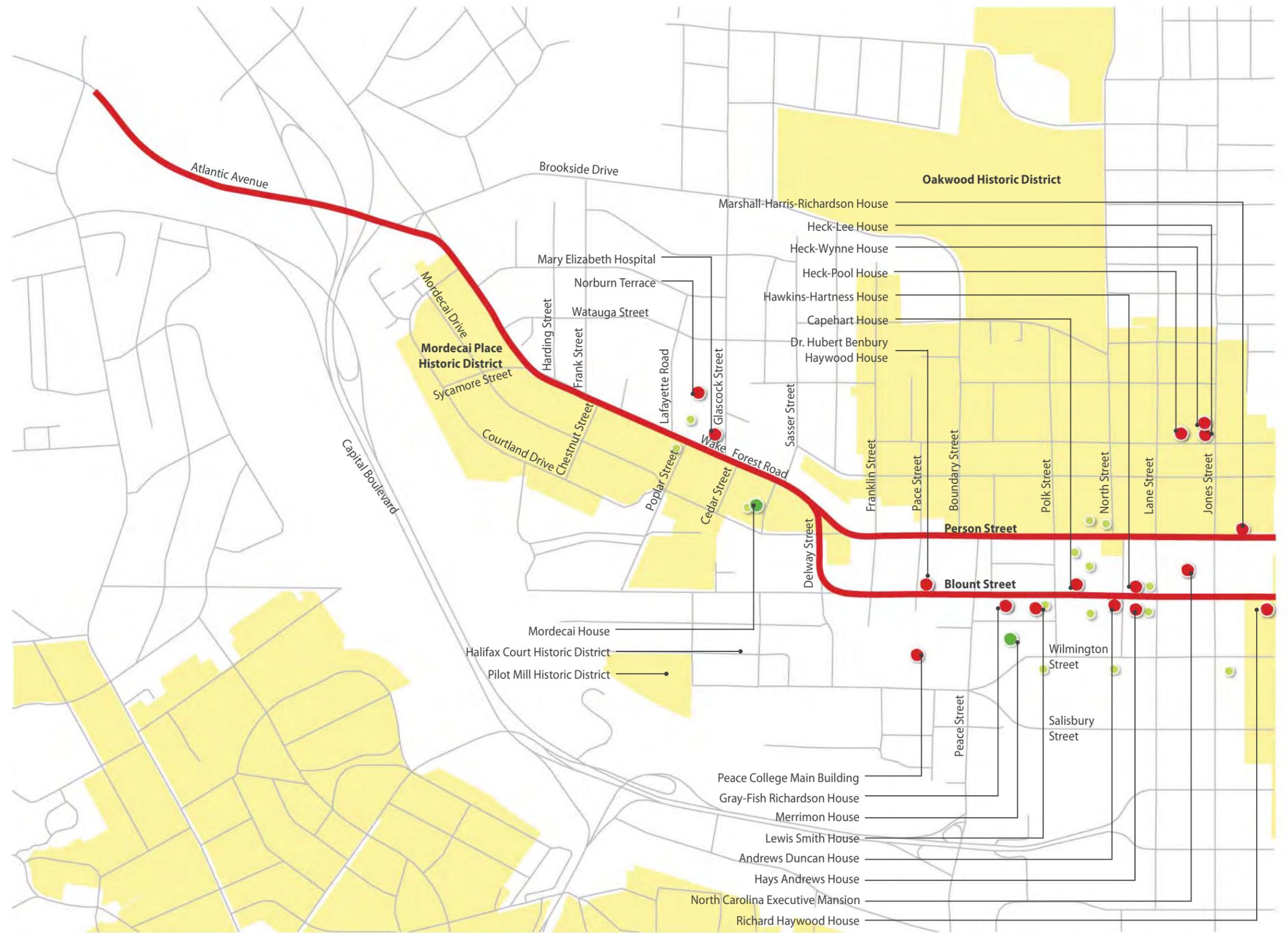


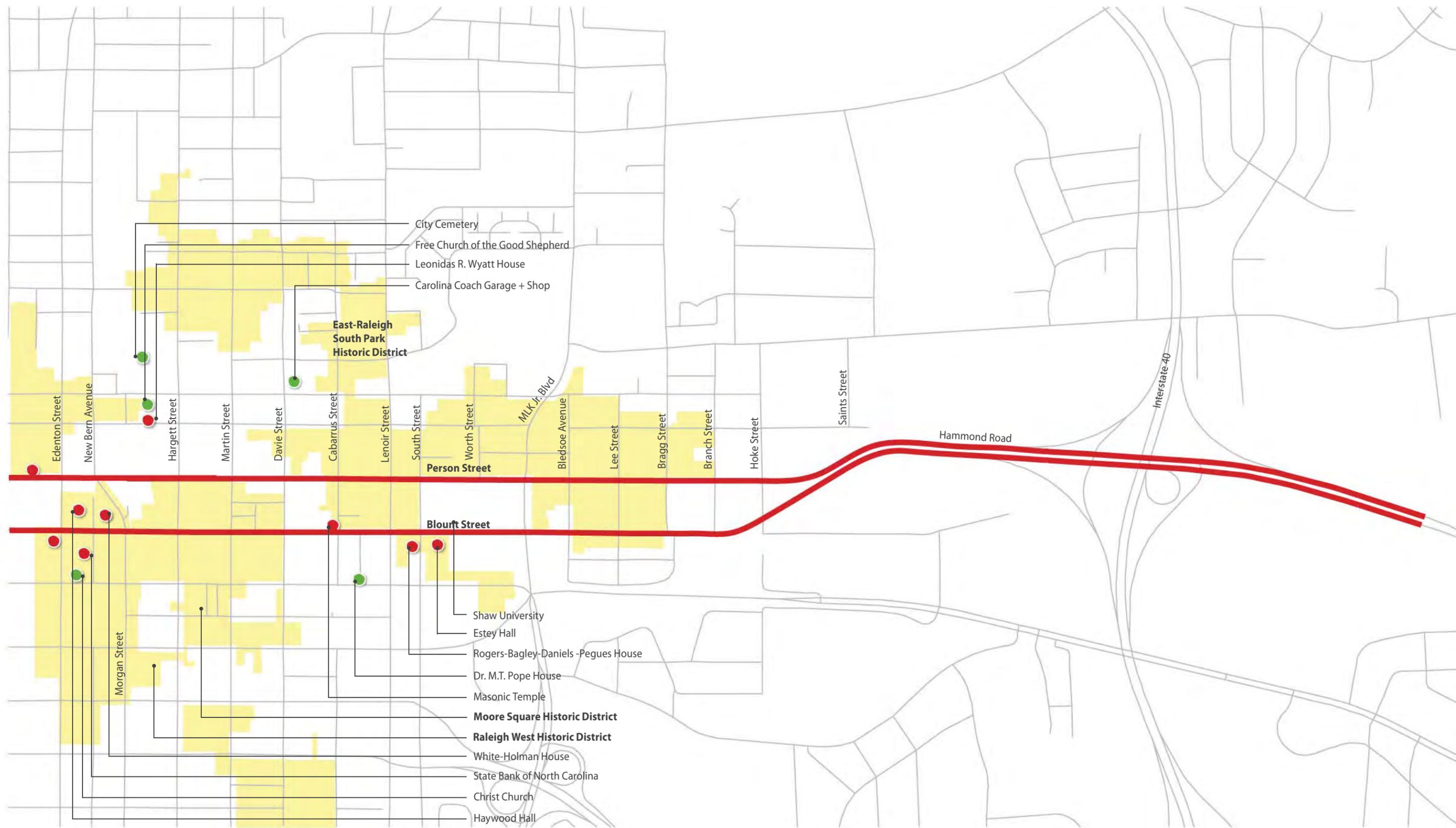


## 2.7 Historic Resources

The Blount St-Person St Corridor is home to over 50 identified historical resources. These include National Register and local Historic landmarks and listings ranging from historic mansions that boast unique and historically significant architectural styles to the burial and birth places of important United States and North Carolina figures.

Additionally, the corridor traverses through five local historic districts. These districts are significant because they are governed by a set of design guidelines that preserve and protect the special character of each district. These guidelines call for the preservation and maintenance of any features that contribute to the overall historic character of the district. These features may include topography, patterns, features, materials and dimensions of streets, sidewalks, alleys, and street plantings as well as buildings and grounds. Specific features include granite curbing, brick gutters, street plantings, pavers, and street furnishings.

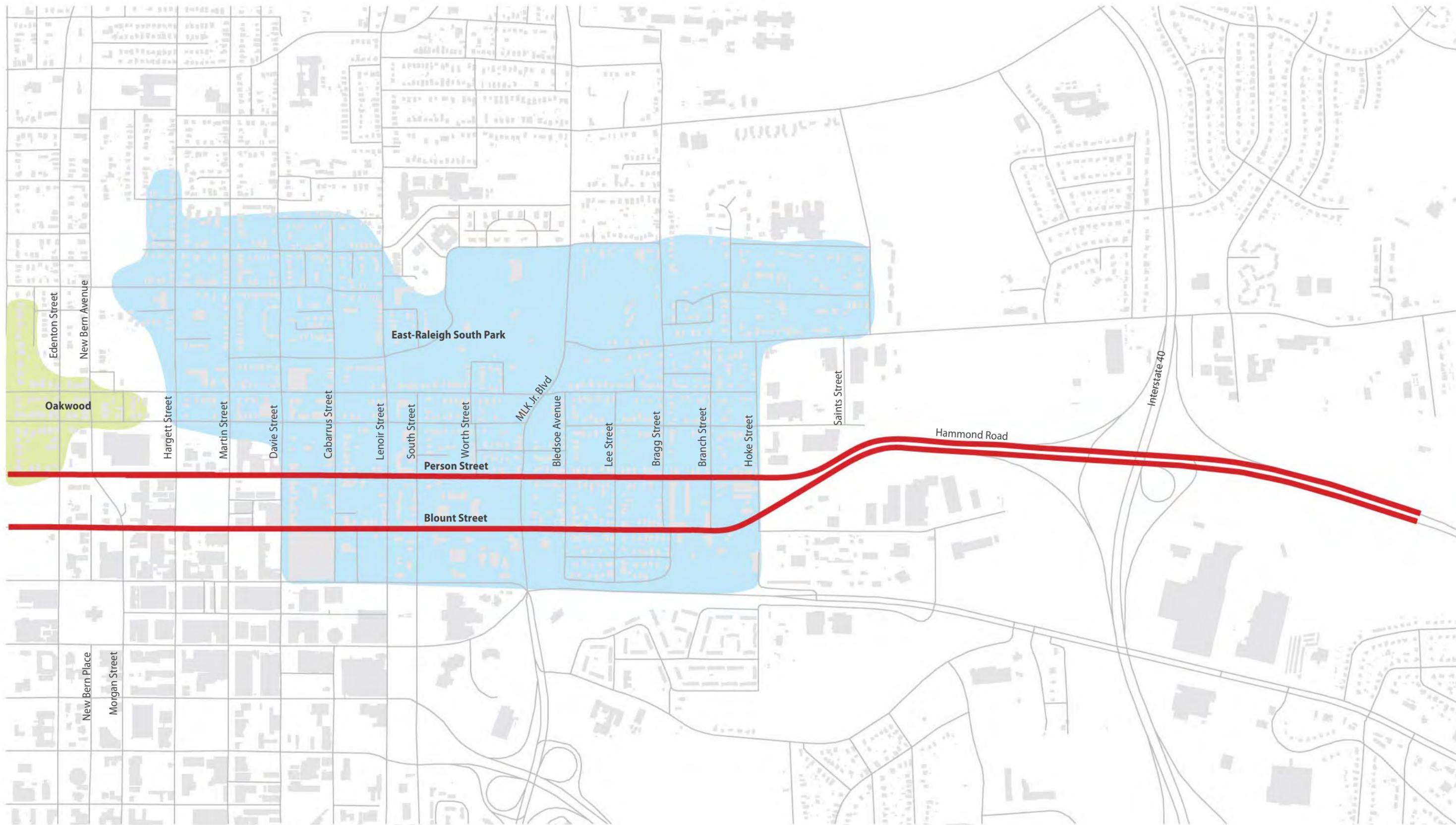




## 2.8 Neighborhoods

The Blount St-Person St Corridor is bordered on the east by three significant historic neighborhoods. These include Mordecai, Oakwood, and East Raleigh-South Park. In addition to their historical significance and the physical design implications of their historic designation, they are also home to families of all races, ages, and socio-economic backgrounds. One of the most important values that emerged from the public engagement process was the desire from these families to preserve the neighborhood social and historic character of these neighborhoods. The proposed street designs for the corridor will need to balance this value with needs associated with traffic mobility and business and economic development opportunities.

