

City of Raleigh Parks and
Recreation – Capital Area
Greenway Master Plan Update

Steering Committee
Meeting #1:
Project Kickoff



Raleigh





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Today's Agenda



- Welcome and Introductions
- Background and History
- Terminology
- Complementary Plans
- Project Scope and Schedule
- Public Participation
- Goals and Objectives
- Next Steps

INTERACTIVE POLLING

How long have you been a Raleigh
resident?



INTERACTIVE POLLING

Why are you excited to be part of this steering committee?



Background and History



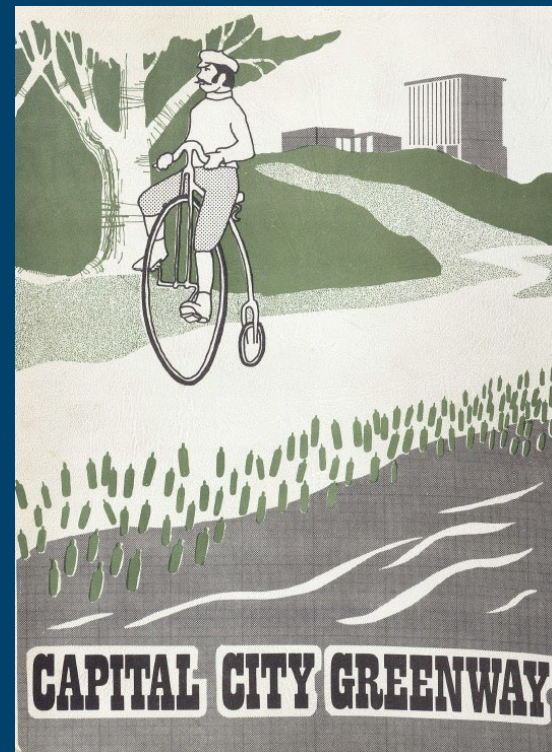


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Capital Area Greenway History

The Beginnings

- 1969** – First greenway proposal is presented to City Council.
- 1971** – City Council commissions greenway evaluation.
- 1972** – Capital City Greenway Report is presented to City Council.
- 1973** – City Council approves concept of a greenway plan.
- 1974** – Greenway Commission is created.
- 1976** – City Council adopts first greenway plan.





TOTAL GREENWAY R.O.W. SEGMENTS	DENSITY OF USE REQUIREMENT	MINIMUM GREENWAY WIDTH
USES & FUNCTIONS	<ol style="list-style-type: none"> 1) accommodate density of use associated with various land uses 	<ol style="list-style-type: none"> 1) inter-city trail system 2) minimum protection from flooding 3) accommodate sanitary sewer r.o.w. 4) accept increased urban 5) maintain environmental systems
CHARACTER OF SEGMENT	natural-urban	natural, except for introduction of trail system
CHARACTER OF USE	quasi-public	public
SEQUENTIAL GROWTH	<ol style="list-style-type: none"> 1) prior to development 	<ol style="list-style-type: none"> 1) protected by regulation 2) developed as required
LEGAL INSTRUMENT FOR GAINING INTEREST (PRIORITIES)	<ol style="list-style-type: none"> 1) conservation esmt. 2) full title, transfer 	<ol style="list-style-type: none"> 1) full title transfer 2) conservation & access easement





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Capital Area Greenway History

Updates and Revisions

1986 –Greenway Master Plan is updated to extend outside of city limits.

1989 – Greenway Master Plan is updated to include greenway connectors.

1995 – Greenway network is extended into urban service areas.





Capital Area Greenway History

The Last Decade

2014 – City Parks, Recreation and Cultural Resources Department System Plan is published.

2020 – Greenway Master Plan Update and PRCR Department System Plan Update (concurrent projects).



Terminology



INTERACTIVE POLLING

What would you call this?



INTERACTIVE POLLING

When you hear “greenway,” what does that mean to you?





