

# **Blue Ridge Road Bike and Pedestrian Improvements Project**

## **Design Public Meeting Response to Comments**

*Several comments were provided regarding the need for a crosswalk at the Westchase and Blue Ridge Road intersection in order to provide connectivity to the transit stops of the east side of Blue Ridge Road.*

**Response: Response: An additional 6' sidewalk has been added to the project. This new sidewalk will connect the existing bus stop south of the Ramada Inn driveway to the intersection of Westchase Blvd and Blue Ridge Road. A crosswalk will also be added across Blue Ridge Road and connect to the proposed 10' multi-use path along the West side of Blue Ridge Road.**

*Several comments were received regarding the safety of bicycles and pedestrians crossing at the Wade Avenue and Blue Ridge Road intersection.*

**Response: Safety is of utmost importance. To increase safety for bicyclists and pedestrians and decrease vehicle speed, the design provides Lead Pedestrian Intervals for the signals, installation of advance warning signs, and upgrades to the geometry of the quadrants at the intersections. Flashing beacons are not installed due to the presence of the signals at the intersections. Providing a crosswalk on the south side of Blue Ridge Road at the westbound Wade Avenue ramps was evaluated; however, due to the dual left turn lanes from the exit ramp and no space to add a pedestrian refuge, a safer option was to have pedestrians cross the north side of the intersection.**

*A comment was received regarding the pedestrian refuge on Blue Ridge Road.*

**Response: According to design standards, pedestrian refuge islands are to be minimum of 6' wide and 4' long. The pedestrian refuge along Blue Ridge is 12' wide and 10' long.**

*A comment was received regarding the MUP not connecting to existing infrastructure near William Moore Dr.*

**Response: This project ties into the NCDOT project U-4437, which is the grade separation of Blue Ridge Road and Hillsborough Street. Depending on which projects is constructed first, efforts to provide a connection to the existing sidewalk will be made to avoid gaps between the two construction projects.**

*A comment was received regarding adding a MUP on the west side of Blue Ridge between Reedy and Wade.*

**Response: The land between the interchange and Reedy Creek along the west side of Blue Ridge Road is owned by the State of NC Property Office. Future pedestrian**

**improvements along the frontage of this property will be developed when the land is sold.**

*Comments were received regarding lowering the speed limit.*

**Response: Blue Ridge Road is an NCDOT maintained facility. There are currently no NCDOT plans to lower the design speed along Blue Ridge Road. According to design standards, pedestrian refuge islands are to be minimum of 6' wide and 4' long. The pedestrian refuge along Blue Ridge is 12' wide and 10' long.**

*Comments were received regarding adding landscaping and lighting.*

**Response: Landscape features and lighting are part of this project.**

*A comment was received regarding wider bike lanes on both sides of Reedy Creek Road between Blue Ridge Road and Edwards Mill Road.*

**Response: Due to funding limitations, the project scope only includes the multi-use path on the west side of Blue Ridge Road, then utilizes the existing sidewalk along the NCMA frontage.**

*Comments were received on the proposed bridge design.*

**Response: The proposed bridge will have a standard 8' tall fence on both sides. The new bridge closely matches the height of the adjacent vehicular bridge while still providing the required vertical clearance from Wade Avenue. Based on several coordination efforts and stakeholder meetings, red was the preferred choice due to local stakeholders and maintenance. Alternatives for the bridge were provided and coordinated with the City of Raleigh, NCDOT, NCSU, the Fairgrounds, and other stakeholders. In order to minimize ROW acquisition, the design for the multi-use path was limited.**