

Hillsborough Street Revitalization, Phase 2

Public Hearing

February 3, 2015

Kimley»Horn

Summary

1. Context and History
2. Length and Scope
3. Stakeholder Engagement
4. Public Comments



1. Context and History

Project Context and History

1999	A New Vision for Hillsborough Street
1999	Hillsborough Street Partnership Established
2001	Feasibility Study of New Vision Completed
2003	Pullen/Stinson Roundabout Complete
2005	Transportation Bond Referendum Approved , includes partial funding for Phase I
2007	City Council Approves Scope for Phase I
2009	City Council Approves Raleigh Bicycle Plan

Project Context and History

2010	Phase I Construction Complete
2010	Phase II identified as #1 Streetscape Project Priority
2011	Transportation Bond Referendum Approved, includes design funds for Phase II
2013	Phase II identified as #1 Streetscape Project Priority
2013	Transportation Bond Referendum Approved , includes funds for Phase II
2013	Council Approves Phase II Design Contract

2009 Bicycle Plan

Question: What do you think are the top three roadway corridors (in Raleigh City limits) most needing bicycling improvements?

Top 10 Roadways were:

- | | |
|------------------------|----------------------|
| 1. Hillsborough Street | 6. Wade Avenue |
| 2. Glenwood Avenue | 7. Blue Ridge Road |
| 3. Capital Blvd. | 8. Atlantic Avenue |
| 4. Six Forks Road | 9. Western Blvd. |
| 5. Falls of Neuse Road | 10. Avent Ferry Road |

Expressed Need: Major arterials were identified as the top roadway corridors for improvements. This is likely because of their ability to connect multiple, major destinations and because of their poor bicycling conditions at the time of this study. Hillsborough Street and Glenwood Avenue were the clear leaders for this question.

2009 Bicycle Plan

Table 2.5 Top Twenty Corridors of Repeated Bicycle Crashes, 2000-2006:

<i>Corridor</i>	<i># of Crashes</i>	<i>Corridor</i>	<i># of Crashes</i>
Hillsborough Street	26	Atlantic Avenue	9
New Bern Avenue	16	Cates Avenue	9
Avent Ferry Road	13	Glenwood Avenue	7
Dan Allen Drive	13	New Hope Church Rd	7
Falls of Neuse Road	12	Trailwood Drive	7
Six Forks Road	12	Wake Forest Road	7
Spring Forest Road	11	Jones Street	6
Capital Blvd	10	Oberlin Road	6
Rock Quarry Road	10	Leadmine Road	5
Western Blvd.	10	Lynn Road	5
		MLK Jr Blvd	5



Roundabout Crashes

Hillsborough/Oberlin/Pullen/Groveland			
	5/06-4/09	8/10-7/12	8/12-7/14
Total Crashes	44	146	31
Years	3	2	2
Total Crashes/yr.	14.7	73.0	15.5
Injury/yr.	3.3	6.0	2.5
Class-A Injury/yr.	0.0	0.0	0.0
Class-B Injury/yr.	1.3	1.5	0.5
Class-C Injury/yr.	2.0	4.5	2.0
Pedestrians	0	0	1.0
Cyclists	0.67	1.0	1.0

