

City of Raleigh Active Mobility Plan

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NOVEMBER 2025

Prepared by:



Acknowledgments

This plan was developed by the City of Raleigh with funding from the North Carolina Department of Transportation's Multimodal Planning Grant Program. A special thanks to the hundreds of Raleigh residents who attended meetings, responded to surveys, provided input, and helped spread the word. We would also like to thank the many City board and committee members and city staff who spent hours of valuable time reviewing the plan and providing feedback.

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Table of Contents

Our Mobility Vision	1
Active Mobility Today	7
Community Voices	23
Connections for Daily Trips	37
Network Implementation	49
The Big Jump	67
Appendix A: Existing Conditions	A-1
Appendix B: Community Voices	B-1
Appendix C: Network Development	C-1
Appendix D: Implementation	D-1

List of Figures

Figure 1 Benefits and Opportunities of Active Mobility	3
Figure 2 Policies & Programs Timeframes	53
Figure 3 Dedicated Maintenance Funding for Big Jump Projects	63
Figure 4 Street Buffer Possibilities by Width	72
Figure 5 Implementation Tools to Develop Separated Bikeways (Bikeways + Project Delivery + Mileage)	73
<u>List of Tables</u>	
Table 1 Analysis of Active Mobility Infrastructure in each of Raleigh's City Council Districts	18
Table 2 City of Raleigh Bicycle Facility Requirements	
Table 3 Pedestrian Priority Project Criteria	43
Table 4 Bikeway Priority Project Criteria	43
Table 5 Sidewalk Projects	
Table 6 Example Performance Metrics Tracking Table	80
List of Maps Map 1 Existing Sidewalks in the City of Raleigh	9
Map 2 Existing Bicycle Facilities in the City of Raleigh	
Map 3 Pedestrian and Bicycle Crashes	
Map 4 Equity Analysis Highlighting Transportation Disadvantaged Areas in Raleigh	
Map 5 Raleigh Council Districts	
Map 6 Online Survey Response Density by Council District	
Map 7 Comprehensive Sidewalk Network	
Map 8 Comprehensive Bicycle Network	
Map 9 Priority Sidewalk Projects	
Map 10 Priority Bikeway Network	
Map 11 Big Jump Network	
Map 12 Big Jump Access to Transit	
Map 13 Existing Bikeway Coverage	
Map 14 Big Jump Network Coverage	
Map 15 Bicycle and Pedestrian Comprehensive Network	

List of Abbreviations & Acronyms

AASHTO: American Association of State Highway and Transportation Officials

Active Mobility: Human-powered transportation such as walking, bicycling, and scooting

AMP: Active Mobility Plan

ADA: Americans with Disabilities Act

Bikeway: Any road, path, or facility intended for bicycle travel which designates separate space for bicyclists distinct from motor vehicle traffic or a bicycle boulevard designed for bicyclist travel priority.

BRT: Bus Rapid Transit

CIP: Capital Improvement Plan

Greenway: Linear facilities that people can move through and travel along. Greenways may be paved or unpaved depending on context and trail purpose (e.g., recreation, active transportation, wildlife observation, etc.). Existing and recommended greenways run along greenway corridors, adjacent to streets (sidepaths), and along utility corridors.

MUTCD: Manual on Uniform Traffic Control Devices

NACTO: National Association of City Transportation Officials

NCDOT: North Carolina Department of Transportation

Neighborhood Bikeway: Streets designed to prioritize bicycle traffic by minimizing motor vehicle operating speeds. They are also referred to as bike boulevards, neighborhood greenways, slow streets, or bicycle priority streets.

PRCR: Parks, Recreation and Cultural Resources

ROW: Right-of-way

RPD: Raleigh Police Department

Separated Bikeway: A bikeway that is physically separated from motor vehicle traffic by vertical elements and a horizontal buffer. Separated bikeways include separated bike lanes and sidepaths. These may also be referred to as protected bicycle lanes or cycle tracks. On-street parallel or angled motor vehicle parking can serve as the vertical elements.

Separated Bike Lanes: A one-way or two-way bicycle lane that is physically separated from motor vehicle traffic by vertical elements. These may also be referred to as protected bike lanes or cycle tracks. On-street parallel or angled motor vehicle parking can serve as the vertical elements.

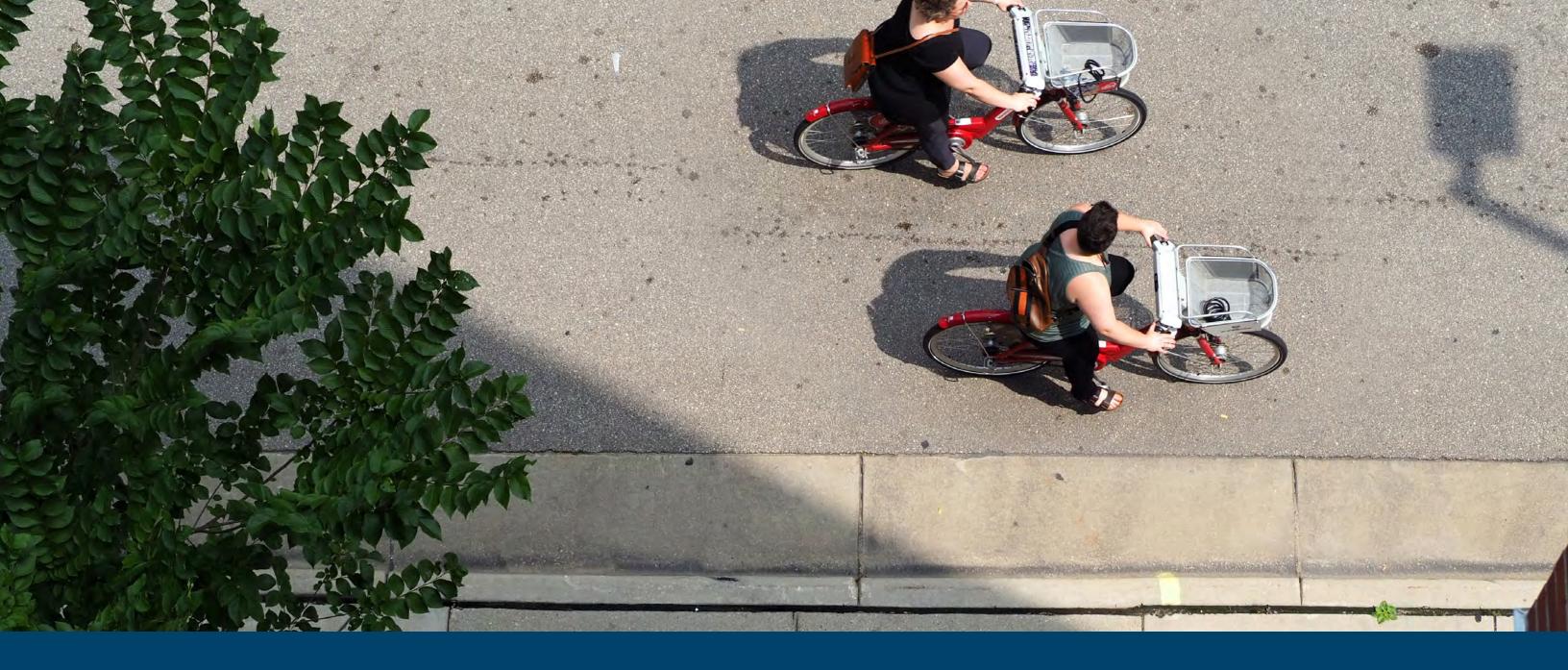
Shared Use Path: A bikeway physically separated from motor vehicle traffic by a buffer or barrier and located either within the street right-of-way (also referred to as a sidepath), within an independent right-of-way, or within a permanent easement. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers, and other active transportation users. Shared use paths are also commonly referred to as trails, paths, or greenways. Shared use paths must meet pedestrian accessibility surface requirements.

Sidepath: A shared use path located within street right-of-way adjacent and parallel to a roadway.

SRTS: Safe Routes to School

STIP: State Transportation Improvement Program

UDO: Unified Development Ordinance



Our Mobility Vision

This chapter outlines the project's vision and goals, which guide Raleigh's efforts to create a safe, connected, and equitable active mobility network for all.

