



IN THIS ISSUE

S-Line Raleigh to Richmond (R2R): Raleigh to Wake Forest Segment Project Update
Wake Transit Plan Update
Weekly Digest of Special Events

Council Follow Up Items

GoRaleigh Transit Fare Update (Council Member Branch)
Intersections with the Highest Crash Ranking (Council Member Harrison)

INFORMATION:

City Offices Closed in Observance of the Christmas Holiday

Please note City administrative offices will be **closed** on **Tuesday, December 24 -Thursday, December 26** in observance of the **Christmas** holiday.

In addition, please also note there will be no weekly *Manager's Update* published next Friday.

S-Line Raleigh to Richmond (R2R): Raleigh to Wake Forest Segment Project Update

Staff Resource: Will Shumaker, Transportation, 996-4175, william.shumaker@raleighnc.gov

The North Carolina Department of Transportation (NCDOT) and Virginia Passenger Rail Authority were awarded federal grants to purchase a portion of the S-Line corridor and advance design for future passenger rail service from Richmond, Virginia to Raleigh, North Carolina. The review of the environmental documents has been completed and will allow NCDOT and Virginia Passenger Rail Authority to proceed with further corridor designs.

Design to Construction Timeline/Status:

The flowchart below shows next steps with tentative timelines for the Raleigh to Wake Forest segment. Starting in early 2023, the NCDOT project team has been communicating with community leaders along the S-Line as part of the screening effort.



The NCDOT Rail Division is currently preparing for geotechnical surveys and notifications for property acquisitions on some of the proposed impacted properties within the City of Raleigh. Property owners will receive notification and information about the upcoming survey activities. The survey activities will continue during the winter months of 2025.

Public Touchpoints:

The NCDOT Rail Division is planning for a public information update in Spring 2025. Community groups and stakeholders will be contacted and provided with information regarding the project’s development and updated designs. Stakeholders such as the Downtown Raleigh Alliance (DRA) and the Glenwood South Neighborhood Collaborative (GSNC) have already been contacted and coordination is ongoing. These public touchpoints will be coordinated between the NCDOT Rail Division and the City of Raleigh. Presentation maps and resources are currently being generated in preparation for the Spring 2025 public touchpoint.

Additional Information:

The NCDOT project team has created a “one-pager” that will be distributed to the public that includes general information and status of the project, informational QR codes, and NCDOT Rail Division and project manager contact information. This has been included with the *Update* materials.

(Attachment)

Wake Transit Plan Update

Staff Resource: David Eatman, Transportation-Transit, 996-4040, david.eatman@raleighnc.gov

In 2016, Wake County voters approved a half-cent sales tax referendum dedicated to expanding and strengthening transit services in Wake County. The Wake Transit Plan (WTP) is the county-wide transit investment program that decides how those funds will be spent on services and projects to shape the future of transit service across Wake County. Every four years, the Wake Transit Plan is updated to revisit and confirm the region’s ten-year transit investment strategy. This plan will decide how to invest nearly \$1 billion over the next 10 years to make it easier for people in Wake County to use public transportation.

Last summer, over 2,000 people took a survey that asked them to share their ideas and priorities for making public transportation better in Wake County. The key ideas and priorities gathered from the initial survey were:

- Create fast, reliable connections between Raleigh and Durham
- Advance regional rail services

- Expand the programmed bus rapid transit (BRT) network
- Expand frequent local bus service (every 15-minutes or better)
- Build mobility hubs across Wake County to enhance multimodal connections
- Provide safe access to transit with ADA-accessible stops, sidewalk connections, and signalized crossings.

The goal of this phase of engagement is to share the ideas and priorities received from the initial survey and to gather additional input on their prioritization.

More information and a short survey can be found by visiting the project page at the link below:

<https://publicinput.com/waketransit2035>.

(No attachment)

Weekly Digest of Special Events

Staff Resource: Sarah Heinsohn, Office of Special Events, 996-2200, sarah.heinsohn@raleighnc.gov

Included with the *Update* materials is the special events digest for the upcoming week.

(Attachment)

Council Member Follow Up Items

Follow up from the September 17 City Council Meeting

GoRaleigh Transit Fare Update (Council Member Branch)

Staff Resource: David Eatman, Transportation, 996-4040, david.eatman@raleighnc.gov

During the meeting, Council requested a year-end update when fare collection began.

