BP Blount St · Person St
Corridor Study

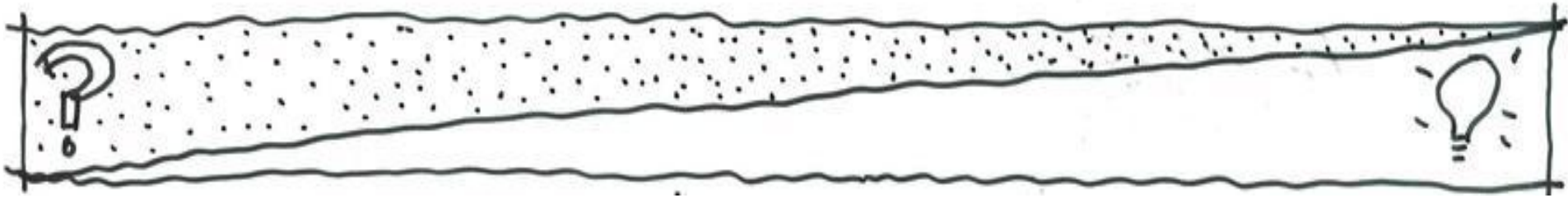
RALEIGH URBAN DESIGN CENTER

The City of Raleigh

Workshop Wrap-up - December 13, 2012

DRAFT CONCEPTS

Schedule



September	October	November	December	Jan/Feb
Data Collection	**Public Kick-off** (Oct. 22th)	**Alternatives Development**	**Public Design Workshop** (Week of Dec. 10th)	**Draft Presentation**
				Final Report
				Final Presentation
• Traffic counts • Field Review • Stakeholder Interviews	• Existing traffic analysis • Existing Conditions Report	• Develop alternatives • Alternative traffic evaluation	• Review and refine • Identify preferred concept(s)	

BP Blount St • Person St

Corridor Study

The City of Raleigh is conducting a corridor study examining the Blount Street and Person Street Corridors from the I-40/Hammond Road interchange to the Capital Boulevard/Atlantic Avenue intersection.

Join us for a 4-day design workshop to examine specific design and traffic strategies to improve the corridors and implement the community vision.

MONDAY DEC 10

Project briefing 7-8:30 pm @ Cobblestone Hall
Historic City Market building 215 Wolfe Street Suite 200

Review key observations on the study area based on the feeback received at the October public meeting, and the results of the transportation and urban design analysis. Review the basic framework of design alternatives and outline the next 2 days of design work sessions.

TUESDAY DEC 11

Southern section work session 7-8:30 pm
@ Top Greene Center 410 Martin Luther King Jr Blvd

Participate in an interactive design workshop focused on the study area between Moore Square and I-40 including the South Park- East Raleigh neighborhood.

Daytime drop in sessions also available. To schedule contact Elizabeth Alley

WEDNESDAY DEC 12

Northern section work session 7-8:30 pm
@ Trinity United Methodist Church 824 N. Bloodworth Street

Participate in an interactive design workshop focused on the study area between Moore Square and Capital Boulevard, including the Mordecai and Oakwood neighborhoods.

Daytime drop in sessions also available. To schedule contact Elizabeth Alley

THURSDAY DEC 13

Workshop wrap-up presentation 7-8:30 pm @ Cobblestone Hall
Historic City Market building 215 Wolfe Street Suite 200

Hear about the progress we've made this week on the design options, discuss the next steps of the project, and have a chance to review the designs in-depth.

All meetings are open to the public

For more information, to RSVP, or to schedule a daytime drop-in session please contact,
Elizabeth Alley 919.996.4639 or elizabeth.alley@raleighnc.gov

To participate electronically, please visit the project website at
www.raleighnc.gov/urbandesign

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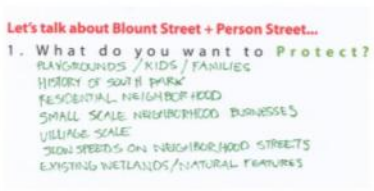
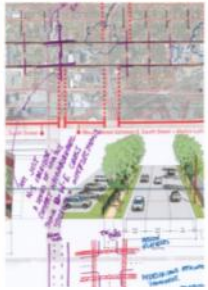
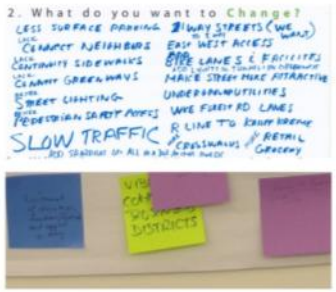
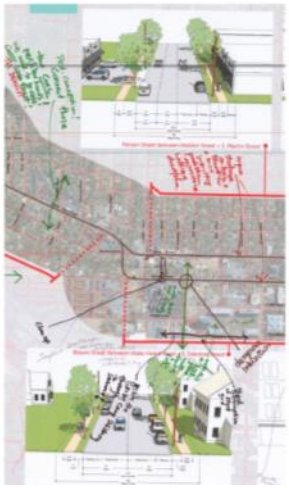
What We Heard









Value	Vibrant businesses Walkable services Mix of use	History Trees Urban neighborhoods	Access to downtown Neighborhood connectivity Ease of traffic flow	Walkable Transit accessible
Change	More activity Need grocery Less surface parking	More attractive street Gateway to downtown Connect neighborhoods	Slow traffic/calm “To” rather than “thru”	Need bike facilities Connect to greenways Pedestrian crossings
Themes	Business & Economic Development	Neighborhood + Historic Character	Traffic + Mobility	Walkable + Multi-Modal

Vision

A vibrant street…

Walkable and mixed-use where people live, shop & work

A beautiful street…

Tree lined and reflective of Raleigh’s history & character

A functional street…

That connects to downtown, neighborhoods, and businesses

A “complete” street…

That accommodates pedestrians, transit, bikes, and cars

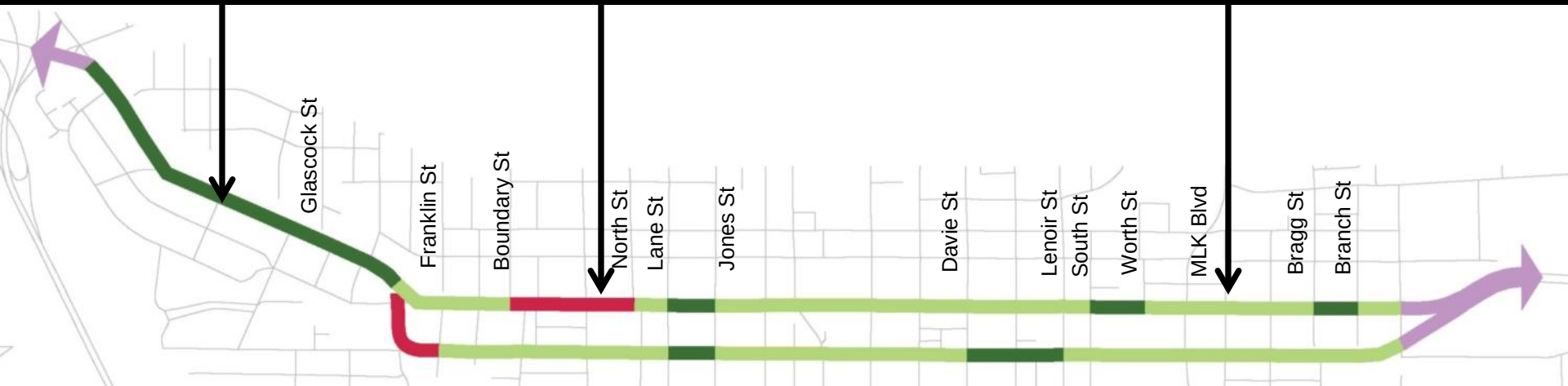
2 Alternatives… Range of Dimensions

1. One way Road Diet
2. Two-Way Restoration

44’
curb to curb

36’
curb to curb

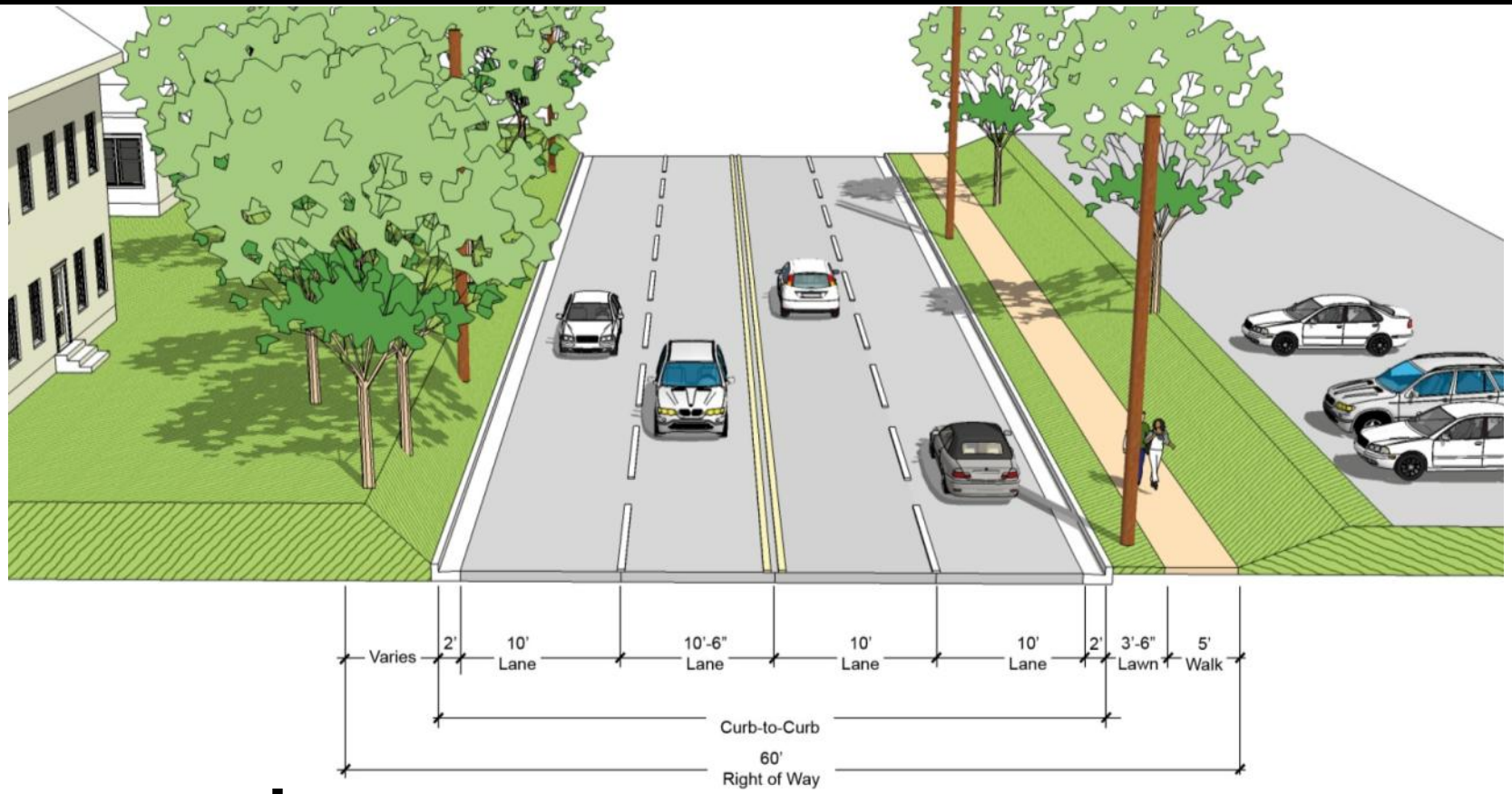
40’
curb to curb

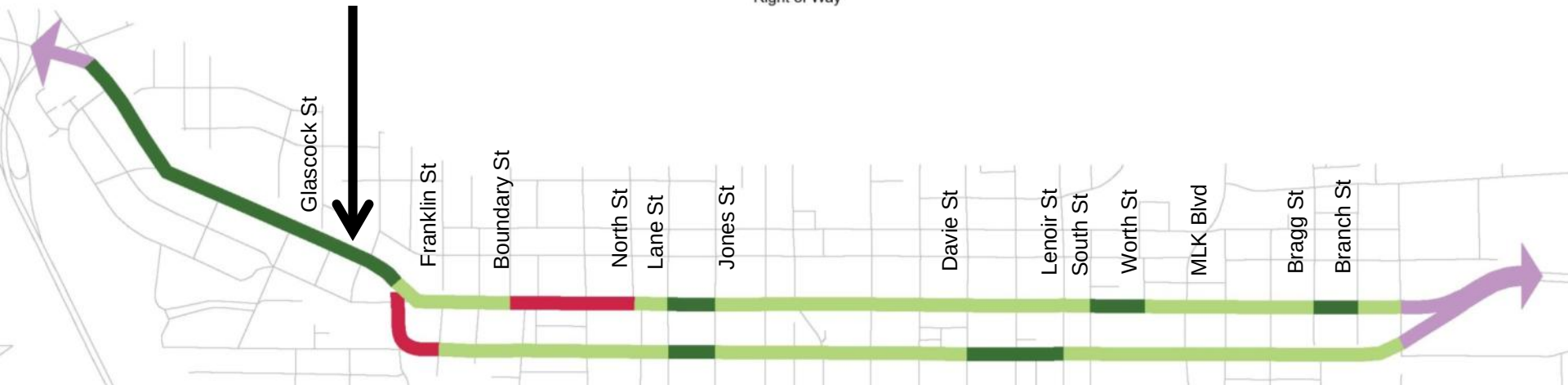


Alternative:

