



DRAFT

BikeRaleigh Plan Update

Appendix B: Public Engagement

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Public Involvement

The Raleigh Bike Plan Update project team implemented a multi-faceted public engagement strategy using a variety of components and techniques. The goals of the public engagement strategy included engaging a broad and diverse array of Raleigh residents, businesses, and property owners and ensuring that the update reflects the priorities and interests of all Raleighites. Specifically, efforts were made to solicit input from those who would be unlikely to seek out a bike-related event.

Get Involved.



bikeraleigh.org/bikeplan



Business cards were developed with a link to the user survey and a QR code to the project website.

COMMENT FORM/USER SURVEY INSTRUMENT

Print and electronic comment forms were used to survey the Raleigh community about their interest in cycling, assessment and use of existing facilities, preference for improvements/new facilities, and general opinions on biking in the city. Print forms were available at all engagement activities described below. Electronic surveys were promoted via the project website and social media. Results are provided in this appendix.

ONLINE ENGAGEMENT

Multiple online outlets were used to share and solicit information about the Raleigh Bike Plan Update:

- » Project website (www.bikeraleigh.org)
- » Social media (Twitter @RaleighMoves, hashtag #BikeRaleigh, Instagram @RaleighMoves)
- » Comment forms/surveys (<http://poll.cityzenapp.us/Project/Index/29/>)
- » Interactive map (<http://wikimapping.com/wikimap/raleigh.html>)

SPANISH OUTREACH

Targeted outreach was undertaken to involve the Spanish speaking population of Raleigh. The comment forms, interactive map, and several social media posts were translated into Spanish. Posters with a web link and QR code for the online comment form were displayed at several locations throughout Raleigh, including El Mandado Supermarket, Balcazar Bakery, and Mami Noras restaurant. In addition, one of the public engagement meetings was held at the Viva Raleigh Festival.

Clockwise from the top: Viva Raleigh Festival outreach; Spanish version of the user comment card; and an interactive online map in Spanish to get specific input.



TARJETA DE COMENTARIOS
2015 BIKERALEIGH PLAN UPDATE

1 ¿Cómo considera las presentes condiciones del ciclismo en Raleigh?

Excelente
Regular
Deficiente

3 ¿Qué tipo de ciclista es usted?

Con mucha experiencia (Estoy cómodo en cualquier ambiente de carretera)
Entusiasmado y Seguro (Soy seguro pero prefiero tener separación del tráfico)
Interesado pero Preocupado (No monto la bicicleta al menos que haya una separación del tráfico completo)
De ninguna manera (No me encontrará en una bicicleta)

2 ¿Qué tan importante es para usted mejorar las condiciones del ciclismo en Raleigh?

Muy importante
No es tan importante
No es importante

4 ¿Para qué tipo de ciclista la ciudad de Raleigh debería de estar planificando?

Con mucha experiencia
Entusiasmado y Seguro
Interesado pero Preocupado
De ninguna manera

- continue on side two -
PROJECT WEBSITE: BIKERALEIGH.ORG/BIKEPLAN

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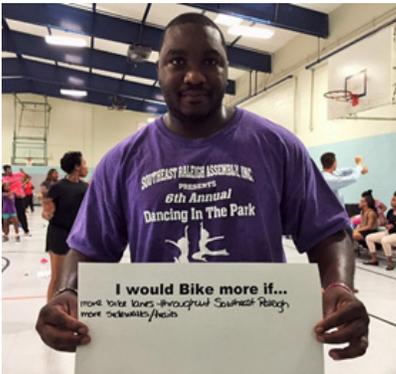
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From the top: Artsposure outreach; Chavis Park “Dancing in the Park” outreach.

PUBLIC ENGAGEMENT - PERIOD 1

The focus of the first set of public engagement meetings listed below was to spread the word about the update to the Raleigh Bike Plan and encourage the public to fill out the first set of comment forms. Project maps and information boards were on display at the meetings, including interactive boards that allowed the public to place a sticker identifying what type of cyclist they are (highly experienced, enthused and confident, interested but concerned, or no way no how) and which type of cyclist the City should design its roadways for. Citizens were encouraged to mark their ideas on the maps. Numerous “giveaways” were handed out (e.g., bicycle maps, greenway maps, stickers, keychains, and safety lights).

