



City of Raleigh Bicycle & Pedestrian Advisory Commission

Office of Transportation Planning

P.O. Box 590 • Raleigh, North Carolina 27602 • (919) 516-2155

**Tuesday, January 10, 2012, 5:45pm
One Exchange Plaza, Room 809
Post Office Box 590, Raleigh NC 27602**

AGENDA

I. Introductions

II. Approval of Minutes from December 19, 2011 meeting

III. Public Comments

This is an opportunity for public comment on items or issues that are otherwise not on the agenda. Please limit comments to three minutes per speaker.

V. Presentation

Abeni El-Amin, Executive Director of Project Ricochet, Inc of NC

VI. Staff Report

- **City Project Updates**
- **Comprehensive Pedestrian Plan Update**
- **Unified Development Ordinance (UDO)**

VII. Committee & Member Reports

- **Chair's Report**
- **Education Committee**
 - Wake County Public School System Coordination
 - Regional Education/Marketing Campaign
- **Planning Committee**
 - Bicycle Plan Action Strategies
 - City Code Evaluation for Bicycles
 - On-road and Greenway Wayfinding
- **Special Events Committee**
 - RBC Center Coordination
 - Bike Month 2012
- **Communications Committee**
 - Social Media Development
- **Hillsborough Corridor Ad Hoc Committee**
 - Hillsborough Street Resurfacing Project, Oberlin Road to Morgan Street

VIII. Old Business

IX. New Business

- **2012 City Resurfacing Program** – Review 2012 resurfacing projects for bicycle accommodations
- **2012 BPAC Meeting Schedule** – Review 2012 meeting schedule
- **BPAC Retreat Agenda** – Review potential agenda items

X. Announcements

- **Upcoming Events** – Please announce any events here
- **BPAC Retreat** – 1-5pm, Feb 3 2012, Magnolia Cottage at Lake Johnson Park, 1500 Lake Dam Rd.
- **Confirmation of Next BPAC meeting** – March 19, 2012

XI. Adjournment

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DRAFT-Meeting Minutes, December 19, 2011

The City of Raleigh Bicycle & Pedestrian Advisory Commission met on Monday, December 19, 2011 at 5:45 pm in room 305 of the Raleigh Municipal Building, 222 W. Hargett Street, Raleigh, NC, with the following members present:

Commission Members:

Alan Wiggs, Chair
Charlotte Mitchell, Vice-Chair
Sig Hutchinson
Corey Bates
Dr. Linda Butler
Mike Dayton
Aaron Peeler
Steve Waters

Staff:

Eric Lamb, Transportation Planning Manager
Jennifer Baldwin, Bike/Ped Coordinator
Fleming El-Amin, Transportation Planner
Martin Stankus, Planner

Absent:

Brian McCrodden (Excused)

I. Introductions

Mr. Wiggs called the meeting to order at 5:55pm and asked that everyone introduce themselves.

II. Approval of Minutes

Mr. Hutchinson moved approval of the meeting minutes from the November 21, 2011, which was properly seconded by Ms. Mitchell and approved by unanimous voice vote.

III. Public Comment

No public comments

V. Staff Report

Ms. Baldwin and Mr. Lamb gave an overview of current projects and programs. Mr. El-Amin reported that Toole Design is currently drafting the final report and recommendations. A draft Pedestrian Plan is expected by the end of March. Ms Baldwin informed the Commission that it's time to get started planning Bike Month 2012 activities. This item was referred to the Special Events Committee, chaired by Ms. Mitchell.

VI. Committee & Member Reports

Chair's Report – Mr. Wiggs appointed Mr. Peeler to serve on the Pedestrian Plan Steering Committee.

Education Committee Report –Ms. Baldwin stated that the regional task force for the regional pedestrian education campaign has submitted a funding proposal to NCDOT. The task force will be meeting early next year to review HSRC's crash data for Raleigh and Durham. Ms. Baldwin also reported that the committee is actively working on the development of a Pedestrian Law & Safety course for the Raleigh Police Department to be implemented Spring of 2012.

Planning Committee Report – Mr. Waters reported that the committee met to review the Bicycle Plan's Action Strategies and is currently developing an active spreadsheet in order to track implementation.

Special Events Committee – Ms. Mitchell and Mr. Hutchinson stated that they are still working with the Centennial Authority Board to discuss potential events and activities. They hope that Bike Month 2012 will help to spur discussion.