One-Way Road Diet

Wake Forest Road Diet: (44’ curb to curb)

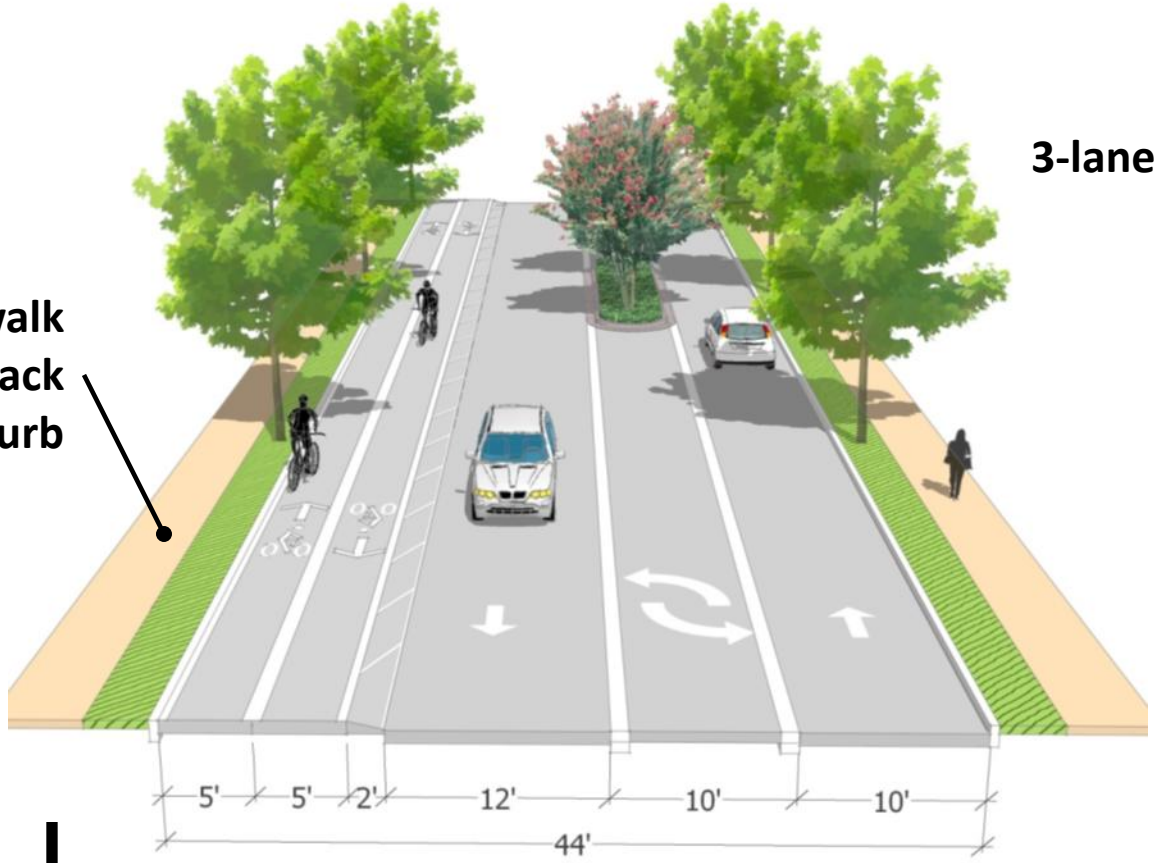


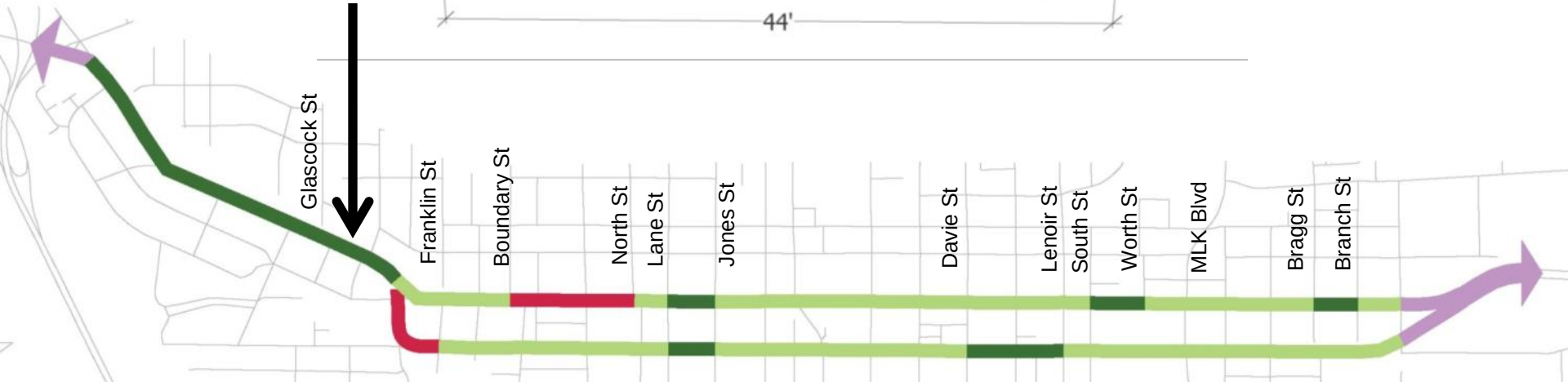


Wake Forest Road Diet: (44’ curb to curb)

3-lane w/ Cycle Track

Missing sidewalk to be added back of curb

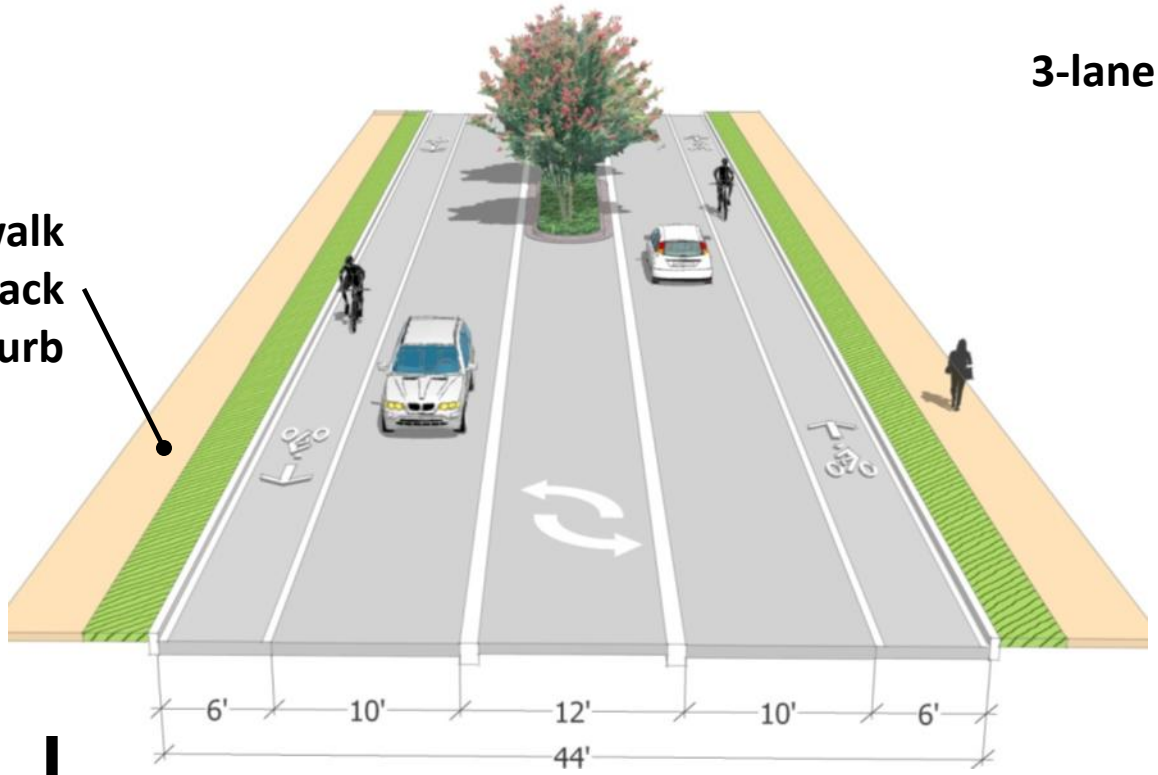


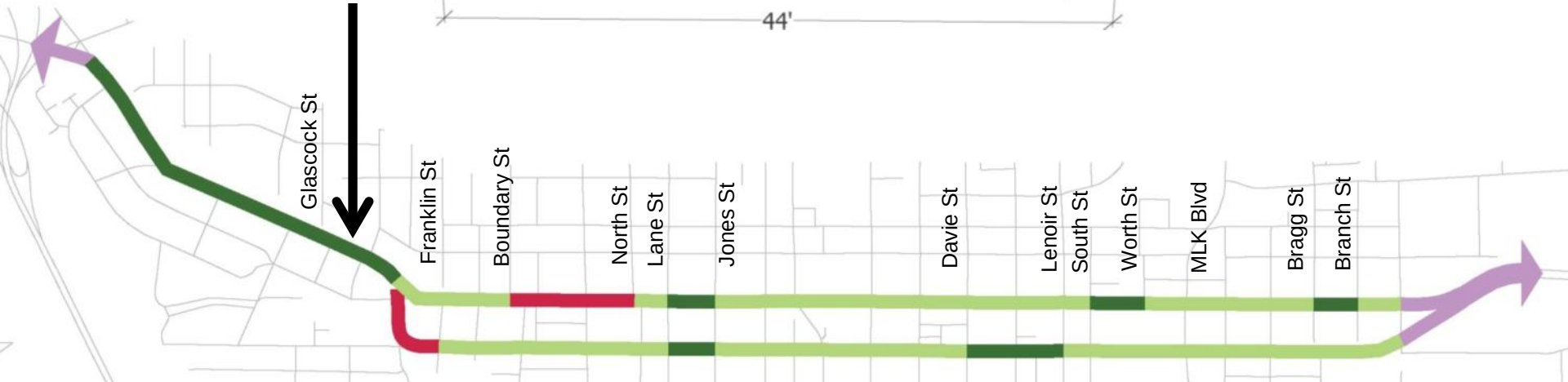


Wake Forest Road Diet: (44’ curb to curb)

3-lane w/ Bike Lanes

Missing sidewalk to be added back of curb





Potential Pedestrian Crossing

Design details and materials shown are for illustrative purposes only

Wake Forest Road Diet: (44’ curb to curb)

