

Comments and Responses, Public Meeting #1

Citizen comment:

Good afternoon Gentlemen, We enjoyed meeting you the other night at the Poole Road Widening Meeting. We appreciate your time and patience in explaining parts of the project. I've had a chance to distribute the extra handouts I picked up that you provided as well as speak to my neighbors in North Riverview as well as more up Rock Drive towards Poole and in older Riverview. We all want to know the figures, calculations, and other data that you collected to choose Jeffreys Street as the open intersection instead of Rock Drive. Please provide the traffic count and other comparative data you used to choose Jeffreys over Rock Drive. We certainly all understand that if you eliminate the variable, you eliminate the risk - meaning we understand that if there is no intersection, then there can not be an intersection accident, left turning or otherwise. The reality is there are many people living on both sides of Poole Road and must have a place to enter and exit to travel from their homes and back. No matter where you put these u-turn areas, someone is going to have to make a right turn and maneuver across lanes of busy traffic to get to the left turning lane to make their u-turn to begin their journey left. We all believe that the majority of traffic coming from either side of Poole Road from our subdivisions or private homes, will be more often headed towards downtown towards New Hope. Isn't this correct?

You admitted at the meeting that the speed limit is not changing and that drivers move along at a fast pace. Putting a traffic light at Rock Drive's location between Maybrook and Barwell would help meter the traffic to keep it at a safer slower pace. You stated that you create your plans for the good drivers and not the aggressive drivers. Metering this flow will help pace all drivers. If you don't stop and start this volume of traffic more often - then trying to get across speeding traffic to that left lane to get to the u-turn is just as problematic as a left turn at an intersection as well as pulling out to go right into the speeding traffic. You may believe that logically increasing the lanes should make it easier, dispersing the vehicles, but that would only be true if the traffic volume did not increase (and it is increasing) and most importantly that the traffic will be moving at a safer speed as to be able for us to maneuver through it. More lanes without a stop just lends traffic to go faster and allows those aggressive drivers the opportunity to barrel through jumping back and forth switching into one lane and then another. The more entrances you have into a roadway increases the chances of accidents involving people pulling out turning right or left. Removing the variable of a left turn without slowing and metering this traffic flow with more lanes is not safer. Widening Poole Road without metering the speed of traffic between Barwell and Maybrook will not prove to be safer and therefore neither more efficient. A hawk light for pedestrian crossing will not be enough of a meter as they will be used irregularly and too few and far between. If you are truly thinking of the good drivers when widening this road, you must slow this traffic through a deliberate start and stop. It will help meter the traffic for those entering and crossing lanes to get to the u-turn lane.

Again, please send us the volume numbers data of traffic collected in each entrance to Riverview used to choose Jeffreys over Rock Drive. Please also respond about metering the speed of traffic between Barwell and Maybrook to enable safe entry and crossing of lanes in high volume traffic to get to u-turn and just getting out in general.

Addressing the bus stop - at River Knoll Drive. We understand it is better to be there as the usage will definitely be more coming from that subdivision. So I withdraw any suggestions or

considerations to have it at Rock Drive or differently. It would not eliminate the one at Woodard and that was the only reason it was suggested as to be considerate and empathetic to the new mother who addressed her concerns at the meeting.

I look forward to hearing from you all. Would each one of you please be considerate enough to at least respond to me that you have received this email so I will know?

Thank you. We appreciate your time and consideration to our comments and questions and the opportunity to be heard.

COR response:

1) As you requested, we are providing you with a PDF of Rock Dr, Jeffrey St, Woodard St, and Riverview Road intersection traffic counts taken earlier this year. The traffic volumes are low at each of these intersections (<100 vehicles per hour), but Rock is comparatively higher than Jeffrey regarding vehicles turning to and from Raleigh (i.e. 50 vs. 20 vph), as you expected. You were also right in saying that a large portion (about 70%) of the traffic from your neighborhoods is travelling towards Raleigh in the morning, and away from Raleigh in the evenings. In order to provide good intersection spacing, proper design standard turn lane lengths, and safe turning maneuvers along the corridor, full movement intersections are proposed at Riverknoll Drive (west), at Jeffrey Street and at Barwell Road (and points beyond these). Furthermore, the distance between Riverknoll Drive (west) and Rock Drive would not be able to accommodate the required left-turn lanes without additional impacts or compromises; i.e. the left-turn lane onto Rock Dr would conflict with the left-turn lane onto Riverknoll Dr (west). Providing the full movement intersection at Jeffrey Street will provide two options for access to Rock Drive (via Neuse Street, or via u-turn and right-in to Rock Dr). The Jeffrey Street intersection, in combination with the proposed right-in, right-out at Rock Drive, and the other intersections nearby, are expected to provide good levels of service and safe movements on par with the whole project corridor through 2045.

