



Public Meeting Comments, April 10, 2019

Left turn from Ingram onto Atlantic MUST BE kept. The only other option is to drive through all of Brentwood, go onto Highwoods, passing everything you just detoured around, and finally left onto Atlantic... OR sit through numerous lights from Brentwood Rd/NH Church, and again at NHC/Atlantic. Restricted hours during busy times is fine - it's really tough to turn left there during rush hour anyway. But slower times, like evenings and weekends?

Note #1

The removal of the left turn s being implemented due to several factors which include:

- *Crash data -Between 2014 and 2019, there were a total of 295 crashes on the Atlantic Avenue corridor between New Hope Church Road and Highwoods Blvd. Of the total crashes, 20% occurred at or near the Ingram Road / Atlantic Avenue intersection.*
- *Vertical Sight Distance – Traveling southbound on Atlantic Avenue, just north of Ingram Blvd., there is a significant decrease in forward sight distance due to a vertical curve making it impossible to see traffic patterns ahead until the vehicles are in very close proximity to ahead traffic. Simultaneously, traffic turning left onto Atlantic Avenue is severely limited to assessing oncoming traffic on Atlantic Avenue.*

There are several options for motorists to use instead of turning left from Ingram Drive onto Atlantic Avenue. It is suggested to access Atlantic Avenue southbound, drivers could access Highwoods Blvd. then turn left on Atlantic, or use Brentwood to NHC, then turn left on Atlantic, or take Brentwood to Capital Blvd. and turn right onto southbound Capital.

Agreed. I was not able to attend, but if a turn lane is being added from Atlantic onto Ingram, then it a reasonable that either a dedicated merge lane could be added (similar to Wade @ Daniels), or a Michigan-left/superstreet u-turn around Chenault Ct. Nothing is being developed at the Corning site anytime soon so nothing of value would be lost in taking more land on that side of Atlantic.

Channelized Merge Lanes, similar to Daniels Street at Wade Avenue increase the risk of wrong way drivers due to the driver confusion. Michigan-type lefts are basically forced right turns requiring the driver to execute a U-turn to accomplish the left turn. Providing storage and U-turns between Ingram St. and New Hope Church Road will have sight distance concerns for southbound drivers travelling through the New Hope Church Road intersection and conflicting with drivers making U-turns to head south on Atlantic Avenue

MUST KEEP LEFT TURN ONTO ATLANTIC FROM INGRAM. If this turn is eliminated it will dump hundreds of cars back into the neighborhood. We already have issues with "cut through traffic" and people speeding down our streets and adding more cars is dangerous for everyone.

For a response to this question / concern please see Note #1.

Widening this small stretch of road will only lead to increased speeds. The narrow lanes aren't ideal, but they do make drivers focus and serve to regulate speed. Once the road is widened, SPEEDS WILL INCREASE.

Note #2

Posted and enforced speed limit will remain 35 mph along this stretch of Atlantic Avenue. Substandard lane widths (9' in some places) are not an acceptable method to regulate travel speeds and are a contributing factor in vehicle accidents along the corridor. By removing stopped turning vehicles from the through lanes, a reduction in rear end collisions should occur. Currently, 51% of the crashes along this corridor are rear end collisions.

The "multi-use" / bike path is nice, but it doesn't lead to anywhere/anything. Ideally it would link to the Greenway at Six Forks, but not on this plan.

The limited project funding only allows for the Multi-Use Path to be constructed along this section of Atlantic Avenue at this time. Future projects are in the planning stages to extend a Multi-Use Path under the I-440 bridge and connect down to Crabtree Creek Greenway in the future.

So, to recap:

Wider lanes = increased speeds

Closed turn from Ingram to Atlantic = more traffic in neighborhood.

Bike Path = no connection to Greenway?

What are we getting out of this project, other than a way to spend a portion of the transportation bond? Could this \$11.6 million not be allocated to a project that has a broader and more meaningful impact on our city?

The Atlantic Avenue corridor is a vital parallel linkage to downtown Raleigh along with Capital Boulevard and Wake Forest Road. Improving the operational travel safety and providing additional multi-modal opportunities is the objective of this project.

I did not attend the meeting, but I have lived in Brentwood since 1970 and have always used the left turn from Ingram onto Atlantic. It will create a nightmare for this neighborhood if the left turn is eliminated. You would either have to turn onto Brentwood Road from Ingram and then make your way through the winding streets through the neighborhood to access Highwoods Blvd., then turn left or right to access either Capital Blvd. or Atlantic Blvd. I cannot

imagine the stalemate on the neighborhood roads before actually turning onto Highwoods. Please reconsider your decisions. Thanks for your consideration of this matter.