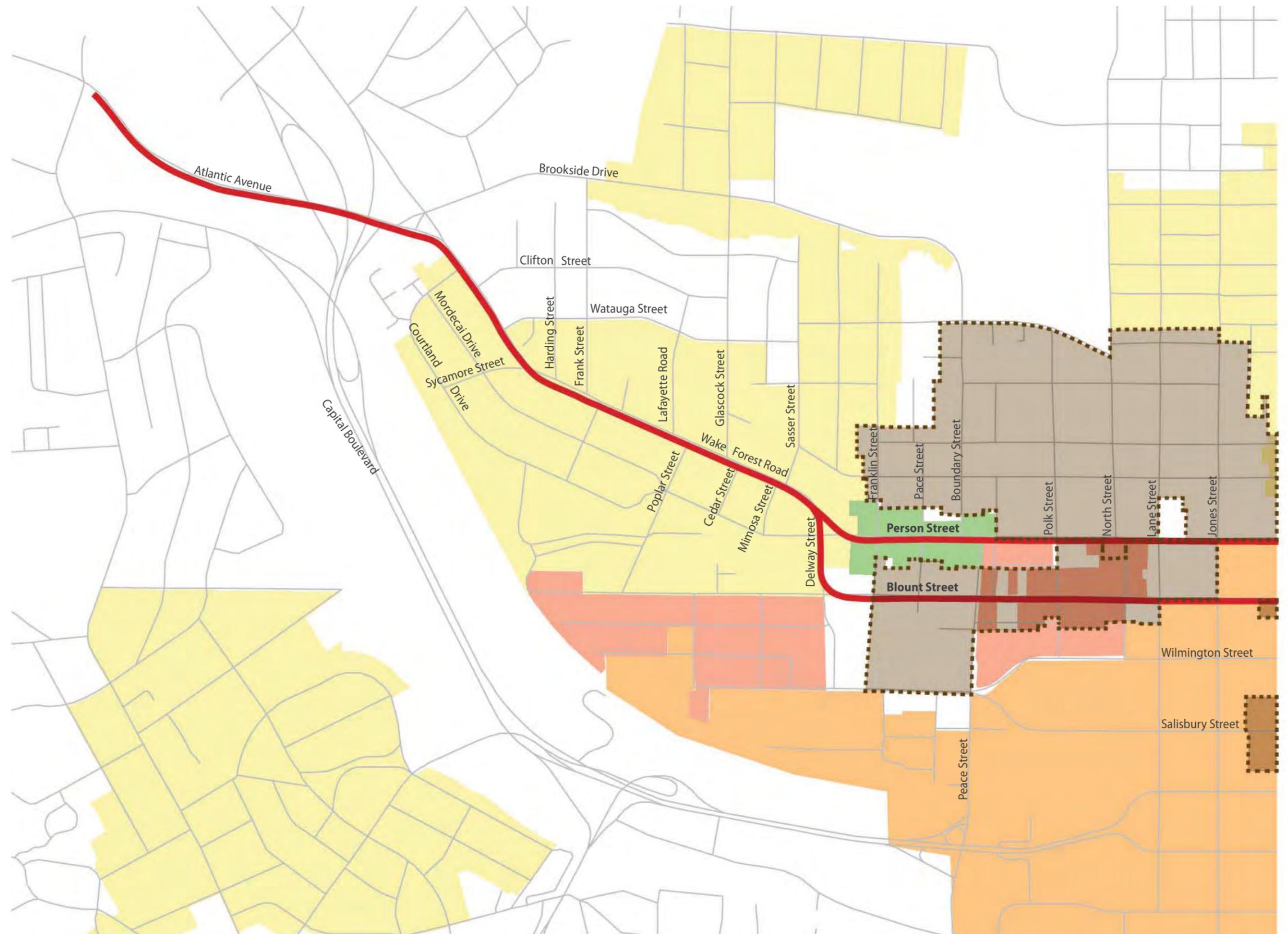


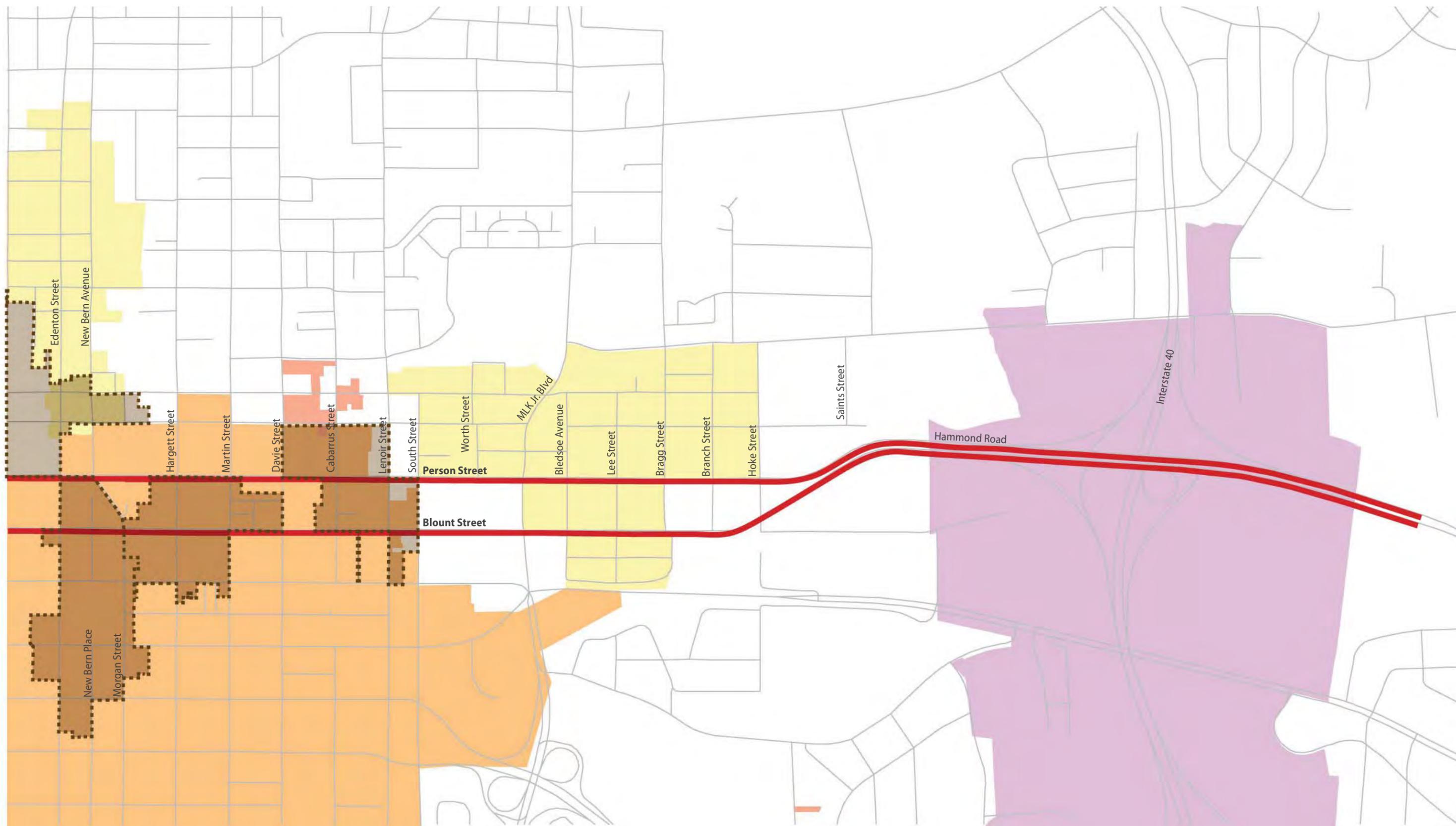


## 2.9 Zoning Overlay Districts

The Blount St-Person St Corridor traverses through six different Zoning Overlay Districts. Each overlay district has a unique function that the proposed street designs will have to respond to. Following is a list and brief description of the function of each of the overlays found along the corridor.

- **Neighborhood Conservation Overlay District** – Preserves and enhances the general quality, appearance, and character of older neighborhoods through the regulation of built environmental characteristics.
- **Pedestrian Business Overlay District** – Improves and protects the economic viability of the area by preserving and enhancing the pedestrian-oriented retail character of the district and allowing increased residential density. Design standards that encourage pedestrian activity are required within this district.
- **Planned Development Conditional Use** – Promotes the development of environmentally, socially, and economically sustainable development through the incorporation of alternative mixed-use designs on contiguous tracts of property.
- **Downtown Overlay District** – Promotes the development of intensive residential and nonresidential uses within the downtown area to encourage live-work opportunities.
- **Historic Overlay District** – Protects areas, structures, buildings, and objects within the City's zoning jurisdiction that are historically significant.
- **Special Highway Overlay District -2** – Protects and preserves the natural scenic beauty, free flow of traffic, hazards arising from unnecessary points of ingress and egress along designated major access corridors and principal arterials.





-  Planned Development Conditional Use
-  Downtown Overlay District
-  Neighborhood Conservation Overlay District
-  Pedestrian Business Overlay District
-  Special Highway Overlay District
-  Historic District Overlay District



## 03 TRAFFIC + MULTI-MODAL MOBILITY

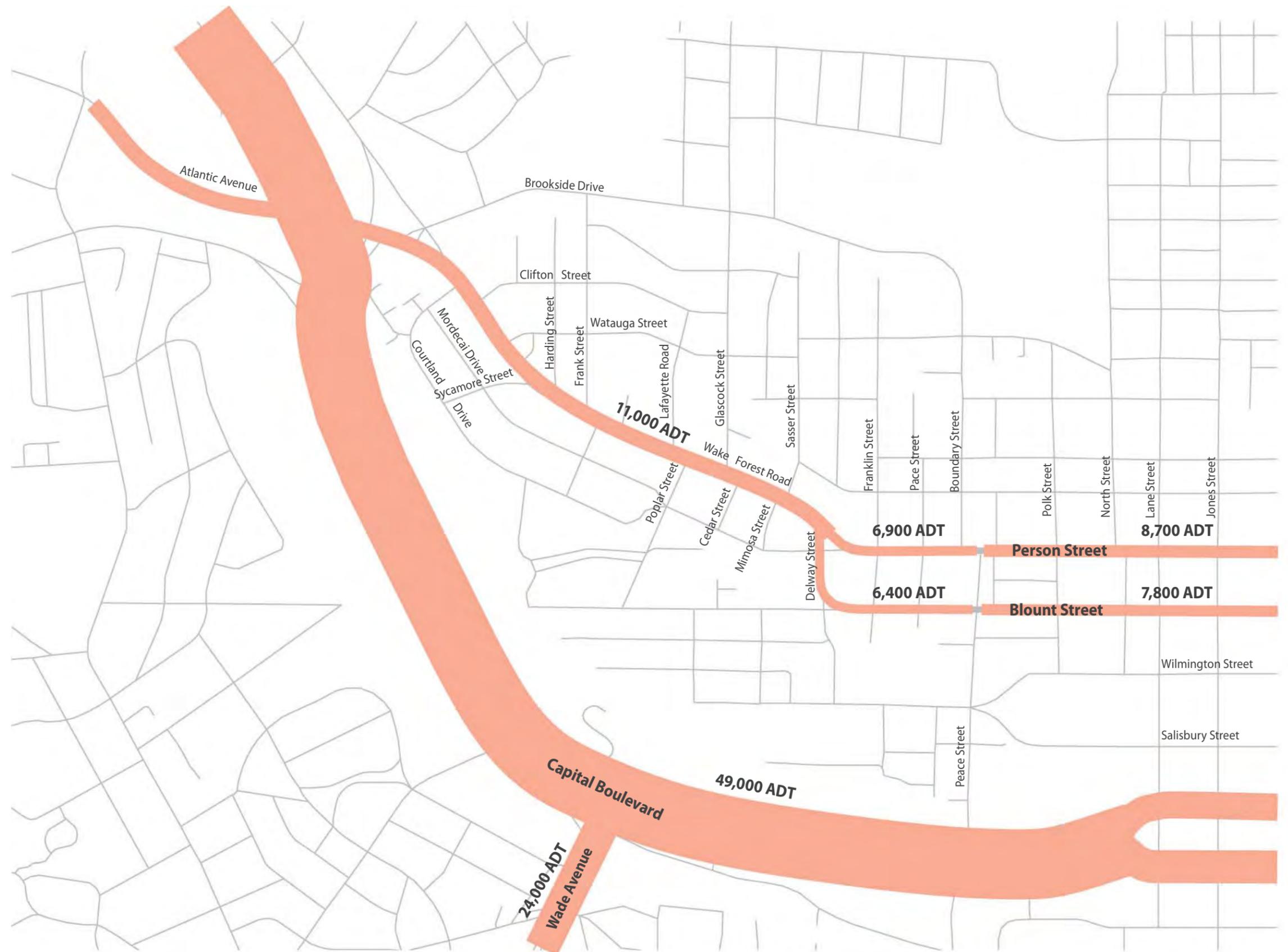
### 3.1 Corridor Traffic Volumes (2011)

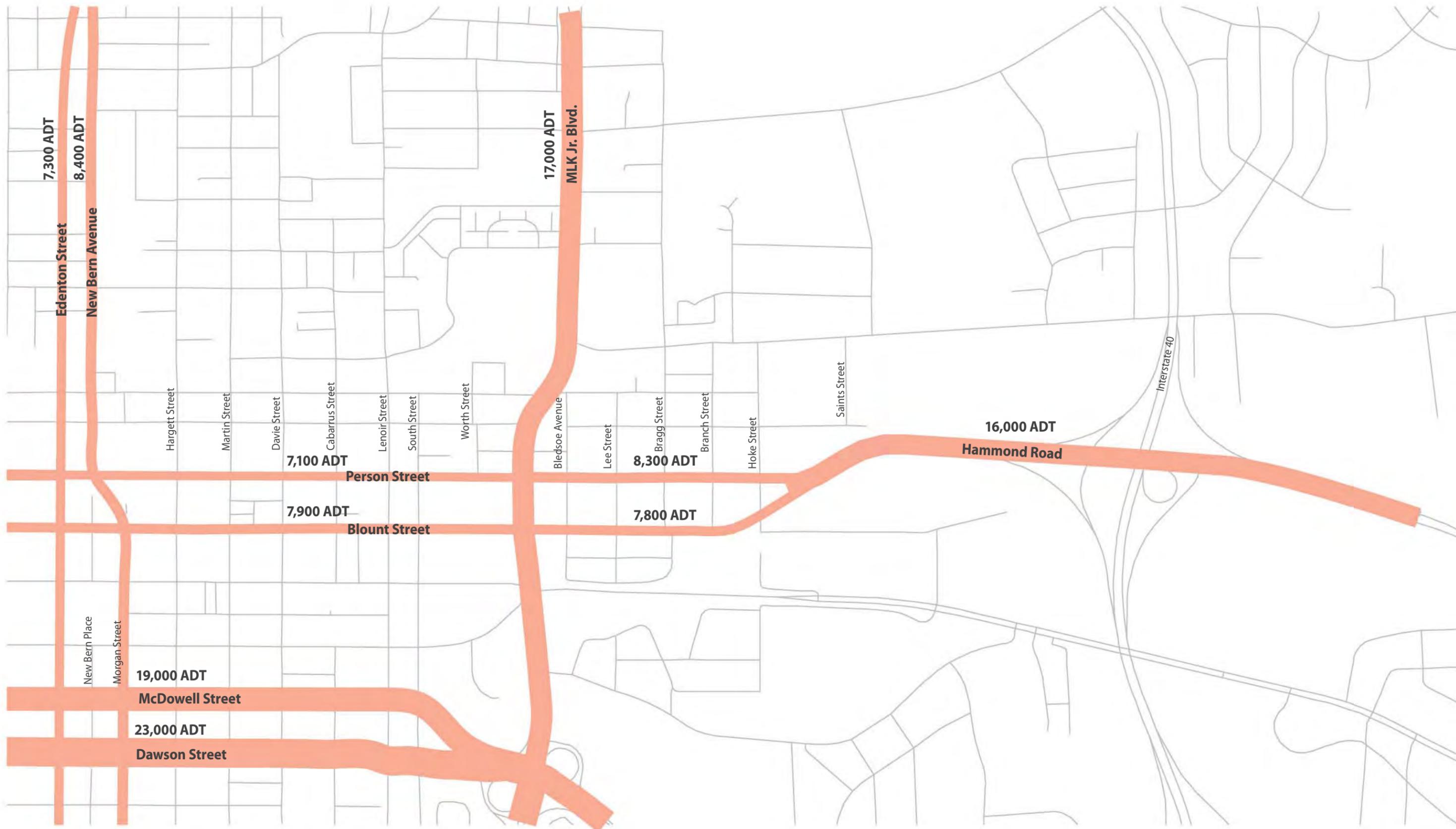
The Blount St-Person St Corridor is a significant north-south thoroughfare that carries traffic to and through downtown Raleigh. It is part of a network of important corridors that provide access to downtown Raleigh that include:

- The Capital Blvd. – McDowell St. – Dawson St. corridor (north-south)
- Wade Avenue (east-west)
- Hillsborough St. – Edenton St. – New Bern St. corridor (east-west)
- Western Blvd. – Martin Luther King Jr. Blvd. corridor (east-west)
- Peace St. (east-west)

The Blount St-Person St Corridor itself consists of four distinct roadways, with different traffic patterns and traffic volumes.

- Wake Forest Road is a four-lane undivided roadway with a 2011 average annual daily traffic count (AADT) of 11,000 vehicles per day (vpd).
- Person Street and Blount Street form a one-way pair of streets from Hoke Street to Delway Street. They vary from two to three lanes with 2011 AADT's ranging from 8,700 vpd to 6,400 vpd.
- Hammond Road is a six-lane median divided roadway providing a connection from I-40, with a 2011 AADT of 16,000 vpd.









\* Unsignalized Intersection



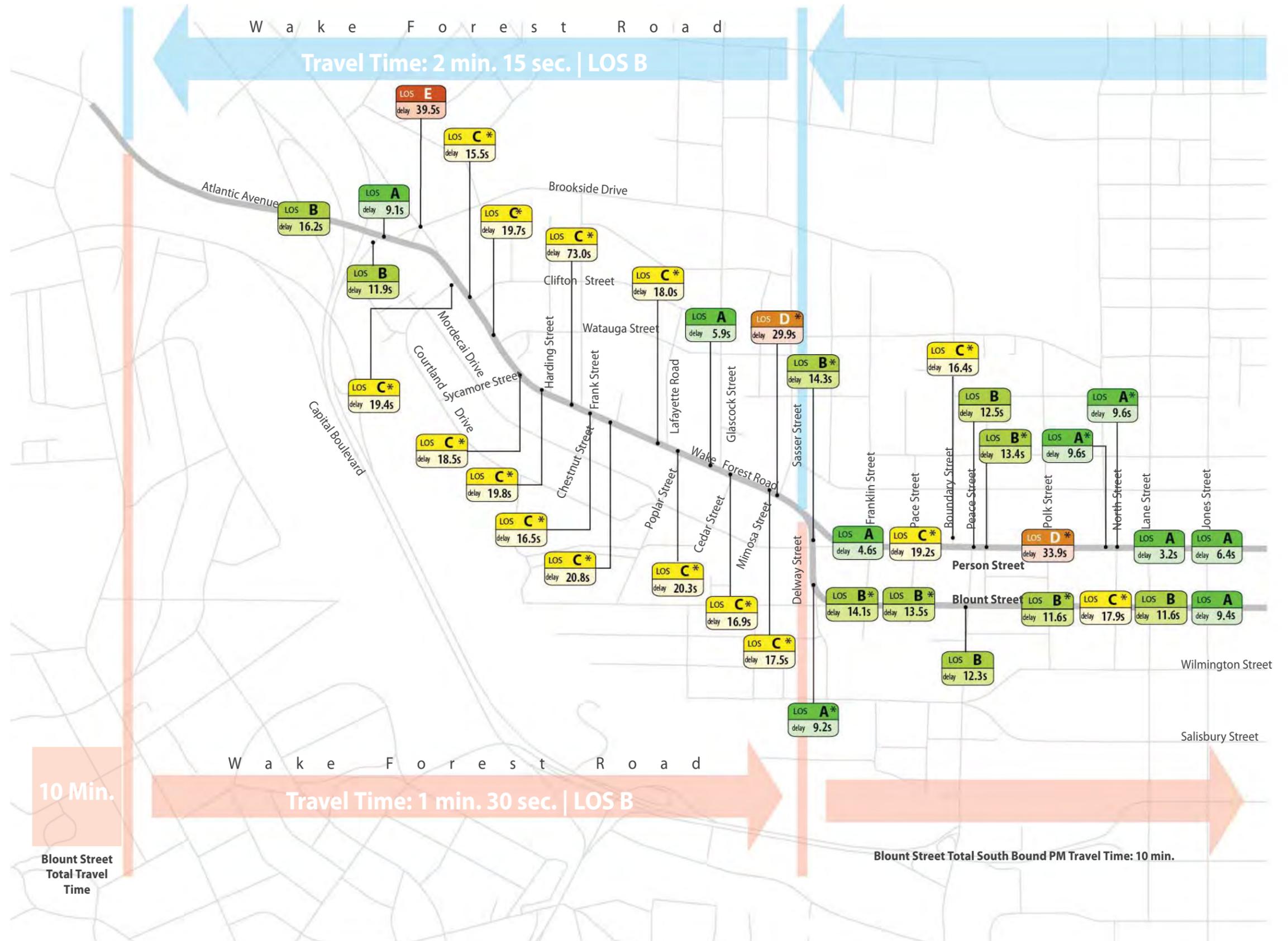
### 3.3 Capacity Analysis: Level of Service PM + Travel Time

A traffic conditions analysis was conducted for the corridor's intersections using 2012 traffic volume data during the AM and PM peak hours and included 71 study intersections (34 signalized and 37 unsignalized). This analysis produced existing conditions (2012) intersection and corridor-wide delay and level-of-service measures and incorporates existing traffic and pedestrian counts, bus operations, and on-street parking operations.

