

State Street Transportation Survey Open May 1 - May 21, 2021

- The online survey was posted on Nextdoor, Twitter and the City's website. Paper surveys were handed out at the State Street pop up event. There were 64 responses to the survey and additional comments made in person and through e-mail.
- The vast majority of respondents (71%) use a vehicle to travel on State Street.
- 83% of respondents were Concerned or Slightly Concerned about traffic speeds along the corridor with concern for Walk and Bike Safety rating at 77%. Concern about Flooding was 53%.
- Approximately 61% of respondents reported that stop signs at Bunche Drive and Peterson St. as well as a bike lane to reduce travel speeds would Greatly Improve or Slightly Improve travel along State Street.

Demographics:

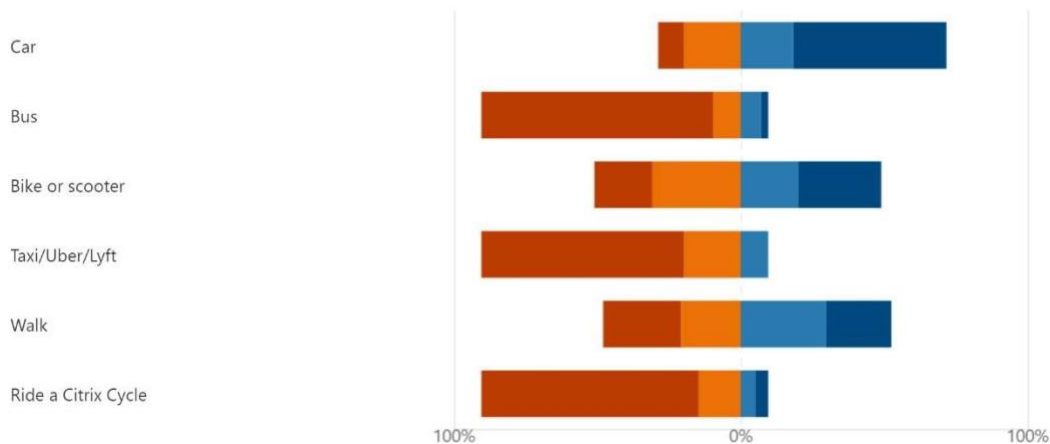
- 52 of 64 people (81%) completing survey responded
- More than half live on/near State Street
- 56% are weekly or daily cyclists
- 50-50 male-female gender identification
- 67% are white and 29% are African-American
- 46% are between 45 and 64 years of age. 38% are between 30 and 44 years.

Survey Questions

1. When traveling on State Street, what mode of transportation do you use and how frequently?
Please respond to each mode.

[More Details](#)

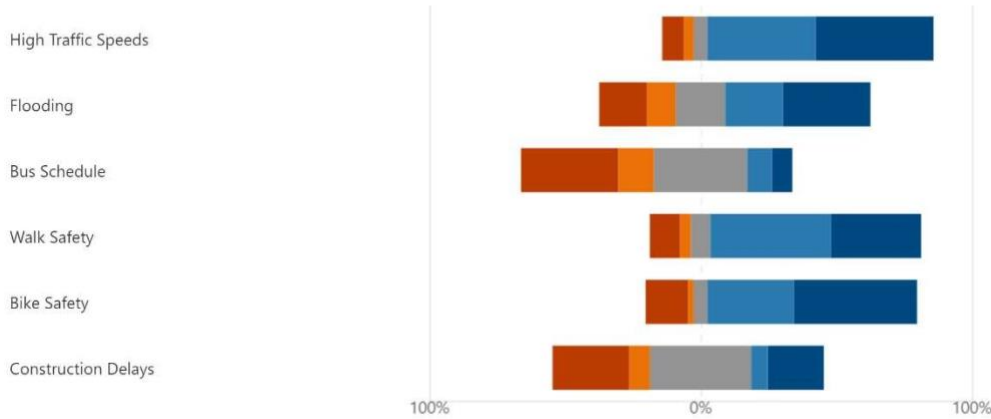
■ Never ■ Occasionally ■ Sometimes ■ Often



