A NEW CONCEPT FOR THE SIX FORKS CORRIDOR
Agenda

• Summary of Public Input
• Corridor Planning Process
• Overview and Analysis of Concepts
• Proposed Next Steps
Summary of Public Input
A NEW CONCEPT FOR THE SIX FORKS CORRIDOR

- **September 2012** – Visioning Workshop
- Inventory and Analysis
- **April 2014** – Public Design Charrette
- Design Alternate Analysis
- **Early 2015** – Draft Plan Public Outreach
- **February 2016** – Draft 6-Lane Presentation to City Council
- Design Alternate analysis
- **March 2017** – Revised 4-Lane Alternative Public Outreach
- **May 2017** – City Council Work Session
March 21 Design Options Meeting

- Over 100 attendees
- Presentation highlighting differences with new 4 lane streetscape option
- Feedback at stations
- Collected 48 comment sheets
- 484 respondents through online Cityzen polling
- Email correspondence and letters received by staff mixed
Option A: New 4-Lane Streetscape Design
- consistent four-lane section through corridor
- narrower median with small trees and shrubs
- separated bicycle lanes
- wide sidewalks
- consolidated enhanced bus stop amenities
- does not provide additional car traffic capacity
- requires 5.85 acres of right-of-way acquisition

Option B: Original 6-Lane Design
- consistent six-lane section through corridor
- wide median with large trees
- separated bicycle lanes
- wide sidewalks
- consolidated enhanced bus stop amenities
- provides additional car traffic capacity
- requires 11.06 acres of right-of-way acquisition
Survey

- Both in-person and online format
- Three questions asked (goals, preference, and open-ended)
- Goals for corridor:
  A. A unique sense of place
  B. Improved Traffic flow for cars and transit
  C. A healthy, natural environment
  D. A place for everyone – pedestrians, bikes, transit, motorists
  E. Active pedestrian lifestyle
  F. Improved safety and accessibility for everyone
  G. Attractive and inviting urban street
My goals for Six Forks Road Corridor are (pick top 3):

- A unique sense of place
- Improved traffic flow for cars and transit
- A healthy natural environment
- A place for everyone - peds, bikes, transit, motorists
- Active pedestrian lifestyle
- Improved safety and accessibility for everyone
- Attractive and inviting urban street

Survey Results

**Goals for the Six Forks Road Corridor**

<table>
<thead>
<tr>
<th>Goals</th>
<th>Votes</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. A unique sense of place</td>
<td>78</td>
</tr>
<tr>
<td>B. Improved traffic flow for cars and transit</td>
<td>285</td>
</tr>
<tr>
<td>C. A healthy natural environment</td>
<td>73</td>
</tr>
<tr>
<td>D. A place for everyone - peds, bikes, transit, motorists</td>
<td>205</td>
</tr>
<tr>
<td>E. Active pedestrian lifestyle</td>
<td>176</td>
</tr>
<tr>
<td>F. Improved safety and accessibility for everyone</td>
<td>193</td>
</tr>
<tr>
<td>G. Attractive and inviting urban street</td>
<td>136</td>
</tr>
</tbody>
</table>
My preference for the Six Forks Road Corridor is:

Survey Results

<table>
<thead>
<tr>
<th>Option</th>
<th>Votes</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Option A - New four-lane streetscape option</td>
<td>106</td>
<td>27.9%</td>
</tr>
<tr>
<td>Option B - Original six-lane recommendation</td>
<td>267</td>
<td>70.3%</td>
</tr>
<tr>
<td>Neither - No change recommended</td>
<td>7</td>
<td>1.8%</td>
</tr>
</tbody>
</table>
Outreach Survey Summary

• Over 70% of participants of the survey indicated a preference for the 6 lane option
• The need to address traffic, and bicycle and pedestrian safety were common themes
• Broader public considerations included:
  • Incorporating transit in the design
  • Planning for future transit investments
  • Concerns regarding impacts
    • vehicular level of service, cost, property impacts
Corridor Planning Process
Overview of Corridor Planning Process

**PLAN**
- Approved CIP Projects
- Comprehensive Plans
- Area Plans

**FUND**
- Staff Prepares Bond Packages
- Present Packages to Council

**IMPLEMENT**
- Projects ADOPTED INTO CIP FOR FOLLOWING FISCAL YEAR

**Sorting Potential Projects**

- How Big Is The Pie?
- How Big Are The Slices?