The traffic carrying ability of an intersection and road segment is measured in time of delay. A Level of Service (LOS) Index summarizes delay into ranges from LOS A to LOS F.

- LOS A represents unrestricted maneuverability and operating speeds.
- LOS B represents reduced maneuverability and operating speeds.
- LOS C represents restricted maneuverability and operating speeds closer to the speed limit.
- LOS D represents restricted maneuverability and low operating speeds (typically considered acceptable in developed urban areas).
- LOS E represents operating conditions at or near the capacity level.
- LOS F represents breakdown conditions characterized by stop and go travel.

LOS	Traffic Flow Conditions	Delay (seconds) Signalized Intersections	Delay (seconds) Unsignalized Intersections
A	Represents unrestricted maneuverability and operating speeds and most vehicles do not stop at all.	0-10	0-10
B	Represents reduced maneuverability and operating speeds	10-20	10-15
C	Represents restricted maneuverability and operating speeds closer to the speed limit	20-35	15-25
D	Represents restricted maneuverability and low operating speeds (typically considered acceptable in developed urban areas)	35-55	25-35
E	Represents operating conditions at or near the capacity level	55-80	35-50
F	Represents breakdown conditions characterized by stop and go travel	>80	>50





\* Unsignalized Intersection



### 3.4 Crash Analysis

Using the Traffic Engineering Accident Analysis System (TEAAS) reports (provided by NCDOT) between August 1, 2009 and July 31, 2012 four separate strip analyses were performed in the study area. The segments analyzed were Hammond Road, Person Street, Blount Street and Wake Forest Road. The crash segment analyses were conducted to determine if there is a significant crash rate or crash severity index along any of the corridors in comparison to other North Carolina or Wake County secondary roadways. The crash rate is a measure of total crashes per 100 million vehicle miles traveled (MVMT). A severity index of a crash is equal to the total equivalent property damage only (EPDO) divided by the number of crashes.

**Key Observations:**

- Person Street has a crash rate four (4) times the North Carolina average, 67% are a result of angle and sideswipe crashes resulting from turning movements and lane conflicts.
- Blount Street has a crash rate five (5) times the North Carolina average, 59% are a result of angle and sideswipe crashes resulting from turning movements and lane conflicts.

**North Carolina Average:**

- Crash Rate: 404 / 100 MVMT
- Severity Index: 4.11

**Wake County Average**

- Crash Rate: 328 / 100 MVMT
- Severity Index: 3.00

MVMT = Million Vehicle Miles Traveled

**Wake Forest Road**

Crash Type	Number	%
Angle	15	31%
Animal	2	4%
Backing Up		
Fixed Object	3	6%
Head On		
Left Turn, Different Roadways	2	4%
Left Turn, Same Roadway	1	2%
Movable Object		
Other Collision with Vehicle		
Other Non-Collision		
Overturn/Rollover		
Parked Motor Vehicle		
Pedestrian		
Ran off Road - Left	2	4%
Ran off Road - Right	3	6%
Ran off Road - Straight	1	2%
Rear End, Slow or Stop	10	21%
Rear End, Turn		
Right Turn, Different Roadways	1	2%
Right Turn, Same Roadway	1	2%
Sideswipe, Opposite Direction		
Sideswipe, Same Direction	7	15%
<b>Total</b>	<b>48</b>	

**Person Street**

Crash Type	Number	%
Angle	103	45%
Animal		
Backing Up	8	3%
Fixed Object	4	2%
Head On		
Left Turn, Different Roadways		
Left Turn, Same Roadway	17	7%
Movable Object		
Other Collision with Vehicle	1	0%
Other Non-Collision	1	0%
Overturn/Rollover	1	0%
Parked Motor Vehicle	10	4%
Pedestrian	1	0%
Ran off Road - Left		
Ran off Road - Right	1	0%
Ran off Road - Straight		
Rear End, Slow or Stop	29	13%
Rear End, Turn	1	0%
Right Turn, Different Roadways	1	0%
Right Turn, Same Roadway		
Sideswipe, Opposite Direction	2	1%
Sideswipe, Same Direction	50	22%
<b>Total</b>	<b>230</b>	

**48 Crashes | Rate: 490 / 100 MVMT | Severity Index: 2.23**

Wake Forest Road



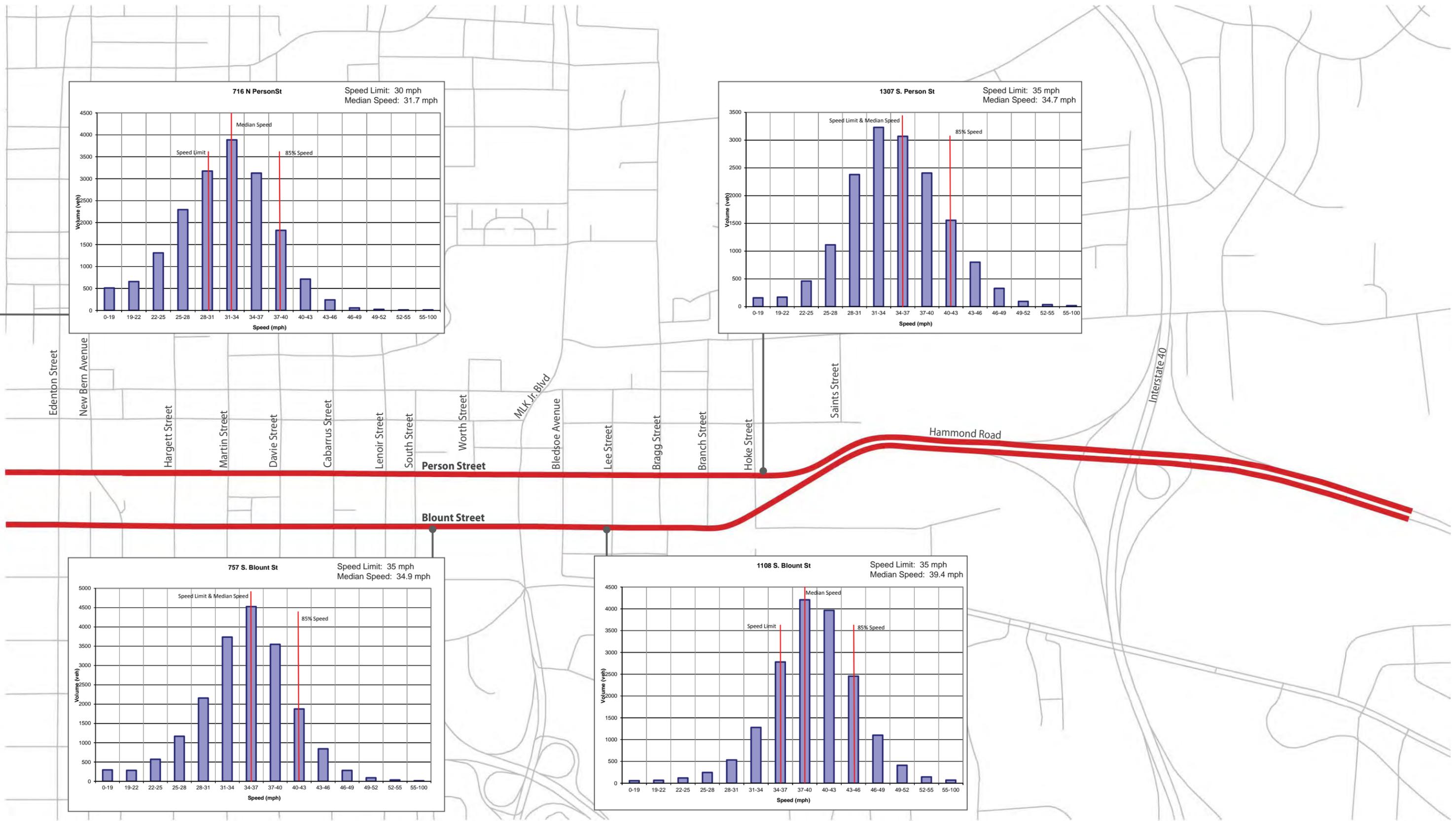
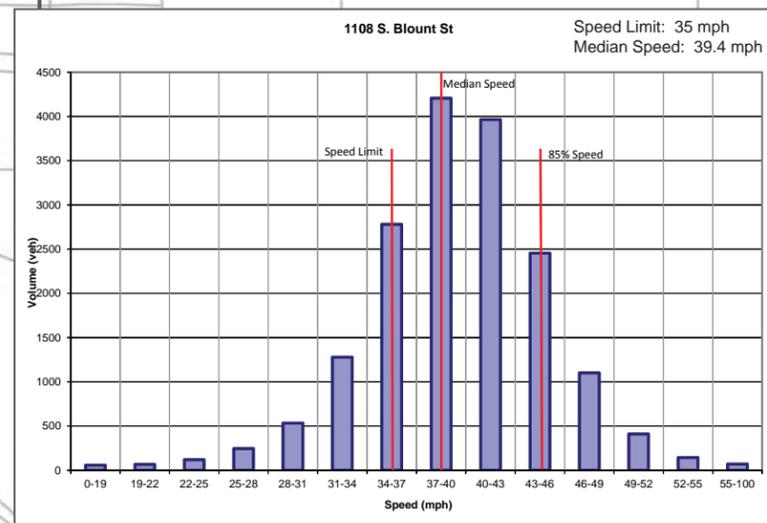
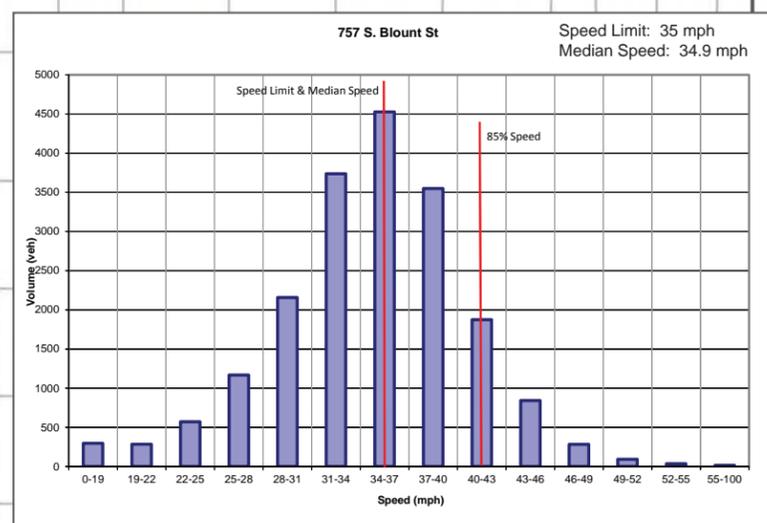
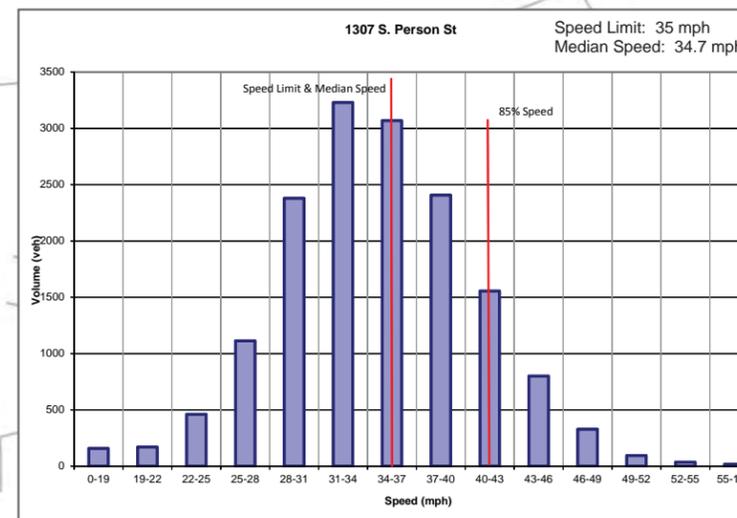
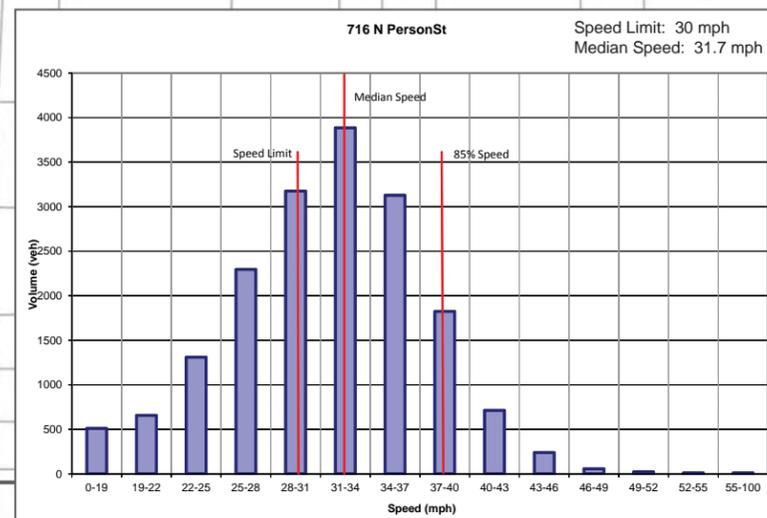


### 3.5 Traffic Speed Analysis

During November 2012, speed data was collected at selected locations along the Blount St-Person St Corridor. The data collection involved 24-hour tube counts collected over two days in nine locations. This diagram summarizes the relative speed characteristics at each location and highlights where the median speed is greater than the posted speed limit.

The speed graphs represent the cumulative volume and speed characteristics at each location over a two-day period. Note that speeds represented at the extreme high and low ends do not necessarily represent accurate speeds and are skewed by vehicle type and other factors. The Median Speed represents the speed at which half (50%) of the vehicles are operating below and half are operating above. The 85% Speed represents the speed at which 85% of vehicles are operating at or below.



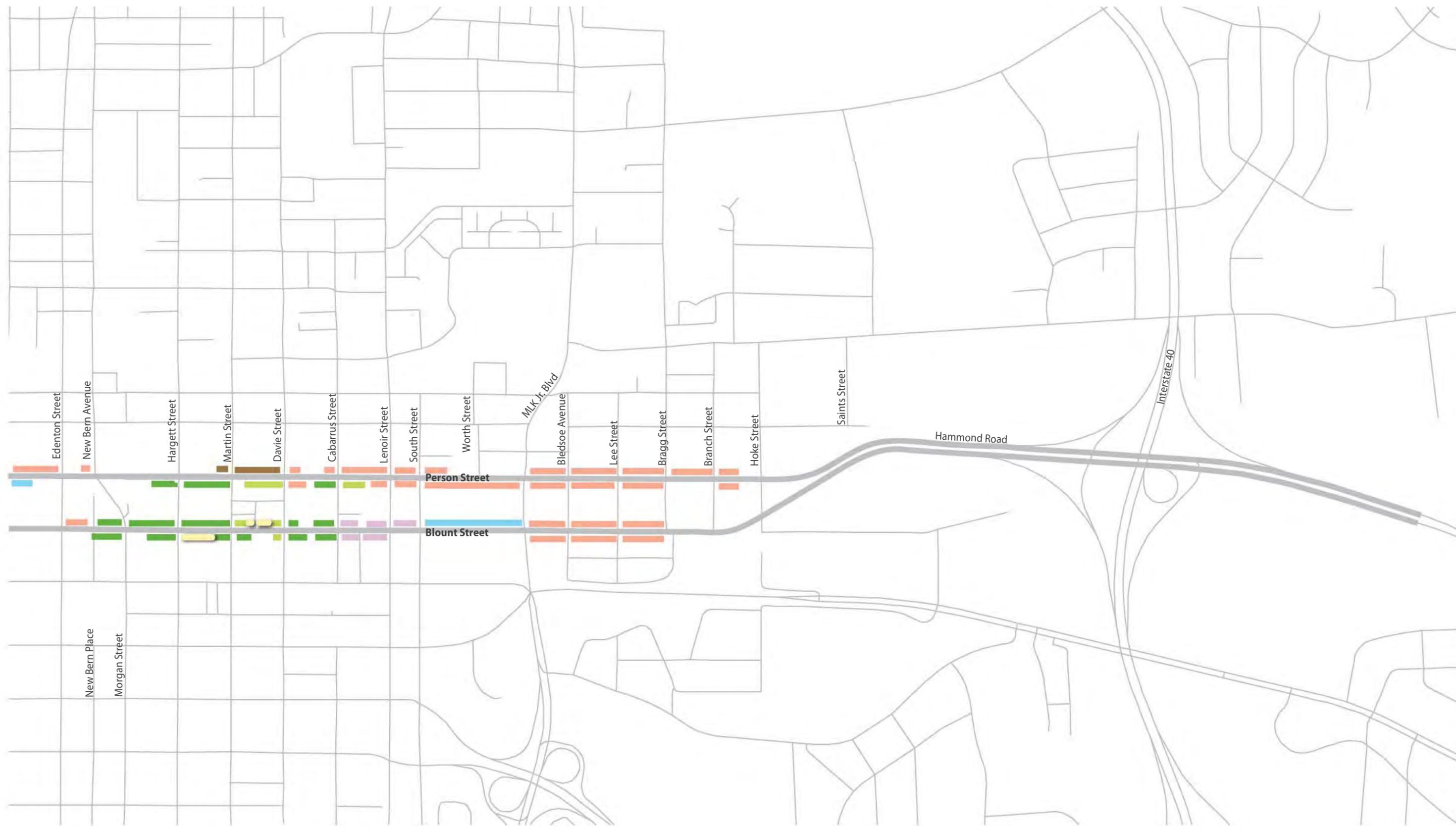


### 3.6 On-Street Parking

On-street parking is a vital component of the corridor, providing needed parking for businesses and residential neighborhoods. The Blount St-Person St Corridor has eight different regulatory on-street parking designations that vary from no on-street parking to parking during non-peak hour times. This diagram maps the location and regulation of on-street parking in the corridor.