2. When traveling on State Street, I am concerned about.....

[More Details](#)

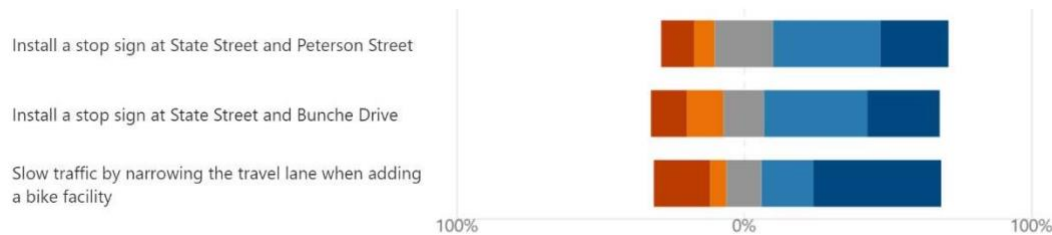
■ Unconcerned ■ Slightly Unconcerned ■ Neither Concerned or Unconcerned ■ Slightly Concerned ■ Concerned



3. As part of a proposed bike lane project on State Street, several improvements to the road could be installed. Do you think these additions would improve travel on State Street between Peterson Street and Bunche Drive?

[More Details](#)

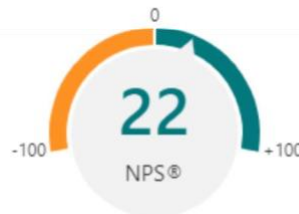
■ Worsen Travel ■ Slightly Worsen Travel ■ Neither Improve or Worsen Travel ■ Slightly Improve Travel ■ Greatly Improve Travel



4. A bike lane on State Street is listed as a priority project in the 2016 BikeRaleigh Plan Update. This project would possibly slow traffic by narrowing the travel lanes and installing stop signs on State Street at Peterson Street and at Bunche Drive. How supportive of such a project would you be?

[More Details](#)

Promoters	34
Passives	4
Detractors	21



5. What is your relationship with State Street? Select all that apply.

[More Details](#)

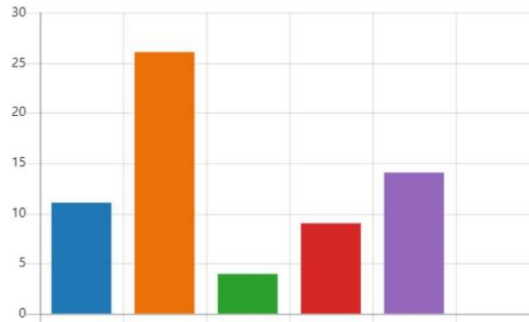
- I live on or near State Street 31
- I visit State Street regularly (fri... 15
- I own property on or near Stat... 13
- I travel through State Street 35
- Other 9



6. How often do you ride a bicycle?

[More Details](#)

- Daily 11
- Weekly 26
- Monthly 4
- A few times a year 9
- Never 14
- Other 0



7. I ride my bike.....(select all that apply)

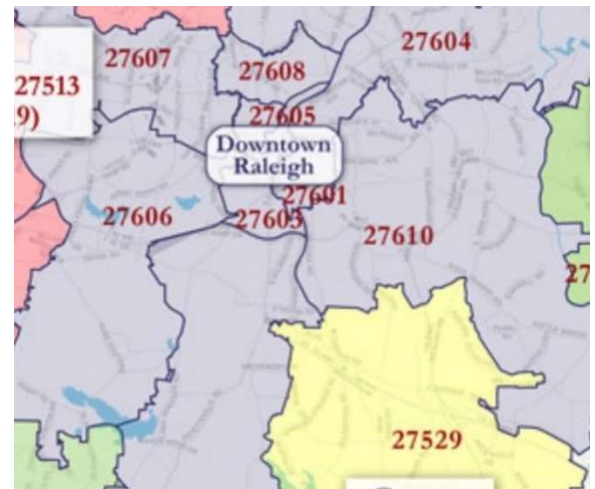
[More Details](#)