Now is the Time

Significant progress has been made since the City's adoption of the BikeRaleigh plan in 2016 with the completion of pedestrian and bicycle infrastructure projects, amendments to the 2030 Comprehensive Plan and the Unified Development Ordinance (UDO), the adoption of Vision Zero, and the progress toward the first Bus Rapid Transit (BRT) corridor. Building on this momentum, Raleigh is focused on building a robust active mobility network—a network that prioritizes pedestrians and people riding bicycles, that equitably serves the entire community and provides crucial connections.

The Raleigh Active Mobility Plan (AMP) provides a roadmap for the build out of a comprehensive active mobility network with implementable projects that will increase safety and provide access for residents and visitors in Raleigh. Through development of thoughtful policies, targeted programs, and strategic projects, Raleigh's long-term vision of a well-connected, high-comfort active mobility network can be realized.

The Importance of Active Mobility in Raleigh

Active mobility is an essential part of the transportation ecosystem. Prioritizing active mobility in the planning, designing, and building of our streets—together one of the largest public spaces in the City of Raleigh—is an opportunity for streets to do more for our community. Infrastructure changes and ongoing investments related to transportation, specifically active mobility, create meaningful and often recognized benefits to residents that include but are not limited to:

- Increasing safety for all users
- Increasing transportation options for daily trips
- Enhancing connectivity across the community
- Prioritizing access to transit
- Improving access to key destinations

What may not immediately come to mind when considering transportation infrastructure improvements are the additional benefits that directly improve the city's livability and positively impact the quality of life of residents.

- Environmental resilience: infrastructure projects provide opportunities to incorporate stormwater management elements.
- Health: Increased opportunities to engage in active mobility beyond recreation for daily trips to school, shopping, employment, and more.
- Heat islands: The inclusion of street trees in transportation projects adds shade and aids in reducing the heat island effect.
- Equity: Prioritizing transportation network investments in historically underserved communities can significantly increase access and opportunity for residents
- Beautification: Opportunities to incorporate public art in public spaces used daily community members creates a more aesthetically pleasing public realm.

RECOGNIZED BENEFITS





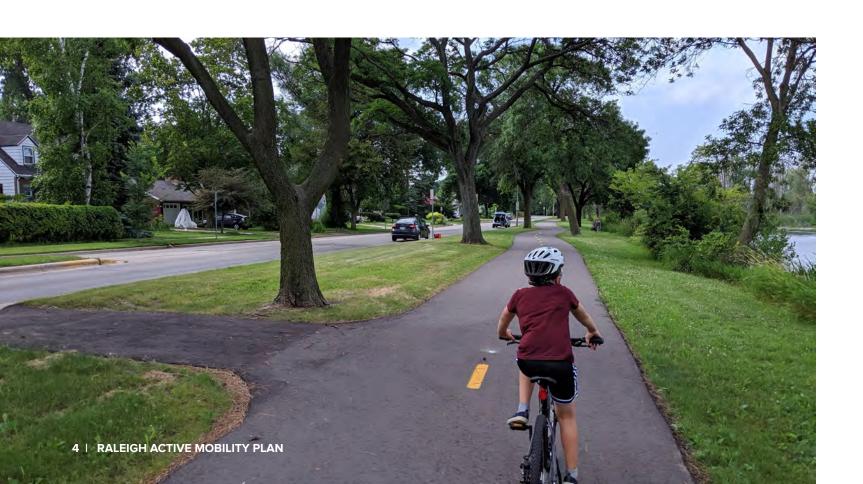
FIGURE 1 Benefits and Opportunities of Active Mobility

Raleigh's Active Mobility Vision



VISION

Create a connected, equitable, and accessible network that makes walking, bicycling, and rolling safe, comfortable, and viable for all, fostering a healthier and more connected Raleigh.



GOALS

EQUITABLE NETWORKS



Prioritize access for all, with focus on underserved communities

CULTURAL SHIFT



Encourage a gradual shift towards active modes

SAFETY



Enhance infrastructure to provide high-comfort facilities

CONNECTIVITY



Build a seamless, well-connected network

STREAMLINE PROJECT DELIVERY



Support policy changes and funding opportunities aligned with active mobility goals

QUALITY ENGAGEMENT & IMPLEMENTATION



Engagement and partnership to support implementation of a high-quality mobility network for the whole community



Active Mobility Today

The Active Mobility Today chapter highlights the role of walking and bicycling in shaping safer, healthier, and more connected Raleigh.

To achieve the goals of the Raleigh Active Mobility Plan, we need to understand the current state of active mobility infrastructure in the city. While creating this Plan, the project team reviewed existing plans, policies, programs and ordinances pertaining to active mobility, engaged in community outreach, and met with city staff to understand the current state of active mobility in Raleigh. Information gathered during these processes was used to create a recommended network development plan, with policy and programmatic strategies to support the implementation of Raleigh's Comprehensive Active Mobility Network.

Where Can People Walk and Ride a Bicycle?





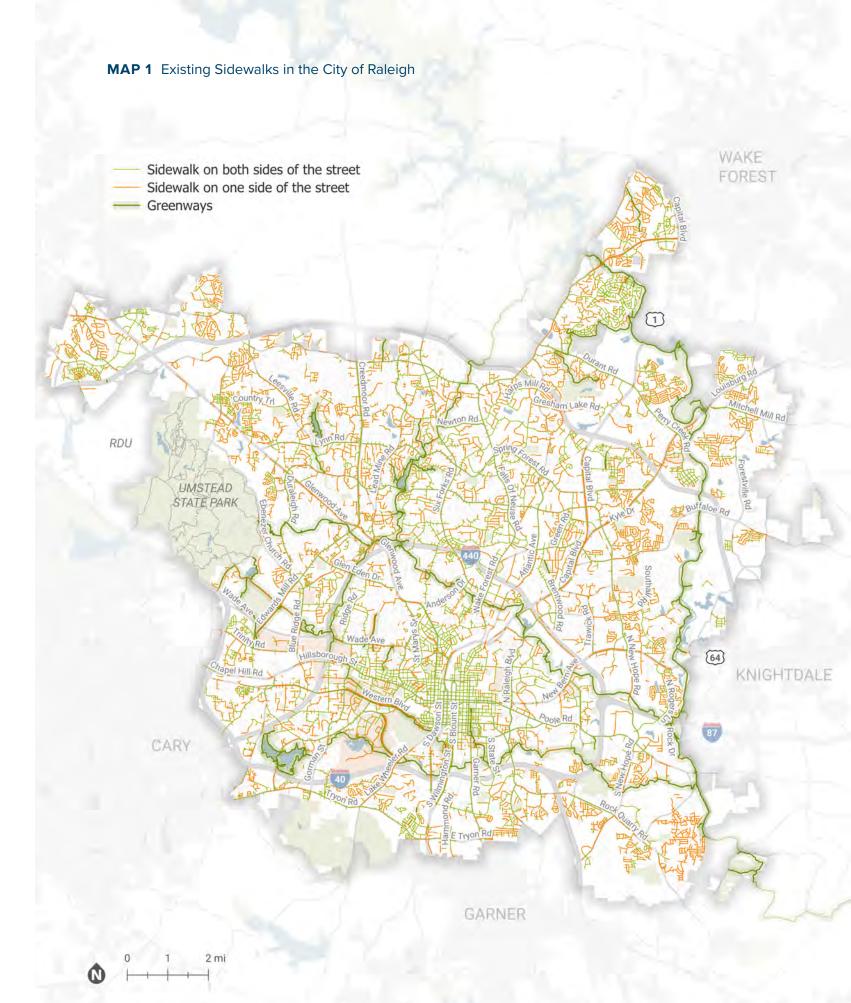
Existing Pedestrian Facilities:

- 31% of roadways have sidewalk on both sides of the roadway
- 26% of roadways have sidewalk on one side of the roadway
- 43% of roadways have no sidewalk



Existing Bicycle Facilities:

- 120 miles of greenways
- **35 miles** of sidepaths
- **75 miles** of delineated bicycle lanes
- 3 miles of separated bicycle lanes



MAP 2 Existing Bicycle Facilities in the City of Raleigh WAKE Separated Bikeways FOREST **Delineated Bikeways Shared Facilities** Sidepaths — Greenways UMSTEAD STATE PARK 64 KNIGHTDALE CARY GARNER 10 | RALEIGH ACTIVE MOBILITY PLAN

How Does it Feel to Walk and Ride a Bicycle?

