



## **Outreach Appendix**



# **APPENDICES**

**TECHNICAL TEAM MEETING #1 AGENDA**

**TECHNICAL TEAM MEETING #2 AGENDA AND MEETING NOTES**

**TECHNICAL TEAM MEETING #3 AGENDA AND MEETING NOTES**

**TECHNICAL TEAM MEETING #4 AGENDA AND MEETING NOTES**

**TECHNICAL TEAM MEETING #5 AGENDA AND MEETING NOTES**

**ADVISORY COMMITTEE MEETING #1 AGENDA AND MEETING NOTES**

**ADVISORY COMMITTEE MEETING #2 AGENDA AND MEETING NOTES**

**ADVISORY COMMITTEE MEETING #3 AGENDA AND MEETING NOTES**

**ADVISORY COMMITTEE MEETING #4 AGENDA**

**STAKEHOLDER GROUPS MEETING NOTES**

**PUBLIC WORKSHOP #1 FLYER**

**PUBLIC WORKSHOP #1 COMMENTS**

**PUBLIC WORKSHOP #2 FLYER**

**PUBLIC WORKSHOP #2 COMMENTS**

**ONLINE SURVEY RESULTS**





### **Raleigh Downtown Transportation Plan Technical Team Meeting Agenda**

---

**Meeting Date:** Monday March 26, 2018  
1:30 PM – 2:30 PM

**Location:** Kimley Horn Office  
One City Plaza  
Raleigh, NC 27601

**Agenda Outline:**

1. Introductions
2. Public Participation Plan and Engagement Strategy
3. Public Outreach Coordination
4. Key Intersections for Traffic Study
  - Peace/St. Mary's
5. Data Collection Needs
6. Technical Document Review Process
7. Next Steps



**Raleigh Downtown Transportation Plan  
Technical Team Meeting Agenda**

---

**Meeting Date:** Thursday, May 24, 2018  
12:00 PM – 4:00 PM

**Location:** Kimley Horn Office  
One City Plaza  
Raleigh, NC 27601

**Agenda Outline:**

1. Introductions
2. Welcome and Ground Rules
3. Goals for Workshop
4. Existing Conditions Mapping
5. Expectations Discussion
  - Pre-existing expectations
  - What have you heard?
  - What are the absolutes?
6. Key Assumptions
  - 2 way conversions
  - West Street Extension
  - BRT routing to GoRaleigh station or Raleigh Union Station Bus (RUSBus)
  - MIS portal assumptions
  - Bus boarding options
  - Typical section assumptions
  - BRT as thru-routes
  - Streets not considered for BRT: Fayetteville Street
7. BRT Routing Activity
8. Next Steps





## Technical Team Workshop #1: Meeting Notes

**PROJECT:** DOWNTOWN TRANSPORTATION PLAN

**DATE:** MAY 24, 2018

**TIME:** 12:00-4:00 PM

**LOCATION:** KIMLEY-HORN OFFICE, RALEIGH, NC

### ACTION ITEMS:

- Project team will send out invite for next Technical Team workshop on July 26<sup>th</sup>
- Project team will complete further screening of the various alternatives and share results with Technical Team

### ATTENDEES:

NAME	COMPANY/AGENCY	NAME	COMPANY/AGENCY
David Eatman	City of Raleigh	Eric Lamb	City of Raleigh
Mila Vega	City of Raleigh	John Tallmadge	GoTriangle
Jed Niffenegger	City of Raleigh	Shelby Powell	CAMPO
Roberta Fox	City of Raleigh	Jason Hardin	City of Raleigh
Richard Hancock	NCDOT – Div. 5	Bill King	DRA
Paul Kallam	City of Raleigh	Kristopher Larson	DRA
Betty White	Kimley- Horn	Brett Gallagher	Kimley-Horn
Richard Adams	Kimley-Horn	Jon Wilson	Kimley-Horn
Kristina King	Kimley-Horn		

### MEETING NOTES:

1. Introductions
2. Welcome and Ground Rules
3. Goals for Workshop
  - Develop consensus
  - 3 BRT scenarios



#### 4. Existing Conditions Mapping

- Mapping completed as part of the existing conditions report which was sent out to the group prior to the meeting

#### 5 & 6. Expectations Discussion & Key Assumptions

- Any corridor using the median or left side boarding:
  - Richard, David, and Betty explained that this could be a possibility, but for the purpose of this study we will be assuming right side boarding.
- Blount/Person corridors should be considered as likely two-way conversion. Currently funded and slated to begin in the next 3 years.
- Wilmington/Salisbury - unique challenge with Legislative Building block limitations and ownership; should take this into consideration regarding two-way conversion, exclusive bus lanes and other potential modifications on these streets; may need to update parking map to show the free parking as "restricted" or pass holders since parking around the Legislative Building is restricted and controlled by State Capitol Police.
- Jones and Lane corridors should be considered as likely two-way conversion (very low traffic volumes) but there may be issues in vicinity of the Legislative Building (see above).
- This is fundamentally a study of tradeoffs
- Anytime proposing to take away sidewalk space will be very poorly received. Should assume the following for minimum sidewalk widths in downtown:
  - Standard Sidewalk – 14 feet
  - Preferred Minimum – 12 feet
  - Absolute Minimum – 10 feet
- Dawson/McDowell
  - Dawson/McDowell are heavy traffic streets that don't provide access to RUSBus or GoRaleigh Station but still may need to be considered for BRT; very little on-street parking on these streets
  - Consideration should be given to difficulty for crossing McDowell & Dawson for transit vehicles, bicycles, and particularly pedestrians
- The overlap of the lines is a key consideration - where different BRT routes can use the same exclusive lanes, this is a positive
- Exclusive transit streets:
  - Taking driveway access can be challenging
  - Generally assuming no exclusive transit streets for this exercise
- Consider West Street Extension under railroad tracks as a viable alternative
  - This project is partially funded through recent City bond referendum
  - For any scenarios utilizing this, an interim solution will also be needed until the extension is completed. The City has money to fund NEPA and design, but is still pursuing funding assistance through STI and federal grants for construction.
  - Timing of the implementation will be key.
- Some sort of very frequent transit connection between RUS Bus and GoRaleigh Station is vital, whether BRT or not.
- Need to take into consideration the number of turns the BRT will be required to take during the evaluation of the scenarios
  - Fewer turns = faster travel time
  - Left turns generally are easier than right





- Streets not considered for BRT: Fayetteville Street
- MIS portals: assume that potential "portal" streets into downtown include all options currently under consideration by MIS study, but no other alternatives.
- BRT routing – all BRT routes should go to either GoRaleigh station or Raleigh Union Station Bus Facility (RUS Bus)
- Typical section assumptions – example typical sections shown for reference
- 4 BRT independent BRT corridors – plans do not have to show routing through downtown (to be determined later, in conjunction with MIS)
- Assume that local routes can utilize BRT lanes

#### 7. BRT Route Consideration Factors

- BRT & Local Bus Operations
  - Travel Time, Reliability
  - Need to maintain a certain level of service for these major investment projects
- Traffic Impacts
- Constructability & Cost
- Other considerations
  - Try not to go too many places with the BRT, this has been done on other projects and created unsuccessful results due to travel time
  - Need to find a way to evaluate customer time as well as travel time on the BRT, this would include walking time

#### 8. Break

#### 9. BRT Routing Activity

- Each member of the Technical Team was given their own study area map along with example BRT routing scenarios to use for reference. Members were then asked to come up with one BRT routing scenario to use for comparison and discussion in the next small group activity. All existing conditions mapping was available to use for reference during this exercise.
- Technical Team was broken into three groups, with the task of developing one or two alternative BRT route scenarios within the study area (each scenario to include the 4 proposed BRT routes)
- Group 1 Scenario
  - "O" Route
  - Super-block idea, where routes generally follow a one-way pattern around downtown utilizing streets more on the periphery
  - Avoids the Fayetteville Street corridor by using Hargett, Peace, and South Street due to operational concerns - frequent events on Fayetteville often impact transit operations
  - "Get-in and get-out" option
  - Simple for users to understand
  - Special events street closures would be avoided
  - Prioritized keeping the "R" in BRT
  - Utilized Blount Street on East side of town
  - West Street on West side of Town



- At-grade railroad crossing potential issue on West Street
  - Concerns expressed regarding one-way loops increasing travel time and increasing customer walk time. The same issues may arise as with the R-Line which has significant issues due to operating as a one-way loop.
  - Group 2 Scenario
    - "H" Route
    - Exclusive BRT lanes with TSP would be essential on Martin Street, connecting RUS Bus & GoRaleigh Stations
    - West Street North/South to Western
    - New Bern/Edenton and loop Wilmington/Salisbury for East/South
    - Moore Square school (entire block) avoided due to congestion during school pick up and drop off times – this is an important consideration
    - Blount Street between Hargett and Martin – a BRT station on the street here will be very difficult
    - Removing on-street parking on Martin St could be less challenging than on Hargett St (some debate on this)
  - Group 3 Scenario A
    - Two non-touching routes (transfer penalties)
      - North to West connection generally on West Street
      - East to South connection generally on Edenton/New Bern and Salisbury/Wilmington
    - High frequency circulator with TSP assumed between stations
    - This alternative was discarded due to lack of service to GoRaleigh or Raleigh Union Station for any of the BRT routes and the lack of connectivity between BRT routes
  - Group 3 Scenario B
    - "I" Route generally utilizing a north-south one-way pair to traverse downtown
    - Two key N/S corridor options:
      1. Wilmington/Salisbury (lots of existing transit on these routes today, lots of private and state government employment; would touch GoRaleigh station in northbound direction)
      2. Dawson/McDowell (these streets timed and operate to maximize throughput; very little on-street parking exists; could fit three general purpose lanes and one BRT lane; wouldn't touch either station, but would be roughly run the middle between them)
        - Will need to analyze both to justify ruling one or the other out
    - High frequency circulator with TSP assumed between stations
  - Some of the technical team members voted on their top 2 BRT route scenarios, however these results will not be used as part of the scenario analysis
- 10. Next Steps**
- Schedule next Technical Team Workshop for July 26<sup>th</sup> 12pm – 4pm
  - Tier 1 screening of initial scenarios to determine top 3 to carry forward





## Technical Team Workshop #2 – Part 1 Agenda

**Meeting Date:** July 16, 2018  
**Meeting Time:** 1:00 PM – 3:00 PM  
**Location:** Kimley-Horn Office  
One City Plaza  
Raleigh, NC 27601

### Meeting Objective

To develop a framework for building the 3 multimodal scenarios around the 3 proposed BRT routing alternatives and to begin building one of these scenarios.

### Agenda Outline

1. Introductions
2. Review 3 BRT Routing Scenarios
  - Review Tier 1 Screening Memo
  - Review Assumptions
3. Tradeoffs Exercise – Multimodal Scenario A (including BRT Scenario H)
  - Introduce Multimodal Considerations
    - 2030 Comprehensive Plan Downtown Raleigh Maps and Policies
  - Review Impacts and Alternatives
  - Develop Resolution
  - Apply to Scenario A
4. Wrap Up and Next Steps
  - Tradeoffs Exercise will be applied to other scenarios
  - Review outcomes at next workshop
  - Discuss evaluation criteria





## Technical Team Workshop #1: Meeting Notes

**PROJECT:** RALEIGH DOWNTOWN TRANSPORTATION PLAN

**DATE:** JULY 16, 2018

**TIME:** 1:00-3:00 PM

**LOCATION:** KIMLEY-HORN OFFICE, RALEIGH, NC

### ATTENDEES:

NAME	COMPANY/AGENCY	NAME	COMPANY/AGENCY
David Eatman	City of Raleigh	Eric Lamb	City of Raleigh
Mila Vega	City of Raleigh	John Tallmadge	GoTriangle
Jed Niffenegger	City of Raleigh	Roberta Fox	City of Raleigh
Richard Hancock	NCDOT – Div. 5	Jason Hardin	City of Raleigh
Paul Kallam	City of Raleigh	Bill King	DRA
Seneca Sok	City of Raleigh	Ken Bowers	City of Raleigh
Betty White	Kimley- Horn	Val O'Brien	Kimley-Horn
Richard Adams	Kimley-Horn	Kristina King	Kimley-Horn

### MEETING NOTES:

1. Introductions
2. Review 3 BRT Routing Scenarios
  - Review Tier 1 Screening Memo
  - Review Assumptions
3. Tradeoffs Exercise – Multimodal Scenario A (including BRT Scenario H)
  - Introduce Multimodal Considerations
    - 2030 Comprehensive Plan Downtown Raleigh Maps and Policies
  - Review Impacts and Alternatives
  - Recommendations/Comments:
    - Discourage using all minimum widths for lanes and sidewalk on the same cross section
    - Additional sidewalk width (up to 14') is typically obtained with new building development; OK to assume 10' sidewalks as minimum for typical section within existing 66' right of way





- Consider sharing BRT lane with bikes in shared lane
  - Generally, the speed of the bus determines how viable bike travel would be in bus lane
  - With slower speeds downtown, its generally OK to consider allowing bikes in bus lane except Dawson & McDowell Streets (faster speeds)
- Hargett and Martin Streets must have on-street parking at least on one side of the street
  - Generally, want to avoid complete removal of on-street parking on both sides on any streets where it exists today
- Where on-street parking will remain, much better to not have parking between BRT lane and curb
- Utility (bang for your buck) of exclusive transit lanes will be quantified in evaluation phase
- Pedestrian crossing times is generally controlling factor in signal timing in downtown Raleigh (all signals have pretimed pedestrian phases rather than pushbuttons)
- This project will also recommend where one-way streets will remain
- Bus stop consolidation will be a consideration in this plan also
- Loading zones locations for street front retail can be shifted to "around the corner" locations if loading zone is walkable with hand carts and the loading zone availability is reliable
- Martin Street is under consideration as potential east/west bike connection to include cycle track
  - If necessary, this could move to Davie Street
- Bloodworth and/or East Street are under consideration for a "neighborhood bikeway"
- For retail streets the most important elements are sidewalks and loading
  - Hargett Street has more soft goods retailers than Martin Street
- Would be helpful to see existing retail locations mapped
- How many North/South bike lanes do we really need? (Blount, Wilmington, Person, Chavis, Bloodworth, East)
- Bus circulator (required in BRT scenarios I1 and I2) – consider using trunk of several local bus lines to serve as circulator between GoRaleigh Station and Union Station, to reduce cost of providing additional circulator service
- **Martin Street / Hargett Street:** Conduct traffic analysis screening to look at:
  - On-street parking on one side, BRT one direction, bike lanes or cycle track on Davie, opposing BRT on Hargett Street
  - Two-way BRT on Martin Street, one general travel lane (one way), on-street parking on one side
- **West Street:**
  - Agreement to relocate cycle track to Harrington Street between Peace Street and Martin Street
- **Blount Street / Wilmington Street:** Retail on both streets, need parking/loading for deliveries, dumpsters, etc.





- Two lanes of travel and a BRT lane shared with bikes. One parking/loading lane. (Option A).

**4. Wrap Up and Next Steps**

- Tradeoffs Exercise will be applied to other scenarios
- Review outcomes at next workshop
- Discuss evaluation criteria





## Technical Team Workshop #2 – Part 2 Agenda

**Meeting Date:** July 26, 2018  
**Meeting Time:** 12:00 PM – 4:00 PM  
**Location:** Kimley-Horn Office  
One City Plaza  
Raleigh, NC 27601

### Meeting Objective

To develop consensus on 3 multimodal scenarios around the 3 proposed BRT routing alternatives for further evaluation and which will be presented to the public, advisory committee and stakeholder groups.

### Agenda Outline

1. Introductions
2. Review 3 Multimodal Scenario Maps
  - Revise maps as necessary based on input
3. Review Cross-Sections
  - Primary and secondary modal priority for each street segment
  - Review cross-sections applied to each multimodal scenario
  - Revise cross-sections as necessary based on input
4. Discuss multimodal evaluation criteria
  - Review Advisory Committee priority pyramid results
  - Review sample evaluation criteria
  - Revise evaluation criteria and/or metrics as needed
5. BRT Corridor Challenges
  - West Street north of Peace Street
6. Next steps
  - Technical evaluation of each scenario
  - Present scenarios to Advisory Committee
  - Schedule August meeting

**Technical Team Workshop #2 Part 2: Meeting Notes****PROJECT:** RALEIGH DOWNTOWN TRANSPORTATION PLAN**DATE:** JULY 26, 2018**TIME:** 12:00-4:00 PM**LOCATION:** KIMLEY-HORN OFFICE, RALEIGH, NC**ATTENDEES:**

NAME	COMPANY/AGENCY	NAME	COMPANY/AGENCY
David Eatman	City of Raleigh	Eric Lamb	City of Raleigh
Mila Vega	City of Raleigh	John Tallmadge	GoTriangle
Jed Niffenegger	City of Raleigh	Michael Moore	City of Raleigh
Joey Hopkins	NCDOT	Jason Hardin	City of Raleigh
Paul Kallam	City of Raleigh	Bill King	DRA
Seneca Sok	City of Raleigh	Ken Bowers	City of Raleigh
Kris Larson	DRA	Patrick McDonough	GoTriangle
Shelby Powell	CAMPO	Erik Landfried	GoTriangle
Betty White	Kimley- Horn	Jon Wilson	Kimley-Horn
Richard Adams	Kimley-Horn	Kristina King	Kimley-Horn

**MEETING NOTES:**

1. Introductions
2. Review 3 Multimodal Scenario Maps
  - Consider connections to Dix Park
  - Where the cycle track/separated bikeway overlaps with the greenway – consider changing nomenclature to be “urban greenway”
  - Consider additional stop location on Scenario A in between GoRaleigh Station and Raleigh Union Station, if it advances as the preferred scenario
  - Really need to emphasize modal hierarchy as a means of justifying decisions to businesses and the local community
  - Concerns raised about event closures
  - Should not plan based on the sale/relocation of state government facilities





- Clearly communicate key assumptions with the public and stakeholders
  - Still need to consider one-way BRT on Hargett and Martin Street as a backup to two-way BRT on Martin
  - Need to prove out that exclusive lanes are needed (especially on Martin and/or Hargett), show what the difference is if these were shared lanes
- 3. Review Cross-sections**
- BRT on Peace Street causes concerns based on the limited width and bridges
  - Bike priority on Peace Street should be shifted south to Johnson Street between Harrington and the western side of the study area
  - Consider including more cycle tracks/separated bikeways where possible
  - Where bikes and parking are within the same cross-section, show the buffered bike lanes behind the parking (on the curb-side)
- 4. Discuss multimodal evaluation criteria**
- **Feedback on specific criteria**
    - Evaluate parking occupancy
    - Don't consider parking "vibrancy"
    - Use future year TAZ data
    - Consider redevelopment potential as a criterion
    - Use the New Starts definition of affordable housing - TJCOG may have this information for downtown
    - Re-evaluate how to measure cost effectiveness
    - Need to include customer experience/overall customer travel time which includes number of transfers, especially for scenarios including circulators
    - Need to consider local bus in BRT lanes
    - Perhaps run local buses along circulator route to serve as circulation rather than a dedicated circulator route
  - **Overall feedback**
    - The evaluation criteria need to be summarized in a memo that explains the methodology for each and cites the source data for each (similar to the document created for the MIS study)
    - Messaging of the criteria to the public will be key
- 5. BRT Corridor Challenges**
- **West Street vs. Capital Blvd**
    - Potential to widen to the east on West Street to get sufficient right-of-way
    - End all BRT scenario routing maps at Peace Street to the north and MLK Jr Blvd to the south for distribution to engagement groups and the public
- 6. Wrap Up and Next Steps**
- Evaluation methodology document will be sent out for review by Technical Team
  - Meeting set up to review bicycle recommendations
  - Technical evaluation of each scenario will begin in August
  - Scenarios will be presented to Advisory Committee in August to get feedback
  - Schedule next meeting for September – will send out Doodle Poll



## Technical Team Workshop #3 Agenda

**Meeting Date:** September 10, 2018  
**Meeting Time:** 1:00 PM – 4:00 PM  
**Location:** Kimley-Horn Office  
One City Plaza  
Raleigh, NC 27601

### Meeting Objective

To review the 3 multimodal scenarios including updated bicycle networks and draft proposed pedestrian improvements methodology. Review initial draft results of multimodal scenario technical analysis.

### Agenda Outline

1. Introductions
2. Review 3 Multimodal Scenario Maps
3. Draft Proposed Pedestrian Improvements Methodology
4. Feedback from Advisory Committee Meeting #2
5. Evaluation Criteria Framework
  - Review comment responses to memo
  - Review criteria
6. Review and discuss initial draft technical evaluation results
7. Next steps





## Technical Team Workshop #3 Notes

**Meeting Date:** September 10, 2018

**Meeting Time:** 1:00 PM – 4:00 PM

**Location:** Kimley-Horn Office  
One City Plaza  
Raleigh, NC 27601

### Meeting Objective

To review the 3 multimodal scenarios including updated bicycle networks and draft proposed pedestrian improvements methodology. Review initial draft results of multimodal scenario technical analysis.

### Attendees

Name	Organization
Roberta Fox	City of Raleigh
Paul Kallam	City of Raleigh
Jed Niffenegger	City of Raleigh
Michael Moore	City of Raleigh
Jennifer Green	GoTriangle
Kenneth Bowers	City of Raleigh
Kristopher Larson	Downtown Raleigh Alliance
Bill King	Downtown Raleigh Alliance
Bret Martin	CAMPO
Patrick McDonough	GoTriangle
Mila Vega	City of Raleigh
Jason Hardin	City of Raleigh
Matt Cushing	CAMPO
Richard Adams	Kimley-Horn
Betty White	Kimley-Horn
Jon Wilson	Kimley-Horn
Krisinta King	Kimley-Horn
Val O'Brien	Kimley-Horn



## Meeting Outline

1. Introductions
2. Review 3 Multimodal Scenario Maps
3. Draft Proposed Pedestrian Improvements Methodology
4. Feedback from Advisory Committee Meeting #2
5. Evaluation Criteria Framework
  - Review comment responses to memo
  - Review criteria
6. Review and discuss initial draft technical evaluation results
7. Next steps

## Discussion Highlights

- Need to consider bulb outs, on-street parking, or only having 2 travel lanes to help enhance the pedestrian experience when crossing Dawson and McDowell streets, these are both very wide and pedestrians have a long distance to travel across traffic.
- KH needs to include linework for Harrington and Johnson Streets, send request to Roberta
- BRT Stations will not include knee walls in clear zone like shown in Richmond photos
- Speed is what attracts news riders for BRT
- Need to highlight potential problem areas where future express bus service overlaps with cycle tracks and other bike infrastructure
- KH will look into a way for including wait time at signals in the pedestrian walk travel time calculations
- On-street parking/loading lanes should be wide enough so that trucks that re loading do not block travel lanes, may need to move curbs to accommodate this. The travel lanes need to be productive and not blocked most of the time by loading trucks
- May be more difficult to move granite curbs in historic districts
- Need more BRT stations downtown, less than ½ mile-spacing
- Need to adjust walksheds, don't show crossing the railroad tracks, show Johnson Street extension
- May need to show BRT travel times for other combinations of routes, (such as south to east and north to west)
- CAMPO most interested in BRT travel times
- Add shaded color to show walk time in customer travel time graphs
- Will need to compare impacts to on-street parking to the total amount of on-street parking available in downtown as well as total off-street parking as well
- KH will work on getting origin and destination information for downtown employees and residents through TRM and Streetlight data
- Will need to consider where future 30 and 60 minute routes will be located and where the bike infrastructure overlaps, need recommendations for how buses and bike facilities will interact





## Technical Team Workshop #4 Agenda

**Meeting Date:** November 16, 2018  
**Meeting Time:** 10:00AM – 12:00 PM  
**Location:** Kimley-Horn Office  
One City Plaza  
Raleigh, NC 27601

### Meeting Objectives

To review the following:

- Results from technical analysis of the 4 multimodal scenarios
- Feedback from public meeting and online survey
- Process for selecting a preferred multimodal scenario

### Agenda Outline

1. Blount St at South St modification to Scenarios A & B
2. Scenario D
3. Scenario Evaluation Details
  - Population & Employment
  - Parking
  - Traffic
  - BRT Travel Times & Customer Travel Times
  - Construction Impacts
4. Public Meeting Input
5. City Council Input
6. Online Survey Results
7. Next Steps:
  - AC Meeting 11/27 – present scenario evaluation results & vote on preferred scenario
  - Present results from AC Meeting to Technical Team





## Technical Team Workshop #4 Notes

**Meeting Date:** November 16, 2018  
**Meeting Time:** 10:00AM – 12:00 PM  
**Location:** Kimley-Horn Office  
One City Plaza  
Raleigh, NC 27601

### Meeting Objectives

To review the following:

- Results from technical analysis of the 4 multimodal scenarios
- Feedback from public meeting and online survey
- Process for selecting a preferred multimodal scenario

### Workshop Discussion Notes

1. Reviewed Blount St at South St modification to Scenarios A & B
  - It was requested that BRT travel times be calculated before/after the South Street diversion in Scenario A and B. KH confirmed that if one of these are the preferred scenario these additional calculations can be performed.
2. Reviewed new Scenario D – discussed that this is a modification of Scenario B to avoid traffic issues at Peace/Wilmington intersection
3. Scenario Evaluation Details
  - Population & Employment
  - Parking
    - It was confirmed that for Scenario A, parking on Martin Street is only proposed to be removed on the south side
    - It was pointed out that when loading zones are impacted additional on-street parking may need to be removed and used as loading
    - It was pointed out that it might be better to show parking impacts as a % instead of quantitative numbers. Suggested to show as % decrease of all on-street parking in study area and show as a % decrease of all parking in study area (including parking decks and lots).
  - Traffic





- Illustrate delays as seconds per vehicle
  - Instead of showing Future Year No Build, show Scenarios as net increase (or % increase)
  - Just show intersections with LOS F (rather than E & F)
  - Cut-through traffic was discussed with regard to Scenario C – it was confirmed that MLK was not included in that cut-through boundary analysis (and still significant cut-through traffic in downtown Raleigh).
  - It was pointed out that the more turns required along the BRT routes can be difficult to optimize the traffic signals and can result in more delay
  - BRT Travel Times & Customer Travel Times
    - It was suggested to also include the BRT travel time to/from Raleigh Union Station and show with bar graph style like shown for GoRaleigh Station
    - It was clarified that delay at signals was not included in the pedestrian walk times, but could be considered for inclusion with the preferred alternative
    - Consider mentioning that longer BRT travel times can result in higher operating costs in order to maintain a certain frequency of service (such as 10-minute headways in the peak)
  - Construction Impacts
    - Add yellow highlight to legend for construction impacts map
4. Public Meeting Input
- Under discussion of public comments, make sure these are labeled as public comments and not necessarily “recommendations or facts” from KH or project team
  - Comments should be summarized rather than showing specific text from selected comments
5. City Council Input
- Discussed input from City Council, especially importance of serving GoRaleigh station
6. Online Survey Results
- Reviewed input from online survey



7. Next Steps:

- AC Meeting 11/27 – present scenario evaluation results & vote on preferred scenario
- Present results from AC Meeting to Technical Team
- Consider reframing discussion of alternatives as “If you value these goals and objectives, then that leads to this scenario.”
- GoTriangle mentioned that they don't see scenario C as an option that is consistent with their goals. This message should be passed along to the Advisory Committee.





