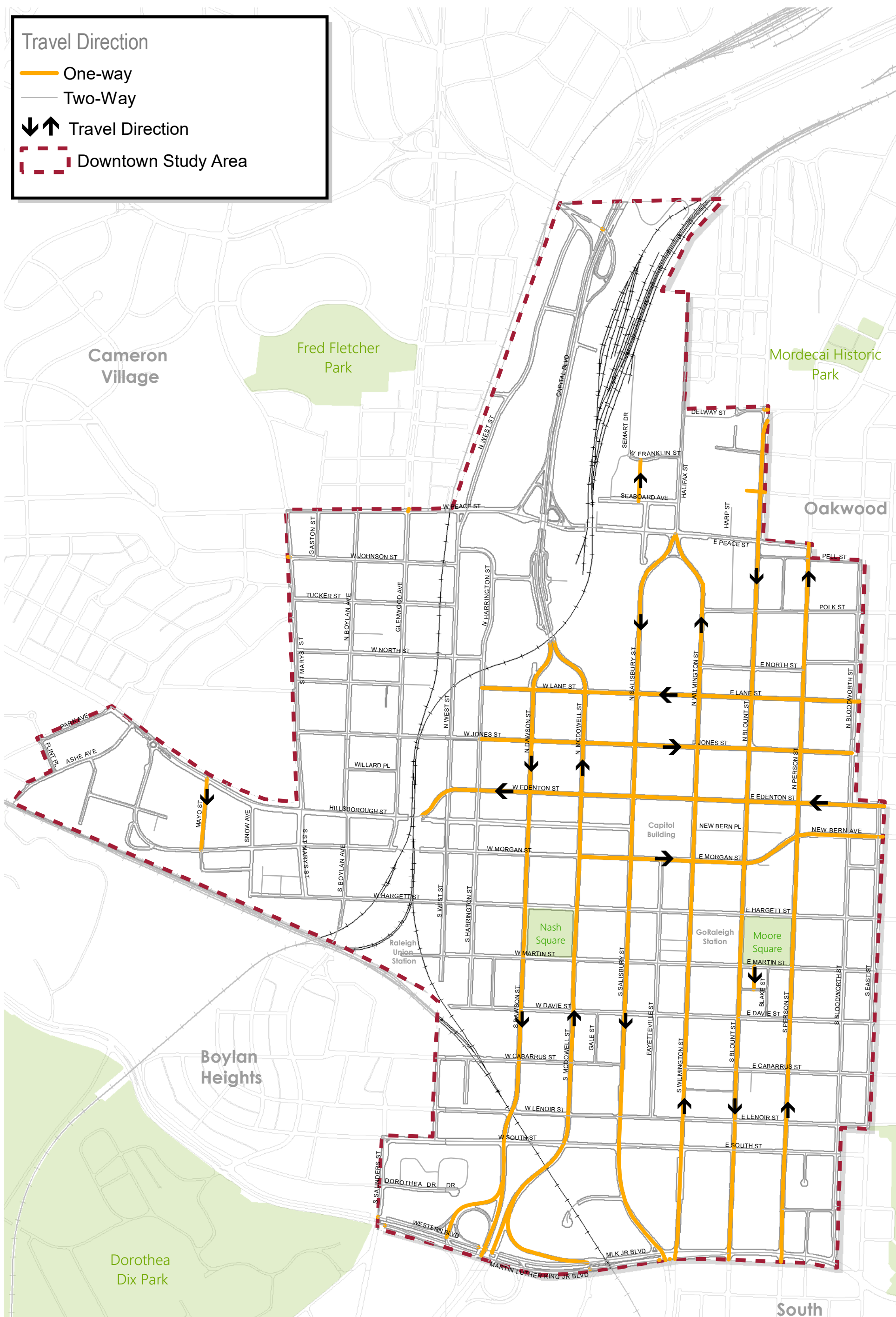




Study Area and Places of Interests

- Places of Interests
- Parks
- Downtown Study Area







- Other Freeways and Expressways
- Other Principal Arterials
- Minor Arterial
- Major Collector
- Local
- Downtown Study Area

Source: NCDOT GIS Layers (2018)