Communications Committee – Mr. Dayton stated that the committee met informally to discuss ideas and strategies. A formal committee meeting is planned for early January.

VII. Old Business

On-road and Greenway Wayfinding – Mr. Wiggs referred this item to the Planning Committee.

VIII. New Business

Hillsborough Street Public Workshop – Mr. Wiggs referred this item to the Hillsborough Corridor Ad Hoc Committee, scheduled to meet in early January 2012.

New Bern Avenue Corridor Study – Mr. Stankus gave an overview of the New Bern Avenue corridor study's findings and recommendations. Specifically, he reviewed the proposed bicycle and pedestrian improvements along the corridor. Mr. Stankus stated that the Study will be posted for public comment until January 2nd, and presented to City Council on January 17, 2012.

IX. Announcements

- The next BPAC meeting will be Tuesday, January 10, 2012 at 5:45pm, location to be determined.
- BPAC Retreat is scheduled on February 3 2012 from 1:00pm–5:00 pm at Lake Johnson Park, 1500 Lake Dam Road.

X. Adjournment

With no further business, the meeting was adjourned at 7:35pm.

Respectfully submitted,

Jennifer Baldwin

Name	Description	Status
Major City Capital Improvement Projects		
Jones Sausage Road Widening	Widen street to five lanes with curb & gutter and sidewalks from Sunnybrook Road to New Hope Road (1.4 miles)	Under construction; to be complete by August 2012
Rock Quarry Road Widening, Part B	Widen street to four lanes with curb & gutter, sidewalks, wide outside lanes, and median refuges from I-40 to Rock Quarry Road (0.9 miles)	Under construction; to be complete by August 2012
Falls of Neuse Road Widening & Realignment	Widen street to four lanes and construct new four-lane street with curb & gutter, sidewalks, wide outside lanes, and median refuges from Raven Ridge Road to New Falls of Neuse Road (2.1 miles)	Phase II under construction; Phase I complete
Wade Avenue Improvement Project	Adding curb & gutter, sidewalks, wide outside lanes, and median refuges from Ridge Road to Faircloth Street	Design complete; awarded STP-DA Funding from CAMPO. Scheduled to be let for construction in late 2011
Mitchell Mill Road Widening	Widen street to four lanes with curb & gutter, sidewalks, striped bike lanes, and median refuges from US 401 to Watkins Road (1.4 miles)	90% design complete; Schedule pending decision on remaining funds
Buck Jones Road Widening	Widen street to four lanes with curb & gutter, sidewalks, striped bike lanes, and median refuges from Farmgate Road to Xebec Way (1.4 miles)	65% design complete; Schedule pending decisions on remaining funds; Reviewing comments received from public meeting held Jan 4, 2012
Leesville Road Widening	Widen street to four lanes with curb & gutter, sidewalks, striped bike lanes, and median refuges from I-540 to New Leesville Boulevard	75% design complete
Marvino Lane	New alignment as a 3-lane section with curb & gutter and sidewalk on the west side	60% design complete
Peace Street West Streetscape	Roadway improvements, sidewalk repairs/replacement; street trees, utility cleanup	75% design complete; schedule to be determined
Transportation Planning & Programs		
Capital Boulevard Corridor Study	Long range multimodal transportation study from downtown to I-440	Draft report available on-line for public comment
New Bern Avenue Corridor Study	Long range multimodal transportation study from Poole Road to Crabtree Creek	Final Draft to be presented to City Council on Jan 17, 2012
Comprehensive Pedestrian Plan	Conduct a pedestrian need and assessment inventory	Final report is currently being drafted; to be completed Spring 2012
Neighborhood Traffic Mngmt Program	Management of traffic volumes and speeds on residential streets	
	Anderson Dr (Glenwood Ave to Six Forks Rd)-Add Bike Lanes, realign intersection at Six Forks Rd	Design complete; contract out to bid, construction schedule to be determined
Bicycle Projects		
City Bicycle Markings & Signage Program	Implementation of Bicycle Plan priority projects	
	STP-DA Grant Projects - FFY11 (Recommended Projects)	\$138,139 in funding to be obligated by October 2011; Priority list adopted by Council on 11/2/10
	Hargett Street (S. West St to Tarboro Rd)	NCDOT Approval received; Contract being prepared for public bid
	State Street (Bunchie Dr to MLK Blvd)	NCDOT Approval received; Contract being prepared for public bid
	Clark Avenue (Faircloth St to St. Mary's St)	NCDOT Approval received; Contract being prepared for public bid
	Faircloth Street (Hillsborough St to Wade Ave)	NCDOT Approval received; Contract being prepared for public bid