## Technical Team Workshop #5 Agenda

**Meeting Date:** February 23, 2019  
**Meeting Time:** 2:00PM – 4:00 PM  
**Location:** Kimley-Horn Office  
One City Plaza  
Raleigh, NC 27601

### Agenda Outline

1. Project timeline
2. Advisory committee meeting feedback
3. Next steps for BRT projects
4. BRT project sequencing
5. Phased implementation for Downtown Raleigh
  - Near-term
  - Mid-term
  - Long-term
  - Multimodal components
6. Next Steps:
  - Final Advisory Committee Meeting: 2/4 or 2/5
  - Final Public Meeting: 2/26
  - City Council Presentation: 3/19
  - Final RDTP: End of March 2019



## Technical Team Meeting #5 Meeting Notes

**Meeting Date:** January 23, 2019  
**Meeting Time:** 2:00PM – 4:00 PM  
**Location:** Kimley-Horn Office  
 One City Plaza  
 Raleigh, NC 27601

### Attendees

Name	Organization	Initial
Roberta Fox	City of Raleigh	RF
Eric Lamb	City of Raleigh	EL
Paul Kallam	City of Raleigh	PK
Kenneth Bowers	City of Raleigh	KB
Jed Niffenegger	City of Raleigh	JN
Michael Moore	City of Raleigh	MM
Saintseneca Sok	City of Raleigh	SS
Jason Hardin	City of Raleigh	JH
Joey Hopkins	NCDOT	JH
Richard Hancock	NCDOT	RH
Jennifer Green	GoTriangle	JRG
Patrick McDonough	GoTriangle	PM
Kristopher Larson	Downtown Raleigh Alliance	KL
Bill King	Downtown Raleigh Alliance	BK
Bret Martin	CAMPO	BM
Shelby Powell	CAMPO	SP
Mila Vega	City of Raleigh	✓
David Eatman	City of Raleigh	DE
Matthew Carrier	City of Raleigh	MC





## Agenda Outline

1. Project timeline
2. Advisory committee meeting feedback
3. Next steps for BRT projects
4. BRT project sequencing
5. Phased implementation for Downtown Raleigh
  - Near-term
  - Mid-term
  - Long-term
  - Multimodal components
6. Next Steps:
  - Final Advisory Committee Meeting
  - Final Public Meeting
  - City Council Presentation
  - Final RDTP

## Discussion Highlights

- Phase 1 of the Blount/Person two-way conversion
- Concern about Hillsborough Street and the number of frequent routes shown in the Wake Bus Plan
- Discussion of the “decision matrix” and items needing further clarification to determine preferred north alternative, including but not limited to the suggestions below:
  - West Street Extension
  - Capital Boulevard vs. West Street
  - New development/redevelopment
  - Utilities
  - Raleigh Union Station Bus Facility
- Request for further information about travel time savings associated with exclusive lanes
- Concern expressed about Tier 1 bicycle facilities on Hillsborough Street and it will interact with the high frequency routes
- Continued concern was expressed about the potential disruption to Martin Street



## Advisory Committee Meeting #1 Agenda

**Meeting Date:** June 25, 2018  
**Meeting Time:** 2:30 PM – 4:00 PM  
**Location:** Kimley-Horn Office  
One City Plaza  
Raleigh, NC 27601

### Meeting Objective

To introduce the Downtown Raleigh Transportation Plan and its desired outcomes to the Advisory Committee. The Advisory Committee will learn about the conditions shaping the plan's development, and weigh in on planning goals and potential trade-offs to accommodate high-capacity transit in downtown Raleigh.

### Agenda Outline

1. Introductions (10 minutes)
2. Project Overview (15 minutes)
  - Downtown Raleigh Plan, other previous planning efforts
  - Wake Transit Plan, GoForwardNC
  - What is this study?
    - What is multimodal?
    - What is high-capacity transit? What is BRT?
    - Benefits of BRT
  - Why are we doing this study?
    - Benefits of BRT planning with multimodal planning
3. Define AC Role & Schedule (5 minutes)
  - Introduce Advisory Committee role
  - Provide background on the public involvement process
  - Review plan development schedule
4. Foundation: Key Takeaways from Existing Conditions (15 minutes)
5. Facilitated Exercises (45 minutes)
  - One Word (5 minutes)
  - Priority Pyramid (10 minutes)
  - Street Builder (10 minutes)
  - Key Considerations (20 minutes)
6. Wrap Up & Next Steps
7. Follow Up Survey: [Publicinput.com](http://Publicinput.com)





## Advisory Committee Meeting #1 Notes

**Meeting Date:** June 25, 2018

**Meeting Time:** 2:30 PM – 4:00 PM

**Location:** Kimley-Horn Office  
One City Plaza  
Raleigh, NC 27601

### Meeting Objective

To introduce the Downtown Raleigh Transportation Plan and its desired outcomes to the Advisory Committee. Educate the Advisory Committee about the conditions shaping the plan's development, and have them weigh in on planning goals and potential trade-offs to accommodate high-capacity transit in downtown Raleigh.

### Attendees

NAME	COMPANY/AGENCY	NAME	COMPANY/AGENCY
Barnes, Jannet	African American Caucus	Powell, Dr. Keith	Shaw University
Collins, Debbie	NCDOT – Public Transportation	Ralph, Dr. Brian	William Peace University
Hancock, Richard	NCDOT – Division 5	Rindge, Karen	WakeUp Wake County
Kane, John	Developer	Scott, Dr. Ricky	Raleigh Mayor's Committee for Persons with Disabilities
Kreiser, Nicole	Wake County	Cody, Stokes	Oaks and Spokes
Larson, Kris	Downtown Raleigh Alliance	Suarez, Leo	Downtown Living Advocates
Milazzo, Joe	Greater Raleigh Chamber of Commerce & Regional Transportation Alliance	Vereen, Phillip	NCDOT – Public Transportation
Whitehouse, Joe	Hillsborough Street Board & Capital Area Ride for Safety		
Adams, Richard	Kimley-Horn	Eatman, David	City of Raleigh
White, Betty	Kimley-Horn	Vega, Mila	City of Raleigh
King, Kristina	Kimley-Horn		





## Meeting Outline:

(See Attached for Meeting Presentation)

1. Introductions
2. Project Overview
  - Downtown Raleigh Plan, other previous planning efforts
  - Wake Transit Plan, GoForwardNC
  - What is this study?
    - What is multimodal?
    - What is high-capacity transit? What is BRT?
    - Benefits of BRT
  - Why are we doing this study?
    - Benefits of BRT planning with multimodal planning
3. Define AC Role & Schedule
  - Introduce Advisory Committee role
  - Provide background on the public involvement process
  - Review plan development schedule
4. Foundation: Key Takeaways from Existing Conditions
5. Facilitated Exercises
  - One Word (see results below)
  - Priority Pyramid
  - Key Considerations
6. Wrap Up & Next Steps
7. Follow Up Survey: Publicinput.com survey will be sent out along with presentation and meeting notes following the meeting.

### One Word Activity Results:

One Word that describes mobility  
in Downtown TODAY:



One Word that describes YOUR  
VISION for mobility in Downtown:





## Discussion Highlights

### General Project Discussion

- Public involvement will be coming on board over the next 3-4 months
- David offered all advisory committee members to reach out to Mila or him if they would like more information or a presentation on the county wide effort and GoForward projects.
- Continuity of facilities, regardless of mode, is very important in Downtown Raleigh
- Frequency of service for both BRT and existing local routes is critical.
- The project team explained that recommendations stemming from the plan will have a suggested implementation plan, and will ultimately move forward by becoming independent projects for design and construction and that this will happen over time as opportunities and funding are available.
- Envision that this plan will help Raleigh become truly alternative-friendly and more balanced.

### Key Considerations Discussion

Advisory committee members shared key considerations and items they felt important to be cognizant of moving forward. These items are outlined below:

- Be cognizant of one-way versus two-way corridors and potential two-way conversions.
- Recognize the West Street Cycle Track project.
- Be sympathetic to the fragile retail economy in Downtown Raleigh and acknowledge existing successful retail nodes. On-street parking and wide sidewalks are critical to successful businesses. Bus only lanes without stops near retail could potentially be harmful to economic success.
- Maintaining access and convenience of GoRaleigh Station (formerly Moore Square Station) is critical.
- Recognize the existing land uses and consider this when looking at modal priority.
- Completely eliminating automobile travel (e.g. transit mall) is highly unlikely.
- Accessibility for disabled persons should be considered when looking at the pedestrian and transit environment.
- Take into consideration public and private school bus traffic within Downtown.
- Be mindful of where the future of transit vehicle design is headed.



## Advisory Committee Meeting #2 Agenda

**Meeting Date:** August 30, 2018  
**Meeting Time:** 2:00 PM – 4:00 PM  
**Location:** Kimley-Horn Office  
One City Plaza  
Raleigh, NC 27601

### Meeting Objective

Review and get input on the 3 proposed BRT scenarios and bicycle network scenarios. Discuss the elements to focus on with these scenarios for presentation to the public and stakeholders. Review the proposed report cards that will be presented for each scenario at the next meeting, at which time the Advisory Committee will vote on the preferred scenario.

### Agenda Outline

1. Introductions
2. Project Update/Timeline
  - MIS & Bus Plan
  - RDTP
3. 3 BRT Scenarios
  - Development Process
  - Scenarios
  - Typical Sections
  - Station Areas
4. 3 Bicycle Network Scenarios
  - Development Process
  - Typical Sections
  - Scenarios
5. Future Pedestrian Elements
6. Feedback and Discussion on Scenarios
7. Evaluation Process
  - Draft Evaluation Metrics
  - Example Report Card
  - Feedback
8. Public Outreach
  - Messaging
  - Key Elements
  - Other Issues/Comments
9. Wrap Up & Next Steps
  - Next Meeting





## Advisory Committee Meeting #2 Notes

**Meeting Date:** August 30, 2018

**Meeting Time:** 2:00 PM – 4:00 PM

**Location:** Kimley-Horn Office  
One City Plaza  
Raleigh, NC 27601

### Meeting Objective

Review and get input on the 3 proposed BRT scenarios and bicycle network scenarios. Discuss the elements to focus on with these scenarios for presentation to the public and stakeholders. Review the proposed report cards that will be presented for each scenario at the next meeting, at which time the Advisory Committee will vote on the preferred scenario.

### Attendees

NAME	COMPANY/AGENCY	NAME	COMPANY/AGENCY
Ralph, Dr. Brian	William Peace University	Powell, Dr. Keith	Shaw University
Hancock, Richard	NCDOT – Division 5	Whitehouse, Joe	Hillsborough Street Board & Capital Area Ride for Safety
Vereen, Phillip	NCDOT – Public Transportation	Scott, Dr. Ricky	Raleigh Mayor's Committee for Persons with Disabilities
Kreiser, Nicole	Wake County	Cody, Stokes	Oaks and Spokes
Larson, Kris	Downtown Raleigh Alliance	Suarez, Leo	Downtown Living Advocates
Milazzo, Joe	Greater Raleigh Chamber of Commerce & Regional Transportation Alliance	Martin, Bret	CAMPO
Spencer, Nathan	RTA	Kurilla, Brian	Oaks and Spokes
Adams, Richard	Kimley-Horn	Eatman, David	City of Raleigh
White, Betty	Kimley-Horn	Vega, Mila	City of Raleigh
King, Kristina	Kimley-Horn	Allison Fluitt	Kimley-Horn
Jon Wilson	Kimley-Horn		



## Meeting Outline:

1. Introductions
2. Project Update/Timeline
  - MIS & Bus Plan
  - RDTP
3. 3 BRT Scenarios
  - Development Process
  - Scenarios
  - Typical Sections
  - Station Areas
4. 3 Bicycle Network Scenarios
  - Development Process
  - Typical Sections
  - Scenarios
5. Future Pedestrian Elements
6. Feedback and Discussion on Scenarios
7. Evaluation Process
  - Draft Evaluation Metrics
  - Example Report Card
  - Feedback
8. Public Outreach
  - Messaging
  - Key Elements
  - Other Issues/Comments
9. Wrap Up & Next Steps
  - Next Meeting

## Discussion Highlights

### General Discussion

- For bicycle facility Lane Street is better than Jones Street due to large groups of pedestrians crossing Jones Street at Legislative
- Suggest adding new Capital Blvd plan on all mapping, KH will add.
- Consider lowering speeds to 30 or 25 mph in downtown? It's possible to do so but may not change drivers' actual behavior (they may still speed), other traffic calming measures are more effective

### Breakout Session

- 3 groups selected Scenario A as preferable scenario, 1 group selected Scenario C
- Group 1
  - Scenario A: More equitable, better coverage, appears to have the lowest speed for transit (need verification)
  - Scenario C: very commute centric, good for ridership to downtown employment
  - Scenario B: least preferable, speed OK, less direct access to business centers
- Group 2
  - Scenario C: off the table because it doesn't provide access to transfer centers





- Scenario B: doesn't provide access to Raleigh Union Station (RUS), too focused on state government center and legislative building, good that it provides access to Duke Energy Performing Arts Center and Shaw University
  - Scenario A: may need modifications so that all routes provide access to southeast Raleigh
- Group 3:
  - Scenario C: most ideal because it is the least disruptive to City streets, good high-speed access
  - Scenario A: most disruptive and slow
  - Scenario B: uses lots of historic streets which could be challenge
- Group 4:
  - Scenario A: main choice
  - Scenario C: runner-up, centralized access
  - All scenarios: good to have bicycles in the plan, would like all bikeways to be buffered bike lanes instead

#### Evaluation Metrics

- Need a summary for each scenario and highlight quick points for each
- Many residential districts need better sidewalk widths
- Need to note where historic structures are, may create challenges

#### Next Steps

- Request sending out information for the next meeting in advance of the meeting so that members can have more time to understand all the information
- Advisory Committee members would like invitation to public meeting, KH will send an invite that is easy for AC members to forward to others
- The scenarios will be presented to City Council, request that a presentation also be made to GoRaleigh Transit Authority



## Advisory Committee Meeting #3 Agenda

**Meeting Date:** November 27, 2018  
**Meeting Time:** 1:00PM – 3:00 PM  
**Location:** Kimley-Horn Office  
One City Plaza  
Raleigh, NC 27601

### Meeting Objectives

To review the following:

- Results from technical analysis of the 4 multimodal scenarios
- Feedback from public meeting and online survey
- Voting on preferred multimodal scenario

### Agenda Outline

1. Modifications to Scenarios A & B
2. Scenario D
3. Scenario Evaluation Details
  - Population & Employment
  - Parking
  - Traffic
  - BRT Travel Times & Customer Travel Times
  - Construction Impacts
4. Public Meeting & Online Survey Input
5. Technical Team Feedback
6. Future Considerations
7. Voting on Scenarios
8. Next Steps







## Advisory Committee Meeting #3 Meeting Notes

**Meeting Date:** November 27, 2018

**Meeting Time:** 1:00PM – 3:00 PM

**Location:** Kimley-Horn Office  
One City Plaza  
Raleigh, NC 27601

### Meeting Objectives

To review the following:

- Results from technical analysis of the 4 multimodal scenarios
- Feedback from public meeting and online survey
- Voting on preferred multimodal scenario

### Attendees

Name	Organization	Name	Organization
Dr. Ricky Scott	Raleigh Mayor's Committee for Persons with Disabilities (RMCPD)	Dr. Brian Ralph	President – William Peace Univ.
Karen Rindge	WakeUp Wake County	Susan Weiss	NCDOA – Parking and Transportation
Leo Suarez	Downtown Living Advocates (DLA)	Mary Sell	Triangle J Council of Governments
Bret Martin	CAMPO	Mila Vega	City of Raleigh
Richard Hancock	NCDOT	David Eatman	City of Raleigh
Joe Milazzo	RTA/Chamber	Richard Adams	KH
Cody Stokes	Oaks and Spokes	Betty White	KH
Kris Larson	DRA	Allison Fluitt	KH
Nicole Kreiser	Wake County	Kristina King	KH
John Kane	Developer	Jon Wilson	KH





## Agenda Outline

1. Modifications to Scenarios A & B
2. Scenario D
3. Scenario Evaluation Details
  - Population & Employment
  - Parking
  - Traffic
  - BRT Travel Times & Customer Travel Times
  - Construction Impacts
4. Public Meeting & Online Survey Input
5. Technical Team Feedback
6. Future Considerations
7. Voting on Scenarios
8. Next Steps

## Discussion Highlights

### Modifications to Scenarios A & B, Scenario D:

- The project team lead discussions about scenario updates to better accommodate traffic impacts and improve travel time for BRT.
- Discussion was held about the considerations given to overlap with the routes planned in the bus plan and the overlap with BRT corridors.
- The project team clarified that the intended purpose of BRT is to get to and from Downtown Raleigh and not around Downtown Raleigh.

### Scenario Evaluation Details:

- The project team reviewed the details and specific numbers behind the generation of the Scenario Report Cards that were presented at the public workshop.
- Population & Employment
  - The project team confirmed that commuter rail and BRT are built into the CAMPO model that was used for population and employment density data.
  - The project team clarified the station assumptions and general spacing used for the purposes of analysis and explained that for the final preferred alternatives this will be more refined.
- Parking
  - Discussion was held about local ordinance enforcement and changes that may be needed, specific examples given included loading zone and the allowance for Downtown churches to use bike lanes for parking on Sundays.
  - Some members of the Advisory Committee stated that the parking impacts seem minor and shouldn't be the primary consideration because BRT and other transit improvements will change how people move around.
  - The importance of bicycle infrastructure and the impacts to parking was discussed.
- Traffic





- Clarification was provided about how to read the traffic impact numbers and the process used.
- The project team confirmed that Blount and Wilmington Streets are wide enough to provide 2 general purpose lanes, BRT, and on-street parking on one side if kept as one-way streets.
- BRT Travel Times & Customer Travel Times
  - Discussion was held about the impact to each scenario due to TSP and enhanced progression.
- Construction Impacts
  - Discussion about the construction impacts on West Street for 2-way BRT and the reliance on West Street Extension for Scenario A. It was noted that only partial funding currently exists for the extension, and Scenario A depends on it.

**Public Meeting & Online Survey Input, Technical Team Feedback, and Future Considerations**

- The project team reviewed feedback provided as part of the public meeting, online survey, and initial technical team input.
- Some members of the committee shared that there is hesitancy to rely on the West Street Extension for BRT and that scenarios may need to be further modified to reduce this reliance on construction, but also provide critical connections to the west side of Downtown.
- Certain members also expressed some concern about lack of BRT access to the eastern side of downtown in Scenario B
- Members had concerns with Scenario C not providing direct BRT access to either downtown transit station
- Project team members noted that the overwhelming majority of respondents considered congestion in downtown Raleigh either light or reasonable for a downtown area
- Advisory Committee members highlighted the fact that 54% of respondents indicated that they were willing to walk blocks or more from their bus drop-off location to their destination, and another 43% were willing to walk up to 3 blocks to their destination
- Some Advisory Committee members expressed interest in providing a near term alternative and an aspirational future alternative.



#### Input on Scenarios

- Advisory Committee members voted on scenarios by priority order
- 13 Advisory Committee members were present, and 3 abstained from voting
- The results of the initial priority voting are shown below.

#### AC Scenario Priority Voting Results:

	Scenario A	Scenario B	Scenario C	Scenario D	Total Votes
1st Priority	0	1	2	6	9
2nd Priority	4	3	0	2	9
3rd Priority	3	3	2	0	8
4th Priority	2	1	5	0	8

- Advisory Committee members then voted on any scenarios they were concerned enough about to recommend that they not go forward for further consideration
- 13 Advisory Committee members were present, and 3 abstained from voting
- The results of the no-go voting are shown below.

#### AC No-Go Scenario Voting Results:

	Scenario A	Scenario B	Scenario C	Scenario D	None (all should move forward)
Scenario shouldn't move forward	2	0	5	0	3





## Advisory Committee Meeting #4 Agenda

**Meeting Date:** February 4, 2019  
**Meeting Time:** 3:00PM – 5:00 PM  
**Location:** Kimley-Horn Office  
One City Plaza  
Raleigh, NC 27601

### Agenda Outline

1. Project Update
  - What we heard last meeting
  - Phased approach
2. Next Steps for BRT
3. BRT Project Sequencing
4. Phased Implementation Plan
  - Near-term
  - Mid-term
  - Final build out alternatives
5. Multimodal Component
6. Final Deliverables
7. Discussion
8. Final Steps



## Stakeholder Committee Meeting #1 Notes

**Meeting Date:** August 6, 2018

**Meeting Time:** 9:00 AM, 10:30 AM, 1:30 PM, and 3:00 PM

**Location:** Wake County CREATEspace  
337 S. Salibury Street  
Raleigh, NC 27601

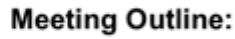
### Meeting Objective

To introduce the Downtown Raleigh Transportation Plan and its desired outcomes to the Stakeholder Committee. Educate the Stakeholder Committee about the conditions shaping the plan's development, and have them weigh in on planning goals and potential trade-offs to accommodate high-capacity transit in downtown Raleigh.

### Attendees

NAME	COMPANY/AGENCY	NAME	COMPANY/AGENCY
Manny Marbet	MMI and Assoc.	Eric Braun	CoR Planning Commission
Nicole Bennett	BPAC/WakeUP Wake Co.	LaTonya Mckoy	DHIC
Aracelys Torrez	City of Raleigh	Luis Olivieri	City of Raleigh
Amy Simes	CoR Parks Board	Dale Wilson	Marbles Kids Museum
Loren Gold	Greater Raleigh Visitors Bureau	Joy Pariz	YMCA
Mary Ann Baldwin	Holt Brothers	Keith McPowell	Shaw University
Anne Franklin	Downtown Living Advocates	Shelley Winter	Atlantic CAC
Mike Frongello	Smith Anderson	Ryan Mayers	NCDOT
Dan Boehl	Oaks + Spokes	Molly Burke	NCSU
Linda Wire	GoRaleigh	Adrian Boone	Alliance of Disability Advocates
Ashton Smith	Citrix		





1. Introductions
2. Role of the Stakeholder Committee
3. Project Overview
  - What is BRT?
  - What is Multimodal?
  - The Tradeoff Challenge
4. Facilitated Exercises
  - One Word (see results below)
  - Modal Choice Board
  - Priority Pyramid
5. Questions and Discussion
  - Vibrancy
  - Livability
  - Travel Choice
  - Travel Time
  - Placemaking
6. Wrap Up and Next Steps

*(combined from the Advisory Committee and Stakeholder Committee)*

**One Word that describes YOUR VISION for mobility in Downtown:**





## Discussion Highlights

Key input from the Stakeholder Committee during the presentation is summarized below:

### One Word - Future:

- Intuitive - when you get on something, it's intuitive how to get to the next thing
- Erratic - inconsistent, rules are unknown (esp. for bicyclists and scooters)
- Reflective of the community instead of meeting the norm

### Priority Pyramid

- Travel time top priority - reliability most important
- If implement travel time, travel choice, and accessibility - then all the other ones will come
- If you don't have vibrancy you don't have a need for any of these; feels like the question should be "which of these are needed to produce a vibrant downtown?"

