



May 2019 – June 2019

Blue Ridge Road Widening Project Duraleigh Road to Crabtree Valley Avenue Raleigh, Wake County, NC

Public Meeting Comment Summary

Overview

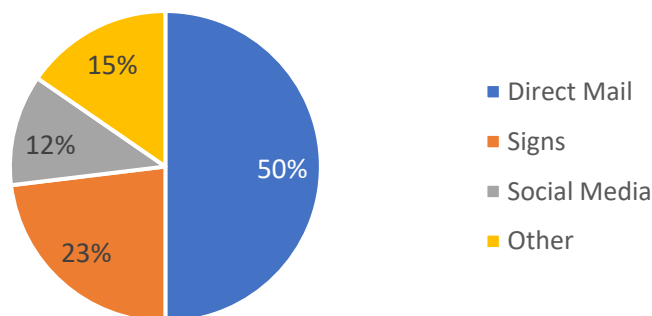
The 65% Design Public meeting was held on May 20, 2019 at the Laurel Hills Community Center in Raleigh, North Carolina. A total of 94 members of the public signed in during the two-hour meeting. This was an open-house public meeting; project representatives were available to answer questions and maps of the project were provided. A seven-question survey was provided as well, with the option to complete it online. A total of 41 individuals provided comments between May 20, 2019 and June 28, 2019 in person or via mail, email, and online submission. All the comments are summarized below on the left with responses on the right.

Survey responses

Question 1: How did you hear about this meeting?

The majority (50%) of respondents indicated that they heard about the meeting via direct mail. A total of 23% of respondents heard about the meeting via signs, and 12% through social media. The remaining 15% of respondents heard about the meeting through another source.

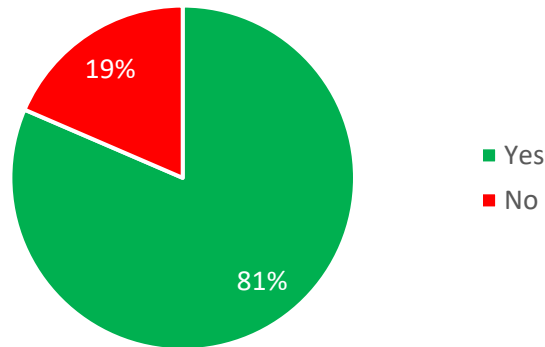
How did you hear about this meeting?



Question 2: Do you think the proposed project meets the needs of pedestrians along this road?

The majority (81%) of respondents indicated that the proposed project meets the needs of pedestrians, while the remaining 19% said they do not think the proposed project meets the needs of pedestrians.

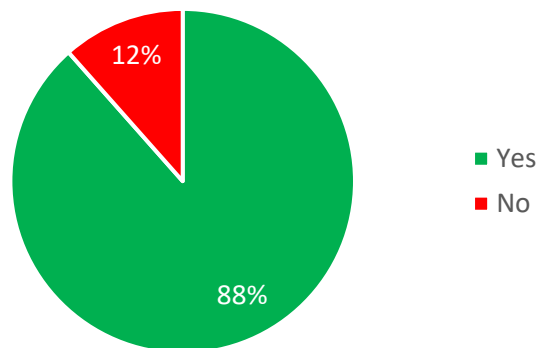
Do you think the proposed project meets the needs of pedestrians along this road?



Question 3: Do you think that the proposed project meets the needs of bicyclists along this road?

The majority (88%) of respondents indicated that the proposed project meets the needs of bicyclists, while the remaining 12% said they do not think the proposed project meets the needs of bicyclists.

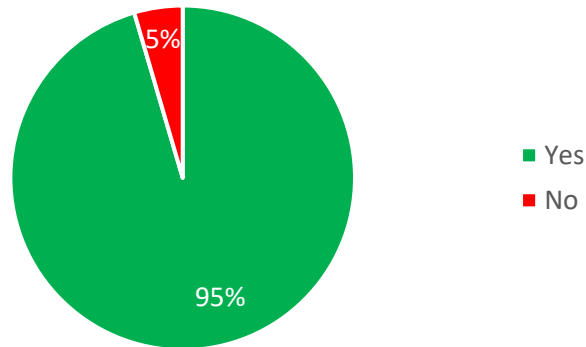
Do you think that the proposed project meets the needs of bicyclists along this road?



Question 4: Do you think that the proposed project meets the needs of bus riders along this road?

The majority (95%) of respondents indicated that the proposed project meets the needs of bus riders, while only 5% said they do not think the proposed project meets the needs of bus riders.