Facility Types

Designated space for pedestrians and bicyclists is a primary factor that can influence where and if a person uses active modes for daily trips. The type of facility also plays an important role—attracting more users when it is comfortable and discouraging users when it feels uncomfortable. Active mobility facilities in Raleigh can be categorized into six main categories:

Pedestrian Facilities

Sidewalks

Sidewalks provide designated space for pedestrians to walk along a roadway and may include elements like a landscaped buffer.

Sidewalks help connect people to nearby destinations such as retail, dining, transit stops, schools, libraries, parks, and mixed-use areas.

For optimal safety and comfort, sidewalks should be wide enough to allow pedestrians and people using mobility assistance devices to pass one another.

Shared Use Facilities

Greenways

Greenways are trails or paths for bicyclists, pedestrians, and micromobility users that provide complete separation from vehicles, similar to sidepaths. Greenways are designed to connect to parks, neighborhoods, businesses, and cultural attractions. Unlike side paths, greenways are often located off-street along natural corridors and may be striped like roads to designate two-way non-motorized traffic.

Sidepaths

A sidepath typically runs alongside a road and is physically separated from vehicle traffic by a landscaped buffer. Sidepaths are a shared space for people walking, bicycling, using wheelchairs, or other forms of micromobility. They are typically at sidewalk level and an appropriate facility along roadways with higher vehicle speeds and traffic volumes.



Sidewalk



Greenway



Sidepath

Bicycle Facilities

Separated Bike Lanes

Separated bike lanes provide physical separation from both motor vehicles and pedestrians through horizontal elements such as striping and vertical elements such as parking stops, flex-posts, or bollards. Separated bike lanes are the preferred bikeway for roadways with higher traffic volumes and higher vehicle speeds as they provide safety from fast moving motor vehicles. Separated bike lanes also provide safety for pedestrians from people using bicycles, particularly in areas with high amounts of pedestrian activity. Separated bike lanes may also be used by people on e-scooters, skateboards, or other forms of micromobility.

Delineated Bike Lanes

Delineated bike lanes are portions of the roadway designated by striping, signage and pavement markings for bicycle use. They provide a dedicated space for bicyclists adjacent to motor vehicles. Although delineated bike lanes do not provide vertical separation from motor vehicles, they may include a striped buffer that adds more space between the bike lane and adjacent vehicle lanes or parking lanes.

Shared Lane Markings

On many streets, bicyclists share space with motor vehicles. These streets often have Shared Lane pavement markings (often referred to as sharrows) and other signage to alert drivers of potential bicyclists. On roadways with speed limits above 25 miles per hour or high traffic volumes, shared roads can feel stressful due to lack of separation from motor vehicles. However, when located on neighborhood streets with lower speed limits and low traffic volumes along with traffic calming infrastructure, shared lane markings can be part of Neighborhood Bikeways and provide safe and comfortable connections for people of all ages and abilities.



Separated Bike Lane



Delineated Bike Lane



Shared Road

Transit Connections

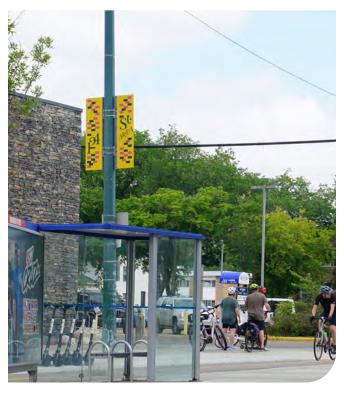
Residents with limited mobility options often rely more on active mobility and will likely use public transit more than others. Transit stations should have adequate pedestrian and bicycle infrastructure to accommodate residents that rely on these modes. However, less than half (44%) of GoRaleigh bus stops are along corridors that have bicycle facilities and over 100 bus stops do not have any sidewalks nearby.

Inadequate active mobility infrastructure near transit stops creates inhospitable environments for transit users walking and bicycling to stops, often forcing users to traverse difficult terrain where sidewalks are incomplete or ride on busy arterial roads without bicycle infrastructure.

Schools

Access to schools is important, especially in socially vulnerable areas. For parents and students, the ability to walk or bicycle to local public schools safely can provide health, safety, and transportation benefits.

There are currently 15 public schools in Raleigh that are not within 0.5 miles of a bicycle facility. These schools are mostly in the southeast and northeast areas of Raleigh and coincide with the major aforementioned gaps in active mobility infrastructure. Adding bicycle and pedestrian infrastructure near these schools will connect neighborhoods to important destinations and provide younger residents with increased mobility options.



Transit stop with pedestrian and bicycle infrastructure

Public Schools

(>0.5 mile from a bicycle facility)

- 1. River Bend Elementary School
- 2. Barwell Road Elementary School
- 3. Barton Pond Elementary School
- 4. Beaverdam Elementary School
- 5. Fox Road Elementary School
- 6. River Oaks Middle School
- 7. Hilburn Drive Academy
- 8. Harris Creek Elementary School
- 9. Jeffreys Grove Elementary School
- 10.Lead Mine Elementary School
- 11. River Bend Middle School
- 12. Walnut Creek Elementary School
- 13. Wilburn Elementary School
- 14. Wildwood Forest Elementary School
- 15. York Elementary School

12 | RALEIGH ACTIVE MOBILITY PLAN **ACTIVE MOBILITY TODAY | 13**

Safety

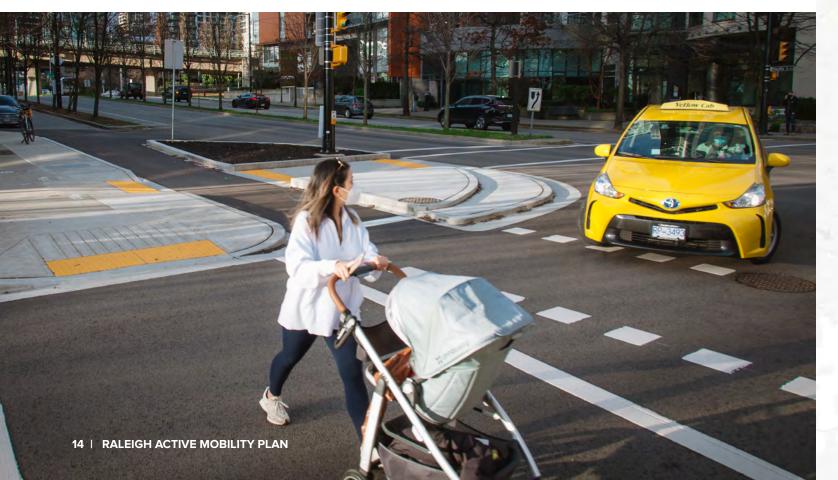
Concerns about safety are one of the biggest deterrents to active mobility. Without dedicated, protected space, pedestrians and bicyclists are less likely to use active mobility to access destinations. Raleigh has committed to Vision Zero with the goal of eliminating traffic deaths and serious injuries for all who share Raleigh streets by 2040. Crash data from 2020-2024 highlights the perceived and actual safety risks currently associated with active mobility in Raleigh.