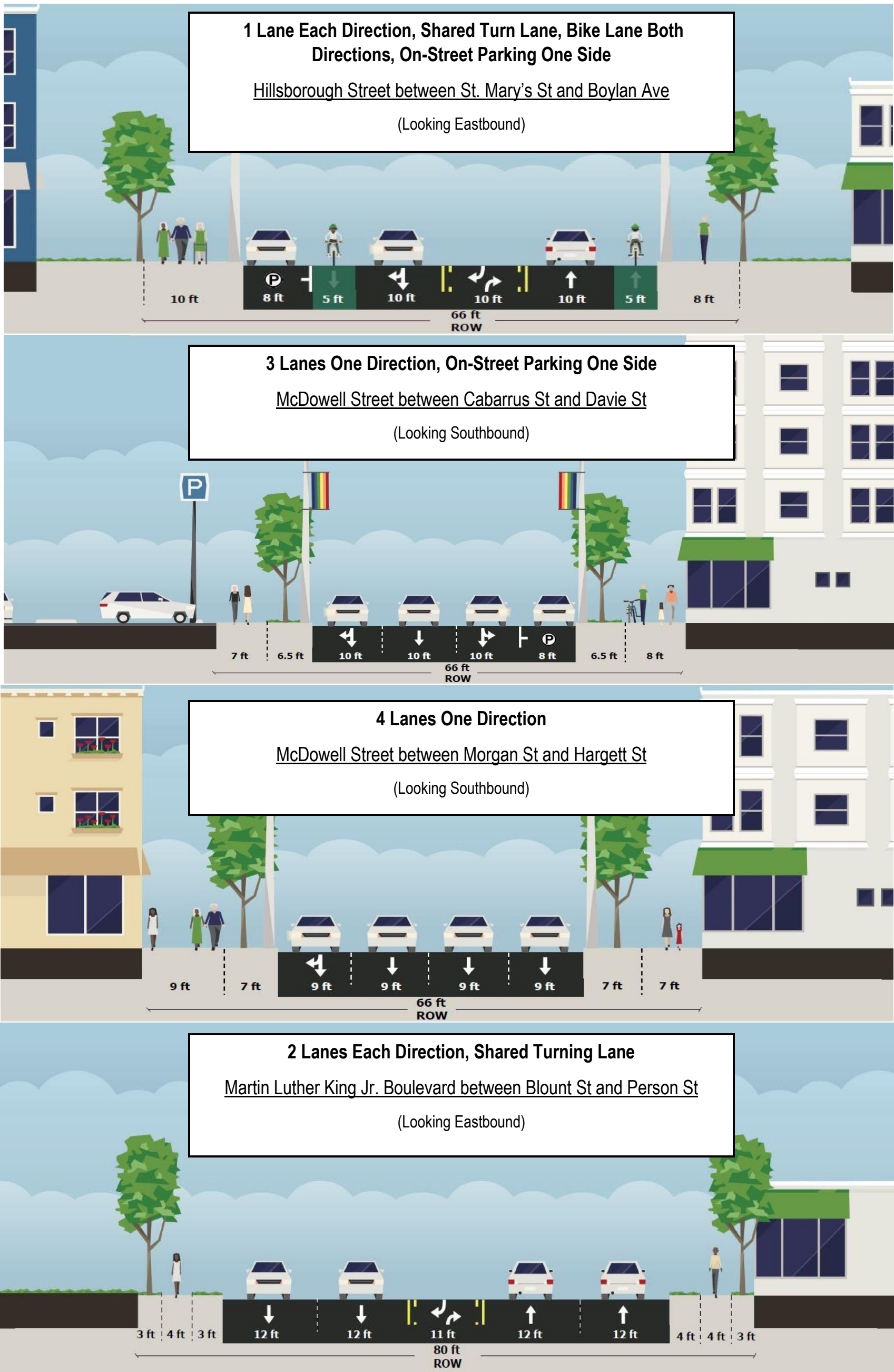


Typical Cross Sections



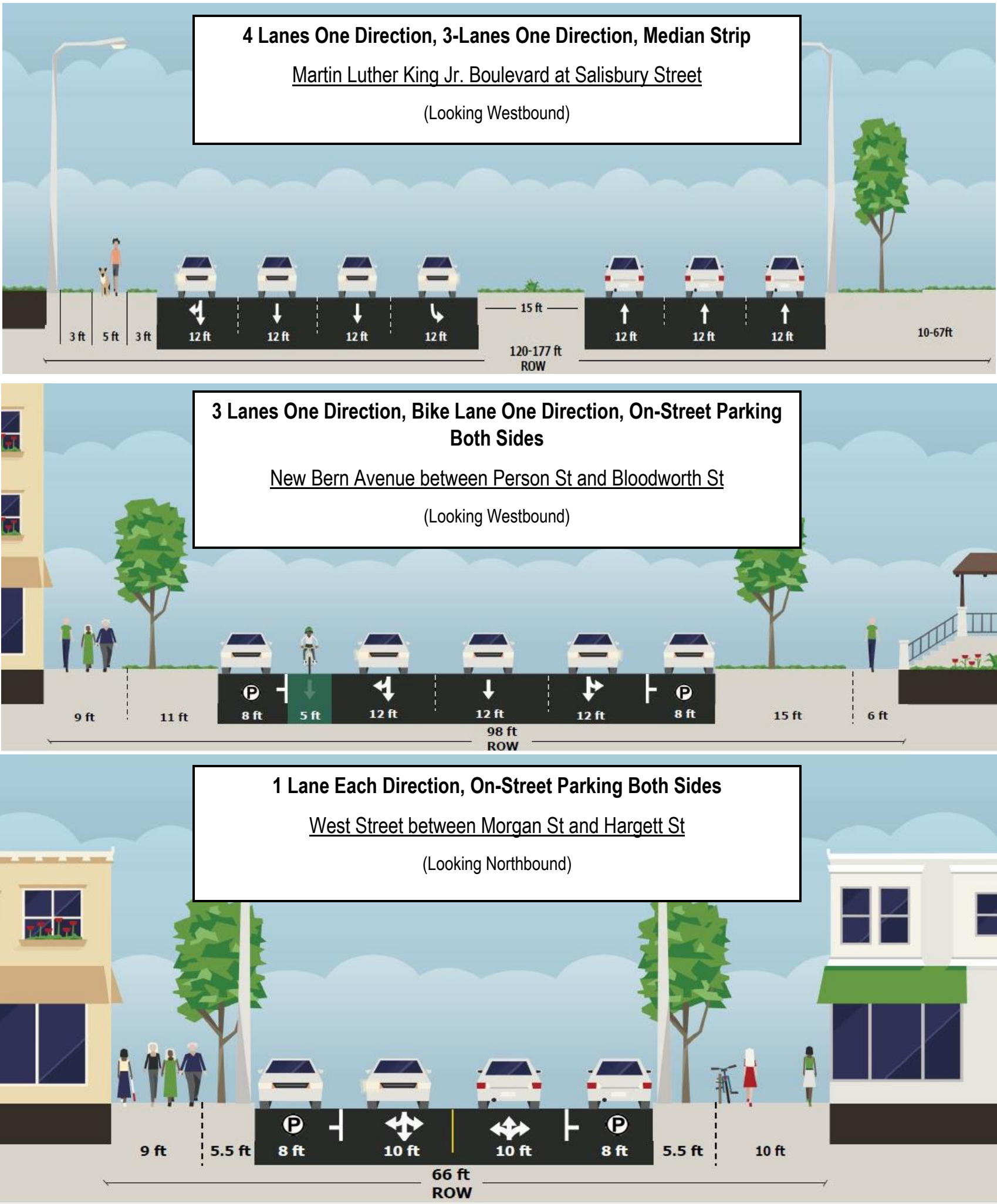


Typical Cross Sections





Typical Cross Sections

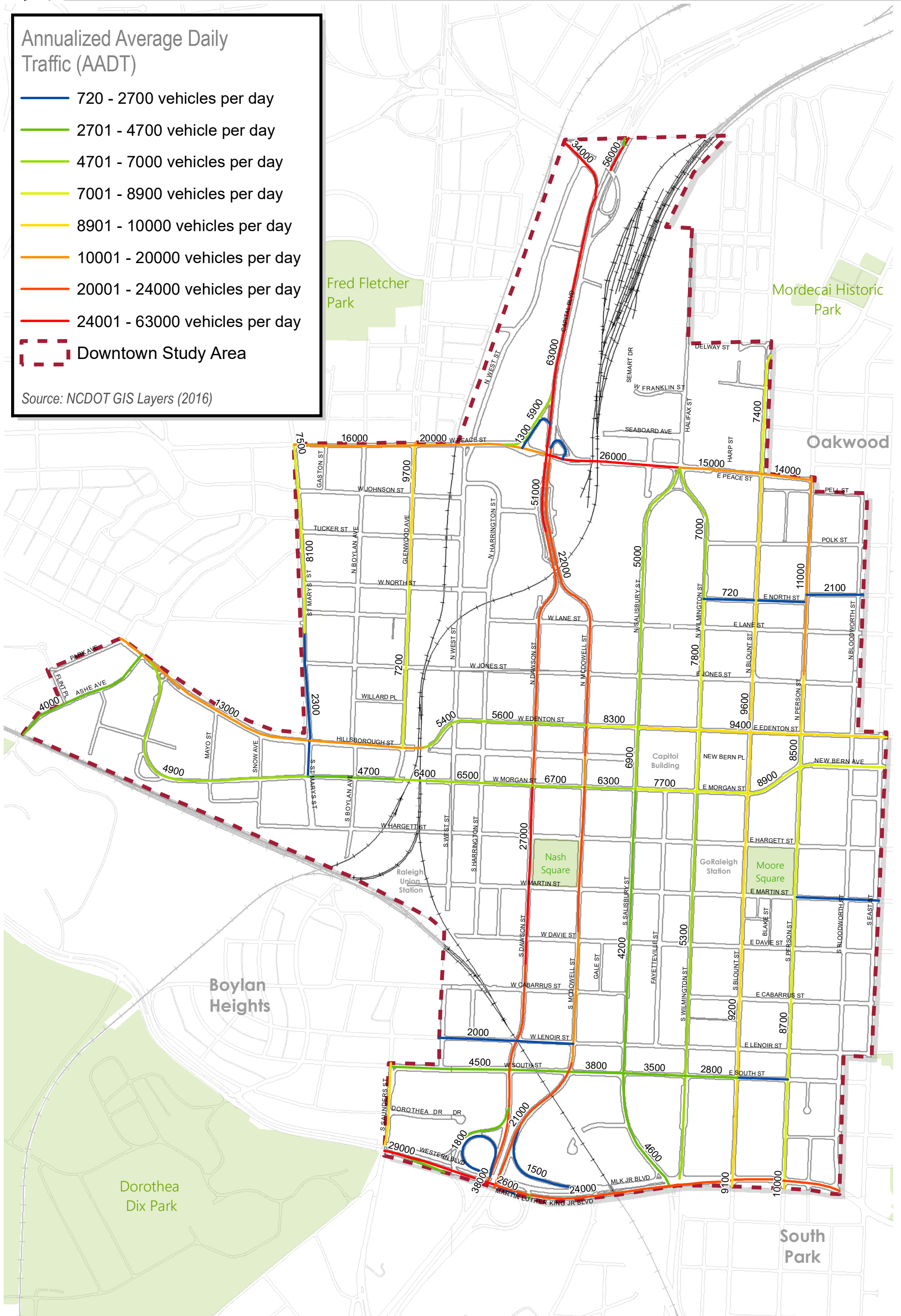


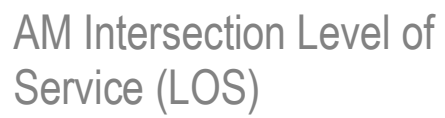


Annualized Average Daily Traffic (AADT)

- 720 - 2700 vehicles per day