GoRaleigh fixed-route service returned to fare collections in October 2024. With this return, GoRaleigh also implemented the Transit Assistance Pass (TAP). The TAP program provides free riders for income qualified passengers on both GoRaleigh and GoTriangle buses. If you are an adult between the ages of 19-64 who qualifies for Medicaid or Supplemental Nutrition Assistance Program (SNAP)/Electronic Benefit Transfer (EBT) benefits or have a household income below \$35,000 you can join the TAP program. As of December, GoRaleigh continues to make progress implementing the TAP program. This program ensures that our public transit system remains accessible and equitable for all. Our focus on growing ridership and promoting programs like the TAP has resulted in significant milestones.

GoRaleigh Fixed-Route Service:

- **GoRaleigh Transit Assistance Pass (TAP):** Over 12,500 riders have enrolled to date.

Currently, more than 12,000 riders on the fixed-route service are active TAP program participants. In October through November approximately 67% of all GoRaleigh trips were TAP riders. This equates to over 600,000 trips in the first two months, showing the early success of the TAP program. All TAP fares are being reimbursed through the Wake Transit Plan. Prior to the suspension of fares in 2020, GoRaleigh provided

approximately 32% of trips as fare free through various programs. The TAP program has provided more riders with equitable access to transit.

GoRaleigh Access Service:

- **GoRaleigh Access Transit Assistance Pass (TAP):** Over 1,000 Access riders have enrolled to date.

GoRaleigh Access will return to fare collections in January 2025; the TAP is also available for GoRaleigh Access/ADA program riders.

Transit staff have worked directly with the Mayors Committee for Persons with Disabilities to help craft and communicate messaging regarding the return to fares and the TAP program. The GoRaleigh Access program has released weekly recorded calls to all Access clients that have not registered for the TAP program to ensure that anyone who is eligible gets registered when they perform a trip booking. Upon implementation of the return to fares in January, staff will ensure that no one is denied a trip due to the lack of a fare. This procedure will be continued until all riders have been fully screened and informed of every available option. Those not eligible for the TAP program may be eligible for a free fare under other programs, such as senior eligibility or agency sponsored services. The Access TAP program and senior fare free eligibility are reimbursable and supported by the Wake Transit Plan and funding made available through the Federal Transit Administration's Section 5310 Program for Seniors and Persons with Disabilities.

Previous information may be found in *Update* [Issue 2024-32](#).

(No attachment)

Follow up from the November 19 City Council Meeting

Intersections with the Highest Crash Ranking (Council Member Harrison)

Staff Resource: Jed Niffenegger, Transportation, 996-4039, jed.niffenegger@raleighnc.gov

During the meeting, Council requested staff provide a report on the top 10 vehicular and pedestrian/bicycle intersections with the highest crash ranking and any work that has been done or planned to mitigate issues at each location. Included with the *Update* materials is a staff memorandum prepared to address this request.

(Attachment)



Rail Division: S-Line Program Raleigh to Richmond (R2R) Project, Raleigh to Wake Forest Segment

Nov. 2024



General Information

- The N.C. Department of Transportation's Rail Division is advancing the S-Line Raleigh to Richmond (R2R) rail project.
- The R2R project is a 162-mile rail corridor that would operate on improved and rebuilt railroad tracks that are part of the former Seaboard Air Line Railroad, aka the S-Line, from Raleigh Union Station in downtown Raleigh N.C. to Main Street Station in Richmond V.A.
- Establishing high performance intercity passenger rail service on the S-Line would increase speed, frequency and reliability of intercity passenger train service between North Carolina, Virginia, and the Northeast.
- Project activities and benefits include:
 - Rebuilding railroad tracks that were removed between Petersburg, V.A. and Norlina, N.C. in 1986.
 - Increasing efficiency and safety of the rail system by building bridges to carry roads over or under railroad track at railroad crossings.
 - Modernizing existing tracks to support more trains and more advanced service like high-speed rail.
 - Building new and additional tracks to allow trains to pass each other thus improving travel time and increasing reliability.
- The S-Line R2R project was conceptualized as early as 1992 and NCDOT has been working on the project in some form since 2002.
- In Dec. 2023, the Federal Railroad Administration (FRA) awarded \$1.09 billion to NCDOT to fund design, right of way acquisition, and construction of the first segment of the project from Raleigh north to Wake Forest.
- Completion of this segment will allow NC By Train to extend its current passenger rail service from Raleigh Union Station to Wake Forest.

What is happening now?

- Initially NCDOT is working with partners, stakeholders and the public to provide updated information about the downtown Raleigh design for the Raleigh to Wake Forest segment of the S-Line R2R project.
- Engineering workers will be onsite in December 2024 to complete preliminary investigation activities to prepare for construction.
- These investigation activities will include field surveys, geotechnical work, environmental assessments and completion of preliminary designs.
- Geotechnical investigations involve drilling small holes to collect ground samples and identify the physical properties at a construction site.