- for exercise 40
- for recreation 44
- run errands 27
- to get to work 20
- Other 0



9. What is your HOME zip code?

ZIP	Location	# of respondents
27610	SE Raleigh	26
27601	Downtown	7
	Raleigh-Garner	6
27607	Raleigh-Blue Ridge	3
	Raleigh-Knightdale	2
27529	Garner	2
27608	Raleigh	2
27605/6/9	Raleigh West	3
Other Non Raleigh		5
Total	56	



10. Thanks for your input. Will you answer three demographic questions?

[More Details](#)

Yes, I'll answer three easy ques...	45
No thanks. I'm done.	6
Other	7



11. What gender do you identify as?

[More Details](#)

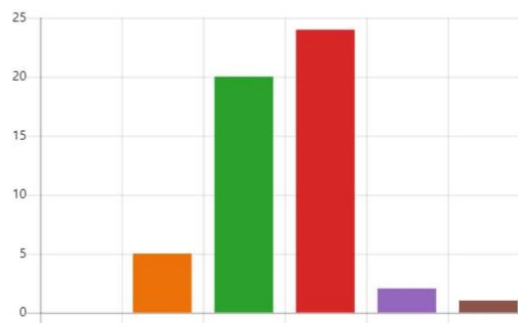
Female	26
Male	26
Non-binary	0
Other	0



12. What is your age?

[More Details](#)

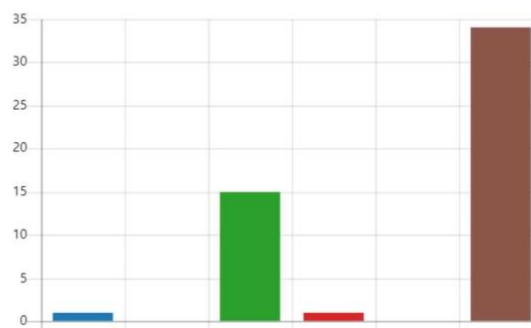
17 or younger	0
18 - 29	5
30 - 44	20
45 - 64	24
65 and older	2
Other	1



13. What is your racial identity? Please select all that apply.

[More Details](#)

American Indian or other Nati...	1
Asian	0
Black/ African American	15
Hispanic / Latino,	1
Pacific Islander	0
White	34



State Street Transportation Survey Comments

Negative Comments

1. The bike lanes could be used as parking. A permanent divider between the bike lanes and the car lanes should be considered to prevent this. 2. Narrowing the car lanes could lead to more collisions. 3. Waste (both large and small) may be dumped in the bike lanes.
2. The \$dollars for bike lanes could be used to fix streets, add sufficient lighting, and add speed bumps. This is the largest bike lane I've ever seen. So, you ride from one end to the other then turn around and ride back? Doesn't seem worth my tax dollars.
3. I think it is a horrible idea. It will make the driving lanes too small. They have already done some unnecessary things in the neighborhood already such as the roundabout and street dividers on Crosslink Rd. I just wish you people would leave our neighborhood alone.
4. I think it's a good idea, but it takes too much of the road.
5. I saw the bike lanes on State Street. I questioned whether this will have a traffic calming and speed reducing effect. St. Ambrose had an event Saturday at 4pm, not long after the bike event at the Wetland Center. Some people parked on State Street. The parked cars plus the bike lanes made navigating challenging because of the lack of space for north and south bound cars to pass. Do the pylons allow for the city bus to travel close to the sidewalk for the bus stop at Darby and State Streets?
6. Concerned about bus stops that would prevent cars from going around bus when they have pick ups & drop offs. Wheelchair & bicycles take a while when the smaller space won't allow you to go around.
7. Bike safety is important however bike lanes aren't the answer to the lack of investment in street safety in southeast Raleigh. Try again.
8. Email: Why is this bike lane so large? Does one ride from Peterson then turn around at Bunch and ride back? With the construction and this huge bike lane...traffic is impeded. I was almost side-swiped on 5/4/2021. Seems like this money could have been spent for lighting and cameras to help prevent dumping. Could have also installed speed bumps (but I know 5 people have not died due to traffic accidents). These bike lanes are expensive. And this one is the largest I've ever seen. I don't have a problem with bike lanes, but this one doesn't seem appropriate or necessary.