The design and location of on-street parking will need to be considered in potential street designs and balanced with business and economic development as well as street and residential livability values identified by residents and stakeholders.





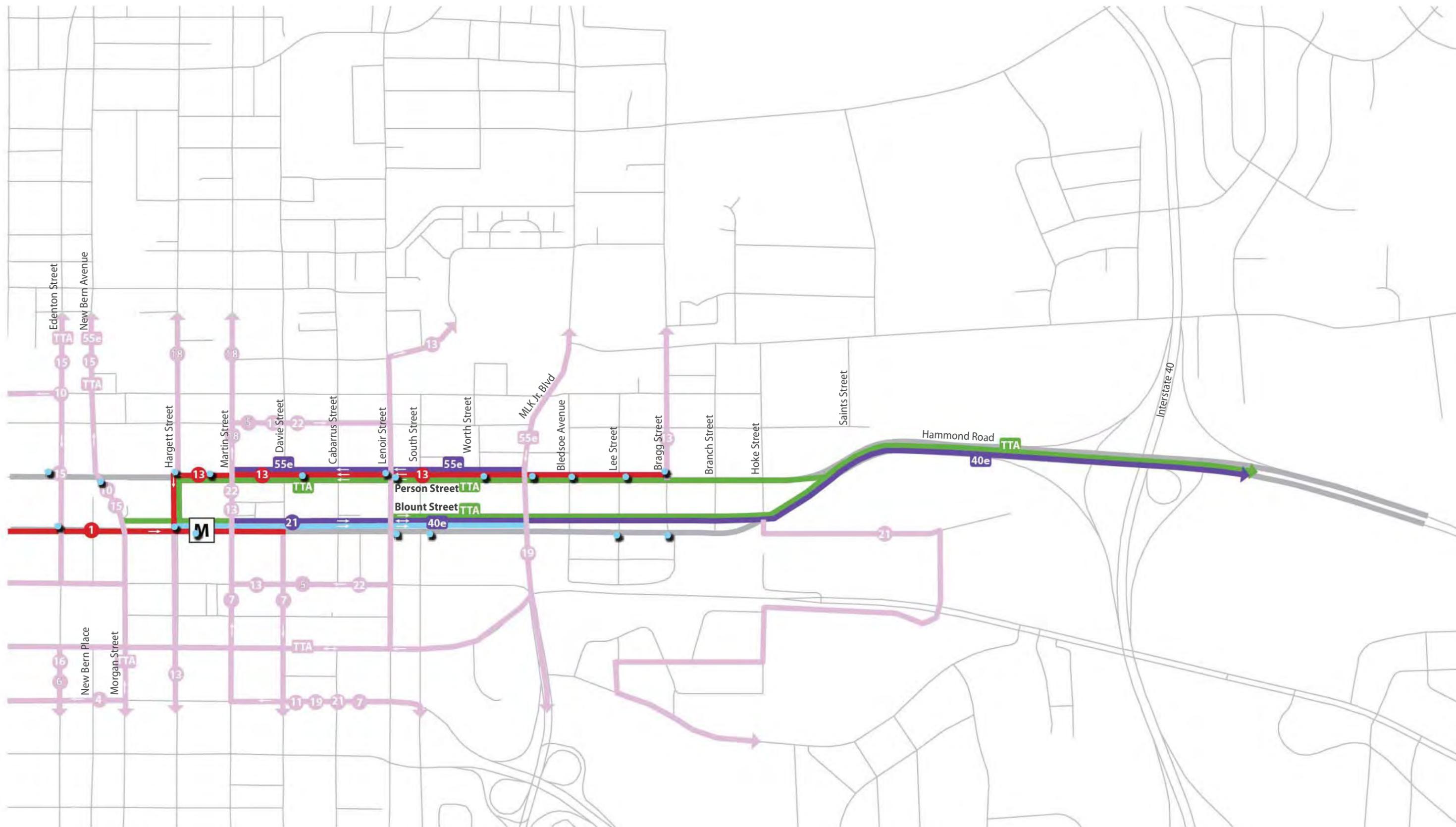
Non-Metered 2 Hour Parking
  No Parking | 7am - 9am | 4pm - 6pm | Mon- Fri
  No Parking | 7am - 4pm | Mon- Fri
  No Parking | 7am - 4pm | Mon- Fri



### 3.7 Bus + Transit

The Blount St-Person St Corridor is a major transit hub and corridor for the City of Raleigh. With the Moore Square Transit Station located off of Blount Street, the corridor contains seven different bus routes and thirty-seven bus stops. Additionally, the corridor is traversed by thirteen bus routes on ten different cross streets along the corridor. The proposed street designs will have to balance vehicular mobility with transit stop and circulation needs within the context of the values identified by residents and stakeholders.





### 3.8 Parking Off-Street

The Blount St-Person St Corridor provides access to a range of downtown parking locations that are managed by different entities. These entities include the State, the City and County, and private owners as illustrated on the adjacent map. These parking spaces are found in surface parking lots, parking decks, or underground parking decks. The most significant collection of parking facilities is controlled through the City which manages nearly 9,000 parking spaces downtown. Additionally, the State controls over 7,000 parking spaces for their employees and visitors. The proposed street designs for the corridor will have to balance parking access with vehicular flow and neighborhood walkability and livability.





# 04 STREET DESIGN

## 4.1 Pedestrian Realm

The quality of the pedestrian experience is influenced by the three primary edges of the pedestrian realm. These include the public edge, the horizontal plane, and the land use edge.

- The public edge includes the design of the street and can enhance the pedestrian experience by providing a physical and psychological barrier between pedestrians and moving traffic through the presence of on-street parking, bikes lanes and streetscape.
- The horizontal plane includes the space between the curb and the street right-of-way. The width and design of this space greatly effects pedestrian comfort and use.
- The land use edge includes the built form edge and helps to activate, frame, and/or shelter pedestrians.

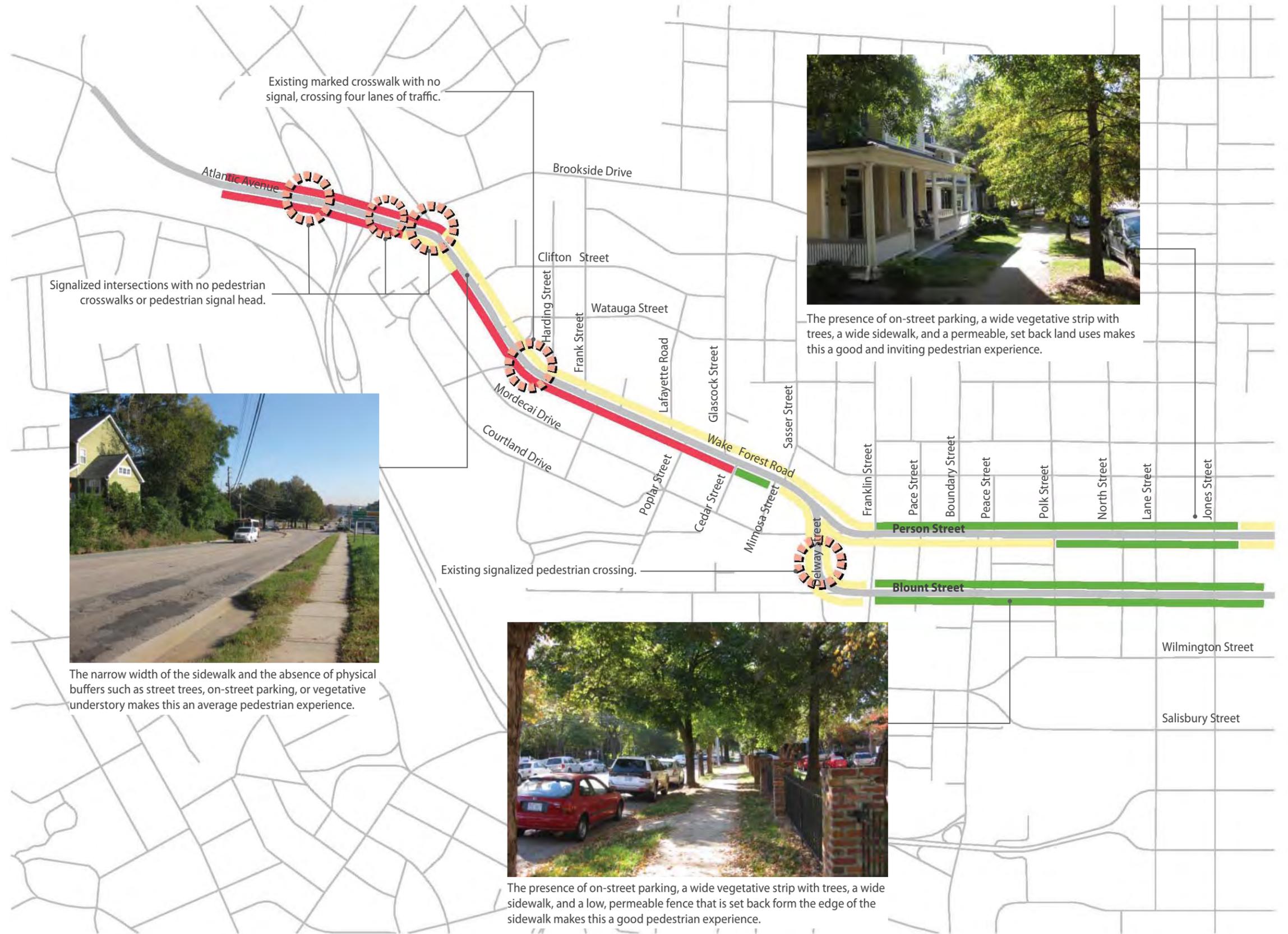
Taking these elements into consideration, the following diagram provides an analysis of the relative quality of the pedestrian realm along the Blount-Person Corridor, highlighting areas in need of enhancement.



Public Edge

Land Use Edge

Horizontal Plane



Existing marked crosswalk with no signal, crossing four lanes of traffic.

Signalized intersections with no pedestrian crosswalks or pedestrian signal head.

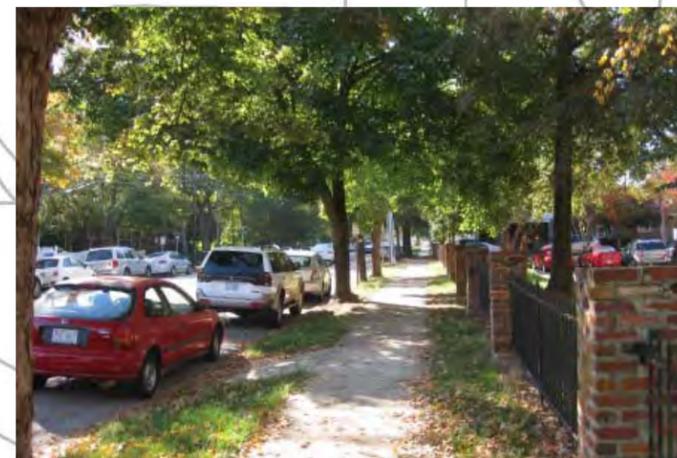


The narrow width of the sidewalk and the absence of physical buffers such as street trees, on-street parking, or vegetative understory makes this an average pedestrian experience.



The presence of on-street parking, a wide vegetative strip with trees, a wide sidewalk, and a permeable, set back land uses makes this a good and inviting pedestrian experience.

Existing signalized pedestrian crossing.



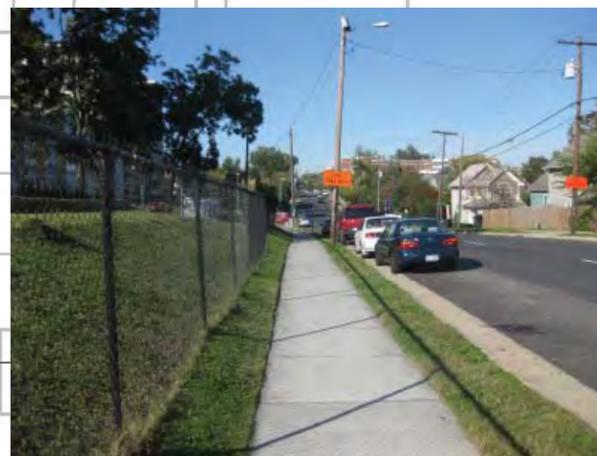
The presence of on-street parking, a wide vegetative strip with trees, a wide sidewalk, and a low, permeable fence that is set back form the edge of the sidewalk makes this a good pedestrian experience.



Pedestrian Crossing Concern



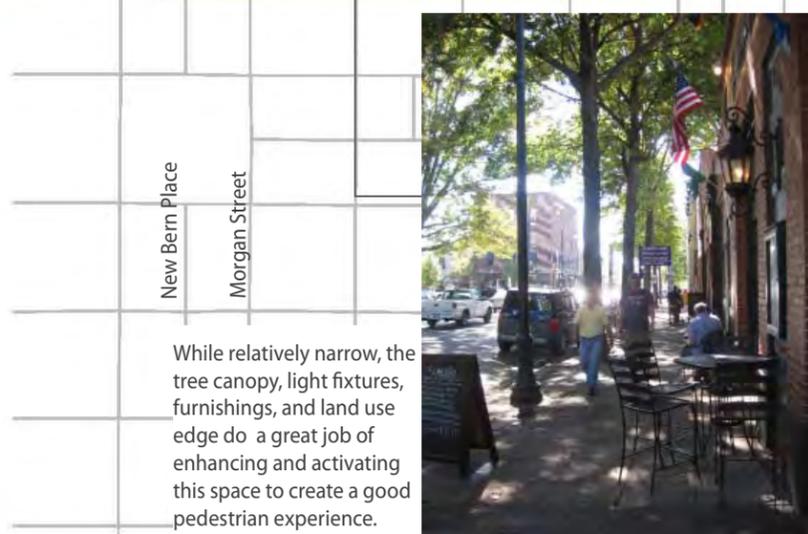
A wide and open sidewalk with street trees, attractive signage/ wayfinding, and permeable land use edges makes this an inviting and good pedestrian experience.



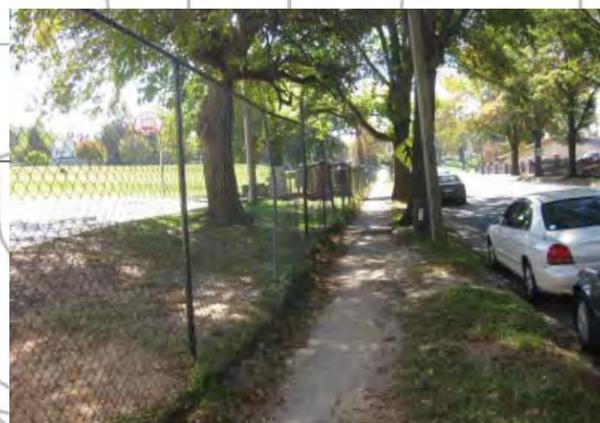
The presence of a tall, chain-link fence placed close to the sidewalk makes this a poor pedestrian experience.



This segment of Person Street does not have sidewalks.



While relatively narrow, the tree canopy, light fixtures, furnishings, and land use edge do a great job of enhancing and activating this space to create a good pedestrian experience.



A narrow sidewalk, the presence of a tall, chain-link fence placed very close to the sidewalk makes this a poor pedestrian experience.