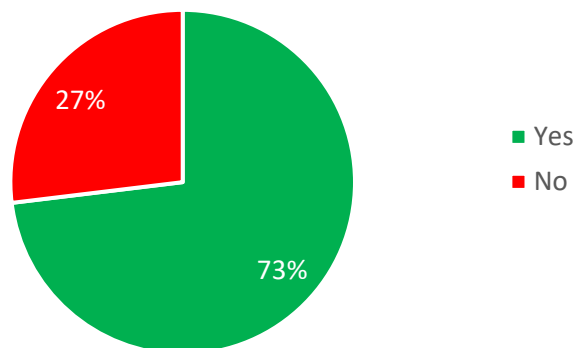
Do you think that the proposed project meets the needs of bus riders along this road?



Question 5: Do you think that the proposed project meets the needs of motor vehicle traffic along this road?

The majority (73%) of respondents indicated that the proposed project meets the needs of motor vehicle traffic, while 27% said they do not think the proposed project meets the needs of motor vehicle traffic.

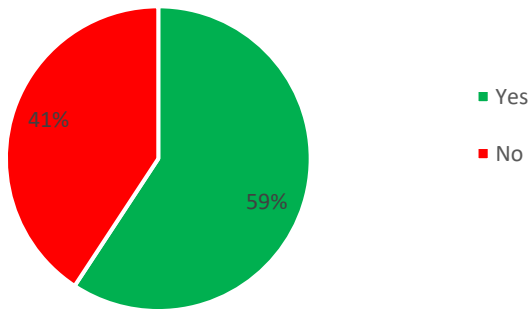
Do you think that the proposed project meets the needs of motor vehicle traffic along this road?



Question 6: Do you think that the proposed project makes excessive impacts to property owners along this road?

Just over half (59%) of respondents indicated that the proposed project makes excessive impacts to property owners along Blue Ridge Road, while 41% said they do not think the proposed project does not make excessive impacts to property owners.

Do you think that the proposed project makes excessive impacts to property owners along this road?



Question 7: Are there design features that you would have preferred to do differently and if so, what are they?

- See comments below

Comments	Response
General project comments	
<ol style="list-style-type: none"> 1. Not in favor of project 2. In favor of the project (x2) 3. In favor of improvements to pedestrian and cyclist facilities (x2) 4. Request storm drainage plans be available for review 5. Will there be another public meeting? 	<ol style="list-style-type: none"> 1-3. Comments noted. 4. Drainage plans will be posted to the website after approval by the City and NCDOT. 5. Another public meeting for this project is not anticipated. However, the project team will be presenting the 65% design plans to the City Council on August 20, 2019 to authorize the right-of-way acquisition. Additional project information can be found on the project website.
Comments about pedestrian improvements	
<ol style="list-style-type: none"> 1. In favor of safer pedestrian accommodations. (x3) 2. In favor of crosswalks. (x2) 3. Design is sufficient for safety during normal use. (x2) 4. In favor of the sidewalk revisions. 5. In favor of pedestrian culvert under Blue Ridge Road. 6. Request a crosswalk to Glen Eden Pilot Park. (x2) 7. Not in favor of widening the sidewalk. (x3) 8. Concerned about pedestrian safety with speeding vehicles. (x2) 9. Concern about pedestrian safety at proposed roundabout at Homewood Banks. Cars travel at high speeds and current design angles will not slow them down. 10. Bus stop and crosswalk at Morningside Drive will be difficult to use during rush hour. 11. Apartment complex under construction at the corner of Homewood Banks Drive and Blue Ridge Road is pouring a four-foot sidewalk, but the plan shows a six-foot sidewalk. 	<ol style="list-style-type: none"> 1-5. Comments noted. 6. The Glen Eden Pilot Park is located outside of the project limits. Pedestrians wishing to access Glen Eden Pilot Park may use the existing sidewalks on Glen Eden Drive. An extension of the sidewalk along Marshall Park Lane is proposed to connect to the Glen Eden Tennis Park. 7. The City of Raleigh Street Design Manual recommends a 6-foot wide (minimum) sidewalk for this type of roadway facility. 8-10. A main purpose of the project is to improve the safety and functionality of the corridor. It is anticipated that the proposed pedestrian facilities will improve safety. Pedestrian crossing signs and refuge areas will be added at mid-block crossings. Bus stops are designed so that stopped buses won't be passed, for safety. 11. The sidewalk constructed at the new apartments was measured and found to be six feet wide. Sidewalk built on this project will be six feet wide.

