Format for the evening:

1. Short recap presentation

2. Details and discussion provided at Topic Stations

3. Topic Stations include:
   a) Streetscape Design Theme
   b) Multi-modal system Design
   c) Roadway Design
   d) Planning Frameworks

To help us get through this complex information and to answer all of your questions, we ask that all comments and questions about the plan be made at the topic stations, where experts are available to best address them.
We were provided a Vision:

- A unique sense of place
- Enhanced fluidity of movement
- Environmental sensitivity
- Enhanced connectivity
- Transportation modes of all types
- An active pedestrian life
- Safety and accessibility
- An attractive urban thoroughfare
- An irresistible gathering place
Our job included:

- Sharing our work with you and listening to all input
- Conducting technical analysis
- Working with agencies on technical requirements
- Responding to the realities of site
- Creating acceptable compromises, while holding onto the Vision
- Maximizing the outcome to create the most benefit for all interests
With you, we have accomplished:

- Alignment between Vision, Site and Agencies
- A context sensitive design that respects existing patterns
- A more safe, comfortable and efficient street
- Accommodation for all modes of travel
- An elevated image and character
- Balance in cost, impact and benefit
- Balance between aesthetics and technical requirements
- Integration of environmentally sensitive designs
- An adaptable and implementable plan that can be constructed over time
- We admittedly couldn’t accommodate everyone’s desires completely
The plan is housed in a 110 page booklet that captures the entire process.
We conducted professional analysis for how the current system functions for cars, bikes, pedestrians and buses.
We studied the context and potential issues related to space and construction.
We balanced the pros and cons of various alternatives

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

Which included a more urbanized streetscape in some portions
And a more parkland style streetscape in other portions
We created gateway plans for streets that access neighborhoods that promote pedestrian scale, neighborhood identity and traffic calming.

Neighborhood gateways create places for artistic expression.
We planned for new and attractive bus stops that have signage, furniture, shelter and have logically spaced them along the corridor to promote their use.

Bus shelters become places for artistic expression.
We created a plan for safe pedestrian and bicycle connectivity with enhanced crosswalks, pedestrian passes and a “strollway” that links properties together behind the corridor.
We provided designs that promote environment responsibility – particularly in the way that storm water is managed.
We created planning frameworks to guide future redevelopment.
And we created block by block plans to guide implementation.

Vehicular level of service increases from D/F to C/D
Pedestrian level of service increases from D/E to C
Bicycle level of service increases from E to B
Transit level of service increases from E/F to B/C
Finally, we made recommendations about materials and furnishings and the inclusion of public art into the streetscape – both integrated into the design of elements and freestanding pieces.
Measures of Success

• 3X the area for bikes, pedestrians and streetscape
• Consistent lanes, with only a 26% increase in asphalt roadway paving
• 10 new high quality bus shelters
• 52 high visibility crosswalks
• Over 4 miles of grade separated bike lanes
• Over 4 miles of new wider sidewalks
• Almost 8 million gallons of water quality treatment
• Three new traffic signals
• Locations for over 700 canopy and flowering trees
• Over 3 acres of planted medians
• Plans for 10 neighborhood gateway
• Measurable increase in LOS for cars, bikes, pedestrian and transit
Next Steps

• Taking public comments through end of February
• Draft plan and information on how to comment available on City’s website – www.raleighnc.gov – Keyword Six Forks Corridor
• Sign up project communications via MyRaleigh Subscriptions
• Presentations at upcoming meetings:
  • COR Appearance Commission – 2/5/15
  • North CAC – 2/5/15
  • Midtown CAC – 2/9/15
  • COR Planning Commission – 2/24/15
• Revised draft plan with implementation plan and cost estimates
• Present to City Council