Quality of Pedestrian Environment

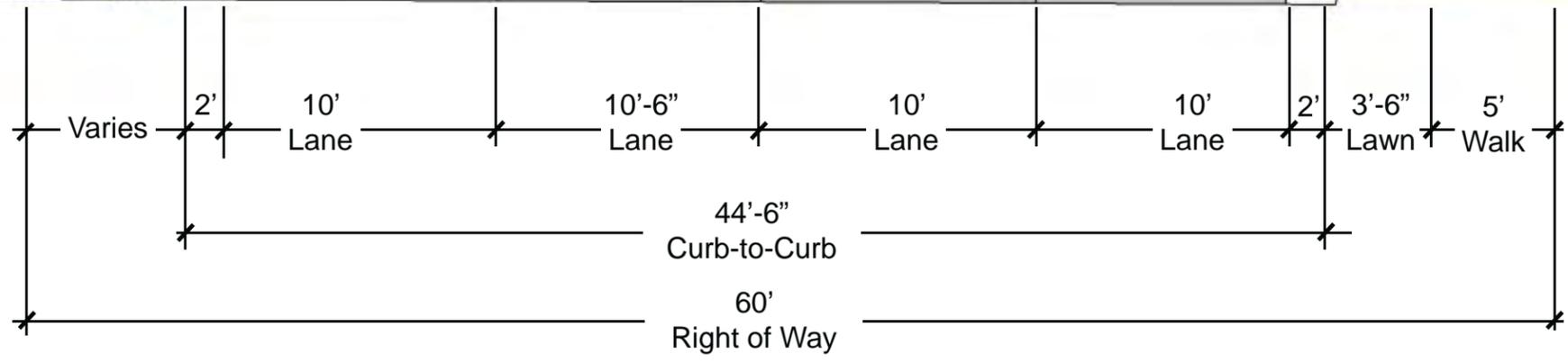
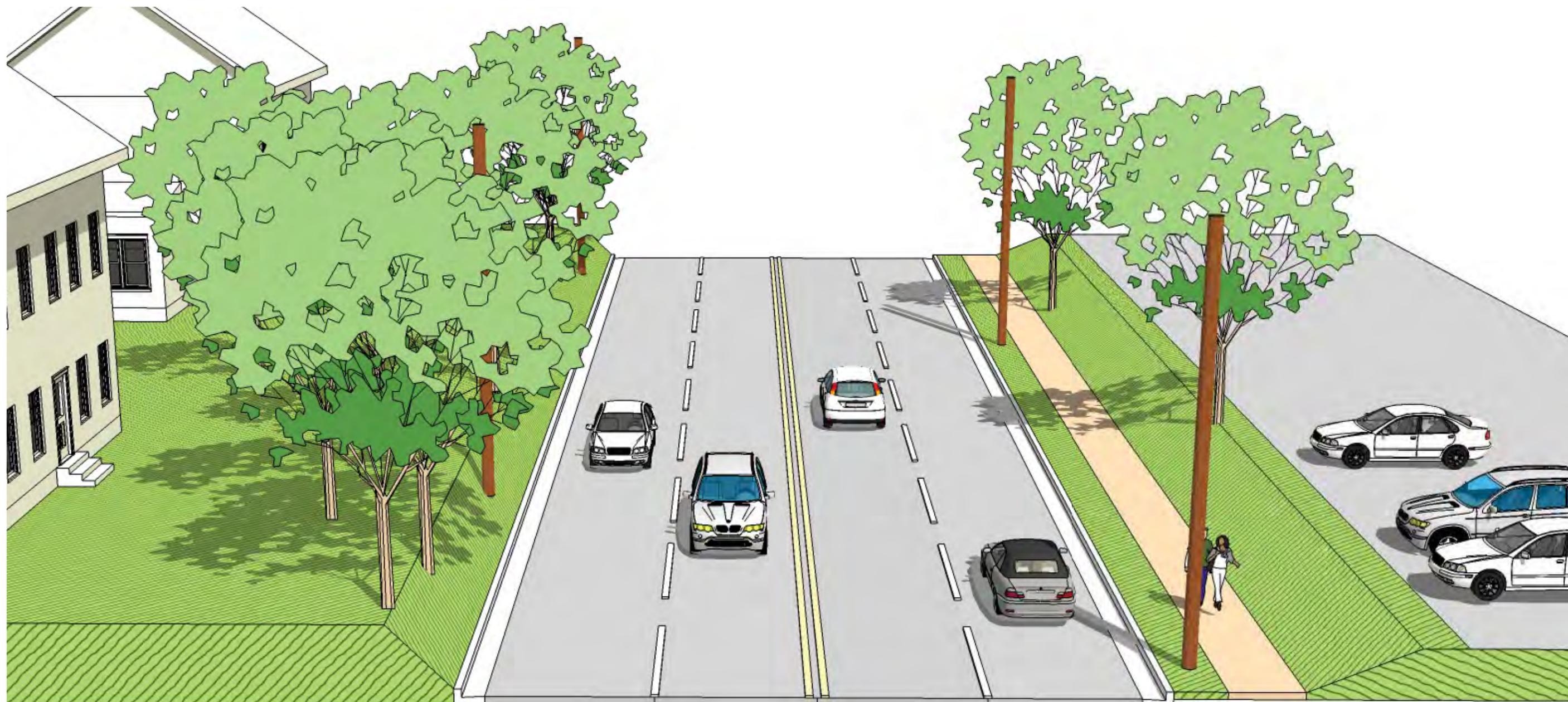
- Good - Continuous sidewalk, consistent street trees, active building edge with limited curb cuts.
- Fair - Continuous sidewalk, limited street trees, inconsistent building edge with regular curb cuts.
- Poor - No sidewalk.

## 4.2 Wake Forest Road Capital Boulevard to Sasser Street

### Key Characteristics:

- Four-lane, undivided street cross-section.
- No on-street parking.
- Sidewalk only on the east side of the road and is generally narrow with very little separation between the pedestrian and the travel lane.
- Overhead power lines limit the potential for significant street trees.
- Adjacent land uses include historic single-family homes, places of worship, apartment complexes, and civic and institutional uses. Generally suburban in character with generous residential setbacks and surface parking lots.



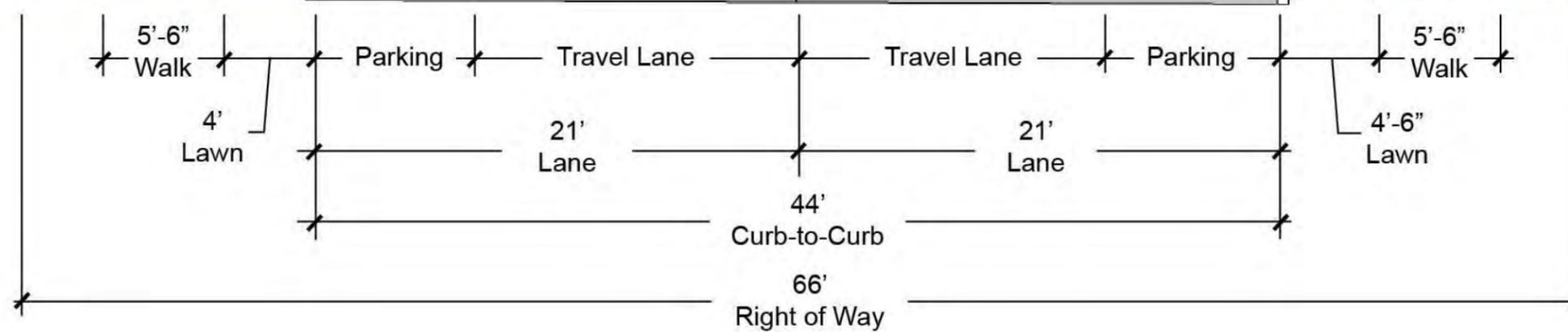


## 4.3 Blount Street Delway Street to Edenton Street

### Key Characteristics:

- Two-lane, one-way south bound.
- On-street parking is located on both sides of the road, some of which is regulated and limited to 2-hour parking.
- Sidewalks are found on both sides of the street with tree lawns, and street trees located along the corridor.
- While overhead power lines are present along the corridor, mature trees located throughout this segment provide visual screening.
- Adjacent land uses include historic single-family homes, historic homes converted into commercial uses, and institutional uses.
- The most significant land owner along this segment is William Peace University.
- This segment of the corridor has a mix of character between in-town neighborhood character and suburban character. Some of the buildings are generously set back while others are located within close proximity to the sidewalk.

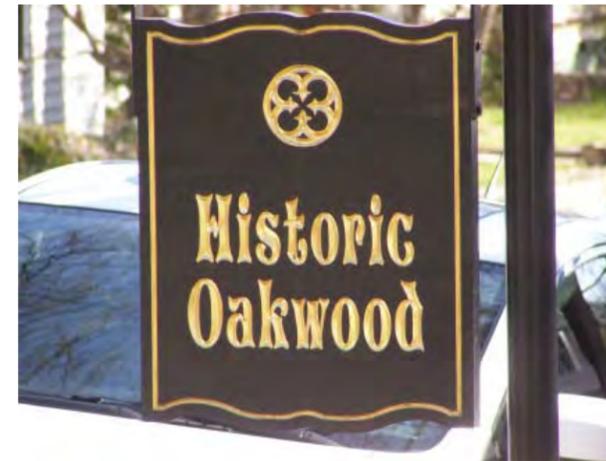
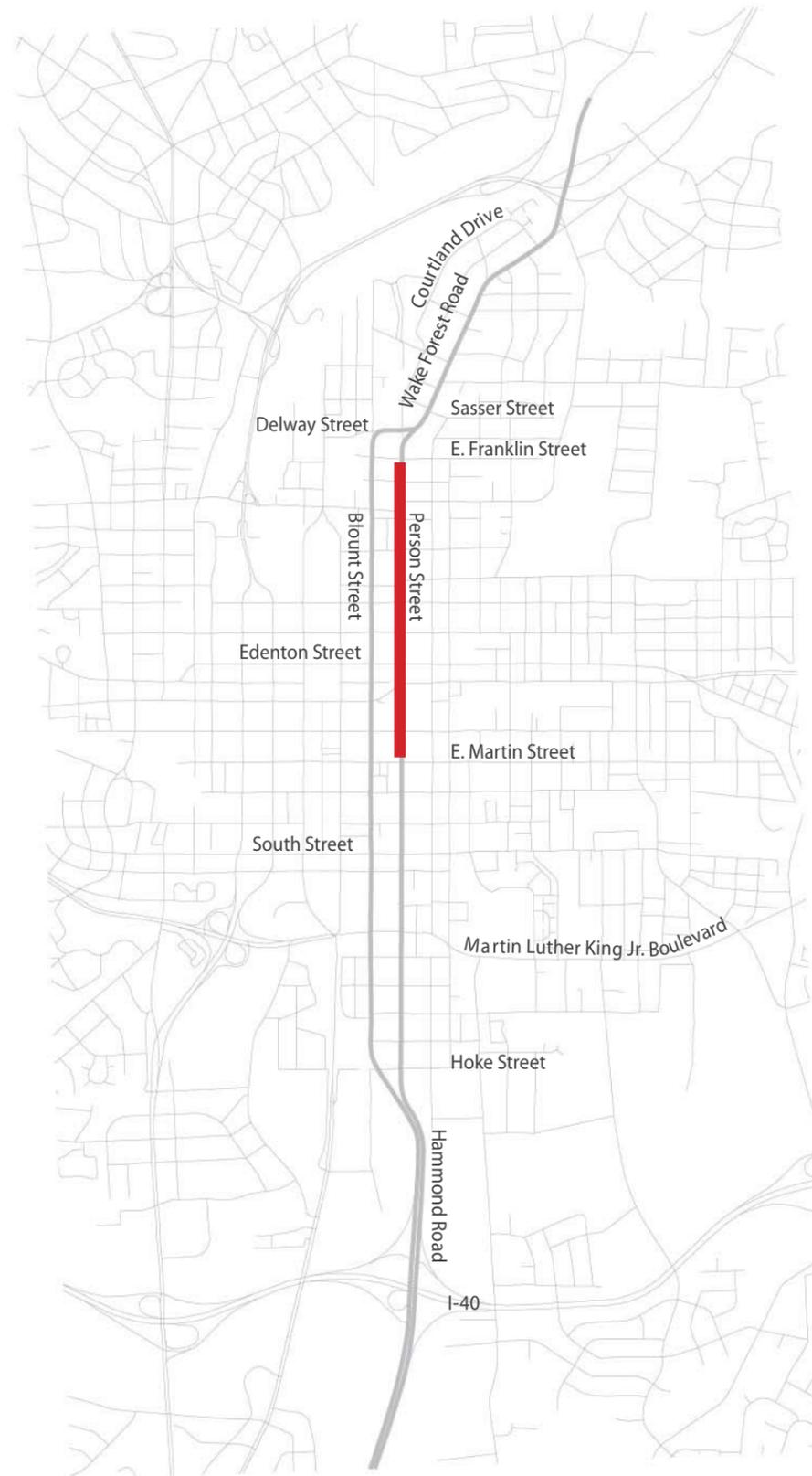


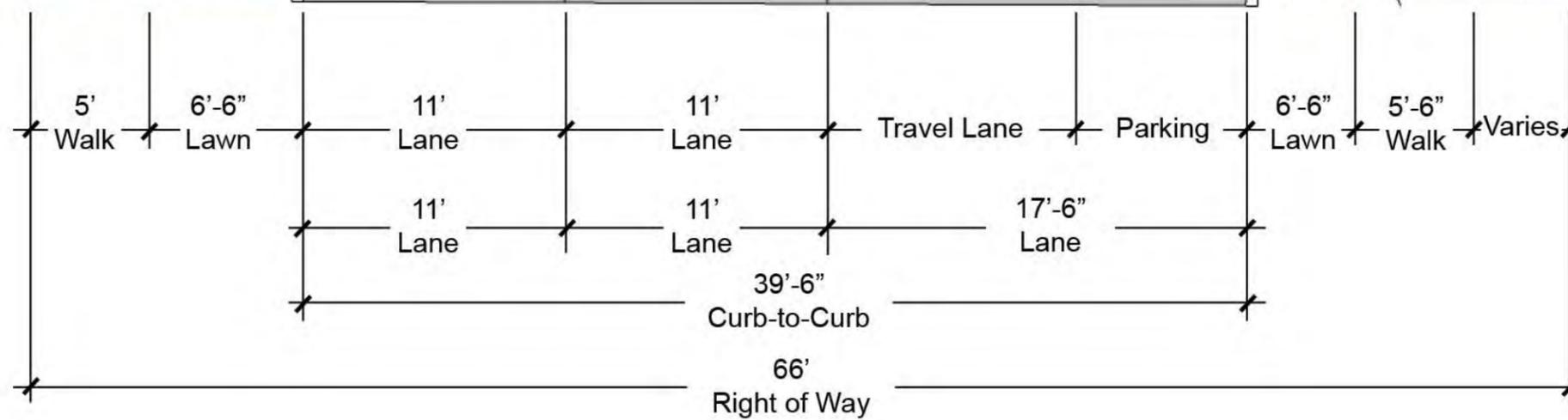
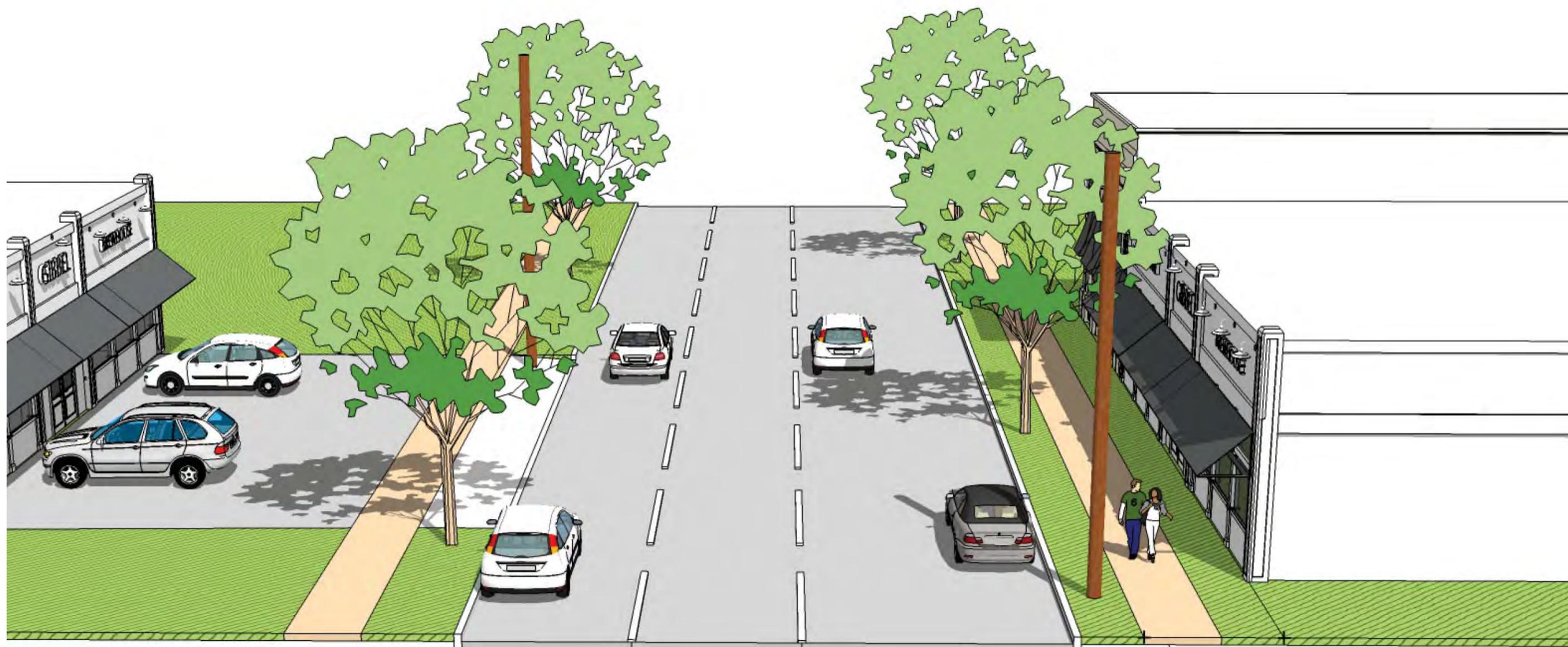


## 4.4 Person Street Delway Street to E. Martin Street

### Key Characteristics:

- Three-lane, one-way north bound.
- On-street parking is located on both sides of the road, some of which is regulated and limited to 2-hour parking and off-peak.
- Sidewalks are generally found on both sides of the street with street trees in tree lawns in most areas along the corridor.
- Over-head utility lines are located throughout the corridor.
- Adjacent land uses include a mix of historic homes, surface parking lots, commercial uses, and institutional uses.
- The corridor has a character mix between in-town neighborhood character and suburban character. Some of the buildings are generously set back while others are located within close proximity to the sidewalk.