Name	Description	Status
	Oberlin Road (Hillsborough St to Glenwood Ave)	NCDOT Approval received; Contract being prepared for public bid
	Lassiter Mill Rd (Glenwood Ave to Camelot Dr)	NCDOT Approval received; Contract being prepared for public bid
	City Capital Improvement Projects - FY11 (Recommended Projects)	
	Cabarrus Street (Boylan Ave to Chavis Way)	Under design
	Durant Rd (Falls of Neuse Rd to Capital Blvd)	Under design
	Spring Forest Road (Sandy Forks Rd to Atlantic Ave)	Under design
	Creedmoor Road (Lynn Rd to I-540)	Under design
	E. Millbrook Road (Falls of Neuse to Capital Blvd)	Under design
	Wakefield Plantation Drive (Falls of Neuse to NC 98 Bypass)	Under design
	Edwards Mill Rd/Creedmoor Rd (Blue Ridge Rd to Glenwood Ave)	Under design
	Glen Eden Drive (Glenwood Ave to Edwards Mill Rd)	Under design
	Wilmington Street/Salisbury Street (Peace St to MLK Blvd)	Under design
	CMAQ Grant Projects	
	Bicycle Plan Prioritization List (3 year disbursement)	Staff developing a detailed project list for BPAC approval
City Resurfacing Program	Resurface City streets and restripe per the Bike Plan	
	Hillsborough St (Oberlin to Morgan)	Public comment period closed Jan 6; recommendation will be presented to Council in February
	Brooks Avenue (Wade to Hillsborough St)	Currently being evaluated
	Pullen Road (Watauga Club to Western Blvd)	Currently being evaluated
	St. Mary's St (Wade Ave to Harvey St)	Currently being evaluated
	Change Orders to install bike symbols on NCDOT projects	
	Hillsborough Street Bike Lanes (Oberlin Rd to Gardner St)	Awaiting response from NCDOT regarding time extension request
NCDOT Resurfacing Program	Resurface NCDOT streets and restripe per the Bike Plan	
SEHSR Greenway Options	Assess possible parallel greenway and bicycle corridors along High Speed Rail project corridor from Neuse River Greenway to Downtown Raleigh	OTP staff to work with Parks & Rec staff to identify potential alternatives; NC ECG to organize special committee to discuss route from VA border to Fayetteville
Sidewalk Projects		
City Sidewalk Program	Sidewalk projects on streets with existing curb & gutter	Updated Project Priority List adopted by Council on 5/3/10
	2010 Contracts	
	Merwin Dr (Swift Dr to Liles Dr)	Design complete; construction to be complete summer 2012

Name	Description	Status
	Brooks Avenue (Barmettler St to Wade Ave)	In design, 90% complete
	STP-DA Grant Projects - FFY11 (Recommended Projects - REVISED 9/10)	
	Falls of Neuse Rd/Wake Forest Rd (Hardimont Rd to Bland Rd/Pacific Dr)	NCDOT Approval received; Contract being prepared for public bid
	Lake Boone Trail (I-440 to Dixie Trail)	NCDOT Approval received; Contract being prepared for public bid
	Poole Rd (Sunnybrook Rd to Old Poole Rd)	NCDOT Approval received; Contract being prepared for public bid
	Calvary Dr (Green Rd to Capital Blvd)	NCDOT Approval received; Contract being prepared for public bid
	Wade Ave (Dogwood Ln to Hymettus Ct)	NCDOT Approval received; Contract being prepared for public bid
	Fox Rd (Werribee Dr to I-540 Bridge)	NCDOT Approval received; Contract being prepared for public bid
	New Hope Church Rd (Green Rd to Ingram Dr)	NCDOT Approval received; Contract being prepared for public bid
	STP-DA Grant Projects - FFY12	
	Creedmoor Road (Glenwood Ave to Strickland Rd)	Currently in design
	Lake Wheeler Road (Centennial Parkway to Tryon Rd)	Currently in design
	CMAQ Grant Projects	
	Overpass Pedestrian Accessibility Retrofit Project - (Avent Ferry Rd, Lake Dam Rd, Trailwood Dr, Rock Quarry Rd, Trenton Rd and Blue Ridge Rd)	Funds to begin study to be released by Sept 2013
	Six Forks Rd Sidewalk Project (Coleridge Dr to Wake Forest Rd)	Scheduled to be let for construction by Sept 2012

