

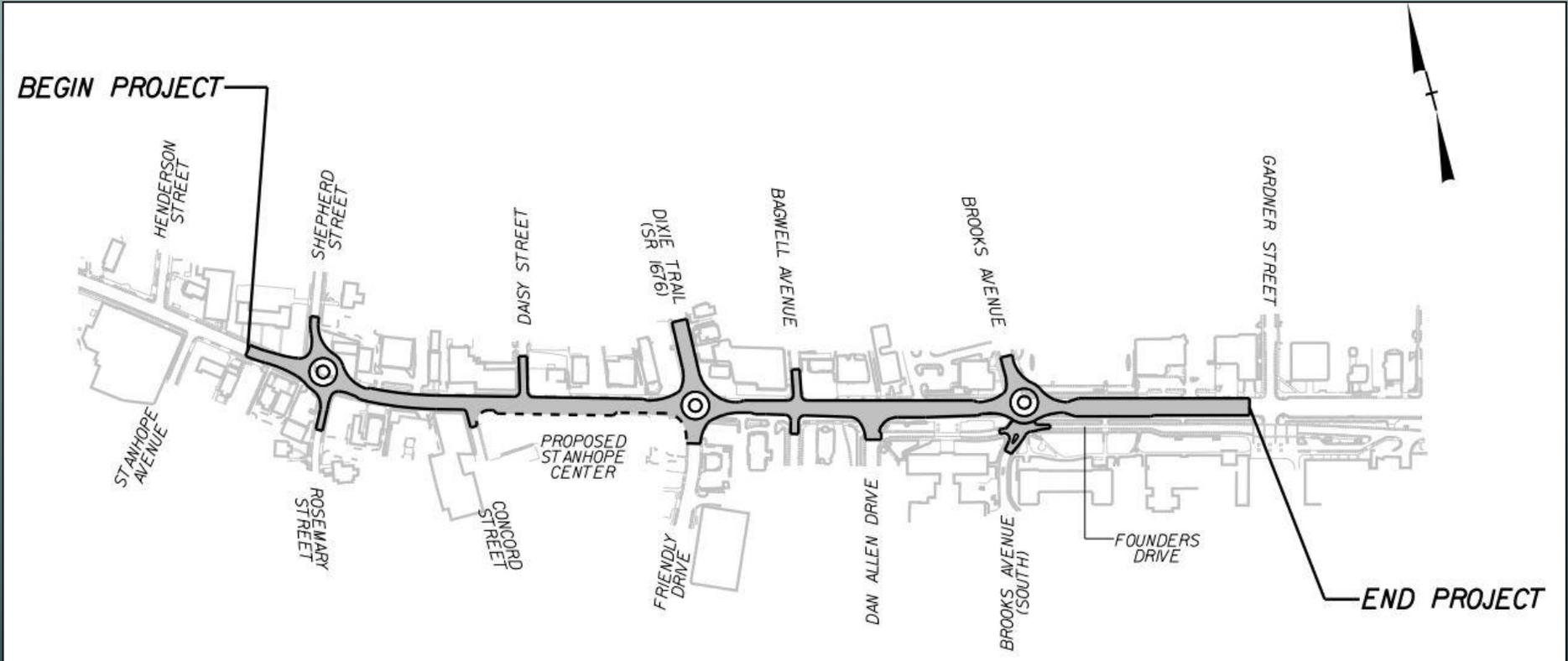
Corridor Public Meeting

Hillsborough Street Streetscape, Phase 2

From Rosemary Street/Shepherd Street
to Gardner Street

March 18, 2014





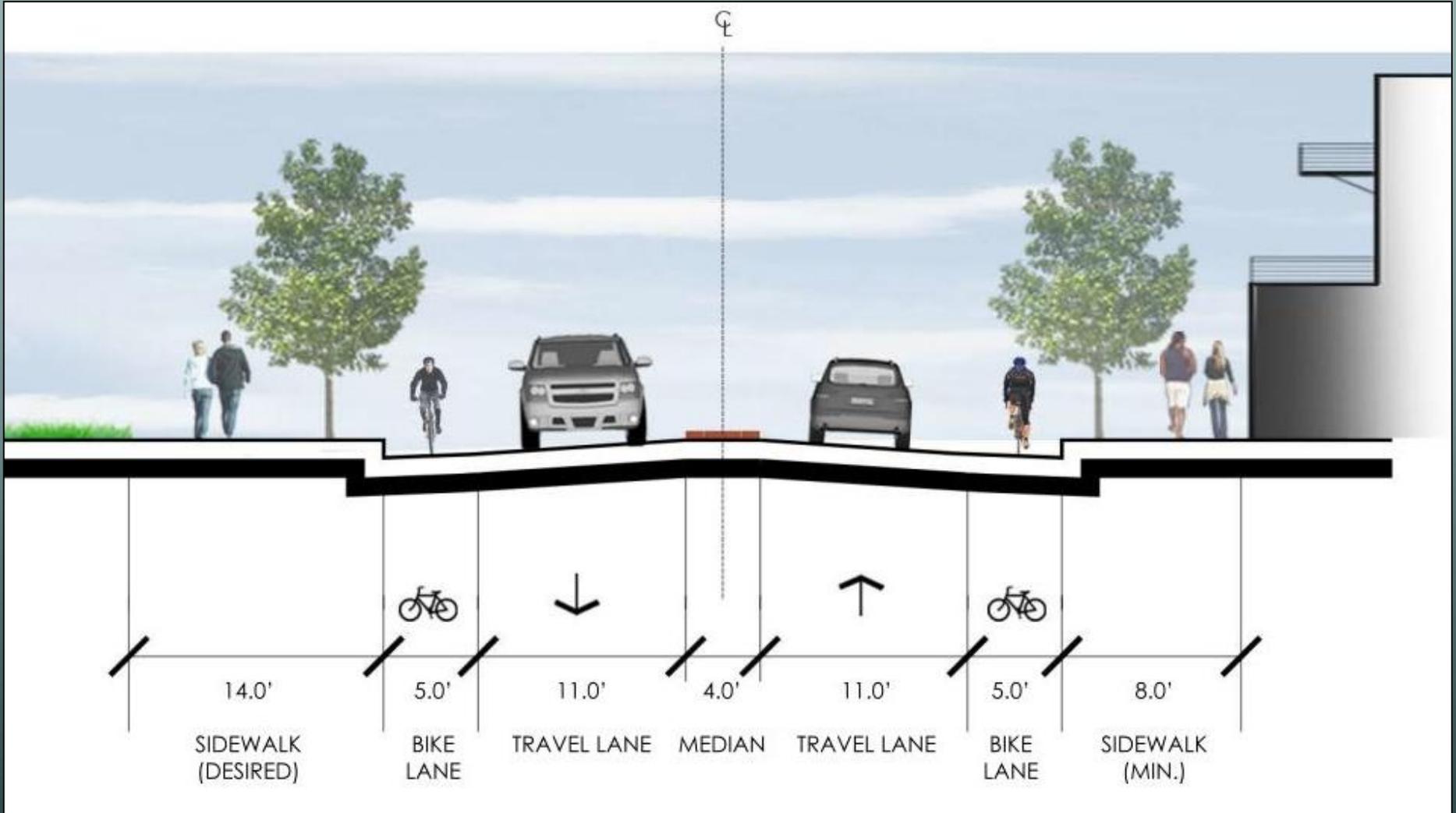