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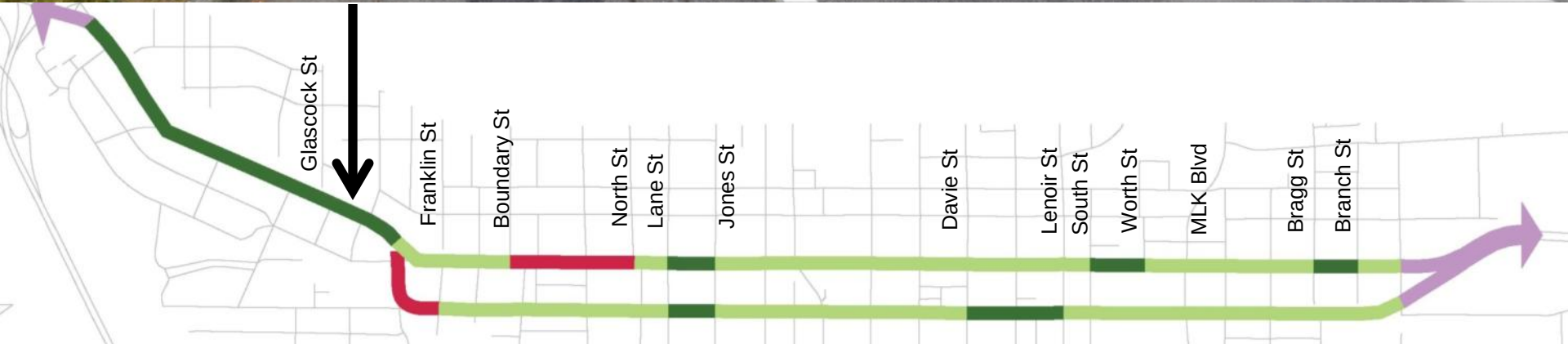
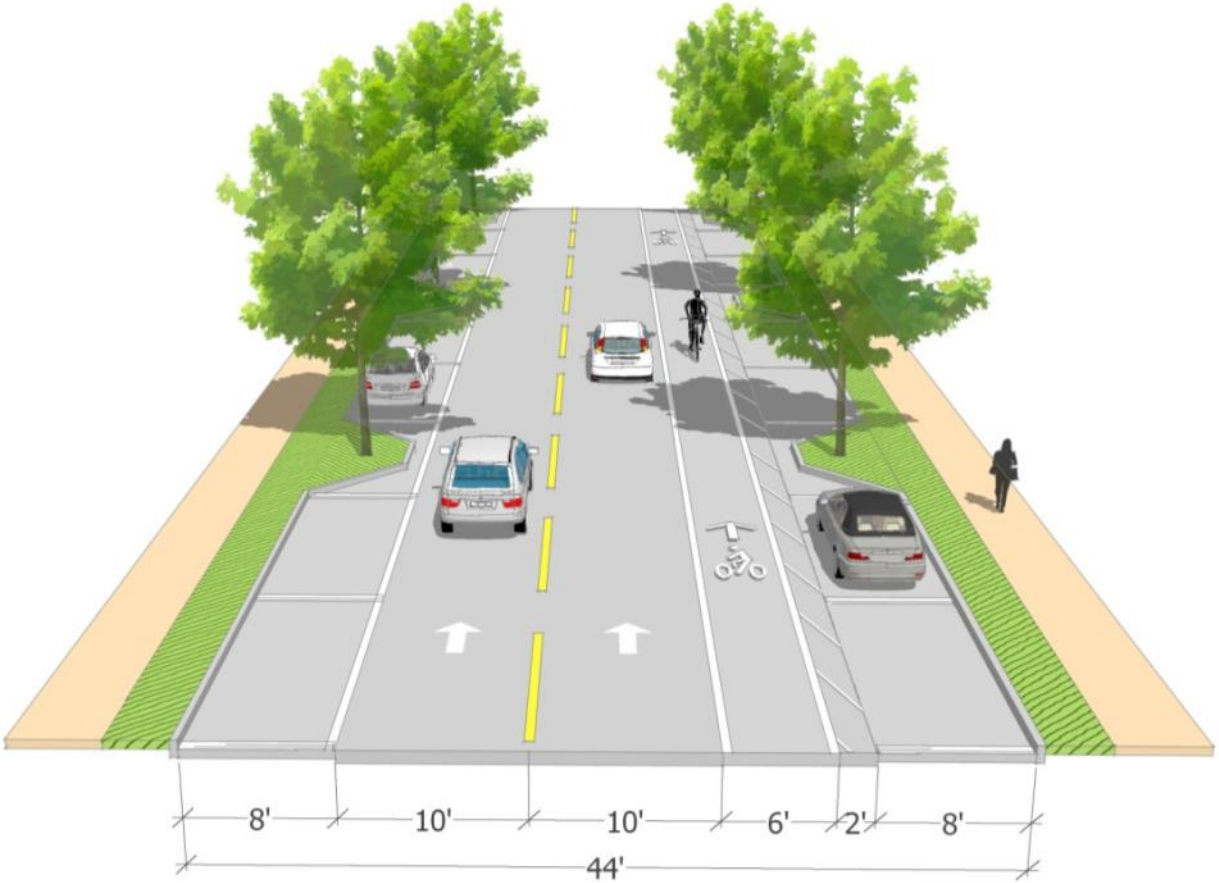
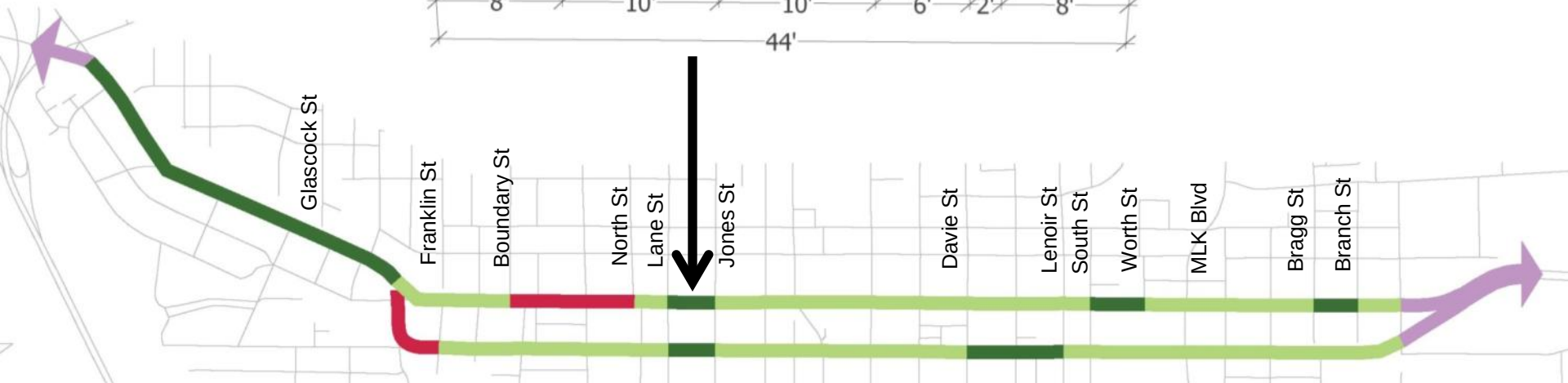
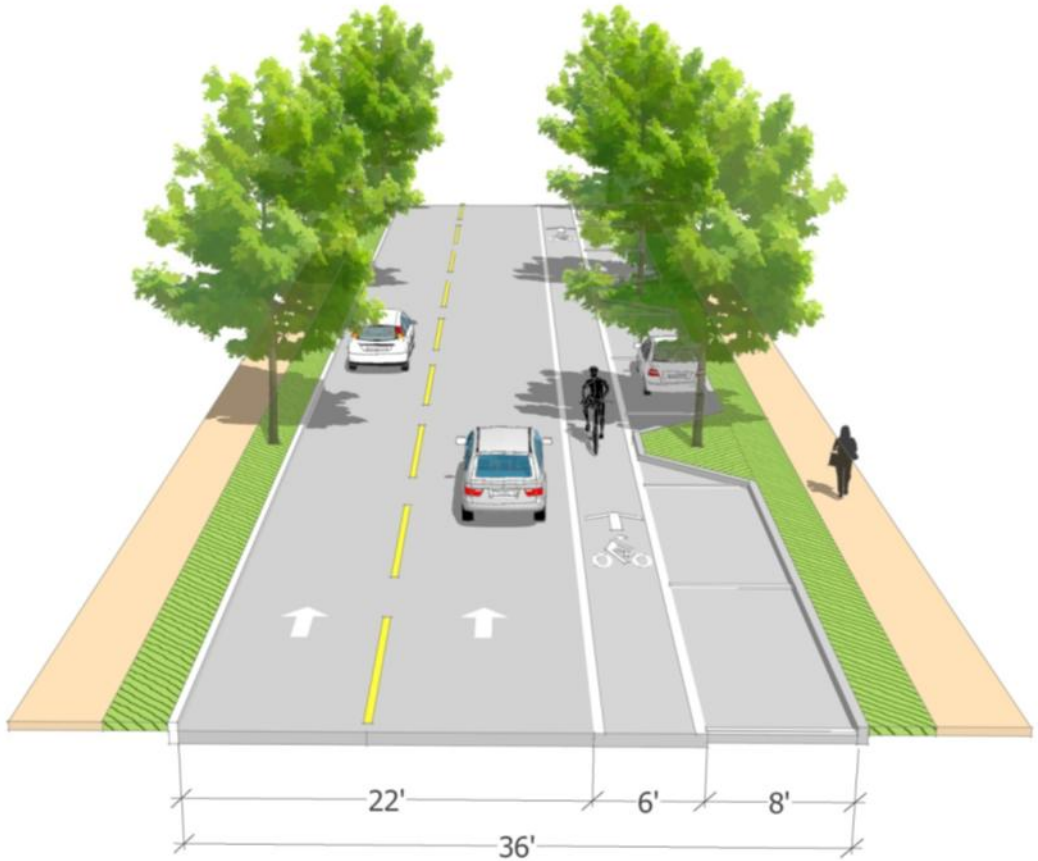


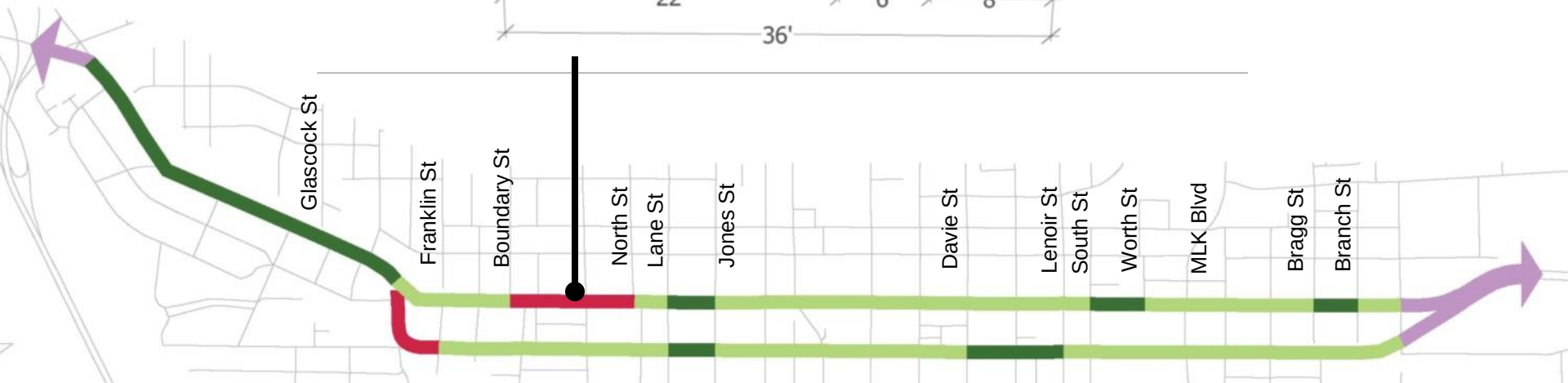
Blount & Person One-Way Road Diet: (44’ curb to curb)