Hillsborough Street Resurfacing & Road Diet Proposals Public Comments Received from 12/13/2011 to 1/6/2012

Hillsborough Street option that best meets the needs of the community:

To match with the existing plan for Hillsborough Street through the NCSU corridor, the best options are Option 5 (if marked bike lanes will be the standard) or Option 8 (if Sharrow markings will be the standard). These options best integrate bicycling into the traffic lanes and provide better safety for combination of cyclists, vehicles, parking and pedestrians. These options also best match earlier improvements to Hillsborough Street at NC State.

Thank you, Jennifer, for your work with the Public Workshop and your presentation material last night at the BPAC meeting.

Paul Nevill

8301 Old Well Lane, Raleigh

I was reading recently about proposed bike facilities for Hillsborough Street between Oberlin and Morgan St. The article presented two alternates (of a mentioned total of 8) that consisted of 1. 8' wide bike lanes with no parking in both directions, and 2. 8' wide parking lanes with sharrows in both directions. I have not been able to find the other 6 alternatives proposed for this section of road, but using the same dimensions I came up with another alternative for consideration (attached).

Considering that there is no street parking currently available, dedicating 1 lane of parallel parking on the street is still an improvement over the existing and is maybe a middle ground to also provide dedicated bike lanes, travel lanes, a turn lane.

Do you know where I can find all 8 alternatives for this section of road? Thanks for your time and I look forward to improvements in this area.

Sincerely,

Mike Ingram

the article I read can be found at [raleighpublicrecord.org](http://www.raleighpublicrecord.org/news/city-council/2011/12/21/year-in-review-where-bicycles-are-the-norm/) (<http://www.raleighpublicrecord.org/news/city-council/2011/12/21/year-in-review-where-bicycles-are-the-norm/>)

Regarding the road resurfacing project between Oberlin and Morgan, I vote for option 8. I think it is most similar to new part of Hillsborough Street, will be the safest and most user friendly.

Thanks,

Jeff Murison

Executive Director

Hillsborough Street Community Service Corporation

Whatever treatment is given Hillsborough Street - Ashe to Oberlin - should reflect consideration for the following elements:

1. The segment is highly residential.

The area from Ashe to Oberlin is different from Hillsborough Street to the west. Like the segment to the east to St. Mary's Street, it is residential. On the north side it is entirely residential beyond the alley. The south side, beyond the YMCA and two hotels, is entirely residential neighborhood, too.

2. The segment defines a residual historic fabric.

On Hillsborough itself there are mostly offices, seven of which are in older residential buildings which define a residual historic fabric and a current scale that should be continued when in-fill is proposed for the many vacant lots on the north side of Hillsborough

3. The segment is office, not commercial retail.

The Y is the only after working ours operation, other than the hotels and a call center, soon to be vacated from an office building. . In addition, there are two churches, two hotels and a rooming house. These current uses are reasonably compatible with the predominant residential use of the area as a whole.

4. Hillsborough is a necessary and reasonably safe bike route. However, alternatives, especially for thru traffic, should be taken into account and Improvements should be made in the context of the two, primary alternatives for travelling west from the Capitol: the greenway along Western Blvd and the Johnson-Peace-Clark routes. The segment of Hillsborough Street under consideration is a critical connector to these routes via Ashe Avenue and Pullen Road and Oberlin. Vanderbilt Avenue is another alternative that could be employed for bicyclists who plan thru travel from Oberlin to Brooks and beyond.

5. There is no need for four lanes of vehicular travel on this stretch of Hillsborough. This is the sine qua non of any future treatment of the segment.

Hillsborough Street Resurfacing & Road Diet Proposals

Public Comments Received from 12/13/2011 to 1/6/2012

Westbound. Hillsborough and Morgan, exit the Morgan Street roundabout in one lane. It seems sensible to continue one lane (with turn lanes, bus-pull overs, and parking) from Ashe to Oberlin where it expands, briefly, to two lanes that feed into the Bell Tower roundabout.