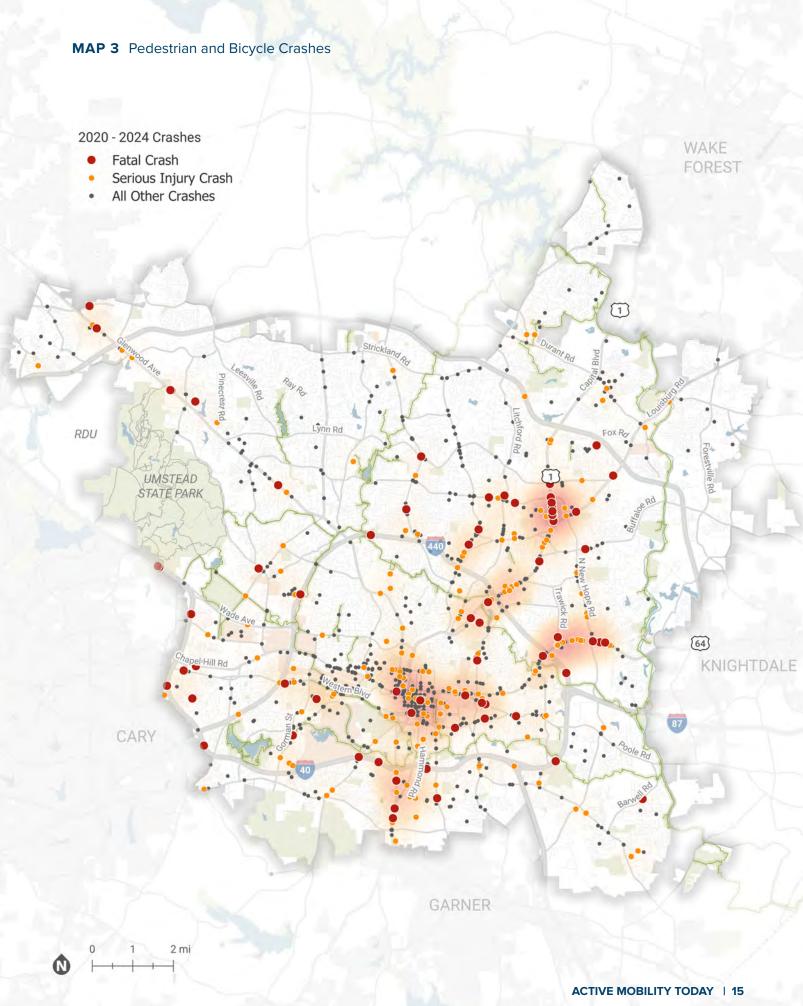
- Fatal and serious injury bicycle and pedestrian crashes are mostly concentrated in Downtown Raleigh and along high-speed, multi-lane roads such as Capital Boulevard, New Bern Avenue, and South Saunders Street.
- Nearly 22% of all bicycle and pedestrian crashes occurred on streets with shared roads or delineated bike lanes, which provide no barrier separation for bicyclists from motor vehicles.

- There are four roads that account for almost 30% of the fatal and serious injury bicycle and pedestrian crashes:
 - Wilmington Street
 - Saunders Street
 - New Bern Avenue
 - Capital Boulevard

Key Data (2020-2024)

- 22% of crashes occur on streets with no physical separation
- 4 roads = 30% of fatal/serious injury crashes
- Downtown Raleigh: Major hot spot for crashes and the highest volume of people walking and bicycling





Who Has Access?

Equity and Social Vulnerability

For Raleigh's active mobility network to serve the whole community, it must respond to the needs of those with fewer transportation choices and greater barriers to mobility. An equity analysis based on socioeconomic factors identified eight key populations vulnerable to transportation disadvantages:

- 1. Black, Indigenous, and other People of Color
- 2. Households in poverty
- 3. Carless households
- 4. Youth under 18 years old
- 5. Older adults over 64 years old
- 6. People with disabilities
- 7. People with limited English proficiency
- 8. People with limited educational attainment

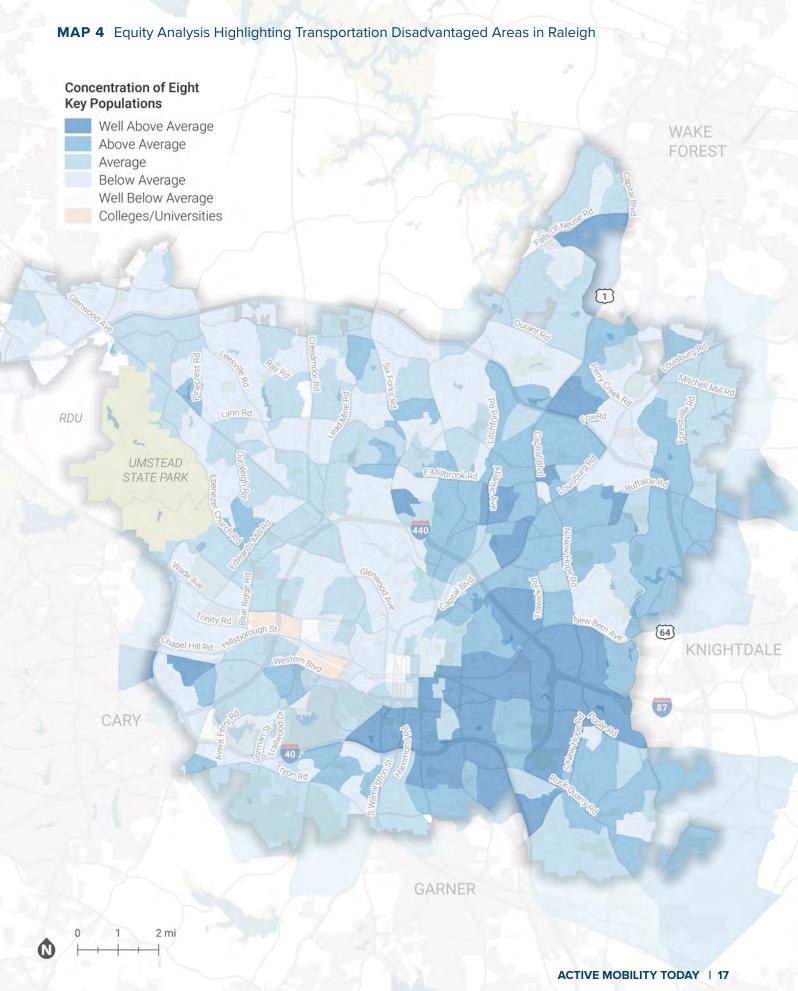
Of the eight key populations, four were consistently prominent in most of the transportation disadvantaged census block groups:

 Households in poverty: Income impacts mobility choices, as low household income residents may rely on walking and bicycling to and from destinations or transit stops.

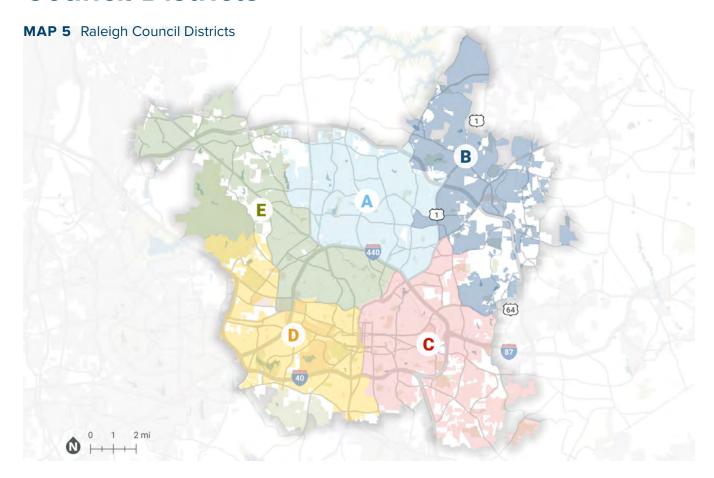
- Carless households: Many of these areas have a high number of zero-car households, highlighting the necessity of active mobility options. Without complete active mobility infrastructure, these residents often have to cross roads without marked crosswalks, or ride a bicycle on arterial roads with high speeds and high traffic volumes in order to make their transit connections. These residents are also likely to be reliant upon others for transportation.
- Younger and older populations: These residents may not be able to drive and require lower-stress routes to meet daily needs.

Many of Raleigh's transportation disadvantaged areas are south and east of downtown, overlapping with areas that have major gaps in pedestrian and bicycle infrastructure—indicating that more investment in active mobility in these areas may have an outsized impact on quality of life.





Council Districts



Ensuring that active mobility projects reach all residents is crucial to improving mobility options throughout the city. **Table 1** shows the miles of bicycle facilities and percentage of sidewalk completeness in each of Raleigh's city council

districts. Future active mobility projects should focus on addressing gaps in infrastructure in every district, creating a cohesive, connected network that reconnects neighborhoods and provides safe and efficient active mobility options.