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Greenways are...

linear, natural areas that are primarily unassigned open space. Some greenways are suitable for public access, while others better benefit the community by remaining undeveloped, providing valuable buffers, environmental preserves, or wildlife corridors.¹



1. City of Raleigh Parks Recreation, and Cultural Resources Department, *Capital Area Greenway Planning & Design Guide*, 2014.



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Greenway Corridors are...

either riparian or man-made. Greenway trails are constructed within corridors.

Riparian corridors include the land directly adjacent to rivers and perennial streams, including flood plains and high ground.

Man-made corridors follow linear elements of roadway or utility infrastructure.¹



1. City of Raleigh Parks Recreation, and Cultural Resources Department, *Capital Area Greenway Planning & Design Guide*, 2014.

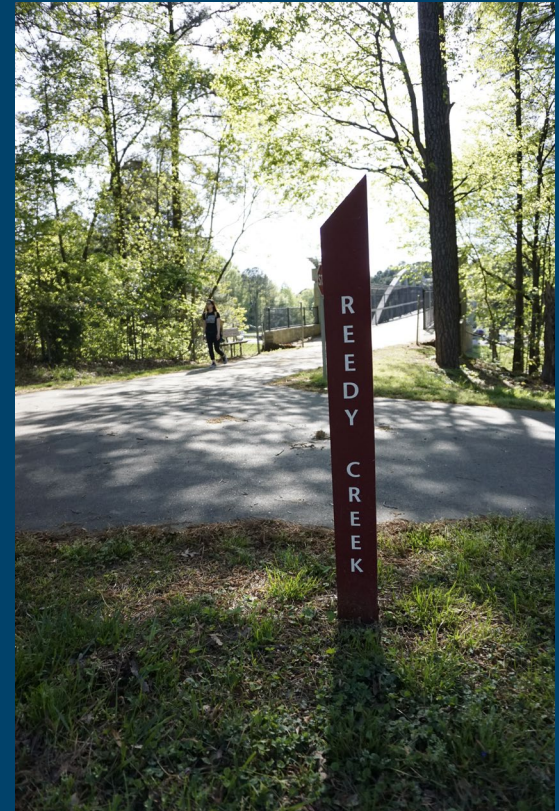


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Greenway Trails are...

constructed public access facilities within greenways or public utility rights-of-way.

Combined together, individual greenway trails make up a larger network that connects neighborhoods, schools, parks, downtown, and commercial areas.¹



1. City of Raleigh Parks Recreation, and Cultural Resources Department, *Capital Area Greenway Planning & Design Guide*, 2014.



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A Greenway Easement is...

a legal right to use and/or enter onto property of another without possessing it for greenway conservation and development. They are binding upon successive owners of the land. The 2030 Comprehensive Plan promotes continuing the program of mandatory greenway land dedication from residential development to further the goals of the greenway program and exploring it to non-residential development.^{1,2}

1. City of Raleigh Parks Recreation, and Cultural Resources Department, *Capital Area Greenway Planning & Design Guide*, 2014.
2. City of Raleigh, *2030 Comprehensive Plan Update*, 2018.



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Other Bikeway and Pedestrian Terms



Bike Lane



Buffered
Bike Lane



Separated
Bike Lane



Neighborhood
Bikeway



Other Bikeway and Pedestrian Terms



Sidewalk



ADA Ramps



Detectable
Warning
Surfaces



Urban Trail

Complementary Plans





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City of Raleigh Strategic Plan