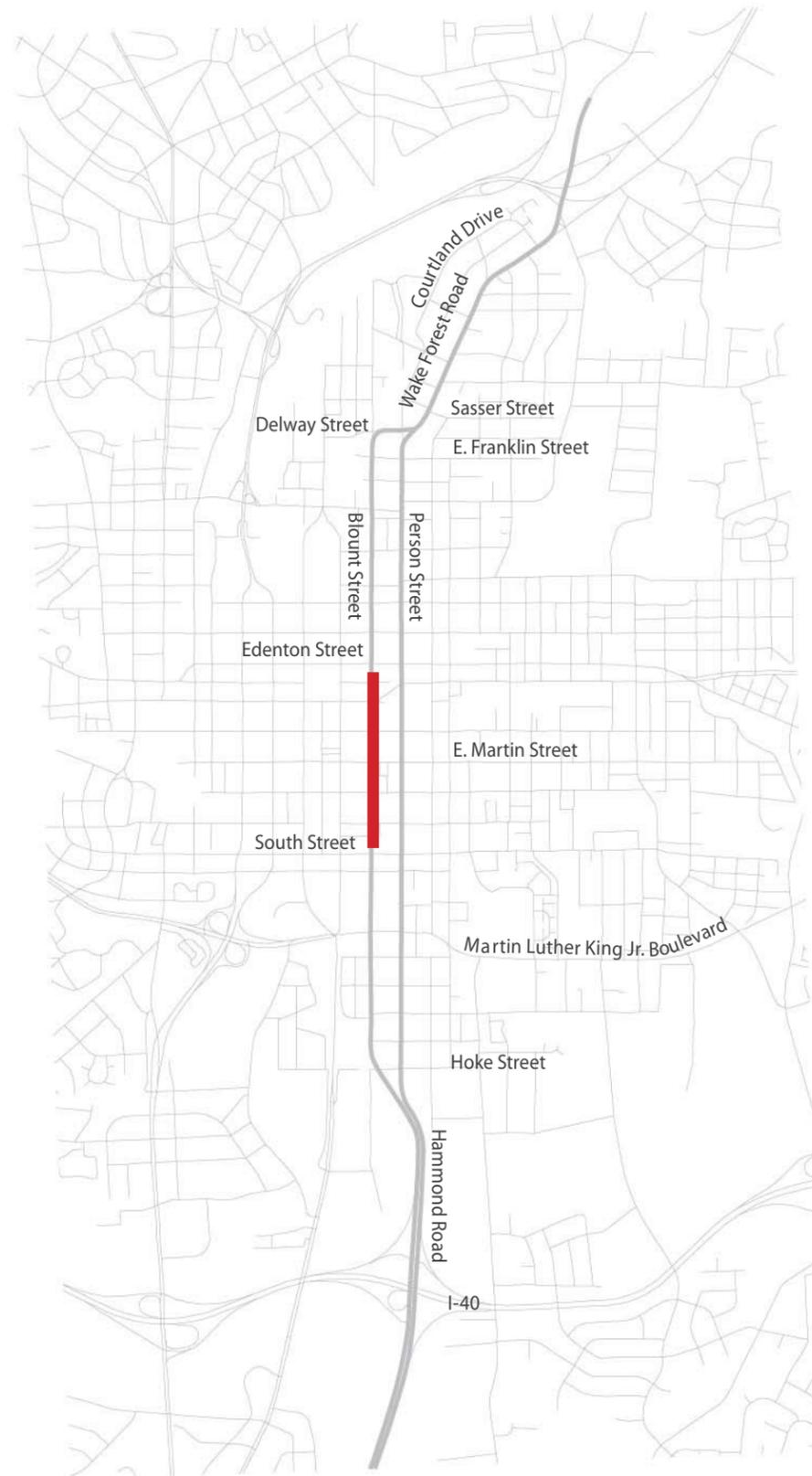


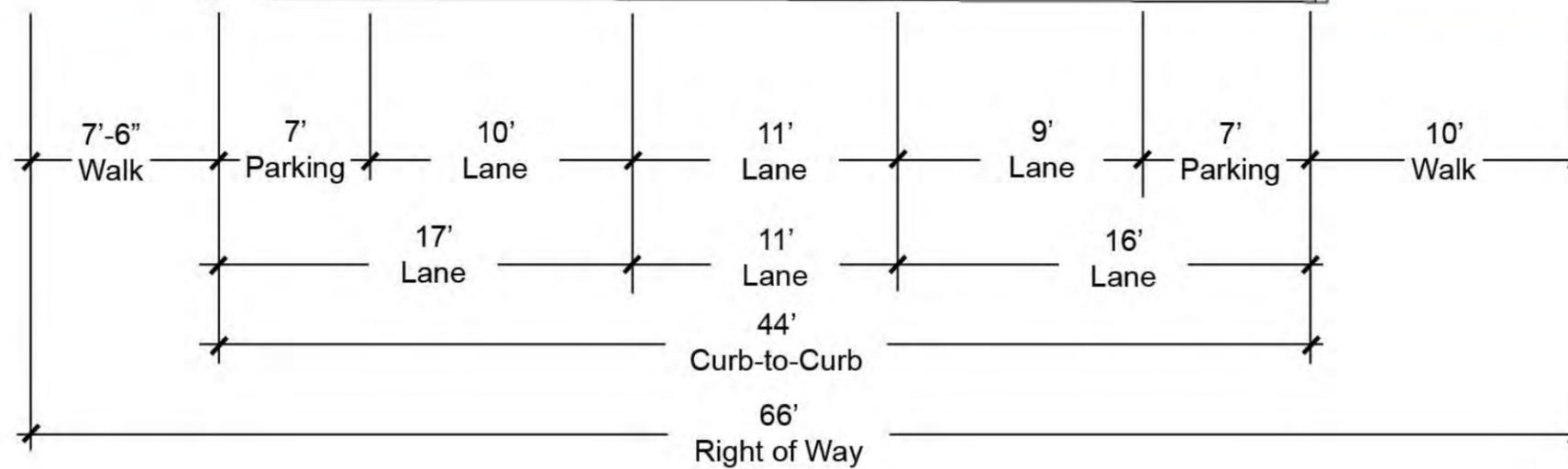


## 4.5 Blount Street Edenton Street to South Street

### Key Characteristics:

- Three-lane, one-way south bound.
- On-street parking is located on both sides of the road, most of which is regulated and metered 2-hour parking.
- Sidewalks are found on both sides of the street with street trees planted in tree lawns and tree grates in most areas.
- Utility lines are located underground.
- Adjacent land uses include commercial, civic uses, and mix-use commercial/residential uses. The segment represents the most urban condition of the corridor with buildings built to the edge of the right-of-way.

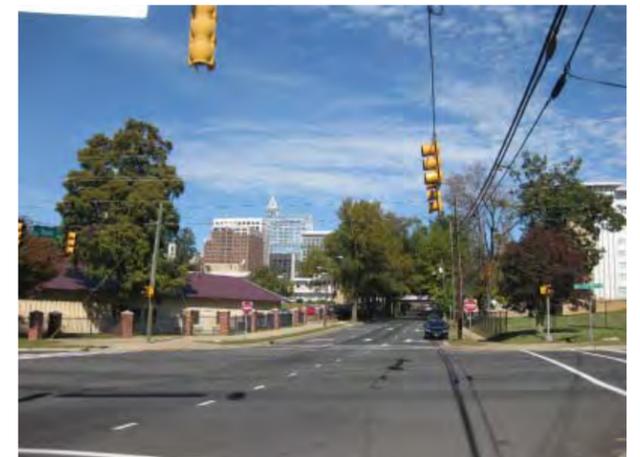
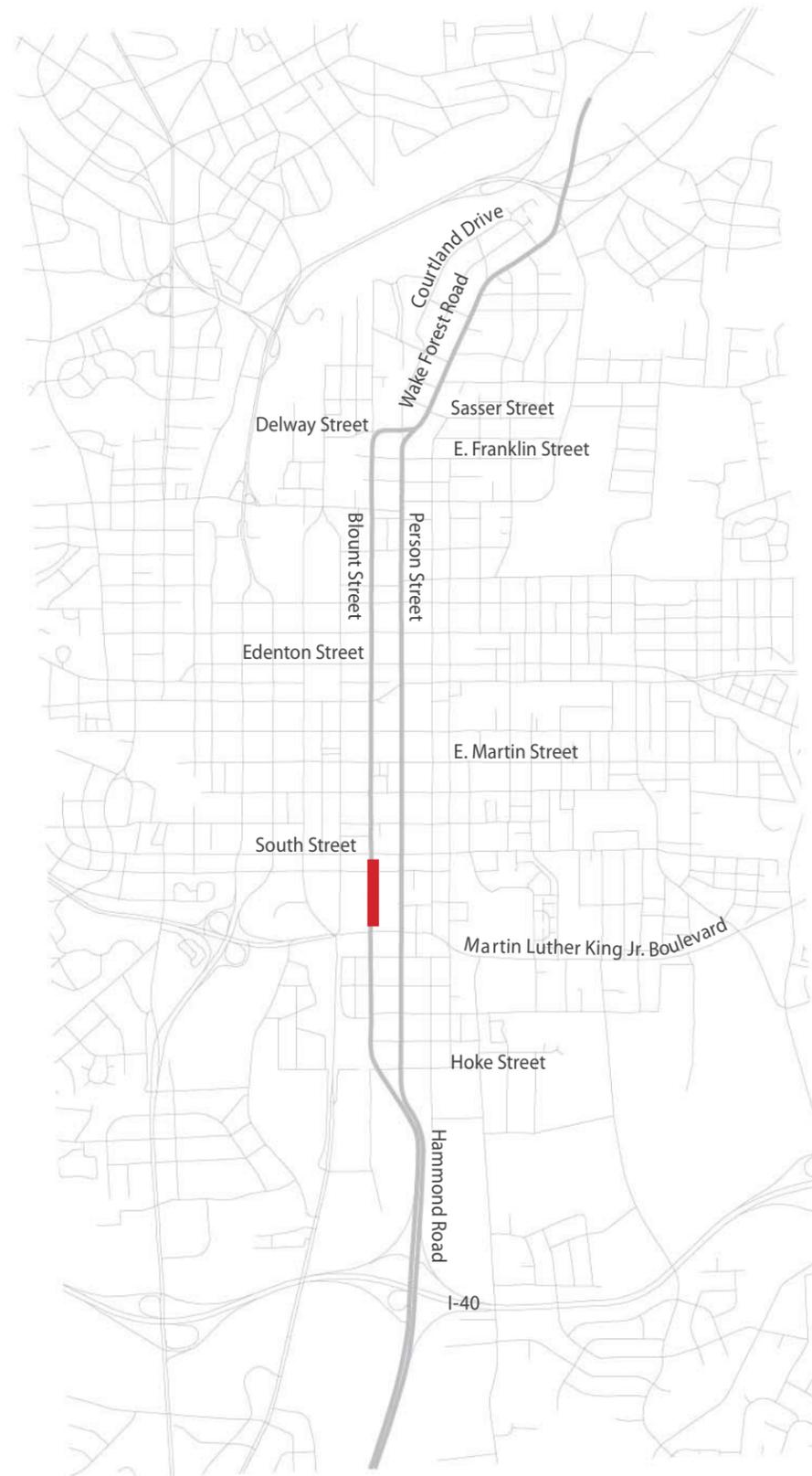


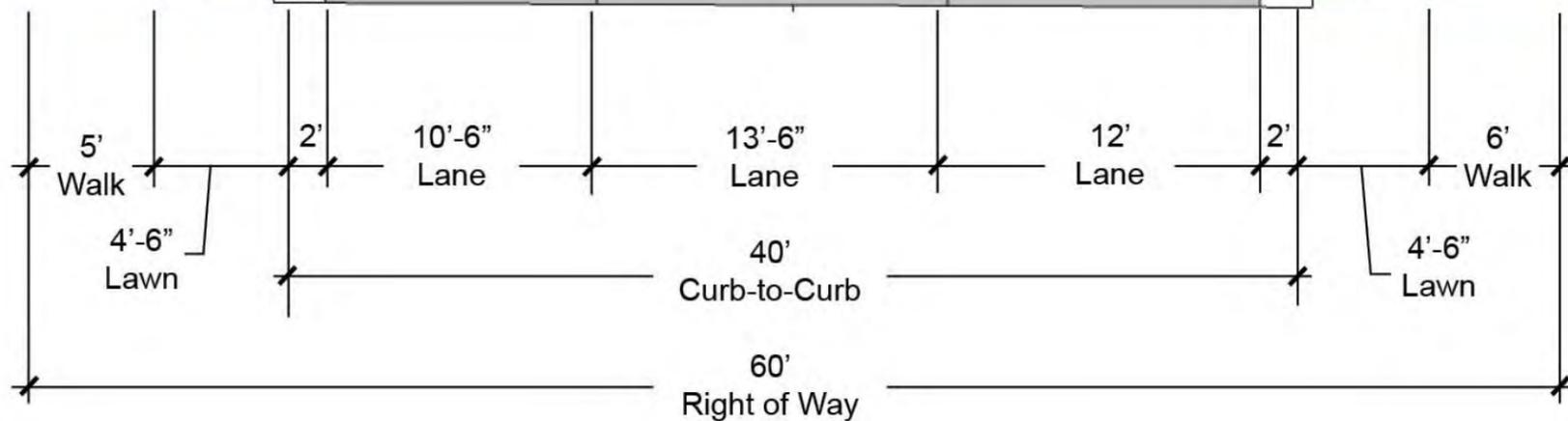
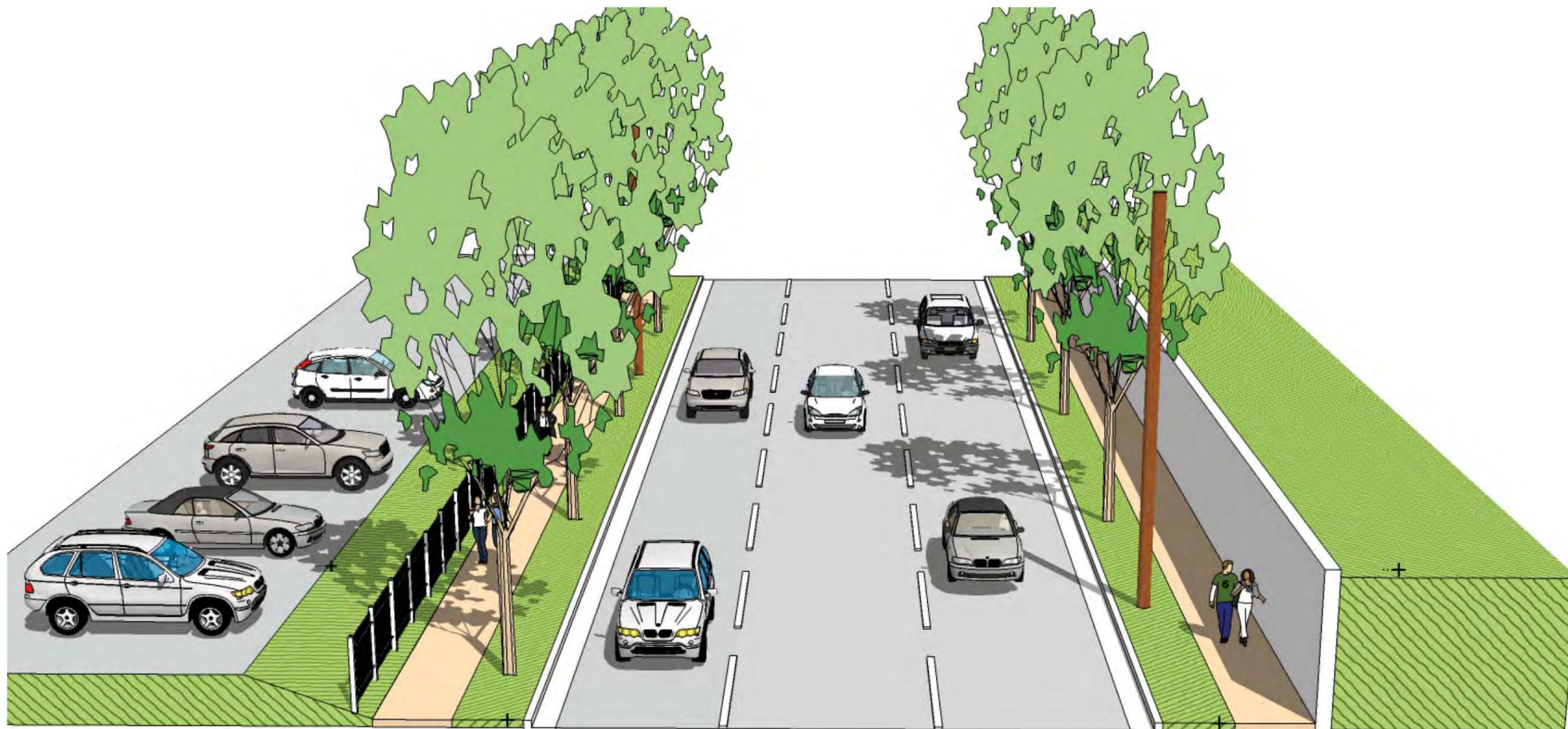


## 4.6 Blount Street South Street to Martin Luther King Jr. Boulevard

### Key Characteristics:

- Three-lane, one-way south bound.
- On-street parking is located on both sides of the road, some of which is regulated and limited to 1-hour and 2-hour parking metered and non-metered parking. A portion of the segment before Martin Luther King Jr. Boulevard only permits parking during non-peak hours.
- Sidewalks are found on both sides of the street with street trees in tree lawns and tree grates in certain areas and no trees or tree lawns in other areas.
- Over-head utility lines are located throughout the corridor.
- Adjacent land uses include surface parking lots, commercial uses, and institutional uses.
- The most significant land owner along this segment is Shaw University.
- The corridor is has a character mix between in-town neighborhood character and suburban character. Some of the buildings are generously set back while others are located within close proximity to the sidewalk.