Eastbound: Hillsborough, feeding into the Morgan Street roundabout from the other direction, is one lane, as well. At the segment's western end, there is a short, two lane segment coming out of the Bell Tower roundabout, to Woodburn/Cox. One lane here may not be quiet so readily imagined, but a satisfactory solution would be to assess how seldom vehicles make a right turn at Cox and to eliminate the specific right turn lane.

6. Hillsborough is not appropriate to serve, like Wade Avenue and Western Blvd, as a morning and evening commuter route.

One consequence of this is that, although it might be that rush hour parking could be restricted on the south side, east of the Holiday Inn, to permit morning in-bound traffic that was travelling to connect with Morgan and the rest of Hillsborough at Morgan is not justified.

7. It appears that there could be a greater number of parking places on the south side. Current driveways and streets on the north side present limits on parking placement which do not exist to such an extent on the south side.

8. With fewer lanes of traffic, would not marked and flashing light pedestrian crossings with stop for pedestrians sign be a better solution than a pedestrian activated stop light?

Douglas A. Johnston
120 Forest Road

Thanks for helping with the Hillsborough Street re- surfacing. As a property owner with two properties on the subject stretch, and as a Cameron Park resident, I have a lot of interaction with the street on a daily basis.

I think that options 2 and 8 most closely resemble my preferences for the re working.

Note that on street parking has been a request included in Cameron Park plans, including the NCOD, for over 20 years. This, to me should be the highest priority. The parking will be great for the Y and for nearby businesses, will slow traffic down, and will provide a buffer between traffic and pedestrians. Going to one lane each way plus a turn lane or striped center island will shorten the crossing for pedestrians, as well as slow traffic speeds.

I personally don't see a need for a pedestrian refuge on this part of Hillsborough Street. We have far fewer crossings than at the University, and the center turn lane can serve as a flexible space where cars can make turns into businesses, and also give bikes a wide berth when necessary.

I think wide lanes with sharrows, or striped bike lanes will be fine. It seems some thought should be given to consistency along the entire street, as well as to how bike lanes would encounter the roundabouts on each end.

I do support moving the crosswalk from the Velvet Cloak to the Y, and adding transit stops on both sides of the street when practical.

Thanks again for your help with this exciting project- please let me know if there is anything I can do to help move things forward.

Sincerely,
Ted Van Dyk, AIA

I'm a resident of Cameron Park Neighborhood and have a request for you to consider as the resurfacing of Hillsborough Street is done.

Please consider moving the crosswalk that is currently in front of the Velvet Cloak to directly in front of the YMCA. This seems to be where most folks cross the street, and as someone who walks to the YMCA and crosses frequently, it is sometimes very difficult to get across the street. Just seems to make more sense to me, if a change could be made, to do it there.

Many thanks for listening.

Joann Sumner
307 W Park Drive

I would reiterate the best and less costly plan is to make Hillsborough St. a street with parking on both sides and in the middle place a painted yellow strip for people to turn. I am very much against placement of medians since it would prevent us from backing from our driveways and not be able to turn to the various

Hillsborough Street Resurfacing & Road Diet Proposals

Public Comments Received from 12/13/2011 to 1/6/2012

side streets. It should be neighborhood friendly and not look like a business corridor as does Hillsborough you.

C. G. Kledaras 1415 Hillsborough St.

I am a resident living at 115 Woodburn Rd, one house away from Hillsborough St. I have a lot of experience walking, driving, and biking in and around Hillsborough St (including with young children), and wanted to convey my feedback to you.

Regarding the presentation found at this address:

<http://www.raleighnc.gov/home/content/PWksTranServices/Articles/NewsReleaseHillsResurfacing.html>

Titled "Presentation122211.pdf", I have the following comments:

Slide 10: It's unfortunate that there can't be a "unified plan" for the bike markings -- I think this reduces confusion for drivers. That said, I don't necessarily object to the recommendation.

Slide 11: Bullet 2 is unfortunate, since this is something I've discussed with both Woodburn/Cox residents: the elimination of left turns on to or off of Woodburn/Cox at this intersection. I understand that this is outside of the scope of this project, but wanted to mention it. The safety of this intersection is important and the number of accidents at this intersection is troubling.

Option 1: I don't like the bike lanes overlapping into the gutter. I'm not familiar enough with storm drain placement to comment on this, though.

Option 2,8: I like this configuration. Which of these is this most like the newly modified section of Hillsborough (west of Pullen)?