### Modal Activity Board Comments:

- Not many downtown daycares, would like to bike or walk to daycare (while living downtown).
- Don't have a car, but have transit options (on Hillsborough) - destinations are focused on employment and residential areas, not for shopping destinations, so hard to use for daily life
- Frequencies drop outside of downtown
- Suggest adding an "ride share" option for mode options
- Still need a car even if the other modes are built up - those modes will not be as utilized as possible if the destinations aren't functional
- Suggest focusing on multimodal in downtown, car at edges
- "Safety" is key element - if it's not safe or comfortable, people won't use it
  - Buffered bike lanes
  - Suggest dropping speed limits to 25 mph max, don't want signal timing to encourage higher speed
  - No disincentive to drive because parking is free in evenings. But need better bus service before increasing parking prices so does not discourage visiting downtown
  - Want to see parking protected bike lanes (buffer, then parking, then bike lane)
  - Need buffer between bus lane and bike lane to avoid conflicts between passengers getting off bus and bicyclists - some areas where buses pull into bike lanes, cars also using it as a turn lane
  - If you have shared bike-bus lanes, the speed of the bus would be moderated by the speed of the biker - this is a concern
  - Would like to look at best practices currently for bike/bus sharing
  - Interested in green waves on signal timing for bikes (a north-south and east-west route timed for bikes)
    - Consider West Street, where designated cycle track is being added
    - Consider a street parallel to a primary car route
- Agree BRT needs dedicated lanes where possible, but also a focus on bike routes - can be a separate street
- Live too far away to reasonably bike/walk







- Need a larger and expanded walkable area

#### Vibrancy

- Mode - Transit important (particularly frequency, length of hours, and reliability) - not specifically BRT, although BRT improves those things. Think about visitors and also employees who want to use transit. Realize parking will continue to get more difficult for both.
- "Other" mode - to accommodate all of the above
- Elements - no parking chosen, this group of people has high use of bus, walk, and bike
- More welcoming, open and accessible for others
- Who are we attracting from outlying areas?

#### Livability

- Not sure how multimodal facilities would improve livability downtown for residents - if they have resources to live downtown, they have the ability to pay for mobility choices. Already need to drive to leave downtown. Already sufficient sidewalks to get around in downtown. Would be nice to have transit to Durham, PNC, etc. But have mode choice to drive there.
- Consider changing "livability" to "quality of place" to reflect live, work, play, and visit.
- Important element to livability is awareness of transit options (advertising, access to information)
  - Maps/data at bus stops
  - Apps
  - Website
  - Google maps
  - Kiosks - potential concern that although there is information, it is a private system funded by advertisers, taking up public space
- Feel the other modes would definitely make it easier to live downtown
- Enhanced livability: transit plus either bikeability or walkability (last mile)
- Walkability – the more people can walk, the more they access a variety of uses
- Difficult to get directions around town and for tourist destinations; wayfinding needs to be looked at again. Currently is functional but is dusty now and needs updating
- What do we do about visitors? R-Line was an oversight, doesn't appear to be captured in this project. Include marketing about R-Line as part of the outreach for this study. However, R-Line is based on an older model and is out of date.
- People don't live, work, and play in an area until they have visited first

#### Travel Choice

- Think sidewalks should provide connection, but wider sidewalks aren't worth the space if your goal is to switch modes (better to add more transit). On-street parking is only if you get lucky, and often is 2-hour, so less practical for employees.
- More expensive, less available parking would change from driving to bus/other
- Research is showing ride sharing is increasing travel volumes - if you had centers/sites for drop off/pick up, it could help reduce traffic in downtown shared space
- For bike facilities - need more than just paint, need separate facilities





- Are we going to limit auto-use downtown? That has to happen first for the others to happen - if you have more travel choices people will come downtown to work play and eat. Need options to be accessible.
- People don't defer to people walking or biking - people too often block the crosswalks and loading zones cause cars and pedestrian to not be able to see each other
  - Midblock crossing near Sheraton garage a good example
- Emphasize the tradeoffs – people don't want to hear about hard choices. The City can't be rebuilt, and this project is looking at a fundamental shift downtown
- Cleveland Clinic is a good example
- Right turn onto Dawson is uncomfortable for bicyclists
- Brand and give definitive uses of the system
- Put parking on the exterior of downtown and force commuters to walk into the center of the city, convert parking decks to buildings
- Need more protected bike lanes
- Be innovative – dynamic parking rates and spaces
- Need incentive or disincentive to stop driving

#### Travel Time

- Most people probably park 5-10 minute walk from destination, many don't have a good feel for how long they usually walk.
- Think about prioritization of pedestrians at crosswalks, lighting, etc. - comfort and safety for pedestrians
- "Other":
  - All of the above
  - None of the above
  - High speed traffic (volume not the problem, speed is)
  - Sidewalks not staying open during construction
- Too busy: Hillsborough is more pleasant than Morgan - many people felt the "pleasantness" of the walk is important
- Interested to see preferred paths for people who walk frequently
- Travel time is the least important, the expectation is that as we get into downtown we should be expecting to slow down
- Suggest 2-way conversion of Blount and Person Streets

#### Placemaking

- Want a place for kids to play, downtown is not very kid friendly - even Moore Square grass areas will be preserved, can't walk/play on them
- Feel all those elements are important together
- Trees - getting back to the shade, but all of it deemphasizes cars - once you get enough of this the rest of it may flow more naturally
- Street configuration – commercial structure and current land uses
- Desire connection to Dix Park – include the conservancy group and their 2-year plan





### Activity Results

Results from the activities are shown below:

#### Priority Pyramid

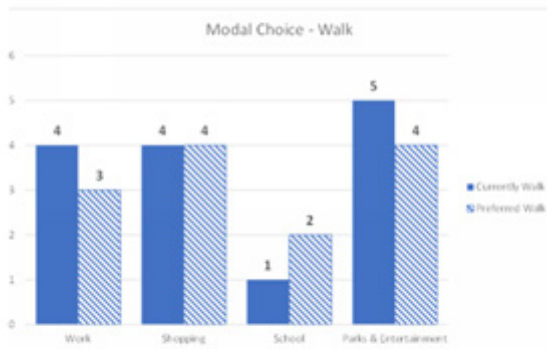
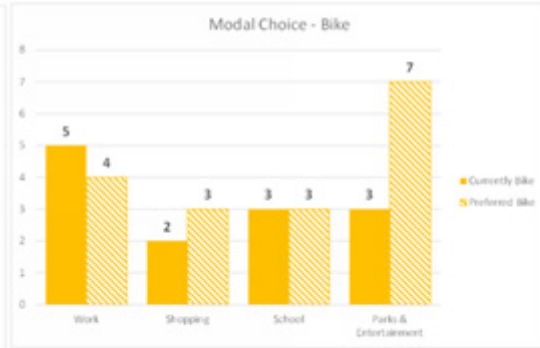
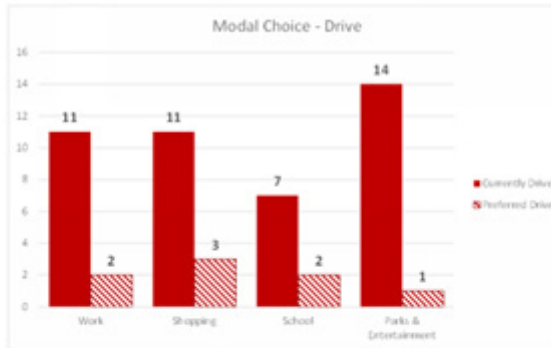
LEGEND	Weight
Top Priority	3
Second Tier Priority	2
Third Tier Priority	1

	Accessibility			Livability			Placemaking		
Total Responses	2	8	7	3	5	9	0	4	13
Percent	11.8%	47.1%	41.2%	17.6%	29.4%	52.9%	0.0%	23.5%	76.5%
	17 0%			17 0%			17 0%		
Weighted Average	22.41			19.53			8.76		
Rank	3			4			6		

	Travel Choice			Travel Time			Vibrancy		
	2	11	4	3	2	12	7	4	6
	11.8%	64.7%	23.5%	17.6%	11.8%	70.6%	41.2%	23.5%	35.3%
	17 0%			17 0%			17 0%		
	28.24			13.71			29.35		
	2			5			1		



### Modal Choice Board



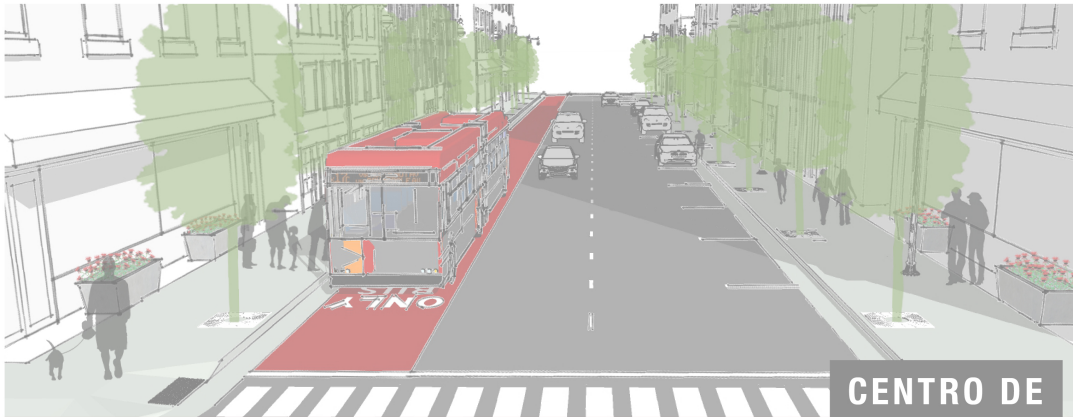


# PUBLIC MEETING OPEN HOUSE

Come weigh in on the proposed transportation alternatives for Downtown Raleigh

Link to website: <https://goraleigh.org/downtownplan>

**RALEIGH  
CONVENTION  
CENTER**  
WEDNESDAY  
**NOVEMBER 7**  
DROP IN FROM  
**4-7 PM**



# Audiencia Pública ABIERTA AL PÚBLICO

Ven y participa en las alternativas del plan de transporte para el Downtown de Raleigh

Enlace de la página de internet: <https://goraleigh.org/downtownplan>

**CENTRO DE  
CONVENCIONES  
RALEIGH**  
MIÉRCOLES  
7 de **NOVIEMBRE**  
ABIERTO DE  
**4-7 PM**

## Public Workshop #1 Comments

### Scenario A Pros

- ▶ Best Accommodation for west side growth. If you build it now, people may actually forgo car usage. If you build it later, it will be hard to break a car habit.
- ▶ 100% support the goal of maximizing access
- ▶ I like minimizing the importance of on-street parking. Should not be a priority downtown in a city of half a million people.
- ▶ Best Solution?
- ▶ Utilizes West Street and does not contend with busier corridors N/S in Downtown.
- ▶ I like that this scenario has both routes Serving( ?) GRS and Union! But there are a lot of impacts, and the jog from Wet to Dawson/McDowell looks a little unnecessary. What about if that leg has a left out and the East-West route just served Wilmington/Blount and GRS?
- ▶ Strongly prefer West St Alignment of BRT s. Capital Blvd. allows meaningful opportunity to shape land use.
- ▶ Serves both RUS and GoRaleigh Station
- ▶ Excellent access to Glenwood South
- ▶ Comprehensive for CBD
- ▶ Connection to both Union Station & GoRaleigh w/o transfer
- ▶ Good balance of commercial and residential access
- ▶ Provides BRT access to both Raleigh Union Station & GoRaleigh Station
- ▶ Separates bike from BRT bus w/ protected or separated bike lanes to protect cyclists
- ▶ Serves the 2 major transit stations!
- ▶ Slower traffic ☹
- ▶ Developing Public Transit in Raleigh
- ▶ Cutting down need for parking
- ▶ potential economic impact potential environmental impact
- ▶ Makes bikes safer in town
- ▶ Bring Raleigh up-to-date for transport
- ▶ Direct connectivity to Union Station

### Scenario A Cons

- ▶ Cost Impact = Slow to implement
- ▶ More parking impact
- ▶ None that I see
- ▶ Long Time estimates
- ▶ (sketched)
- ▶ Feel it is biting off too much at once
- ▶ Punishes travel time too much
- ▶ Slower BRT
- ▶ Less opportunity for implementing bicycle facilities
- ▶ No bike access between S. West St and S. Saunders St



- ▶ At-ground level train crossing on West St could slow buses down
- ▶ High travel time could affect ridership (negatively)
- ▶ BRT doesn't go North on E side of town
- ▶ Most expensive
- ▶ Cost and paying for it
- ▶ Traffic issues during infrastructure
- ▶ Getting people to use
- ▶ Cost for users?
- ▶ w/o context of how it fits w/ regional system, it's unclear if this level of infrastructure is necessary
- ▶ if B, C, or D can accomplish adequate connectivity, they seem less disruptive to other modes

### Scenario B Pros

- ▶ Access to jobs / population
- ▶ Access to GoRaleigh
- ▶ I ride the bus daily, and every turn slows down the ride. I like the minimal turns in Route B
- ▶ Fewer Train Crossing areas
- ▶ Clean, easy to implement and construct
- ▶ Favorite – good balance of major impacts
- ▶ Less infrastructure to build
- ▶ Likely lower cost
- ▶ Could be upgraded later on
- ▶ Fewer turns on BRT routes
- ▶ Connection to local buses via GoRaleigh station (no circulator required) Bus-to-Bus should be prioritized over bus-to-train
- ▶ Bike access to West St from Saunders via tunnel
- ▶ Good access to residential areas
- ▶ Good opportunities for bike access
- ▶ Connection to Shaw University very important for students
- ▶ Good job access
- ▶ Circulation good
- ▶ Good access to State Govt jobs (are they #1 employer downtown?)
- ▶ Goes North to Legislature
- ▶ As a resident of Downtown Raleigh, I appreciate that scenario B has the least traffic and construction impacts of all the scenarios. Those factors would be the most significant to my everyday life.

## Scenario B Cons

- ▶ The walk between RUS and GoTriangle Station is really for – A legitimate connector is essential to make this viable
- ▶ This is more of an option to shape the future of the City / land use to the West side vs. East side
- ▶ Removes parkin but if the BRT is a nice and reliable bus, I would take it instead of drive downtown
- ▶ West CBD left out except for shuttle
- ▶ Need to figure out how to balance parking loss- another deck?
- ▶ Only serves East downtown.
- ▶ Connection bus is a pain to Union.
- ▶ No linking GoTriangle like “A”
- ▶ Parking impact may face higher resistance from business owners, \*but\* I think the parking impact is worth it
- ▶ Occupies some good options for bike facilities
- ▶ “Circulator Bus” may be challenging to implement well, especially for making train connections.
- ▶ Doesn’t bring people to West side of town that is expanding
- ▶ Cheaper to construct

## Scenario C Pros

- ▶ Splitting the difference between East and West is better than just going to the East
- ▶ Faster than A or B
- ▶ Bike infrastructure
- ▶ Would slow down traffic on Dawson & McDowell (which currently disrupt pedestrian locomotion and slow East-West downtown traversal, especially for bikes.)
- ▶ Great bike access options
- ▶ Has more central N/S access
- ▶ Speed
- ▶ Cost
- ▶ Uptime
- ▶ Network Benefits
- ▶ Like splitting the distance between train & bus stations\*
- ▶ Love all the bike lanes!
- ▶ Appreciate the focus of mass transit on the west side of DT Raleigh
- ▶ Circulation is a smart solution to connect both stations – City really needs to think that thru for it to be a success.
- ▶ Could potentially cut out the criss-cross routes.







## Scenario C Cons

- ▶ Traffic impact on Dawson & McDowell – these are major arteries that move tons of cars thru the city
- ▶ Doesn't directly go to Raleigh Go Station where most will make connections
- ▶ Need money for new train station
- ▶ Doesn't connect Moore Sq or Union
- ▶ Lower capacity to higher need areas
- ▶ No connections to Shaw or residential areas to the east.
- ▶ "Circulator Bus" idea may be challenging to impact
- ▶ \*worried that impact to Dawson/McDowell will be too disruptive. Seems like it will work best to have a hub at Moore Square
- ▶ The assumptions / proposal for Capital I think should still come from West St if that is the ultimate chosen corridor for BRT to enter the city from the North
- ▶ Doesn't connect to bus stations
- ▶ Provides least access to jobs & population
- ▶ The use of Dawson & McDowell for BRT continues the high-speed scenario making it dangerous to pedestrians
- ▶ I'm for and 8-80 city design and reduce speed traffic
- ▶ None of the stations

## Scenario D Pros

- ▶ We need to look at the 4 options from the perspective of 'Potential for High Density' and 'Vibrant Community Development' as well as Safe Walking and Safe Biking
- ▶ Please include differential Air Quality and greenhouse gas emission information for each scenario for city council review
- ▶ Covers a good area of downtown
- ▶ Services both Moore Sq & Union Station. Seems like a good compromise
- ▶ Access to Moore Sq Station
- ▶ Unless bus transfers will increase significantly at union Station, this is the best scenario
- ▶ Directly services GoRaleigh Station
- ▶ Effects are not as Polarizing as they are in other scenarios- you compromise a little of everything but achieve more balance
- ▶ Lower cost
- ▶ Good connection to circulator bus
- ▶ BRT covers more area
- ▶ Access to Shaw & Residential areas to the East
- ▶ Good Comprise between A & C
- ▶ I like this the best – seems most possible
- ▶ Less expensive
- ▶ Good connection for East Downtown
- ▶ I like how it runs on all sides of the city
- ▶ It's good to see it serve Raleigh Station

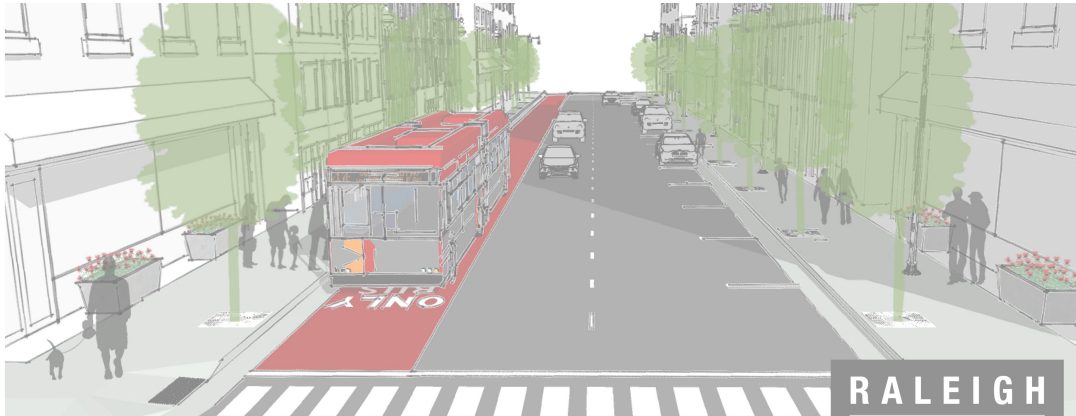


- ▶ Any design that reduces traffic speed is a winner!
- ▶ Like this scenario best as it seems a main stop at GoRaleigh / Moore Sq makes sense

### Scenario D Cons

- ▶ Circulator Bus
- ▶ Requires circulator
- ▶ Maybe if routes moved E-W on Hargett and Martin instead, they would be close to Nash Sq which is close enough to Union Station to drop the circulator
- ▶ Traffic impacts higher
- ▶ Poor connection to West
- ▶ Does not serve the West side of Downtown where there are more fundamental opportunities to shift driving and land use.
- ▶ Complicated
- ▶ Not as good for connecting to Union Station
- ▶ Not quite as good for bike facilities
- ▶ Suggest a stop at Morgan St closest to train station and Dillon / Glenwood



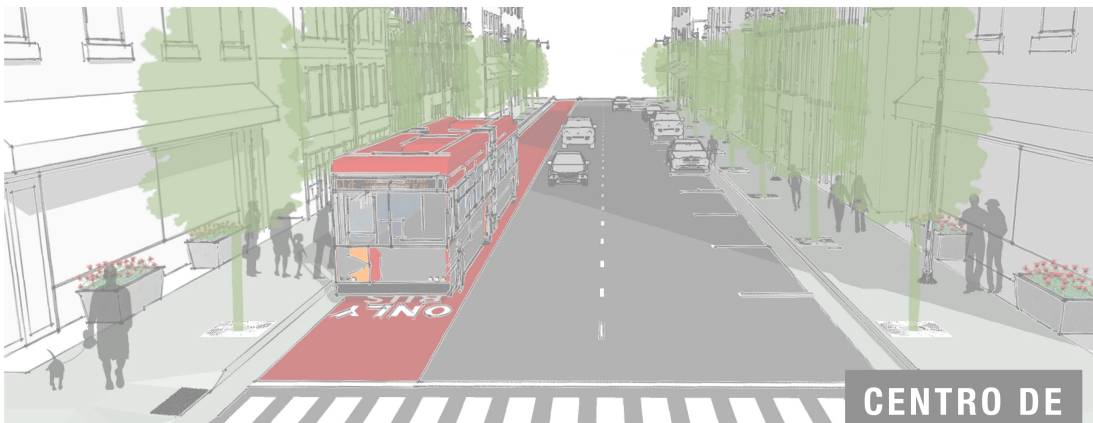


# PUBLIC MEETING OPEN HOUSE

Come see the final recommendations for the  
Raleigh Downtown Transportation Plan

Link to website: <https://goraleigh.org/downtownplan>

**RALEIGH  
CONVENTION  
CENTER**  
WEDNESDAY  
**MARCH 13**  
DROP IN FROM  
**4-7 PM**



# Asamblea Pública ABIERTA AL PÚBLICO

Ven a ver las recomendaciones finales para el  
Plan de Transporte de Raleigh

Link de la página web: <https://goraleigh.org/downtownplan>

**CENTRO DE  
CONVENCIONES  
RALEIGH**  
MIÉRCOLES  
**13 de MARZO**  
ABIERTO DE  
**4-7 PM**

## Public Workshop #2 Comments

- ▶ I would like to see more engagement in the community along the proposed routes. What is the City doing to promote affordable housing along the routes?
- ▶ BRT: if the BRTs have limited stations, the alignments shown make sense...but I think we may want to add stations to reduce backtracking. One option for doing this could be a southbound contraflow BRT lane on Wilmington St and maybe even a cut-through the NCDOT parking lot from Wilmington to Person. Then there could be stations on both sides of Wilmington St. between New Bern Pl/Morgan St, Hargett St / Martin St, Davie St./Cabarrus St, and South St/MLK. It's a lot of stations, but with level boarding and no pullouts, it shouldn't be that big of a deal. All the normal things that make serving stops potentially really slow will be designed out. I'm just thinking about the walks from Shaw or GRS to City Plaza and East St or GRS to the State Govt. (I drew a map on the back with my contraflow idea.)
- ▶ Bike: I think the spacing of the Tier 1 bike facilities is good. I'm not much of a cyclist though.
- ▶ This is a very interesting study and it is important that it is done correctly, The interaction between BRT and Bike is an excellent idea. I am a bit confused as to why Union Station is not included in the BRT.
- ▶ Bike Infrastructure needs to CONNECT. Make the plan based on what connects beyond downtown.
- ▶ Let's build the bike infrastructure ASAP and not tie it to BRT funding. The bike lanes are TINY. Let's make the plan and start now. We need the Political Will to begin implementing even if we lose some on street parking for people traveling on 2 wheels.
- ▶ PEACE STREET Streetscape is important and will have to be a main bicycle thoroughfare. I see no alternative to that. We need an East/West route at that end of town.
- ▶ Your boards are wonderfully visually appealing. Right amount of info conveyed. Want to learn more about streetscape future – involve RDA + business community for buy-in + future support. Thanks!
- ▶ What's happening with scooters? City ordinance? Are they allowed to use the bike lanes? Add them to diagrams or mention them in the material.
- ▶ How is the existing Bike Network being affected by the BRT plans?
- ▶ Does the Bike Coalition respond w/preferred bike facilities of a specific type of facility?
- ▶ Streetscape framework. Change stoop to Art Space. There is no stoop in stoop.
- ▶ I don't really understand what this meeting is conveying that hasn't already been public information. Will the BRT corridors be defined soon?
- ▶ Multiple people injured via bike accidents. Bike ways are a GREAT idea.
- ▶ Blount St. Do not remove the soon-to-be bike lanes w/ the BRT lines, take parking if you are going to route them down Blount St. These bike routes are the only true connectors linking DT to Crabtree + Walnut Creek Greenways when they are implemented. Blount/ Person also do nt need turn lanes when converted to two – way.
- ▶ Use Martin St instead of Blount St South of Go Raleigh to link E+W BRT route; follow the Southern Gateway Plan.
- ▶ Please consider buffering bike lanes behind verge areas + Bus stops in bus stops. Thx! PED BIKE VERGE BUS STOP
- ▶ Cycle Track – move from East side of Harrington to West side.