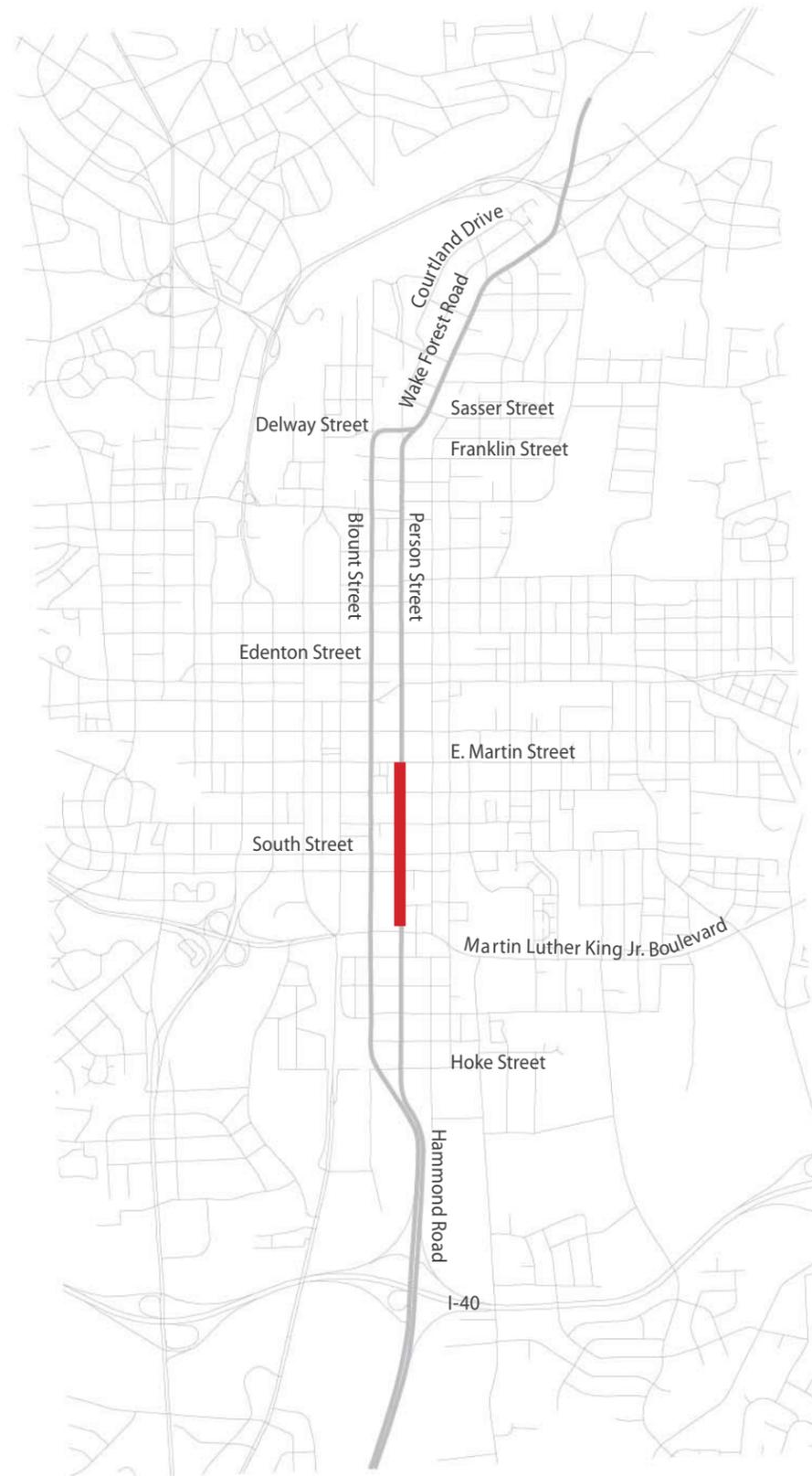


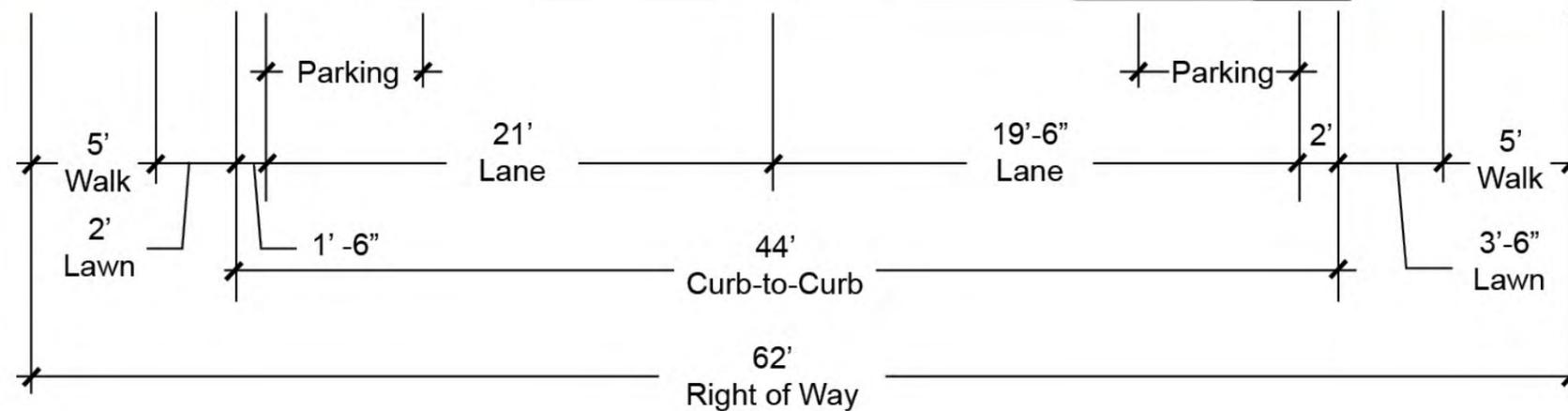


## 4.7 Person Street E. Martin Street to Martin Luther King Jr. Boulevard

### Key Characteristics:

- Two-lane, one-way north bound.
- On-street parking is located on both sides of the road but is not regulated.
- Sidewalks are generally found on both sides of the street with street trees in tree lawns in most areas along the corridor. Sidewalks do not exist from Hoke Street to Bragg Street.
- Over-head utility lines are located throughout the corridor with mature street trees located throughout.
- Adjacent land uses include Shaw University, condominiums, and historic single family homes. The corridor has an in-town neighborhood character with many of the homes located within close proximity to the sidewalk.

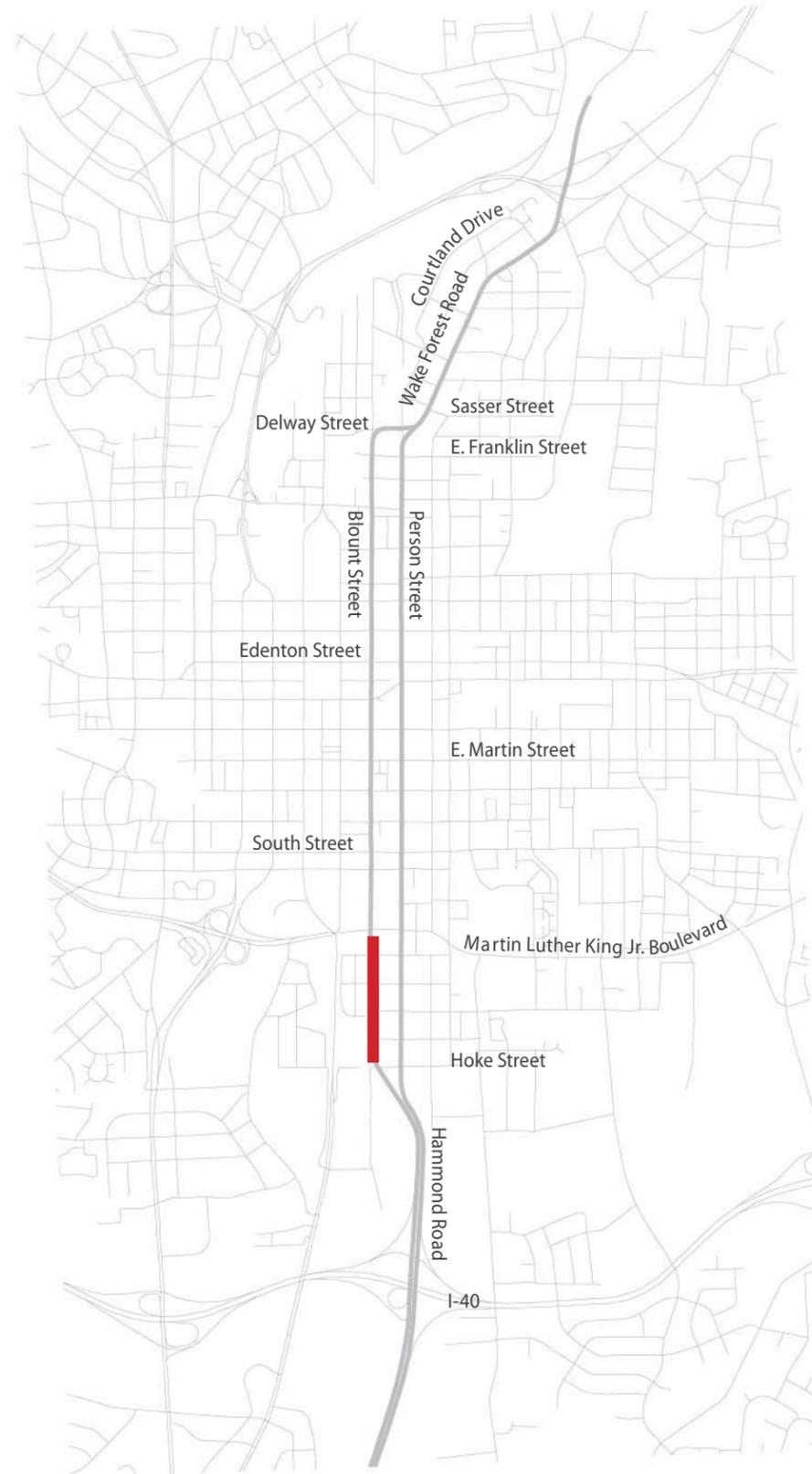


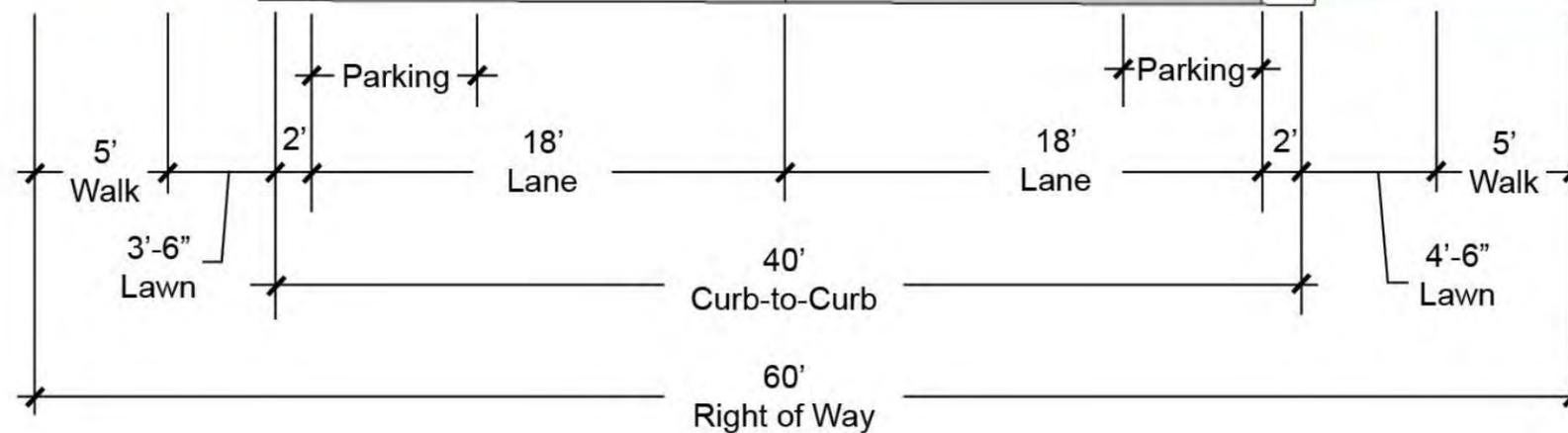


## 4.8 Blount Street Martin Luther King Jr. Boulevard to Hoke Street

### Key Characteristics:

- Two-lane, one-way south bound.
- On-street parking is located on both sides of the road but is not regulated.
- Sidewalks are found on both sides of the street with street trees in tree lawns in most areas along the corridor.
- Over-head utility lines are located throughout the corridor with mature street trees located throughout.
- Adjacent land uses include historic single family homes. The corridor has an in-town neighborhood character with many of the homes located within close proximity to the sidewalk

