

## Atlantic Avenue Advanced Design Comments & Responses

### Bike, MUP and crosswalk comments

1. Atlantic multi-use paths need to be extended down to the greenway (Hodges Rd.) not just to Highwoods. There is no where to walk or bike after Highwoods coming from the North so the multi-use area would be useless. The 440 bridge area is very dangerous for cyclists and those pedestrians trying to get to the greenway or wherever they want to go. Cyclists trying to bike under the bridge are putting themselves at risk because it is very narrow and dark under there so drivers cannot see them until it is too late. I have also almost hit someone walking on the road under the bridge. I feel like people would also take advantage of the greenway more if it was more easily accessible.
2. I also wish they would continue the multi-use bath down to the greenway. It would be awesome to be able to access the greenway safely. It is very dangerous under the bridge.
3. I don't see any crosswalks. Am I missing something? Lacking crosswalks I don't see many safety improvements coming from the sidewalks or MUP.
4. Atlantic desperately needs a crosswalk at Highwoods Blvd along with a side walk.
5. Will you please plan to extend sidewalks along Atlantic/Litchford Rd from downtown all the way north? As is, this is not a pedestrian friendly stretch.
6. I lived in Brentwood and road my bike as my primary method of transportation. Please ensure the traffic sensor at highwoods and atlantic responds to bicycles. This is one of the only places I know of in Raleigh where a light will turn green for only one direction. Meaning, a car will be at the light at Wolfpack / Atlantic. I will be on my bike at Highwoods / Atlantic. The car will set off the traffic signal only in one direction and I will never get a green light. I have reported this in the past but the last time I rode by (years later) it still wasn't solved.
7. I support this project. Staff needs to address how pedestrians and cyclists are supposed to cross Atlantic. Staff have previously responded to questions I have asked about the intersection with Highwoods to speak to the other project involving that intersection, but none seem to actually address it. It's wonderful to have a 10ft wide sidewalk, but we also need to ensure that it connects further north and south than just between Highwoods and New Hope Church.
8. I'll second the need for extending sidewalks to Capital in the future, as pedestrians end up walking in the edge of the road. Also, UPS needs a light for pedestrians and peak traffic, similar to the one you're proposing for Bramer and also like the one between the State Capital and the museums. Deputies inadvertently block the view of pedestrians in the morning and it's really dark at night.
9. I drive this stretch of road to work and back every day, and I am glad the city is making these improvements. The lack of continuous sidewalk along the entire stretch of road is a concern. Will there be another plan to address this and extend sidewalks?

*This has been responded to in greater detail in comment #1.*

10. There will still be hundreds of feet of missing sidewalk on the east side of Atlantic, including underneath the 440 bridges. Need another project to address this.
11. I agree. It is very hard to access the greenway coming from new hope church. I live in Brentwood and would love to be able to bike down to the greenway but the bridge and lack of multi-use or sidewalk for safety really ruins it.
12. the turn radii for some of the intersections between driveways and the proposed MUP appear to be overly large. Please consider reducing the turn radius at these crossing to improve pedestrian safety - high speed turns are dangerous. The flip side is increased potential for rear-end collisions if the turns are slower. This is one of the problems today.
13. I live off of Ingram, and I have found it to be very dangerous to walk or bike on Atlantic. The bike lane on the west would make it much safer and really improve the transportation in the neighborhood. I love the idea. Please do it!
14. I don't see any ways for pedestrians/cyclists to cross Atlantic to get to the proposed amenities. The closest residences are on the East side of Atlantic, the wide path is on the west side, and the only crosswalk is at New Hope Church.
15. I agree. Going south from Highwoods is very dangerous on a bike.

#### *Response*

*We understand the concern about the lack of connectivity in the trail system. The 10-year BikeRaleigh plan has identified the Atlantic corridor from Capital Blvd to New Hope Church Road as a high priority. We are incorporating a portion of the BikeRaleigh plan within the limits of our project. With the nearby bike facility improvements on Blount, Person and Wake Forest, the City understands the need to complete the section south of Highwoods Blvd and is working on ways to include this work on upcoming projects.*

*New crosswalks are being added to all 4 legs of the Highwoods and Bramer intersections. The crosswalks at the New Hope Church Road intersection will remain. The City is currently working with the Highwoods community on a separate project to potentially extend a sidewalk to Capital Blvd. Curb radii at smaller intersections are typically designed for improved vehicle flow but does increase crossing distances for pedestrians. We will review and verify if smaller radii are feasible for the expected size of vehicles.*

*Our Transportation Department has received several complaints related to pedestrian crossings near the UPS facility and are reviewing options for addressing as a separate project.*

*Typical traffic signal detection loops are unable to detect non-metallic bikes. Different types of detection loops are available and can be placed where a cyclist would normally stop when there is*

*a defined bike lane. As the approach streets to Atlantic Ave within the design corridor don't currently have bike lanes where these loops could be used, we can review signal phasing to maintain through access on the side streets.*

### **Ingram Ave Comments**

16. Improvements to that corridor on Atlantic have been too long in coming. The improvements to intersection of Ingram & Atlantic could go further. You propose a median on Atlantic...make that median at Ingram solid With grass & vegetation thus no left turns into and out of Ingram would be allowed ..only right turns....this would alleviate that major problem. Another idea to alleviate the problem at that intersection is more dramatic.....close off the intersection with Atlantic making Ingram a dead end street @ Atlantic.
17. I drive that road everyday. There has always been a flashing light at Ingram and no left during certain hours, which many drivers simply ignore. That hill is dangerous, so I appreciate you view on a stoplight there.
18. Stoplight @Ingram would cause more of a problem. It would be closer to New Hope and could cause more rear end collisions because of traffic back ups.
19. Needs to go further @ intersection with Ingram by making the median somewhat solid (grass & shrubs). This would only allow right turns at that intersection, no left turns.
20. It might be a good idea that the left-turn lane from Atlantic to Ingram be a long lane as not to back up the traveling lane going south on Atlantic.
21. Please put a traffic light at Ingram.