- Crews use the samples to evaluate the soil, rock, groundwater, and overall conditions to determine the stable depth to support a structure.
- Scan the QR code below to watch an [informational video](#) about geotechnical investigations.



- The geotechnical investigations will enable engineers to complete the design process and determine the most suitable locations to place the piers that support the rail tracks.
- Impacted property owners will be receiving a letter of notice.
- Information about upcoming activities will be updated as the Raleigh to Wake Forest segment progresses.
- Information about additional S-Line R2R segments and/or construction phases will be provided later.

What will happen next?

- Notice of activity commencing and informational newsletters are being sent to property owners.
- NCDOT will conduct public engagement and outreach activities in 2025 to discuss the final project designs for the Raleigh to Wake Forest segment of the S-Line R2R project.
- People can visit the project website or contact NCDOT’s Rail Division with questions, comments or concerns via phone or email.
- [Project website](#) at **ncdot.gov**.



- Right of way acquisition between Raleigh and Wake Forest is expected to begin in 2025.

- NCDOT’s Office of Civil Rights also will be an available resource for community engagement, small business and minority business relocation, and any kind of diversity or equity related matter.
- [Office of Civil Rights](#) at **ncdot.gov**.



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Contact Us:

- [Contact Us](#) at **ncdot.gov**.



- [Email](mailto:alaad@ncdot.gov): Anamika Laad, alaad@ncdot.gov
NCDOT Rail Division project manager

Weekly Events Digest

Friday, December 20 – Thursday, December 26

City of Raleigh Office of Special Events
specialevents@raleighnc.gov | 919-996-2200 | raleighnc.gov/special-events-office

Permitted Special Events

[Christmas Eve Candlelight Service](#)

Swain Street

Tuesday, December 24

Event Time: 5:00pm - 6:00pm

Associated Road Closures: A portion of S. Swain Street between E. Martin Street and E. Davie Street will be closed from 4:30pm until 6:30pm.

[Illuminate Art Walk 2024](#)

Downtown Raleigh

Through Monday, January 6

Event Time: 4:00pm - 2:00am each day

Associated Impacts: No roads will be closed for the event. City Plaza, Market Plaza, and Fayetteville Street sidewalks will be used until 11:59pm on 1-6-25, and Exchange Plaza will be used until 11:59pm on 1-31-25.

Other Upcoming Events

[A Candlelight Christmas with the North Carolina Symphony Holiday Brass](#)

Friday, December 20 – Sunday, December 22

Meymandi Concert Hall

[Clara's Trip](#)

Friday, December 20 – Sunday, December 22

Fletcher Opera Theater

[Cuts & Christmas](#)

Saturday, December 21

Sanderford Road Community Center

[Rod Wave](#)

Saturday, December 21

Lenovo Center

[Native Wildlife](#)

Sunday, December 22

Forest Ridge Park

[Holiday Pajama Party](#)

Sunday, December 22

Worthdale Community Center

[Rider vs. NC State](#)

Sunday, December 22

Lenovo Center

[Cinderella](#)

Through Sunday, December 22

Raleigh Little Theatre

[The Dessertery – A holiday dessert café](#)

Through Monday, December 23
Kennedy Theater

[The Nutcracker – Carolina Ballet](#)

Through Tuesday, December 24
Memorial Auditorium

[The Rink](#)

Through Monday, January 20
Red Hat Amphitheater

Public Resources

[Event Feedback Form](#): Tell us what you think about Raleigh events! We welcome feedback and encourage you to provide comments or concerns about any events regulated by the Office of Special Events. We will use this helpful information in future planning.

[Road Closure and Road Race Map](#): A resource providing current information on street closures in Raleigh.

[Online Events Calendar](#): View all currently scheduled events that impact city streets, public plazas, and Dorothea Dix Park.

Council Member Follow Up

To	Marchell Adams-David, City Manager
Thru	Paul Kallam, Director
From	Jed Niffenegger, City Traffic Engineer
Department	Transportation
Date	December 20, 2024
Subject	Top 10 Vehicular and Pedestrian/Bicycle Intersections with the Highest Crash Ranking

Background & High Crash Locations

There are a large number of crashes that occur within public right of way and on city streets. To help track and analyze the crashes, City of Raleigh staff use a North Carolina Department of Transportation (NCDOT) proprietary software that ties into the Division of Motor Vehicle (DMV) database. All crash reports are standardized statewide and reported to the DMV when a crash results in injury to any person/s involved or when estimated property damage exceeds \$1,000. To provide some perspective, in 2023 there were 23,295 reported crashes within Raleigh’s city limits. An unfortunate reality is that out of all these crashes, there were 247 individuals seriously injured and there were 41 fatalities. Of the crashes resulting in fatalities, 11 were classified as pedestrians (persons not in a motor vehicle).