For a response to this question / concern please see Note #1.

Concerned as Bob G is that the left turn would not be available at Ingram onto Atlantic. This is a main exit out of Brentwood and the intersection is way too busy at New Hope Church and Atlantic to expect a large number of drivers to this during morning rush hour... going to create significant traffic jams if the city moves forward with this plan.

For a response to this question / concern please see Note #1.

The project should continue South to Six Forks. The segment of Atlantic under 440 is very dangerous.

The limitations of the I-440 bridge and the railroad right of way corridor significantly constrain future roadway projects to continue the improvements further south. Planning studies are underway though to continue the Multi-Use Path proposed on the west side of Atlantic Avenue under the I-440 bridge and ultimately connect to the Crabtree Creek Greenway in a future project.

I agree that multi-use pathway is needed. However, I do not agree with taking away the left turn from Ingram onto Atlantic away. Living in Brentwood the only other ways to get to Atlantic are NHC (which requires at least three traffic lights) or thru Highwoods. I frequent this intersection several times throughout the week. Perhaps having a blinking light there would be an option or one that can sense traffic and then change. During rush hours it could be a usual traffic light to help with flow.

For answers to this question / concern please see Note #1. Adding an additional traffic light (1200' from the NHC light), will create stopping sight distance concerns for southbound drivers when the light is red and cars are queueing up north of the crest.

I would also like to see a bike lane. We have a wonderful greenway near Hodges but getting there is not safe. The sidewalks end after Highwoods and don't start until Bojangles. And under the beltline it is very narrow roadway.

Unfortunately, the existing project corridor is constrained with residential homes on the east and several commercial parcels on the west within close proximity to the existing roadway. Providing on-road bike lanes would have significant impacts along the corridor. A Multi-Use Path is proposed on the west side of the corridor to serve bicyclists and pedestrians and will eventually be connected through a future project to the Crabtree Creek Greenway.

I won't be able to attend the meeting in person. I used to live in the Brentwood neighborhood and I agree safety improvements are desperately needed at the intersection of Atlantic and Ingram. I should add that anything that could be done to make Atlantic Ave a viable option for future bike, pedestrian and bus facilities would be appreciated. I believe Brentwood is limited primarily by poor infrastructure. Sadly I moved away for exactly that reason.

A Multi-Use Path is planned as part of this project on the west side of Atlantic Avenue and through a future project, will provide connectivity for Bike and Pedestrian users to the Crabtree Creek Greenway. Transit Facilities are currently being studied and planned by the City of Raleigh.

I like the idea of expanded turn lanes and a multi-use path, however, given there's no multi-use path north of New Hope Church Road or south of Highwoods Blvd, and no present plan to make a connection of this path with anything else, I'd find it "progress", but in a frustrating way. What's needed is a traffic-separated path to walk or bike directly downtown. Atlantic would be a great corridor to make this happen. If it was to snake down Highwoods and continue on Capital, it'd be less good, but an improvement.

As it stands there's no great way to share narrow road space on either Atlantic, Capital, or Wake Forest Road to get downtown.

I'd much prefer a path be designed as part of a comprehensive system instead of having piecemeal disconnected chunks dropped throughout the city.

The project funding is limited to this current section of Atlantic Avenue as a logical point to improve the overall transportation corridor. The I-440 bridge and the railroad right of way severely constrain future widening of the roadway facility itself and will need to be addressed as part of any future I-440 projects. The City, however, is studying extending the Multi-Use Path on the west side of Atlantic Avenue to ultimately connect to Crabtree Creek Greenway.

The left turn from Ingram onto Atlantic must be preserved! None of the other improvements will offset the loss of convenient access to my own home. The goal should be to have Atlantic Ave traffic flow more like Hillsborough St - slowed down to provide easy entry and exit to onto the road for those who live and work in the area and diverting traffic that is passing through to larger arteries like Capital and Falls.

For answers to this question / concern please see Note #1.