- 2701 - 4700 vehicle per day
- 4701 - 7000 vehicles per day
- 7001 - 8900 vehicles per day
- 8901 - 10000 vehicles per day
- 10001 - 20000 vehicles per day
- 20001 - 24000 vehicles per day
- 24001 - 63000 vehicles per day
- Downtown Study Area

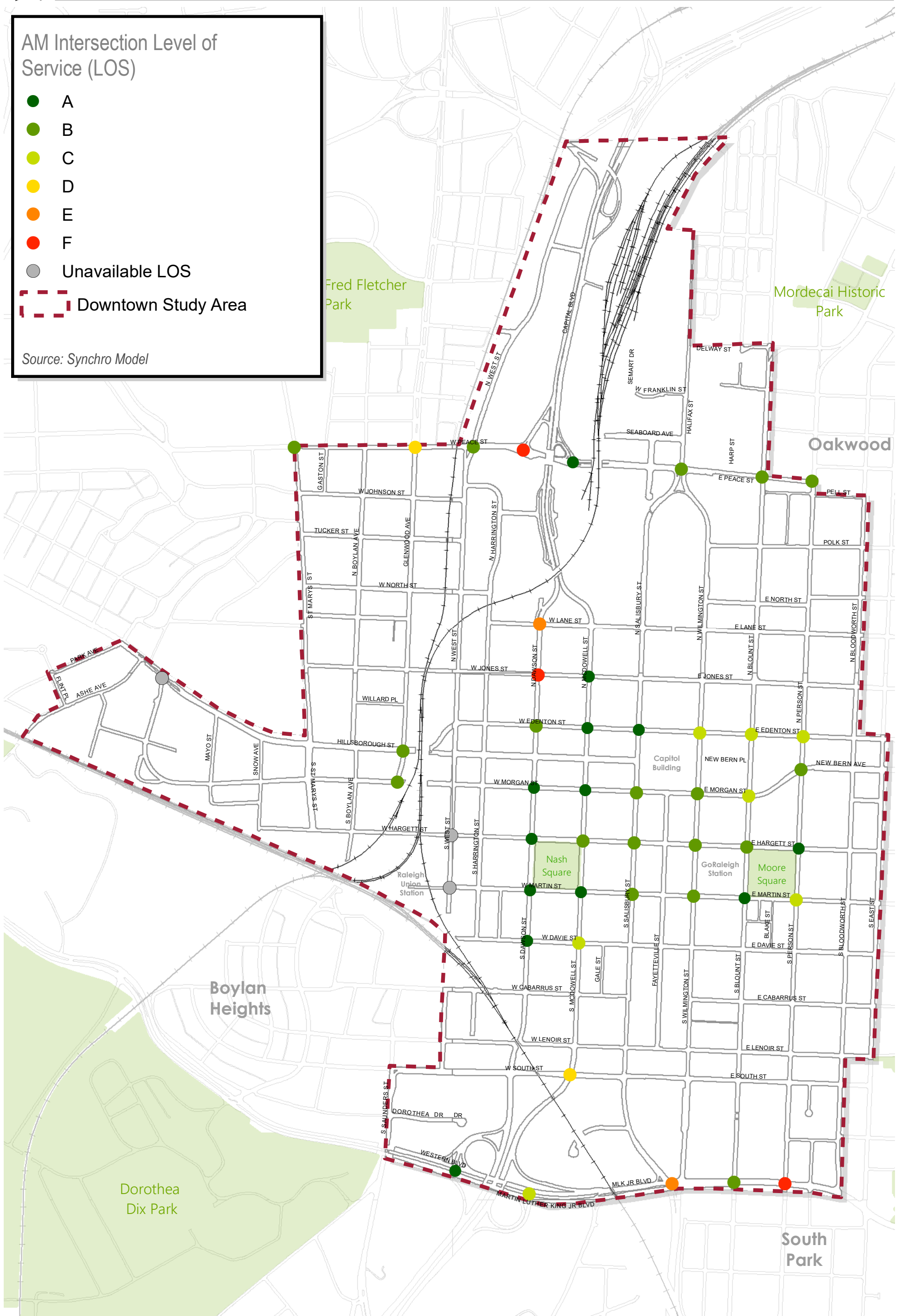
Source: NCDOT GIS Layers (2016)