- **Artsposure Festival, Friday and Saturday, May 15th and 16, 2015:** City Plaza, downtown Raleigh. Artsposure is an annual, family-friendly spring festival that showcases the work of national and local artists. Visitors to the festival had the opportunity to obtain information on the Bike Plan Update at a BikeRaleigh booth.
- **Viva Raleigh Festival, Saturday, June 13, 2015:** Green Road Community Center, Northeast Raleigh. The festival is put on by the City of Raleigh annually to allow residents to learn about services and programs offered by the City and area nonprofit organizations. Visitors to the festival had the opportunity to obtain information on the Bike Plan Update at a BikeRaleigh booth.
- **Hillsborough Street YMCA, Thursday, July 9, 2015:** The project team set up a booth area in the YMCA lobby/entranceway. The team intercepted people (approximately 75) in their normal routine of coming to the YMCA. Visitors were able to learn about the Plan and provide input on maps and boards.
- **Dancing in the Park Wellness Event, Monday, July 13, 2015:** Chavis Park, Southeast Raleigh. Dancing in the Park is a free health and wellness event hosted by the Raleigh Parks and Recreation department, with a live DJ and fitness instructor, aimed at improving cardiovascular health and reducing obesity. Event participants (approximately 80 people) had the opportunity to obtain information on the Bike Plan Update at a BikeRaleigh table.

PUBLIC ENGAGEMENT MEETINGS - PERIOD 2

The focus of the second set of public engagement meetings listed below was to present a draft of the Raleigh Bike Plan Update and solicit input from the public on the recommended improvements. An open house format was used to allow visitors to spend time at several poster boards and large-scale maps, with the opportunity to ask questions of project staff. One poster board presented information on the development of the Bike Plan and update process, while two others were used to solicit votes (by sticker) on preferred existing and proposed bicycle programs (for safety, fitness, and advocacy). Two large-scale maps displayed existing and recommended bicycle infrastructure (one of the downtown area and one of the entire city).

- **Open House/BPAC Meeting, Monday, November 16, 2015:** Raleigh Municipal Building, downtown Raleigh. This open house was immediately followed by a Bicycle & Pedestrian Advisory Commission (BPAC) meeting in the City Council Chambers. Attendance was 18.
- **Open House, Tuesday, November 17, 2015:** Green Road Community Center, Northeast Raleigh. Attendance was 5.
- **Open House, Thursday, November 19, 2015:** Lake Lynn Community Center, Northwest Raleigh. Attendance was 5.

The photos below are both from the BPAC Open House event held on November 16, 2015.



INTERACTIVE MAP INPUT

Online map input was received through CommunityWalk, an online interactive map tool. Residents were able to add lines and points with comments identifying areas and routes where they recommended improvements. The outcome map results can be seen below (both the English and Spanish versions). All comments were linked to a GIS layer in an attribute table that was reviewed during the recommendations development.



Needs Assessment

Please use the map below to **DRAW ROUTES** and **PLACE POINTS** to share your thoughts about existing conditions for bicycling in Raleigh. Please note that this project focuses on improvements within Raleigh city limits, so please concentrate comments here. Thank you for your input!

EXISTING <ul style="list-style-type: none"> — Existing Bike Lane — Existing Sharrows — Existing Greenways — Existing Sidewalks — Programmed On-Road Bike Facility — City Limits 	ROUTES <ul style="list-style-type: none"> — Route I filed and currently use - - - Route I use but could be improved — Route I'd like to use, but needs improvement 	POINTS <ul style="list-style-type: none"> ○ Barrier to Cycling (ex. intersection, river, railroad) ○ Key Destination ○ Needs Bicycle Parking ○ Needs Fix It Repair Stations
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Begin by clicking on "Routes" or "Points" in the black bar below to add data to the map. Please use the comment section to indicate why or why not a route feels safe, what facility type you think would be appropriate, and to specify why areas you identified are a problem for bicycling.

