

**Marsh Creek Road and Trawick Road Improvements**  
**0% Design Public Meeting - Proposed Responses to Public Comments**

Comment Topic	Summary of Comments Pertaining to Topic	Proposed Response
1 - Purpose of the Project	Several comments were provided by the public in regards to what the overall intent of the project will be and compared it to other recent roadway improvements projects.	The purpose of the project is to enhance mobility and connectivity for pedestrian, bicycle, and vehicular traffic while improving safety on Marsh Creek Rd./Trawick Road between Capital Blvd. and New Hope Rd.
2 - Crosswalks	Crosswalk comments provided by the public focused on the need for safe and properly located crosswalks along the project corridor.	There will be crosswalks along the project to get people across the road safely. At all crossings there will be enough refuge space to allow pedestrians to cross one lane of traffic at a time. As the design progresses the design team will evaluate if pedestrian signals at the crosswalks are warranted.
3 - Bike Lanes	Several public comments were noted in opposition to separate bike lanes; however, safety for bikes is a concern.	There are no planned bike lanes for cyclists along Trawick Rd./Marsh Creek Rd. All bicycle traffic is encouraged to use the multiuse path located on the north side of the road.
4 - Multiuse Path/Sidewalk	Comments were provided pertaining to the proposed multiuse path/sidewalk and the width of each. Comments were also provided with regards to the safety of pedestrians and bikes.	Having the Multiuse Path on both sides (and/or a wider multiuse path) would result in more right of way and utility impacts. The project team picked the north side of the road because it provides the best connection between the neighborhoods along Trawick Rd./Marsh Creek Rd, GoRaleigh transit stops, and Wilburn Elementary School. The design team will include the necessary signage needed for the multiuse path during the final design for this project.
5 - Medians	Safety concerns were raised in regards to the use of medians along the project corridor. In addition, the public expressed concerns over the difficulty to access driveways with a median installation.	According to the Federal Highway Administration (FHWA), the installation of raised medians can assist in the reduction of crashes along a roadway. However, in respect for the public concern for driveway access, medians may only be used in select locations identified by the project team.
6 - Marsh Creek Rd. and Trawick Rd. Intersection	Public opinions were provided in favor and against both types of intersection control (signalized intersection and roundabout). Concerns centered around speed control and the operation of the intersection.	A goal of the project is to improve safety for vehicles and pedestrians throughout the project. At this time the design team considers a roundabout to be the best balance of safety and efficient intersection control. The majority of public responses received supported the roundabout concept at 59%.
7 - Vehicular Speed/Lane Markings	Current vehicular speed within the project corridor and obeying traffic laws/markings is a common concern expressed.	All signage and pavement markings will be in accordance with MUTCD standards and NACTO guidelines for a posted 35 mph facility. This is the current posted speed and the project is not proposing to increase this speed. Appropriate signage for three-lane roadways will be included in the design.
8 - Sight Distance	Public concern was expressed over currently limited sight distance from some of the side streets entering Trawick Road. A concern was also expressed in regards to the potential for a median and landscaping to impede sight distances.	As the design progresses, the project team will check the design of the roadway for any sight distance issues that would lead to an unsafe roadway and address as necessary. The concern of median landscaping impeding sight lines is noted and median landscaping, if used, would not be placed in locations that would result in unsafe conditions for vehicles and pedestrians.
9 - Bus Stops	Concern was expressed over the current number of GoRaleigh stops and placement.	At this time there are no plans to add or remove any bus stops along Marsh Creek Rd or Trawick Rd as part of this roadway improvements project.
10 - Other Projects	Comments regarding various other roadway improvement projects within the City were provided by the public.	This project does not propose any changes at Capital Blvd. because there is a separate corridor study underway that is looking at improvements to be made along the Capital Blvd. corridor that would address this intersection. The purpose for this project and proposed improvements are based upon the needs of this specific project corridor and are not influenced by other roadway improvement projects. Input regarding potential future roadway projects is greatly appreciated and the City continually evaluates other roadway improvement needs.
11 - Alternatives	In regards to the two alternatives presented at the February 2020 public meeting, multiple comments expressed the desire to combine elements of both alternatives. In addition, comments inquired about the use of a consistent roadway section throughout the project limits without a median.	The alternatives presented at the February 2020 public meeting may contain elements that could be combined to form a preferred alternative. The preferred alternative will be coordinated with City staff and the North Carolina Department of Transportation. It will be presented at the next public meeting for additional comment and refinement.