12. Request a crosswalk from Holly Lane to Marshall Park Lane for greenway access.	12. The project team will evaluate an additional crosswalk in this location.
Comments about pedestrian improvements (continued)	
13. Request a small bridge over the House Creek Greenway to connect the new greenway west of the culvert to the existing sidewalk west of Blue Ridge Road.	13. The project currently proposes to maintain the at-grade intersection of the greenway and Blue Ridge Road so users from the west can access the sidewalk system from the greenway. Adding an additional bridge would be a substantial cost to the City.
14. If the sidewalk in front of Glen Lakes subdivision damages tree roots, request that trees be removed, and sidewalk moved in from curb.	14. Damages to trees along Blue Ridge Road between Tall Oak Trail and Noremac Drive to construct the sidewalk are not anticipated. The sidewalk is proposed at the back of curb to minimize tree impacts.
Comments about bicycle improvements	
<p>1. In favor of bicycle improvements. (x2)</p> <p>2. Making it safer and easier for people to travel without driving personal vehicles is crucial to reducing pollution.</p> <p>3. Currently, motorists drive too fast and veer into the bike lane.</p> <p>4. In favor of the multi-use path. (x2)</p> <p>5. Not in favor of the switch at Glen Eden.</p> <p>6. Not in favor of multi-use path or bike lanes.</p> <p>7. In favor of improvements to House Creek Trail.</p> <p>8. In favor of the bike path revisions.</p> <p>9. Thank you for taking cyclists into consideration.</p> <p>10. Not enough bicyclists to warrant this project. (x8)</p> <p>11. Cyclists should be encouraged to use House Creek Greenway instead. (x4)</p> <p>12. Bike path should not extend past Glen Eden Drive from Duraleigh Road. Consider directing cyclists down Glen Eden Drive to House Creek Trail and bypass the lower section of Blue Ridge Road where grades are steep. Consider a sidewalk in this area instead.</p> <p>13. Not in favor of multi-use path on west side of Blue Ridge Road between Duraleigh and Glen Eden, but on east side from Glen Eden to</p>	<p>1-9. Comments noted.</p> <p>10-12. A main purpose of the project is to improve safety and functionality of the corridor for drivers, pedestrians, and bicyclists. The previously proposed bike lanes have been replaced with a 10-foot multi-use trail which connect to the House Creek Greenway. The proposed MUP is intended to serve a transportation function rather than a recreation function, and is intended to serve trips that begin or end on Blue Ridge Road, as well as through trips.</p> <p>13. The multi-use path placement was selected for several reasons, including minimizing property impacts and impacts to large oak</p>

<p>Crabtree Valley. Suggest putting it completely on west side of Blue Ridge Road. (x2)</p> <p>14. No way to make a left turn from a bike lane.</p> <p>15. Would prefer concrete instead of asphalt for multi-use path. (x2)</p>	<p>trees between Tall Oak Trail and Noremac Drive.</p> <p>14. Bike lanes are no longer proposed on this corridor.</p> <p>15. While concrete would be an acceptable pedestrian material, the frequent joints needed in concrete construction create an uncomfortable rumble effect for bicyclists. Asphalt is the City standard for MUPs.</p>
Comments about bicycle improvements (continued)	
<p>16. Request that new greenway crossing at Crabtree Valley Avenue is safe and easy for cyclists and pedestrians.</p> <p>17. Concern that removal of bike lane from Arbor Drive to Crabtree Valley Avenue will create safety issues for cyclists in the roadway.</p> <p>18. Suggest consulting with BikeRaleigh.</p> <p>19. Suggest placing signage at corner of Blue Ridge Road and Arbor Drive to inform cyclists that they can continue to Crabtree Valley Avenue by turning down Arbor Drive and accessing the greenway.</p> <p>20. Addition of bike lanes and greenways is not safe.</p>	<p>16. A median refuge area and pedestrian crossing signs will be added at new mid-block crossing.</p> <p>17. The previously proposed bike lane has been replaced with a 10-foot multi-use path, separated from the roadway, for bicyclists and pedestrians.</p> <p>18. The project team will coordinate with BikeRaleigh.</p> <p>19-20. One of the primary purposes of the project is to improve safety. Bike lanes are no longer proposed on this corridor and safety improvements, including signing, are being made to the existing House Creek Greenway.</p>
Comments about transit improvements	
<p>1. Bus rider traffic does not justify project. (x4)</p> <p>2. Concern about moving transit easement to west side of Blue Ridge Road.</p> <p>3. Current bus stop sign is not at the easement</p>	<p>1. One of the goals of GoRaleigh's transit plan along Blue Ridge Road is to increase frequency of service.</p> <p>2. Proposed transit stops have been proposed in coordination with the transit plan and the proposed pedestrian improvements.</p> <p>3. Appropriate signage for bus stops will be placed at the proposed transit locations.</p>
Comments about motor vehicle traffic	
<p>1. Concern that project will address congestion, not speeding.</p> <p>2. Concern that design will cause people to drive faster. (x3)</p> <p>3. Suggest more traffic calming measures. (x2)</p>	<p>1-4. The roadway has been designed to meet the requirements of a roadway with a posted speed limit of 35 miles per hour. The proposed landscaping, medians and roundabout at Homewood Banks Drive have as an additional effect the encouragement of lower speeds along the corridor.</p>