2016-2020



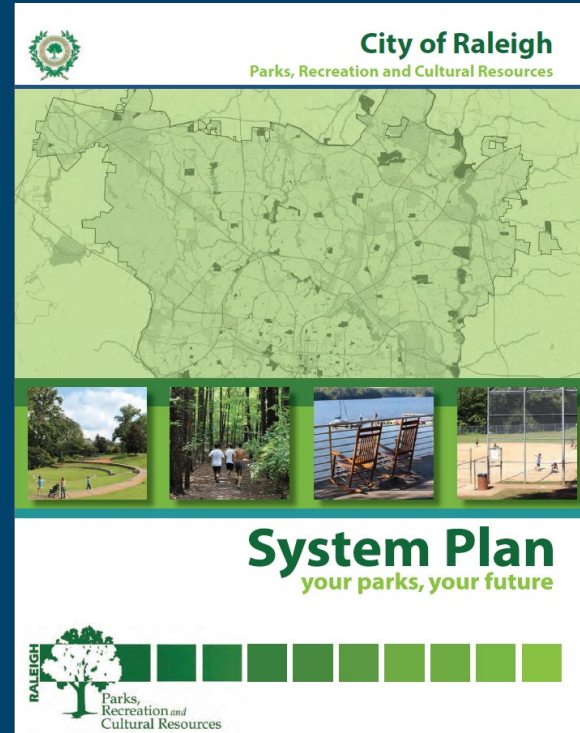
Purpose: help the City achieve its goals and visions through actionable strategies by focusing on six different focus areas (Arts & Culture, Economic Development & Innovation, Growth & Natural Resources, Organizational Excellence, Safe, Vibrant & Healthy Community, Transport & Transit) and evaluating success based on progress measures.



Parks, Recreation and Cultural Resources Department System Plan

2014

Purpose: shape the direction, development and delivery of the city's parks, recreation and cultural resource facilities and services over the next 20 years.





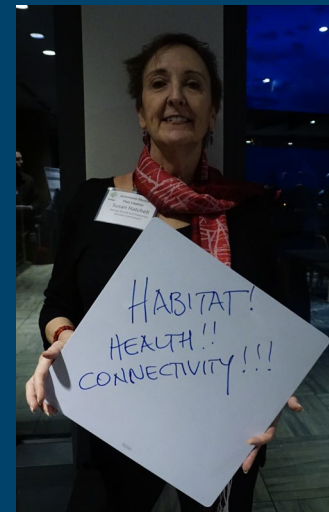
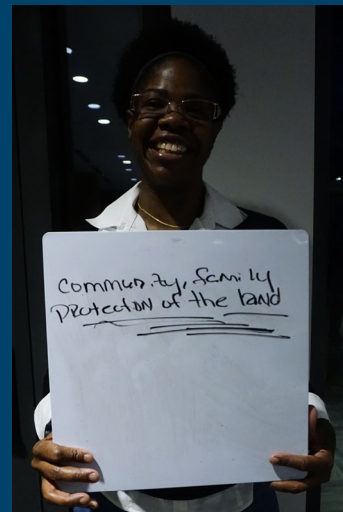
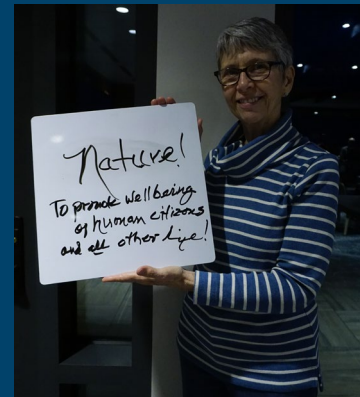
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Greenway Master Plan

2020

Purpose: We get to create this!

In general, the master plan will present a vision for the future of the greenway system, with long-range goals and objectives to guide decisions that establishes a world-class greenway system for residents and visitors of Raleigh.





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Unified Development Ordinance

2019



Purpose: a regulatory tool that integrates zoning, subdivisions, stormwater, natural resource conservation, land use, and development standards into a single document. Includes specific ordinances that have been developed to implement the policies and goals of the City, including the Comprehensive Plan and other key objectives for the natural and built environment.