-  A
 B
 C
 D
 E
 F
 Unavailable LOS
 Downtown Study Area

Source: Synchro Model



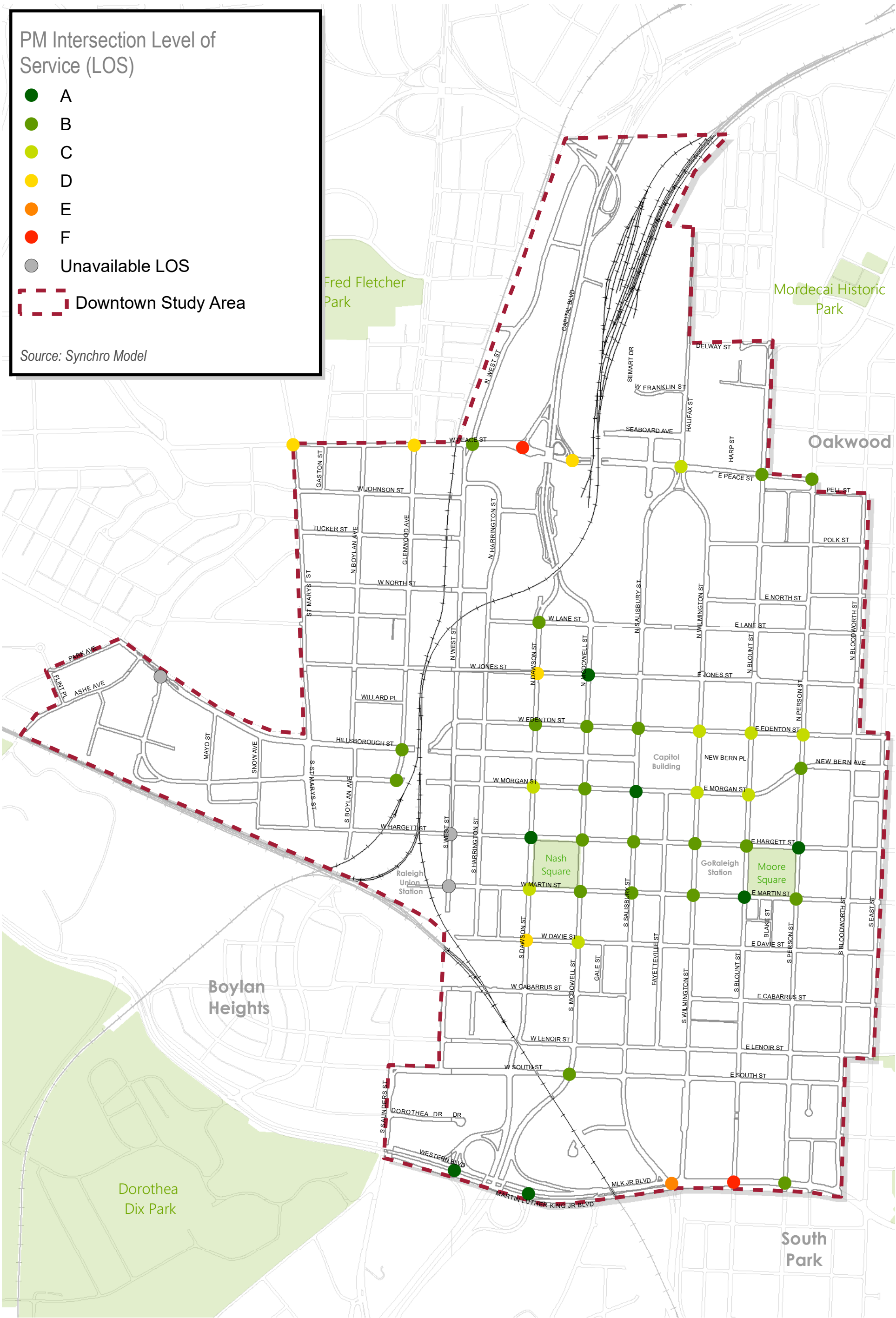


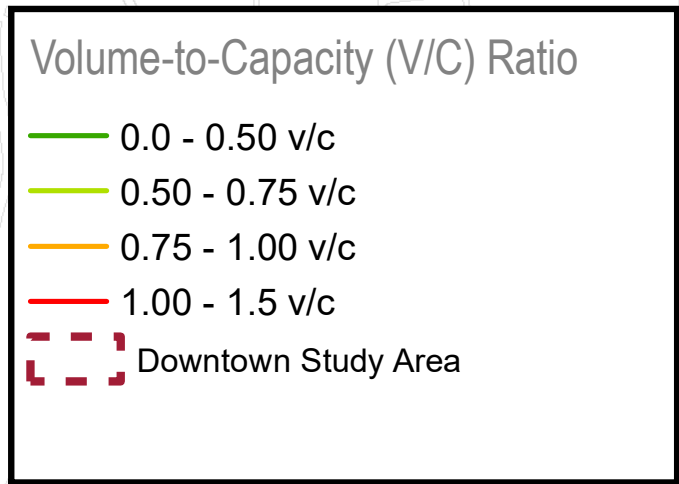
PM Intersection Level of Service (LOS)

- A
- B
- C
- D
- E
- F
- Unavailable LOS

Downtown Study Area

Source: Synchro Model







—— Loading Zones

Area outside of Downtown Parking Study data

 Downtown Study Area

Source: Downtown Raleigh Parking Study (2016)