2) Traffic signals will platoon the traffic, but *not* necessarily slow down traffic, that is not their purpose. Traffic Signals are intended, rather, to assign right-of-way to vehicles and pedestrians, to promote orderly movement, and to prevent excessive delay to traffic (FHWA, Intersection safety issue brief #5, Traffic Signals, 2009). The signals on urban/suburban arterial streets like this one will be coordinated and timed to platoon vehicles and facilitate progression to provide better level of service for both the main street and the side streets rather than metering traffic. Also, adding a signal when it is not warranted based on MUTCD warrants is considered by FHWA a safety hazard. Installing a median does restrict direct access at many driveways and lower volume side streets, but when the traffic volumes on the main street need additional capacity, it is the best way to provide safe efficient access for everyone (i.e. Falls of Neuse Road near the River). Based on the projected traffic volumes in future year 2045 and with the additional through lanes, Poole Road is expected to operate at very good levels of service (B's and C's with project; D's E's and F's without), and is expected to provide plenty of acceptable gaps for entering, accelerating, and merging or crossing with traffic when you need to get over to make a left turn or u-turn. For some additional perspective, the future (2045) traffic volumes along Poole Road are predicted to range from 13,000 to 22,000 vehicles per day; Barwell Road with 12,000 vpd, Maybrook with 3,000 vpd, and each of the Riverview Estates streets with no more than 400 vpd. But even with these lower volumes, the City wants to provide full movements where it can and right-in-right-outs at all the other access points, so that everyone can get where they want to go safely and efficiently while balancing the heavier traffic volumes on Poole Road and

improving pedestrian facilities.

3) We agree. In addition, there will be a crosswalk installed at River Knoll Drive and a HAWK signal is being considered to facilitate safety for pedestrian crossing.

Citizen comment:

I truly don't want this project as presented. I will do my best to positive. Safety and property value concerns. Front left side has flooding that may be worse.

COR response:

The public meeting maps showed the design for Poole Road at its current level of design development. The design will continue to evolve as drainage and utility relocations required for the project are developed. These more refined designs will be presented at the second public meeting in June 2019. The information regarding flooding at this location is appreciated. We will take it into account as we proceed with the drainage designs for the project. The proposed design for Poole Road will be safer than the existing condition for several reasons. One, the road will provide sidewalks on both sides of the roadway keeping pedestrians separated from vehicular traffic. Also, the proposed median will minimize the possibility for head on collisions as well as those turning left across traffic.

Citizen comment:

1) Don't interfere with flow onto Rock Rd. 2) Beware of trees about to fall on (Riverview Rd East End) (From Poole) (This also floods!) 3) Poole is the only way out of Riverview Estates. Worried about bottle neck at Neuse River Bridge.

COR response:

- 1) Full movement intersections are proposed at Jeffrey St and Riverknoll Dr (west), and other points beyond these, in order to provide good intersection spacing, proper design standard turn lane lengths, and safe turning maneuvers. Two options for turning onto Rock Drive from eastbound Poole Road will be provided (left onto Jeffrey St then west along Neuse Street; or u-turn at Jeffrey St and right-in to Rock Dr).
- 2) The information regarding flooding at this location is appreciated. We will take it into account as we proceed with the drainage designs for the project.
- 3) "only way out of Riverview Estates": The Poole Road project provides/maintains full movement access at the Jeffrey St and Riverview Rd intersections, and provides right-in right-out access at Rock Dr and Woodard St.
- 4) "Concern about Bottleneck": Barwell Road is a logical point to end the current project because about 50% of the traffic turns from Poole Road onto Barwell Road. The road will likely be widened east of Barwell Road to I-540 in the future, as shown in the Capital Area MPO Adopted 2045 MTP. Also, the project includes intersection improvements at the Barwell Road signal (adding the westbound through lane *prior* to the signal, dropping an eastbound through lane into the right turn onto Barwell, and a dual left-turn lane from Barwell onto Poole Road westbound) to further prevent a bottleneck.

Citizen comment:

I left a hand written letter with Brandon at this meeting. Please reconsider this location to a different area. (the Wake Bus Route 18)

COR response:

A transit stop at Woodard is not being installed as part of the Poole Road Widening Project.

Citizen comment:

My name is Sonia Preusser. My husband and I purchased 6201 Poole Road, in May of 2018. When we purchased this land and property we were informed of the possibility of widening Poole Rd, as well as an elementary school being built across the street. The elementary school was a big deal for us because we plan on having kids and the convenience was huge for us. However, about a month ago I saw a gentleman in a truck pull up and got out to start spray painting on our yard. I assumed this was part of the widening project. My husband came outside to talk to him and ask about a time frame, if any. To our surprise, the gentleman tells my husband that he is marking for a public bus stop! This was never discussed and we were not informed that a bus stop would be put right on our property. I am now 23 weeks pregnant with our first child and this bus stop is a huge concern for us. It will be about 20 feet away from our daughters bedroom window. Not only will there be strangers lingering; the times that are set up for the bus to stop at this particular bus stop are very inconvenient. If someone, anyone, could hear our prayers and pleas from the City of Raleigh. Please reconsider a new location for this bus stop. I do not want strangers so close to our little girls bedroom window. Its so dangerous. If I may kindly ask, that if this bus stop location is not reconsidered and is still in the plans, that the City of Raleigh help keep my family and home safe by helping us build a privacy fence or something similar. I ask from the bottom of my heart, please help my family. Thank you for taking the time to read this. I look forward to coming to more meetings about the expansion of Poole Rd and will do everything in my power to change the location of this bus stop.