Stretch Break



Project Scope and Schedule





Schedule

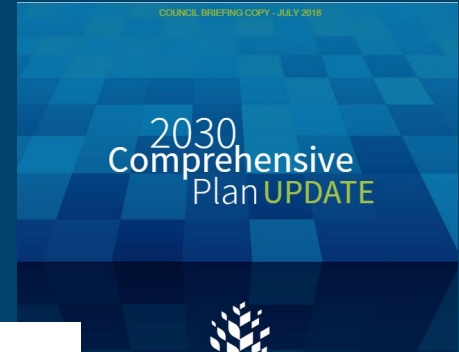
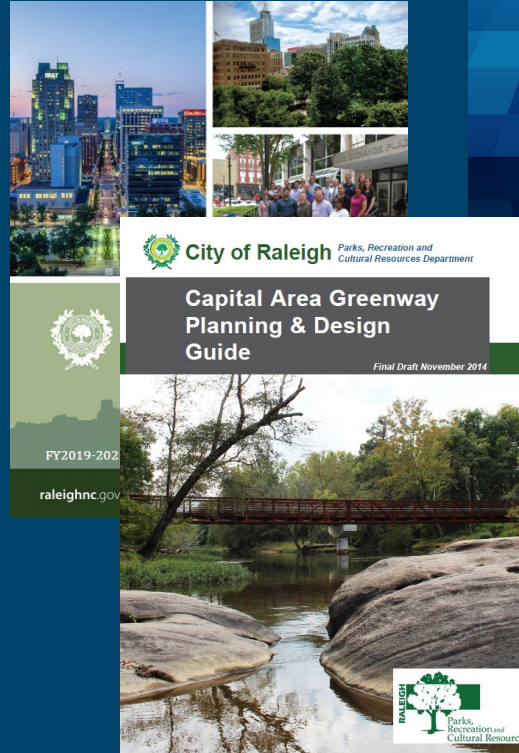
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Existing System Review

JANUARY & FEBRUARY

- Review existing plans, policies, and regulations
- Understand the existing system
- Identify impacts on greenway system

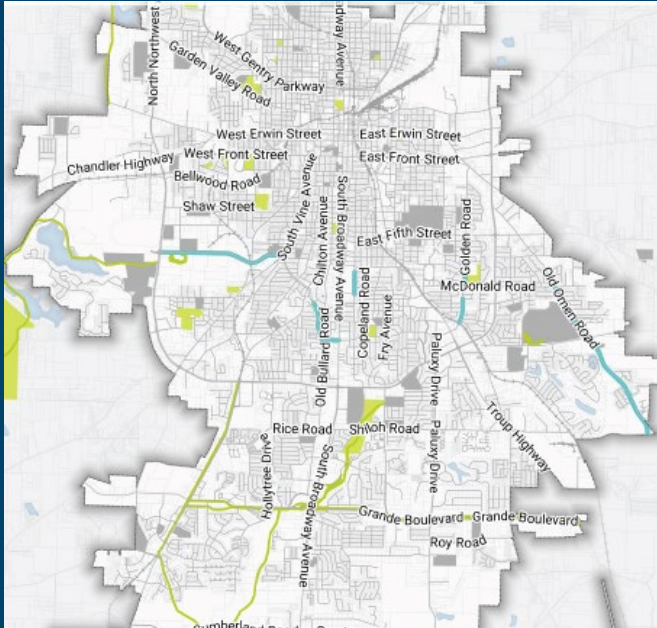




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Needs Assessment: Existing System Review

JANUARY TO MARCH



- Fieldwork and GIS data
- Base mapping
- Inventory of existing facilities
- Evaluate:
 - ADA accessibility
 - Greenway ingress/egress
 - Easement widths and dedication policy
 - Priority greenway trails
 - Trail classification system