### **Response**

*We evaluated a stoplight at Ingram early in the design and found that raising the road to deal with the sight issues coming over the steep hill wasn't feasible. Ideally, in order to minimize impacts to adjacent properties, we would balance out raising the road in the low spot by cutting out some of the hill, but the large diameter water transmission line in Atlantic prevented us from pursuing this option. After receiving feedback at previous public touchpoints about the loss of the left turn at Ingram, the signal at New Hope Church Rd and Brentwood Rd will be modified to include a green arrow for residents that want to go south on Atlantic Ave.*

*Adding the median with a left turn pocket to access Ingram will move drivers out of through lanes and help reduce the number of rear end accidents at the intersection. Based on our proposed design, there is sufficient visibility looking south to safely make the left onto Ingram. The length of the turn lane at Ingram was based on the peak traffic counts taken during design of the road.*

## General Layout Comments

22. The proposed median shown in green looks to be too easy for cars to just bump over it, causing more traffic safety problems than currently exist. I strongly request that this become a planted median as a better traffic calmer. This would be more in keeping with this residential area, as it would be different from the roadway in height as well as material. A planted median would reduce impervious surface, buffer noise and help air quality. A good example of this is the south end of Leesville Rd.
23. I am concerned by the lack of crosswalks and the limitation of north bound traffic to turn into the Boy Scout Service Center. The Occoneechee Council serves 12 counties, and the bulk of our volunteers live south of the current Service Center. Asking these cars to drive further north on Atlantic and then make a U-Turn and regress back in the southbound lane will add to the congestion. The current southern entrance to the BSA parking lot appears to be too close to the stoplight on Highwoods/Wolfpack for northbound traffic to safely cross the southbound lanes to enter the parking lot.
24. The road and lanes are too narrow. The lanes need to be increased to 12' and eliminate the addition of a grassy median. We do not need a median on the road and the bike lanes would be better use of the space. Please review site lines and turn lanes where indicated by traffic count and accidents.
25. As a magnet school, many parents drive to Brentwood Elementary and experience this dangerous stretch of Atlantic daily. Glad my son and I will have a safer ride soon, while being sensitive to the needs of the neighborhood. Please keep moving on this project!
26. Perhaps at the northern end, but you will see an increase of u-turns and left turn conflicts trying to get into the Boy Scouts and the Treasurer's office.
27. I still think you should consider no left turn on Ingram due to backing up into straight lanes on that hill. Also, residents turning left on and out of Chenault and Lemay cause problems. I've seen some very close calls there. Folks turning left in Treasurers Dept parking lot also can cause backups and near accidents with drivers trying to get around. It's hard for me to tell on your drawing, maybe you have medians and other measures to address this. If so, please make those are big enough and long enough...a short concrete median was installed at McD on Wake Forest Road because drivers ignored the no left turn signs, so now drivers just navigate around that median.
28. Perhaps, and certainly at Ingram, but the potential left-turn conflicts and u-turns at the southern end will be problematic.
29. One of the biggest problems on this stretch is delivery vehicles going to UPS or FedEx. They take up a lot of space on the road, go way too fast, and tend to ignore restrictions. I think that widening the Lanes and adding the median will help with this. Thank you.

30. I rarely see traffic acknowledge the change from 45 to 35mph in either direction. Whatever is done, making the roads have the appearance of being "safer" can inadvertently encourage more speeding and at higher rates. Please take this into consideration.
31. As you do this work, please consider grading and sight-lines to the New Hope Rd intersection -- because of the dip in the road, it can be hard to see how much traffic is waiting at the light.
32. Staff should reach out to affected offices at the southern end of the project now, during the planning and comment period.
33. Thank you for doing this work. Much needed.
34. Glad that COR is taking on this project.

#### Response

*One of the major goals of the project is to increase safety for all users and based on recent NCDOT studies, adding a median will address the goal by reducing the number of unsignalized left turns crossing more than two lanes of traffic and provide an area outside of the travel lane for vehicles to safely make left turns. We understand the concern about eliminating left turn access to locations that have historically been able to make left turns. Left turn pockets protected by a narrow median on either side of the turn lane are being provide at locations where unsignalized left turns are permitted (Ingram, Comfort, Wainwright, and the Treasurer's Department). Additional room is provided on the far side of the road at several locations to accommodate the proposed u-turn movements.*

*The approach to New Hope Church Road was raised as much as possible on the south side of the intersection to address some of the concerns related to visibility. Similar to the Ingram intersection, raising the road more would require walls and elimination of access to Atlantic Ave to several residences on the east side. Grades at several locations along the corridor will be adjusted to improve drainage and visibility.*

*We understand the concern and realize that speed control on larger avenues is an ongoing problem. The proposed wider lanes, grade changes and protected left turns are intended to address the number and types of accidents that have occurred along the corridor. 11-foot lanes are typically the width recommended for a street like Atlantic Ave and 12-foot lanes are more typically seen on higher speed roads. While medians planted with trees do have a traffic calming effect, there is a large water transmission line that is in the middle of the road that would prevent these plantings along Atlantic Ave.*

*We met with several of the business along the southern end of the project that requested meetings early in the design process to discuss impacts. Where feasible adjustments were made to address concerns while meeting the core design elements for the project. As the project is now being*

*permitted and right-of-way acquisition will be commencing this summer, our ability to continue to modify the design at this stage is very limited.*