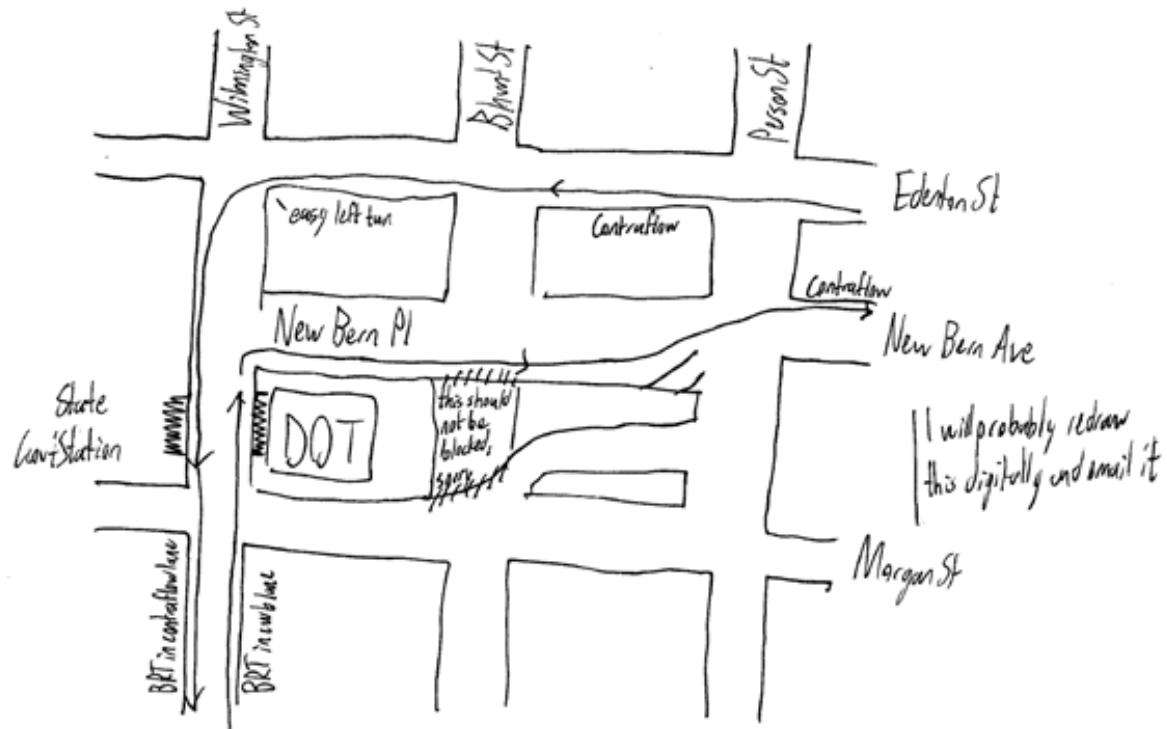


- ▶ Residents of the Quorum only access the building on the East side for deliveries, move in/out. Want to make sure accessible to load/unload move in/out. Thank you! Love biking + excited about the growth!
- ▶ Lauren Harper is awesome:)
- ▶ Beautiful, let's do it!
- ▶ Please hurry!
- ▶ Enforce use of turning signal prior to implementation of BRT in an effort to prevent the confusion bound to follow
- ▶ The New Bern Ave corridor is a great stat for BRT! I'd really like to see how they city plans to develop transit between GoRaleigh station and the future RusBus facility as these two locations will be important transit access points.
- ▶ I'd also ask that the selection for streets were BRT runs be made based on how easily construction could be completed.
- ▶ Please provide continuous shuttle connections between the GoRaleigh Station & this new bus station
- ▶ Please provide dedicated BRT lanes continuously throughout downtown even if that eliminates a lot of on-street parking.
- ▶ Fast trak the New Bern BRT and other FService buses.
- ▶ Add more bike infrastructure in downtown Raleigh that leads to desired destinations.
- ▶ Let's make sure to incorporate bicycle facilities appropriately in the planning + design
- ▶ Blount St has a funded project to reduce travel lanes for cars – will that capacity be further reduced by a BRT lane, or will BRT be in mixed traffic at that point?
- ▶ Will bikeshare stations be functional to provide trips between Moore Sq station + Union Station? Will there be safe passage for cyclists?
- ▶ Plan should encourage cot to be BOLD in integrating high-functioning transit into fabric of downtown. Lot of this still seems to be “How can BRT not disrupt cars” rather than “How can downtown transit thrive”
- ▶ More parklets! Educate business owners & the public about the benefits.
- ▶ Traffic calming along Dawson + McDowell
- ▶ Exceletracks!
- ▶ Please remove the “Bikeway” from your Tier 2 category or bike infrastructure, especially from the maps. It is not really bike infrastructure and does not protect people moving on 2 wheels. Let's walk the walk and stop pretending we are a bike friendly city. Protected Bike Lanes are all that matters. If cars and trains co-mingled but at a slower speed, we would not call it car-friendly infrastructure.
- ▶ Non-protected bike lanes should not be considered Tier2 facilities (sharrows) they aren't dedicated bike infrastructure.
- ▶ Traffic heading east in Peace St turning left onto Capital Blvd needs to be looked at, not enough capacity for left turning cars during peak hours.
- ▶ Please fund/construct the bike system simultaneously w/the BRT. More efficient in lots of ways. Good Work!
- ▶ Add Bus stops to high-density neighborhoods such as Hedingham
- ▶ Add North Hills – DT connector
- ▶ Why triangle Town Center- Area is a dead Zone
- ▶ As a pedestrian 7 Cyclist I would LOVE TO see “right turn on red” BANNED within the

downtown city limits. We want people to walk around downtown and feel safe and that would go a long way toward increasing the comfort of pedestrians and intersections. Now we always have to be on guard to the car turning right on us. Thanks! Joe Halloran

- ▶ I live in DTR + work in DTR. I am not excited about improving bike + ped facilities. Especially BIKE. I think those tasks would be much simpler + less expensive than the overall BRT projects. My point is I would HATE to see us wait to do the Bike/Ped improvements just so they can align with BRT routes. There are a lot of bike enthusiasts in the area + more will follow the better facilities (and citrix cycles) So... Let's have some reasonable early wins. After all for those that live work + play in DTR – we're not using BRT. We are using bikes and our feet. Thanks! Jeff Denny
- ▶ The plan to convert Person + Blount to 2 lanes plus a bike lane has been in the works for years. I am disappointed that this new transit plan does not include the restriping work. While the Tier1 bike plan for person is a better, long term option, it leaves those streets unsafe for bikers in the near term. Please consider keeping the Person/Blount restriping project for the near term.
- ▶ Love all of it!
- ▶ Some pain will be involved, but the outcome will be good.
- ▶ Like the phased approach.
- ▶ As a recent transplant from a high-transit city (Chicago) I'm excited to see the care + attention being given to transit here. I currently use the bus 1-2 times a week, but live close enough to downtown to bike – only the narrow streets and lack of protected bike lanes definitely make me hesitate. But I understand the city will always have a need for parking, so I hope using cars as a delineator for a protected bike lane becomes the preferred option. Thanks for all the information!







## Raleigh Bicycle & Pedestrian Advisory Commission

### DRAFT MEETING MINUTES

**DATE** Monday, January 28, 2019  
**TIME** 6 pm  
**LOCATION** Council Chambers, Raleigh Municipal Building  
222 W Hargett Street, Raleigh, NC 27601

#### PRESENT

##### Commission Members

Susan Hatchell, Chair  
Nate Humphrey, Vice-Chair  
Elizabeth Alley  
Dan Howe  
Paul Nevill  
Dwight Otwell  
Robert Parrish  
Rebecca Proudfoot  
Marry Sell  
Molly Stuart

##### Staff

Paul Black, Bicycle and Pedestrian Program  
Manager  
Fontaine Burruss, Bikeshare Coordinator  
Eric Lamb, Transportation Planning Manager  
Reyna Nishimura, Staff Assistant

#### ABSENT

Dan Howe (excused)

#### I. Introduction

Ms. Hatchell called the meeting to order at 6:00 pm and asked everyone to introduce themselves and what committee they belonged to.

#### II. Approval of Minutes

Ms. Sell moved for approval of the minutes which was properly seconded by Ms. Alley and approved by unanimous voice vote.

#### III. Public Comments

Jonathan Powell, 1201 Trillium Circle Apt. B, gave the Oaks and Spokes board election results and reported on a partnership event with Raleigh Community Kickstand to distribute helmets and bicycle

PO Box 590, Raleigh, NC 27602  
[raleighnc.gov](http://raleighnc.gov) | [RaleighBPAC@raleighnc.gov](mailto:RaleighBPAC@raleighnc.gov)





## Raleigh Bicycle & Pedestrian Advisory Commission

lights and repair broken bicycles. Oaks and Spokes requested an update on the Cameron Street bike path and any input pertaining to enhanced bicycle/pedestrian routes to the future BRT stations. Mr. Powell also described a section of downhill pavement along Centennial Parkway with a significant bump on it. Mr. Lamb stated that the Cameron Street pilot program performed data collection through the holidays and will do another traffic count during non-holiday hours. The results of the data collection will be shared with Oaks and Spokes. Mr. Lamb continued that there are currently no plans of action for specific corridors where BRT stations will be placed. Mr. Lamb requested GPS coordinates from Mr. Powell to see about getting the bump corrected.

Mr. Nevill stated Oaks and Spokes will be meeting with the City's Planning Department staff on 2/1 to discuss the Cameron Street Road striping project on behalf of BPAC.

Ms. Sell and Ms. Hatchell read statements from citizens, Elizabeth Casper-2221 Oxford Hills Drive and Charles Bachmann-117 Hudson Street, criticizing the 1/8/19 City Council action that ended the Oxford Road sidewalk project. Mr. Lamb explained the sidewalk petition process, reiterated that BPAC does not review sidewalk petitions and provided detail on the Oxford Road project. City Council Member Mendel may hold a District E public meeting to address the sidewalk petition process, however, the Oxford Road sidewalk project is closed unless City Council reopens the issue.

### **IV. Staff Reports**

#### ***City Council Updates***

Mr. Lamb stated the only relevant issue will be reported in Ms. Hatchell's Chair's Report.

#### ***Bikeshare Updates***

The City will begin station installation after all permits are approved.

#### ***City Project Updates***

Mr. Lamb confirmed that the Pullen Road extension is completed, and the replacement of the Pullen Road bridge is on a 2021 timeframe.

### **V. Committee & Member Reports**

#### ***Chair's Report***

PO Box 590, Raleigh, NC 27602  
[raleighnc.gov](http://raleighnc.gov) | [RaleighBPAC@raleighnc.gov](mailto:RaleighBPAC@raleighnc.gov)







## Raleigh Bicycle & Pedestrian Advisory Commission

Ms. Hatchell attended the Bicycle Planning Committee meeting. Ms. Hatchell attended the 1/22/19 City Council meeting and addressed BPAC's safety concerns and requests for Western Boulevard. City Council directed staff to examine more streets with bike and pedestrian safety concerns. Mr. Lamb stated there is a push to discuss high hazard locations and crash data to identify opportunities for remediations. Ms. Hatchell gave statistics from the Dangerous by Design webinar. Ms. Hatchell was invited to attend the Climate Action Plan meeting on 2/8/19.

### *Bicycle Planning Committee*

Mr. Otwell stated he is currently the only member in the committee, so there was no quorum at the last meeting. Mr. Otwell moved to bring the updated UDO recommendations out of committee and to the commission. The motion was seconded by Mr. Parrish and approved unanimously by voice vote. Mr. Otwell and Mr. Lamb distributed diagrams of each recommendation and provided a presentation. Ms. Sell and Ms. Alley volunteered to continue discussion of the recommendations in an ad hoc committee, chaired by Mr. Otwell. The next planned committee meeting is February 12<sup>th</sup>.

### *Community Outreach Committee*

Ms. Proudfoot stated the committee discussed educating bicyclists and pedestrians on how to use facilities safely. Ms. Proudfoot stated they may begin utilizing the resource materials they have received from the Watch for Me NC program at outreach events. Mr. Lamb stated the Bicycle/Pedestrian Outreach Coordinator position interviews will be commencing the following week. Ms. Hatchell suggested renewing conversation with RPD for the enforcement and education aspect of pedestrian and bicycle safety. Mr. Lamb stated RPD planned to have a liaison in place by the time of the retreat. Mr. Neville updated the Community Outreach Committee's presentation and will distribute it to the commission. The next planned committee meeting is February 14<sup>th</sup>.

### *Pedestrian Planning Committee*

Ms. Sell stated the committee discussed the sidewalk petition process and the Raleigh Street Design Manual. The newest BPAC commissioner, Rev. Robert Parrish, was introduced. The next planned committee meeting is February 14<sup>th</sup>.

Mr. Lamb announced the Dangerous by Design report ranked Raleigh as the 6<sup>th</sup> worst US city in 2009 for bicycle/pedestrian safety, and this year the City is ranked 31<sup>st</sup>. Mr. Lamb stated that the Engineering Department was planning to replace the culvert between Western Boulevard and the entrance to Pullen

PO Box 590, Raleigh, NC 27602

[raleighnc.gov](http://raleighnc.gov) | [RaleighBPAC@raleighnc.gov](mailto:RaleighBPAC@raleighnc.gov)





## Raleigh Bicycle & Pedestrian Advisory Commission

Park and RDOT staff will work with them to implement pedestrian safety improvements.

### VI. Old Business

None

### VII. New Business

#### Downtown Transportation Plan-Betty White, Kimley-Horn & Mila Vega, City of Raleigh Transportation Department

Raleigh Transportation Plan packets were distributed as presentation supplements. Ms. White presented proposals for multi modal installation, streetscape/bicycle facilities in downtown Raleigh and explained the different bicycle facility tiers. Ms. White presented on the 4 proposed multimodal scenarios for BRT. The final design will be a hybrid of two or more scenarios, all connecting the Raleigh Union Station to GoRaleigh Station.

Ms. Stuart asked about the process of designating the BRT stations and the planning around them. Ms. Vega stated the station areas were identified through a study and public feedback and will be confirmed as the design phase gets closer to finalization. Mr. Lamb stated the City Council is discussing whether to apply a transit overlay district as a proactive measure to prevent transit unfriendly development. Ms. Alley inquired if curbs would be affected. Mr. Lamb stated in some cases sidewalks would need to be narrowed to accomplish a premium level BRT. Ms. Alley asked if street trees could be next to the BRT lanes. Ms. Vega stated that study was being headed up by the Urban Design Center. Ms. Alley asked if these plans would preclude the Blount/Person Street plans. Mr. Lamb stated that they would continue with the Blount/Person Street plans as is. Mr. Lamb discussed conversion of one-way streets and the concept of creating a clockwise block within downtown. There was discussion about identifying Person Street as a tier one bike facility. Ms. Sell asked about the funding to make BRT station routes tier 1 bicycle facilities. Mr. Lamb stated the existing bike infrastructure on Wilmington and Morgan Streets would be removed with the implementation of BRT; however, there was phase 2 project funding on Person Street. Mr. Otwell opinioned that this project places more value on street parking over bicycle facilities. Ms. Alley wanted it on the record that she is uncomfortable with the possibility of sidewalk narrowing and Mr. Parrish echoed her comments. Ms. White stated they anticipated seeing more one-way recommendations for a safer biking network. Mr. Vega stated bicycle facility construction may be included with BRT funding, depending on federal criteria eligibility. Ms. Vega asked the commission to send all feedback via email.

PO Box 590, Raleigh, NC 27602

[raleighnc.gov](http://raleighnc.gov) | [RaleighBPAC@raleighnc.gov](mailto:RaleighBPAC@raleighnc.gov)





## Raleigh Bicycle & Pedestrian Advisory Commission

Dix Park Master Plan Presentation, Grayson Maughan from City of Raleigh Parks, Recreation & Cultural  
Resources Department

Presenter could not make the meeting; however, the plan was sent out to the commission for review. Ms. Stuart did a master plan walking tour and felt the City established effective controls to prohibit the park from serving as a cut through to those trying to reach downtown. Ms. Stuart felt the biggest challenge was Western Boulevard and its intersections and level of traffic. Ms. Stuart, Ms. Sell and Ms. Alley all expressed the desire for proposed changes to the plan come through the commission. Mr. Parrish did not review the plan but inquired whether parking spaces would be removed from within the park. Mr. Parrish, speaking as President of the Wake Federation of the Blind, voiced that they are against parking within the park. Mr. Lamb stated that Dix Campus has approximately 2000 parking spots, and the plan would reduce the number down to 1000 parking spots with the idea that there would be alternative means of transit to feed entrance to the park. Mr. Nevill offered that while there are state offices in the park, there needs to be parking to accommodate the employees.

The final City Council vote for the Dix Park Master Plan will be on 2/18/19, before BPAC retreat on 2/22/19. Ms. Sell expressed that she wanted to be able to provide formal input prior to the City Council meeting. Ms. Sell stated the plan is well thought out, however, she would like to see more incremental changes that will have an immediate impact, as opposed to a long-term project such as a land bridge. Mr. Lamb pointed out the opportunities that could be created with the Parks and Rec group working on the landfill and greenway adjacent to Western and the Transportation group working with BRT in that same area. Mr. Lamb explained the intent, characteristics and questions around the land bridge. Ms. Hatchell mentioned that BPAC provided input for the Dix Park project as a potential answer to solve connectivity issues, however, the master plan does not mention Lake Wheeler, so she is unclear if the problem is being addressed. Ms. Sell reiterated that an issue with Dix Park is that it is landlocked by high speed roadways. Mr. Parrish inquired about public feedback for Dix Park. Ms. Stuart said there will be a meeting at the Raleigh Convention Center on 2/6/19 but it would be a presentation of received public comments and the design team's final recommendations. Mr. Lamb stated final recommendations will include improving multi modal travel on Lake Wheeler and creating permeability between the park and the adjacent neighborhood. Ms. Alley stated she would like the plan to include more detail on the proposed 4-way stop on Boylan Avenue coming into Western Boulevard and the proposed 16' multi use path on Lake Wheeler. She stated the focus is on the interior of the park and she hopes that City Council devotes that amount of time, consideration and funding to the whole of the park.

PO Box 590, Raleigh, NC 27602

[raleighnc.gov](http://raleighnc.gov) | [RaleighBPAC@raleighnc.gov](mailto:RaleighBPAC@raleighnc.gov)





## Raleigh Bicycle & Pedestrian Advisory Commission

Raleigh Street Design Manual Update-Kenneth Ritchie, City of Raleigh Development Services Dept.

Mr. Lamb introduced the Street Design Manual as a technical supplemental to the UDO. The manual was adopted in 2013, with no major updates since. A presentation was given detailing revisions to existing site/roadway planning guidelines by private development. Mr. Neville inquired if most road patch jobs were contracted out. Mr. Battle replied in the affirmative due to the private development aspect of their field. Mr. Otwell felt there was a safety issue concerning sharp angles that are created where sidewalks come together at the curb cuts. Mr. Lamb stated that the ADA dictates that ramps be set in line with the line of travel. As a response to Ms. Alley's question, Mr. Ritchie explained current street tree guidelines and the proposed changes. Ms. Sell inquired how BPAC's input could become a requirement for private development. Mr. Lamb stated that could only happen with a code change, which those discussions foster. Ms. Alley inquired about lowering design speeds and incorporating a maximum design speed. Mr. Lamb stated they could add speed maximums into design criteria. Mr. Lamb suggested the ad hoc committee develop recommendations for the Street Design Manual. The public feedback deadline was 1/31/19, however, the Development Services Department will continue to monitor the [RSDMcomments@raleighnc.gov](mailto:RSDMcomments@raleighnc.gov) inbox as more public meetings are held.

### **VIII. Board Comments**

Mr. Otwell requested the board consider renaming the proposed UDO street section recommendations. Ms. Hatchell stated the ad hoc committee will address the request.

### **IX. Announcements**

#### *Upcoming Events*

- Dix Park Final Community Meeting, February 6, 6:00 pm at the Raleigh Convention Center
- Krispy Kreme Challenge, February 2, 8:00 am at 2011 Hillsborough Street in downtown Raleigh
- Valentine's Ride sponsored by Oaks and Spokes, February 16, 1:00 pm at Crank Arm
- Family Ride hosted by Oak City Cycling Project, February 2, 8:30 am at 212 E. Franklin Street

Ms. Hatchell announced that the next BPAC meeting will be the retreat on Friday, February 22, 2019 from 1-4 pm at the Crowder Woodland Center at 5611 Jaguar Park Drive, Raleigh.

With no further business, the meeting adjourned at 8:24 pm.

Respectfully submitted,

Reyna Nishimura

PO Box 590, Raleigh, NC 27602  
[raleighnc.gov](http://raleighnc.gov) | [RaleighBPAC@raleighnc.gov](mailto:RaleighBPAC@raleighnc.gov)



## DRAFT MEETING MINUTES

**DATE** Friday, February 22, 2019  
**TIME** 1 pm  
**LOCATION** Crowder Woodland Center, Lady's Slipper Room  
5611 Jaguar Park Drive, Raleigh, NC 27606

### PRESENT

#### Commission Members

Susan Hatchell, Chair  
Mary Sell, Vice-Chair  
Elizabeth Alley  
Dwight Otwell  
Robert Parrish  
Rebecca Proudfoot

#### Staff

Paul Black, Bicycle and Pedestrian Program  
Manager  
Fontaine Burruss, Bikeshare Coordinator  
Eric Lamb, Transportation Planning  
Manager  
Reyna Nishimura, Staff Assistant

### ABSENT

Dan Howe (excused)  
Paul Nevill (excused)  
Molly Stuart (excused)

### I. Introduction

Ms. Hatchell called the meeting to order at 1:05 pm and asked everyone to introduce themselves and what committee they belonged to. She noted there was not sufficient attendance for a quorum and that approval of the previous meeting's minutes would be deferred until later in the meeting.

### II. Public Comments

None

### III. Presentations

#### Raleigh Police Department (RPD) Liaison

Officer Derek Morris is on the crash reconstruction team and is the point of contact for the Vision Zero program. Officer Morris explained the team's purpose, processes and gave statistics on 2019 pedestrian

PO Box 590, Raleigh, NC 27602

[raleighnc.gov](http://raleighnc.gov) | [RaleighBPAC@raleighnc.gov](mailto:RaleighBPAC@raleighnc.gov)





## Raleigh Bicycle & Pedestrian Advisory Commission

and vehicular crashes. Ms. Hatchell asked how BPAC could aid in educating the public about safety. Officer Morris replied that knowledge of pedestrian laws and the ability to recognize traffic signals is very important. Ms. Sell suggested that infrastructure insufficiency may elicit more risk-taking behavior by pedestrians and asked if RPD took that into account. Officer Morris agreed with the statement and affirmed. Mr. Parrish stated he was part of the Mayor's Committee for Persons with Disabilities and had concern with scooters parked in the right of ways. Officer Morris stated that the topic of scooter parking was at a City Council level. Mr. Lamb stated a new bill was brought to the state legislation to reclassify scooters into a new mobility device category (similar to an electric bicycle), thereby creating a clear definition of what the vehicle is; currently it is categorized as a moped. Ms. Hatchell asked Officer Morris if he saw a correlation between crash data and English as a second-language (ESL) and/or elderly communities. Officer Morris believed that ESL citizens would be more prone to accidents due to lack of knowledge pertaining to safety laws and foreign driving classes. Ms. Alley asked if he saw trends between struck pedestrians and what their origins/destinations were. Officer Morris noted there was a trend of impairment and subsequent accidents near where the pedestrian lived. Ms. Sell asked for a quarterly check in from RPD. Ms. Alley suggested reporting accidents at CAC meetings. Mr. Lamb asked how often RPD publishes crash information to the public. Officer Morris stated RPD had just begun communicating to the public via social media.

### IV. Approval of Minutes

Ms. Proudfoot arrived at 1:25 pm. Ms. Hatchell announced there was a quorum and requested review of the minutes. Mr. Otwell moved for approval of the minutes which was properly seconded by Ms. Sell and passed by unanimous voice vote.