TABLE 1 Analysis of Active Mobility Infrastructure in each of Raleigh's City Council Districts

	Miles of Roadway	Miles of Bikeways	Sidewalk Completeness
District A	402	26	48%
District B	369	19	51%
District C	422	24	45%
District D	373	35	47%
District E	435	22	42%

Network Gaps

While there are many active mobility facilities throughout Raleigh, there are also facilities that are disconnected, uncomfortable, or designed without the necessary separation to serve people of all ages and abilities. There are two council districts, in particular, that have significant gaps in active mobility infrastructure:

District C

Western portions of District C encompass
Downtown Raleigh and have numerous pedestrian
and bicycle facilities. Eastern portions of District
C, however, have minimal active mobility facilities.
This lack of infrastructure is highlighted by the
Olivia Raney Local History Library, which is the only
public library in the city that is not within ¼ mile
of a bicycle facility. Eastern portions of District C
also have destinations like public schools, grocery
stores, bus stops, parks, and a concert venue that
are not accessible by any bikeway. Pedestrian
infrastructure in the area is also inadequate, as
many roads do not have a sidewalk or only have a
sidewalk on one side.

District B

Segments of District B also have significant bicycle infrastructure gaps. While some bicycle facilities do exist, they do not effectively connect area residents to their destinations. The district, especially in the eastern portion, also lacks sufficient pedestrian infrastructure, as most roads do not have a sidewalk or only have a sidewalk on one side.

18 | RALEIGH ACTIVE MOBILITY PLAN

ACTIVE MOBILITY TODAY | 19

Policies and Programs in Action

The Raleigh Active Mobility Plan builds upon the BikeRaleigh Plan, adopted in 2016, to establish a framework for expanding Raleigh's bikeway network and improving safety, comfort, convenience, and accessibility for bicyclists of all ages and abilities. Since then, the City has established several programs and adopted multiple plans that assist with cultivating a bicycle culture in Raleigh and guide future development for pedestrian and bicycle infrastructure.

2030 Comprehensive Plan

The 2030 Comprehensive Plan establishes a vision for the City, provides policy guidance for growth and development, and contains action items directed at the City to implement the vision. The Plan calls for pedestrian and bicycle safety improvements, such as sidewalk improvements, delineated bike lanes, bike parking, separated bike lanes, wide outside lanes, sharrows, paved shoulders, and signal detection.

Greenway Plan

The Capital Area Greenway Plan reflects Raleigh's environmental, recreational, and transportation goals and establishes clear recommendations and actions that prioritize and guide investments to meet the community's needs. The plan stresses the necessity of a well-connected network of active mobility facilities that make people feel safe and comfortable.

Vision Zero Comprehensive Safety Action Plan

In early 2023, the City of Raleigh was awarded a federal grant to develop a Vision Zero Comprehensive Safety Action Plan. The Plan aims to reduce and eliminate serious injuries and fatalities along the transportation network while increasing safe, healthy, and equitable mobility for all. Plan recommendations for infrastructure improvements such as traffic calming, intersection improvements, and enhanced lighting prioritize safety for people bicycling and walking.

Safe Routes to School Program

The City of Raleigh's Safe Routes to School Program works to make walking and bicycling to and from school safe, convenient, and fun for children. The program is led by Raleigh's Vision Zero team and collaborates with Wake County Public Schools to make infrastructure improvements, often related to pedestrian crossings.

Pedestrian Program

Through Raleigh's Pedestrian Program, the city prioritizes sidewalk and active mobility implementation projects intended to improve the city's walkable infrastructure. The Pedestrian Program aims to create a pedestrian network where residents and visitors of all ages, abilities, and backgrounds can comfortably walk to nearby destinations throughout the city.

Dockless Bikeshare and E-Scooter Program

The City of Raleigh recently established its first dockless bikeshare and e-scooter program with the goal of making it easier for residents to access electric-assist bicycles and electric scooters, while providing greater access to destinations without the need to park at a docking station. This program provides residents with more mobility options to access destinations throughout the city.

Neighborhood Speed Limit Reduction Process

The City of Raleigh established the Speed Limit Reduction Process to empower residents to improve safety on their neighborhood streets. The program allows residents to contact city staff to request a lower speed limit on their street. Lower speed limits on neighborhood streets can help improve safety for people using active modes and have a positive impact on the quality of life for residents.

In addition to a host of plans and programs aimed at building a culture of active mobility in Raleigh, the city has also established a regulatory framework to guide the development and redevelopment of city streets to include bicycle and pedestrian infrastructure.

In 2013, the City of Raleigh adopted the Unified Development Ordinance (UDO) to preserve, protect, and promote the public health, safety, and general welfare of residents and businesses in the city. The UDO consolidates the requirements established in the Raleigh Street Design Manual and provides dimensional standards for streets and streetscapes throughout the city.

In 2021, Ordinance No. (2021) 291 TC 454 amended the UDO by updating the bicycle facilities required on certain street types.

Table 2 below highlights the street types in the City of Raleigh that require a bicycle facility and identifies the associated plan or ordinance through which the requirements are established. Importantly, this means that the UDO articulates a complete, comprehensive network of pedestrian and bicycle facilities.

TABLE 2 City of Raleigh Bicycle Facility Requirements

Street Type	Bicycle Facility	Pedestrian Space	On-Street Parking	Plan/ Amendment
Busway 6-Lane	Separated Bicycle Lane	6 Feet	N	Ordinance No. (2021) 291 TC 454
Busway 4-Lane	Separated Bicycle Lane	6 Feet	N	Ordinance No. (2021) 291 TC 454
Busway 2-Lane	Separated Bicycle Lane	6 Feet	N	Ordinance No. (2021) 291 TC 454
Avenue 6-Lane, Divided	Separated Bicycle Lane	6 Feet	N	Raleigh Street Design Manual*
Avenue 4-Lane, Parallel Parking	Separated Bicycle Lane	10 Feet	Y	Raleigh Street Design Manual*
Avenue 4-Lane, Divided	Separated Bicycle Lane	6 Feet	N	Raleigh Street Design Manual*
Avenue 3-Lane, Parallel Parking	Separated Bicycle Lane	8 Feet	Y	Raleigh Street Design Manual*
Avenue 2-Lane, Undivided	Separated Bicycle Lane	6 Feet	N	Raleigh Street Design Manual*
Avenue 2-Lane, Divided	Separated Bicycle Lane	6 Feet	N	Raleigh Street Design Manual*

*later adopted into the Unified Development Ordinance by Ordinance No. (2021) 291 TC 454

20 | RALEIGH ACTIVE MOBILITY PLAN ACTIVE MOBILITY TODAY | 21



3

Community Voices

This chapter highlights the engagement activities conducted during the development of the Plan and the input gathered from the community that shaped and refined recommended actions and strategies.

What We Did

Development of the Raleigh Active Mobility Plan included a broad community engagement effort that incorporated a variety of strategies aimed at gathering the lived experiences of Raleigh residents related to walking, bicycling, rolling, and accessing transit and key destinations. This information was used to inform the development of a comprehensive active mobility network and identification of policies and programs to support plan implementation.









Open House Meetings

A total of six public open house events, drawing over 180 participants, were hosted to give residents an interactive and engaging way to inform and shape the plan. Each event featured drop-in style stations where participants could explore network maps, review draft recommendations, engage in hands-on activities, vote for their preferences and priorities using dots and tokens, and leave comments. Attendees engaged directly with City staff, sharing location-specific knowledge and priorities. This feedback was collected and analyzed, and ultimately used to complement technical analyses to ensure the plan reflects community needs.

Phase 1 Open Houses: Discovery

During Phase 1 open house events participants moved through five stations focused on the Plan's draft goals, pedestrian and bicyclist comfort in different contexts, trade-offs for street space to accommodate various modes, key walking and bicycling destinations, and

location-specific needs by City Council district. Activities included sticker and dot voting, hands-on exercises, and comment boards, allowing participants to share priorities and ideas for improving Raleigh's walking and bicycling environment.