COR response:

A transit stop at Woodard is not being installed as part of the Poole Road Widening Project.

Citizen comment:

We would like all questions and answers in writing. Concern: When it rains, the street level driveway at 6007 Poole Rd accumulate puddles of water. We have called DOT and had no response.

COR response:

There is no specific property tax increase associated with this project nor does the City plan to annex properties along the corridor as part of the project. The goal of the project is to widen Poole Road from two lanes (one in each direction) to four lanes (two in each direction) from Maybrook Avenue to Barwell Road. The information regarding drainage problems at this location is appreciated. We will take it into account as we proceed with the drainage designs for the project.

Citizen comment:

My children just bought this home in May. Their new baby is due in January (right when the bus route starts). Raleigh will be taking much of their side yard to incorporate so many lanes, putting the bus stop right near the baby's window. Too loud and unsafe having strangers gathering anywhere from 6am-11:30pm. Please reconsider.

COR response:

The traffic that is already present on Poole Road is the need for the additional lanes. The sidewalks are being provided to accommodate the pedestrians that do use the corridor and the bike lanes are included as part of the City's overall goal to increase bicycle connectivity throughout the area. A transit stop at Woodard is not being installed as part of the Poole Road Widening Project.

Citizen comment:

At 6201 Poole Road - Rte 18 Bus Stop. This will be a poor choice as a bus stop as I keep honeybees this year on the property. 6201 Poole Rd. I plan to expand it as the City of Raleigh property across the street is rarely maintained. There will be tens of thousands of bees.

COR response:

A transit stop at Woodard is not being installed as part of the Poole Road Widening Project.

Citizen comment:

I support the improvements provided that the landowners get the market value for the land that is taken for this project.

COR response:

Where the City will need to acquire right-of-way and easements for the project property owners will be paid fair market value for the property that is affected.

Citizen comment:

I do support improvements but not sure about bike path since you have already taking property on backside for Greenway. Also concern with location of median lots of big trucks in and out of my driveway.

COR response:

One of the main goals for the project is to accommodate vehicular traffic as well as pedestrian and bicycle traffic. Bike lanes along Poole Road will be useful for cyclist that wish to commute. Greenways are often not useful for commuters since street lights are not provided along the greenway. Your driveway location has good proximity to Jeffrey St and Barwell Rd full movement intersections with u-turns. Please provide information on the size and types of truck traffic entering your property.

Citizen comment:

Will my house become the first house at the intersection of Rock Drive and Poole Road? How close to Poole Road will my house be after completion of the project? How much will my expenses increase for city services (trash pickup, etc.)? I am 70 years old on fixed social security income and the cost of city services is a very big concern for me, especially if I am forced to have city water and sewer.

COR response:

The home at 1600 Rock Drive will not become the first house at the intersection of Rock Drive and Poole Road. There are no increases in the fees for City services associated with this project. Additionally, the City does not plan to annex any home within the project corridor as part of the project.

Citizen comment:

ang fence over three years working hard to finish

COR response:

We understand your concerns about property acquisition and the columns in front of your home. One of the major purposes of the project is to provide facilities for vehicles as well as pedestrians. Sidewalks are needed to accomplish this goal. The addition of sidewalks will not make the roadway less safe. The addition of streetlights, which will be part of the project, will add to public safety. During the right-of-way acquisition phase, you will be compensated for any portion of your fence and columns that will need to be relocated so that they can be rebuilt.

Citizen comment:

We work very hard to build this protect my family do not support the improvements.

COR response:

We understand your concerns about property acquisition and the columns in front of your home. The addition of streetlights, which will be part of the project, will add to public safety. During the right-of-way acquisition phase, you will be compensated for any portion of your fence and columns that will need to be relocated so that they can be rebuilt.

Citizen comment:

I do not agree to give 1/2 of my driveway.

COR response:

We understand your concerns about property acquisition and the columns in front of your home. One of the major purposes of the project is to provide facilities for vehicles as well as pedestrians. Sidewalks are needed to accomplish this goal. The addition of sidewalks will not make the roadway less safe. The addition of streetlights, which will be part of the project, will add to public safety. During the right-of-way acquisition phase, you will be compensated for any portion of your fence and columns that will need to be relocated so that they can be rebuilt.