

**Lake Boone Trail Safety Improvements Project  
Virtual Open House (March 11-25<sup>th</sup>)  
Frequently Asked Questions**

**Why do the improvements not include traffic signalization for either Horton Street and/or the Eastbound I-440 Ramps?**

The City has obtained limited grant funding for this Project to accelerate resurfacing while also making safety improvements for all users within the existing roadway limits. Signalization of both intersections was analyzed, but the City doesn't have the funding to execute that project and the grant schedule also does not allow the additional work. This project will not prevent a larger NCDOT project to signalize and/or realign the ramps to and from the innerbelt.

**Why does the road diet end near the I-440 Ramps and not continue toward I-440 or further toward Wycliffe? Why are there no improvements being completed under the I-440 bridge?**

The City Street Plan shows Lake Boone east of the beltline as a two-lane divided avenue with west of the beltline remaining a four-lane divided avenue. The wider cross section is due to traffic volumes going to and from Rex Hospital and other destinations around Blue Ridge Road. The initial project planning was to extend the road diet to the westbound I-440 ramp terminal. However, this segment was removed based on the detailed traffic analysis. Reducing the number of lanes between the westbound and eastbound ramps would cause traffic queuing that would create a significant safety concern on the beltline. The project budget cannot support widening of the street between the ramp terminals to maintain the existing number of lanes while also constructing a separated bikeway; doing so would require reconstruction of the I-440 Bridge. The bridge piers do not provide for any additional widening and the lanes are currently at the minimum widths allowed (10 feet).

NCDOT's I-440 Project (U-2719) is widening the WB I-440 off ramp and is upgrading the intersection with new crosswalks and upgraded ADA facilities but does not include a new bikeway.

**Why is the WB bike lane ending at the EB I-440 Off Ramp Terminal? Could this be a safety issues for cyclists?**

The proposed improvements at eastbound I-440 Loop Ramp off ramp would have signage and pavement markings for traffic to yield to pedestrians and cyclists crossing the ramp terminal. Cyclist could also choose to utilize the new multi-use path between the two ramps to cross the WB I-440 ramp and continue westbound on the sidewalk.

However, based on comments received the project team is reconsidering the design of the westbound ramp bikeway at the westbound ramp terminal in which the bike lane would end further east on Lake Boone Trail.

**Can the Westbound Bike Lane have access to the House Creek Greenway on the north side of Lake Boone Trail to avoid the EB I-440 ramp intersection if the destination is House Greek Greenway?**

The City's Park, Recreations and Cultural Resources Department is currently planning a new trail connection on the north side of Lake Boone Trail. The Lake Boone Trail Safety Improvement project will add a connection between the Lake Boone Trail bikeway and the planned greenway connector.

**What is being done to reduce vehicle speeding along the corridor which is a safety concern? Are there traffic calming measures that will be implemented?**

Based on feedback, the City is investigating lowering the speed limit from 35 MPH to 30 MPH between the eastbound I-440 Ramps and Ridge Road. No vertical traffic calming measures such as speed humps are being considered, but the medians provide some traffic calming effects. Vertical Bollards in the bikeway buffer are also being considered. In addition, research shows that a singular lane of through traffic in both directions tends to regulate speeds as slower vehicles will set the pace, especially during higher volume traffic periods.

**Why is restricting left turns in and out of Thomas being considered? Can this be removed from the Project as it does not benefit the neighborhood? Will the Project limit left turns from the Church or 3505 Lake Boone Trail?**

Based on Traffic and Safety Analysis of the existing sightlines (horizontal and vertical) at both Stillwater and Thomas, it is safer for vehicles to exit from the Dairyland neighborhood at Stillwater rather than Thomas. Based on feedback, the City will be re-evaluating other options, including an option such as continuing to allow for left turns into Thomas, while prohibiting left turns out of Thomas. These initial improvements as shown do not limit the left turns from the Church or 3505 Lake Boone Trail.

**More details should be shown at the Lake Boone Trail and Ridge Road Intersection. Will the reduction of lanes cause eastbound Lake Boone right turns to back up?**

The section of Lake Boone Trail from Ridge Road to Dixie Trail is also designated as a two-lane divided avenue in the Street Plan and is expected to receive a similar treatment in the future. In preparation, one of the eastbound Lake Boone Trail lanes will be removed creating a single through/right turn lane. The right-most westbound lane on Lake Boone Trail at Ridge Road was not specifically shown in the plans presented at the touchpoint but will become a right turn only lane in this configuration.

Based on recent traffic volumes and analysis, there will be minimal traffic impacts to delay and queueing at this location; the intersection Level of Service is projected to change from an A to a B.

**Why are there a lot of bike improvements when the majority of travel is completed by vehicles?**

The Project is intended to provide safety improvement for all users within the existing confines of the roadway.

**What are the potential traffic impacts during construction?**

The Designer is just beginning to look at Traffic Control Plans, but at this stage it is not anticipated there will be any long-term closures as all work should be completed during short term lane drops outside of peak AM and PM rush hours.