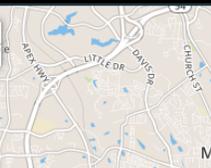


Identificación de Necesidades

Utilice el mapa para **DIBUJAR RUTAS** y **COLOCAR PUNTOS** para compartir sus ideas acerca de las condiciones existentes del ciclismo en Raleigh. Tenga en cuenta que este proyecto se enfoca en las mejoras dentro de los límites de la ciudad de Raleigh, así que por favor asegúrese que sus comentarios se enfocan hacia las mejoras de la Ciudad de Raleigh. ¡Gracias por sus comentarios!

EXISTENTE <ul style="list-style-type: none"> — Carriles de Bicicletas Existentes — "Sharrows" Existentes — Vías Verdes Existentes — Caminos Laterales Existentes — Instalaciones de facilidades en la calle para bicicletas que ya están programadas — Límites de la Ciudad 	RUTAS <ul style="list-style-type: none"> — Ruta que me gusta y actualmente utilizo - - - Ruta que utilizo pero podría ser mejorada — Ruta que me gustaría usar, pero necesita mejoras 	PUNTOS <ul style="list-style-type: none"> ○ Barreras para el Ciclismo (ej. intersección, río, ferrocarril) ○ Destino Clave ○ Necesita sitio de estacionamiento para bicicletas ○ Necesita una estación para arreglar bicicletas
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Comience haciendo clic en "Rutas" o "Puntos" en la barra negra abajo para añadir datos al mapa. Utilice la sección de comentarios para indicar por qué "sí" o por qué "no" se siente seguro en una ruta, qué tipo de instalación piensa que es apropiada, y especificar por qué las áreas que ha identificado son un problema para el ciclismo.



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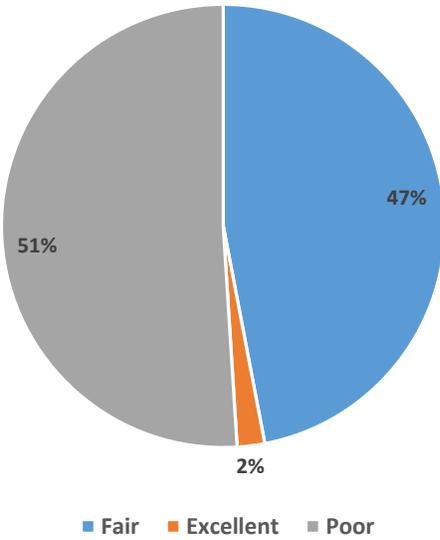
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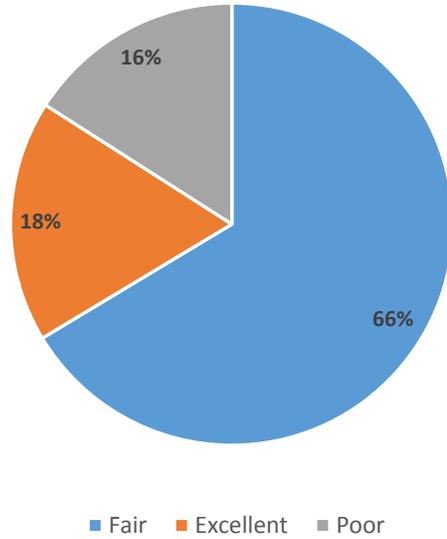
PUBLIC COMMENT FORM RESULTS

Comment forms were provided in both hardcopy and online formats. The results are presented below. Approximately 450 Raleigh residents participated. A comparison of results from Question #1 of both the 2009 Plan’s comment form and 2015 comment form is shown immediately below.