<ol style="list-style-type: none"> 4. Cars traveling uphill southbound towards Arbor Drive frequently go 45-55 mph despite 25 mph signage. 5. A single traffic circle and some narrower intersections will not discourage traffic from Blue Ridge Road in favor of I-440 or Edwards Mill Road. 6. Concern that Blue Ridge Road will be used as an alternative route to a backed-up beltline. 7. Not clear on the evidence of improving traffic. 8. Project should be five lanes like Edwards Mill Road to accommodate increased traffic and a proposed speed limit of 40 mph. 	<p>5-8. A main purpose of this project is to facilitate safer use of the corridor by all users and was designed to meet the projected demand of the roadway in 2040 with a posted speed of 35 mph. Signal modifications and the addition of a southbound right turn lane at Glen Eden Drive are expected to improve traffic. However, further capacity improvements are not proposed so as not to make Blue Ridge Road into a primary route.</p>
<p>Comments about motor vehicle traffic (continued)</p>	
<ol style="list-style-type: none"> 9. Turn lanes should be limited to intersections and large parking entrances like Ridge Road. 10. Concern about traffic at intersection of Morningside Drive and Blue Ridge Road, near St. Paul’s Christian Church. Would prefer to see median and bus stops here moved to a less chaotic area. 11. In favor of traffic light at Blue Ridge Road and Ed Drive, and would like to know what the traffic signal design will be. 	<ol style="list-style-type: none"> 9. The proposed design was selected to allow an appropriate level of access and mobility for the corridor and to meet the needs of users. 10. Bus Stops are intentionally located close to intersections to shorten the walk between the bus stop and homes on the side streets. Note that the placement of this transit stop has been coordinated with the proposed pedestrian facilities and GoRaleigh. 11. This signal is being designed by NCDOT as a separate project.
<p>Comments about property impacts</p>	
<ol style="list-style-type: none"> 1. Taking minimal property should be top consideration. 2. The proposed impacts aren’t excessive because this is already a busy road. 3. Concern about decreased property values. (x4) 4. Do not feel six-foot sidewalks and verge are necessary. 	<ol style="list-style-type: none"> 1-2. Comments noted. 3. Roads widened by the City of Raleigh typically are improved with the addition of bicycle, pedestrian, and transit facilities. These improvements, in addition to the proposed landscaping, typically improve property values. 4. The City of Raleigh Street Design Manual recommends a 6-foot wide sidewalk and 6-foot verge (minimum) for this type of roadway facility. However, the verge has been reduced where feasible to minimize impacts.

<p>5. Appears that the greatest impacts occur on the side of the road with larger yards, or where there are commercial buildings instead of residences.</p> <p>6. Access to our driveway will be severely impacted.</p> <p>7. The proposed median will prohibit left turns into or out of our driveway. We need to be able to make these turning movements.</p> <p>8. Propose removing the center left-turn lane and implementing a road diet or replace with on-street parking. (x2)</p>	<p>5. The proposed location of the roadway was selected based on many factors, and efforts to minimize impacts on both sides of the roadway have been made where possible.</p> <p>6. The addition of the median is proposed to improve safety for drivers, bicyclists and pedestrians within this section of Blue Ridge Road.</p> <p>7. This property owner will be contacted to discuss design options.</p> <p>8. A center left-turn lane was proposed to be maintained in areas of the corridor with higher densities of residential and business driveways to maintain an acceptable level of access.</p>
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Comments about property impacts (continued)