Phase 2 Open Houses: Recommendations

In the second phase of open house events, attendees were given opportunities to review and respond to draft recommendations for the bikeway and sidewalk networks, project implementation timing, and the role of implementation tools such as maintenance programs, community-led responses, and private development. Participants moved between stations, leaving comments, voting using dots, and taking part in hands-on activities.







Phase 2 Open House: interactive station

Stakeholder Meetings & Office Hours

The project team convened a group of stakeholders throughout the planning process to help guide the plan development. The Steering Committee met three times, refining plan elements and preparing for upcoming phases of work. In addition to formal committee meetings, the project team hosted in-person, drop-in style office hours approximately every four weeks, between fall 2024 to spring 2025

- Meeting 1 (August 15, 2024):): Introduced
 the project scope, shared the draft vision and
 goals, outlined implementation approach, and
 discussed engagement formats like steering
 committee meetings, open houses, council
 district sessions, online surveys, and stakeholder
 interviews for the first phase of public outreach.
- Meeting 2 (October 28, 2024): Reviewed plan progress, and refined draft goals, vision statement, prioritization criteria, and analysis framework. The committee also reviewed the engagement approach for upcoming citywide and district-level events.
- Meeting 3 (May 22, 2025): Prepared for the second round of public open houses and emphasized the importance of creating meaningful, interactive opportunities to understand public values and priorities. The committee aligned on key messages and logistics for presenting plan concepts at the second open house event.

Board and Commission Meetings

The project team participated in seven board and commission meetings, including two Greenway Committee meetings, three Bicycle and Pedestrian Advisory Commission (BPAC) meetings, two Environmental Advisory Board meetings, and one Raleigh Commission for Persons with Disabilities meeting. Highlights included key themes that emerged from open house events and online survey responses. The team reviewed sidewalk project rankings, identification of priority corridors, and creation of a focused bikeway network. The presentation also introduced "touchpoints before implementation" and outlined four core implementation tools: Capital Improvement Program, Private Development, Resurfacing and Maintenance, and Community Response. Next steps included refining survey analysis, finalizing network priorities, and developing a project list for implementation.



Focus Groups

Several focus groups were conducted with key agency and stakeholder representatives to gather insights on current practices, challenges, and opportunities related to implementing active transportation infrastructure.

Transit

As part of the plan development, a focus group was held on August 5, 2025, with staff from the GoRaleigh transit team to gather input on perceptions, operational considerations, and draft recommendations related to walking, biking, and rolling infrastructure. The discussion focused on how active mobility intersects with transit services, with particular attention to sidewalk and bicycle access, connectivity in fringe and suburban areas, and first and last-mile challenges.

Maintenance

On August 5, 2025, members of the City of Raleigh's Transportation Street Maintenance team participated in a focus group to discuss active mobility-related maintenance needs and priorities. The conversation focused on common barriers to walking and bicycling—such as sidewalk obstructions, cleaning of bicycle lanes, and explored how the team responds to increased use of these facilities through new staffing, equipment, and updated work planning processes.

North Carolina Department of Transportation (NCDOT)

On August 14, 2025, staff from NCDOT Division 5 participated in a focus group meeting to discuss active mobility along state-managed roadways in Raleigh. The discussion focused on NCDOT's approach to planning, scoping, and implementing complete street elements, while also gathering input on programs that support local jurisdictions with implementation and maintenance. The session identified opportunities for partnership with the City of Raleigh to advance the goals of the Active Mobility Plan.



Sidewalk Gap work in Raleigh



GoRaleigh Bus

Online Survey

To ensure broad public participation beyond in-person events, two online surveys were conducted during different phases of public engagement. Each survey had a distinct purpose and offered insights into community needs, preferences, and priorities related to walking, bicycling, and rolling in Raleigh.

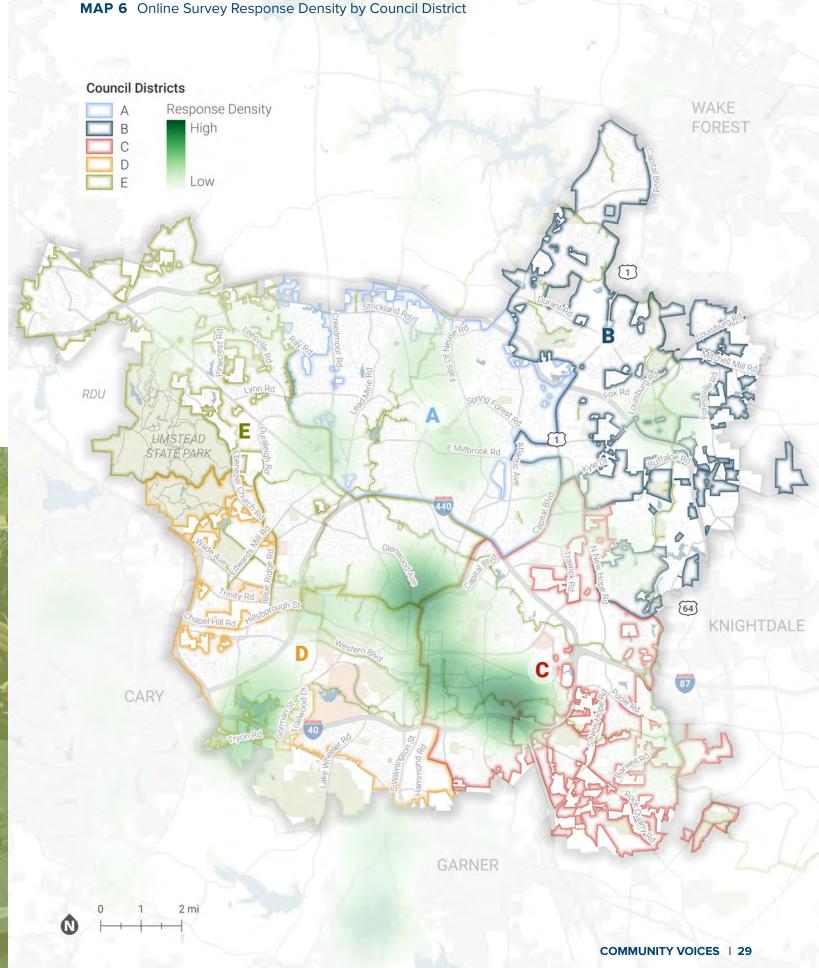
Survey 1 (Winter 2024 to Spring 2025)

This survey was conducted during the first phase of public engagement and received 561 responses. Focused on understanding residents' day-to-day travel experiences, it gathered demographic data and asked respondents to describe what it is like to get around Raleigh without a car, reflect on how they currently travel, and share what types of trips they would like to make more often using active mobility options. This survey helped establish a baseline understanding of barriers, behaviors, and desires related to active mobility.

Survey 2 (Summer 2025)

This survey was conducted during the second phase of public engagement for the Raleigh AMP and collected 300 responses. The survey aimed to gather data about residents' opinions of the purpose, goals, and implementation process of pedestrian and bicycle infrastructure. The survey gave residents an opportunity to weigh in on preferred types of bikeway and sidewalk investments, expectations for engagement during project delivery, and opinions on various implementation tools.





Social Media

The Raleigh Active Mobility Plan project website served as the central hub for digital engagement, sharing links to online surveys, details on upcoming open houses, and other participation opportunities. Information was also promoted through the City's social media channels and newsletter, expanding reach beyond the website

to engage residents across multiple platforms.

This coordinated online presence helped keep the community informed and encouraged ongoing participation throughout the planning process.



City Instagram post following a Phase 1 Open House Event

Source: raleightranspo



City's project website

Source: raleighnc.gov

What We Heard

Public and stakeholder feedback played a central role in shaping the Raleigh Active Mobility Plan.

Over the course of two phases of engagement,
Raleigh residents and community partners shared their experiences, identified barriers, and weighed in on draft recommendations to support walking, bicycling, and rolling throughout the city.