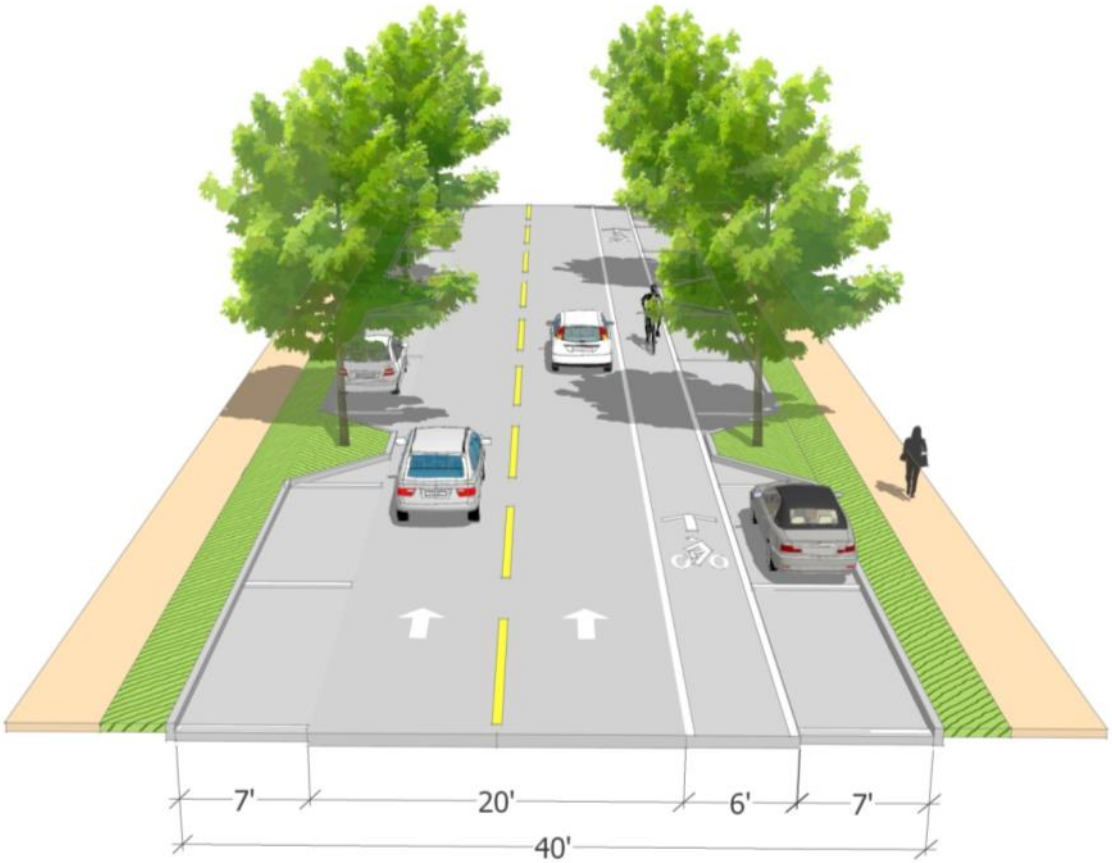


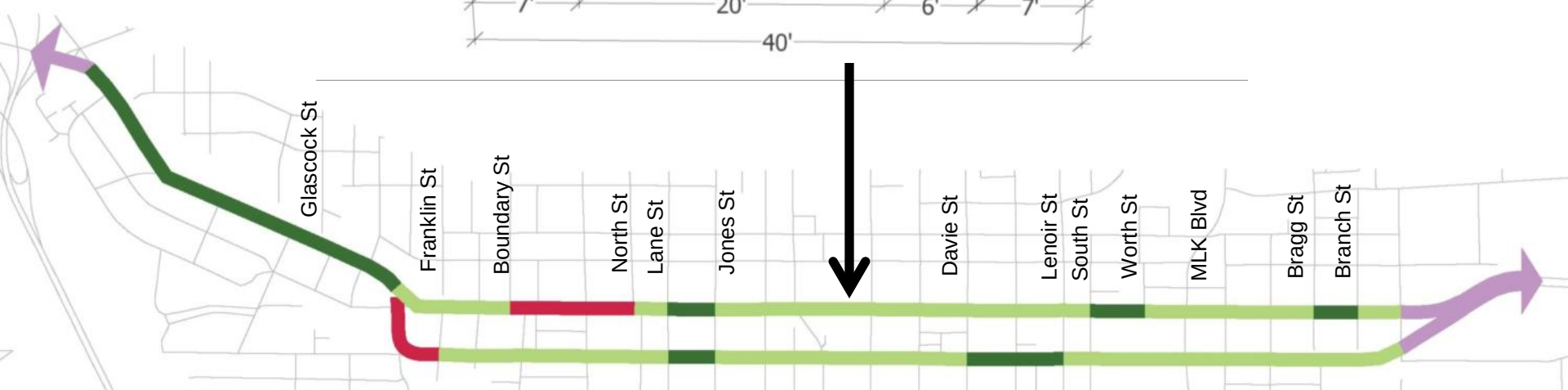
Blount & Person One-Way Road Diet: (36’ curb to curb)





Blount & Person One-Way Road Diet: (40’ curb to curb)





Person Street Road Diet – Business District

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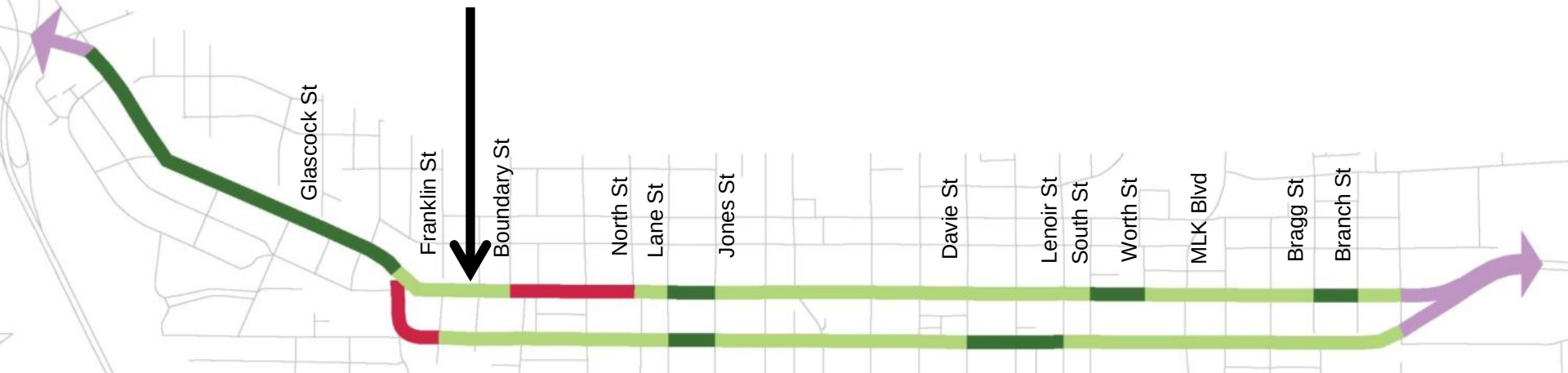

Person Street Road Diet – South Park

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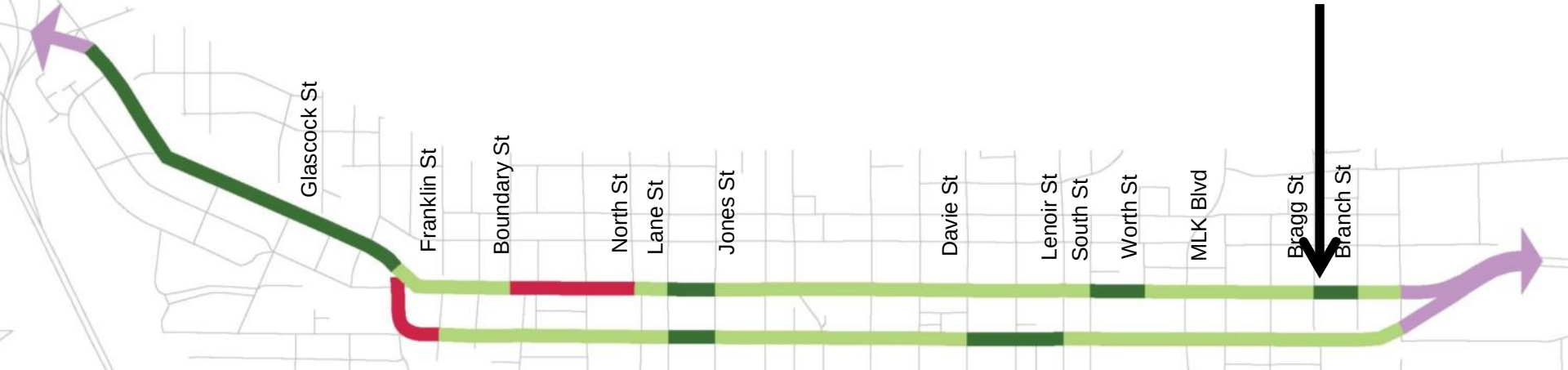
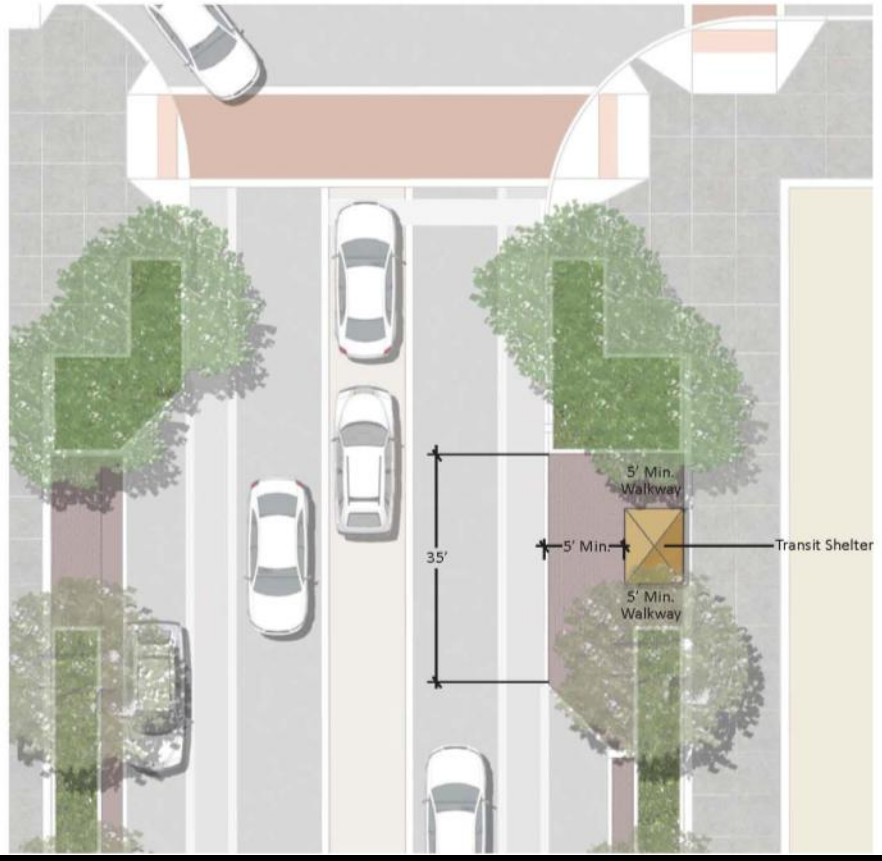


Bulb-outs & Transit



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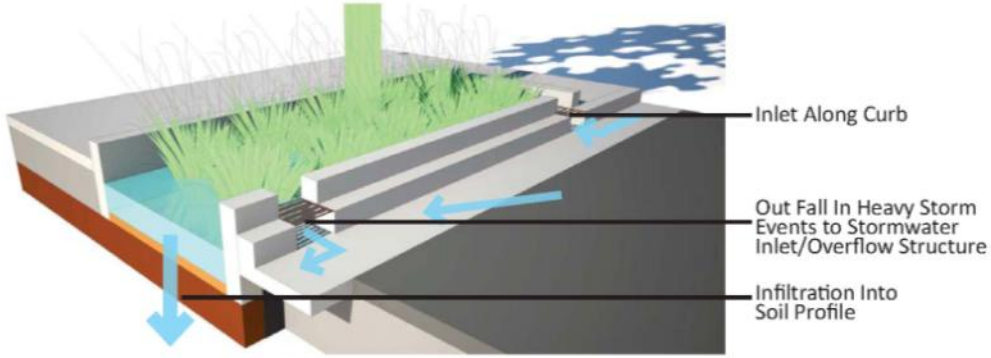
Bulb-outs & Stormwater

Description

A stormwater planter is a small, contained vegetated area that collects and treats stormwater using bio-retention. These systems collect and filter stormwater through layers of mulch, soil, aggregate, and plant root systems, where pollutants such as bacteria, nitrogen, phosphorous, heavy metals, oil and grease are retained, degraded and absorbed. Treated stormwater is then infiltrated into the ground as groundwater (infiltration planter) or, if infiltration is not appropriate, discharged into a traditional stormwater system (flow-through planter). Stormwater planters do not require a large amount of space and can add aesthetic appeal and wildlife habitat to city streets, parking lots, commercial and residential properties. Native grasses, shrubs and trees are typically used in stormwater planters.