### V. Presentations

#### Bicycle & Pedestrian Crash Data and Mitigation Programs

Todd Edwards and Brandie Crawford from the City of Raleigh Transportation Department stated they received data from RPD's reporting of serious injuries/ fatalities, NCDOT's Highway Safety Improvement Program's (HSIP) Potentially Hazardous Locations list and citizen concerns. The 2017 HSIP Potentially Hazardous Locations list was displayed, however, detail could not be given on the criteria that contributed to locations' rankings. Mr. Lamb and Officer Morris discussed variables that contributed to hazardous sites (e.g. location, bicycle/pedestrian exposure rates, speed limits). Ms. Alley asked if NCDOT attached funding to the HSIP Potentially Hazardous Locations list. Mr. Edwards stated that was possible so long as the location was a state road and met program criteria. Ms. Crawford explained crash

PO Box 590, Raleigh, NC 27602

[raleighnc.gov](http://raleighnc.gov) | [RaleighBPAC@raleighnc.gov](mailto:RaleighBPAC@raleighnc.gov)





## Raleigh Bicycle & Pedestrian Advisory Commission

diagrams and their use in trend identification. Officer Morris continued that the crash reconstruction team can determine a pedestrian's location at the time of impact and have 10 days from the accident to refer the information to NCDOT. The commissioners discussed accidents caused by turning traffic, one-way and two-way road accidents and pedestrian accident trends. Office Morris informed Mr. Parrish that the National Highway Safety Traffic Program disseminated safe walking education. There was conversation about Capital Boulevard; what factors made it dangerous, demographics of those using it and law enforcement. Ms. Alley inquired whether the HISP list was provided to City Council during budget planning periods, so money could be allocated to improvement programs. Mr. Edwards was not able to give an answer. Ms. Alley inquired about crash information pertaining to locations with sidewalks. Mr. Edwards stated NCDOT maintained sidewalks up until the past 10 years, so the city does not have past accident data. Ms. Sell cautioned against implementing code enforcement practices that could not be equally enforced.

### Downtown Transportation Plan Implementation

Betty White from Kimley-Horn and Mila Vega of GoRaleigh gave an overview of the draft downtown Transportation Plan and announced that the next public meeting will be from 4-7pm on 3/13 at the Raleigh Convention Center. Ms. White explained that the plan was currently working within the existing curb lines and that streets designated with BRT lines would not have tier 1 or 2 bicycle facilities. Ms. White stated the phases for the bicycle network implementation were slated for 2023, 2025 and 2027. Ms. Sell inquired about BRT funding for the bicycle network and Ms. Vega stated they would work with the Federal Transit Administration (FTA) to see what was reimbursable. Ms. Sell stressed the need to convey to City Council the importance of tier 1 facilities to the BRT system. Mr. Lamb described the changes and impacts of the bicycle network in downtown. The Urban Design Center will contribute to the Transportation Plan by constructing a Streetscape Master Plan to address pedestrian concerns. Ms. Hatchell requested that the draft be presented to BPAC. Ms. Vega stated they hoped to bring their recommendations to City Council on 3/19. Mr. Otwell suggested consideration of streets aimed mainly towards bicycle and pedestrians. Mr. Lamb stated that there was discussion on making Bloodworth Street a "bike boulevard." Mr. Otwell made the motion to refer the Downtown Transportation Plan to the Ad Hoc Committee for review and recommendations for the next BPAC meeting. Ms. Alley seconded the motion and it was passed by unanimous voice vote.

Ms. Hatchell announced that the Commission would take a short recess. Ms. Alley left the meeting at 3:10 pm.

PO Box 590, Raleigh, NC 27602

[raleighnc.gov](http://raleighnc.gov) | [RaleighBPAC@raleighnc.gov](mailto:RaleighBPAC@raleighnc.gov)





## Raleigh Bicycle & Pedestrian Advisory Commission

### **VI. Strategic Planning Discussion**

#### ***SWOT Analysis***

Ms. Hatchell led the Commission through a SWOT analysis (Strengths, Weaknesses, Opportunities and Threats) exercise. The key phrases from this exercise were:

- Strengths: Growth, Expertise, Leading in Greenways
- Weaknesses: Political Will, Limited Staff, Parking Challenge (Autocentric)
- Opportunities: Growth, Newcomers Increase Diversity and Expectations, Climate Change, Community Resource Partnerships (Parks, Libraries, Schools, BRT)
- Threats: Polarized Political Climate, Lack of Awareness and Advocacy for Bike/Ped

Ms. Proudfoot left the meeting at 4:05 pm.

#### ***Work Plan Review***

The Commission discussed the incorporation of the top SWOT topics into the Adopted BPAC 2018-2019 Work Plan. Mr. Otwell stated he would like expectations to be detailed where phrases such as 'promote' and 'coordinate' are used in the work plan. Ms. Sell would like to focus on items that the Commission can change and make an impact on. Mr. Hatchell stated broad wording allowed for flexibility, however, made it difficult to track successes. Ms. Hatchell would like the committees to discuss measurability and clarification in their work plans.

### **VII. Board Comments**

Mr. Parrish voiced that he would like to see more strategic crosswalks. Mr. Lamb suggested that because the HSIP's ranking system is not readily transparent, the City may want to evaluate their own processes for data comparisons. Mr. Otwell expressed that he was not comfortable basing BPAC's recommendations on the HSIP list. There was discussion on various metrics surrounding bicycle and pedestrian accidents.

### **VIII. Announcements**

#### ***Upcoming Events***

The Ad Hoc Committee will make their street design manual recommendations at the 3/18 BPAC meeting. The next Ad Hoc meeting date was undetermined; Mr. Otwell and Ms. Sell will finalize a date.

Raleigh Tour de Brew, April 13<sup>th</sup>, 10:30am and 11:00am at Crank Arm Brewery.

PO Box 590, Raleigh, NC 27602

[raleighnc.gov](http://raleighnc.gov) | [RaleighBPAC@raleighnc.gov](mailto:RaleighBPAC@raleighnc.gov)







## Raleigh Bicycle & Pedestrian Advisory Commission

Ms. Hatchell announced that the next BPAC meeting will take place on Monday, March 18, 2019. With no further business, the meeting adjourned at 4:27 pm.

Respectfully submitted,  
Reyna Nishimura

PO Box 590, Raleigh, NC 27602

[raleighnc.gov](http://raleighnc.gov) | [RaleighBPAC@raleighnc.gov](mailto:RaleighBPAC@raleighnc.gov)





Raleigh Bicycle & Pedestrian  
Advisory Commission

## DRAFT MEETING MINUTES

**DATE** Monday, June 17, 2019  
**TIME** 6 pm  
**LOCATION** Council Chambers, Raleigh Municipal Building  
222 W Hargett Street, Raleigh, NC 27601

### PRESENT

#### Commission Members

Susan Hatchell, Chair  
Mary Sell, Vice-Chair  
Elizabeth Alley  
Paul Nevill  
Dwight Otwell  
Rebecca Proudfoot  
Pierre Tong

#### Staff

Paul Black, Bicycle and Pedestrian Program  
Manager  
Fontaine Burruss, Bikeshare Coordinator  
Eric Lamb, Transportation Planning Manager

#### Council Liaison

David Cox, City Council

### ABSENT

Kelly Woodall(excused)  
Nick Neptune (excused)  
Robert Parrish (excused)

### I. Introduction

Ms. Hatchell called the meeting to order at 6:00 pm and asked everyone to introduce themselves and what committee they belonged to.

### II. Approval of Minutes

Mr. Nevill moved for approval of the minutes which was properly seconded by Mr. Otwell and was approved by unanimous voice vote.

### III. Public Comments

Susan Stephens, 921 Vestavia Woods Drive, recounted her son being struck at the exit of a greenway crossing. Ms. Stephens stated that she had found 7-10 sites where there are greenway crossings with curb cuts on either side of the road but no markings. She would like for the City/NCDOT to provide



## Raleigh Bicycle & Pedestrian Advisory Commission

adequate markings for greenway crossings. Mr. Otwell reached out to RPD's Crash Investigation Unit to learn the criteria for triggering an investigation but had not heard back yet.

Mary Jo Gallenbeck, Creston Road, expressed concern over the blinking, yellow left turn signal at the Five Points intersection. Ambiguity about right of way caused motorists turning left to cut off cars coming driving straight from the other direction and endanger pedestrians in the right of way. She noted that previously there had been a designated green arrow which was understood by both motorists and pedestrians as to who had the right of way. Ms. Gallenbeck requested the signal design be reviewed and the pedestrian signal be illuminated for every green light, as opposed to needing actuation.

Jonathon Powell, 1201 Trillium Circle, with Oaks and Spokes emphasized the importance of the bicycle network of the Downtown Plan. He requested the commission recommend funding, scheduling and implementing the plan in conjunction with BRT. Mr. Powell asked to have the data from the bicycle count stations made public and live. Mr. Powell stated he had seen projects with plans for multiuse paths, however, he had concern about implementation of warnings to alert motorists of bicycle crossings. Mr. Black stated that bicycle count data is run through a third-party who scrubs it for irregularities and sends it to the City on a quarterly basis. Mr. Black will make the first quarter's data available to the commission, thus making it public. Mr. Black recounted the sites where the counters were.

Adam Haller, 4504 Pitt Street, expressed his frustration with recent interactions with motorists while road biking, as well as the circumstances surrounding Ms. Stephens's child's accident. He wanted the commission to make a motion to make RPD elevate the investigation to find all the contributing factors that led to the accident, and if need be, request the State's Oversight Committee.

### **IV. Staff Reports**

#### ***Council Update***

Mr. Lamb stated that City Council appointed Mr. Neptune as the final BPAC commissioner at their last meeting. Elections for BPAC Chair and Vice-Chair will be in August, so Ms. Hatchell opted to wait to change the committees' makeups. She suggested Mr. Neptune fill the vacancy in the Community Outreach Group until the elections.

#### ***Bikeshare Update***

Ms. Burruss stated that the remaining 10 stations are still in the permit review process. Once cleared, the stations can be installed. Ms. Burruss gave Citrix Cycle stats for the month of May and relayed that the average mileage per trip in June was 2 miles. Mr. Lamb stated that they were excited to have the





## Raleigh Bicycle & Pedestrian Advisory Commission

Phase 1 portion nearly completed, so they may begin work on Phase 2. Mr. Lamb also stated that the City was working on developing policy guidelines for new development; as some developers had expressed interest in implementing bikeshare infrastructure into their projects.

### ***Bicycle Month Review***

Mr. Black stated that Bicycle Month was a huge success in terms of participation from cyclists and the cooperative effort between partners and local bicycle clubs. Mr. Black stated they are compiling final statistics and will bring them to the next BPAC meeting.

### ***Projects Update***

Ms. Sell inquired about the Gorman Street Project. Mr. Black stated the project would be obligated for construction by August 2019. Mr. Nevill asked whether any feedback had been received concerning the completed Buck Jones Project. Mr. Lamb stated he has not received any complaints regarding the project. Ms. Sell asked when the Milburnie Traffic Calming Project would be done. Mr. Lamb stated that the project was headed by the Engineering Department and he was unsure as to its completion date. Ms. Alley asked for an update on which projects were funded through the City budget. Mr. Lamb stated that what is currently in the Capital Improvement Program mirrored the continued implementation of the Transportation Bond Program from 2017. Most of the projects have already received some level of funding from the previous year. Ms. Hatchell if they could get a project status update on a quarterly basis and Mr. Lamb agreed.

## **V. Committee & Member Reports**

### ***Chair's Report***

Ms. Hatchell asked each commission to give some thought for who they may want to nominate for the Chair and Vice-Chair positions in August. Ms. Hatchell would like to create a means for items referred to City Council or staff to be brought back to the commission's attention.

### ***Bicycle Planning Committee***

The alternatives to addressing the 2-lane UDO sections were presented in the agenda packet. Mr. Otwell discussed specific contexts related to the road applications. Mr. Lamb stated that the primary outcome of adopting these 2-lane sections will be that the physical street footprint will narrow, and space allocated for bicycle lanes will be put behind the curb. Mr. Nevill asked about the impact to the UDO if the recommendations were approved by the commission and if they would then be an imperative for street changes or if they would serve as a guiding tool. Mr. Lamb stated that the changes would be

worked into the Street Design Manual and would be provided to City Council with the acknowledgement that the commission had recommended them. Ms. Alley stated that once adopted, they would be law and any exceptions would require a variance. Mr. Otwell stated that the committee is requesting approval of the single way bicycle path for all applications for both the regular and NCDOT street options. Mr. Lamb requested clarification of what was being requested. Ms. Sell stated they were recommending option 2 and 4 of each street type. Mr. Lamb stated that any development would trigger that type of section construction. Mr. Otwell stated an existing issue was how to address the street sections at intersections and midblock. Mr. Otwell moved to use the single way bicycle path option for both the city and NCDOT street sections for 2-lane divided 80' ROW, 2-lane divided 76' ROW and 2-lane undivided 64' ROW. Mr. Tong seconded the motion and the motion passed by unanimous voice vote. Mr. Lamb stated that he will find out where in the process the Street Design Manual is, when their recommendation could be added to it, and arrange to have them present to BPAC again.

#### ***Community Outreach Committee***

Ms. Proudfoot stated that the committee met and discussed their work plan.

#### ***Pedestrian Planning Committee***

Ms. Alley stated that they did not meet in June, however, their work plan priorities had already been set.

### **VI. Old Business**

#### ***Bicycle Parking Standards-Travis Crane, City of Raleigh Planning Dep.***

Mr. Crane was unavailable, and the presentation was postponed until the July BPAC meeting.

#### ***FY2020 Work Plan Development***

Mr. Black stated that the goals and initiatives for the entire commission were not included in the provided agenda packet; however, the submitted work plans for the committees denoting new and removed items was. Ms. Hatchell referenced the previous meeting's minutes to Mr. Black for items that the commission was looking to add to their overall goals for the upcoming year. Mr. Nevill expressed concern with having the work plan finalized in time for the July City Council meeting. Mr. Nevill moved that the commission move forward with consolidating the work plans with changes as previously discussed. Mr. Otwell seconded the motion and it carried by unanimous voice vote. Mr. Lamb stated the clean version would be presented to City Council for the July 2 meeting.

#### ***Review of Proposed UDO 2-Lane Cross Sections***





## Raleigh Bicycle & Pedestrian Advisory Commission

This item was discussed in the Bicycle Planning Committee section of the minutes.

### **VII. New Business**

#### ***Downtown Transportation Plan-Mila Vega, GoRaleigh***

Mr. Lamb stated that as the City's BRT implementation had been worked on, it has created tradeoffs to previous planning for parts of downtown and there were significant implications as it related to the bicycle network. The executive summary had been posted at [www.goraleigh.org](http://www.goraleigh.org). Ms. Vega provided an overview of the volumes and timeline of the project and stated that they were requesting the commission's endorsement of the bicycle plan recommendations. Betty White, with Kimley Horne, reviewed the BRT Recommendations and the Full Build Network and Alternatives. Caitlin Tobin, with Kittelson, gave an overview on the bicycle recommendations that they were proposing. There would be no bicycle facilities on streets where there are BRT recommendations so that the networks complement each other, rather than conflict. With the recommendations, 96% of downtown would be accessible via a continuous low stress trip. Tier 1 and tier 2 bicycle facilities were illustrated and described.

Ms. Sell stated that she wanted a better understanding of the funding and implementation strategies for the tier 1 bicycle facilities. Ms. Vega stated that there was a funding source for new transit, however, the bicycle network itself did not have a dedicated funding source. GoRaleigh did understand the importance of the bicycle network, so they would be coordinating with the Transportation Planning Division to identify potential funding resources. Ms. Sell asked whether the scoping process to align the New Bern Corridor Plan would include a tier 1 bicycle facility. Ms. Tobin stated that the phasing of the bicycle recommendations would be worked around: 1) each iteration of BRT had stations that were accessible from the 4 corners of downtown via the recommendations accompanying that phase and 2) where mitigation was needed. Ms. Sell asked what the advised next steps were to ensure that the bicycle network was funded. Mr. Lamb stressed project prioritization within the Capital Improvement Plans. The Bicycle Plan laid out the priorities for bicycle infrastructure spending and was adopted 3 years before BRT so it would need to be updated to coincide with BRT recommendations.

Ms. Hatchell asked why federal funding would not be available if the downtown bicycle infrastructure would be left in worse condition than it was before the project. Ms. Vega stated that the FTA would dictate what qualified for funding but the general feedback she had received was that if there was a general impact, it required mitigation either by replacement or budgeting funds to address it. Ms. Vega was concerned with prioritizing the projects to ensure a comprehensive BRT network was built, rather than just a section. Ms. White stated that future projects such as Blount/Person were taken into consideration with their recommendations since BRT implementation will remove some on street

parking. Ms. Sell asked if BPAC could get a copy of the map with the facilities. Ms. White stated that because there was no dedicated funding, they have not yet identified which type of facilities would be installed on each street. Ms. Sell asked whether the cross sections had been measured to confirm that there was enough width to accommodate all facilities. Ms. Vega stated that with the information they have now, they have verified all measurements within the right of way.

Ms. Alley stated she still did not have a full understanding of the pedestrian impact of the project. Ms. White stated that when the bicycle facility infrastructure was looked at, they tried to accommodate the facilities within the width of an on-street parking lane so if on-street parking was taken out then they would not have to move the curbs. They also worked with the City to identify streets that were the most important (restaurant use) and had the most sidewalk traffic. The streetscape aspect would be addressed by a separate streetscape master plan which would be incorporated with the BRT design. Currently there have been no specific pedestrian improvement recommendations. Lenoir Street's bicycle facilities would come at the expense of pedestrian space due to its regional trail connections. Ms. Alley wanted to know which streets would have 1-way bicycle facilities. Ms. White stated the only 2-way street would be Harrington Street because it was already proposed, but most streets would have 1-way facilities. Ms. Alley confirmed that there would be no conversion of street traffic. Ms. Tobin stated that there would be no bicycle facilities recommended on Morgan Street because a BRT facility was recommended on a part of it and there was preexisting width on Hillsborough Street to do a tier 1 bicycle facility to aid people in going from east to west. Mr. Nevill remarked that he would prefer to bike on Morgan Street over Hillsborough Street.

Mr. Otwell asked how many parking spots would be affected by the bicycle network. Ms. White stated that would be in the implementation plan and it was based on an assumed width. Ms. Tobin added that the assumption that they moved forward with was that only one side of street parking would be removed for a bicycle facility. Ms. Vega stated that they looked at both on and off-street parking to get a grasp on the magnitude of impact. Ms. Alley stated it would be more politically feasible to remove parking for BRT than for bicycle lanes. Ms. Sell emphasized that she wanted this to be a multimodal plan. Ms. White stated part of the endorsement was to show support for the dual implementation of BRT and biking. Ms. Alley asked why it appeared the tier 2 bicycle facilities terminated within the study boundaries. Ms. Tobin could not recall the reason but offered to relay the information once she had the answer.

Ms. Sell wanted to know if there were any other processes in place where underserved corridors could be addressed over time. Ms. Vega stated as they moved forward they would make observations for





## Raleigh Bicycle & Pedestrian Advisory Commission

improvement, which is why she is currently only presenting a blueprint. Ms. Sell would like the commission to have fluid input on a quarterly basis. Ms. Vega stated as part of the BRT implementation there will be a tiered committee structure on a quarterly basis for stakeholders, in addition to public meetings to provide another layer of oversight. Mr. Otwell asked how well the plan mapped out current trips and demand for bicycle use downtown was. Ms. Tobin stated they looked at City provided bicycle and pedestrian counts; but the idea was to make a complete network that would make all of downtown accessible. For that reason, they reviewed which low stress streets existed, what critical corridors did they need to prioritize bicycles on, and where the tier 1 facilities should be placed.

Mr. Nevill asked about the term 'bicycle way' on the tier 2 facility as it did not appear to have any bicycle facility on it. Ms. Tobin stated that streets identified as low stress would be signed and/or sharrowed routes and would have strategically placed traffic calming and communication tools in place to alert drivers to expect bicyclists that would be traveling towards tier 1 facilities. Mr. Lamb added that Fayetteville Street would be an example. Ms. Alley inquired why every road in downtown would not be a tier 2 facility. Ms. Tobin stated the reason every street wouldn't be a tier 2 facility was that they were strategically picking streets that would communicate to drivers to expect cyclists there and they would not want to communicate that on streets where it isn't safe to do. Ms. Alley commented that tier 2 facilities should be used more extensively.

Ms. Sell proposed to move forward with a recommendation of the plan with the caveat that the commission be engaged in the process on a quarterly basis. Mr. Otwell wanted a clarification on what they were voting on. Ms. Vega stated they were looking for an endorsement that would stand to mean that they were headed in the right direction regarding the bicycle network project in conjunction with the BRT project. Mr. Tong asked when the tiered phasing plan would be ready by. Ms. White stated that the recommendation would be available in the implementation report. Ms. Sell moved to endorse the plan with the intention that BPAC have an iterative process of continual communication to ensure bicycle and pedestrian facilities. Ms. Alley amended the motion to add Morgan Street, west of Harrington Street, be added to the map for facilities. Ms. Tobin added that all the recommendations are intended to be low stress facilities. Mr. Tong seconded the motion.

Mr. Neville remarked that this was a recommendation to support a direction and he is concerned about the conflicting plans that he was seeing. Mr. Neville proceeded to give a few examples of issues he saw with the recommendations. Mr. Lamb replied to an inquiry from Ms. Hatchell and listed specific examples of tradeoffs if the BRT plan was installed as presented. There was discussion between the



commissioners about the impact of the bicycle network on the future of downtown. Mr. Owtell stated he did not feel comfortable voting on the issue if he cannot see a clear vision of how the downtown map would look. Ms. Sell asked the presenters when they needed feedback by. Ms. Vega stated the project is in design with the first open house being 6/25 and network recommendations would be in the fall. Ms. White stated that they were currently looking at all of downtown from an overview and based on the information they currently have using the downtown plan and bicycle plans as a basis, that was what they had recommended for bicycles with the BRT implementation.

Ms. Hatchell called for a vote. Those in favor of endorsing the project were Ms. Sell and Ms. Proudfoot. Those opposed with Mr. Tong, Mr. Otwell, Mr. Nevill and Ms. Alley. The motion was not approved.

#### **VIII. Board Comments**

Ms. Proudfoot would like to review greenway intersections and ensure there are corresponding painted crosswalks and signaling devices. Mr. Otwell mentioned that the site where the child was struck from the previous citizen comment was where the greenway ended. Though there were curb cuts on either side of the road, there was no corresponding facility on the other side so it would not be considered an official crosswalk. Mr. Black added that the curb cuts at that location were for the Parks Department's vehicles to get onto the greenway for maintenance. Ms. Sell stated that this matter spoke to some of the issues with the transportation network and how there is an opportunity with the Greenway Master Plan to address issues that need to be mitigated. Ms. Hatchell inquired if this issue should be put in committee or left as a general commission topic. Ms. Alley stated she would like to keep the issue at the general commission. Ms. Sell added that they can also direct their concerns with the Greenway Advisory Board.

Mr. Nevill reported the lack of crosswalks and pedestrian signals/markings at the corner of New Bern Avenue and King Charles Road. The lack of facilities gave residents hesitation to travel on foot or bicycle to the movie theatre and shopping plaza by the intersection. Mr. Lamb stated that those additions were part of the New Bern Corridor Improvement Plan and that installation of a sidewalk in the area is either imminent or currently underway. Ms. Alley inquired as to the best way for BPAC to be involved in the scoping of City projects.

#### **IX. Announcements**

##### ***Upcoming Events***

- Harrington Street Cycle Track Open House, 6/18, 4-6pm at State of Beer
- Bicycle Lanes Mean Business: Discussion about Cycle Tracks in Raleigh, 6/18, 3-4pm at HQ Raleigh



- BRT-New Bern Avenue Corridor Project Meeting, 6/25, 4-7pm at Martin Street Baptist Church

Ms. Hatchell announced that the next BPAC meeting will take place on Monday, July 15, 2019. With no further business, the meeting adjourned at 8:21 pm.

Respectfully submitted,  
Reyna Nishimura

DRAFT

## Online Survey Results

### Raleigh Downtown Transportation Plan Survey

Digital Public Input Results

VIEWS

761

RESPONSES

5,554

SUBSCRIBERS

1

PARTICIPANTS

335

COMMENTS

505

IMPRESSIONS

0

Please indicate which modes you **CURRENTLY** use most often for travel to each of the listed destinations.