Option 3: I don't like bike lanes next to parking areas -- I think this is the most claustrophobic for riders.

Option 4,6: As a biker, I'm not a fan of this. I think it sends mixed messages about sharing the road

Option 5,6,7: I don't care for this -- This leaves no room for a median.

Clearly, I like Option 2,8 the best.

Is there talk of moving the traffic signal? Since the YMCA's expansion, there is a lot of foot traffic crossing directly in front of the YMCA to access their parking lots -- almost none of these pedestrians use the signal.

For Hillsborough Street (between Pullen & Morgan)-

Whatever option is chosen here (sharrows or bike lanes), I hope to see it done right. Limited on-street parking is best and if there is going to be a bike lane, I would like to see a wide one, a lane that gives cyclists the ability to maneuver quickly within the bike lane from cars turning into their path. And obviously, if there is a bike lane here, I hope to see it completely outside of the door zone, no need to make the same mistake twice.

Two last things about this corridor, I think it is great as is. Cars are not speeding, there is an ample amount of space, and it is a very safe cycling corridor. The only thing this corridor *needs* is repaving. With limited funds in municipal government, there are many other places in Raleigh that could use improvement.

Road diets are good for some locations, but trying to have one here will unnecessarily push cyclists, pedestrians, and cars closer together and have the ability to create tension with motorists as well as discouraging new cyclists. This is another location where we want to make sure we don't make the same mistake we made on Hillsborough Street (from Brooks to Pullen). Before the transformation, there was ample room for cars, pedestrians, and cyclists. Now, everyone is pushed closer together and there is less space for all. This is not to mention the huge inconvenience and safety hazard Hillsborough Street (from Brooks to Pullen) is for emergency vehicles. This part of Hillsborough Street is essentially a road block for fire trucks and ambulances, lets make sure we don't make the same mistake for this next section of Hillsborough.

In my opinion, the resurfacing of Hillsborough Street between Oberlin and Gardner left much too narrow corridors for parking, and NO safe bicycling pathways. My suggestion is to create angled car parking and an interior (between curb and parking spots) pathway for cyclists. This has been done in other cities and works very well. It is also very safe for cyclists. Additionally, the middle platform dividers in the streets are way too wide. They encourage too much J-walking and take up way too much room.

When are you going to get to WEST Hillsborough Street between Gardner and Faircloth? It's a mess!!

Thank you,

Stephanie

Hillsborough Street Resurfacing & Road Diet Proposals
Public Comments Received from 12/13/2011 to 1/6/2012

2 words, bike lanes:)
3rd word, please!
thanks,
Mert dunne

I have studied the varied and thorough options for the remarking of Hillsborough Street. As a older biker as well as a resident of University Park I am so pleased with the positive changes that have come about along the Hillsborough corridor.

Is there really a need in this section for additional street parking? If that is the case, then I would like to voice my support for option 3. That would give two way traffic, bike lanes as well as parking on one side of the street only. This would surely be the best plan and cover al the necessities. There may be concerns that I cannot see as a driver or as a biker down Hillsborough and I would certainly be open to learning more about them.

I do have a concern for biking options through the traffic circles. Will that be addressed in the future?
Thank you for considering input from neighbors.

Yours truly,
Malissa Kilpatrick

I think that bikes should be accomodated on Hillsborough Street.

Sharrows seems the safest way to do this, as the lanes are two narrow for bona fide bike lanes.

Erin Black
107 Henderson St

as a member of the alexander ymca on hillsborough street, i encourage the city to move the walk light (which is now in front of the velvet cloak) west so it will be in front of the y. too many people cross at the y, dodging cars as they go to the parking lots, and risking their lives and the lives of people driving on hillsborough. while there once was a need for a cross walk/pedestrian light from the velvet cloak to its parking lot across hillsborough, that need no longer exists. please move the cross walk/pedestrian cross light. thanks.

christina block terrell

Hi, I'd just like to request that you strongly consider adding bike lanes to the stretch of Hillsborough (Park and Woodburn) that's being resurfaced. I frequently bike from my home in downtown Raleigh to Hillsborough or Cameron Village, and when biking on that stretch, I often just take up the entire outer lane since I don't feel comfortable with two cars trying squeeze by me.

Thanks,
Mark Deutsch

Bike lanes on Hillsborough Street: Keep them! It keeps traffic speeds down!