Roundabout Crashes

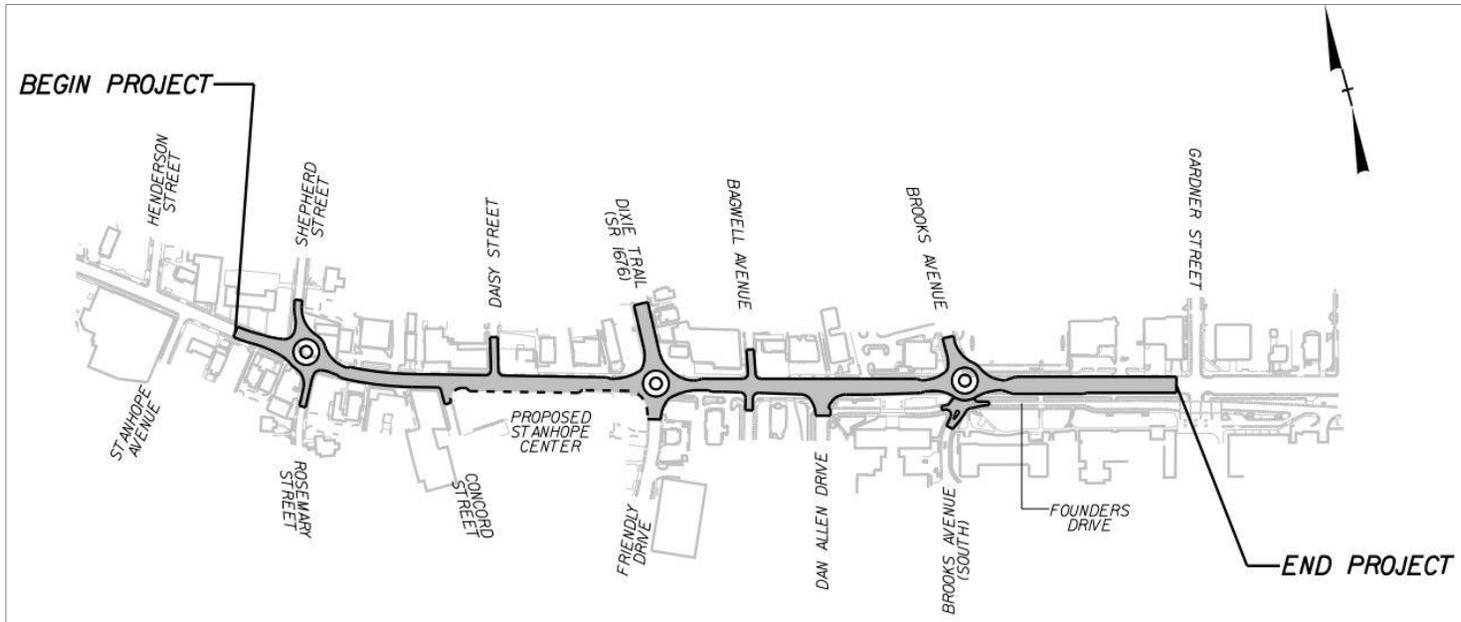
	Hillsborough/ Morgan	Pullen/ Stinson
Total Crashes	25	9
Years	3	10
Pedestrians	0	0
Cyclists	2	1