Project Limits



Design Information

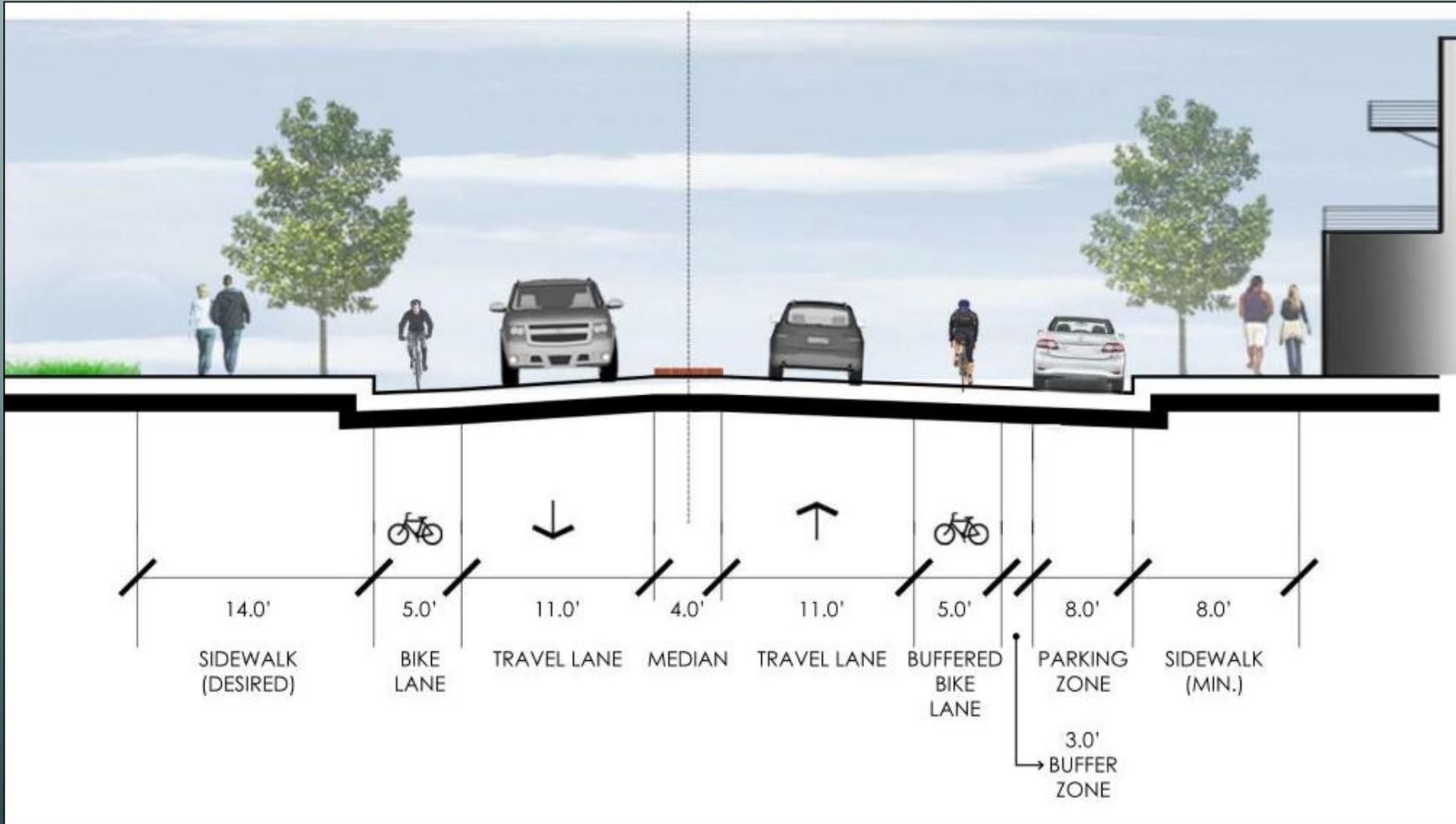
Existing Traffic	18,600 vehicles per day
Projected Traffic	19,100 vehicles per day
Project Length	0.5 miles (2,650 feet)
Posted Speed	35 miles per hour





