

Frequently Asked Questions for West Street Extension Webpage

1. **Why is the City proposing to connect West Street through the Boylan Railroad Wye?**

There is no existing connection between the two portions of West Street north and south of the Boylan railroad wye, creating a gap in the city's downtown street grid system. The West Street Extension would address the need for a north-south connection across the railroad tracks between S. Boylan Avenue and S. Dawson/S. McDowell Streets. It would provide direct access for residents in the surrounding neighborhoods to restaurants, live entertainment venues, shops, and other destinations located within and around the Depot Historic District. The bicycle lanes and multi-use path included in the West Street Extension project would also address the need for a greenway link in this area as identified in the Saunders North Area Redevelopment Plan. The Rocky Branch and Walnut Creek greenways run east-west just to the south, but provide no connection to the north into the project study area. The nearest existing north-south greenway connection is the Little Rock Trail, located approximately 0.8 miles east of the project study area.

The development of the future Raleigh Union Station multimodal transit center also necessitates better access to and from the wye area. The transit center will be located at the existing Dillon Supply Company Warehouse "Viaduct" building at 510 West Martin Street within the Boylan railroad wye.

2. **Why does the City want to close the Cabarrus Street at-grade railroad crossing?**

Currently, the crossing of the railroad tracks on Cabarrus Street is an at-grade intersection and has the potential for collisions between vehicular, pedestrian, and bicycle traffic and freight and passenger trains. Closing the at-grade crossing at this location would eliminate the potential for collisions between motorists/pedestrians/cyclists and trains which would improve safety for both street and rail traffic.

3. **How will pedestrians and cyclists get to points east if Cabarrus Street is closed at the tracks?**

Pedestrians and cyclists that currently use Cabarrus Street could take the West Street Extension to destinations north and east of the rail crossing. To get to points directly east, they could take Lenoir Street or South Street, which will have accommodations in place before the West Street Extension is constructed. The City of Raleigh is currently developing designs to convert Lenoir Street and South Street from one-way operation to two-way operating streets that will also improve conditions for vehicles, bicycles, and pedestrians. The street segments that will be converted to two-way are from South Saunders Street to Dawson Street on South Street and from Wilmington Street to East Street along both Lenoir and South Streets. Construction is

estimated to be complete by 2015.

4. **Will there be infrastructure for pedestrians and cyclists on both sides of West Street?**

Yes. One side of West Street will have sidewalk and a bike lane. The other side of West Street will have a multi-use path (similar to a greenway) and a bike lane.

5. **Can a pedestrian "exit" be provided from the West Street Extension to W. Davie Street?**

Possibly. This concept will be investigated during the development of the Environmental Assessment for the project. Constraints that will be considered include engineering feasibility, potential impacts to the Depot Historic District (on the National Register of Historic Places), access to adjacent buildings, and cost.