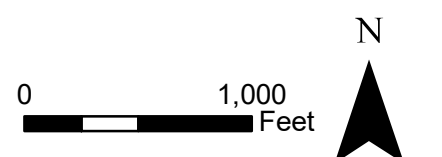


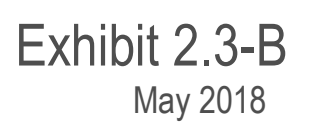
Oakwood

Boylan Heights

Dorothea
Dix Park

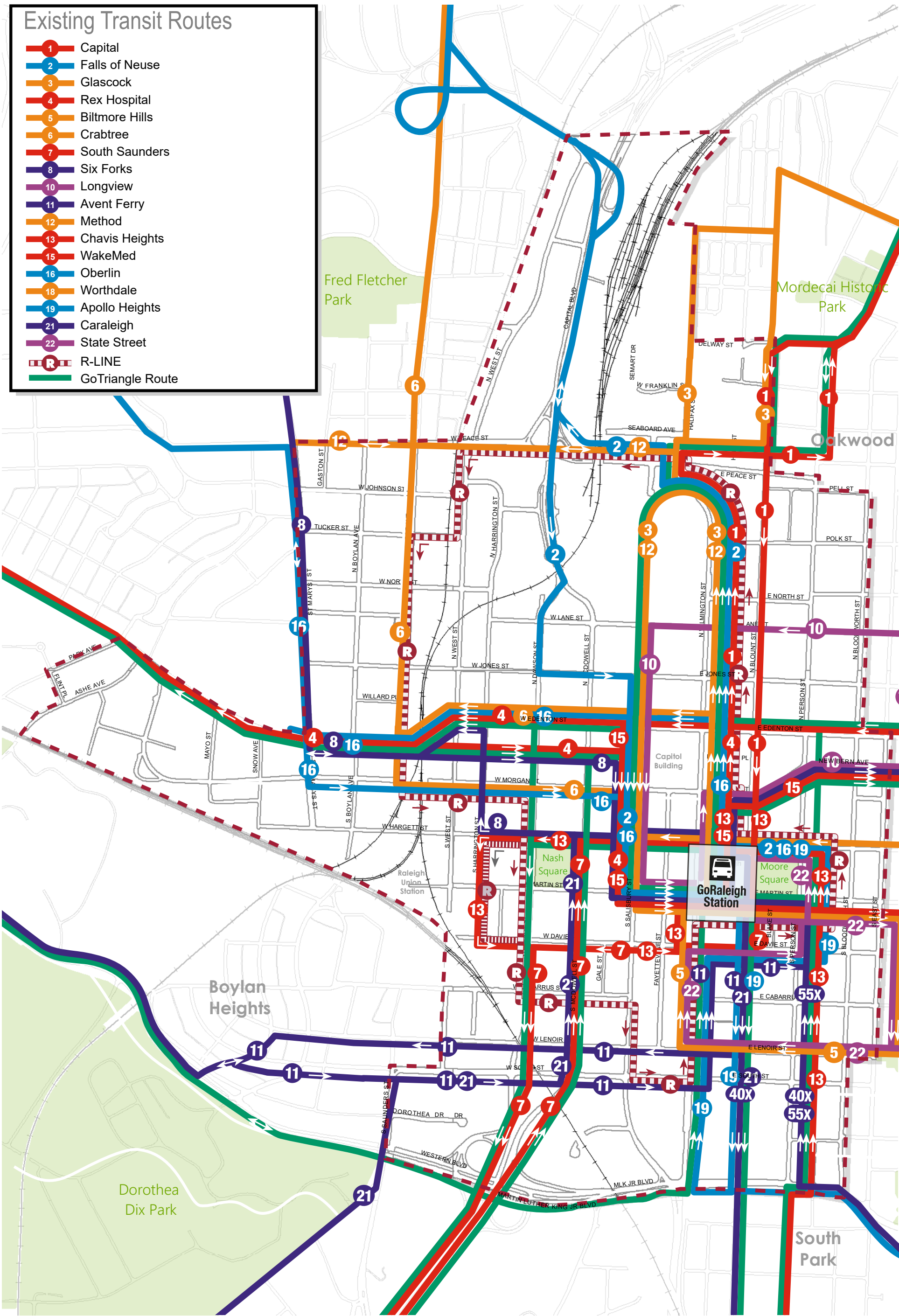
South Park







1	Capital
2	Falls of Neuse
3	Glascocock
4	Rex Hospital
5	Biltmore Hills
6	Crabtree
7	South Saunders
8	Six Forks
10	Longview
11	Avent Ferry
12	Method
13	Chavis Heights
15	WakeMed
16	Oberlin
18	Worthdale
19	Apollo Heights
21	Caraleigh
22	State Street
R	R-LINE
	GoTriangle Route

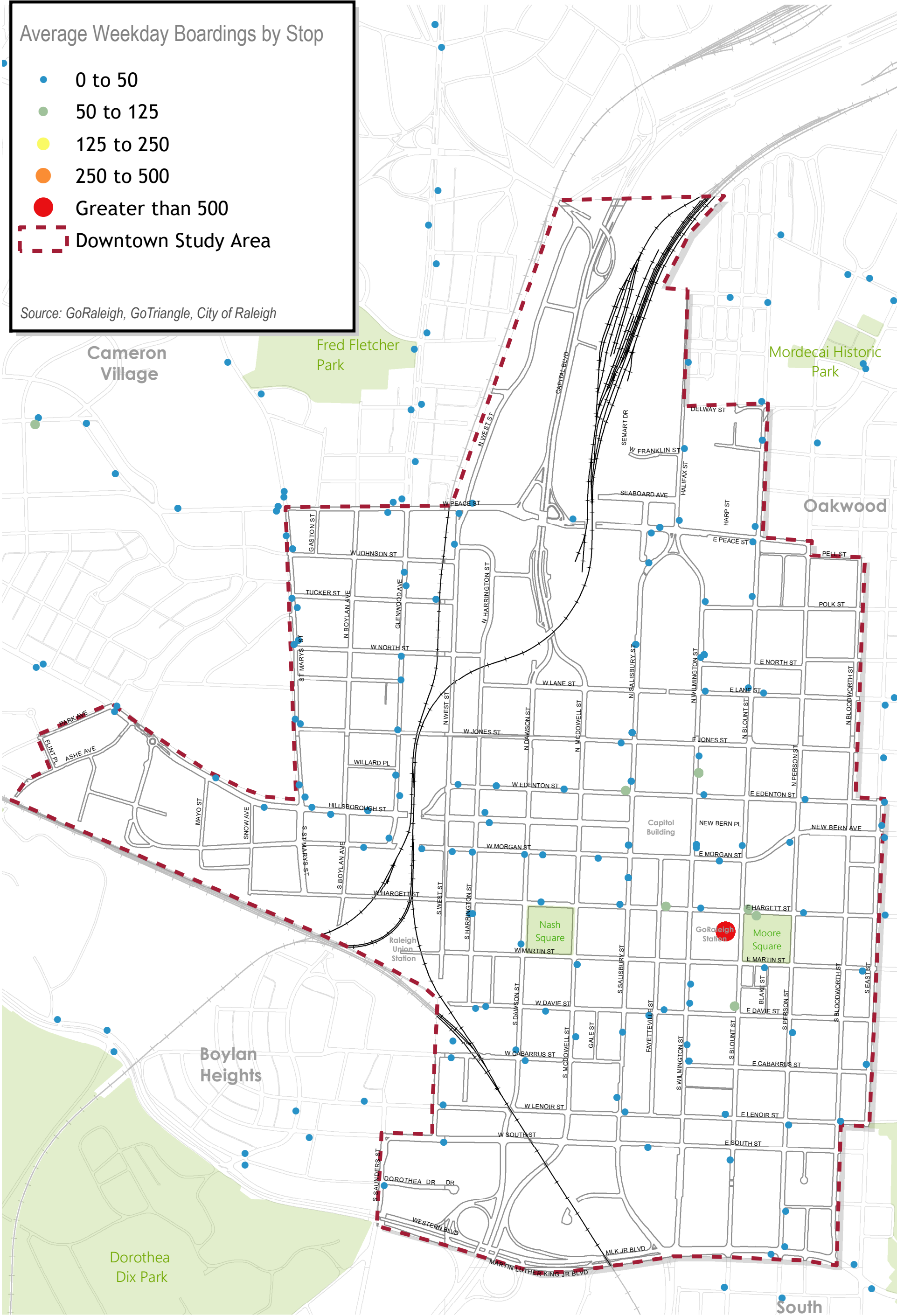




Average Weekday Boardings by Stop

- 0 to 50
- 50 to 125
- 125 to 250
- 250 to 500
- Greater than 500
- Downtown Study Area

Source: GoRaleigh, GoTriangle, City of Raleigh





Average Weekday Alightings by Stop

- 0 to 50
- 50 to 125
- 125 to 250
- 250 to 500
- Greater than 500
- Downtown Study Area