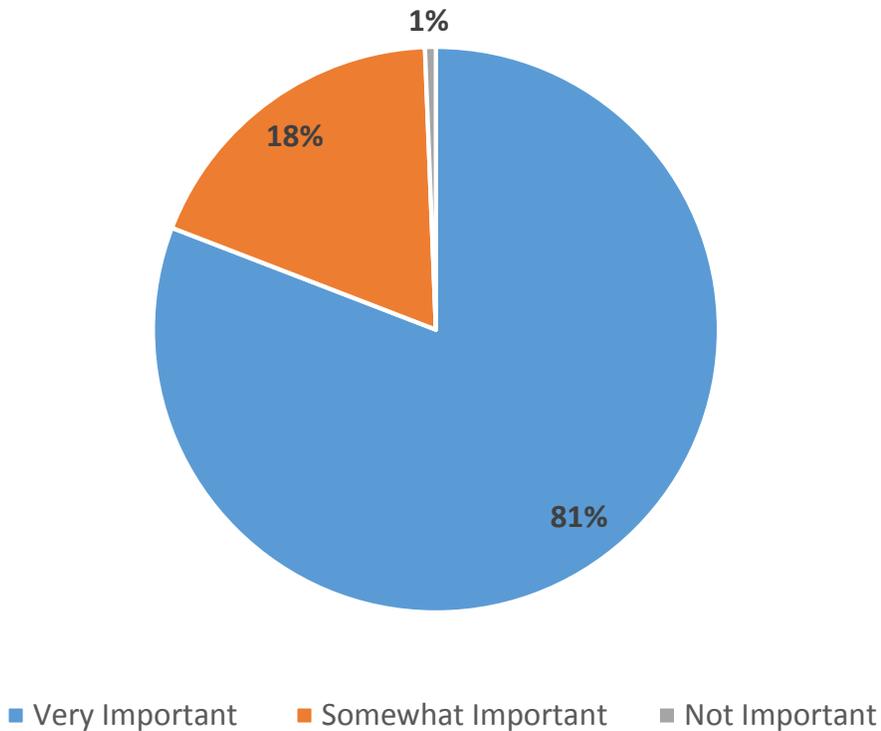
2009: How do you rate bicycling conditions?



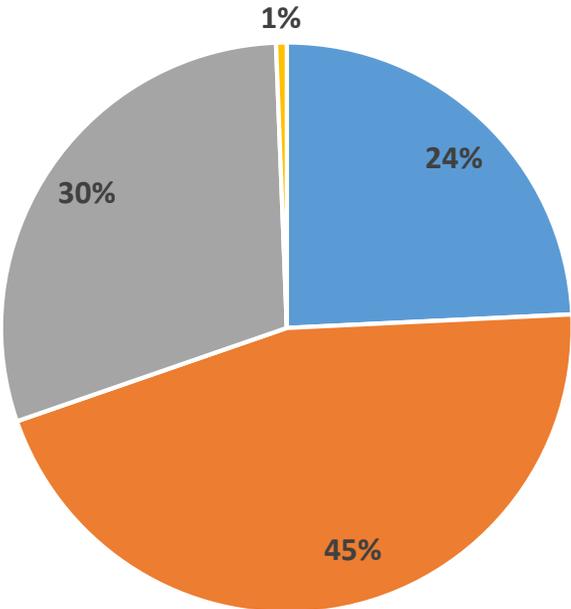
2015: How do you rate present bicycling conditions in Raleigh?



How important to you is improving bicycling conditions in Raleigh?

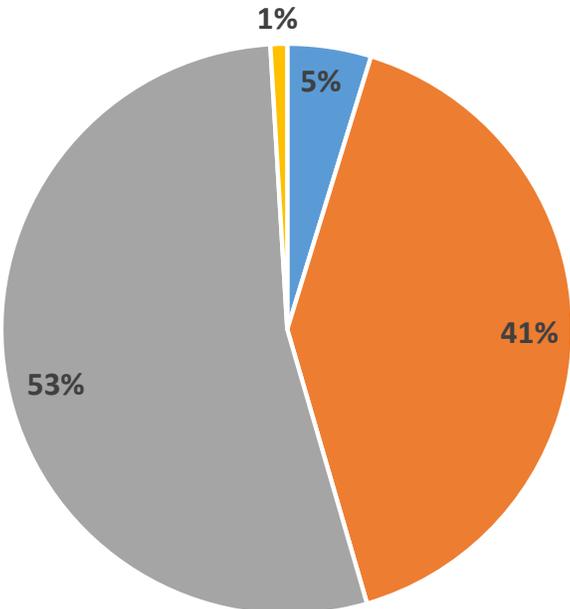


What type of bicyclist are you?