- Phase 1 Engagement took place from October to December 2024 and focused on understanding current conditions and community needs.
 Engagement activities included Survey #1, Stakeholder Meetings #1 & #2, and Open House Events.
- Phase 2 Engagement occurred from February to April 2025 and centered on gathering input on proposed network improvements and implementation strategies. This phase included Open House Events, Survey #2, and Stakeholder Meeting #3.

Across both phases, Raleigh residents emphasized the importance of creating a safer, more accessible, better connected, and more equitable active mobility network. The engagement process revealed consistent themes around infrastructure safety, connectivity to key destinations, neighborhood-level disparities, and the need for continued community involvement. The following pages summarize the most frequently shared themes from both engagement phases, including demographic and geographic (Council District) highlights that provide context for those who participated and where needs were most strongly voiced.









Community participation during Phase 1 & Phase 2

Phase 1 Themes

Phase 1 engagement focused on identifying barriers and priorities related to walking, bicycling, and rolling in Raleigh. Throughout Phase 1, the following themes emerged:

Navigating without a car is difficult

Over 85% of Survey #1 respondents described getting around Raleigh without a car as "difficult" or "very difficult." This sentiment was strong among respondents from Districts C and D, where sidewalk and bikeway gaps, especially near major roads and destination centers were widely reported.

• Bike lanes are unsafe and incomplete

Concerns about debris and cars parked in bike lanes were common across the city, particularly in District E along Glenwood Avenue and Wade Avenue, and in District C near Village District and Iron Works. Residents expressed a strong preference for separated bike lanes to increase safety.

Sidewalk gaps and missing connections

Comments from District A noted the absence of sidewalks near schools like Jeffreys Grove Magnet Elementary School, while District B residents emphasized poor connections to greenways and transit stops. These gaps were especially concerning for families with children and seniors.

Infrastructure inequities

Respondents from Southeast Raleigh (District C) communicated concerns with decades of underinvestment in infrastructure. The area was described as lacking basic pedestrian infrastructure, with many residents calling for safer crossings, improved access to transit, and better lighting.

Demographics of respondents showed that participation skewed toward working-age adults: 50% were between 25 to 44 years old and 41% were 45 years and older. Among respondents aged 45+, many emphasized increased accessibility and safety as key needs.





Phase 1 engagement highlights

Phase 2 Themes

In Phase 2, the project team tested draft recommendations and gathered feedback on implementation preferences through Survey #2, Stakeholder Meeting #3, and Open Houses.

Connectivity to destinations is critical

Most participants wanted bikeways and sidewalks to connect neighborhoods with transit, parks, schools, and commercial areas. This priority was most visible in feedback from District A, District C, and District E, where respondents identified specific gaps that limit daily active mobility options such as Leesville Road, Chavis Way, and Triangle Town Center.

Current bicycle infrastructure needs improvement

While 62% of respondents said Raleigh's bicycle network "somewhat" meets their needs, 26% said it does not meet their needs at all. Districts B and D residents pointed to unsafe conditions along Gorman Street, Avent Ferry Road, and Falls of Neuse Road as deterrents to riding a bicycle.

Differing opinions on community input during project implementation

Participants from Survey #2 preferred more inclusive engagement before implementation, while in-person Open House #2 attendees leaned toward quicker project delivery. This divergence suggests a need for flexible engagement approaches depending on the project scale and application.

Private development as the least preferred implementation tool

Across all Council Districts, residents preferred city-led capital improvement project coordination through resurfacing and maintenance projects. Concerns were raised in District C and D about accountability and the ability to maintain adherence to consistent design standards when relying on developers.

Demographic representation remained limited. Survey #2 was dominated by 25–44-year-olds (65%). Respondents aged 45 years and older (45 to 54 years, 55 to 64 years, and 65+) emphasized the need for improved accessibility and intersection safety, especially in areas like Wade Avenue and Capital Boulevard.





Phase 2 engagement highlights

Focus Group Meeting Themes

Targeted focus group sessions added practitioner and partner perspectives that complemented community feedback:

- Transit: Highlighted the need for stronger coordination between active mobility and transit planning, with feedback directly informing final recommendations to improve multimodal integration.
- Maintenance: Participants shared insight on the city's newly enhanced street sweeping and bike lane cleaning program and efforts to assess resource needs to appropriately plan for future program expansion. The team emphasized the desire to incorporate industry standards into future planning and implementation to ensure adequate on-going maintenance of facilities.
- NCDOT: Stressed the role of Complete Streets policies in guiding project scoping and coordination, noting right-of-way and cost constraints, and the importance of early collaboration.

Engagement Takeaways

Across both phases of engagement, Raleigh residents, community partners, and stakeholders shared valuable insights that shaped the vision, priorities, and recommendations of the Plan. Through open houses, surveys, and targeted stakeholder discussions, participants helped identify pressing challenges, elevate equity concerns, and define what a safe, accessible, and connected Raleigh should look like.

In total, the project team gathered input from over 180 open house attendees and 850 survey respondents, as well as local practitioners and subject-matter experts through a series of stakeholder and focus group meetings. This robust and multi-faceted engagement process ensured that the Plan is grounded in the lived experiences and aspirations of Raleigh's residents.

By centering community voices and practitioner perspectives, the plan reflects a collective vision for a city where people of all ages and abilities can walk, ride a bicycle, and roll with safety, dignity, and ease.



180 OPEN HOUSE ATTENDEES



850 SURVEY RESPONSES



FOCUS GROUP MEETINGS



3 STAKEHOLDER MEETINGS





Connections for Daily Trips

This chapter presents proposed comprehensive and priority networks for pedestrian and bicycle facilities to create a safe, connected, and equitable network for Raleigh.

This chapter outlines the recommended pedestrian The sections in this chapter cover: and bicycle facilities that will guide Raleigh as it expands its network. The goal is to create a connected, equitable, and accessible community where walking, bicycling, and rolling are safe, enjoyable, and viable for all. This Plan does not create a new vision for a comprehensive network. Instead, these recommendations build upon the City's existing network and facilities defined through city policies. They represent a strategy for improvements that result in a more complete, cohesive, and connected network with safe, lowstress facilities that are suitable for people of all ages and abilities.

- Raleigh's Comprehensive Pedestrian and Bicycle Network: the long-term, visionary network, defined in the City's existing plans and UDO, that forms the basis of the Plan's facilities recommendations
- The Priority Network: the prioritized network of facilities and projects defined by their impact in realizing the City's vision, community values, and this Plan's goals

The Comprehensive Network

The Priority Network and the Big Jump Network (Chapter 5) are grounded in Raleigh's Comprehensive Network. This network represents the vision for Raleigh's pedestrian and bicycle network, where walking and bicycling to local destinations can be a convenient, comfortable part of everyday life. This network is:

- Long-term: a network whose implementation will be realized over many years, or even decades,
- Visionary: a high-level picture of the network needed based on connectivity, accessibility, and user preferences for low-stress facilities,
- Complete: a network for the whole of Raleigh; although it does not include every street in Raleigh, it is comprehensive in its inclusion of both priority corridors from the 2016 BikeRaleigh Plan, bikeways and sidewalks or sidepaths as designated in Raleigh's UDO.

Implementing the comprehensive network will take years and even decades in some areas. The inclusion of this network map is important: it gives developers, staff, elected officials, and the public a shared understanding of what is expected on Raleigh streets in the future, and forms the basis of this Plan's recommendations.

For the comprehensive pedestrian network, the City envisions a connected network of sidewalks or sidepaths on every street (see *Map 7*). While many different types of bikeways exist in Raleigh today, the comprehensive bicycle network simplifies these into two main categories for the future:

- Separated Bikeways: These corridors have been designated in the Raleigh Street Plan with a cross-section that includes a bikeway separated from vehicle traffic (see pages 11-12 for facility descriptions), such as a sidepath or separated bike lane. While it may be difficult to envision separated bikeways on some of these corridors today, planning for this infrastructure now will ensure these streets can provide the space and separation bicyclists need as the city continues to grow. See the call out box to learn more about Raleigh's Street Plan and UDO.
- Neighborhood Bikeways: These corridors are designated as neighborhood streets in the Raleigh Street Plan and thus do not have a required separated bicycle facility. The recommended neighborhood bikeways were identified in the 2016 BikeRaleigh Plan and have been carried forward as locations where traffic calming can be used to slow vehicles and create a calm, comfortable, shared environment for bicycles and cars.



