

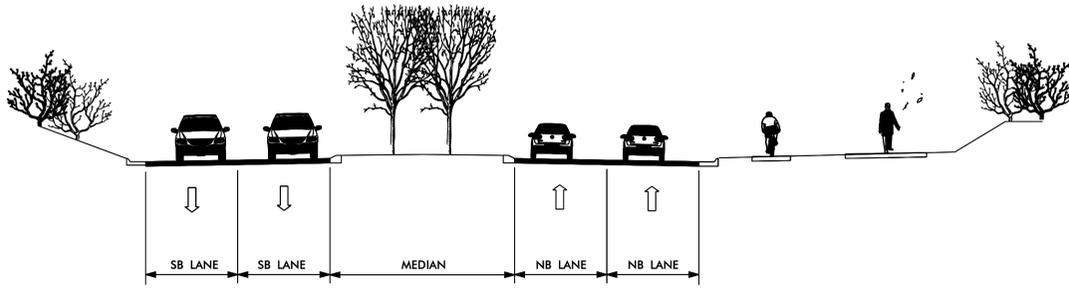
BLUE RIDGE ROAD

BIKE & PEDESTRIAN IMPROVEMENTS PHASE 1 – TYPICAL SECTION COMMENTS

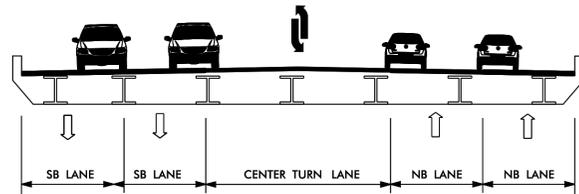


AGREE DISAGREE

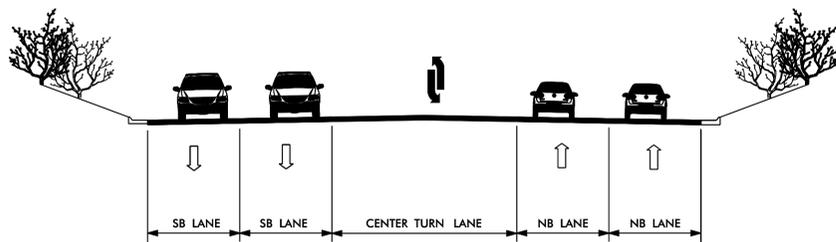
AGREE DISAGREE



EXISTING TYPICAL SECTION C



EXISTING TYPICAL SECTION B



EXISTING TYPICAL SECTION A

1. Multiple suggestions for a road diet, including reduced lane widths, and reducing the speed limit (to 25-35 mph) along this section and the entire corridor.
2. Can the lane width on the corridor be reduced to 11 feet? Sidewalks are ideally 14 feet wide.
3. Suggest a "Pop-Up Road Diet" close one lane of Blue Ridge for one day during the "Got to Be NC" festival as a demonstration project.
4. Destinations on both sides need sidewalks & transit/bus only lanes in both directions on Blue Ridge.
5. Would like to see a dedicated bus line on the Blue Ridge Corridor, especially since the Wake County Transit Strategy proposes two bus lines.
6. Street Lighting should be improved along the corridor.
7. Does NCSU have involvement in this project?
8. Need bike/ped facilities on both sides of the road.
9. Suggest adding transit stops along the corridor solar powered structures with wayfinding and branding. (Denver Style)
10. Multiple suggestions to add many street and shade trees "Tree Lined Promenade" along corridor
11. Suggest a separate off-road bike facility with a multi purpose bike and ped trail. Prefer asphalt.
12. Want a multi-use path on the west side of Blue Ridge from Reedy Creek to Trinity, with sidewalk on the east side.
13. Aim for a unified design throughout corridor.
14. Incorporate transit into the design, including transit stops.
15. Develop this corridor/street as a destination area.
16. Sustainability is an important consideration.
17. Use a 14 foot minimum multi-use path.
18. Use complete streets concepts including: tree-lined boulevard, traffic calming, solar powered transit stops, landscaped plazas, and pedestrian refuges.
19. Wayfinding should not be limited to the Greenway, but should be used throughout the corridor.
20. Consider a shuttle service from NCMA to Fairgrounds to help parking concerns.

21. Currently over 6 million people visit the Fairgrounds annually. The NCMA attracts 1 million and Rex has similar numbers.
22. In favor of sidewalks on both sides of Blue Ridge that are physically separate from bike paths and both are separated from vehicle lanes.
23. In general, need safer ways for pedestrians to cross Blue Ridge, especially at the Fairgrounds and NCMA. Suggested design elements include: Medians, blinking warning light for pedestrians, Speed bumps, Lower speed limit, An aerial gondola system.
24. Not in favor of tunnel crossings due to increased crime hazard.
25. Consider placing bike racks near bus stops on Blue Ridge for bike/bus commuters.
26. Install facility to direct bikes/peds to natural crossings.
27. Suggest a multi-use path or sidewalk with a 2-3 foot grass strip or crushed gravel like the American Tobacco Trail, then a bike lane.
28. Use updated (latest) Wayfinding over and above the Greenway standard.
29. Focus on the major crossings in this area: Westchase and District Drive.
30. In favor of bike lanes and sidewalks separated from road, on top of curb, with trees between curb and paths.
31. Bicycling should be the priority focus of the project. Include appropriate rest areas, water facilities, and greenspace.
32. Want a multi-use path on the west side of Blue Ridge from Reedy Creek to Trinity, with sidewalk on the east side.
33. Design to encourage pedestrian traffic to one side of Blue ridge.
34. Continuity with existing City Standards is important.
35. Need Pedestrian refuges at crossings and ramps.
36. See design examples in the Netherlands.