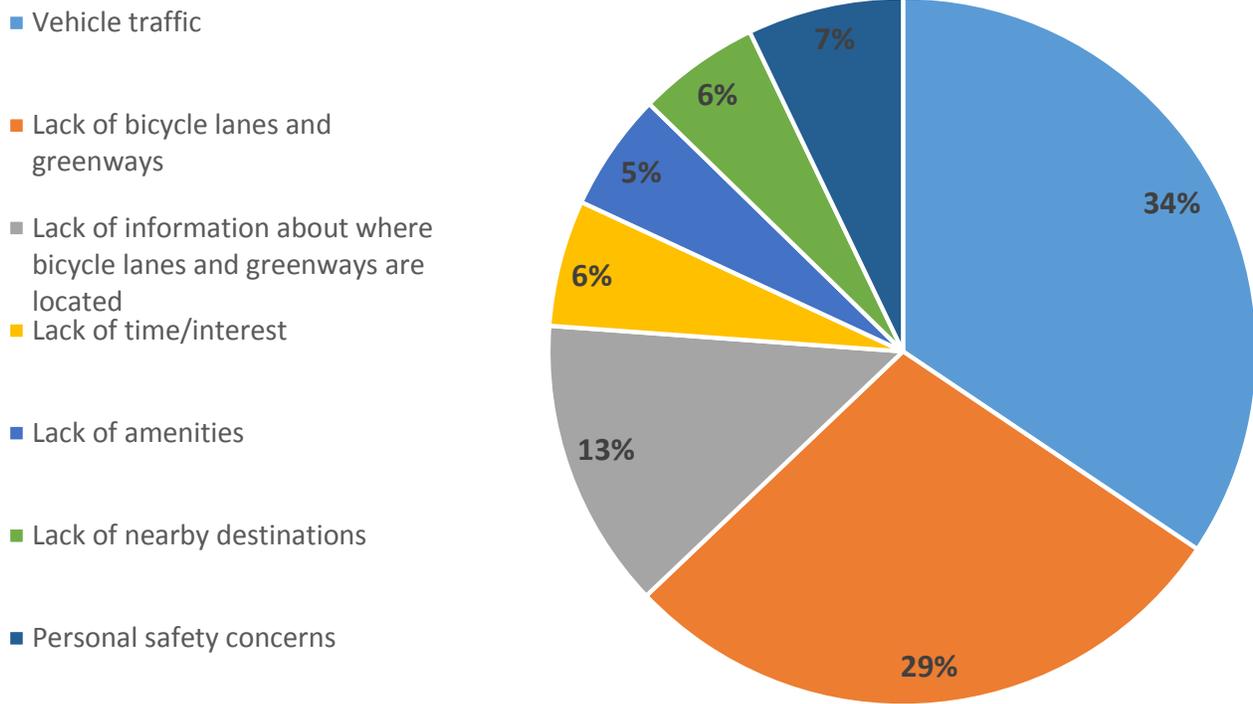
■ Highly Experienced ■ Enthused and Confident ■ Interested but Concerned ■ No Way No How

What type of bicyclist should the City be planning for?