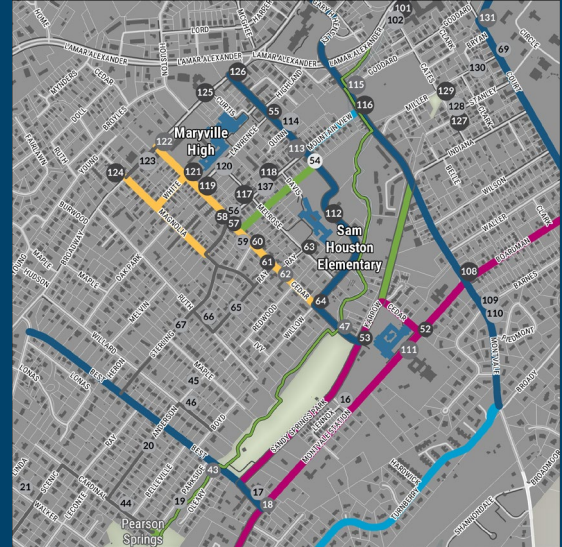
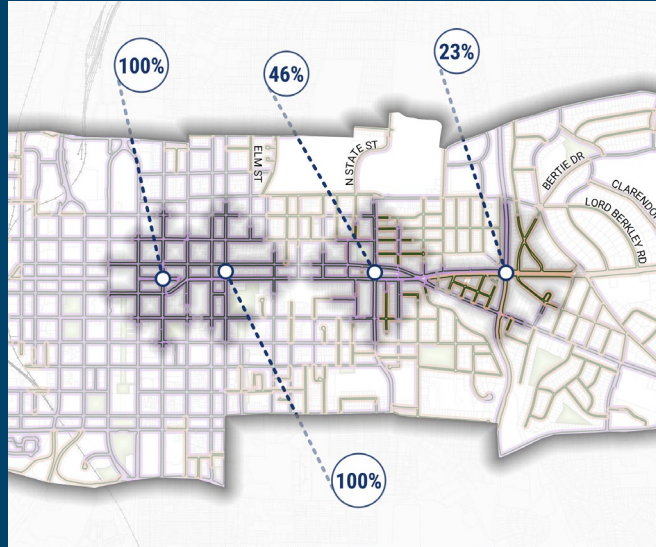


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Needs Assessment: Analysis of Gaps and Barriers

JANUARY TO APRIL

- Critical network gaps
- Connectivity
- Equitable access to the greenway network



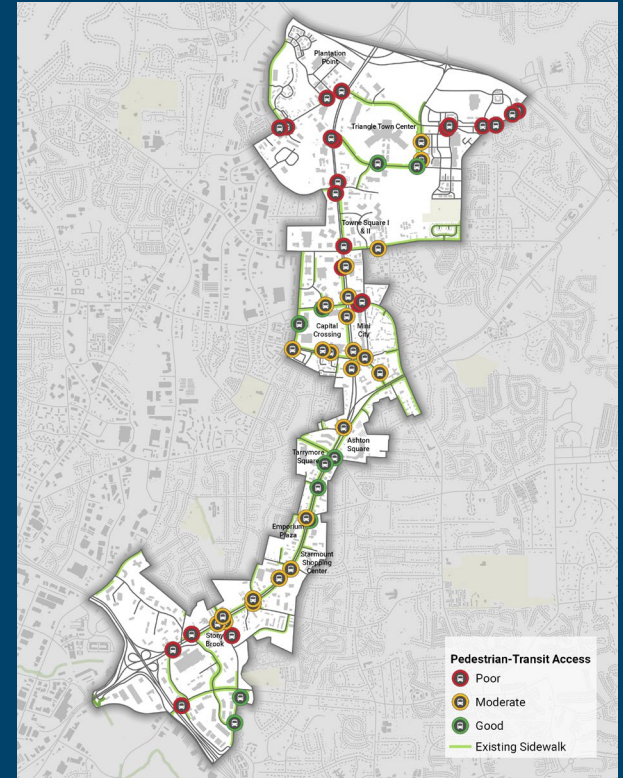


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Needs Assessment: Amenities Gap Assessment

JANUARY TO APRIL

- Amenities as defined by the Greenway Planning and Design Guide (2016)
- Assessment includes:
 - Location
 - Spacing
 - Design/maintenance





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Needs Assessment: Trail Best Practice Review

JANUARY TO MARCH



- Trail Planning
- Wayfinding
- Land securement
- Funding
- Design
- Operation
- Promotion
- Maintenance



Public Participation

ONGOING

Our Approach:

- Open and transparent process
- Listen first
- Create inclusive opportunities
- Encourage bicycling and walking in Raleigh
- Provide adequate notice for events and input opportunities





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Recommendations and Implementation

MARCH TO JUNE

- New Network Connections
- Trail Classification System
- Repairs and Maintenance
- Amenities
- Program and Policy
- Project Prioritization
- Feasibility studies
- Implementation Action Plan





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Draft and Final Plan

JUNE TO DECEMBER

- What is recommended?
- What is priority?
- How much will it cost?
- Who is involved?
- When should it happen?
- What are the keys to success?