Source: GoRaleigh, GoTriangle, City of Raleigh



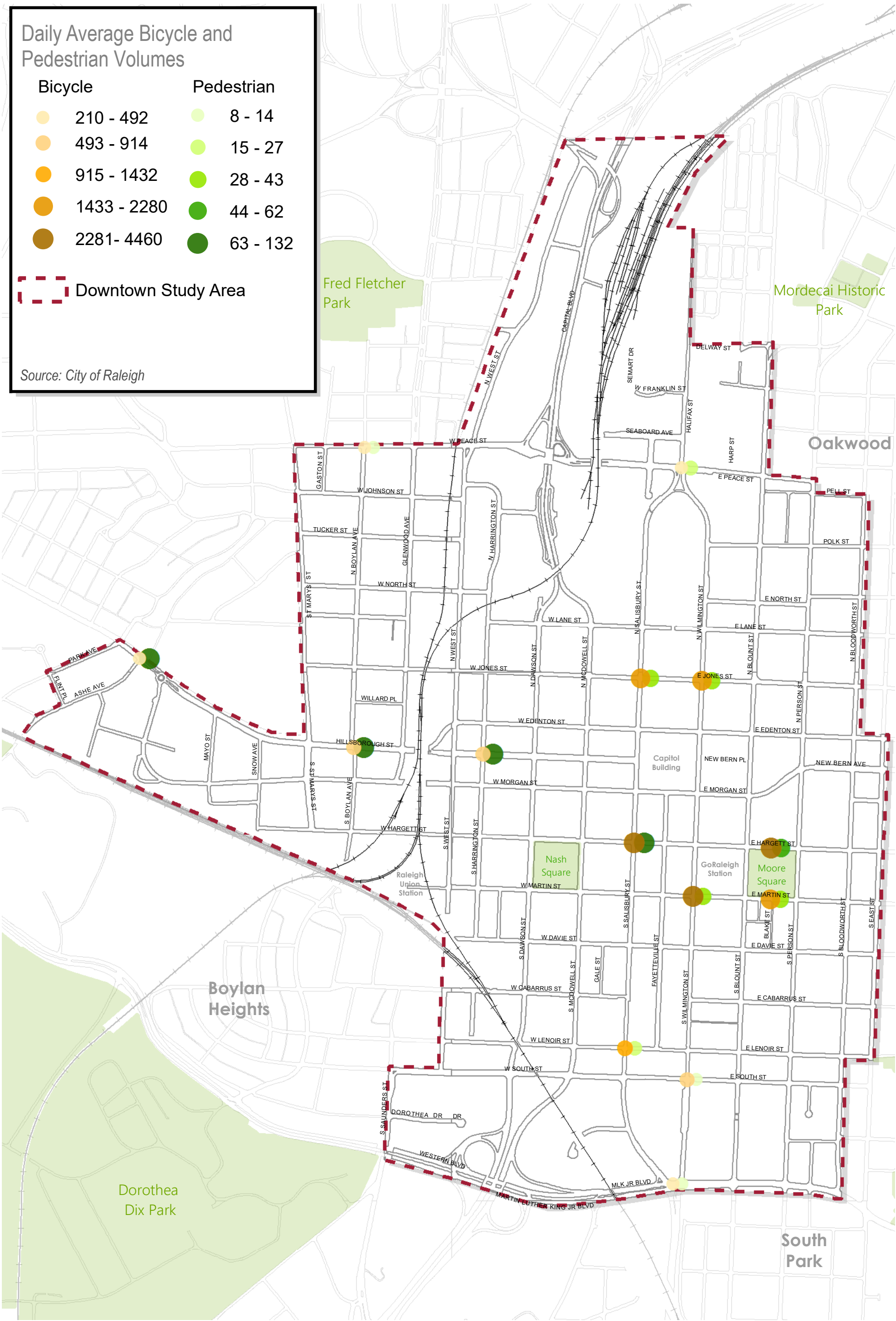


Daily Average Bicycle and Pedestrian Volumes

Bicycle	Pedestrian
210 - 492	8 - 14
493 - 914	15 - 27
915 - 1432	28 - 43
1433 - 2280	44 - 62
2281- 4460	63 - 132

Downtown Study Area

Source: City of Raleigh





-  Multi-Use Trail
-  Buffered Bike Lane
-  Bike Lane
-  Shared Lane Markings
-  Downtown Study Area

Source: City of Raleigh





- Low Density

Medium-Low Density

Medium-High Density

High Density

Downtown Study Area

Source: NCDOT Vehicle Crash Data (2011-2016)





- Low Density

Moderate-Low Density

Moderate-High Density

High Density

© Fatal

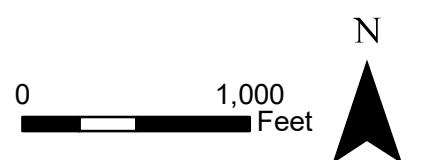
Downtown Study Area

Source: NCDOT Bicycle Crash Tool (2012-2015)



Dorothea
Dix Park

**South
Park**





-  Fatality
-  Disabling Injury
-  Evident Injury
-  Possible Injury
-  No Injury
-  Unknown Injury
-  Downtown Study Area

Source: NCDOT Bicycle Crash Tool (2012-2015)