<p>9. 3451 and 3455 Blue Ridge Road are not shown on the map, including shared driveway, concrete parking pads, and landscaping.</p> <p>10. Not in favor of multi-use path in front of home at 3451 Blue Ridge Road; would prefer concrete sidewalk.</p> <p>11. Request more specifics on the plan to calculate the actual distance from the edge of the existing road to the outside edge of the proposed multi-use path and landscaped buffer (3451 Blue Ridge Road).</p> <p>12. If our landscaping, concrete parking, or irrigation system impacted by the project, will we be adequately compensated as well as for our acquired property (3451 Blue Ridge Road)?</p> <p>13. Request the verge width at 3607 and 3603 Blue Ridge Road be minimized to prevent sidewalk from getting closer to homes.</p>	<p>9. The aerial imagery used in the production of the public meeting map was dated prior to the construction of these homes. The existing driveway access is proposed to be maintained and is shown on the final plans.</p> <p>10. A multi-use path facility was proposed to provide an appropriate facility for cyclists and pedestrians. The path was placed on the west side of Blue Ridge Road in this segment of the corridor to minimize property impacts since there are fewer residences and greater setback distances on this side.</p> <p>11. The distance between the edge of the existing roadway and the outside edge of the proposed multi-use path at 3451 Blue Ridge Road is approximately 24 feet.</p> <p>12. The City will make an offer for right-of-way and easement acquisition based on independent appraisals and fair market value. Impacts to the property will be taken in to consideration. If an agreement cannot be made, then the matter will be provided to the City Council for further action.</p> <p>13. The verge has been reduced from 6 feet to 3 feet as discussed at the public meeting.</p>
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<p>14. Not in favor of taking trees, iron fence, and brick pillars in front of Holly Lane condos.</p> <p>15. Can we make a left turn from a center lane into our driveway? (3620 Blue Ridge Road)</p> <p>16. Large moving vans and delivery trucks need to be able to access Marshall Park Apartments and Townhomes.</p>	<p>14. The verge has been reduced from 6 feet to 3 feet to minimize impacts as much as possible. Relocation of the roadway away from this property is not feasible due to the steep slopes along the Marshall Park and Hillcrest developments. These impacts will be considered during the right-of-way acquisition and negotiation phase so that a fair market value and compensation can be provided to owners.</p> <p>15. . Yes, sections of Blue Ridge Road which propose to maintain the center left-turn lane, like that in front of 3620 Blue Ridge Road, will allow drivers to turn left into a driveway.</p> <p>16. The designs of the Marshall Park Lane and Fairsted Drive intersections have been revised to accommodate larger delivery trucks.</p>
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Comments about property impacts (continued)

<p>17. Concern about construction limiting access to driveway and parking (3216 Blue Ridge Road). (x2)</p>	<p>17. Access to properties will be maintained during construction and any temporary disruptions to access to construct the driveway tie-ins will be communicated with property owners.</p>
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Comments about the design

<p>1. Blind curve between 3451 Blue Ridge Road and Glen Eden Drive creates a safety issue.</p> <p>2. Request to eliminate curves on Blue Ridge Road north of Townedge Court.</p> <p>3. The proposed turn lane will alleviate a problem that only exists during the peak of congestion.</p> <p>4. Not in favor of roundabout at Homewood Banks Drive.</p> <p>5. Request speed bump or rumble strip on lanes entering roundabout.</p>	<p>1-2. The project proposes to improve the existing curves on Blue Ridge Road, to meet the current design standards and improve safety.</p> <p>3. The proposed project is designed to accommodate the traffic levels which are estimated for the 2040 design year. The center left-turn lane was proposed in areas with a high density of driveways to facilitate access.</p> <p>4. Comment noted.</p> <p>5. The roundabout has been designed per current standards to encourage slower and more appropriate speeds within the roundabout.</p>
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6. Suggest leaving the existing roadway, curb, and sidewalks between Arbor Drive and Tall Oak Trail.	6. The project proposes to narrow the existing roadway surface between Arbor Drive and Tall Oak Trail to provide enhanced bicycle and pedestrian facilities while minimizing the impacts to existing property owners.
Comments about medians	
<ol style="list-style-type: none"> 1. Would like to see more medians along roll 2 of 4. (x3) 2. Suggest shortening median at Townedge Court to provide safer site distance. 3. Suggest more medians, especially at three-point intersections. 4. Request for additional islands for traffic calming and greenery. 5. Request for median in middle lane at the north side of the intersection between Glen Iris Lane and Normac Drive without blocking access to a driveway. 	<ol style="list-style-type: none"> 1. Median locations in this area are not feasible to maintain access to properties in with a high density of driveways. 2. The median design has been shortened in this location. Sight distance will be evaluated as part of the design process to ensure that trees and other landscaping elements along the road or in the median to not block sight lines for drivers. 3-5. Medians have been provided where feasible and are not proposed in areas with high density of driveways or to allow access without the need for U-turn bulbs.
Comments about medians (continued)	
<ol style="list-style-type: none"> 6. Request for a wider median at the bus crosswalk between Glen Iris Lane and Normac Drive to accommodate greenery and to protect the crosswalk. 7. Request to move median at Marshall Park Lane at least 20 feet south. 	<ol style="list-style-type: none"> 6. Additional landscaping has not been proposed at this location to allow crossing pedestrians to be visible to oncoming drivers and to accommodate the dedicated left-turn lane. Slight widening is proposed to enhance pedestrian safety at the crosswalk. 7. The Marshall Park Lane median design has been adjusted to accommodate large delivery trucks.
Comments about on-street parking	
<ol style="list-style-type: none"> 1. Not in favor of elimination of on-street parking. (x3) 2. Not in favor of eliminating parking between Glen Eden Drive and Arbor Drive. 3. Proposed to widen our driveway acceptable compromise but does not provide guest parking. 	<ol style="list-style-type: none"> 1-3. Blue Ridge Road was widened previously to one-side to setup half of the widened section proposed by this project. This extra pavement was not intended to serve as on-street parking but has been used as such since its construction. Wider outside pavement will be retained from Carovel Court to Morningside Drive, but removed