Questioning or Concerned Comments

9. Lighting at night; it's not very visible--no eyes on the street.
10. I have concerns for pedestrian travel. Will it be convenient for residents & visitors to cross the street to gain access to the property? How will pedestrian traffic be insured in the design. Will I have to walk a block to have clear crosswalk then walk back because Jaywalking is illegal? I'm all for adding the bike lane, but how will it improve my safety for accessing the bus stop? (Is there a bus stop on State St?) Will the bus stop be in front of the lane or behind the lane? Will there be markings in the bike lane to indicate pedestrian traffic crossing it? See where I'm going here ;-)
11. How will this work with the bus stops? Also, why not connect all the way up past MLK where we don't even have sidewalks now?
12. Wide speed humps would slow car traffic but not bike traffic. Road is plenty wide enough for both without dedicated bike lanes.
13. The church member park on State Street on that would conflict with the bike lane as well as guest to the women's prison
14. There are times when I see cars driving beyond the posted speed limits on State Street. I have not however seen a lot of accidents take place on South State Street. I find traveling South Street at night to be hazardous at times because the street is poorly lit, and bicyclist and

pedestrians do not adhere to common safety practices traveling down South State Street. I also wonder how this change will affect the CAT Bus stop and the riders. There is a bicycle lane near the Bus stop. The bus occasionally will stop for a few minutes and during that time cars have to go around it to keep traveling on South State Street. I do not know how smaller lanes will impact travel during those times since cars cannot safely pass the bus as it sits for a few minutes.

15. I use the Wake Forest bike lane often as it is in my personal neighborhood and commute to work daily.
16. Concerned about a transition in and out of bike lane at either end.
17. GoRaleigh bus drivers were asked what they thought of the pop-up bike lane. They did not have a positive or negative opinion since they thought it was a construction site and drove around it as usual.
18. Email: I would like to see some color at the base of the new traffic fixtures on Cross Link Road. They can be hard to see at times at night.

Positive Comments

19. I'm concerned about how to exit the bike lane when State turns into Dandridge Drive. LOVE this bike lane!!! But the design currently dumps you out into a 4-way intersection that you have to traverse.
20. I think the bike lane will be a great addition to State Street. It will make me and my household feel much safer riding our bikes, walking and driving. I think it might also help with the littering/dumping problem.
21. The cars are going way too fast right now and there is no safe way to ride through here. This would really improve State Street for safety.
22. I'm always happy to see more bike lanes, especially since the pandemic has gotten more people out on bikes.
23. The physical white dividers on the bike path are great, but better visibility under the I-40 overpass bridge is essential! Going from light to dark underneath that overpass bridge it is difficult for the eyes to adjust thus making visibility an issue. Love this bike path idea! Thanks! A bike connection to Biltmore Hills Park would be wonderful.
24. I really enjoyed using the pop-up lanes.
25. I would love to see path go all the way up to MLK! Great idea!
26. The wide road has been nice for biking, compared to narrower roads. Adding a designated bike lane would be even more safe for biking. The wide road has also enabled many vehicle drivers to unsafely pass other vehicles at high speeds. The bike lane would help decrease this unsafe practice. Dropping the speed limit down to 35 would also be beneficial.
27. I think the bike lanes would be a great addition to State Street and I have loved the pop-up version that is currently installed. I hope the permanent version also has some sort of barrier between the bike lanes and traffic to further slow cars down. I also think it could help with the dumping problem on State Street.
28. I am extremely in favor of a bike line and other traffic calming measures on State Street. I live on State street and walk, bike & drive on this street very often.
29. I drove and biked the pop-up area and it felt very comfortable in a car and on a bike. Plenty of room for everyone and dramatically increases biker safety.
30. The proposed bike lane would benefit all types of users and make the road safer for all users by slowing car traffic.
31. A safe connection under 40 is needed in this area! This street could use improvements to safety and lighting. A bike lane would help with those and also slowing traffic.
32. Verbal Comment from driver: The bike lane will make it safer for bike lanes and will slow traffic.