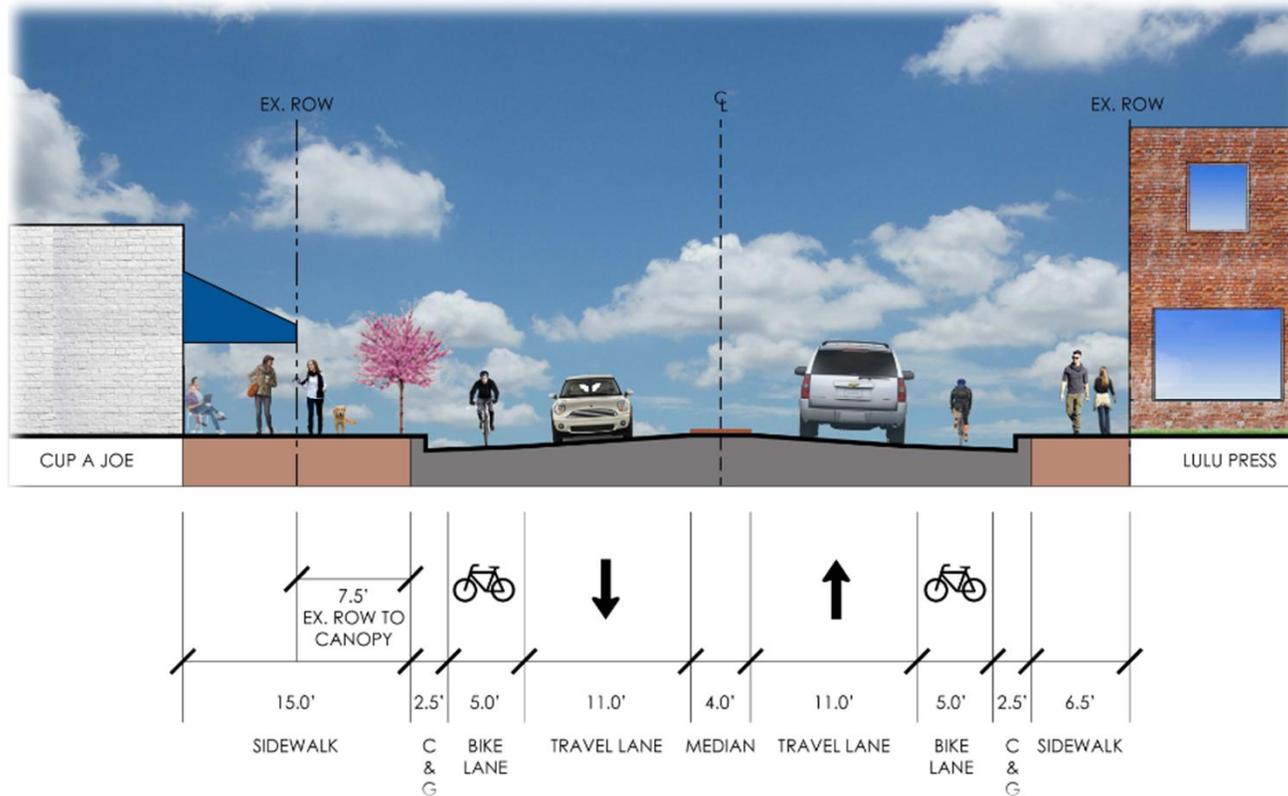
2. Length and Scope

Project Limits

West of Rosemary and Shepherd Streets to Gardner Street

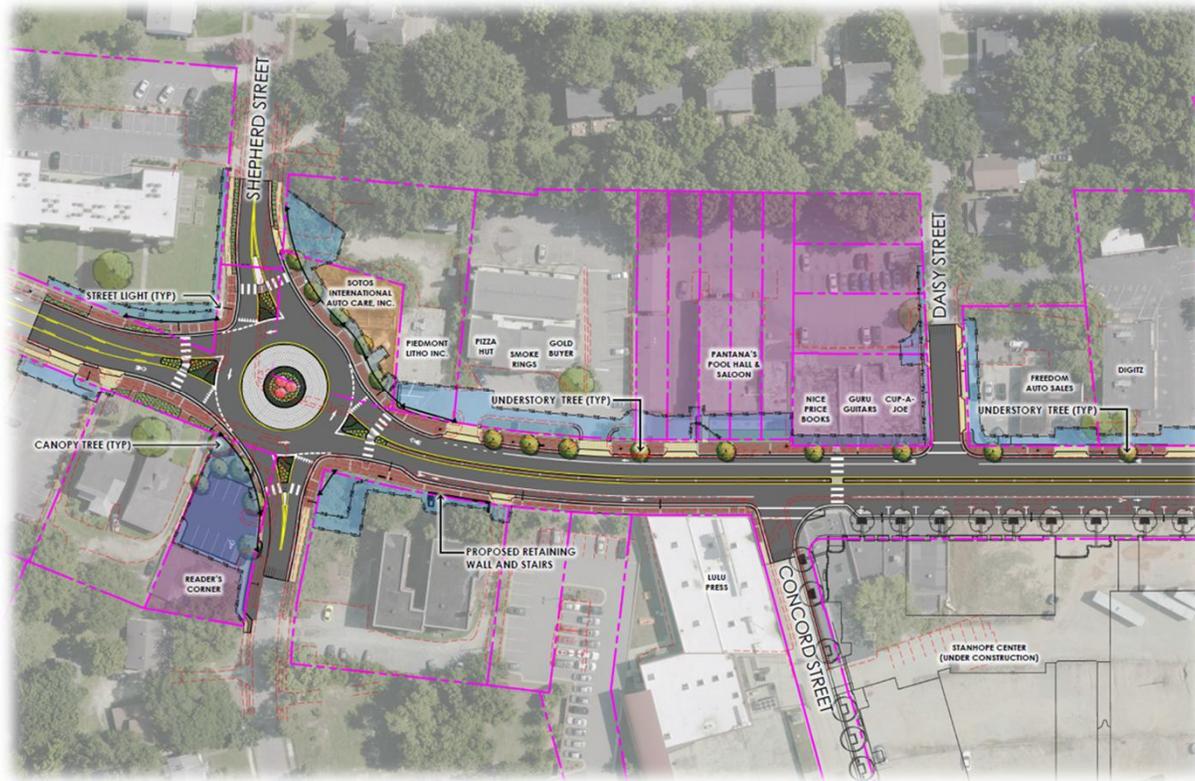


Proposed Roadway Cross-Section



Cup A Joe and Lulu Press

Shepherd Street to Daisy Street



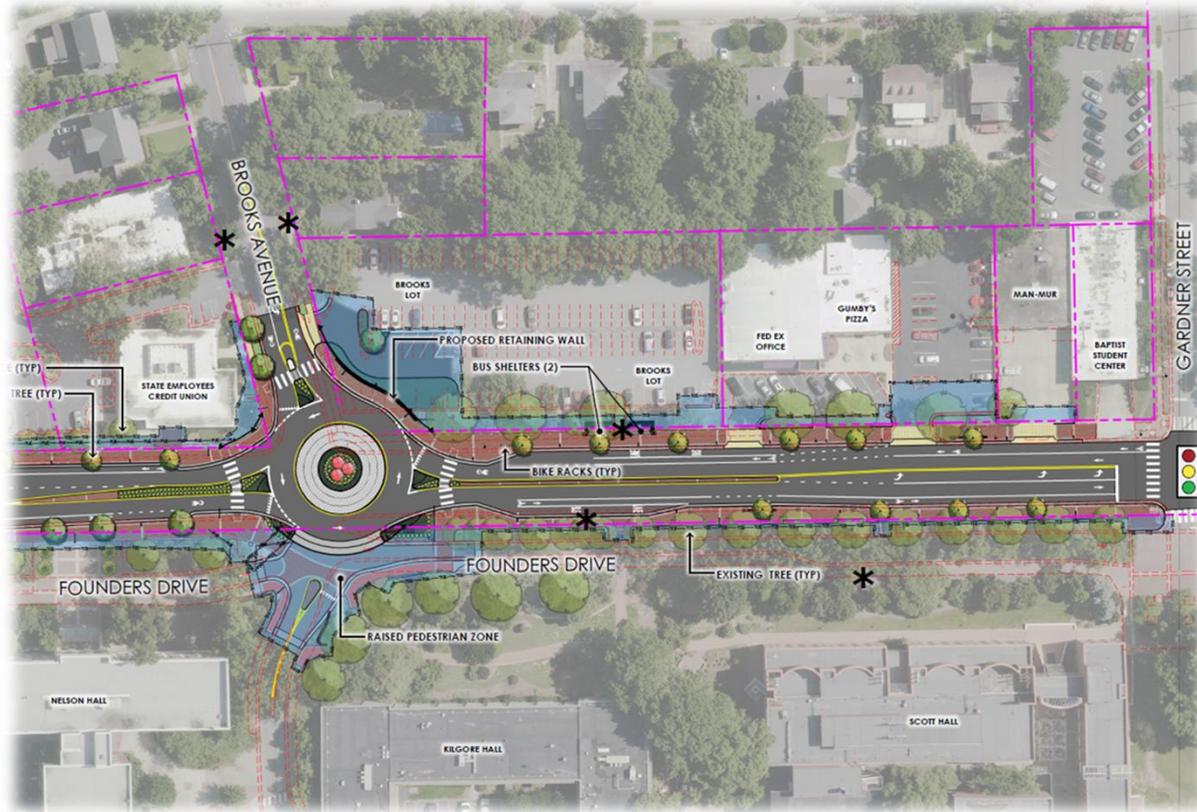
Rosemary/Shepherd Street Roundabout

Dixie Trail to Dan Allen Drive



Friendly Drive / Dixie Trail Roundabout

Brooks Avenue to Gardner Street



Brooks Avenue Roundabout

Streetscape

- Brick Pavers
- Underground Power Distribution Lines
- Street Lights
- Artist
- Bicycle Racks, Trash Cans, Benches, Tree Pits







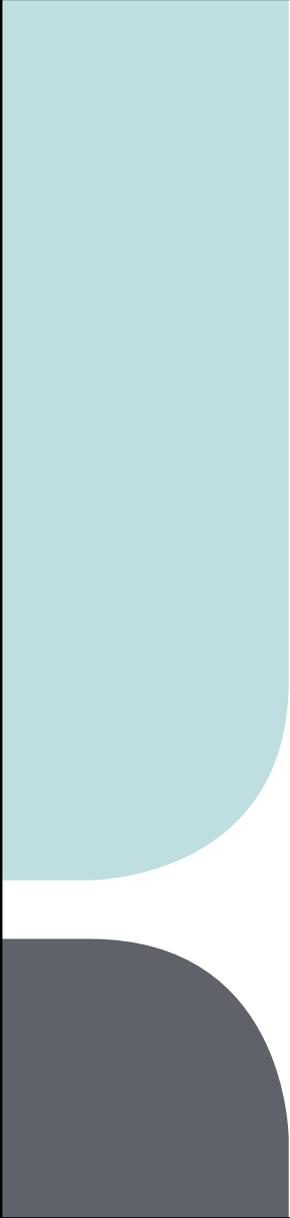
3. Stakeholder Engagement

Stakeholder Meetings

- Hillsborough Street Community Services Corporation (HSCSC)
- Wade Avenue CAC
- University Park Homeowners Assoc
- Bike and Pedestrian Advisory Commission
- Stakeholder Meetings with Businesses

Stakeholder Meetings

- Transit Meetings (CAT, TTA, Wolfline)
- On-site Meetings With Property Owners
- NCDOT and NCSU Staff
- Raleigh Appearance Commission
- Office of Raleigh Arts
- Bicycle User Focus Group
- YIMBY



4. Public Comments

Public Comments

- A. Bicycle and Pedestrian Safety
- B. Cost of Roundabouts vs Signals
- C. Similar Corridors in Other Places
- D. Small Area Plan

A. Bicycle Safety

Comment

- How is the project better for bikes?



