

CONSTRUCTION

The project schedule is structured so that, should the Raleigh City Council approve that the project go to final design, construction activities on Hillsborough Street can occur during the summer of 2008 while activity and enrollment at NC State University are relatively low. Other construction activities

may occur in the spring and fall of 2008 in areas with lesser impact to traffic and business in order to facilitate the main construction in the summer.



SCHEDULE (Check www.hillsboroughstreet.org for updates and meeting locations)

June 13	Hillsborough Street Partnership Meeting	Dec 2007	City Council Review of Right-of-Way
June 21	Progress Meeting	Dec 2007	Hillsborough Street Partnership Annual Retreat
July 5	Progress Meeting	Jan 2008	Advertise for Construction Bid
July 16	Progress Meeting	Mar 2008	City Council Consider Construction Contract
Jul 2007	Second Public Meeting - 65% Design Plans	Apr 2008	Begin Construction
Sep 2007	City Council Public Hearing	Nov 2008	End Construction
Sep 2007	Hillsborough Street Partnership Meeting		



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Hillsborough ST Improvement Project

Moving Forward

Hillsborough Street Improvements, Phase I
Sponsored by: City of Raleigh

June 2007

HOW YOU CAN BE INVOLVED

After months of community dialogue, the Raleigh City Council authorized the creation of detailed engineering and streetscape plans for the next phase of the Hillsborough Street improvement project. With assistance from City Planning Director Mitch Silver and his team of senior planners, the concepts for Hillsborough Street were enhanced to blend with the character of the adjacent business community. Modified Alternative H3 was selected by the City Council, subject to the availability of funds.

Stay informed, ask questions, and share your thoughts! You are invited to attend meetings, visit the website, call, or send a letter. We want you to be involved.

Meetings: A second public meeting for the design of the Hillsborough Street Improvements, Phase I project will be held in July 2007. A public hearing will be held at the Raleigh City Council meeting in September 2007. Progress meetings will be held in conference room M-8, Caldwell Hall, on the NC State campus on the following dates: June 21, July 5, July 19, and August 2. Check the partnership website for meeting cancellation notices and agendas.

Partnership Website: www.hillsboroughstreet.org

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VISION

A partnership composed of private businesses, homeowner groups, and public agencies began meeting in 1999. A street revitalization plan was created in October 1999, and the group behind it officially established itself as the nonprofit Hillsborough Street Partnership several years later. Aiming to reinvigorate "life on the street" through a wide range of initiatives, the partnership continues to act as the community force behind this project, serving as the City's Advisory Committee through the process.

The Hillsborough Street revitalization project, as a huge step in the direction of the community's vision, is intended to directly solve safety concerns while also spurring economic renewal and community vitality on the street. Slower traffic speeds, well-designed crosswalks, improved lighting, additional on-street parking, and an improved streetscape are all part of this project and represent steps toward an improved Hillsborough Street.



THE
Hillsborough Street
PARTNERSHIP



Kimley-Horn
and Associates, Inc.

PROJECT DETAILS (subject to change)

The following is preliminary information and subject to change during final design.

- **Location:** Modified Alternative H3 improves Hillsborough Street to a two-lane section with a median from Gardner Street to Oberlin Road and adds a two-lane roundabout at Hillsborough Street and Pullen Road as well as a single-lane roundabout at Oberlin Road and extended Pullen Road. The project improves Pullen Road from Hillsborough Street south to Watauga Club Drive, Oberlin Road from Hillsborough Street north past Groveland Avenue, and adds a new section of Pullen

Road connecting Oberlin/Groveland with Hillsborough/Pullen. Pavement marking changes on Hillsborough Street may extend west to Dan Allen Drive and east to Woodburn Road/Cox Avenue.

- **Cost and Project Variables:** The project budget is \$3 million, thanks to Raleigh voters authorizing the 2005 Transportation Bond Referendum. However, highly desired features such as underground utilities and

Project Needs

- Add on-street parking
- Improve safety for all travelers
- Reduce speed
- Reduce crossing distance
- Support revitalization

enhanced streetscapes on side streets (like Pogue, Horne, Chamberlain, and Logan) don't fit the budget. Costs will be estimated for City Council consideration at one of its meetings in September. A

final decision on the amount and sources of additional funding will be made by City Council.

- **Pedestrians:** Pedestrian access to stores and businesses on Hillsborough Street will remain open during construction.

Sidewalks on the north side of Hillsborough Street will be replaced as necessary with bricks that follow patterns. The existing brick sidewalk on the south side will be modified to fit the wider street section. Pedestrians will be encouraged to cross Hillsborough Street at well-designed crosswalks, some of which will be signalized. More crosswalks will be painted and more pedestrian push buttons and signals will be installed. The following intersections will have pedestrian-crossing signals: Gardner Street, Pogue Street, Horne Street, Chamberlain Street, Logan Court, Enterprise Street, and Oberlin Road. Along both sides of Hillsborough Street at the roundabouts, the crosswalks will be moved out of their normal path compared to existing crosswalks, causing a slightly longer walk. Pedestrians crossing Hillsborough

Street between crosswalks will have the benefit of a 7-foot-wide raised curb median.

- **Parking:** The project will make on-street parking available on both sides of Hillsborough Street 24 hours a day – an increase of more than 100 parking spaces over the 77 on-street spaces permitted today.
- **Bicyclists:** The project enhances conditions for bicyclists by creating a 5-foot-wide buffer between the edge of the traffic lane and the edge of parked cars. However, beginner cyclists may still be uncomfortable riding on Hillsborough Street. The current alternate route along Hawthorne Road-Clark Avenue-Brooks Avenue will remain a viable route for all cyclists.
- **Bus Riders:** Three transit operators provide bus service on Hillsborough Street. Key transfer stops between these bus systems allow riders to connect from campus to City to regional buses. The NC State Wolfline system operates the highest frequency of bus service. No changes are planned to the Wolfline Transit Center at Gardner/Hillsborough in the current project phase.

The existing bus stop along eastbound Hillsborough just east of Horne Street is recommended to be relocated 150 feet to a location just west of Horne Street. The purpose of this relocation is to allow other traffic to pass the bus when it is stopped and make transfers easily between the Wolfline, CAT, and TTA systems. Pedestrian crosswalks across Hillsborough Street are proposed at each bus stop.

- **Overhead (private) Utility Lines:** The project team is working with the private utility owners to design the installation of a utility vault under the sidewalk or edge of street, enabling each provider to bury its wires. The companies include Progress Energy, AT&T, Time Warner Cable, and the City of Raleigh's traffic signal interconnect wires. The vault would be located to minimize impacts to existing subsurface water, sanitary sewer, and stormwater pipes. Changes to the curb locations on Hillsborough Street and the Pullen Road extension also will require adjustments to the stormwater pipes. Relocating the utilities underground will necessitate work inside individual businesses

and properties to switch electrical connections from aerial to buried entry. These switches would be provided by electricians rather than private utility owners. Property owners can apply to the City of Raleigh Planning Department for grants to help defray the cost of changing these connections.

- **Assessments:** There have been no discussions of assessments to private property other than paying the cost to switch utility services from aerial to buried entry inside individual buildings and properties. The Partnership is discussing an extension of the Downtown Raleigh Business Improvement District, but a decision has not been reached.
- **Permits:** An encroachment permit will be required from the North Carolina Department of Transportation and a Certificate of Appropriateness from the Raleigh Historic Districts Commission.