Work	65% Personal Auto	9% Walk	7% Bike	9% Transit	1% Rideshare/Taxi	10% Not Applicable
Shopping	81% Personal Auto	10% Walk	6% Bike	4% Transit	1% Rideshare/Taxi	1% Not Applicable
School	21% Personal Auto	4% Walk	2% Bike	3% Transit	- Rideshare/Taxi	70% Not Applicable
Parks and Entertainment	51% Personal Auto	25% Walk	16% Bike	3% Transit	5% Rideshare/Taxi	- Not Applicable





Please indicate which mode you would **PREFER** to use to travel to the destinations listed.

Work	19% Personal Auto	14% Walk	22% Bike	37% Transit	1% Rideshare/Taxi	8% Not Applicable
Shopping	32% Personal Auto	28% Walk	17% Bike	24% Transit	1% Rideshare/Taxi	- Not Applicable
School	8% Personal Auto	12% Walk	9% Bike	12% Transit	- Rideshare/Taxi	59% Not Applicable
Parks and Entertainment	9% Personal Auto	36% Walk	26% Bike	26% Transit	3% Rideshare/Taxi	- Not Applicable

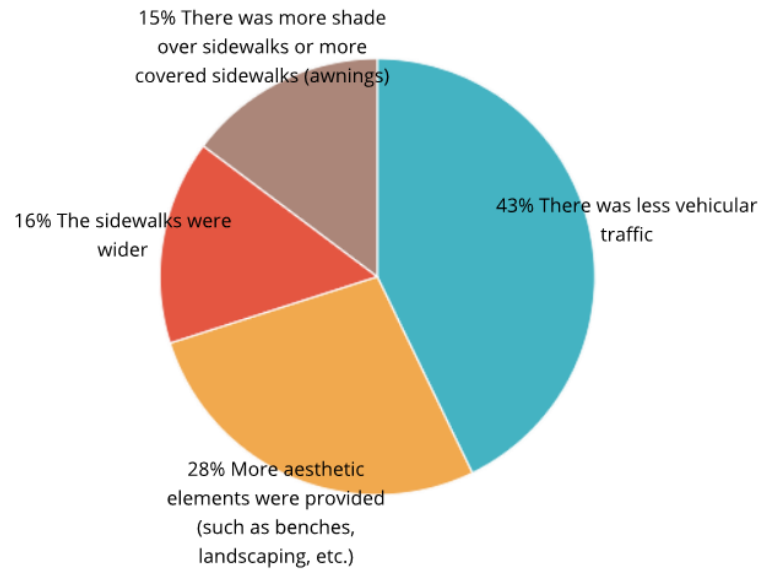
Which of the **THREE** destinations below do you think are most important to serve with Bus Rapid Transit (BRT)?

55%	Raleigh Union Station	130 ✓
54%	GoRaleigh Station (formerly known as Moore Square Station)	129 ✓
39%	Fayetteville Street Area	92 ✓
32%	Glenwood South	75 ✓
28%	Raleigh Convention Center/Red Hat Amphitheater	67 ✓
23%	Warehouse District	54 ✓
22%	State Government Complex	51 ✓
15%	Seaboard Station/William Peace University	35 ✓
10%	Moore Square/Marbles Kids Museum	24 ✓
10%	Shaw University/Duke Energy Center for the Performing Arts	23 ✓
3%	Nash Square	6 ✓
237 respondents		



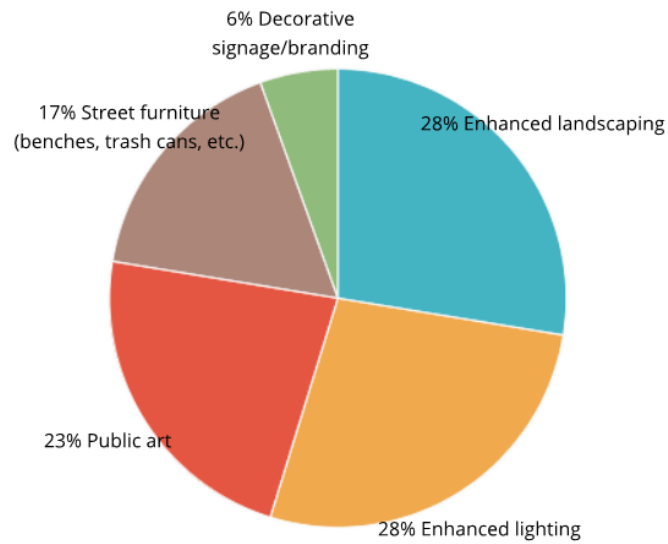


I would walk more Downtown if...



43%	There was less vehicular traffic	113 ✓
27%	More aesthetic elements were provided (such as benches, landscaping, etc.)	72 ✓
15%	The sidewalks were wider	40 ✓
15%	There was more shade over sidewalks or more covered sidewalks (awnings)	39 ✓
264 respondents		

Which of the following pedestrian amenities would you most like to see Downtown?

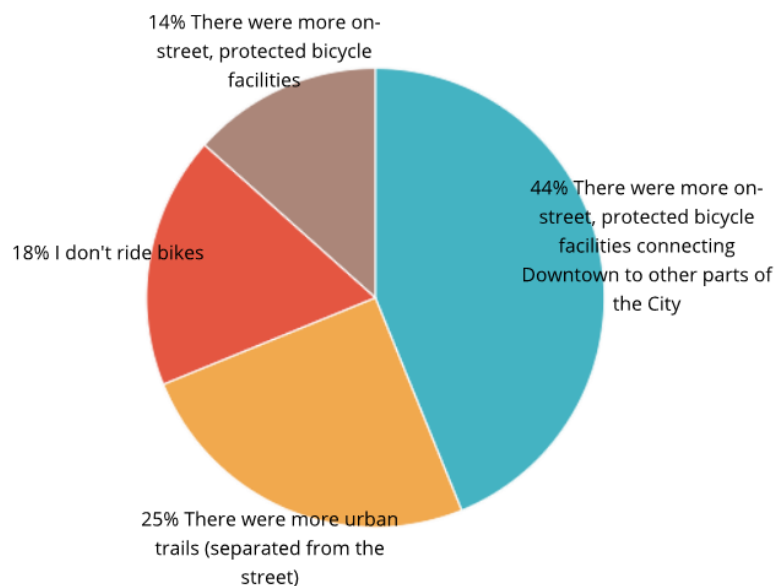


28%	Enhanced landscaping	75 ✓
27%	Enhanced lighting	74 ✓
23%	Public art	62 ✓
17%	Street furniture (benches, trash cans, etc.)	46 ✓
6%	Decorative signage/branding	15 ✓
272 respondents		





I would bike more Downtown if...



44%

There were more on-street, protected bicycle facilities connecting Downtown to other parts of the City 121 ✓

25%

There were more urban trails (separated from the street) 69 ✓

18%

I don't ride bikes 49 ✓

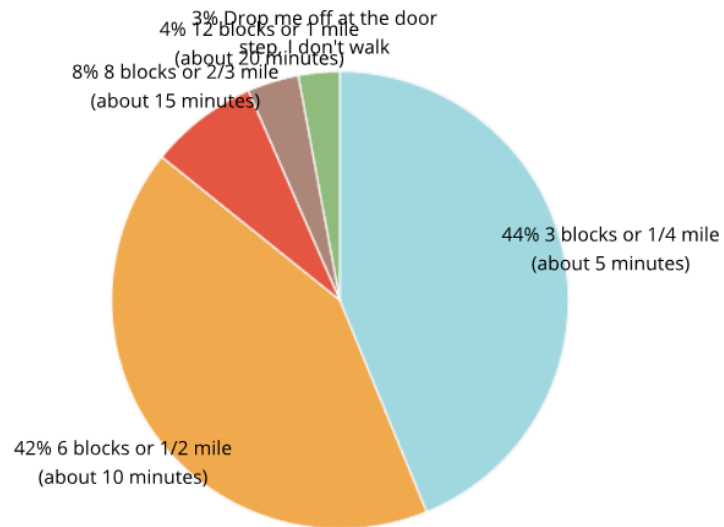
13%

There were more on-street, protected bicycle facilities 37 ✓

276 respondents



If you were to travel by bus to Downtown, how far are you comfortable walking from where the bus drops you off to your destination?

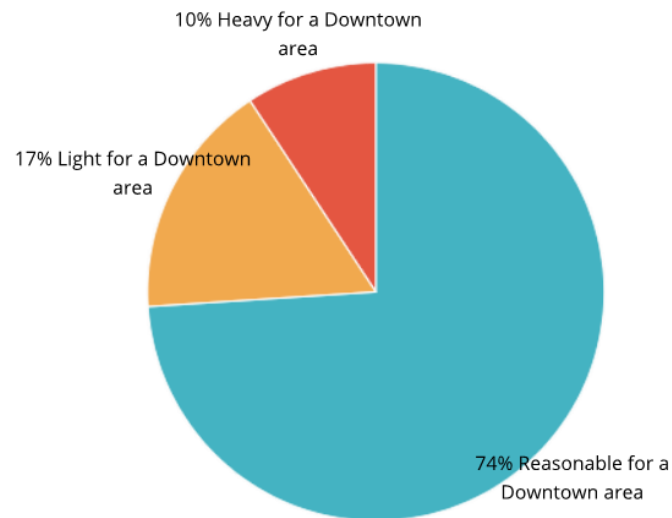


44%	3 blocks or 1/4 mile (about 5 minutes)	120 ✓
42%	6 blocks or 1/2 mile (about 10 minutes)	115 ✓
8%	8 blocks or 2/3 mile (about 15 minutes)	21 ✓
4%	12 blocks or 1 mile (about 20 minutes)	10 ✓
3%	Drop me off at the door step, I don't walk	8 ✓
274 respondents		



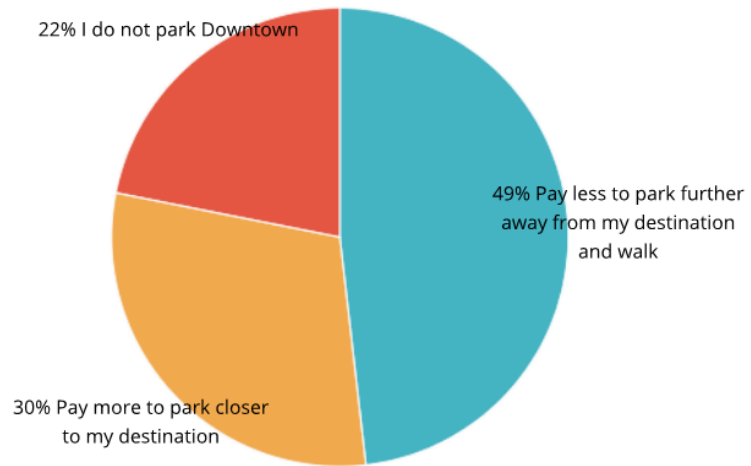


During a typical day, traffic congestion in Downtown is:



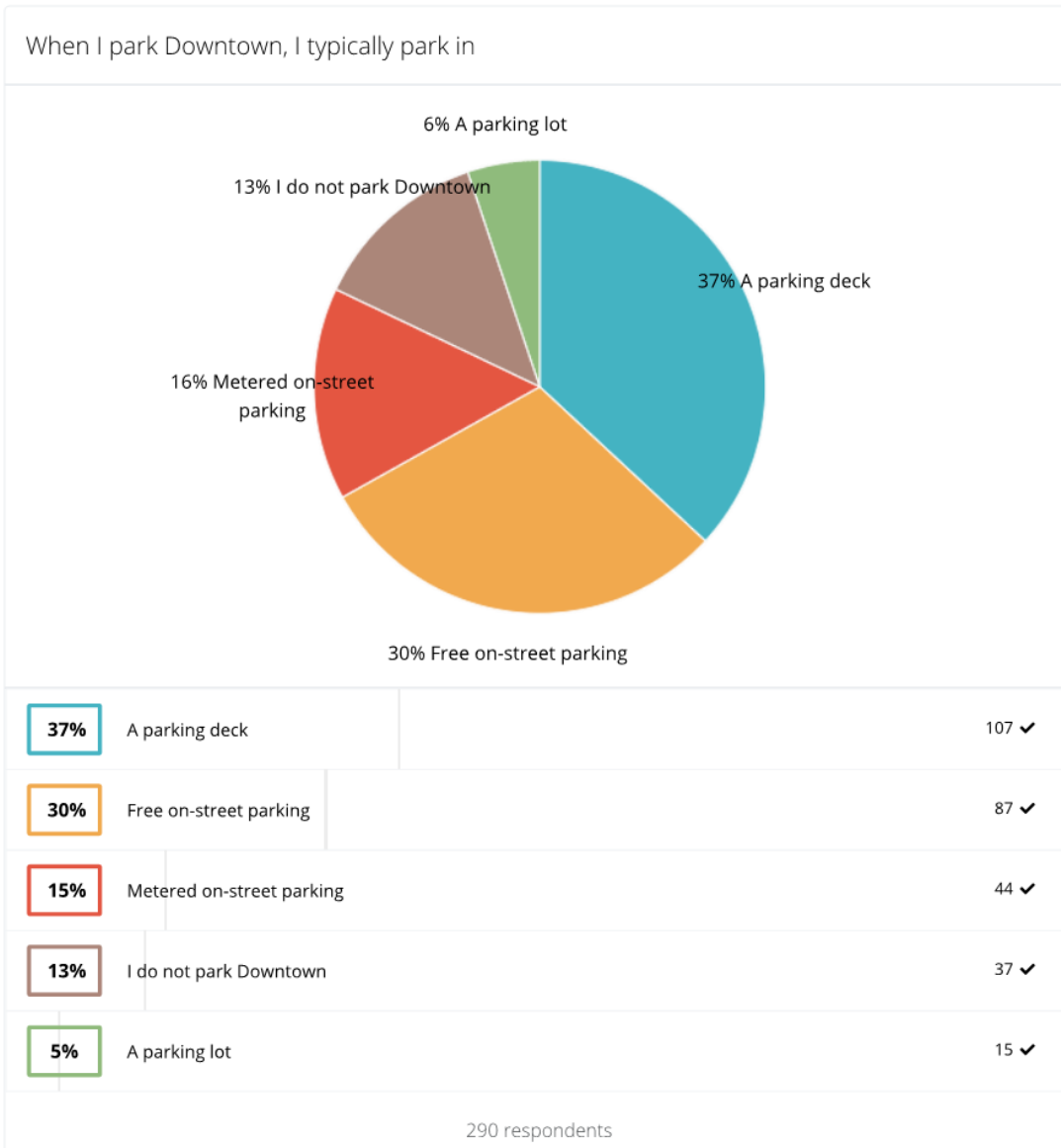
74%	Reasonable for a Downtown area	199 ✓
17%	Light for a Downtown area	45 ✓
9%	Heavy for a Downtown area	25 ✓
269 respondents		

When I pay to park Downtown, I typically



48%	Pay less to park further away from my destination and walk	132 ✓
30%	Pay more to park closer to my destination	82 ✓
22%	I do not park Downtown	60 ✓
274 respondents		





Please share what you think are the **PROS** of Scenario A.

75 Comments

Comments Submitted Privately:

Good access to jobs and population

7 minutes ago

encompasses train station

23 minutes ago

Good groundwork for future transit

40 minutes ago

Access on West St and access from the train station. A good amount of tier 1 bike access

47 minutes ago

Wilmington Street to GoRaleigh Station. Passes Nash Square, connects to many other destinations such as warehouse and auditorium complex.

8 hours ago

Provides close access to a lot of things

10 hours ago

Reaches a lot of key attraction areas.

18 hours ago

increased bike access

19 hours ago

Best access may encourage highest ridership/usage.

yesterday

Parking and traffic impacts are significant.

2 days ago

This meets the goals of the transit plan, and makes sure that the significant city investment in GoRaleigh Station and Union Station are utilized for transit.

2 days ago

I can't read. The picture is not clear.

2 days ago

This plan provides great connectivity and service over a ll of downtown.

2 days ago





There are no Pros.

2 days ago

Best access for BRT is a plus. Better Tier 1 bicycle access.

2 days ago

Avoids primary pedestrian and scooter corridors.

2 days ago

The access to jobs is a big plus along with direct access to both downtown transit stations (although I don't think this is vital). People can walk a few blocks!

2 days ago

It covers all the important parts of town

2 days ago

This would reshape Raleigh in a very positive way. Providing best practice bike infrastructure as shown would make for a healthier, safer, and more environmentally friendly community. I've lived in a city with a good busway/BRT system and it was a great experience. Anything less than this as a bicycle infrastructure goal is climate change denial. This plan is also a way to improve mobility equity in the City.

2 days ago

Connects transit hubs. Plenty of bike facilities

2 days ago

I think I like this plan the best, but I cannot discern too much from just reading the plans on a computer screen. I want a pedestrian, scooter and walking friendly environment. I think that will increase liveability in the area. Less traffic is less noise too - which is healthy. Getting people out of cars and onto bikes, scooters and/or walking will provide enormous benefits to the downtown area. Plus it is healthy and environmentally friendly.

2 days ago

Straight forward and not far from any parts of town, not sure what bicycle 'facility' means though

2 days ago

It provides the vital BRT link from the bus station to union station, however I'm not 100% sure that's needed since bus services are supposed to relocate closer to union station in the future. This plan focuses on what's best for Raleigh's future, less dependence on cars, greater options for bike and non-carbon riders, and discourages individual car use. I also like that it serves East and West Raleigh equally.

2 days ago

The West Street Extension Project would cut my short commute in half.

Protected bike lanes on Wilmington would also be great.

2 days ago

This will allow for bike lanes to be built to what cyclists want and may improve bus transportation.

2 days ago

Looks very central and evenly divided between east and west. Lots of bike access

2 days ago

Good that it hits two transit hubs. Definitely like the number of tier 1 bike facilities.

2 days ago

Seems to cover a lot of downtown

2 days ago

Very comprehensive; may be worth the short term disruption for the long term accessibility

2 days ago

More access to jobs

2 days ago

The route appears to be very long- is there a way to shorten route to fewer destinations and still keep walking distance downtown to < ¼ mile?

2 days ago

Bad location for scenario A

2 days ago

BRT on West Street, Connect and extend to Dix Park

2 days ago

None

2 days ago

Most access to downtown amenities, access to Go Raleigh Station and Union Station

2 days ago

Less street parking downtown is a great thing in the context of the increased access provided by this plan. I'm much more likely to take BRT or ride my bike downtown if I'm going for a casual meal or to hang out. If I'm going for an event like the Symphony or a fancy dinner, I'd park in a deck.

2 days ago

Connects to both Raleigh Union Station and GoRaleigh Station.

2 days ago

Serves both sides of downtown.

3 days ago

This survey is not mobile device friendly. The image is too small and not responsive to enlarging therefore I'm unable to provide feedback.

3 days ago

I think the plan is good.

3 days ago

Creates short term construction jobs

3 days ago





The improved bicycle routes are extensive and appreciated. Good access to existing bus and train stations.

3 days ago

Do not like anything about this option. Even though coverage is good, there is a lot of circuitous routing. Looks more like local bus than BRT. Goal should be to deliver riders to high demand locations, like GoRaleigh Station as quickly and directly as possible.

5 days ago

Best overall, long term impact

6 days ago

I like connection between union station and Moore square

6 days ago

Tier 1 Bike lanes along Harrington.

6 days ago

Bus access along West St.

6 days ago

Maximizing access is very important for this to be successful.

6 days ago

This is the only one that connects directly to Union station and future commuter train. Might as well go all in and make it easy to connect between modes of transit.

6 days ago

Best access to jobs, good bike access, serves both GoRaleigh Station and Raleigh Union Station

6 days ago

Extensive route means people expect to see a bus regularly and thus will be more willing/likely to take it. Bicycle access is good, could be better.

6 days ago

Does the best job of covering the important areas of downtown. (This is my favorite option)

6 days ago

Extending West street is a good plan since it will improve access and accommodation for Union Station.

6 days ago

Access

6 days ago

Direct access to Union Station and Go Raleigh Station.

Gets you to a lot of places (N,S,E,W)

Does not affect traffic Dawson and McDowell

6 days ago



Good that it accesses most direct access to job areas (would require lots of behavior change for people to take advantage of it though, like convincing that they should take BRT instead of driving).

6 days ago

Connection of Union Station and GoRaleigh station

7 days ago

I like how the West St - Martin St alignment serves Glenwood South, Union Station, the Warehouse District, and Nash Square on the way to GoRaleigh Station, and that all BRT lines would converge on GoRaleigh Station. And the jobs and population numbers speak for themselves.

7 days ago

Fairly simple layout and serves both RUS and Moore Square.

7 days ago

Lots of possible connections without a circulator.

7 days ago

Provides access to GoRaleigh Station/Raleigh Union Station and most of downtown Raleigh

7 days ago

Access to jobs and downtown amenities; direct access to Union Station and GoRaleigh Station; intuitive and easy-to-understand routing; somewhat large number of straight paths to optimize priority traffic signaling

8 days ago

Access to both RUS and GoRaleigh station is primary pro

8 days ago

I do like that it directly serves both GoRaleigh Station and Union Station

8 days ago

Good distribution across the western side of downtown/Glenwood So

8 days ago

Access to east and west Raleigh is good. Helping highest amount of assistance to jobs & population is also very good.

8 days ago

Very few pros. It goes lots of places but leaves out the Rapid part.

8 days ago

Connects BRT to both Union Station and GoRaleigh Station.

8 days ago

The West Street location is ideal and gives access to the most housing and shopping - especially once Smoky Hollow and all the Warehouse District development has happened. It also provides the most accessibility for those who might not be able to walk very far.

8 days ago





Hits all of the places people would want to go, at the danger of trying to do too much (like the R Line).

8 days ago

Both Union and GoRaleigh stations are directly connected. Bike access is ok.

8 days ago

Connection to both stations, a lot of the area is covered

8 days ago

Serves areas where people work the best. Runs through both of the current main bus stations.

8 days ago

Reaches a wide area, connecting with Raleigh Union Station is great

8 days ago

I would think more individuals would be willing to participate in public transportation since this scenario has more connectivity and access to jobs and the general population. I'm also impressed that the traffic impacts are not higher than they are given the number of roads affected by this scenario.

8 days ago

Please share what you think are the **CONS** of Scenario A.

63 Comments

Comments Submitted Privately:

High total travel time

7 minutes ago

Lots of construction

40 minutes ago

Would be cool if the bus went right by Seaboard station.

47 minutes ago

Many roads requiring bus routes so more competition with cars. Does not reach Seaboard or the area north of downtown.

8 hours ago

Travel time seems high

10 hours ago

Being north of Glenwood Ave on West Street makes no sense.

18 hours ago

less downtown parking

19 hours ago

Seems like we were moving towards more two-way streets downtown, this moves in the opposite direction. Also feels like overkill, downtown is pretty walkable and this could be overproviding service.

yesterday

Travel time seems a bit high.

2 days ago

Obviously impact on what people are used to will be great in this scenario, so it will likely generate the most complaints.

2 days ago

Buses and more bike lanes are not solving traffic problems. Get off the bus band wagon, and have light rail downtown with access throughout Raleigh, esp up Capital. Why is that so hard for you to figure out?!?!?

2 days ago

High parking impacts.

2 days ago





Presumes future location of Raleigh city government buildings. Putting City council buildings downtown is bad for traffic and reduces future property tax income by taking up vital expensive footprint for things which are not revenue generating. Moving the new construction out of the city core will help refocus traffic patterns and allow for more dynamic traffic capacities for all modes of transportation.

2 days ago

Still unclear about how the bicycle facilities will feed into all of this. I would like to see more detail on this component as well. BRT total travel time seems excessively high. Even if it impacts a lot of jobs, if the corridor travel time is significant this will create some conflict. The amount of construction could be a barrier as well

2 days ago

Not sure if the detour onto MLK Blvd is necessary. I'm fine with it if it serves a valuable purpose but not sure why it's there. The exhibit doesn't explain why the route doesn't just connect on South Street

2 days ago

There could be public backlash initially for both bus and bike. And a period of time for the density of the area outside downtown to catch up to the stations for the BRT. There is no question we need to get people out of cars and this goes a step towards doing that.

2 days ago

Biking down Davie is a little rough because of the big hill, so I'd prefer using Martin to get between Union Station and Moore Square

2 days ago

I don't like the idea of more traffic coming down Hargett Street. While Hargett has great sidewalks, they only come up to the at-grade crossing just behind Citrix. When I walk to downtown I usually take a route from Boylan to Hargett. There's a two-three block stretch of no sidewalks on Hargett which forces pedestrians into the road. More traffic would make that very unsafe, and if the West street extension necessitates the closing of Cabarrus street at the train crossing, my only route to downtown would be Hargett street. More pedestrian improvements should be part of this plan where traffic is planned to be increased. It's also confusing to me why this plan would result in such a high total travel time for BRT.

2 days ago

Making Martin Street one-way for cars

2 days ago

This will increase traffic and congestion on these roads, especially on the roads connecting to Martin St. This may create more problems than it is solving.