Bicycle Improvements

- Exclusive Bike Lanes
- On-street Parking Buffer
- Slower Speeds
- Improved Signage

A. Pedestrian Safety

Comment

- How is the project better for pedestrians?



Pedestrian Improvements

- High-Visibility Markings
- Median Refuge Areas
- Slower Speeds
- Improved Reaction Times
- Channelized Crosswalks
- Improved Signage

A. Dan Allen Drive (Existing)

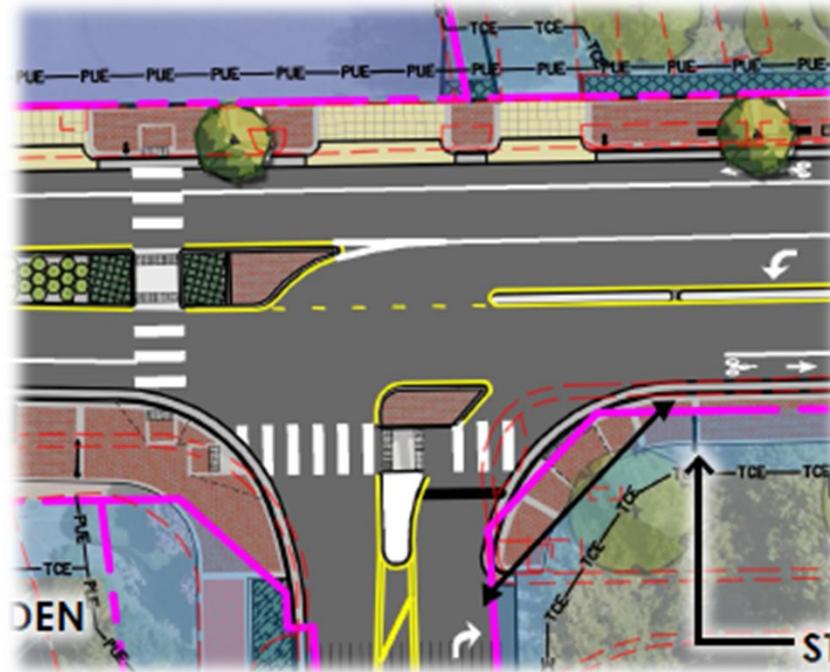
Hillsborough Street = 55' Crossing

Dan Allen Drive = 45' Crossing



A. Dan Allen Drive (Proposed)

Hillsborough Street = 16' – 2 Stage Crossing
Dan Allen Drive = 16' – 2 Stage Crossing



B. Roundabout vs Signal Cost

Comment

- Are roundabouts more expensive than signals?

Response

Dixie Trail Intersection

	Signal	Rbt
Initial Const. Cost	\$135,000	\$240,000
7 years	\$105,000	\$0
Total	\$240,000	\$240,000

- Signal maintenance cost is approx. \$15,000 per year
- The City recovers its initial investment back in 7 years

C. Similar Corridors

Urban Corridors with Multiple Roundabouts

- San Diego, CA – La Jolla Boulevard
- Hamburg, NY – Main Street
- Hamburg, NY – Buffalo Street
- Carmel, IN – Main Street
- Bend, OR – Reed Market Road
- Bend, OR – Century Drive
- Druid Hills, GA – Decatur Road
- Davidson, NC – Griffith Street
- Asheville, NC – College Street

D. Small Area Plan



Next Steps

- City Council Presentation February 2015
- Begin R/W Acquisition March 2015
- Advertisement January 2016
- Begin Construction Spring 2016
- Complete Construction Fall 2017

Dates Shown are Tentative and Subject to Change

The image features a large red rectangular area with rounded corners. Inside this red area, the text "Council Questions?" is written in a bold, white, sans-serif font. To the left of the red area is a light blue vertical bar with rounded corners. Below the red area is a dark blue horizontal bar with rounded corners. In the bottom-left corner, there is a dark grey rounded square shape.

Council Questions?