The first thing I wanted to discuss was I live on Atlantic Avenue and that we do need the center turning lanes on Atlantic Avenue. I just witnessed the fourth accident in a month involving some turning in and out of their residents. The second thing I wanted to address was what some of the focus of the project was on U turns and, sidewalks, and bike lanes. With the U turns when traffic is light drives are able to make U turns but when traffic is heavy at 8a.m. to 9a.m. 12p.m. and 5p.m. No matter how wide Atlantic Avenue is, no one is going to be able to

make a U turn. That's why we have the Cud-de-sacs so drivers can turn around in those areas on the side of Atlantic Avenue away from all the traffic. Making U turn areas on Atlantic Avenue is going to lead to more accidents. As far as sidewalks are concerned I think the sidewalk that we have on the left side of Atlantic is good enough there's not enough activity going on the right side of Atlantic Avenue to have a sidewalk. I there were businesses, apartments, or homes there I could understand that but there's nothing there now. We do need a sidewalk under the bridge between Highwoods Blvd. and Six Forks Road. I also think that side walk should be on the right side of Atlantic Avenue and should be used as a bike lane. Too much traffic comes down Atlantic Avenue to put bike lanes on the road that would be too dangerous for bikers. Two other things I would like to address is what I saw on the map on Atlantic and Ingram, and something that might help the traffic flow better on both Atlantic and Ingram and Atlantic and New Hope Church Rd. What I saw on the map on Atlantic and Ingram was a proposal for a middle divider and a left turn only. That would be a turn trap for a lot of people especially parents and busses at Brentwood Elementary. There's a lot of heavy traffic that goes through there in the morning dropping kids off at school and picking them up in the evening in both directions. I think the speed limit for coming down the hill in front of Atlantic and Ingram should be reduced to 25 mph and there should be a three-lane roundabout put there so the traffic on Ingram can turn left without being held up. Also the reason I say a three lane roundabout is to make space for the UPS and FedEx trucks that use Atlantic Avenue. I also think if we reduced the speed limit and put around a four way stop sign Roundabout on Atlantic and New Hope Church Rd. The traffic would flow at lot smoother and people would appreciate because there is no light there to hold up traffic. These are all the suggestions I have for Atlantic Avenue. (I did forget about the flood warning signs for the creek behind Michael and Sons) Thank you for taking the time to listen to my ideas.

Removing the left turning traffic from the through lanes will improve the overall safety of the corridor. The residential cul-de-sacs along the corridor are not proposed to serve as U-turning opportunities. Currently, they would be limited to right-in/right-out traffic movements. Incorporating a roundabout at the Ingram Street intersection would be difficult to accomplish safely without significant impacts to adjacent properties due to the approach sight distance issues and the moderately high through traffic volumes on Atlantic Avenue. The speed limit is proposed to remain 35 mph. in this section of Atlantic Avenue.

The proposed plan will cause the SiteLink property to lose 17 of its 97 parking places. There will not be enough parking places for SiteLink employees. As the owner of this building, I am concerned that I will lose this valuable tenant and that the value of my property will be substantially reduced. If the expansion is more evenly split between the two sides of Atlantic Ave and the right of way buffer reduced, those parking spaces could possibly be preserved.

Our Design Team is aware of this concern and the Team has made contact with SiteLink to discuss. Further meetings and coordination are planned to evaluate potential alternatives at this location to offset and mitigate impacts.

I thought this was for me to enter my response, not about a meeting that I was not able to attend.

Future meetings are planned, following the 25% design level development where more detail of the planned improvements will be available.

Should have been a formal presentation with a Q & A in the group.

The Pre-Design Meeting was intended to be informal discussion with open dialog and corridor map review with the Project Design Team to envision the concept of the project. Future public meetings are planned, following the 25% design level development where more details of the proposed improvements will be available.

NO! I'm adamantly opposed to closing the left turn from Ingram onto Atlantic. This will dump hundreds of cars back into the Brentwood Neighborhood, which is dangerous for our children and residents. I'm also opposed to spending \$11.6 million on a stretch of road that's less than 1 mile long.....for what?? Some medians, 2 foot wider lanes and a bike path that doesn't connect to anything?

For answers to this question / concern please see Note #1.

Yes, I am unhappy to lose my left turn onto Atlantic from Ingram, but I support the decision. Can we get a U-turn @NHC for residents who used to go left?

For answers to this question / concern please see Note #1.

(Sorry, left this above incorrectly) I like the idea of expanded turn lanes and a multi-use path, however, given there's no multi-use path north of New Hope Church Road or south of Highwoods Blvd., and no present plan to make a connection of this path with anything else, I'd find it "progress", but in a frustrating way.