Thanks,
David Turnage

Please consider adding dedicated bike lanes in lieu of reserving space for a median. Bike lanes enable less experienced (and risk averse) riders a safer alternative and will encourage more cycling.

This is a different situation than the bike lanes on the newly updated area of hillsborough because the bike lanes can be considered at the design stage.

Thanks,
Adam

PLEASE! Keep the bike lanes instead of converting them to sharrows or getting rid of them completely. That road is dangerous enough for bikers, even with the bike lanes so please don't take away this extra measure of safety! Especially with such a large university bordering Hillsborough, you would think that bike riding would be encouraged to keep cars and pollution away from the campus.

Hillsborough Street Resurfacing & Road Diet Proposals
Public Comments Received from 12/13/2011 to 1/6/2012

Please keep the BIKE LANES in place! For biker's safety and to set a benchmark for the rest of the city - let's show that we are committed to a healthier and safer lifestyle.

Thanks,
Catherine Hofmann

As a cyclist I would prefer to have the option of my own protected lane it's safer. It works for Europe why not do it here. Option 6 would be the best choice.

David

I am writing to give my opinions of the Hillsborough St. improvements. I am a daily bike commuter throughout the year and use the Hillsborough St. corridor a few times a month. I ride around 2,500 miles on the Raleigh streets per year.

I have found that the temporary lanes are a total disaster. They are unsafe and my main hope is that they are not repeated. For this reason, please do not use options 3 or 7. I feel that if those are used, then it is only a matter of time before someone is badly injured or killed from an opening door. This would probably lead to the bicycle planning as a whole being viewed as a total debacle, which could take planning back ten years (think time and light tower for public art).

My preference is for option 1 or 5. I think these simple designs are easiest to be adopted. On street parking is probably much more important in the west than in the Oberlin to West section, so maybe option 1 in the east and option 5 in the west. I would also love to have option 6 instead of option 5, but am not sure if it will gain the same kind of backing. There may be a learning curve for a separated cycle track and there would be a break where the street is already done. I also feel like sharrows will not add much value and may be ignored, if the city uses them too often.

Kenneth Metzger



City of Raleigh *North Carolina*

January 6, 2012

MEMORANDUM

TO: Raleigh Bicycle & Pedestrian Advisory Commission

FROM: Jennifer Baldwin
Bicycle & Pedestrian Coordinator, Office of Transportation Planning

SUBJECT: 2012 Resurfacing Contract & Bicycle Accommodations

The City's Bicycle Plan recommends and prioritizes over 440 miles of bicycle facilities. Implementation of the plan includes standalone bicycle projects, road diet projects, and resurfacing projects. Resurfacing projects allow the City to add or modify pavement markings to an existing project and contract at a very minimal cost. The City has finalized its list of resurfacing projects for 2012 (see attached). The following resurfacing projects are identified in the Bicycle Plan for facility accommodations:

- Anderson Drive (St. Mary's St to Bridge) : Bicycle Lanes
- Fairview Road (Myrtle Ave to Glenwood Ave): Sharrows
- Hargett Street (Wilmington St to Blount St) : Sharrows
- Hillsborough Street (Park Ave to Woodburn Rd): Bicycle Lanes
- St. Mary's Street (Faircloth St to Wade Ave): Bicycle Lanes

After field evaluations and staff review, we wish to recommend the following adjustments to the Bicycle Plan's recommendations:

St. Mary's Street: City Council approved an amendment to the Bicycle Plan recommendation for St. Mary's Street between Glenwood Avenue and Faircloth Street from bicycle lanes to sharrows. This amendment should be carried to Wade Avenue to allow for a consistent bicycle facility and to accommodate on-street parking for the residents.

Pullen Road: The Bicycle Plan has no recommendations for Pullen Road between Watauga Club Drive and Western Boulevard. NCSU's Bicycle and Pedestrian Master Plan highlights Pullen Road as a primary bicycle route as it serves an important connection from Centennial Campus to their Central Campus. The Bicycle Plan should be amended to include a sharrow recommendation on Pullen Road between Watauga Club Drive and Western Boulevard.

Brooks Avenue: The Bicycle Plan has no recommendations for Brooks Avenue, between Hillsborough Street and Wade Avenue. NCSU's Bicycle and Pedestrian Master Plan references Brooks Avenue as an important connection between their Central Campus and popular off-campus housing. It also serves as an important connection to Clark Avenue, where bicycle facilities will be installed in the Spring of 2012. The Bicycle Plan should be amended to include a sharrow recommendation on Brooks Avenue from Hillsborough Street to Wade Avenue.