Sources: Charles River Watershed Association-Low Impact Best management Practice Information Sheet, City of Portland (OR) Environmental Services-Green Streets Stormwater Management for Clean Rivers



Typical Stormwater Planter Detail

Stormwater Planter w/ Constructed Weirs

Stormwater Planter

Cover Over Stormwater Planter Curb Inlet

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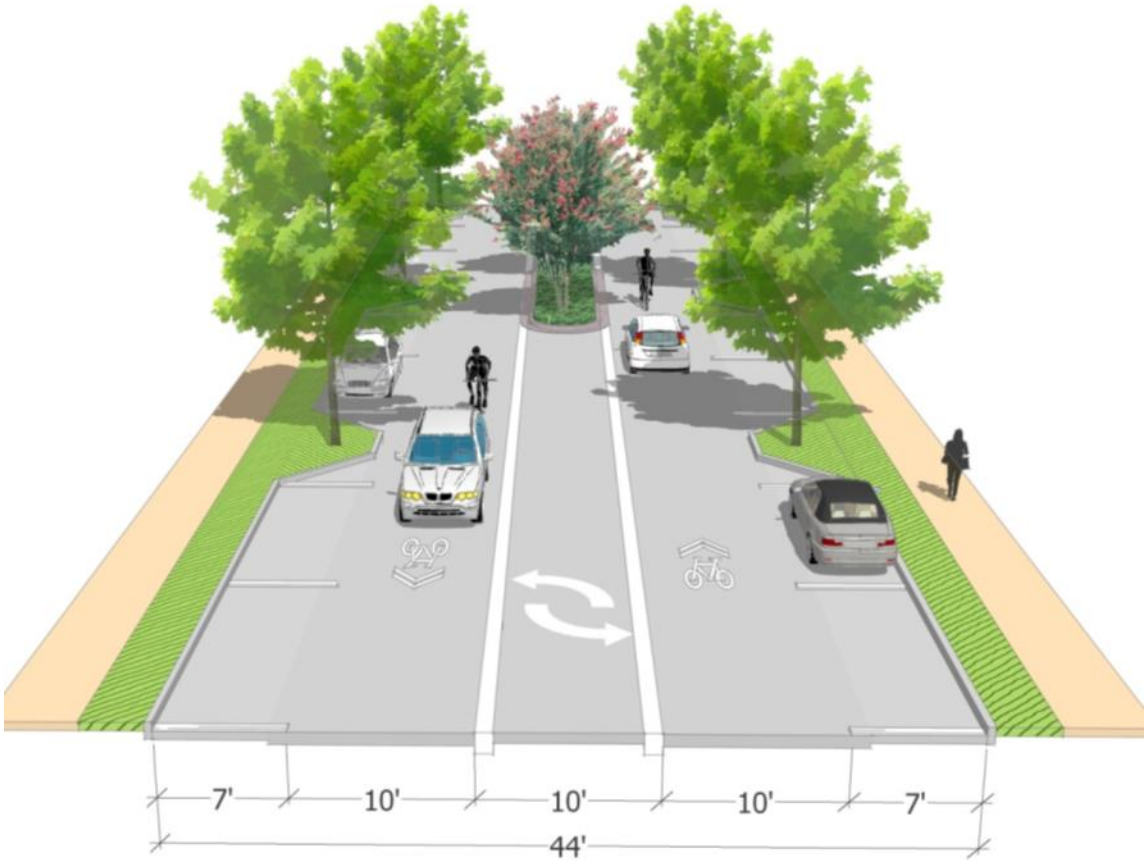
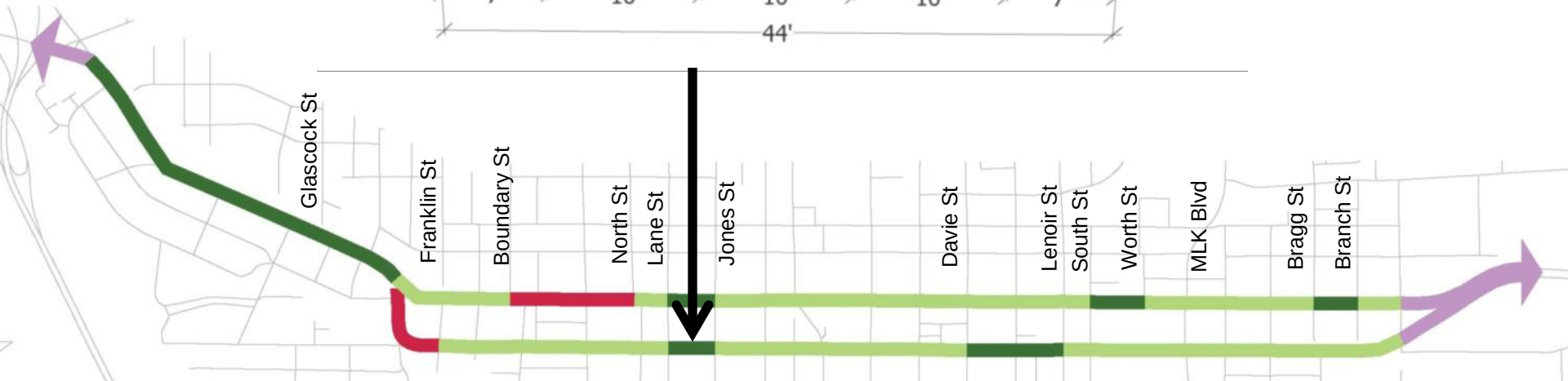
Alternative:

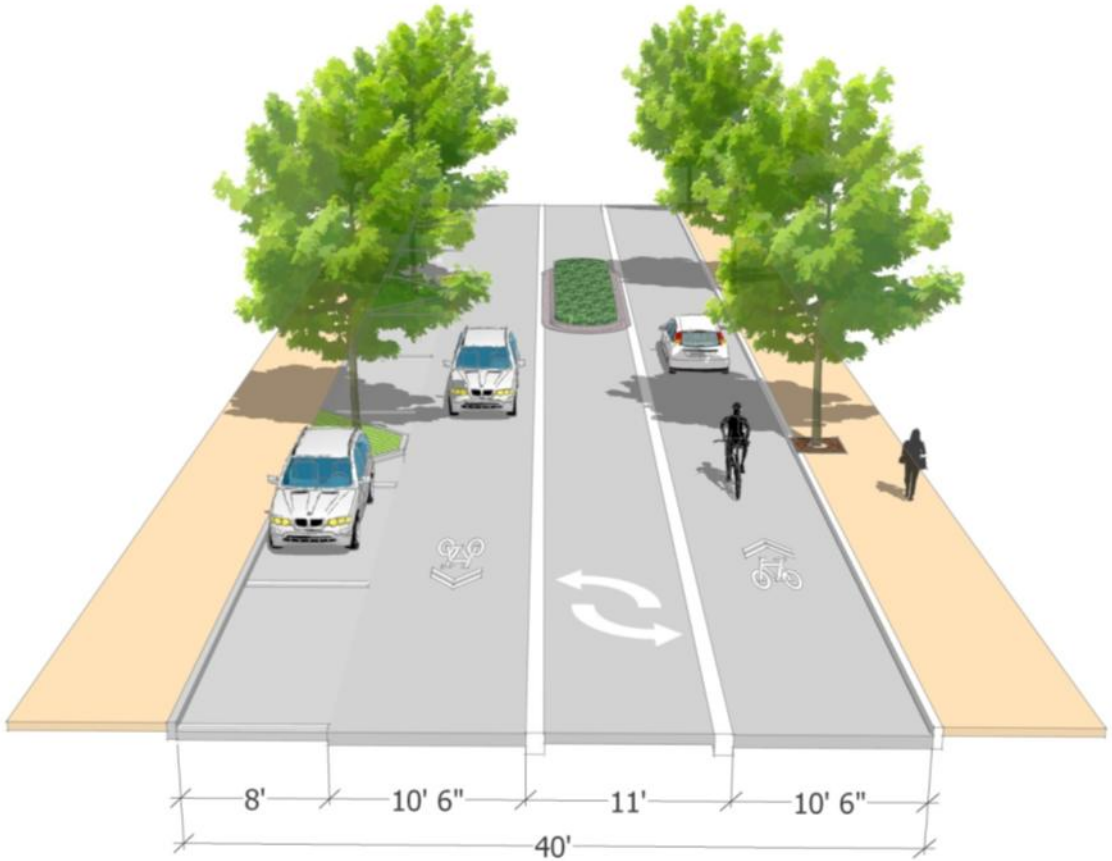
2-Way Restoration

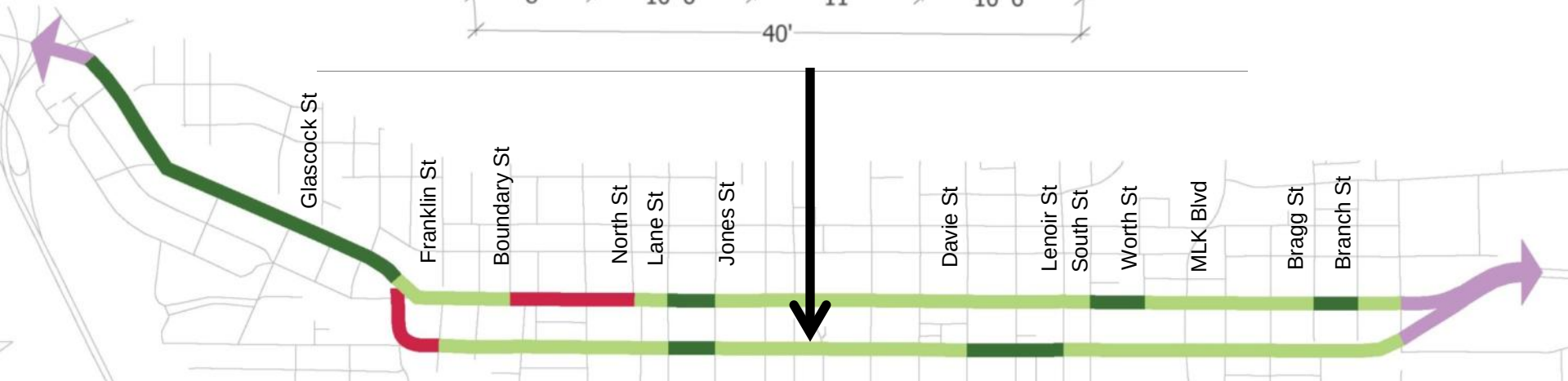
Blount 2-way: (44’ curb to curb)





Blount 2-way: (40’ curb to curb)