What's needed is a traffic-separated path to walk or bike directly downtown. Atlantic would be a great corridor to make this happen. If it was to snake down Highwoods and continue on Capital, it'd be less good, but an improvement.

As it stands there's no great way to share narrow roadspace on either Atlantic, Capital, or Wake Forest Road to get downtown. Pedestrian access to cross any of these thoroughfares conveniently is non-existent. Heck, the I-440 bridge over Atlantic comes right to the traffic lane, preventing safe pedestrian transit. This project doesn't help there, and I think that's a shame. At least have the project run between New Hope Church Rd. and Six Forks Road.

I'd much prefer a path be designed as part of a comprehensive system instead of having piecemeal disconnected chunks dropped throughout the city.

The project funding is limited to this current section of Atlantic Avenue as a logical point to improve the overall transportation corridor. The section between Highwoods

Boulevard and Six Forks Road is highly constrained by the I-440 bridge and the railroad right of way restricting future widening of the roadway facility itself. Future roadway improvements will need to be addressed as part of any future I-440 projects. The City, however, is studying extending the MUP on the west side of Atlantic Avenue to ultimately connect to Crabtree Creek Greenway.

Overall, I like the design. I think the multi-use path along the west side is great. I also like having a dedicated left turn onto Ingram, but the loss of the left from Ingram onto Atlantic is a little problematic. Is there enough room for U-turns for folks going south wanting access to the cul-de-sacs on the east side?

Currently, southbound left over access and U-turns are proposed to be accommodated at Ingram Street and at the Highwoods entrance across from the Boy Scouts of America building. These two locations will provide southbound traffic on Atlantic Avenue U-turn access to get back the cul-de-sacs on the east side of the roadway.

I need to know that the 10' wide path will actually connect to something, and that the east side of the street will be able to get to it. If that is the case, I can support the project as proposed.

Due to funding constraints, the 10' Multi-Use Path is proposed to end at Highwoods Boulevard as part of this project but is part of a study to be extend and ultimately connect to Crabtree Creek Greenway through a future City project. Access from the east side of Atlantic Avenue to the 10' Multi-Use Path will be accommodated at the signalized intersections on the corridor currently at New Hope Church Road and at Highwoods Boulevard through a traditional pedestrian signal.

Yes, I support these improvements. The median will improve safety for vehicles. The turn lanes, such as the one for left turns onto Ingram will separate stopped cars waiting to turn left from the fast through vehicles.

The multipurpose path will be step #1 toward a nice pedestrian and bicycle link to the greenway system along Crabtree Creek.

Thanks for your comment. This was the focus and goal of this project.

NO, not as currently designed. The plan takes too much right of way from business owners and offers nothing in return for residents.

Wider lanes = Increased speeds. This plan isn't making the road safer, it's only throwing millions of dollars at a perceived problem.

The current project proposes to maintain the existing curb and gutter, sidewalk and right-of-way to the extent possible on the east side of Atlantic Avenue to lessen the impacts to residential parcels on that side of the roadway. The design is studying and evaluating ways to mitigate, minimize and offset right-of-way impacts to the

commercial facilities on the west side of the roadway. Crash data, as listed in Note #1, indicates the need for this corridor's improvements. Studies have shown that wider lanes, in tandem with a raised median and dedicated turn lanes, U-turn facilities and a posted speed of 35 mph will have a calming effect on traffic. For additional information please see Note #2.

No, the multi-modal path should be on the east side of the Atlantic where the residential community is. As designed on the west side, residents have to cross Atlantic to ride a bike.

The existing sidewalk is proposed to be maintained to minimize impacts to the residential properties. The only feasible location where the 10' Multi-Use Path can cross under the I-440 corridor is on the west side of Atlantic Avenue. The existing sidewalk on the east side of Atlantic Avenue is proposed to remain in place with Pedestrian Signal phases being added at the signalized intersections of New Hope Church Road and Highwoods Boulevard to provide protected crossing access to the 10' Multi-Use Path.

Yes, but allow traffic from Stillwell Ct, and Ingram Drive more left turn lanes (4 turns) to head downtown.

Southbound Atlantic Avenue traffic wanting to access East Stillwell Court will need to do a U-turn at the Highwoods office entrance across from the Boy Scouts of America building. A left turn into Ingram Street is proposed. Left turns out of both East Stillwell Court and Ingram Drive will require turning right onto northbound Atlantic Avenue and executing a U-turn to head south on Atlantic Avenue. For further details, please see Note #1.