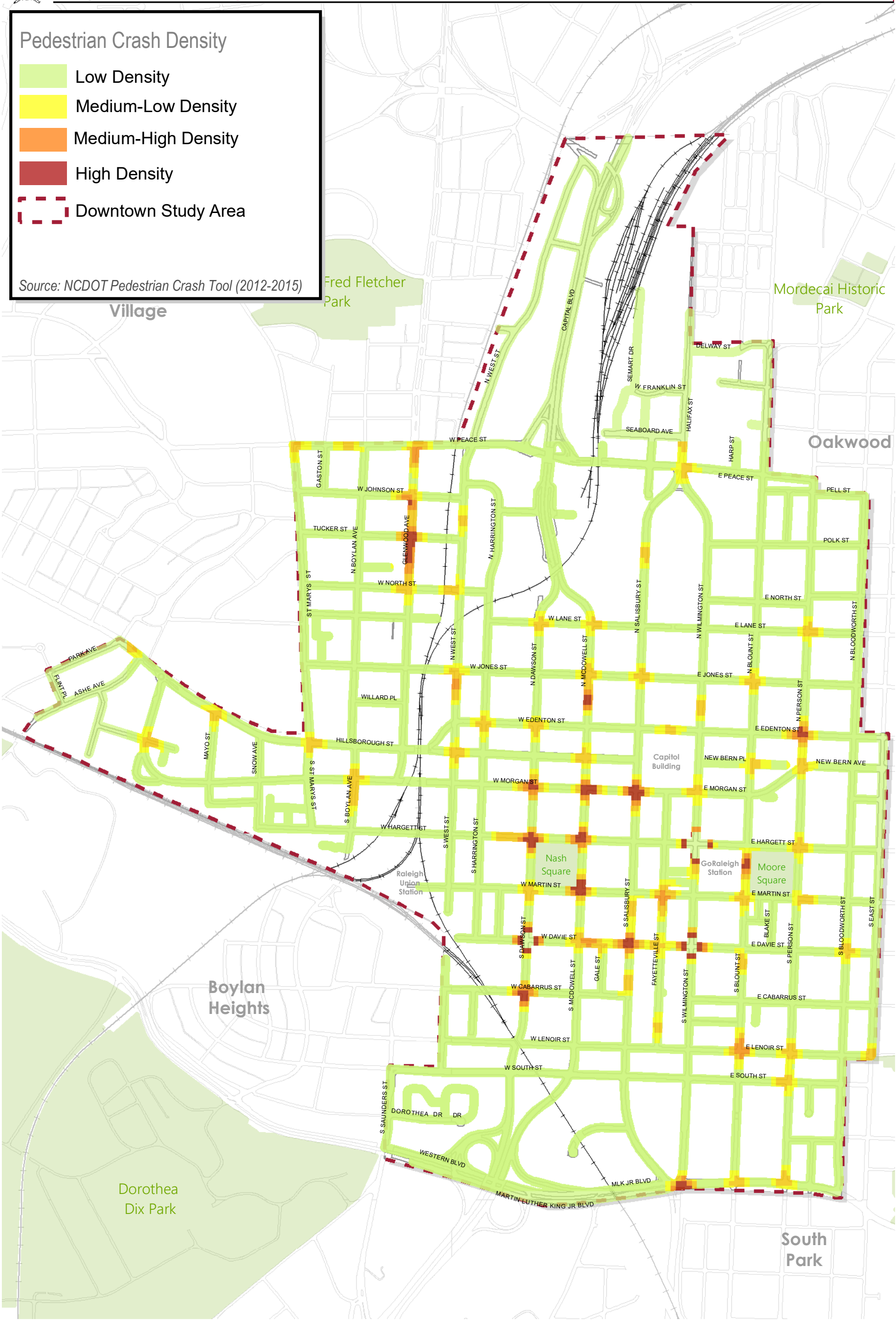


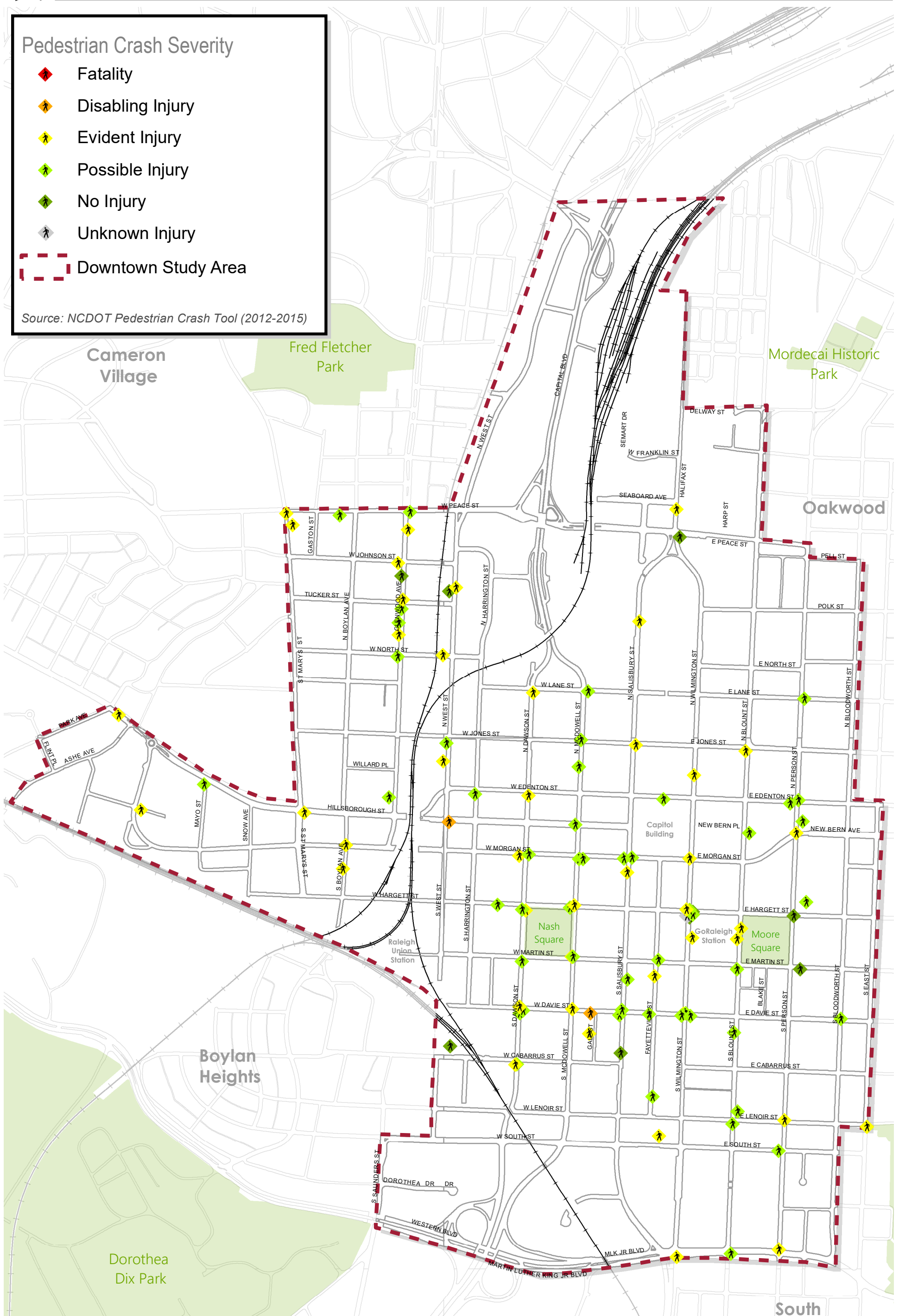
Pedestrian Crash Density

- Low Density
- Medium-Low Density
- Medium-High Density
- High Density

Downtown Study Area

Source: NCDOT Pedestrian Crash Tool (2012-2015)