2 days ago

Probably will cause martin street to shrink going west thus maybe clogging up traffic, but what do I know.

2 days ago

I'm a little concerned about adding more one-way streets to downtown without assurances that there will only be one lane for cars and it will be narrow to discourage the highway driving that occurs on downtown's one-way streets today.

2 days ago

Not really sure

2 days ago

May be overkill

2 days ago

Disruptive construction and changing one way streets

2 days ago

45 minutes is a long travel time

2 days ago

Bad location for scenario a

2 days ago

Too much bike access at expense of pedestrian traffic.

2 days ago

Extend bike facility all the way west on Hargett Street to connect with Boylan Avenue

2 days ago

Business Killer takes the most valuable parking in DTR away

2 days ago

Most construction impacts (more cost).

2 days ago

Convolutd route with lots of turns = slow.

2 days ago

One way streets are inconvenient, should be more bike friendly.

3 days ago

Increased traffic on Blount St will make that street even harder for other traffic. Would like to see bike lane on Blount St (southern portion).

3 days ago

By trying to serve everyone, wind up serving them all the same. BRT should be about priority service - the most people to the highest destinations as quickly as possible. GoRaleigh Station to AMTRAK is not BRT - more local circulator a la R Line

5 days ago

Time to impact

6 days ago

Long ride time, BRT routing is a mess, too much impact on parking.

6 days ago

Construction impacts, noise. I live and work downtown and dread that.

6 days ago





placement of tier 1 bicycle facilities not as ideal as some other scenarios.

6 days ago

I don't like one way streets. They favor cars and not bikes or pedestrians and create business dead zones.

6 days ago

Disruption

6 days ago

Takes too long

Martin Street conversion to a 1 way street seems drastic

6 days ago

The route does not seem easy to memorize. I am most likely to use a transit option if I know exactly where it goes (like a loop or something), but this route seems confusing.

6 days ago

Not as simple as others

7 days ago

The route is not as simple as others

7 days ago

I think that using Dawson & McDowell to get from Western Blvd to West St will be a problem - it adds a major backtrack if you're traveling from the west to GoRaleigh Station. What if the section on West St south of Martin St was removed, and instead the Western BRT operated along Wilmington St to GoRaleigh Station only? Union Station is important but I don't think needs service from \*both\* BRT's. This could help some with the travel time and construction impacts.

7 days ago

Requires additional costs to construct West St. Extension.

7 days ago

I see converting Martin Street to one-way as a negative in terms of car, bike travel. Also, there are lots of construction dependencies for this plan to work and with a higher cost we're getting a slower system. I would prefer a plan that results in a faster system.

7 days ago

Bus routing seems a little confusing

7 days ago

Unintuitive turns around MLK and New Bern Av.

8 days ago

Longer travel time, lots of turns, hard to visualize the routes

8 days ago

This scenario is kind of a mess. The routes are difficult to comprehend and seem to wander all over the place. It has two way bus facilities - which would take over a very large portion of the streets they are on. One way bus facilities are probably more palatable as they will still allow street parking on one side of the street.

8 days ago

The pro is the con, clientele of Glenwood are outside the belt line folks who are never going to be transit users. Hate to stereotype but true

8 days ago

But would provide big traffic issues, which is very bad and doesn't do anything for non-vehicle travel, which is also quite bad.

8 days ago

Changing Martin Street to one way. No way the service could be fast with all those curves and turns.

8 days ago

Bikes can't use West Street tunnel. The large travel time would likely have a negative impact on ridership

8 days ago

Very high BRT construction impacts which would be disruptive for downtown living.

8 days ago

The travel time is concerning - this system should be prioritized over and protected from other traffic to ensure it maintains speed.

8 days ago

Not a straight shot, so it takes a while

8 days ago

Fewer stops

8 days ago

Few stops in areas that aren't where people work. Infrequent stops.

8 days ago

The parking impact would severely hurt visitors from out of the downtown area who must at least drive into downtown

8 days ago

People may be less willing to utilize the BBT if they deem the travel time too long for their taste. It's also not ideal for those traveling in and out of the downtown area.

8 days ago





Please share what you think are the **PROS** of Scenario B.

62 Comments

Comments Submitted Privately:

Good access to jobs and population, improved travel time over scenario A, low construction impacts, serves a population in East Raleigh more likely to use transit

4 minutes ago

Can make a strong corridor

39 minutes ago

Less construction is always a plus. It's nice that the GoRaleigh station and Union Station are accessible by a circulator. The idea of a short route circulator is nice - you won't have to wait as long to get where you might need to go.

44 minutes ago

Doesn't require busses to use as many downtown streets. Connects to GoRaleigh Station.

8 hours ago

Reaches Seaboard Station.

18 hours ago

increased bike access

19 hours ago

Makes sense to push bus traffic to one-way pairs (Blount/Person).

yesterday

Parking impacts are high!!

2 days ago

Allows rapid in and out of downtown area. Less bus traffic on crosstown streets.

2 days ago

This plan is simple, provides relatively quick service through downtown, and has an integral connection to Moore Square.

2 days ago

Close to state government

2 days ago

There are no pros

2 days ago

Low traffic impacts, tier 1 bicycle access improved.

2 days ago



Cheaper, faster transport times, improves usage density. Allows for eventual transition of city government buildings outside of the city core, reducing traffic even further.

2 days ago

I like the relative ease of implementation with this option and the high proportion of jobs it will provide access to. I like that BRT travel time is decreased in this rendering. I think any type of circulator should be low impact - something like a glorified golf cart that was a pure EV would be cost effective and environmentally conscious. Something small is needed if you're adding another vehicle to this downtown core (remove Rline, replace with smaller option)

2 days ago

Connect Fayetteville St to all other areas of central downtown and quickly.

2 days ago

Compared to A, too much of the City is left out of the range of BRT. As an interim solution it might work but not as the goal. The bike infrastructure is good but not where it needs to be to make up for lost time and accelerate the change to a healthy mode share distribution.

2 days ago

Good amount of bike facilities

2 days ago

Reduces stress on the Warehouse district streets which is nice, and at same time gives option to get to 'heart' of downtown in the east

2 days ago

Love that this option includes access to Seaboard Station and William Peace U!

2 days ago

Circulator Bus a good idea. Perhaps one to NCSU Hillsborough area would be good, too.

2 days ago

I like the Tier 1 bike facility on Martin St! And generally I just like seeing the amount of solid green lines.

2 days ago

Seems to have a lot of bike coverage.

2 days ago

Less disruption

2 days ago

I like that this route is shorter, even though it doesn't serve the western part of the city. I imagine much of the growth in downtown to be on the western side.

2 days ago

Reasonable access rates with good travel times. Best scenario.

2 days ago

better than A

2 days ago





Serves less of entire downtown area, transfer required to access Union Station

2 days ago

Minimal construction impacts.

2 days ago

Simple route. Hits GoRaleigh Station. Easy to understand.

2 days ago

Minimal construction.

3 days ago

Less traffic impact

3 days ago

Circulator bus seems like it would actually provide faster transport from Union Square to Moore Square, is that true?

3 days ago

Makes sense to serve demand corridors from the east and south. Based on rest of system routing GoRaleigh Station is most logical hub. Again focus should be on moving vehicles and serving high demand sites.

5 days ago

Reasonable compromise of travel time and access

6 days ago

OK travel time, good access, good bike facilities, low traffic impacts, easier to build.

6 days ago

None.

6 days ago

Extra BRT use on the eastern side of downtown.

6 days ago

Like the use of lower-volume N/S roads. Why are we not projecting higher population growth in DTR?

6 days ago

Direct access to GoRaleigh station

Dawson and McDowell unaffected

Shorter travel time

6 days ago

I think it is a big pro that this scenario services the east side of downtown, where there are a lot of people who need transportation options. It is also a simpler route for people to remember and understand than the others.

6 days ago

Simpler routes

7 days ago

Wilmington and Blount make a good "spine" - they serve City Plaza, State Government, and GoRaleigh Station directly. (I like any scenario where all four BRT corridors converge on GoRaleigh Station.) I like the numbers on travel time, jobs access, and population access.

7 days ago

Along Blount and Wilmington Street, there are a lot of jobs and shops here so access is really good. Integration into GoRaleigh Station is seamless.

7 days ago

Simpler network for minimal confusion

7 days ago

Provides access to GoRaleigh Station

7 days ago

Bicycle facilities and circulator

7 days ago

Quicker, simple route

8 days ago

The routes are fairly clear and understandable. It serves GoRaleigh Station which is an important destination as it allows connections to other bus routes.

8 days ago

Looks like the best bang for the buck, good travel time. Impact is on street parking, which is the best possible outcome in every respect.

8 days ago

Low traffic impact. Helps highest jobs and population.

8 days ago

More straight travel lanes, Connects to the Moore Square bus transfer center.

8 days ago

Connects to Go Raleigh station. Good bicycle options. Looks like it might connect well to Dix park.

8 days ago

Favors Bus-to-Bus connections (via GoRaleigh station) instead of Bus-to-Train (via Union Station). Allows bikes to use West street tunnel.

8 days ago

Low impacts to the downtown area and great access for jobs and overall population.

8 days ago

None.

8 days ago





Using one-way pairs offers a minimally disruptive experience.

8 days ago

Strait shot

8 days ago

Hits the highlights of downtown

8 days ago

Serves more of downtown

8 days ago

This services commuters well, especially those who are willing to walk a little further to get to their destinations. Despite the impacts on parking, I think there are enough supplemental parking options downtown that these negative impacts are offset by how low the other areas of impact are.

8 days ago

My favorite with proper circulation connector can be very useful

8 days ago

Please share what you think are the **CONS** of Scenario B.

64 Comments

Comments Submitted Privately:

High parking impacts,  
4 minutes ago

Has no stops close to Nash Square or Union Station.  
8 hours ago

Wouldn't help my work route. Catching two buses wouldn't be worth it to most people. Less impact. Warehouse District and Glenwood South are missed.  
18 hours ago

less parking  
19 hours ago

Leaves out service to significant population center (Glenwood South).  
yesterday

Low traffic impacts.  
2 days ago

Any option needs to be better tied to union station.  
2 days ago

Abandons Union Station and fails to integrate our eventual CRT infrastructure with BRT. I see this is a complete failure.  
2 days ago

I find it problematic that the Glenwood South area is not better served.  
2 days ago

Does not access union station. Huge waste of this investment. All bus plans should go to that hub. Period.  
2 days ago

Again, more bike lines and buses do NOT solve Raleigh's traffic issues.  
2 days ago

Not serving the west side of downtown with BRT.  
2 days ago

I would like more information on the time scale of the cycling facilities which I see as just as important as the BRT investments. Critical these are developed at same time scale as transit investments to optimize use for both modes.  
2 days ago





Separate route to Union station. (But I think that's ok)

2 days ago

Seeing low traffic impacts as a feature is a major problem. If the goal is for people to keep driving and limit the use of BRT, then this option is effective. There should be an urgency to the severity of the transportation issues in the City.

2 days ago

I think easy access to the warehouse district is pretty critical given the amount of current and future growth occurring in that area

2 days ago

Glenwood seems abandoned here

2 days ago

Servicing union station with a connector bus increases times and complexity for people coming and going from Raleigh by train, and I feel it would discourage rail use. The plan also only services one side of downtown Raleigh which is not ideal. This plan feels like it's not nearly as forward thinking as scenario A, and makes BRT use convenient only for those on the East side of downtown.

2 days ago

By not serving Union Station, it's more difficult to convince residents to use the bus to get to the train for travels to Charlotte, DC, Florida, NY, etc. Adding an extra leg with the circulator makes it technically accessible for those who have no choice, but reduces the likelihood that anyone with another option will choose to take transit.

2 days ago

West Street Extension would probably have the biggest impact for me.

2 days ago

I feel like for this scenario to work, there has to be great coordination between the circulator and the BRT. Ideally, you should be able to get off the circulator and hop on your BRT bus immediately. If you're riding the circulator from Union Station, you need assurances that you're not going to see your BRT bus leaving as you arrive at Union Station. I think the transfer is going to limit tolerance for harmonization between the circulator and BRT. If you have to take a circulator and then wait 15 minutes for the next bus, you might as well just call a Lyft or Uber?

2 days ago

Seems to focus bus paths all to one side

2 days ago

underserves the western side of downtown, which seems to be in a state of growth; not a good long-term concept

2 days ago

One half of transportation improvements are missing. Not having direct connections to Raleigh Union is not good. I guess it's better to bite the bullet and go for a more comprehensive plan all at one time, such as Plan A.

2 days ago

I like more bike routes, as in Scenario A. Is there a way to connect the city with Glenwood south? people could walk to seaboard in this scenario, but going just a little further on Peace street would be great

2 days ago

BRT Needs to extend west on Peace Street All the way to Glenwood South

2 days ago

more buses on clogged downtown streets

2 days ago

Serves less of entire downtown area, transfer required to access Union Station

2 days ago

No BRT reaching near Glenwood South means I'm much less likely to venture up there.

2 days ago

Misses warehouse district and Raleigh Union Station.

2 days ago

East side needs to be more bike friendly.

3 days ago

Would like to see more bicycle coverage on this map.

3 days ago

Does not address access from north Capitol/Wake Forest corridor or from the west NC State and Cary. Believe intra-downtown access can be accommodated with circulation routes. believe BRT routing should be complemented by bikes/scooters - do not believe you can serve all modes on all streets.

5 days ago

Service is too limited

6 days ago

The route requires a circulator which to me indicates a serious flaw with this proposal.

6 days ago

No bus access near Glenwood.

6 days ago

No direct connection to Union station.

6 days ago

Does not serve Union Station, too much impact on parking.

6 days ago

Buses should be for all, not just poor areas or for people used to taking bus. We need to get everyone used to the idea of public transportation so they stop driving their cars when they could use alternate means. This is the worst of the scenarios because of that. Let's go for culture change. And it's too far for people to walk to the train station if they don't want to wait for the circulator.

6 days ago





Does not cover some of the fastest growing areas (warehouse district, glenwood south) or union station

6 days ago

Circulator buses will not adequately serve connections between GoRaleigh & Union Station.

6 days ago

Terrible access to Union Station. This is a bad plan

6 days ago

Neglects the west side of DT

6 days ago

Takes busses too close to residential neighborhoods

7 days ago

I'm fine with transferring to a circulator to access Union Station itself, but there's a lot of growth in the Warehouse District that it would be nice to serve directly with BRT. Comparing this to Scenario A, the State Government is traded off for the Warehouse District and Nash Square. If the State Government's land use changes significantly (or the soccer stadium deal goes through), they might be more worth it than the Warehouse District and Nash Square, but right now I'm not sure that's the case.

7 days ago

Not directly connected to RUS, avoids much of downtown, and serves the fairly lifeless government district.

7 days ago

Requires connection to get to Raleigh Union Station

7 days ago

Need for a separate Circulator bus between RUS and GoRaleigh Station; access to few businesses and downtown landmarks

8 days ago

Misses RUS

8 days ago

It completely bypasses the western half of downtown, which is where a lot of the housing is as well as a lot of the growth. It also misses Union Station which will be a very important connection point in the future.

8 days ago

None

8 days ago

Raleigh residents wouldn't walk to get to a circulator. Only serves one section of the city.

8 days ago

It is still a convoluted route with the little short dead ends all over the place.

8 days ago



Questions about whether those streets will someday be two way.

8 days ago

High parking impact would likely be resisted by business \*BUT\* I think this is worth it -- Buses allow a higher volume of customers.

8 days ago

So much development is coming to the west side, and this system really misses that.

8 days ago

It is disconnected from the rapidly expanding westside of Downtown, which is where the market for investment has moved..

8 days ago

Skewed toward one side of town; loss of connectivity from scenario B

8 days ago

Doesn't serve both stations, goes thru the side of the city.

8 days ago

Effects traffic the most and would require circulator bus.

8 days ago

I don't think the lack of construction and traffic impact outweighs the fact that the route services such a small area. I personally value parking far more and would love to utilize a system that reaches a wider area after I have arrived and parked downtown.

8 days ago

Not great connectivity to all parts of downtown.

8 days ago

Leaves out to much of the developing west section of Raleigh

8 days ago

Needs BRT connection to North Hills

8 days ago





Please share what you think are the **PROS** of Scenario C.

59 Comments

Comments Submitted Privately:

Very short total travel time compared to scenarios A and B

3 minutes ago

Good bicycle access

3 minutes ago

I like that this is the best Tier 1 bike access option. Downtown Raleigh isn't terribly big, so it makes biking doable. We need more safer biking options, especially w/ the bird/lime scooters. People are too scared to ride them on the street, so they ride on the sidewalk making it really dangerous for pedestrians.

42 minutes ago

The route seems like it would get you close to a lot of things.

10 hours ago

This is better than A and B.

18 hours ago

increased bike access, parking unaffected

18 hours ago

Push bus traffic to two way pairs.

yesterday

Circulator bus provides quick east-west service.

yesterday

Rapid in and out of downtown and connector routes n and south.

2 days ago

The pace of travel through downtown is good, and the plan is simple.

2 days ago

None. Why wouldn't this access the transition to other busses and trains? DUMB. Nobody wants to take 3 busses to get somewhere.

2 days ago

There are no pros.

2 days ago

Fastest service in and out of downtown, minimal impacts to parking, splitting the difference in terms of east vs west.

2 days ago

I like that the corridor travel time is decreased. Anything to increase speed here is a good thing. But at this point, diminishing value add with decrease in access to jobs, etc. Like the access to tier 1 bike facilities, this is critical  
2 days ago

None  
2 days ago

This is a step in the right direction for providing bike and bus options for people.  
2 days ago

Great bike facilities  
2 days ago

With many options for personal mobility (scooters, bike share, bikes) I think this is pretty reasonable compromise given how much faster getting to downtown will be.  
2 days ago

I love the idea of continued support for bicycle use, protected bicycle areas, right now too much traffic for me to bike to work, and no lanes or path alternatives  
2 days ago

It buses people around? Doesn't seem to offer much.  
2 days ago

Fastest travel time for BRT is nice  
2 days ago

I like the bike lane proposals.  
2 days ago

I like encouraging cycling over other forms such as electric scooters. Wheels too small, hard to see.  
2 days ago

Great to see high traffic impacts. It needs to be harder to drive downtown than it is to make our streets safer for pedestrians and this plan appears to do it. I like all the tier 1 bike facilities.  
2 days ago

Looks pretty good  
2 days ago

focuses well on the central core of downtown, making it equally accessible  
2 days ago

Less disruptive construction  
2 days ago





with the shortest travel time, this is the winner, for bikes and for buses. No one will use this transportation if it takes too long! It's got to be efficient! It makes sense to put the buses on the downtown thruways, and remove parking on at least one side- it's a busy street and already very narrow with cars parked on both sides. Removing parking on (one or both sides of) these thoroughfares may also lessen accidents and snarls, as fewer cars would be parking and pulling out into traffic.

2 days ago

Fast service and bicycle access! That's what I want

2 days ago

takes less existing parking

2 days ago

Simple route. Easy to understand. Gets reasonably close to most destinations.

2 days ago

Minimal construction, relieves traffic with little impact, and relies on bikes which are the way the future for transportation in cities like Raleigh.

3 days ago

Love the bike coverage here. Would really love to see this aspect of this map constructed. Circulator bus seems like it would provide quick access to either Union or Moore Square Station and in theory people could walk 2.5 blocks, but this isn't ideal for differently abled persons.

3 days ago

Dawson/McDowell are high volume streets; so serving those would be logical and would be consistent with how BRT corridors have been selected in other cities.

5 days ago

Faster travel time, best bike access, low parking impact.

6 days ago

Love the better bicycle access, which I assume can also be used for scooters.

6 days ago

It's quick. i guess it's cheap to implement?

6 days ago

Nice blend of north-south and east-west.

6 days ago

Minimal transfer to GoRaleigh/Union Station required from BRT. Most Tier 1 bike access/facilities (yay!)

6 days ago

Its fast. Gets you in and out of DT quickly.

6 days ago

This is a decently simple route, easier for people to remember than Scenario A. I think that is important. I also really appreciate the minimized construction impacts. I also don't care if traffic is negatively impacted, I think it is important for the BRT to be prioritized.

6 days ago

Simple

7 days ago

...There could be a station directly at the Capitol? That's the only pro I can think of.

7 days ago

Fastest service and high bicycle access. Balances access between historic business core (Fayetteville Street) and new development areas like Warehouse District and Glenwood South.

7 days ago

Minimal confusion, takes a travel lane away from cars on McDowell/Dawson, which are both too wide and car-centric. Leaves other streets for bicycle facilities.

7 days ago

Rapid transit service time

8 days ago

Speed, simplicity

8 days ago

Of all the listed alternatives, this one is simplest and easiest to understand. It looks like it would be fast.

8 days ago

I like the idea of mixing Dawson/McDonnell with mass transit. These roads could use a diet. Big time.

8 days ago

Serves all of downtown. Most bike access which would reduce people driving in theory. Reduced RBT time drastically.

8 days ago

This one makes more sense but there should be 2 routes, a Dawson and McDowell and an Edenton and New Bern route. There is already BRT planned for New Bern so it should just continue into town maybe take a turn and go by Union Station.

8 days ago

Lowest BRT travel time is ideal, and fewest turns downtown (possibly these are related).

8 days ago

Splitting the difference between the East and West side of Downtown is much better than having the service only on the East side.

8 days ago

This is more easily understandable than Scenario A, which could encourage ridership, especially among visitors.

8 days ago





Significantly expands bicycle / scooter infrastructure to make Downtown easier to get around. Doesn't de-prioritize pedestrians for the sake of bus riders.

8 days ago

Efficient service that focuses on getting buses to and through Downtown quickly. Minimally disruptive.

8 days ago

Strait shot through the middle of the city, short time for BRT

8 days ago

Covers a wide area. More stops.

8 days ago

The lack of parking impact makes this scenario appealing. It still services a wider area than Scenario B. The added congestion will certainly affect many, but as someone who typically parks outside the main corridors, it would personally impact me less. The increase in Tier 1 bicycle access is also very exciting to me.

8 days ago

Please share what you think are the **CONS** of Scenario C.

54 Comments

Comments Submitted Privately:

High traffic impacts, reduced access to jobs and population compared to Scenarios A and B  
2 minutes ago

Seems like this has the most disruption with least benefit to the majority of people.  
10 hours ago

Northern part of route may not get a lot of use after work hours. Needs to better connect where people live to downtown and extend west.  
18 hours ago

traffic impact  
18 hours ago

No direct access to Union Station or Transit Center seems like a missed opportunity to encourage ridership.  
yesterday

Total lack of integration with bus network and CRT.  
2 days ago

Nobody wants to take three busses somewhere.  
2 days ago

Again, more bike lines and buses do NOT solve Raleigh's traffic issues.  
2 days ago

Presumes placement of city government buildings. If it is built elsewhere, the pattern does not serve the primary intent. Will serve to congest traffic flow on the busiest and highest speed roads in the city center. Dawson should be identified as a individual vehicle rapid transit road. Do not see any accommodation in any of the plans for autonomous vehicles.  
2 days ago

Access to jobs too low.  
2 days ago

Doesn't serve anyone effectively. Simply checks the box of having BRT without providing effective service  
2 days ago

Again with B, C is too limited for the BRT coverage in downtown. The circulator bus would need to receive priority and faster than current City buses. The bike layout is lacking and should be more significant to make up for lost time and how far behind the current system is.  
2 days ago





Unless the circulator is coming every 5-7 minutes I don't really see it being that convenient/used. It also seems a shame to not take more direct advantage of either of the new transportation facilities we just built

2 days ago

It seems like a half-measure, needs full implementation, dedicated effort, focus on bicycles is great still though

2 days ago

With high traffic impacts, but low impact to parking and loading I feel this scenario would generate a lot of traffic congestion in downtown Raleigh. While it serves the core of downtown, I don't feel like it services citizens in East Raleigh as well as Scenario A and B do. People wishing to connect to another bus, or to Union station are both forced to walk or take a connector bus and since the drop off wouldn't be at a full-size station people could be caught out in the elements waiting for a connector bus. While this may be a plan with the fastest BRT travel time, I feel it will also be the most time for people looking to connect to Union station or Moore Square station.

2 days ago

Access to BOTH RUS and Go Raleigh stations requires transfers

2 days ago

Biggest con for Option C is no direct access to either of the major public transportation hubs. That's a deal-breaker in my opinion.

2 days ago

The coordination between the circulator and BRT needs to be rock-solid reliable to build good faith among potential riders.

2 days ago

lack of direct access to Union Station or GoRaleigh Station

2 days ago

That's ridiculous to have a transportation system that doesn't connect directly with the two transportation hubs.

2 days ago

Not connecting to the GoRaleigh Station is a terrible idea. It would be a deal breaker.

2 days ago

takes away lanes not good

2 days ago

Access to jobs and amenities limited. Does not seem to suit the needs of the growing area enough.