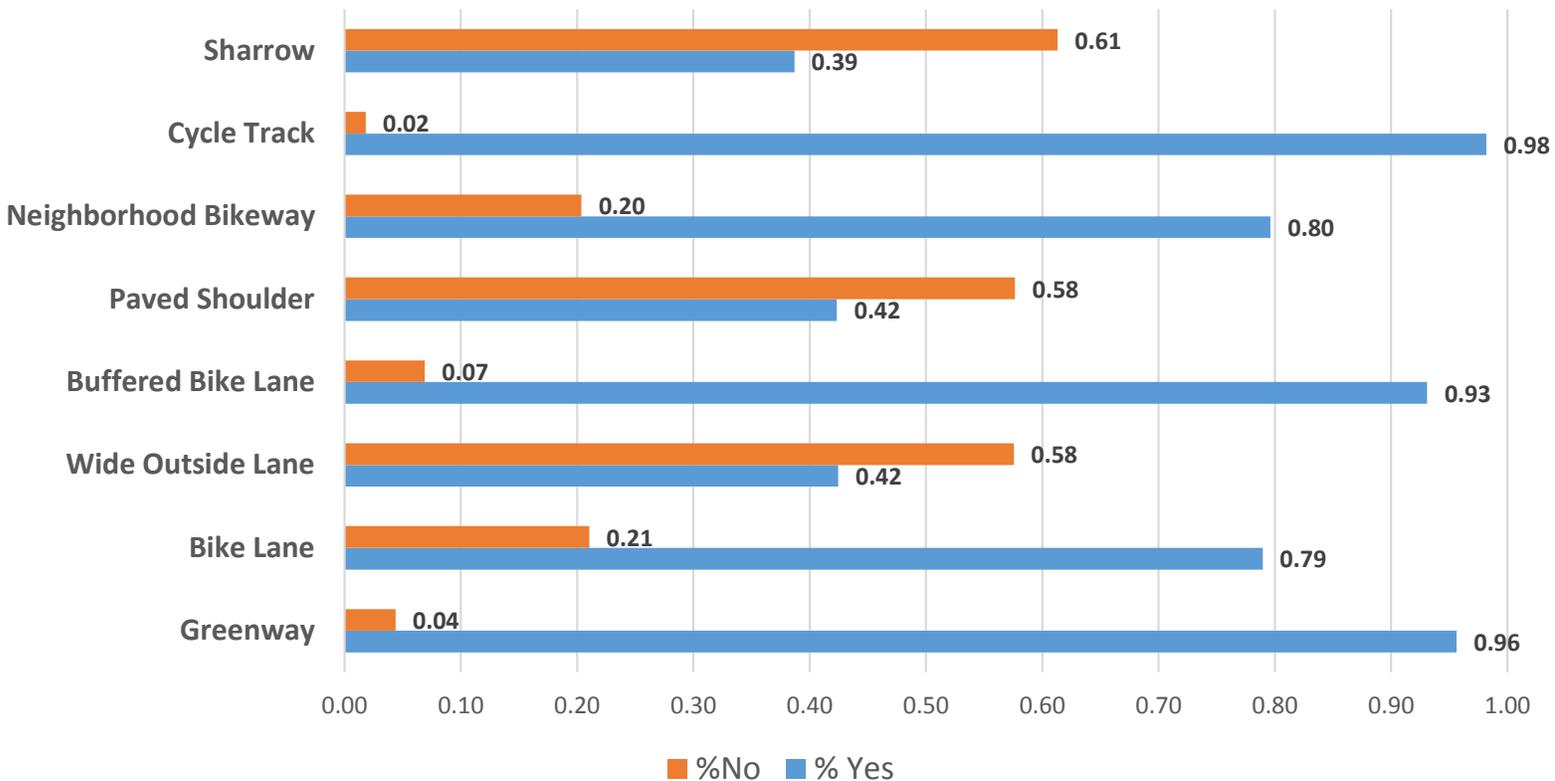


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What do you think are factors that most discourage bicycling in Raleigh?



I would bike to work, the store, to school, or a greenway if this was my route to get there.



Which three roads are the most important for making improvements for bicyclists?

- Glenwood - 55
- Hillsborough - 46
- Capital - 37
- Wade - 23
- Six Forks - 23
- Peace - 22
- Atlantic - 19
- Western - 18
- Person - 15
- Wake Forest - 14
- New Bern - 11
- Falls of Neuse - 11
- Millbrook - 11
- Creedmoor - 10
- Blue Ridge - 10

I would bike more if	My favorite place to bike in Raleigh is	The most difficult place to bike in Raleigh is
There were bike lanes		Inside the beltline
I liked in Beaufort, NC	Somewhere flat	Downtown, because I am afraid of cars that don't pay attention
Seat wasn't so hard	Umstead park	On and in parks
I had a bike	Somewhere easy and flat	In heavy traffic areas
If we had a bikeshare program, more protected lanes and a more bike friendly and aware population	Hillsborough St and round Cameron Village, and all greenways	Busy streets, cars and trucks, with no bike facilities
I had less kids	Greenways, Crabtree, Walnut Creek and Neuse River	Hillsboro St and Hwy 54
If my kids were older	Greenways	
I am biking more! Loving the development of Raleigh bike culture	Downtown Raleigh (all over)	Wake Forest Rd where it continues into Atlantic. Cars speed like crazy/potholes are bad
I could recover faster	Neuse River trail	North Shelly lake to the Dam
There were more bike racks (especially downtown), more dedicated lanes, medians to be able to ride with children	Greenways	Around downtown
There were more quality bike lanes that connected and created several route to get around the whole city	The greenways	Most places have their dangers and difficulties
Cars were more courteous, more education needed	Greenways, side streets	Main roads and bus routes