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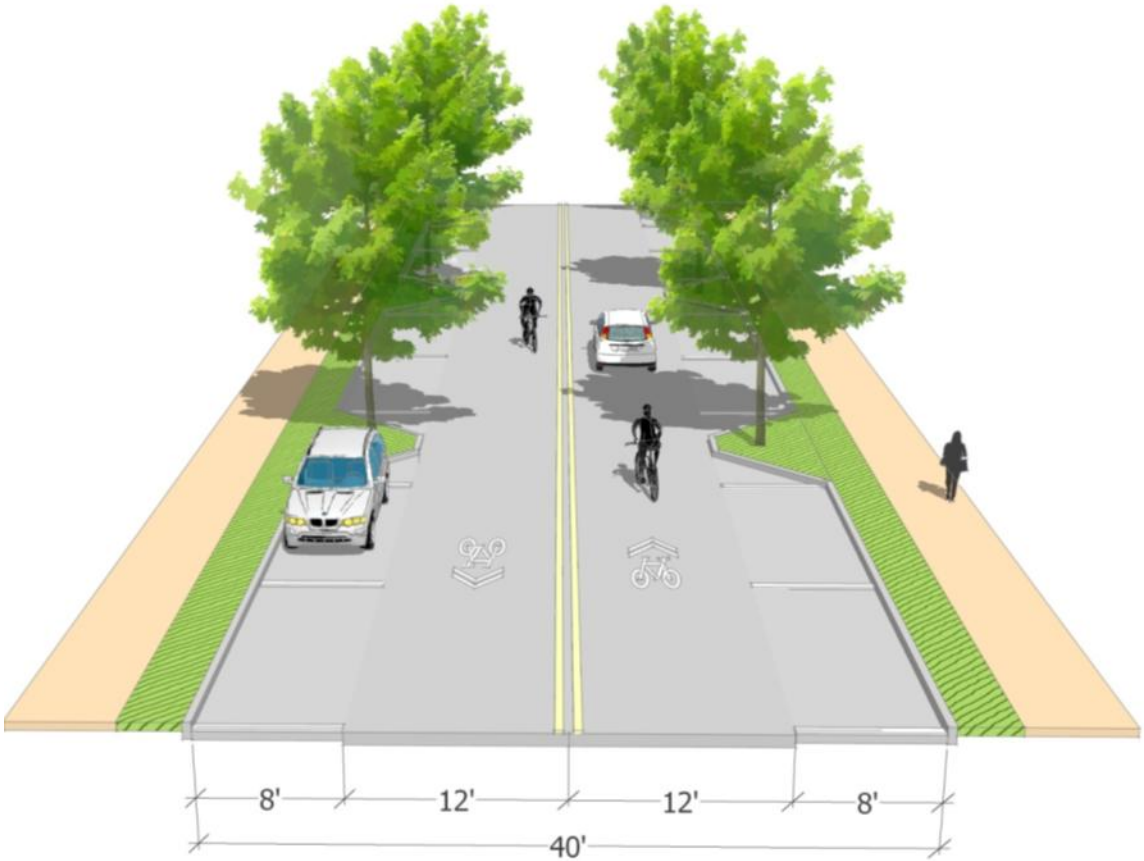
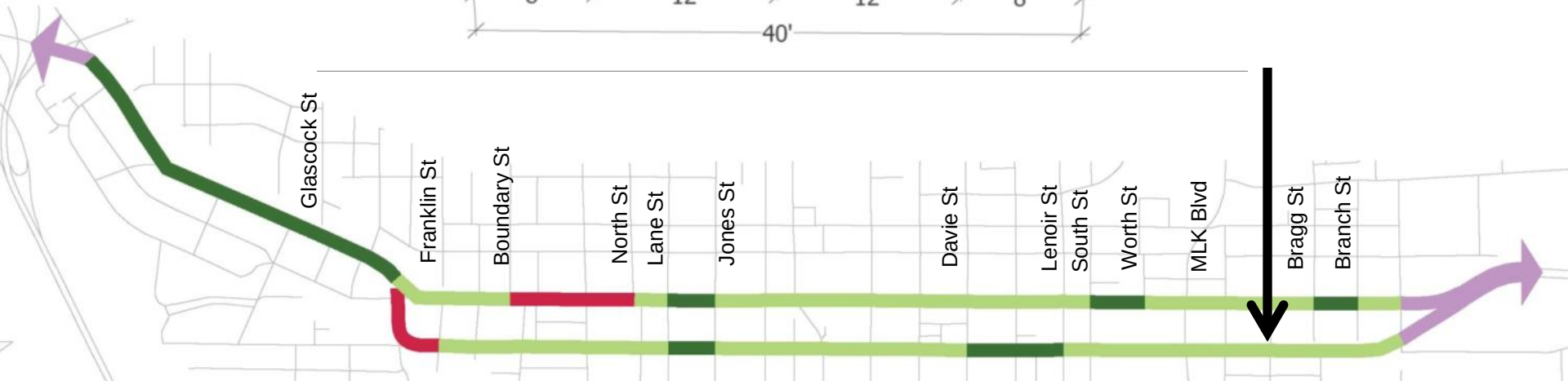
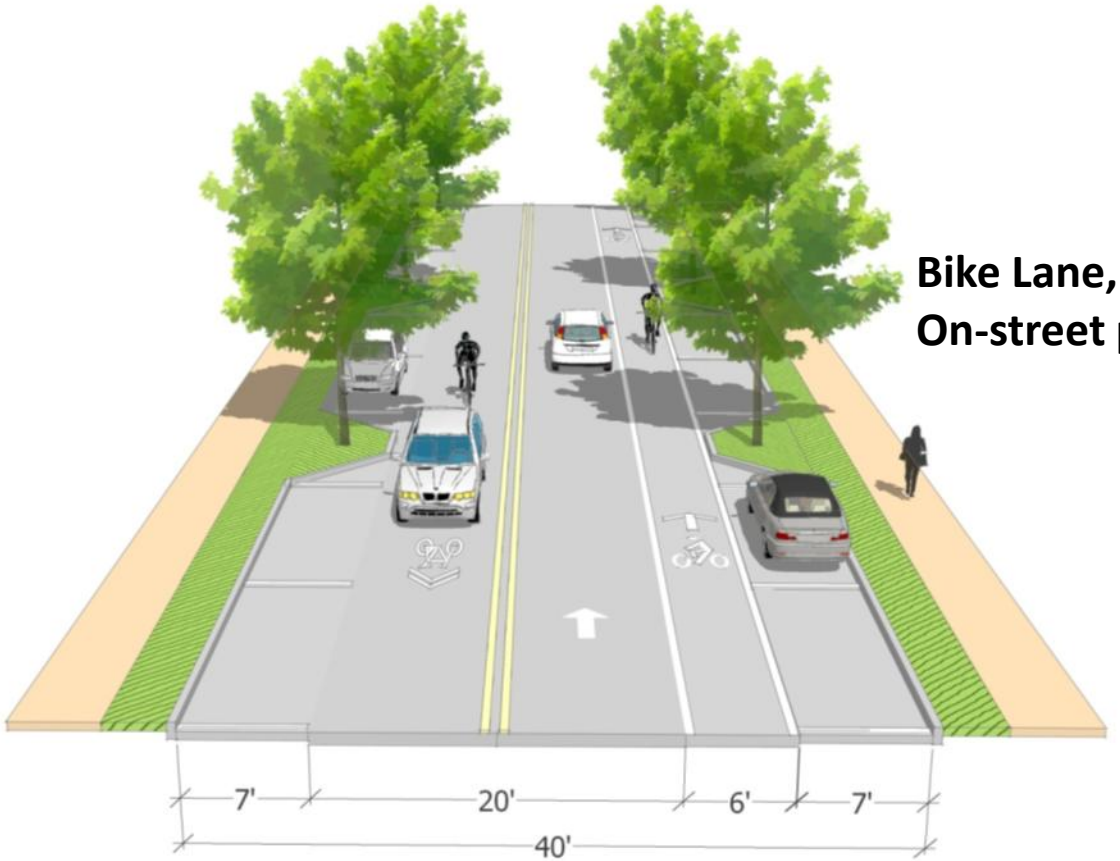
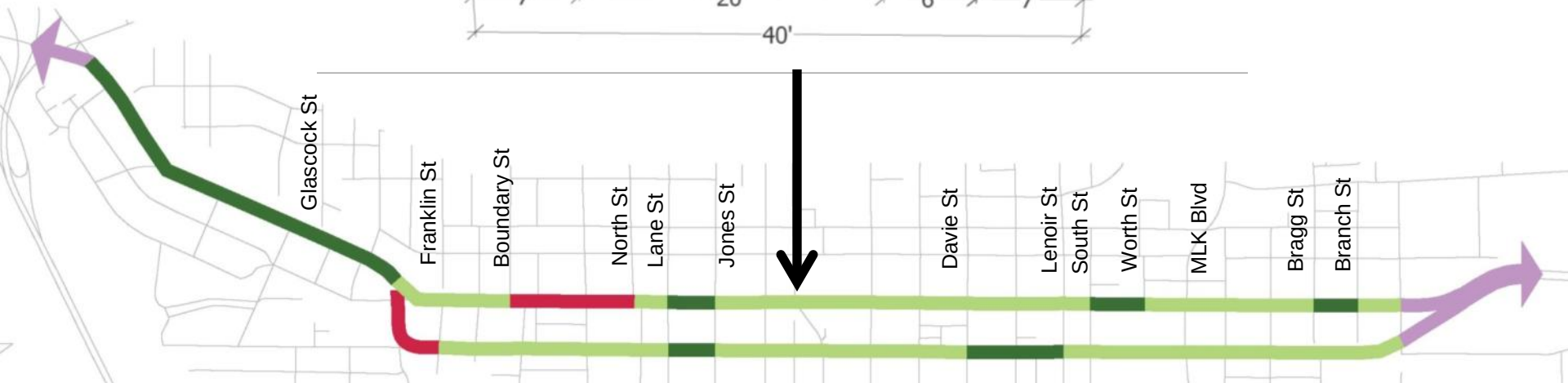




Person 2-Way: (40’ curb to curb)