2 days ago

A circulator bus connecting Moore Square, the Warehouse District, and Glenwood South would be ideal. The one on here (and scenarios B and D) is pretty close, but in a perfect scenario they'd connect without requiring walking.

2 days ago

Misses both Raleigh Union Station and GoRaleigh Station.

2 days ago



Extra traffic on McDowell and Dawson Sts will be challenging. Not linking to either station is not ideal.  
3 days ago

However, is this where rider demand is highest? As noted, no access to GoRaleigh Station is a major negative. Also one way pairs are often more difficult to serve with any transit due to walk distance.  
5 days ago

Service is too limited  
6 days ago

It misses most of the residential and employment density as well as most of the other destinations other than the Convention Center.  
6 days ago

The route requires a circulator which to me indicates a serious flaw with this proposal.  
6 days ago

No bus access near glenwood.  
6 days ago

Connects directly NEITHER to Union or Moore Square station. Also worst access.  
6 days ago

Poor access overall, poor connections with other buses and trains, too much traffic impact, too much construction impact.  
6 days ago

Doesn't connect train station.  
6 days ago

Does not directly connect to other transit stations  
6 days ago

Doesn't touch Moore Square station or the Performing Arts complex.  
6 days ago

Circulator buses increase transfer need and decrease probability of ridership among choice riders.  
6 days ago

Union Station needs smoother access.  
6 days ago





It doesn't take you anywhere you'd want to go. The main route is off Dawson and McDowell, and there aren't many pedestrian destinations off that corridor (whereas off Wilmington there are a lot of pedestrian destinations).

Big traffic impacts on McDowell and Dawson.

Doesn't connect to Union OR GoRaleigh.

If you are taking the bus to go places downtown this is not a good option. It is only good for commuters entering and leaving.

6 days ago

Doesn't connect transportation hubs

7 days ago

First and foremost, it doesn't serve GoRaleigh Station, which adds an extra transfer. And even though the Dawson half is convenient to the Warehouse District and the McDowell half is convenient to City Plaza and the State Government, you have to cross BOTH Dawson and McDowell when you're heading in the opposite direction, which is no fun at all. I don't think the through demand between any pair of BRT corridors is going to be so high that it justifies bypassing both transit stations and basically every job center in downtown, and I think the access numbers reflect that.

7 days ago

Not sure about the future integrated system but if the use cases for transfers to and from BRT to RUS or GoRaleigh are high, then this is a negative.

7 days ago

Not directly connected to either RUS or Moore Square, misses Glenwood South.

7 days ago

No direct access to either bus terminals; high traffic impacts; lack of direct access to key downtown landmarks

8 days ago

Misses all the highest demand areas

8 days ago

It is too far from Union Station and GoRaleigh Station.

8 days ago

High impact on traffic which isn't good.

8 days ago

Taking a lane away from Dawson and McDowell will have cars driver screaming bloody murder.

8 days ago

Low accessibility to jobs/population and requiring a circulator to reach GoRaleigh AND Union Stations will negatively affect ridership.

8 days ago

This plan really misses southeast Raleigh.

8 days ago

doesn't serve either station

8 days ago

Doesn't serve area with most of the job locations as much.

8 days ago

The added congestion to the main roads will almost certainly affect many people who must drive on these roads.

8 days ago

This doesn't directly service a pre-existing station, and it seems slightly far-fetched to have to build another one when one already exists.

8 days ago





Please share what you think are the **PROS** of Scenario D.

44 Comments

Comments Submitted Privately:

Connects major attraction sites.

18 hours ago

Circulator provides quick east-west access.

yesterday

Provides direct service to at least one transit facility.

yesterday

Pushes buses to busier, one-way pairs.

yesterday

Traffic and parking are impacted!

2 days ago

Better than B & C, because it integrates through GoRaleigh Station.

2 days ago

Accesses the most of downtown.

2 days ago

There are no pros.

2 days ago

Lower traffic and parking impacts.

2 days ago

Gets closer to Glenwood area

2 days ago

Perhaps a good middle ground between Scenario A and B/C.

2 days ago

Needs more bussing to Seaboard area.

2 days ago

That it goes through the GoRaleigh Station means riders from other buses can more easily transfer to BRT and vice versa.

2 days ago

Also looks good

2 days ago

Most balanced plan offered; least disruptive plan; still allows for good bicycle access

2 days ago

I like this one almost as much as Scenario C because it serves the Southeast section of town, where there will likely be much development in the coming years. I wish there weren't so many turns, so the travel time could be shorter.

2 days ago

none

2 days ago

Better than Plan C...

2 days ago

Connects to GoRaleigh Station. Relatively simple and fast.

2 days ago

Good compromise

3 days ago

Improvement in bike lanes better than some of the other scenarios. Bus access to Moor Square station.

3 days ago

Routing from the south can then be extended north by using north end of Dawson/McDowell which is good. Also connects to GoRaleigh Station - also good.

5 days ago

Second best option but I don't see waiting for a circulator as a legitimate option to encourage regular use.

6 days ago

Little construction needed.

6 days ago

None.

6 days ago

none, really

6 days ago

Seems to be a good blend for people that want to go to destinations DT, and for people that are commuting and want to get in and out quickly. More east/west spread than some other scenarios.

6 days ago

I like that all the BRT corridors have a direct path to GoRaleigh Station, and serve the City Plaza area.

7 days ago





Access to GoRaleigh station is a plus.

7 days ago

Maximizes coverage across downtown

7 days ago

Hits GoRaleigh Station, relative simplicity, quickish

8 days ago

It does connect with GoRaleigh Station which is important.

8 days ago

Like C, I like co-opting Dawson/McDonnel as those thoroughfares could use a serious attitude adjustment. Motorists fly through there with abandon.

8 days ago

Minimal construction. Moderate traffic impact. Mix of bike and BRT.

8 days ago

None. Way too many twists and turns to be rapid.

8 days ago

Favors bus-to-bus connections by connection with GoRaleigh

8 days ago

It manages to serve southeast Raleigh and still be usable for Smoky Hollow/Glenwood South.

8 days ago

Hits the GoRaleigh station by using the one-way streets which should add efficiency rather than taking the 2-way streets. Need for circulator service connecting to RUS unclear.

8 days ago

None

8 days ago

Covers a wide range and still has numerous bike lanes.

8 days ago

Covers most of downtown

8 days ago

Adds a great deal of coverage and hits some very important points in downtown (Moore Square with its upcoming renovations, the convention center, and the Performing Arts Center, especially). Provides a great balance for the traffic and parking impacts.

8 days ago

My favorite scenario due to the fact that it is not polarizing in any way - it achieves a balance in all facets. Nothing is compromised to an extreme, but rather all areas are compromised more realistically.

8 days ago

N/A

8 days ago





Please share what you think are the **CONS** of Scenario D.

42 Comments

Comments Submitted Privately:

The BRT route seems really convoluted and doesn't cover enough of Downtown Raleigh - like getting to Seaboard Station. I would prefer something that went to Seaboard, so I don't have to park there.

40 minutes ago

Appears to leave a significant segment (southwest) out, particularly Nash Square and the convention center, which should be a priority.

13 hours ago

Needs to extend further west.

18 hours ago

Less access

2 days ago

Fails to integrate eventual CRT

2 days ago

Doesn't access union station - that is acceptable if a frequent shuttle exists

2 days ago

Again, more bike lines and buses do NOT solve Raleigh's traffic issues.

2 days ago

Slower travel time,

2 days ago

Way too many turns will slow traffic in the very center of the city.

2 days ago

Doesn't connect to Glenwood Avenue

2 days ago

Kind of bland proposal blending the 2 previous ones

2 days ago

I still don't like the idea of a connector bus servicing Union station, that feels backward from what we should be pursuing, and in my opinion, would discourage rail travel as an option in Raleigh.

2 days ago



I'd like to see a higher impact on traffic and parking. These are things that ruin downtown vibrancy and encourage car use. Also, the coordination between the circulator and BRT needs to be rock-solid reliable to build good faith among potential riders.

2 days ago

Doesn't connect to both GoRaleigh and Raleigh Union without walking or transfer to a different bus.

2 days ago

Access could be better.

2 days ago

Slows down the two main streets that are moving flow through downtown

2 days ago

Still does not seem sufficient enough to handle the growth of the area.

2 days ago

Misses Raleigh Union Station.

2 days ago

I have just noticed that I had to press the "Comment" button before the "continue" button so my other responses may have been lost?? bummer.

3 days ago

Would like to see bike access on Blount St (southern portion). Looks like BRT buses would have to make a lot of turns, would that make it slower? Looks like BRT buses will still be on heavily used streets in this scenario.

3 days ago

One way street separation still not the best. There will be a lot of buses at GoRaleigh Station - access plans and connections need to fully planned may require some on-street treatments affecting parking/loading.

5 days ago

The route requires a circulator which to me indicates a serious flaw with this proposal.

6 days ago

No bus access near glenwood.

6 days ago

Not great access, does not serve Union Station.

6 days ago

Pretty much ignores the fast-growing warehouse and train station area.

6 days ago

Again missed the West side of downtown where there is a lot of growth.

6 days ago





Moderate traffic impacts

6 days ago

Doesnt connect transportation hubs (union St or GoRaleigh station)

7 days ago

The segments on Dawson and McDowell kind of thread the needle directly between Nash Square/Warehouse District on one side and the State Government on the other, and aren't really convenient to either. The jobs and population numbers are correspondingly really low. And I don't see BRT really driving development in that northwestern segment, because Dawson and McDowell will still be wide, fast, and difficult to cross.

7 days ago

Confusing layout, only uses McDowell/Dawson for a short length, not directly connected to either RUS or Moore Square, misses Glenwood South entirely. My least favorite option.

7 days ago

Very unintuitive and hard-to-understand routing; need of circulator

8 days ago

Weird geometry with several turns

8 days ago

In my opinion this is no better than scenario B. If it could be modified to stay on Dawson/McDowell until Nash Square, then it would maybe be close enough to Union Station to forgo the circulator entirely.

8 days ago

The fact that these intersect rather than overlap (as in C) the 401 connections of Dawson/McDonnel is worriesome.

8 days ago

It would take forever to get anywhere.

8 days ago

Many turns through downtown will slow buses and increase chance for incidents with pedestrians and cyclists. Access to Jobs and Population is better in other Scenarios

8 days ago

RUS service will be important for commuter rail users.

8 days ago

Skewed toward one side of town

8 days ago

not a straight shot, doesn't connect both stations

8 days ago

Big impact on traffic compared to other plans

8 days ago

I most often enter downtown via car because I live out east. More and more people are living east of Raleigh and as such will tend to drive the most on this side. The traffic impact of this plan will likely impact me the most.

8 days ago

Leaves developing west section and increase population in that area out,

8 days ago





**Any additional comments not addressed in this survey can be added here:**

42 Comments

Comments Submitted Privately:

I realize that comments are being solicited specifically regarding these various plans under consideration. However, I would like to focus on GoRaleigh Bus Service. Money available should be spent on upgrading/improving the computer interface. Especially in this geographical are, there are many computer engineers who could GREATLY improve the existing service by means of nothing more than advancing the state of the current software and the software/bus/customer interface. The current state of same is atrocious and results in MUCH wasted money elsewhere in the system as well as adversely affecting customer satisfaction and wasting many peoples' time. It is my impression that you are trying to attract more professional riders to use the service. This will ONLY happen when the software is reliable and gives timely information that allows for use of the service in a productive manner by those very professionals. I would be happy to respond (if you wish) with specific examples as well as a few ideas for advertising to market to professionals. Must leave now as I am about to go catch my bus. :) Thank you very much

10 minutes ago

I prefer the southern portion of plan C, combined with the northern portion of B with the split between the halves using what was proposed as a connector as the BRT route. That would connect Convention Center, Nash, GoRaleigh, Government Center to Seaboard. I think a connection to GoRaleigh should be prioritized above connections to Union Station. That could change in the future if Union Station becomes a multimodal station for local busses and a commuter Rail line. But in general, given how much parallel there is between the commuter rail line and the BRT corridor along Western, I'm not sure how many transfers you would get between Commuter rail and BRT. The need for BRT to reach Union Station may never materialize.

8 hours ago

Not sure of the feasibility- but consider connecting Glenwood Ave north or Peace Street

18 hours ago

It is crucial to make sure that this significant investment and change in the way people get in and around downtown is FULLY integrated with the rest of the system. That has to include CRT, which means access to Union Station must be easy.

2 days ago

I prefer scenario D, but I am excited for any variation.

2 days ago

More bikes lanes and buses do not solve our traffic issues. You are just adding to the mess that you already cannot clean up. Resident's want LightRail with access to the entire city, esp from downtown up Capital Blvd, out to PNC Arena and the airport!!! Why is this so hard for Raleigh to comprehend? Going forward, I will not support anything that has to do with buses, esp if it's on the ballot. I will even go out of my way to encourage others not to support and bond, measure, etc if it has to do with more bus service.

2 days ago

WHY ARE SCOOTERS NOT ON THIS SURVEY.

2 days ago

This plan has been restrained to two transportation classes in order that public input be useful. However wise that is, the plan does not take a full account of scooters, autonomous vehicles, or personal vehicles. If that impact has been subsumed beneath these layers, that isn't apparent.

2 days ago

Scenario B is my favorite, with A being the 2nd best.

2 days ago

For the few remaining cars and trucks travelling city streets, the speed limit should be set, and enforced, at 20 mph.

2 days ago

I think we should address our underpriced parking in Raleigh as part of this effort. Parking is far too subsidized in Raleigh to allow people to make rational choices about transportation modes. I think people are still going to prefer driving for the most part. If that doesn't change all these plans are for naught. We've squandered valuable real estate for parking and that has led to an unlivable downtown environment for most families.

2 days ago

I would like a separate path to walk or ride my bike to work in downtown, but if it has to be beside the road, fine, but make that safe! Right now have to walk on/right beside the road and I hate how I feel like I am \*imposing\* on car land!

2 days ago

I \*want\* to walk or ride a bike. I work 1.5 miles from here, off South Saunders! But I do not feel save going north into downtown, there are no bike lanes, no sidewalks in that car scenic view leading into downtown. (take a look next time going from I-40 to downtown how there is sidewalk for a bit, but it disappears when it gets to the important area!!)

2 days ago

Earlier questions asked what would entice me to walk more downtown. One answer that was not an option: do something about the panhandlers, loiterers, and harassers who hang out in the parks and near the Go Raleigh bus station. No one wants to be harangued for money, cigarettes, etc when they are trying to get to a destination.

2 days ago

It would be nice to have better bike lanes to the Greenways. Also, putting stop signs up at Greenways to give greenway right-of-way to cars (who don't seem to know this law). Be cool to install auto locks for bikes at parkways. Paid for, to increase bike security AND raise revenue for Raleigh.

2 days ago

Despite what I seem to hear around here, Raleigh is not a special city. We deal with a lot of the same transportation problems born out of short-sighted development practices and road design that center motor vehicles over people. Let's not be afraid to try a thing because it has worked elsewhere. I feel like this is a good first step, but fear it will be watered down into pointlessness as council members with minimal vision acquiesce to the cries of constituents who falsely believe BRT can only work anywhere but Raleigh.

2 days ago

I didn't like some of the questions which compelled me to pick a choice among a list of answers, none of which matched my beliefs. I would have appreciated an "other" option. My concern is that by picking an answer (even though it may not have matched by belief) just to continue with the survey, conclusions will be drawn. By not allowing an "other" option, I am forced to answer a question inaccurately, in order to continue participating.

2 days ago





Richmond did a good job with their BRT

2 days ago

All will have high cost/low efficiency I don't care for any of these plans.

2 days ago

Interesting ideas. Plan A seems most ambitious. I like it. We sometimes aren't ambitious enough in planning for the future. Go big or go home. Seems like Plan A would best suit our growing needs and lead Raleigh into the future, serving its' residents and visitors very well, and hopefully being a great example to other cities of what can be done.

2 days ago

Has a one-way loop (see Chicago CTA rail loop) which would allow for simple routing and connections to all preferred destinations and eliminate the need for a separate circulator? It seems that this would both simplify the network and allow the various spokes connect to RUS and GoRaleigh Station.

2 days ago

Raleigh enjoys a diverse population, including citizens who may not be able to afford an automobile as well as more educated and affluent citizens, both of which are populations that can and should benefit from increased opportunities to use bicycles. The city enjoys mild weather in is favorably flag, both of which translates to increase adoption of bicycles. We need to study and wear appropriate mimic other cities like Minneapolis and Copenhagen which have successfully adopted cycling as a real transportation alternative.

3 days ago

I hope other users realize they need to press the "comment" button so you don't lose out on their responses. I was able to back up and save mine. I'd like to see more bike/bus options connecting the NCSU area/Cameron Village to downtown.

3 days ago

Historically selecting the right first BRT routing and processes (boarding/alighting, preference/priorities, et al) are critical to building a brand and reputation to build on. Find a public policy champion and use that person to promote the service. Riders have to perceive they are getting better service, so travel time reductions through signal timing or queue jumps or other techniques are important. Minimizing stops and board delay times reduces travel time, so selecting the best locations for the best stops/stations is also important. BRT should be system spine and fed by other services, including first/last mile - one system, multiple services.

5 days ago

I briefly talked with you at the open house earlier this week about the Downtown Raleigh Transportation Plan.

After looking at the alternatives boards and considering carefully, my reaction is that I'm not very happy with any of the alternatives, as presented.

Alternative A is the only one that connects to both Union Station and GoRaleigh Station, but beyond that, it's a mess.

Alternative B completely misses the fast-growing west side of downtown and requires a circulator or a walk of more than a half mile to reach Union Station

Alternative C is simple and looks like it will be fast for people going through downtown but doesn't connect to any of the transit centers and is at least two or three blocks from most of the downtown employment centers. residential

the transit centers and is at least one or three blocks from most of the downtown employment centers, residential areas, and other amenities and destinations.

Alternative D tries to split the difference between B and C but still misses Union Station and the Warehouse District, and is more confusing to boot, so it doesn't really feel like an improvement in any way.

Given that, at the meeting I asked the staff whether these are the final alternatives, but I couldn't get a straight answer. One staff member said "The ship has sailed on changes; these are the alternatives that we're moving forward with." Another staff member said "We're open to minor tweaks to these alternatives but probably nothing major at this point", and a third one said "If you have any other ideas, please send them in and they will be considered."

The reason I ask is that, through discussion on social media, a number of other very concerned transit users and activists and I have come up with a new candidate alternative that we believe *may* address the concerns better than any of the alternatives above.

I realize that public engagement is an extremely challenging part of your job as there are so many stakeholders with such varied agendas, and coordinating among all of them must be bewildering at times. Nevertheless, I hope you will take a moment to read my comments over. Sometimes it can be frustrating as a citizen and rider who cares deeply about transit and would like to be as closely involved in planning as possible. I really make an effort to provide thoughtful input, but sometimes it feels like the comments I write down on comment cards and put into the boxes at public meetings, have fallen into a proverbial "black box" only to disappear into the ether. Particularly at the meeting this week, there wasn't even any place to put my name or contact info on the comments that went into the boxes. That is why I have reached out to you directly.

The core concept of this alternative is: A one-way loop, to be shared by all BRT buses.

Please view a map of this idea at this URL: [goo.gl/dzNuG7](http://goo.gl/dzNuG7)

A few notes:

1. At the northwest corner of this loop, Lane Street does not currently connect through to West Street, but GoTriangle already owns nearly all the land that would be required to make this connection. That would be an astonishingly good spot for a Glenwood South station, and simultaneously a fantastic opportunity for a TOD project.
2. The specific streets I have depicted for this loop are Wilmington, Lane, West, and Martin. I think this probably makes the most sense, but the one-way loop idea could work with quite a few other street combinations as well. For example:
  - Eastern edge: using Wilmington means the loop will operate counter-clockwise. If clockwise operation is desired, Blount could be used instead, while still serving GoRaleigh Station just as directly.
  - Northern edge: If the connection from Lane to West through GoTriangle's property proves to be impossible, Jones or Edenton could be used instead.
  - Western edge: likewise if the Lane-West connection is impossible, using Harrington instead could also solve the problem, at the expense of being one short block further from Union Station. Dawson could work too, for counter-clockwise operation only, but with a two-block separation between the route and Union Station, which seems a bit long to me.





-Southern edge: I think Martin Street is best because it has the most direct connection from Union Station to GoRaleigh station, but if there is some critical flaw with that, Hargett could work too, or even Davie as well if the western edge is on Harrington or Dawson.

3. Similarly, the station configuration depicted (four stations, one at each corner of the loop, separated by a half mile) is what I think makes sense, but really, this too is flexible and could/should be studied. I think that Union Station, GoRaleigh Station, and Glenwood South are pretty solid locations, but beyond that, there are abundant possibilities:

- Fayetteville Street
- Hillsborough Street
- Nash Square
- Government Center
- Museums
- Capitol building
- Warehouse district
- ???

4. In the end, probably somewhere between four stops (half-mile spacing) and eight stops (quarter-mile spacing) would be best.

5. No circulator is needed. The need for a circulator is a strong indication that a particular plan is weak. Alternatives should be carefully considered before adopting any route requiring a circulator.

6. This calls for no interlining between BRT routes. While interlining does have certain benefits, it should not be the tail that wags the dog. In my opinion, things like serving both Union Station and GoRaleigh Station, avoiding the circulator, and making the network simple and easy to understand, are more important. On the plus side, this also allows headways to be managed independently on each route (eg: 5 minutes n Western, 10 minutes on New Bern, and 15 minutes on Capital) and also prevents delays on one route from propagating to other routes. I doubt that more than a small percentage of the passengers on any route will be riding straight through downtown anyway.

7. Sharing a common, simple routing with multiple stops among all BRT lines makes the system extremely easy to use and understand, which as you know is actually one of the main barriers to transit adoption.

8. Sticking to one way operation makes right-of-way requirements less and signal timing easier.

9. With dedicated lanes, reasonable but not absolute coordination of traffic signals, and four stops as illustrated, buses should probably be able to traverse this loop in under 10 minutes, which compares favorably with how long it takes for buses to meander through downtown today.

10. This will work regardless of how each BRT line enters downtown:

- North line could enter from Capital, West, or even Salisbury/Wilmington;
- South line could enter from Wilmington/Salisbury, Saunders/McDowell/Dawson, or West
- East line could enter from Edenton, Morgan, or really any other street on the east side of downtown
- West line can enter from Wilmington/Salisbury, Saunders/McDowell/Dawson, West, or to really knock it out of the park, build the previously studied West Morgan Street connector and enter via Morgan - map at this URL: [goo.gl/EfdW2h](http://goo.gl/EfdW2h)

Please let me know what you think. I hope you find this to be a useful suggestion, rather than a waste of your time. If so, please pass it on to staff for review and consideration.

I am available any time at (919) 523-5497 or [opevans@gmail.com](mailto:opevans@gmail.com) and am also available to meet in person to discuss further if that helps.

6 days ago



Maintenance is so important, and so poor right now. I have many places on my walk to and from work that are crumbling, muddy, littered, no sidewalks at all, bad lighting, bad traffic control & parking enforcement. I take my life in my hands every time I set off. I use See/Click/Fix to report things, and don't see them getting fixed.

6 days ago

Scenario B seems to work best, but would recommend routing one of the BRT lines via Union Station. Also would recommend making BRT lines "diameter lines," connecting the Western Blvd and New Bern lines, and the Capital Blvd and Wilmington St lines.

6 days ago

The biggest barrier to getting around today downtown are the scooters. They are an unwelcome menace to pedestrians.

6 days ago

My favorite routes are B and D because they can serve people that live and play in DT as well as commuters that are going in and out. Access to Union Station is nice, but access to Go Raleigh is critical (so plan C is no good). Plan A has too many impacts and takes too long.

6 days ago

Right now, I'd prefer either A or B... anything that relies on Dawson or McDowell, like C or D, is a hard pass for me. They form a barrier for pedestrians, and are not a friendly environment.

In addition to "travel time through downtown," "travel time to GoRaleigh Station" could be a useful metric. I expect that more people will either be beginning/ending their trip downtown, or transferring between buses, than riding all the way through from one BRT corridor to another.

When I was talking to staff at the public meeting, they said that the models included only two stations beyond Union Station and GoRaleigh Station. I understand the desire to not have too many stations and slow down the BRT, but good access is really important.

7 days ago

Please consider a scenario involving a "loop," where all 4 routes circulate through downtown to better serve a larger area.

7 days ago

I think scenario B seems to be the best compromise of all impacts

8 days ago

Make it happen.

Also, please ensure that the northern line accounts for the vast separation that Capital imposes on North and East Raleigh. If BRT is not accessible by folks in 5-points AND Mordecai by foot, this project will be a failure for the folks in Raleigh and a lost cause.

Please consider including a pedestrian access across capital/pidgeon house branch as part of the project.

8 days ago