Proposed Typical Cross-Section





Proposed Typical Cross-Section with Parking



Project Purpose and Benefit

- Improve Safety for All Travelers
- Accommodate Bicycles and Pedestrians
- Reduce Speeds
- Revitalize Corridor



Median Benefits

- **Pedestrian Safety**
 - Two-stage crossing
 - Refuge area
- **Vehicular Safety**
 - Minimize conflicts
 - Reduce crashes
 - U-turns at roundabouts



Roundabout Benefits

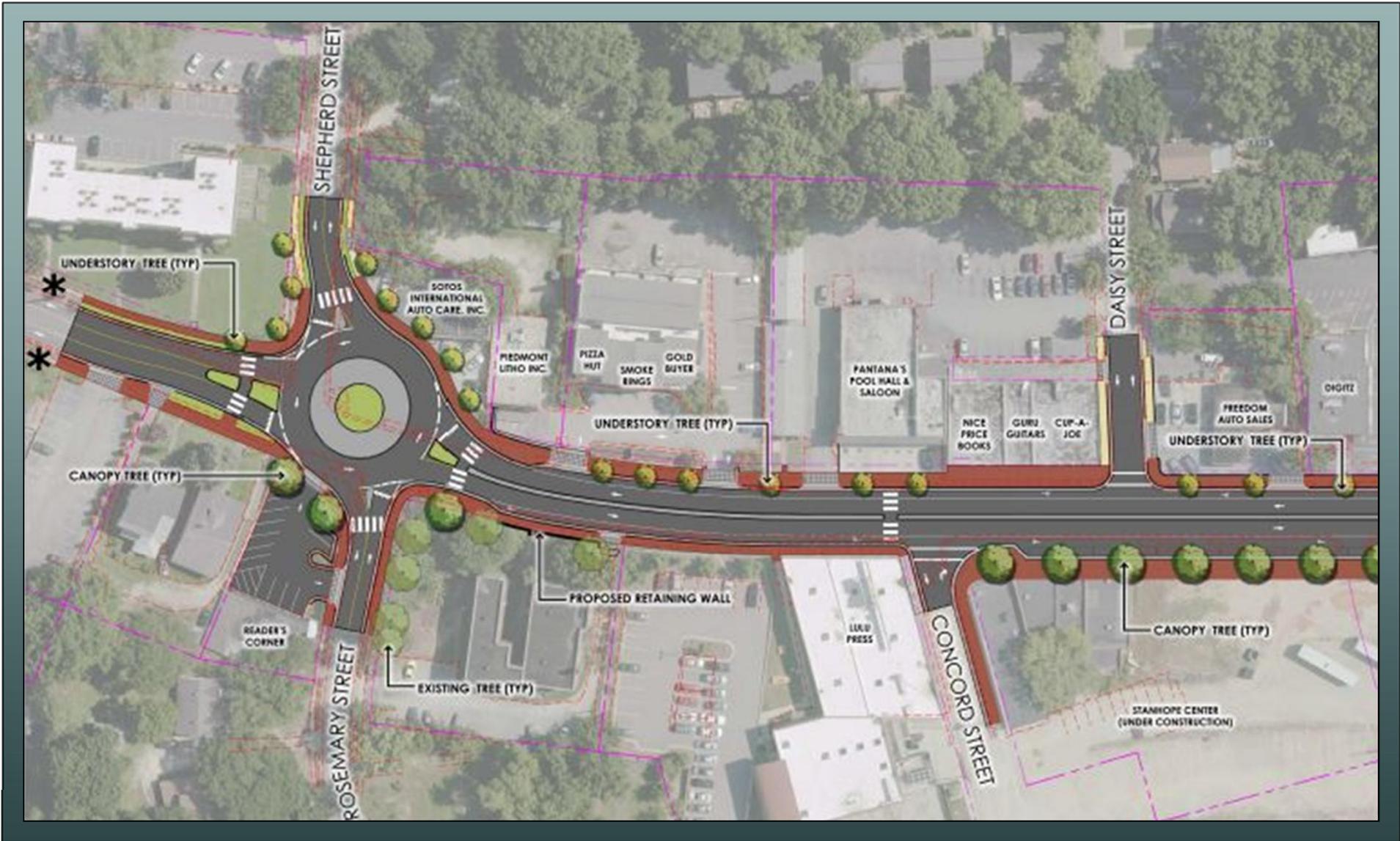
- Traffic Efficiency
- Safety
- Aesthetics
- Minimize Delays
- Maintenance Costs