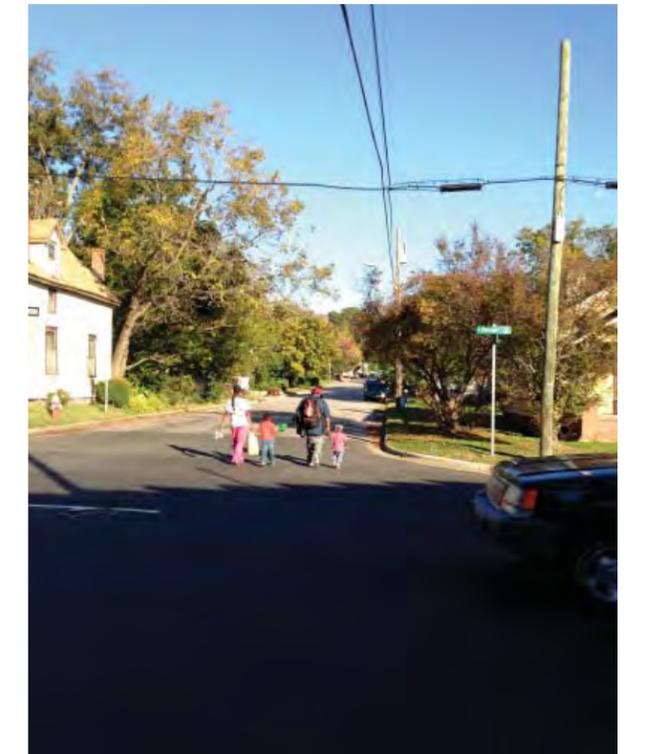
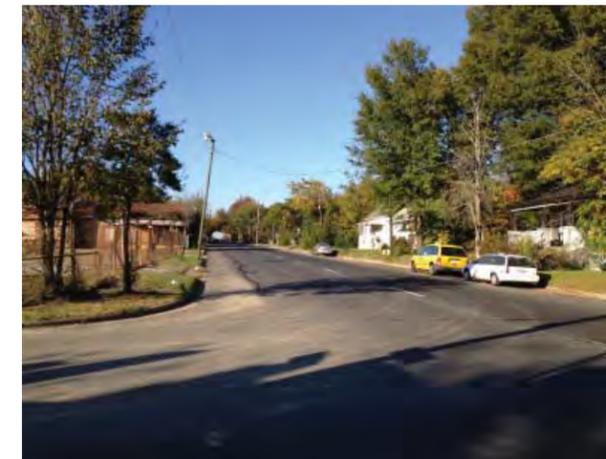
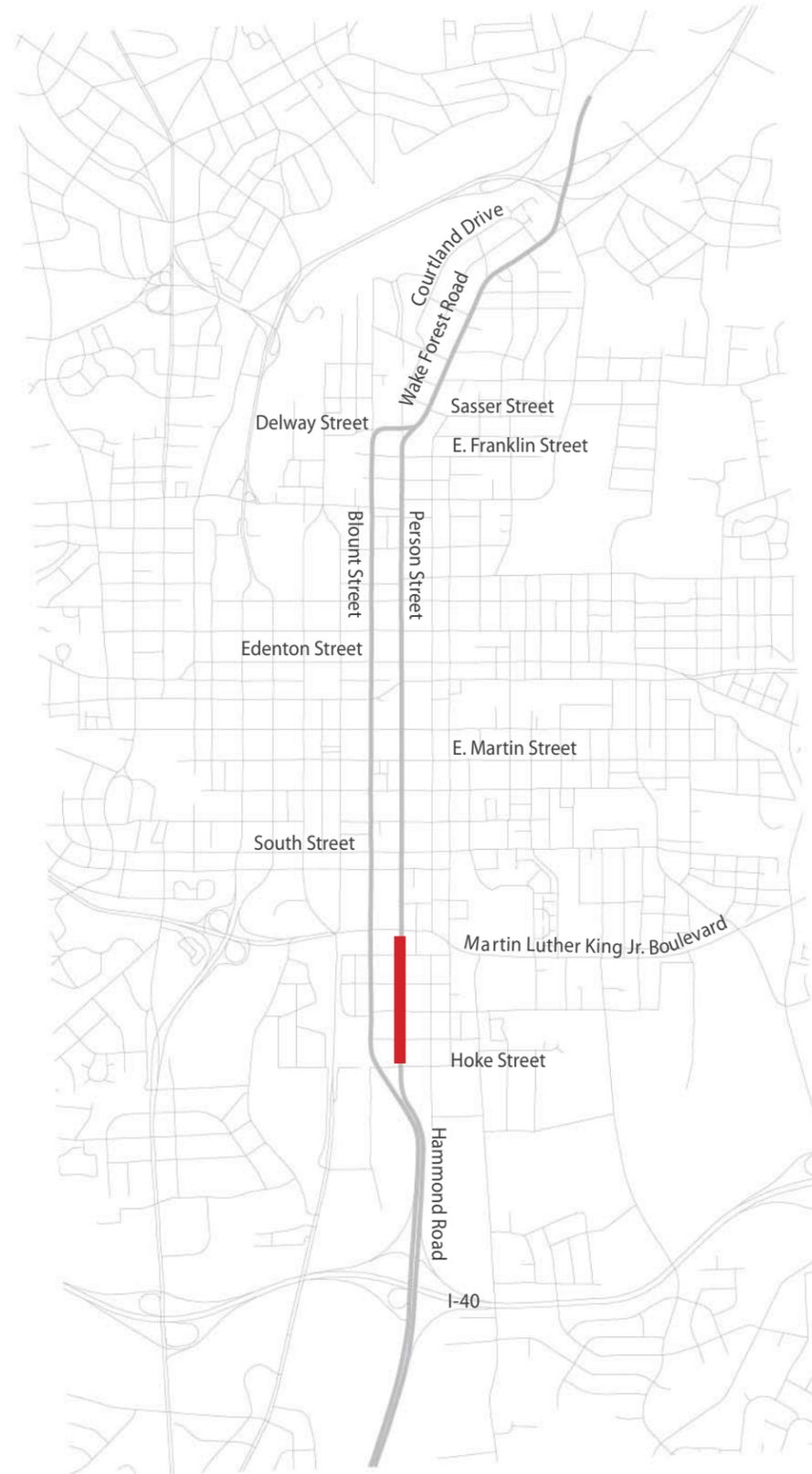


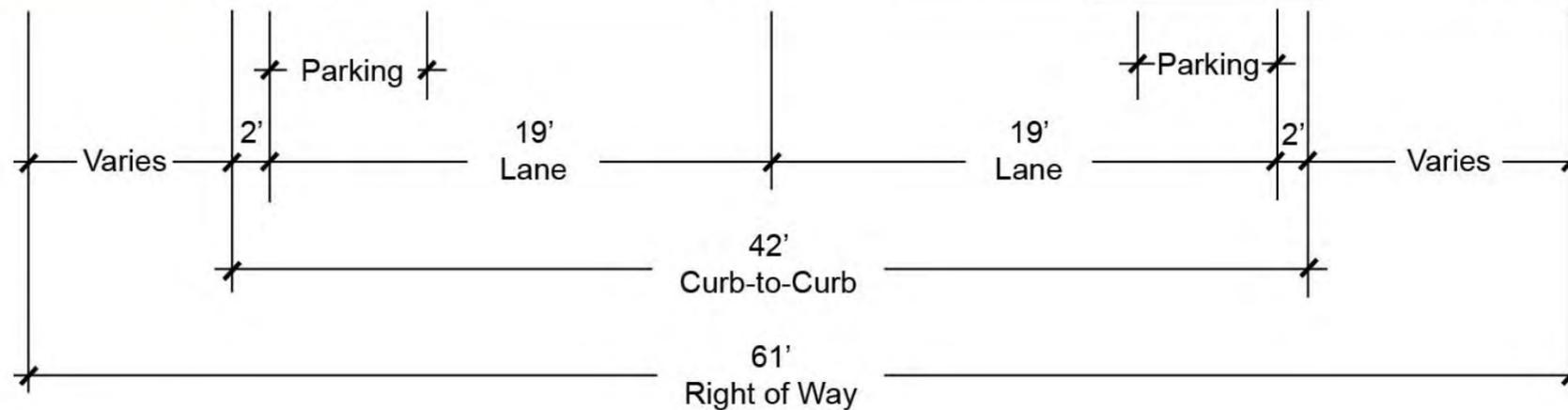
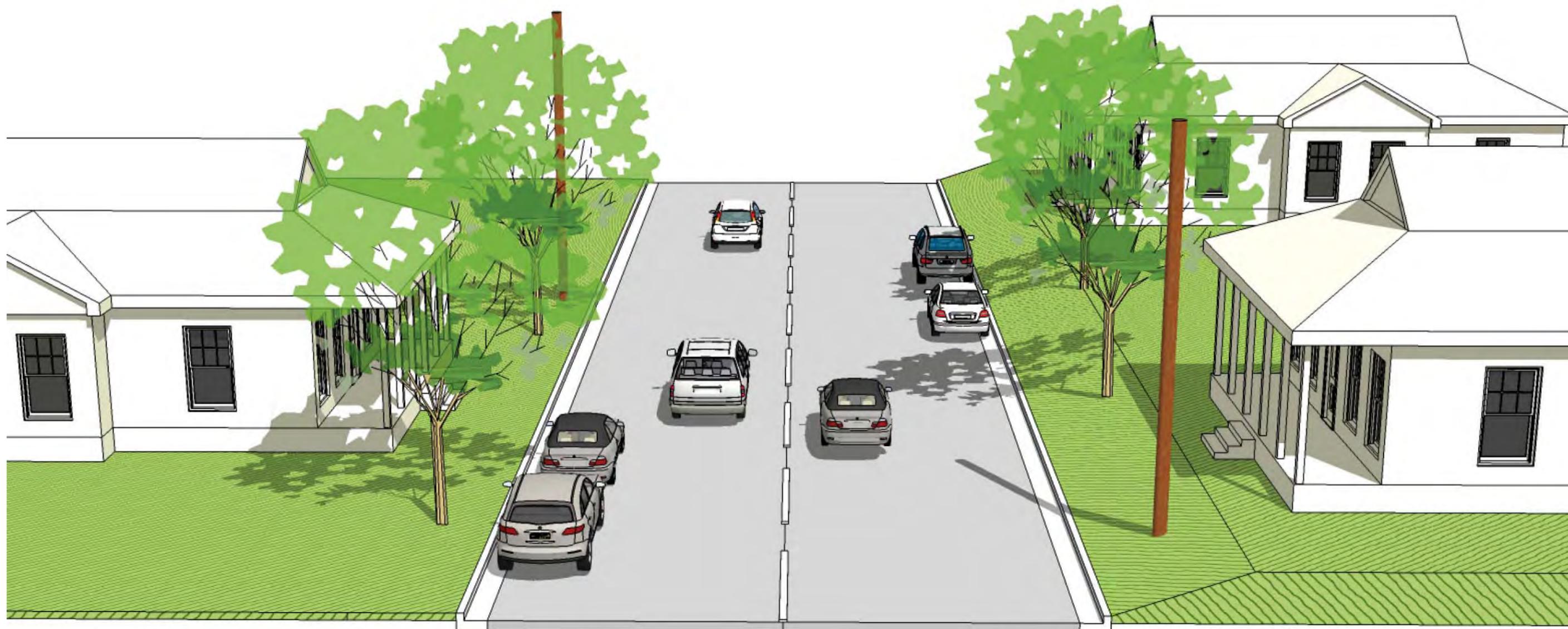


## 4.9 Person Street Martin Luther King Jr. Boulevard to Hoke Street

### Key Characteristics:

- Two-lane, one-way north bound.
- On-street parking is located on both sides of the road but is not regulated.
- Sidewalks are generally found on both sides of the street with street trees in tree lawns in most areas along the corridor. Sidewalks do not exist from Hoke Street to Bragg Street.
- Over-head utility lines are located throughout the corridor with mature street trees located throughout.
- Adjacent land uses include historic single family homes. The corridor has an in-town neighborhood character with many of the homes located within close proximity to the sidewalk.

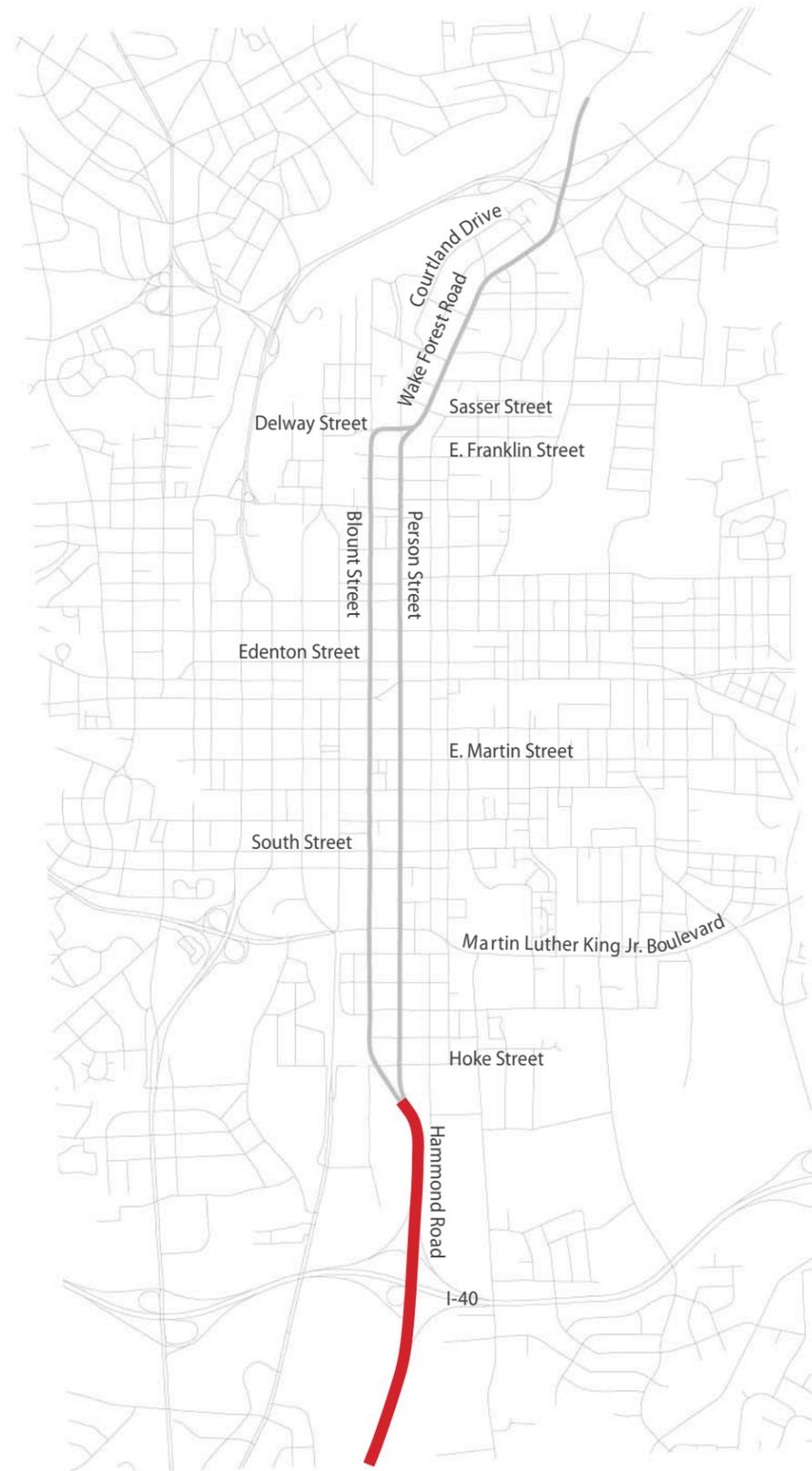


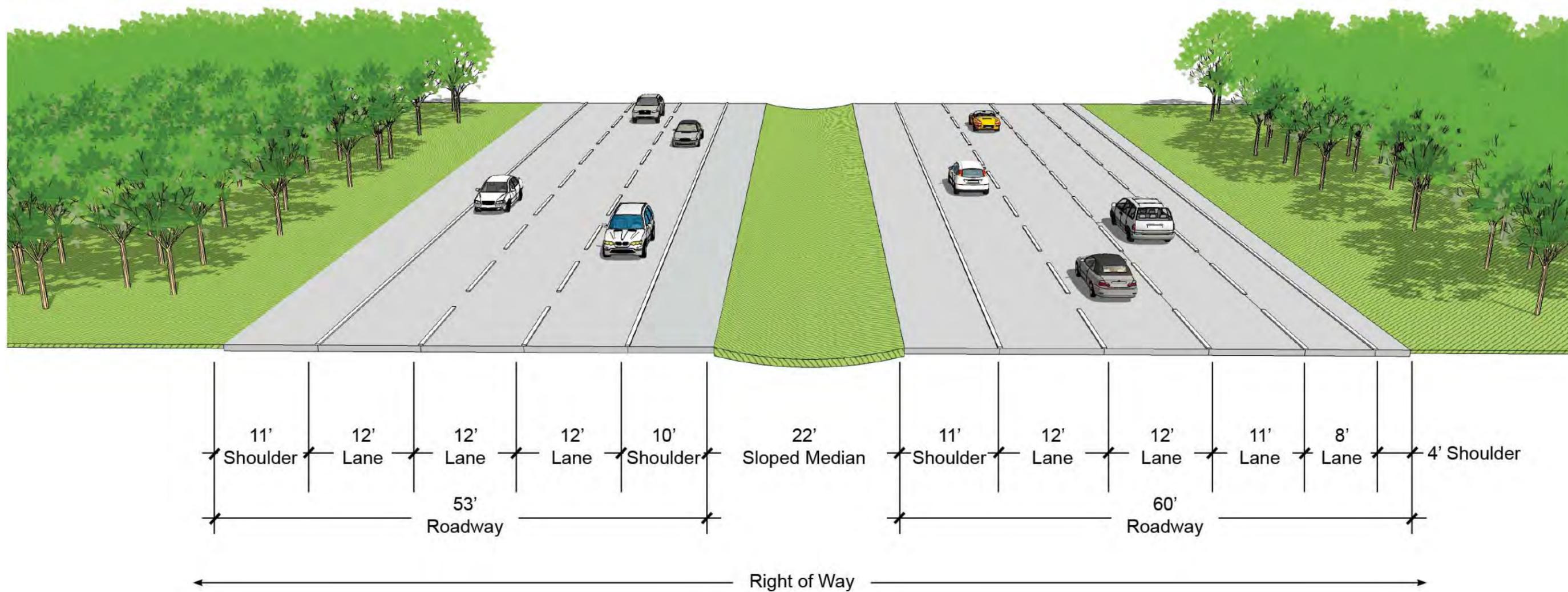


## 4.10 Hammond Road I-40 to Hoke Street

### Key Characteristics:

- Six-lane, divided road.
- No on-street parking.
- No sidewalks.
- Adjacent land uses include industrial and commercial, with the Cargill facility being a significant industrial destination.







**AECOM**