The NCDOT software ranks “potentially hazardous locations” each calendar year based on information collected from the crash reports. Ranking locations based on crash data can be helpful as it allows City and NCDOT staff to focus time and limited resources. At the same time, the list isn’t necessarily current. The list is based on a matrix where data from the crash reports over the past 5 to 10 years is weighted. This means a location can remain on the list despite having a crash pattern identified and fixed, because the database reports are drawing from past data.

The NCDOT Highway Safety Improvement Program (HSIP) has several lists for crashes. They have a list for “potential hazardous locations” for vehicle-only crashes which is based on a 5-year period since there is a much higher volume of these types of crashes. Recently NCDOT started producing a similar list for crashes involving people walking or riding bicycles, but this is based on a longer 10-year period. Below are the top 10 locations based on the crash matrix used by NCDOT including the Wilmington Street at Chapanoke Road intersection requested by Council Member Harrison. The list is not solely based on the number of crashes but rather a matrix including factors like crashes with severe injuries, fatalities, and estimated property damage. To provide some context, each location has their corresponding state-wide ranking. Lastly, the Vision Zero staff provided information on work that has been completed or planned at each of the listed locations. This work includes our continued partnership with NCDOT to obtain funding for projects to address the crash pattern/s:

High Crash Locations (Vehicular)

1. Buffalo Road at New Hope Road (ranked 23rd Statewide)
 - Leveraged adjacent developments to get intersection improvements including signalized crosswalks, pedestrian refuge islands, and signal head upgrades.
 - Staff worked with NCDOT to add a protected signal phase in June 2023.
2. Edwards Mill Road at Wade Avenue (ranked 35th Statewide)
 - Obtained federal funds for a project that will install pedestrian crossing infrastructure at existing unsignalized crossings and add protected signal phases.
3. Fox Road at Old Wake Forest Road at Segal Dr (ranked 48th Statewide)
 - Obtained state funds for a project that will mitigate both vehicular crashes and improve pedestrian safety. Construction has not started yet.
4. Forestville Road at Louisburg Road (ranked 50th Statewide)
 - Staff worked with NCDOT to add a protected signal phase in May 2023.
 - Worked with an adjacent development to design and construct a “Reduced Conflict Intersection” (RCI). This is a much safer intersection design used on higher volume corridors. Design is complete and construction is anticipated in late 2025/early 2026.
5. Jones Sausage Road at Integrity Drive (ranked 59th Statewide)
 - Staff worked with NCDOT to add a protected signal phase in December 2023.
6. Millbrook Road at Old Wake Forest Road (ranked 60th Statewide)
 - Staff worked with NCDOT to add a protected signal phase in June 2021.
7. Raleigh Blvd at Glascock (ranked 81st Statewide)
 - Signal head upgrades were installed in June 2022.
8. Edwards Mill – Trinity (ranked 87th Statewide)
 - Obtained federal funds for a project that will install signalized pedestrian crossings at the two legs of the intersection that currently lack them and make upgrades to existing signal heads.
9. Front at North Hills Street at I-440/Six Forks Road (ranked 91st Statewide)
10. Blue Ridge – Wade (ranked 123rd Statewide)
 - Both signals at the Blue Ridge Road/Wade Avenue interchange will receive signal upgrades as part of the future Blue Ridge Road Bike-Ped CIP Project.

High Crash Locations (Pedestrian and Bicycle)

1. Capital Boulevard at Calvary Drive (ranked 1st Statewide)
 - A pedestrian safety project to upgrade crosswalk pavement markings was completed in 2022.
 - Existing lighting fixtures along Capital Blvd were upgraded in March 2023.
 - A streetlight improvement project was completed in May 2024 which added new streetlights along the corridor in the vicinity of this intersection.
 - Obtained federal funds for a project to make several safety related improvements including relocating existing bus stops/shelters, traffic signal improvements, and installation of pedestrian fencing in the median. Design is complete and construction should start in late 2025.
2. New Bern Avenue at Trawick Road (ranked 2nd Statewide)