LAND USE CONTEXT

The 2012 MSP also introduced four land use context types, so that the Plan could provide more flexible and diverse roadway design options to supplement the previously adopted MSP street hierarchy. The four land use context types are: URBAN CORE, URBAN, SUBURBAN, and RURAL. Each type has specific characteristics and design considerations.

- **URBAN CORE:** The center of the City of Tyler is characterized by high development density and a mix of land uses. This core often features slower vehicle speeds and on-street parking. Surrounding the urban core, this type leads to higher density than the urban core, and is often characterized by a mix of land uses.
- **URBAN:** Surrounding the urban core, this type leads to higher density than the urban core, and is often characterized by a mix of land uses.
- **SUBURBAN:** This context is comprised largely of single-family detached homes, and is often characterized by a mix of land uses.
- **RURAL:** Featuring the least amount of urbanization, this context is characterized by large recreational spaces, agricultural uses, and large recreational spaces.
- **RURAL TOWN:** Often located in a rural context, this type is characterized by a mix of land uses.

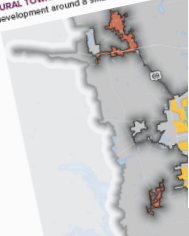


Figure XX: Context in the Greater Tyler Area

ACTIVE TYLER PLAN

BEYOND PLANNING

Facility selection and design for streets will depend on circumstantial factors such as existing right of way, lane widths, budgetary constraints, etc. These details are specific to each project and jurisdiction and may vary greatly at the time of project implementation; therefore, these details were not explored in the Active Tyler Plan. Instead, specific facility selection and design staff at the time of implementation.

The Plan does not prescribe specific recommendations however, provide strategies for design decisions through based upon street typology and land use context and facility types. Notable benefits to this approach include:



FLEXIBILITY



CONSISTENCY

DESIGN & NETWORK

Due to the rapidly changing landscape in Tyler, the Plan is subject to change. In particular, the routing of the final Bike Strips routes and other active transportation projects to destinations on safe and continuous routes evaluating changes to the Active Tyler Plan record in creating new alignments:

- **CONNECTING DESTINATIONS:** Routes selected to connect important places to destinations ultimately still serves the purpose of the Plan.
- **ROADWAY COMFORT:** Before re-routing, evaluate existing Level of Comfort. Low vehicle traffic, which can be expensive alternative routes that connect the same destinations.
- **EQUITY:** The Active Tyler Plan's focus on connected communities who would benefit from the Plan's spirit to equity.
- **RIGHT-OF-WAY:** When considering implementation the necessary infrastructure.

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MOVING FORWARD

The Active Tyler Plan creates a vision for better bicycling and walking in the greater Tyler area. To begin moving this vision to fruition, the Plan prioritizes individual projects within a proposed network and recommends strategies for selecting and installing active transportation facilities on streets not identified as project, creating a roadmap to implementation. The full list of prioritized projects can be found in Appendix A.

PRIORITIZATION PROCESS

While the regional network provides a vision for bicycle and pedestrian connections across Tyler and the surrounding communities, implementation begins with realistically-scaled individual projects. This process is described below.

- >> **01** Individual projects were identified by dividing the network at major intersections and municipal boundaries.
- >> **02** Each project was further broken into road segments separated at every intersection.
- >> **03** Project segments received weighted scores based on the factors listed in Tables XX and XX to calculate a bicycle prioritization score and pedestrian prioritization score.
- >> **04** Individual segment scores were averaged by project to produce a bicycle and pedestrian prioritization score.