I would bike more if	My favorite place to bike in Raleigh is	The most difficult place to bike in Raleigh is
I worked less and had more money	A toss-up between out to Umstead and out to Clayton via Neuse	Where traffic is most busy and bike lanes are not available
My friends would go with	Bars, 286, grocery store	Tryon Rd and Lake Wheeler Rd
I felt safer as far as traffic goes. If Raleigh were more bike friendly	Neuse river greenway, well maintained and less debris than older greenways	On most roads shared with cars
It was flat!	Greenways	Wade Ave
It felt safer	Trails and greenways	Transitions are poor (lengths of road that come out of nowhere that aren't bike friendly)
All roads had bike paths or it was officially ok to ride on sidewalks	On the greenway and downtown	North Hills
There were separate bike "roads" i.e. cycle tracks	Small quiet neighborhood	Hillsborough st, Wade Ave, Glenwood, basically any busy street
There were more bike lanes	Art to the heart	Corridors without bike lanes or multimodal accommodation
I had more bikes	Five points	Wade Ave
Streets were better shaded from hot sun	Reedy creek/greenways, House creek	Northeast Raleigh, Capital Blvd, corridor between beltline and Durrant Rd
I had more time, more sidewalks, and cars were slower	To art museum and on Hillsborough St	Any large road, Western, Capital, Wade
The roads had more bike lanes	Greenways	On major/medium traffic roads
Felt safer from the traffic		
There were more bike lanes on streets connecting the downtown area to the greenway	Greenway (Crabtree)	St. Mary's/Peace - Lassiter Mill where it gets narrow. Sharrows are inadequate for the traffic volume on this street
More bike lanes	Greenways	
I felt safe. Drivers treat bikes like we are in the way	Greenway, neighborhoods	Hillsborough St. Drivers are very aggressive especially on right turns
My job didn't take me out of town 5 days a week	Bike paths around museum of art	Glenwood Ave or capital Blvd.
If speeds were lower		East of Raleigh Blvd.!
Intersections were safer	Umstead, falls of Neuse river greenway, ATT	NW Raleigh
City designated bike routes were marked to alert motorists to yield and be careful	Umstead park, Crabtree creek trail, house trail, falls of Neuse trail	Duraleigh road north of wade rd, lynn road between NC 70 and Wake Forest rd, Strickland rd between Leesville rd and Falls of Neuse rd
There were more greenway trails and bicycle lanes	Out in the rural areas (where there is not as much traffic)	On roads such as Glenwood Ave

I would bike more if	My favorite place to bike in Raleigh is	The most difficult place to bike in Raleigh is
There existed a safe, designated bike path that is well lit	Umstead park area	Glenwood
There were shoulders on all roads with 35 mph and up speed limited	Reedy creek, trinity rd area	From my house in NW Raleigh, I have drive a few miles to park where it's safe to ride. I drive to St. Francis Ch, Olde Raleigh shopping center and blue jay park so I can ride on accommodating roads
There were direct east-west and north-south on road bicycle facilities	Ridge rd, North hills/country club hill	Northeast Raleigh, northwest Raleigh
Safer trail	South side of south saunder rd	Done know
Joined by bicycle enthusiasts	Neuse river trail (east)	Inner Raleigh on poorly marked bike designated areas
There were beginner bike clubs for novices to the road	on trails	Near NCSU
More bike lanes/trails throughout southeast Raleigh	Greenway trails, Avent Ferry rd	Southeast Raleigh
Cars share the road	Around my neighborhood	Main roads
I had a bike	In the park	In the city
I owned on	In the culs-de-sac	Everywhere in city
I could find a bike, I have arthritis in my knee	Crabtree creek trail, Shelley lake area, Crabtree mall area	Not sure

DRAFT PLAN PUBLIC COMMENTS

The Draft Plan was made available to the general public for a period of 30 days. Stakeholders and Raleigh residents provided comment to City of Raleigh staff related to plan content, general bicycling concerns and ideas, and network recommendations. In many cases, residents asked that their areas of town be considered for bicycle infrastructure. Residents identified barriers to bicycling and asked that emphasis be placed on connecting areas of town separated by roadway barriers. Residents also conveyed their concerns for recently added bicycle infrastructure in the City. City staff and the consultant considered each comment to ensure that each member of the public was heard.

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