Streetscape

- **Landscape**
 - Street trees and planters
 - Aesthetic treatments at roundabouts and medians
- **Hardscape**
 - Brick pavers
 - Phase 1 amenities





Public Meeting Rendering Review





Public Meeting Rendering Review





Public Meeting Rendering Review



	Before Hillsborough Street Phase 1 (9/1/05 - 8/31/08)	After Hillsborough Street Phase 1 (9/1/10 - 8/31/13)
Pedestrian Crashes	10	2
Bicycle Crashes	7	9
Segment Limits: 50 feet east of Oberlin Road to 50 feet west of Gardner Street		

Bicycle and Pedestrian Crash Data



	Before Road Diets (10/1/07 - 12/31/08)	After Road Diets (10/1/12 - 12/31/13)
Gardner to Oberlin Road	87 (13)	84 (5)
Oberlin to Ashe Avenue	45 (16)	29 (5)
Ashe to St Mary's Street	33 (9)	21 (2)
XX (XX) = Number Crashes (Angled Crashes)		
Segment Limits: Between Gardner Street and St Mary's Street		

Vehicular Crash Data



COMMENT	RESPONSE
Maintain driveway access to businesses	Most driveway accesses will be maintained; right-in/right-out
Brick vs. concrete sidewalks throughout project limits	Brick paver sidewalks
Review parking time lengths along corridor to favor businesses	Parking times will be reviewed along the entire corridor

Stakeholder Meeting Input



COMMENT	RESPONSE
Construct sidewalks up side streets to end of first property corner	Incorporated sidewalks up to project limits
More trash cans along corridor to help minimize litter	This detail will be looked at later in the project design
Would like to see all signals along corridor removed	4 signals removed 3 roundabouts installed

Stakeholder Meeting Input



Question 1:

Are roundabouts the reason it takes so long to get from point A to point B on Hillsborough Street?



Question 2:

Can transmission poles be relocated or placed underground along this corridor?





Question 3:

What is a similar size roundabout that the City has installed somewhere else?



Question 4:

Why medians and roundabouts?



Question 5:

What are the differences between the bicycle lanes on both phases?



Question 6:

What are the construction impacts going to be like for businesses and commuters?



Additional Design Information

- **Waterline and Sanitary Sewer Upgrades**
- **Underground Distribution Lines**
- **Overhead Transmission Poles**
- **Street Lighting**
- **Incorporation of Public Art**



Public Art



Previous Work: *Tree of Life*, South Omaha, NE



Hillsborough Street preliminary design concept



Office of
raleigh arts
Raleigh Parks, Recreation
& Cultural Resources

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Kimley-Horn
and Associates, Inc.

Next Steps

- **Incorporate Public Comments Into Design**
- **65% Design Public Meeting (June 2014)**
- **Design Presentation to City Council (Summer 2014)**
- **Acquire Right-of-Way (Summer 2014)**
- **Begin Construction (Spring 2016)**
- **Complete Construction (Spring 2017)**

Note: Dates shown are tentative and subject to change



Questions?