- A pedestrian safety project was funded and completed by NCDOT in early 2024.
 - Further improvements will be included with the Wake Bus Rapid Transit New Bern Ave. project.
3. Wake Forest Road at Ollie St./Ronald Drive (ranked 6th Statewide)
 - Staff worked with NCDOT to add a leading pedestrian interval in August 2023.
 - Added a protected signal phase in February 2018.
 4. Six Forks Road at Millbrook Road (ranked 17th Statewide)
 - This intersection will be improved as part of the Six Forks Road CIP Project.
 5. Western Boulevard at Kent Road/Method Road (ranked 20th Statewide)
 - This is adjacent to a major work zone. NCDOT's I-440 Improvement project will construct a new interchange including a sidewalk up to the intersection of Western/Kent/Method along the southern side of Western Blvd.
 - Staff worked with NCDOT and lowered the speed limit on Western Boulevard from 45mph to 40mph.
 6. Capital Boulevard at Crabtree Boulevard (ranked 21st Statewide)
 - Staff worked with NCDOT to add a leading pedestrian interval in December 2021.
 - A pedestrian safety project to upgrade crosswalk pavement markings was completed in 2022.
 - Accessible pedestrian signals for the visually impaired were installed at this intersection in May 2023.
 7. Capital Boulevard at Huntleigh Drive (ranked 23rd Statewide)
 - A pedestrian safety project to upgrade crosswalk pavement markings was completed in June 2022.
 8. New Bern Avenue at Corporation Parkway (ranked 24th Statewide)
 - A streetlight improvement project was completed in June 2024 which included new streetlights being installed along the corridor in the vicinity of this intersection.
 - Staff has coordinated with NCDOT and GoRaleigh to include work to improve this intersection and the two adjacent intersections with the BRT project. Construction will occur with the BRT project.
 9. Hammond Road at Rush Street (ranked 28th Statewide)
 - Obtained federal funds for a project to make several safety improvements at this intersection along with two others (Glenwood at Hilburn, Chapanoke at Wilmington). Improvements at this intersection include high visibility crosswalks, new pedestrian signals, implementing a leading pedestrian interval, and signal head upgrades. Construction has not started.
 10. Western Boulevard at Avent Ferry Road (ranked 35th Statewide)
 - Staff worked with NCDOT to add a leading pedestrian interval in October 2017.
 - Staff made several adjustments to the pedestrian timing and leading pedestrian interval.
 11. Wilmington Street at Chapanoke Road (ranked 38th Statewide)
 - Obtained federal funds for a project to make several safety improvements at this intersection along with two others (Glenwood at Hilburn, Hammond at Rush). Improvements at this intersection include leading pedestrian intervals, curb bump-outs, signal head back plates, and protected phases for the side streets. Construction has not started.

Vision Zero Program

A crash resulting in a serious injury or loss of life is unacceptable and most always preventable. This is why programs like Vision Zero are being established nationwide and why the Federal Highway Administration (FHWA) has started allocating more funding for safety. In 2022 Raleigh City Council approved the formation of our Vision Zero program.

Raleigh's Vision Zero program is working in two major areas. The first is the development of a "Comprehensive Safety Action Plan". Raleigh was awarded a \$1 million grant from the FHWA Safe Streets for All (SS4A) program which was established by the 2021 bipartisan Infrastructure Bill. This plan will include the creation of new tools and metrics to better assess traffic safety, including development of a "High Injury Network" (HIN) and a "High Risk Network" (HRN).

The HIN will leverage crash data like that used by NCDOT's Highway Safety Improvement Program (HSIP), while the HRN will incorporate additional factors such as land use context, equity considerations, and existing infrastructure conditions. This approach, when combined with adopting and modifying infrastructure standards that prioritize safety, will allow the city to shift from a purely reactive strategy, focusing only on high-crash locations, to a proactive one that identifies areas at risk before crashes occur. Once the Comprehensive Safety Action Plan is finalized, Raleigh will be eligible to apply for up to \$30 million in additional SS4A funding to implement critical safety improvement projects. This initiative is a significant step forward in enhancing traffic safety for all residents.

The second major area of focus for Raleigh's Vision Zero program is to continue working with our partners at NCDOT using tools such as the "Potentially Hazardous locations" lists and implement countermeasures/safety projects. While this approach isn't as holistic as a Comprehensive Safety Action Plan, it has resulted in some success. Since the formation of our Vision Zero program in 2022, the city while working with our partners at NCDOT has successfully obtained over \$10 million in funding for pedestrian and traffic safety improvement at 33 locations throughout the city.