 Transit Stations

CAMPO MIS Potential Wake Transit BRT Alignment



Wake Transit Commuter Rail



Blount - Person Corridor Study



Downtown Area Plan

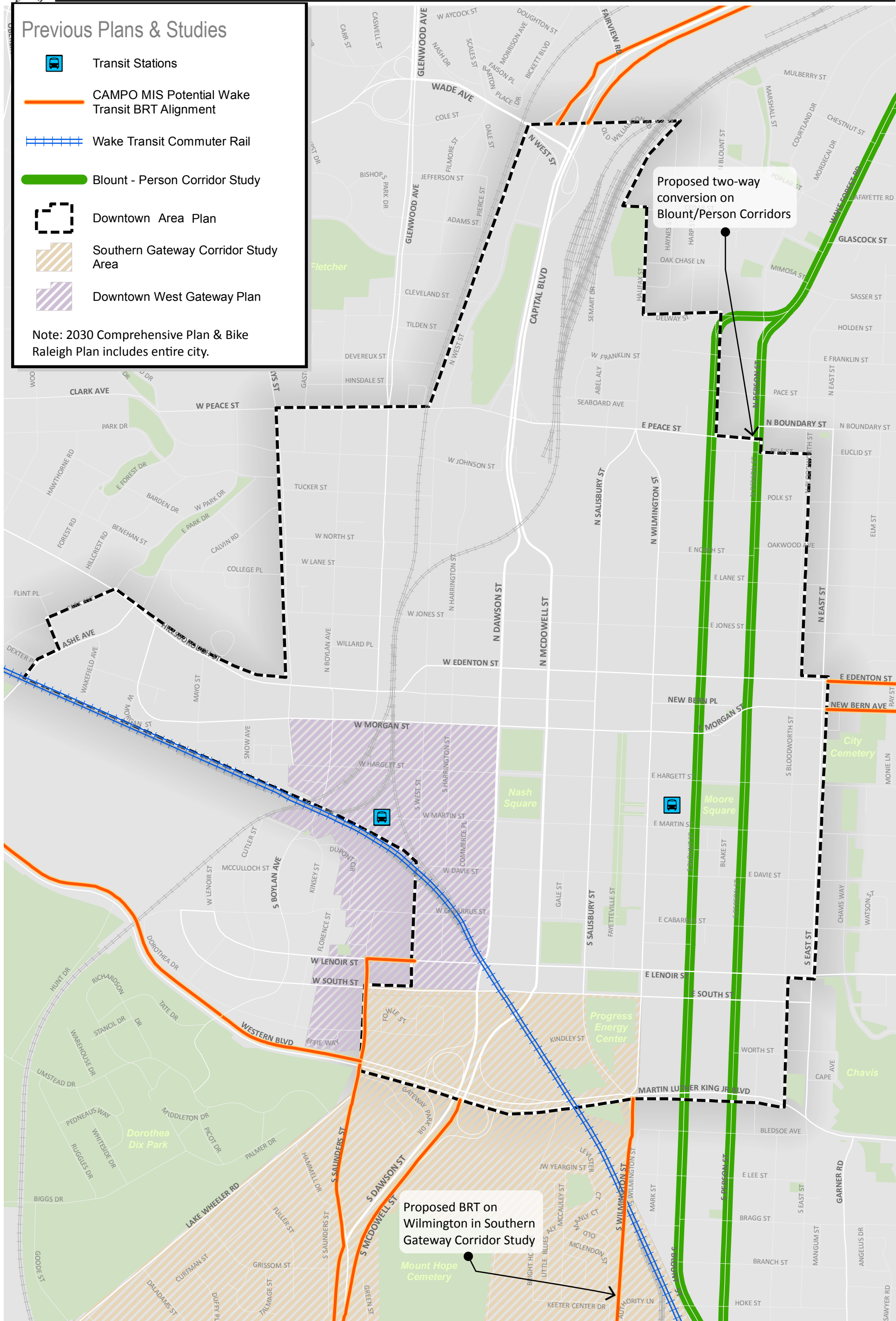


Southern Gateway Corridor Study
Area



Downtown West Gateway Plan

Note: 2030 Comprehensive Plan & Bike
Raleigh Plan includes entire city.



Kimley»Horn

A horizontal scale bar with a black background. It has a white rectangular segment in the middle. Above the left end is the number '0' and above the right end is the number '1,080'. To the right of the bar is the word 'Feet'.

Exhibit 2.7-A
May 2018



Functional Overlay Map

- Primary Bike Function
- Primary Pedestrian Function
- Primary Transit Function
- Primary Multimodal Function
- Secondary Bike Function
- Secondary Pedestrian Function
- Secondary Transit Function
- Substantial Traffic Demand on Corridor
- Potential for Competing Modes
- Potential Wake Transit BRT Alignment
- Downtown Plan*
- Downtown West Gateway Plan

*2030 Comprehensive Plan & Bike Raleigh Plan includes entire city.

S West St cycle track planned for construction in summer of 2018

Major vehicular corridor.

Blount St/Person St Corridor Study Phase 3 - Two-Way Restoration impacts multimodal function with reduced on-street parking, decreased mobility, and reduced bike lanes.

Glenwood Ave is planned as a new "Main Street", with redevelopment along the corridor.

It provides parallel access to the interstate and is an alternative vehicular route to McDowell Street and Dawson Street.

Morgan St serves as through street for traffic.

Minimize transit related traffic, per West Gateway Map AP-DWG4.

Competing multimodal demand for available right-of-way.

Key ped/bike/greenway connection.

Major vehicular corridor.

Raleigh Union Station

Downtown Plan- Nash Square Activity Center

GoRaleigh Station

Moore Square
Downtown Plan- Moore Square Activity Center

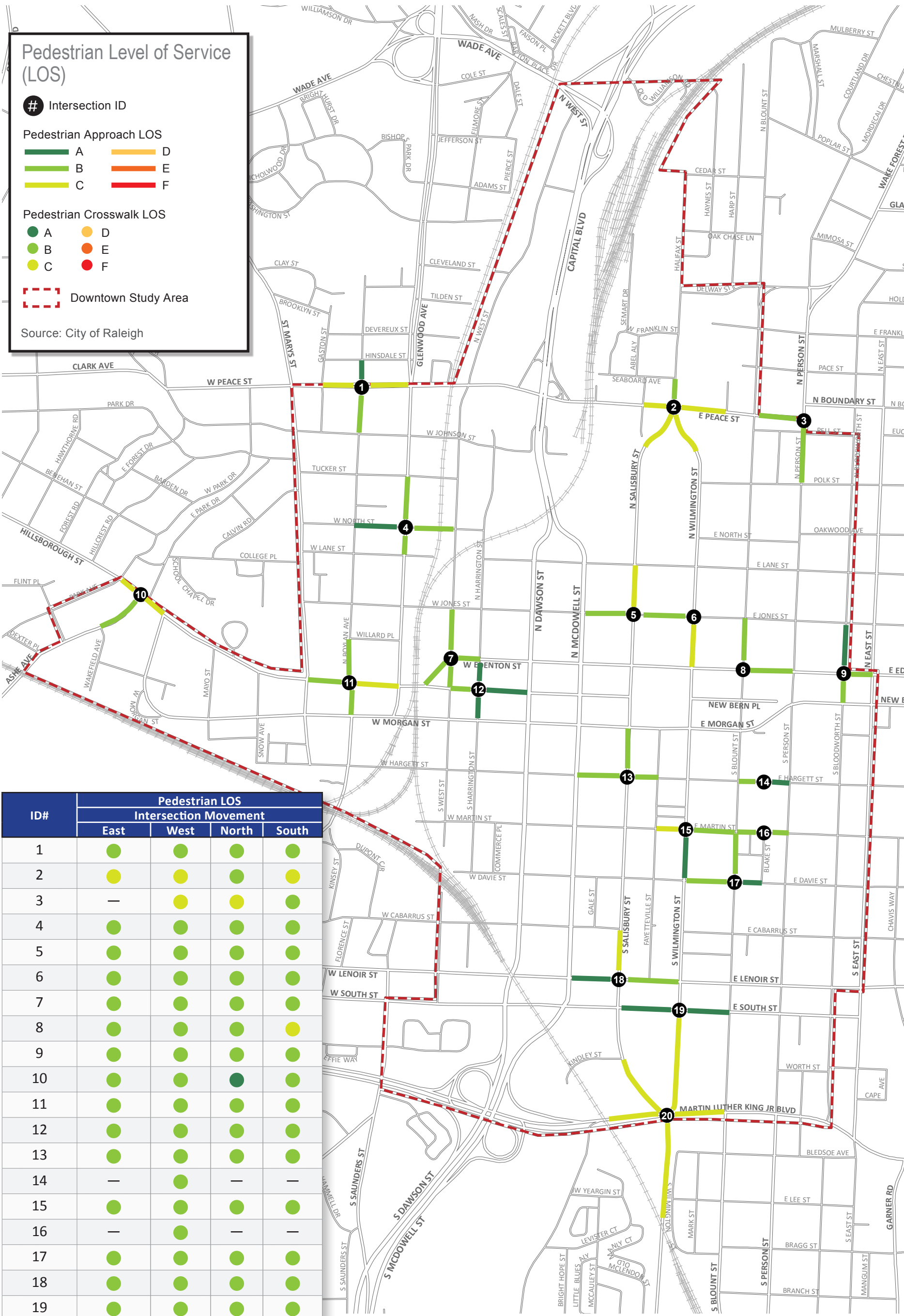
West Street Connection

Progress Energy Center

Dorothea Dix Park

Mount Hope Cemetery





Pedestrian Level of Service (LOS)

Intersection ID

Pedestrian Approach LOS

A

B

C

D

E

F

Pedestrian Crosswalk LOS

A

B

C

D

E

F

Downtown Study Area

Source: City of Raleigh

ID#	Pedestrian LOS Intersection Movement			
	East	West	North	South
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				