Bike Lane, one side
On-street parking, both sides



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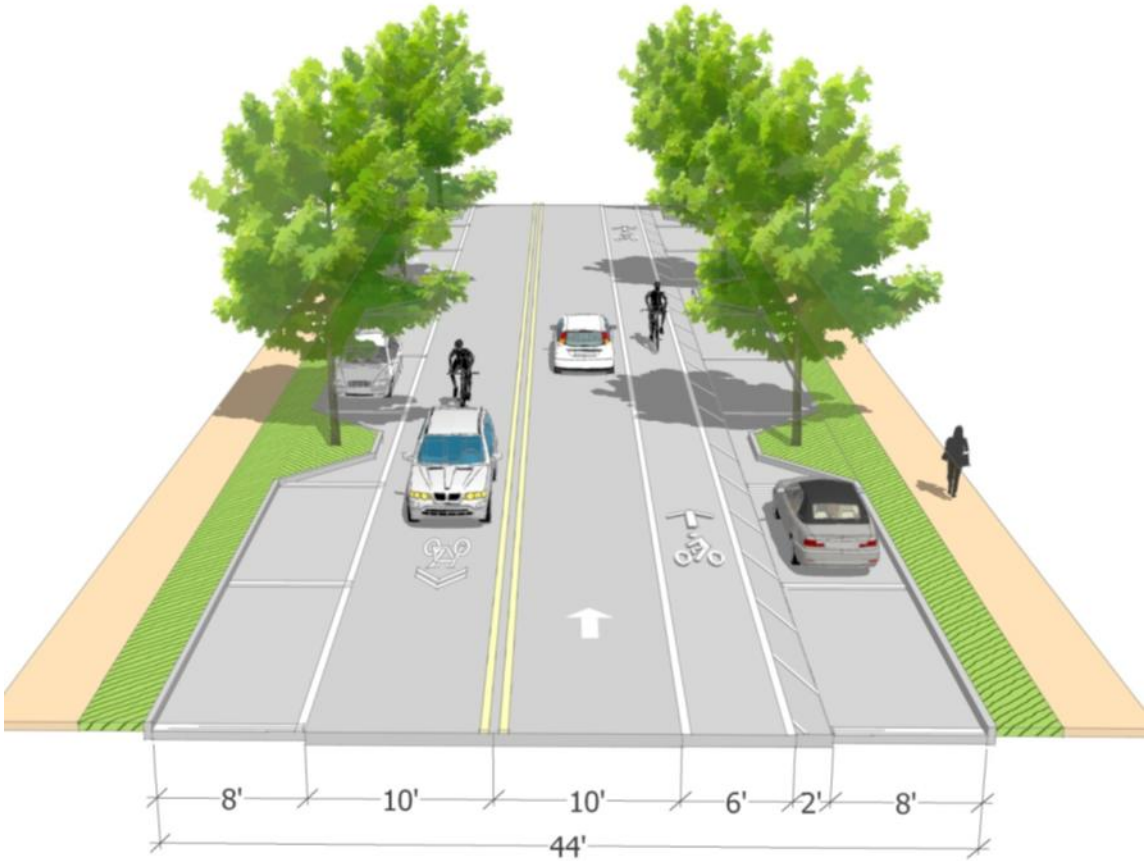
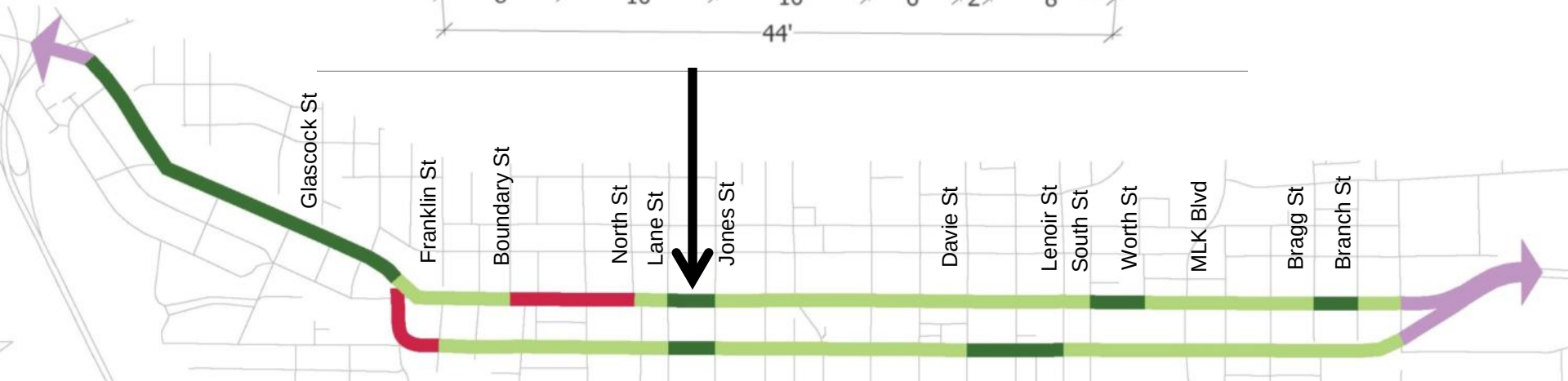
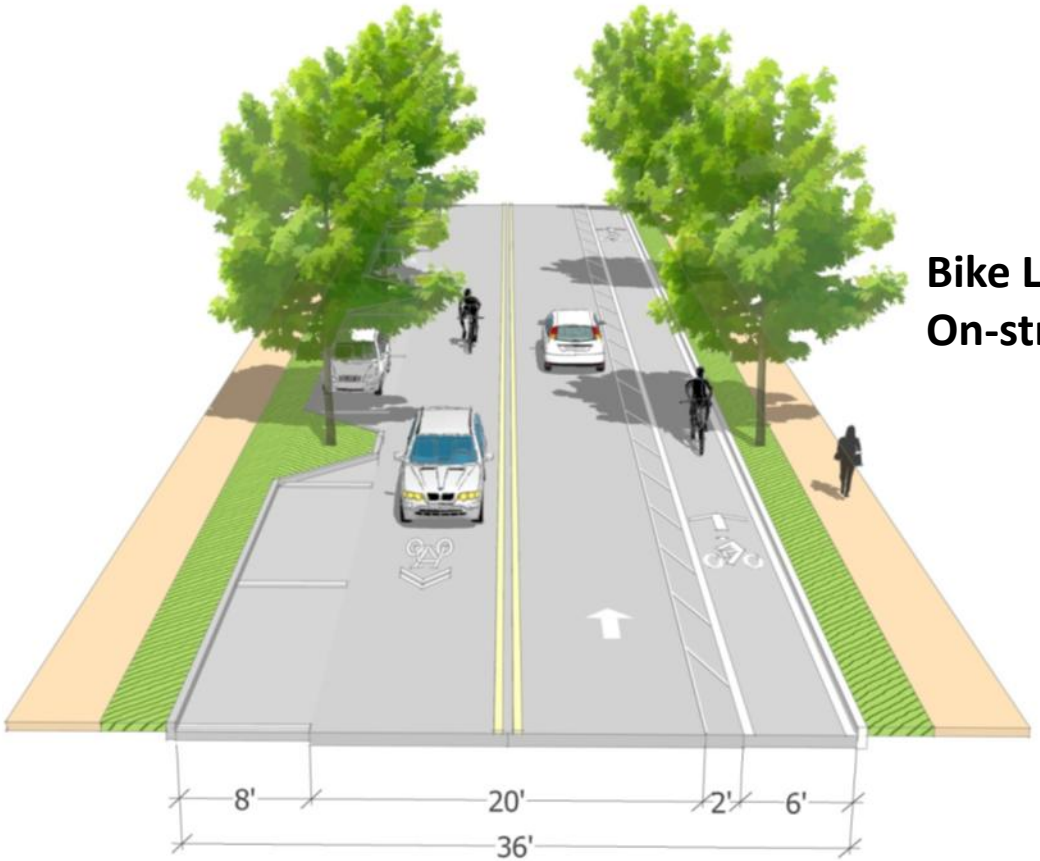
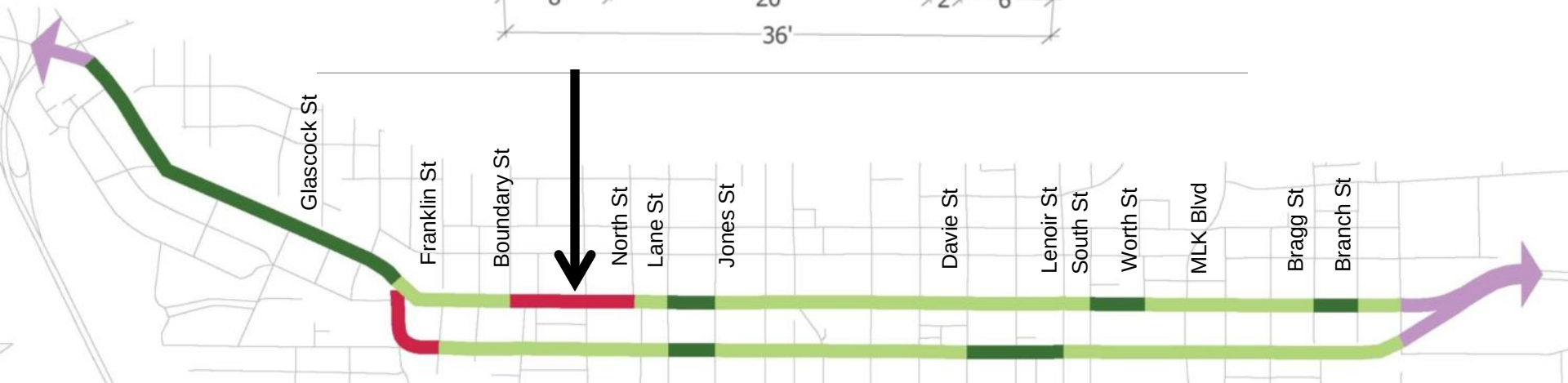




Person 2-Way: (36’ curb to curb)



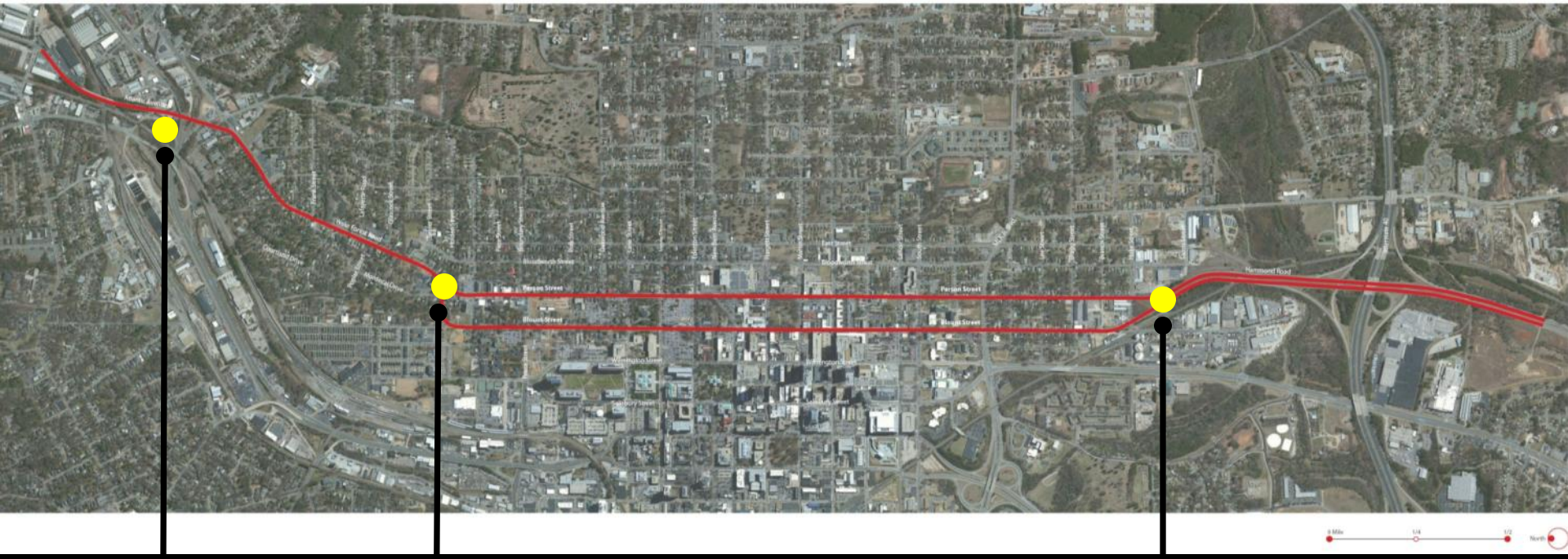
Bike Lane, one side
On-street parking, one side



One Way & Two Way

Transitions

Transitions



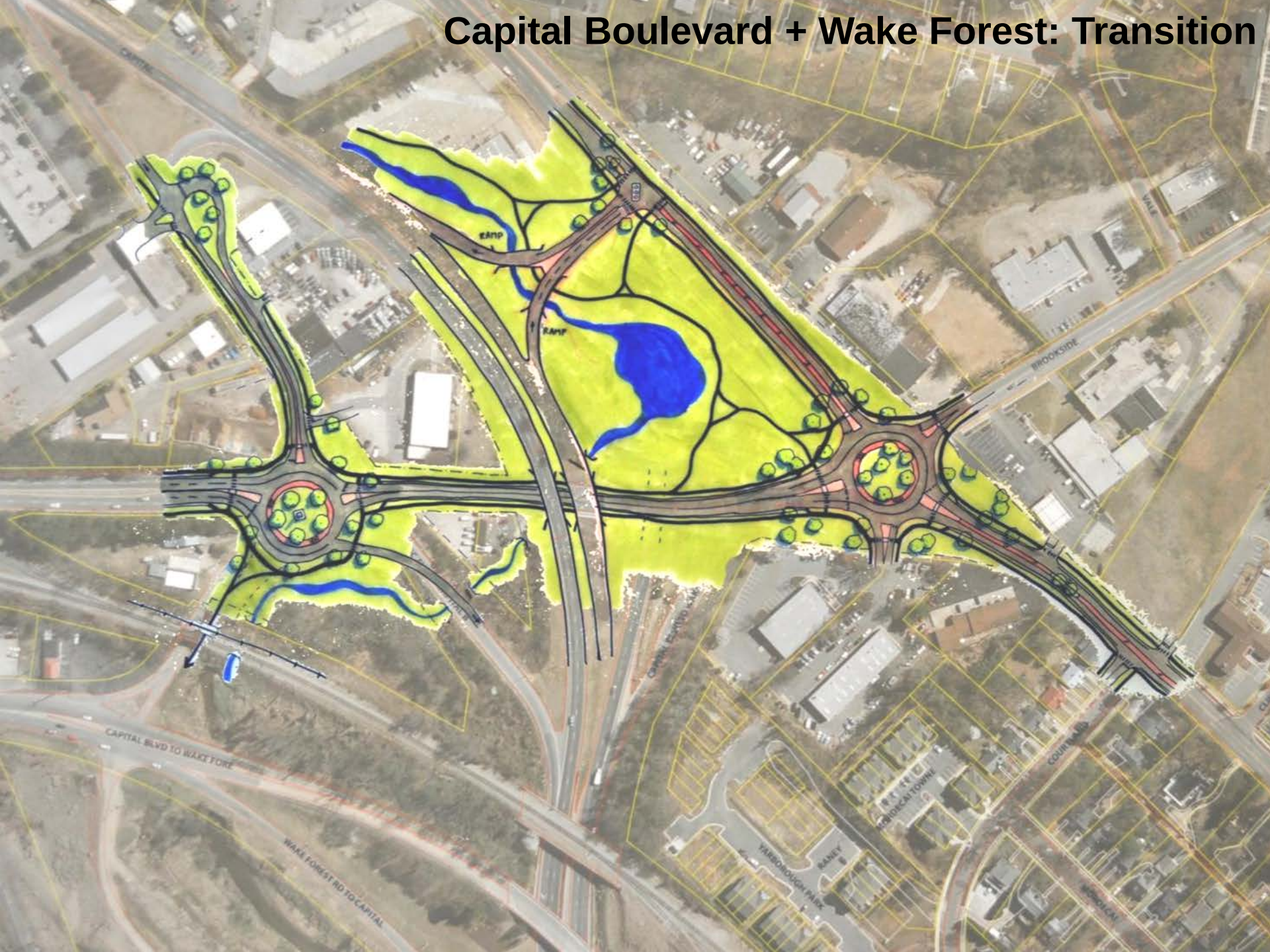
Capital Blvd.