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CHAPTER 4 | IMPLEMENTATION PLAN

Public Participation





Public Outreach



- Local Events/Pop-up Meetings (5)
- Intercept Surveys (5)
- Focus Group Meetings
 - City Staff
 - Developers
 - Local Mobility Advocates
 - Run Clubs and Bike Clubs

INTERACTIVE POLLING

Where do you think we should do
intercept surveys?



INTERACTIVE POLLING

What community events should we attend?





Public Outreach

- Public Open House Meetings
 - Listening (Meeting #1)
 - Needs Assessment (Meeting #2)
 - Recommendations Reveal (Meeting #3)
- Online Engagement
- Social Media Campaign



INTERACTIVE POLLING

What would set our open house meetings apart?





Public Outreach

- Online Engagement
 - Project Website
 - Online Survey
- Social Media Campaign
 - Promote upcoming events
 - Build momentum





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Steering Committee Meetings

- Meeting #1 – Kickoff (January 15th)
- Meeting #2 – Existing system review and preliminary outreach results (March)
- Meeting #3 – Draft recommendations and implementation strategies (June)
- Meeting #4 – Public feedback and first draft plan (August)
- Meeting #5 – Review final draft plan (October)
- Meeting #6 – Project closeout and celebration (December)

Goals and Objectives





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Guiding Principles

- Connectivity & Accessibility
- Equitable Distribution
- Continuous Reinvestment
- Balanced Experience
- Innovation
- Communication and Engagement
- Collaboration and Coordination

INTERACTIVE POLLING

Which two of the guiding principles
are most important to you personally?

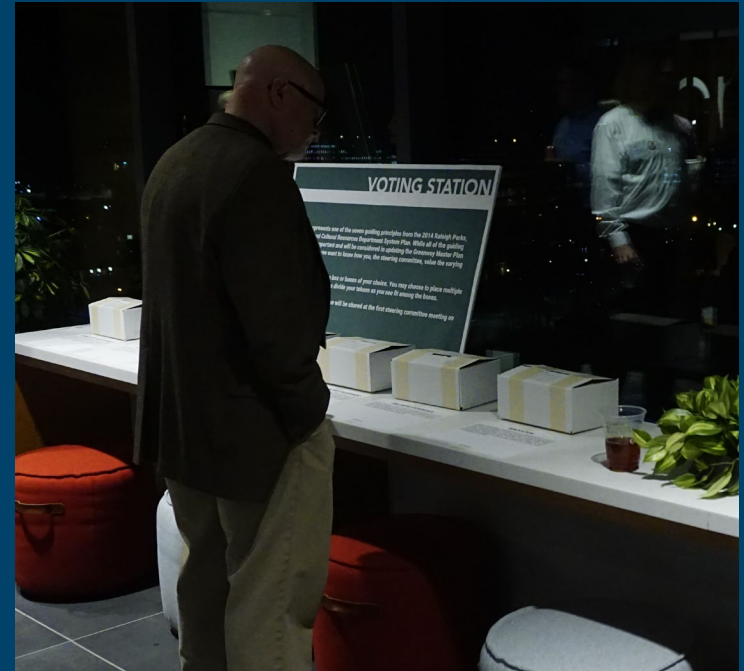




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December Social Gathering Results

- Connectivity & Accessibility – 19
- Equitable Distribution – 13
- Continuous Reinvestment – 11
- Balanced Experience – 9
- Innovation – 2
- Communication and Engagement – 1
- Collaboration and Coordination – 1



Small Group Exercise



Defining Success



What outcomes/actions will signify
that the Greenway Master Plan
Update was a success?



At the end of the Greenway Master Plan Update, what will have made the process successful?



Next Steps





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Next Steps

- Raffle Drawing!
- Schedule first public Open House and Steering Committee Meeting #2
- Identify dates for pop-up events and intercept surveys
- Kickoff social media campaign
- Existing systems review and needs assessment



Thank you!