<p>4. Suggest white line to separate traffic from street parking. (x3)</p> <p>5. In favor of eliminating on-street parking.</p>	<p>from Glen Eden Drive to Arbor Drive to reduce property impacts.</p> <p>4. This is not recommended to avoid giving the appearance of two lanes.</p> <p>5. Comment noted.</p>
Comments about trees	
<p>1. Concern about lost trees. (x2)</p> <p>2. Consider existing oak trees and other landscaping.</p> <p>3. Concern about trees hindering driver sight lines (x4):</p> <p style="padding-left: 20px;">a. Intersection of Blue Ridge Road and Marshall Park Lane. (x2)</p> <p style="padding-left: 20px;">b. Intersection of Blue Ridge Road and Fairstead Drive.</p> <p>4. Request to use flowers, shrubs, animal lawn statues, murals, or painted grass instead of trees at the Marshall Park Lane and Fairstead Drive intersection.</p> <p>5. Not in favor of crepe myrtles. (x4)</p> <p>6. Suggest using an indigenous species such as dogwoods or redbuds instead.</p> <p>7. When will an exact tree impact be available?</p>	<p>1-2. The project team has factored existing landscaping into the design where feasible to avoid unnecessary impacts. Many new trees will be planted upon completion of the construction.</p> <p>3-6. Sight distance triangles will be evaluated as part of the design process to ensure that trees and other landscaping elements along the road or in the median to not block sight lines for drivers. Specific tree species will be evaluated during final design stages; Crepe myrtles have been previously proposed as landscaping street trees on this project as they meet the requirements and specifications of NCDOT. In addition, other street trees will be evaluated for use in this project.</p> <p>7. Once drainage and utility design are completed, a more exact impact area will be able to be defined.</p>
Comments about trees (continued)	
<p>8. Trees roots will cause future problems with water meters and lines. Has this been considered?</p>	<p>8. The City will coordinate with utility providers to place trees and utilities in appropriate areas to minimize the potential for impacts.</p>
Comments about easements	
<p>1. What happens to the proposed easements after project completion? Will landscaping be reinstated?</p> <p>2. Is the light-yellow proposed easement a temporary construction easement or permanent? What do letters "C" and "F" mean in the proposed easement?</p>	<p>1. Temporary construction easements will be returned to the current owner upon completion of construction. Landscaping will be reinstated where feasible once construction is completed.</p> <p>2. The "C" and "F" letters shown within the proposed easements indicate where the proposed construction will be a "cut" slope or a "fill" slope respectively. The easement areas shown on the public meeting maps reflect a combination of temporary and permanent (drainage and utility) easements</p>

<p>3. Suggest reviewing need for extra easements on roll 3 of 4. Suggest justification for these plans.</p>	<p>which will be necessary to construct the proposed project and its associated improvements.</p> <p>3. The wider easements shown on roll 3 of 4 are needed to construct the realigned roadway and fill slopes at an acceptable grade. Temporary construction easements will be returned to the current owner upon completion of construction.</p>
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