Wake Forest/ Delway

Hammond Road

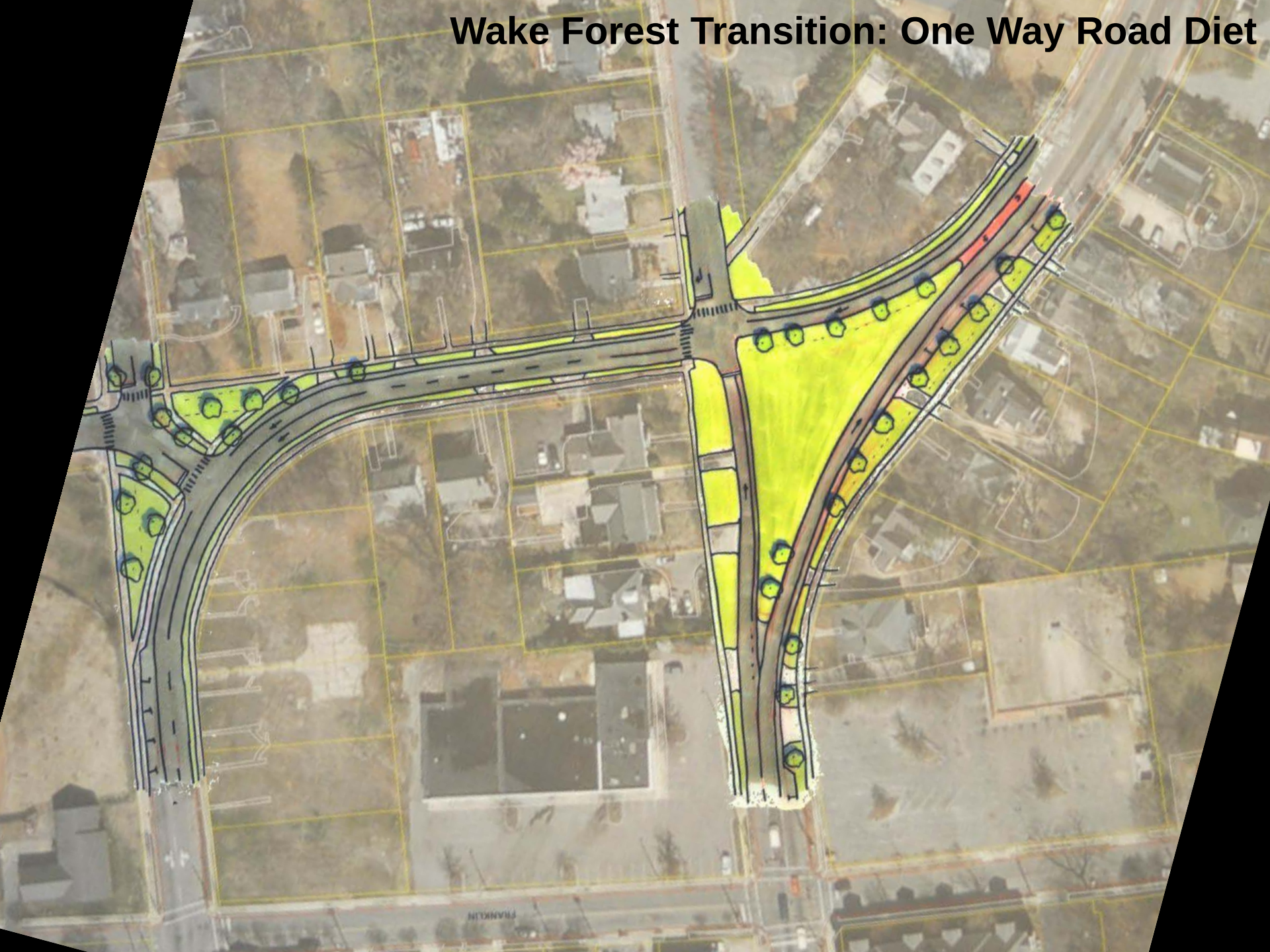
Capital Boulevard + Wake Forest: Transition

Capital Boulevard + Wake Forest: Transition

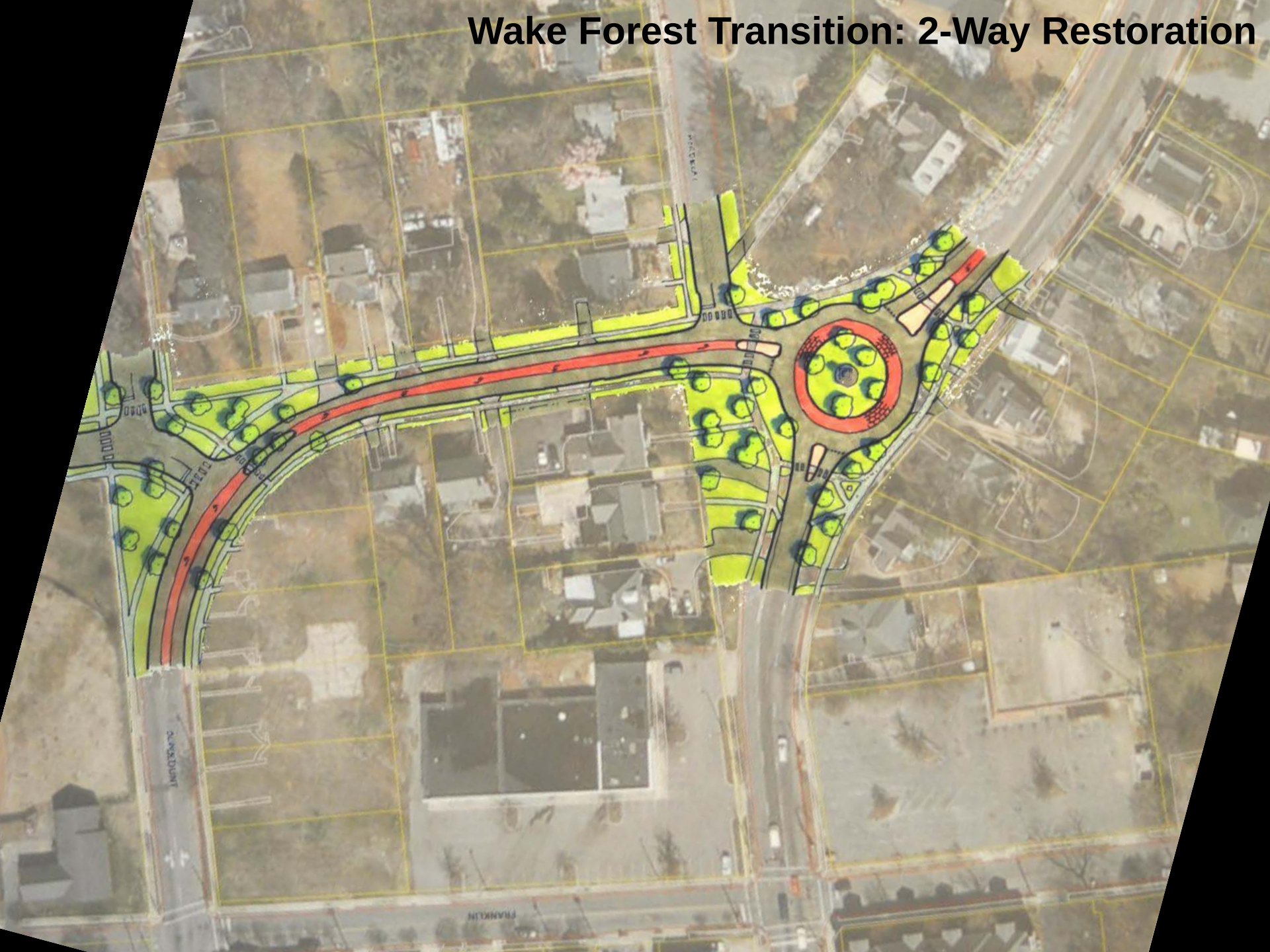


Wake Forest Transition:

Wake Forest Transition: One Way Road Diet



Wake Forest Transition: 2-Way Restoration



Hammond Road Transition

Hammond Road Transition: One Way Road Diet

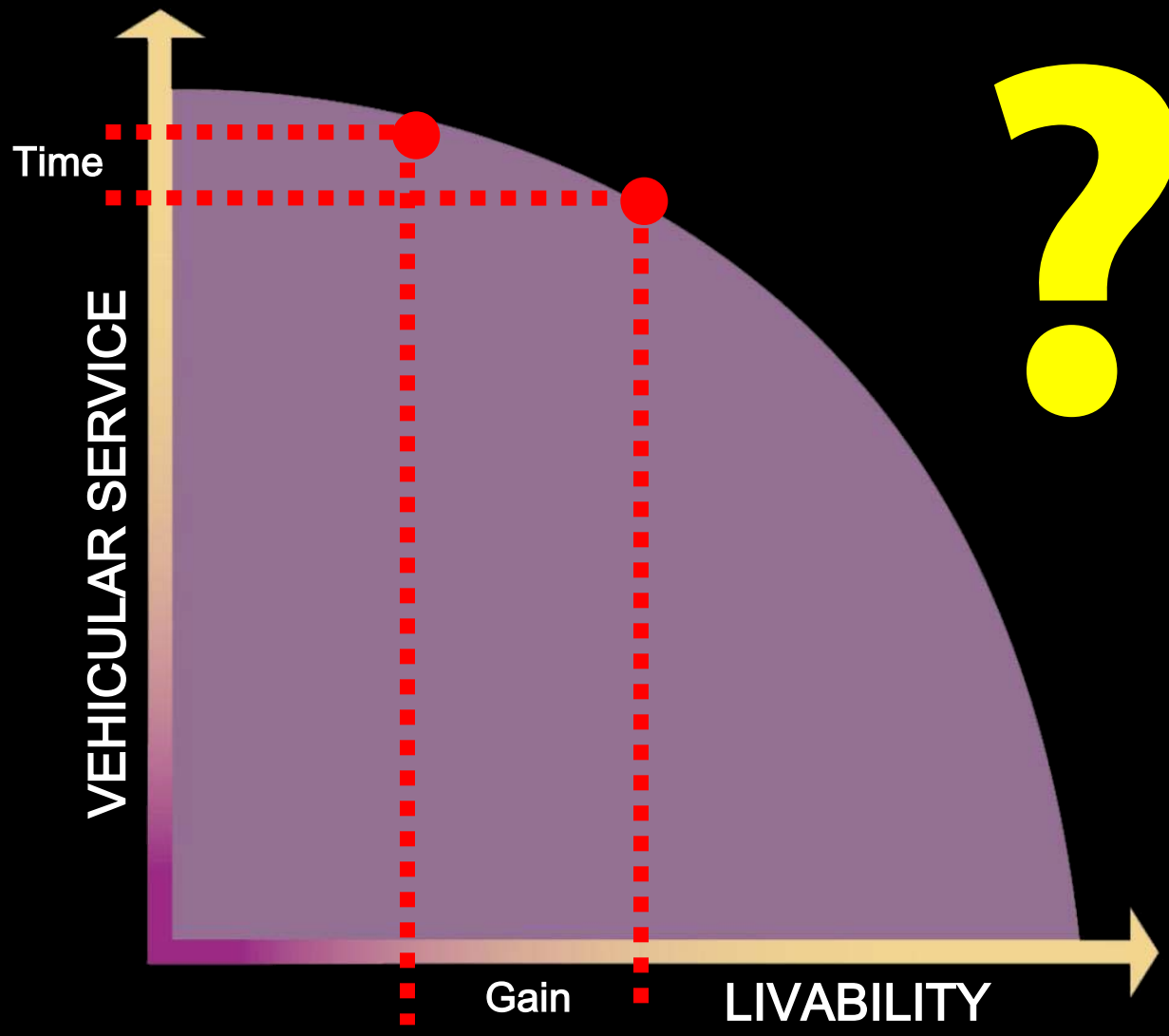
Hammond Road Transition: 2-Way Restoration

		No Build Existing	One Way Road Diet	Two-Way Restoration
Economic Development	Property/Development Value			
	Business Access/Routing			
	On-street Parking			
Traffic Mobility	Total Network Delay			
	Network Travel Time (per veh.)			
	Crash/Safety			
Multi-Modal	Cyclists			
	Pedestrian comfort/access			
	Transit			
Neighborhood Character	Speeding			
	Aesthetics			
	Residential address/value			
	Implementation/Cost			

Preliminary Evaluation

		One Way Existing	One Way Road Diet	Two-Way Restoration
Economic Development	Property/Development Value			
	Business Access/Routing			
	On-street Parking			
Traffic Mobility	Total Network Delay		+14%	+30%
	Network Travel Time (per veh.)		+9% (40 sec. median)	+13% (1 min. 40 sec. median)
	Crash/Safety			
Multi-Modal	Cyclists			
	Pedestrian comfort/access			
	Transit			
Neighborhood Character	Speeding			
	Aesthetics			
	Residential address/value			
	Implementation/Cost			

Evaluation & Recommendation



?

- Cost
- Priority
- Phasing
- Other…