**Confirmed with Council Direction March 2017**
Overview of Corridor Planning Process

Recommended Comprehensive Plan Amendments

- Future Land Use Designation
- Street Map
- Zoning Designation in UDO
- Frontage
- Height
- Neighborhood Transitions
- Proposals for Future Capital Projects
Overview of Corridor Planning Process

MAINTENANCE
- Cleaning
- Repairing
- Managing

IDEAS
- Community Council
- Planning Department
- Partner Agencies

$ Bond
- P3 (Public-Private Partnership)
- Special Taxing District
- Grant
- Cost Sharing
- CIP

PLANS
- Action Items

Six Forks Road Corridor – Why are we here?

- Highly congested corridor
- Increasing development pressure
- Growing pedestrian demand
- Poor bicycle accessibility
Six Forks Road Corridor – Why are we here?

- Six-Lane Avenue in Adopted 2030 Comp Plan
- Coordination of transit and land use
- Complete Streets improvements needed
Six Forks Road Corridor –
Existing Conditions
• 2.3 miles long
• 29,000-48,000 vehicles/day
• 9 different cross sections
• 52’ to 120’+ wide ROW
• Varying speed limits
  • 35 mph south of Millbrook
  • 45 mph north of Millbrook
• Crash rate is 2.68x state average
• Inconsistent intersection and signal spacing
• Lack of access control
Two Distinct Streetscape Characters

- Each sensitive to the context it goes through
- Design concept remains the same

**Parkway Boulevard**
From Lynn Street to Loft Lane

**Urban Boulevard**
From Loft Lane to Windel Drive

**Parkway Boulevard**
From Windel Drive to Rowan Street

**Urban Boulevard**
From Rowan Street to I-440 Interchange
Parkway Boulevard Streetscape Type – Original 6 Lane Option
Parkway Boulevard Streetscape Type – 4 Lane Streetscape Option
The Parkway Concept remains the same except for variances in the median dimension and small increases in some of the edge condition dimensions.
Urban Boulevard Streetscape Type

Between Millbrook Road and Loft Lane – ROW reduced from 142’ to 112’
Walkability Factors

- Density
- Diversity
- Destination
- Design
4-Lane Variations – NOVA / DC
A NEW CONCEPT FOR THE SIX FORKS CORRIDOR

6-Lane Variations – NOVA / DC
Overview and Analysis of Concepts

Design Options:
Common Elements
A NEW CONCEPT FOR THE SIX FORKS CORRIDOR

Land Use Proposals – Adopted Future Land Use Map

Six Corridor Road Corridor Study
Future Land Use Map (From 2030 Comp Plan)

Legend
- Proposed Study Area
- Parcels
- Buildings
- Streets
- Bodies of Water
- Shores/Reservoirs

Future Land Use Map (FLUM)
- Public Parks & Open Space
- Private Open Space
- Rural Residential
- Low Density Residential
- Moderate Density Residential
- Medium Density Residential
- High Density Residential
- Office & Residential Mixed Use
- Office/Research & Development
- Institutional
- Public Facilities
- Neighborhood Retail/Mixed Use
- Business & Commercial Services
- Community Retail/Mixed Use
- Regional Retail/Mixed Use
- Central Business District
- General Industrial

8/12/13
Scale - 1" = 1,000'

Raleigh Urban Design Center
A NEW CONCEPT FOR THE SIX FORKS CORRIDOR

Land Use Proposals – Proposed Future Land Use Map Changes

Current Land Use: Moderate Density Residential
Proposed Land Use: Office and Residential Mixed Use

Current Land Use: Low Density Residential
Proposed Land Use: Office and Residential Mixed Use

Current Land Use: Moderate Density Residential
Proposed Land Use: Medium Density Residential
Connectivity
The plan for safe pedestrian and bicycle connectivity with enhanced crosswalks, pedestrian passes, and off-corridor improvements remains the same.
Transit Stops (Remain the Same)

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

The gateway concepts remain the same for the streets that access neighborhoods that promote pedestrian scale, neighborhood identity and traffic calming.