33. Verbal Comment from driver: I like the bike lanes. They make people drive slower and keep bikes safe.
34. Email: I must admit as a life-long resident of Biltmore Hills, I was shocked by the Bike Path. I moved back into my parent's home after both died from North Raleigh and Durham. I attended NC State and Fayetteville State and seminary and Fayetteville Tech with a nursing degree. I now serve as a chaplain at WakeMed Hospitals on New Bern, Cary, and North Raleigh. All that to say, I love NC and this area and welcome a Bike Path and Trails, although I think I am too old at 58 to ride a bike again. I know this was a test, but putting it on one side of the street was almost dangerous for us lifelong residents. People driving did not know how to divide the existing street in half to navigate the road to make way for the family of bikers which were so welcome in the neighborhood of Rochester Heights. I loved it. So much fun to see young families again. We have an aging population now, and many of us have sold our big houses and moved back into our parent's homes now that our families fled the coup. Thanks for letting this happen. It was so much fun. Blessings to the city for bringing life back to our aging neighborhood.

Traffic Counts During and After the Pop-Up Bike Lane

The City of Raleigh evaluated the impact of the pop-up bike lane on vehicular speed with traffic counts during and after the installation of the bike lane pop up. Numbers and staff analysis are below.

- Northbound traffic was positively impacted as they were the ones that shifted at the intersection with Bunche, by the time drivers get to the greenway crossing, the shift is no longer a factor and speeds have climbed up to approximately 5 mph over the 45 mph speed limit.
- Southbound traffic was impacted little to none as there was no shift at the beginning. Speeds entering into the cycle track area were already approximately at or above the 45 mph speed limit, even though they should have been travelling at 35 mph as the intersection of Peterson is effectively the transition from 35 mph to 45 mph.

If the cycle track becomes a permanent fixture, the multiway stops at Peterson and Bunche would be improved and act as the transition to get in and out of the cycle track. Installation of stop signs should impact driver speeds as they enter into the cycle track area, but the extent is not known. The pop up bike lane did have a trending positive impact on speed, but not a resounding impact.

Will Shumaker
Traffic Calming Administrator



S State Street: between Peterson St and Bunche Dr

Cycle Track Evaluation										
	85th		95th		Mean		Volume		Potential Counts	
Approximate Tub Locations	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
Greenway crossing	45.24	46.02	49.32	50.54	38.1	39.7	1168	1066	19	15
	45.1	46.7	50.11	51.79	38.3	39.6	1136	1058	15	26
Fuller Elementary	44.57	50.58	48.15	55.03	38.7	43.01	1157	1129	16	17
	44.07	50.28	48.07	55.03	38.3	42.8	1163	1123	19	21
Average:	44.745	48.40	48.91	53.10	38.35	41.28	1156	1094	17.25	19.75
	Average:	46.57	Average:	51.01	Average:	39.81	Sum:	2250	Sum:	37
S State St at Peterson St Multiway Stop Evaluation										
	85th		95th		Mean		Volume			
	NB	SB	NB	SB	NB	SB	NB	SB		
	45.26	46.47	49.83	50.74	38.8	38.8	1097	1194		
	Average:	45.87	Average:	50.29	Average:	38.80	Sum:	2291		
S State St at Bunche Dr Multiway Stop Evaluation										
	85th		95th		Mean		Volume			
	NB	SB	NB	SB	NB	SB	NB	SB		
	31.6	40.6	34.74	43.81	25.5	35.2	525	972		
	Average:	36.1	Average:	39.28	Average:	30.35	Sum:	1497		