Please let me know if you have any questions about these or any other projects.

CITY OF RALEIGH
2012 STREET RESURFACING CONTRACT
STREET LIST

PW 2012-2

STREET	FROM	TO
ACC BLVD	BRIER CREEK PKWY	CEMETERY ENTRANCE
ALTON PL	FRIAR TUCK RD	CDS
ANDERSON DR	ST MARYS ST	BRIDGE
BICKETT BLVD	W. AYCOCK ST	FAIRVIEW RD
BOLTON PL	FRIAR TUCK RD	CDS
BRADFORD PL	FRIAR TUCK RD	CDS
BRISTOL PL	FRIAR TUCK RD	CDS
BROOKS AVE	WADE AVE	HILLSBOROUGH ST
BUNCHE DR	HADLEY RD	DANDRIDGE DR
CABIN PL	PADDOCK DR	CDS
FAIRVIEW RD	MYRTLE AVE	GLENWOOD AVE
FRIAR TUCK RD	BEVERLY DR, #1001	KING RICHARD RD
GATLING ST	PETTIGREW ST	BART ST
HAITHCOCK RD	PINEHURST DR	END OF C&G, # 4004 HAITHCOCK
HARGETT ST	WILMINGTON ST	BLOUNT ST
HILLSBOROUGH ST	PARK AVE	WOODBURN RD
HOLSTON LN	SUNNYBROOK RD	MERRELL DR
JUPITER ST	PINEHURST DR	GEMINI DR
LAKE BOONE TR	BELTLINE EB RAMP	WYCLIFF RD
MERCURY CR	VENUS DR	CDS
METHOD RD	BERYL RD	WESTERN BLVD
OLE CT	SPRINGHILL AV	CDS
OLEANDER RD	CAROLINA PINES AV	SPRINGHILL AV
ORLEANS PL	QUAIL HOLLOW DR	CDS
OWENS LN	BUNCHE DR	FITZGERALD DR
OXFORD RD	DUNHILL DR	ANDERSON DR
PADDOCK DR	QUAIL MEADOW DR	FIRESIDE DR
PARKANDER CT	SPRINGHILL AV	CDS
PETTIGREW ST S.	NEW BERN AV	PETTIS PL
PETTIS PL	PETTIGREW ST	CDS
POLARIS CT	GEMINI DR	CDS
PULLEN RD	WATAUGA CLUB DR	WESTERN BLVD RAMPS
SARDIS DR	SPRINGHILL AV	CAROLINA PINES AV
SHERYL DR	JUPITER ST	CDS
SMALLWOOD DR	CAMERON ST	WOODBURN RD
SPRINGHILL AVE	CAROLINA PINES AV	OLEANDER RD
ST MARYS ST	WADE AVE	HARVEY ST
STATE ST S.	LENOIR ST	MLK BLVD
STONE ST	ST MARYS ST	FAIRVIEW RD
TIPPED CT	SPRINGHILL AV	CDS
TRADEMARK DR	NEW HOPE RD	CDS DEAD END
VENUS DR	PINEHURST DR	MARSH CREEK RD
WHISTLE CT	SPRINGHILL AV	CDS

C&G = Curb & Gutter

CDS = Cul-de-sac



City of Raleigh Bicycle & Pedestrian Advisory Commission

Office of Transportation Planning

P.O. Box 590 • Raleigh, North Carolina 27602 • (919) 516-2155

Proposed 2012 Meeting Schedule

Regular Monthly Meetings start at 5:45pm in the Raleigh Municipal Building, Room 305.

January 10, 2012

February 3, 2012 (Retreat)

March, 19, 2012

April 16, 2012

May 21, 2012

June 18, 2012

July 16, 2012

August 20, 2012

September 17, 2012

October 15, 2012

November 19, 2012

December 17, 2012



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2012 BPAC Retreat will be held on Friday, February 3rd from 1:00pm – 5:00pm at the Magnolia Cottage at Lake Johnson Park, 1500 Lake Dam Road.

Proposed Agenda Items:

2012 Work Plan
FY12-FY13 Budget Review
Committee Reviews
Future Transportation Projects
Local and State Jurisdiction Review
Summary of BPAC Actions