Urban Boulevard Neighborhood Entry

Neighborhood gateways create places for artistic expression.
Street Furnishings and Public Art
Recommendations about materials and furnishings and the inclusion of public art into the streetscape – both integrated into the design of elements and freestanding pieces remain the same in this scheme.
Environmental Sensitivity

Design Concepts that promote environment responsibility – particularly in the way that storm water is managed – remain the same in the current scheme.
Pedestrian and Bicycle Amenities

Blue Ridge Road at NCMA – Proof of Concept
Overview and Analysis of Concepts

Design Options:
Distinct Elements
A NEW CONCEPT FOR THE SIX FORKS CORRIDOR

Urban Boulevard Streetscape Comparison

- **Adopted Street Plan – 6-Lane Divided – 126’**
- **4-Lane Urban Boulevard Option – 112’**
- **6-Lane Urban Boulevard Option – 142’**
Level of Service/Delay Changes – 4 Lane Option

<table>
<thead>
<tr>
<th>Location on Six Forks</th>
<th>Current AM</th>
<th>Current PM</th>
<th>4-Lane AM</th>
<th>4-Lane PM</th>
<th>6-Lane AM</th>
<th>6-Lane PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lynn Road</td>
<td>D (51.8)</td>
<td>E (68.7)</td>
<td>D (51.8)</td>
<td>E (70.9)</td>
<td>D (46.1)</td>
<td>D (52.8)</td>
</tr>
<tr>
<td>Sandy Forks Rd/Northcliff Rd</td>
<td>D (36.8)</td>
<td>B (17.2)</td>
<td>D (39.1)</td>
<td>C (24.0)</td>
<td>C (28.4)</td>
<td>D (42.8)</td>
</tr>
<tr>
<td>Loft Lane*</td>
<td>C (23.9)</td>
<td>B (11.5)</td>
<td>A (4.7)</td>
<td>A (5.8)</td>
<td>A (3.8)</td>
<td>A (2.5)</td>
</tr>
<tr>
<td>Millbrook Road</td>
<td>F (97.1)</td>
<td>F (80.2)</td>
<td>F (94.8)</td>
<td>F (117.6)</td>
<td>D (49.2)</td>
<td>D (52.9)</td>
</tr>
<tr>
<td>Northbrook Drive</td>
<td>B (11.4)</td>
<td>D (40.7)</td>
<td>B (13.7)</td>
<td>E (66.7)</td>
<td>B (10.0)</td>
<td>B (19.0)</td>
</tr>
<tr>
<td>Rowan Street</td>
<td>A (9.3)</td>
<td>D (43.8)</td>
<td>B (10.3)</td>
<td>D (44.5)</td>
<td>B (13.4)</td>
<td>B (19.8)</td>
</tr>
<tr>
<td>Lassiter Mill Road</td>
<td>C (25.0)</td>
<td>D (47.6)</td>
<td>C (30.5)</td>
<td>E (63.2)</td>
<td>C (24.9)</td>
<td>D (42.8)</td>
</tr>
</tbody>
</table>

Calculations based on 2014 turning movement volumes
Delay = average seconds of delay per vehicle during peak rush hour
* Loft Lane is currently unsignalized
A NEW CONCEPT FOR THE SIX FORKS CORRIDOR

Conceptual Cost Comparison

Previously Recommended 6 Lane Option:
• 11.06 acres of r/w acquisition
• Total project cost - $44.5 million

New 4 Lane Streetscape Option:
• 5.85 acres of r/w acquisition
• Total project cost - $37.7 million
Property Impacts  ROW widening will impact adjacent property in any scenario

SIX FORKS ROAD TAKINGS  
4-LANE VS. 6-LANE

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Low Impact</th>
<th>Medium Impact</th>
<th>High Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>6-Lane Ave.</td>
<td>4.0 acres</td>
<td>3.5 acres</td>
<td>0.3 acres</td>
</tr>
<tr>
<td>Total</td>
<td>7.9 acres</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4-Lane Option</td>
<td>4.2 acres</td>
<td>1.7 acres</td>
<td>0.3 acres</td>
</tr>
<tr>
<td>Total</td>
<td>6.2 acres</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6-Lane Option</td>
<td>4.2 acres</td>
<td>4.7 acres</td>
<td>1.4 acres</td>
</tr>
<tr>
<td>Total</td>
<td>11.1 acres</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Next Steps

• City Council selects Preferred Alternative
• Staff & consultants complete Final Draft with Preferred Alternative
• Corridor Plan and Comprehensive Plan Amendments brought back to Council to initiate adoption process
• Planning Commission review & recommendation (2 – 3 months)
• City Council review & adoption (2 – 3 months)
• Detailed Design & Engineering (1 – 2 years)
• Implementation & Construction (3 – 5 years, depending on funding)