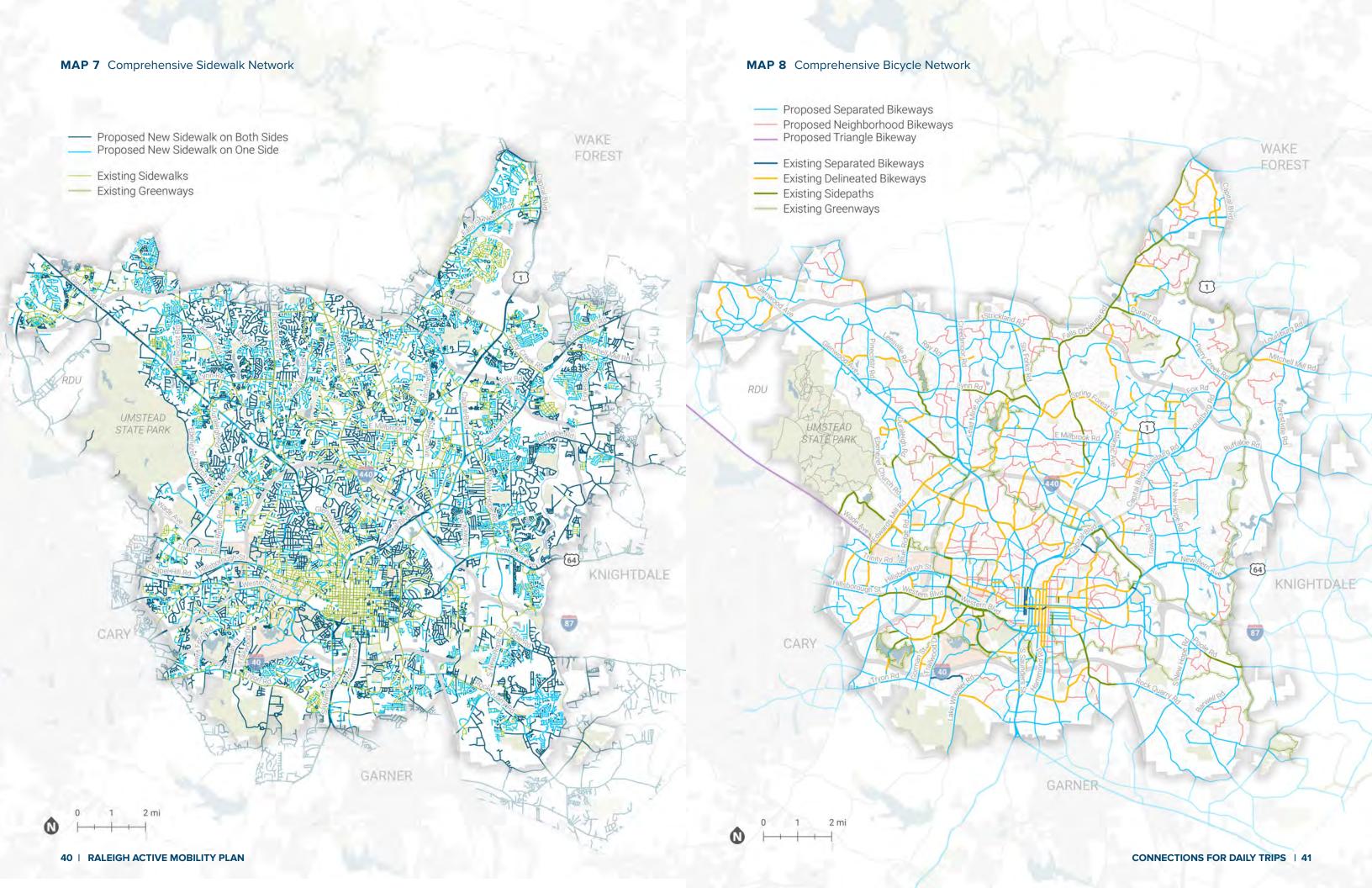




Neighborhood bikeway example

The City of Raleigh Street Plan was developed as part of the 2030 Comprehensive Plan Update and adopted by City Council in 2019. The Street Plan maps out a street classification system that includes six categories: Sensitive Area Streets, Local Streets, Mixed Use Streets, Major Streets, Industrial and Service Streets, and Limited Access Highways. As stated in the Raleigh Street Design Manual, "while the UDO establishes the appropriate street type, this manual assists with specific design details related to the engineering aspects of the various street typologies." Article 8.5 of Raleigh's Unified Development Ordinance (UDO) provides detailed descriptions, cross-sections, and design guidance for each street classification to ensure that as Raleigh grows, the transportation system aligns with the community vision and goals set forth in the 2030 Comprehensive Plan.

38 | RALEIGH ACTIVE MOBILITY PLAN **CONNECTIONS FOR DAILY TRIPS | 39**



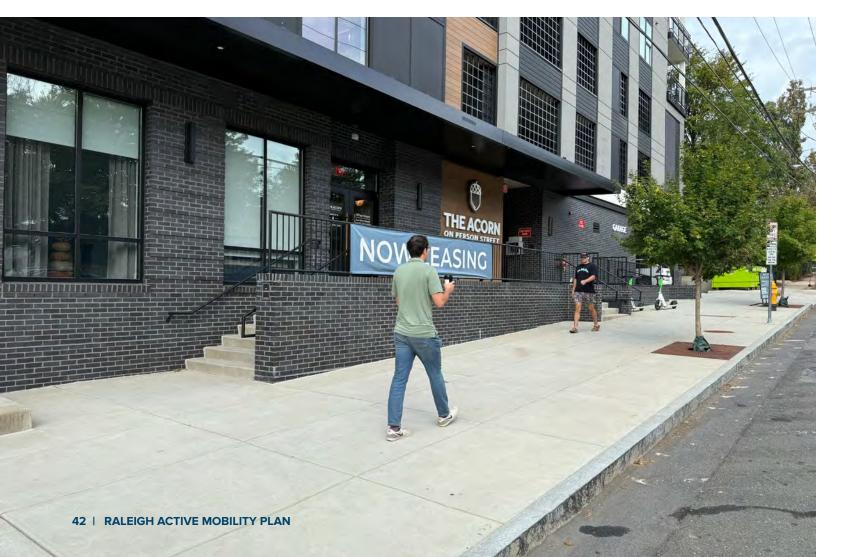
The Priority Network

The priority network establishes a bold vision for pedestrian and bicycle connectivity and ensures that high-comfort pedestrian and bicycle facilities will continue to be incorporated on streets as the city grows. While each corridor and intersection is important to the overall vision, the scale of investment can be overwhelming. The Priority Network identifies the corridors with the most impact and connections to realize this vision by examining:

- Context: the broader urban environment around these proposed projects
- Access: the projects' ability to create connections framework for implementation, guiding where to active mobility corridors or nodes

- Density: not necessarily of people or jobs, but of the places to which our community members are
- **Equity:** the degree to which a project invests in socially vulnerable populations

These factors are broad, and data-based project prioritization helps to bring clarity and objectivity. Project prioritization uses measurable criteria to determine which projects are most transformational and feasible to construct given real-world constraints and community priorities. Together with cost and political support, this provides a and why the city will invest its time and resources in pursuit of a fully connected network for active modes.



Pedestrian and bicycle facilities were independently evaluated using the criteria listed below. While some criteria are shared, descriptions are included to communicate the rationale for each active mobility mode.

TABLE 3 Pedestrian Priority Project Criteria

_ <u></u> Criteria	
Equity	Sidewalks in areas where there is a high concentration of socially vulnerable or underserved communities, and sidewalks in areas where there is high population density.
Safety	Sidewalks along corridors with higher speed limits and vehicle volumes.
Transit Access	Sidewalks along corridors with high-use transit stops and corridors within close proximity to transit stops (one quarter mile).
Destination Access	Sidewalks along corridors that with schools, parks or greenways, and retail/shopping destinations, and sidewalks along corridors that provide connections to those destinations.

TABLE 4 Bikeway Priority Project Criteria

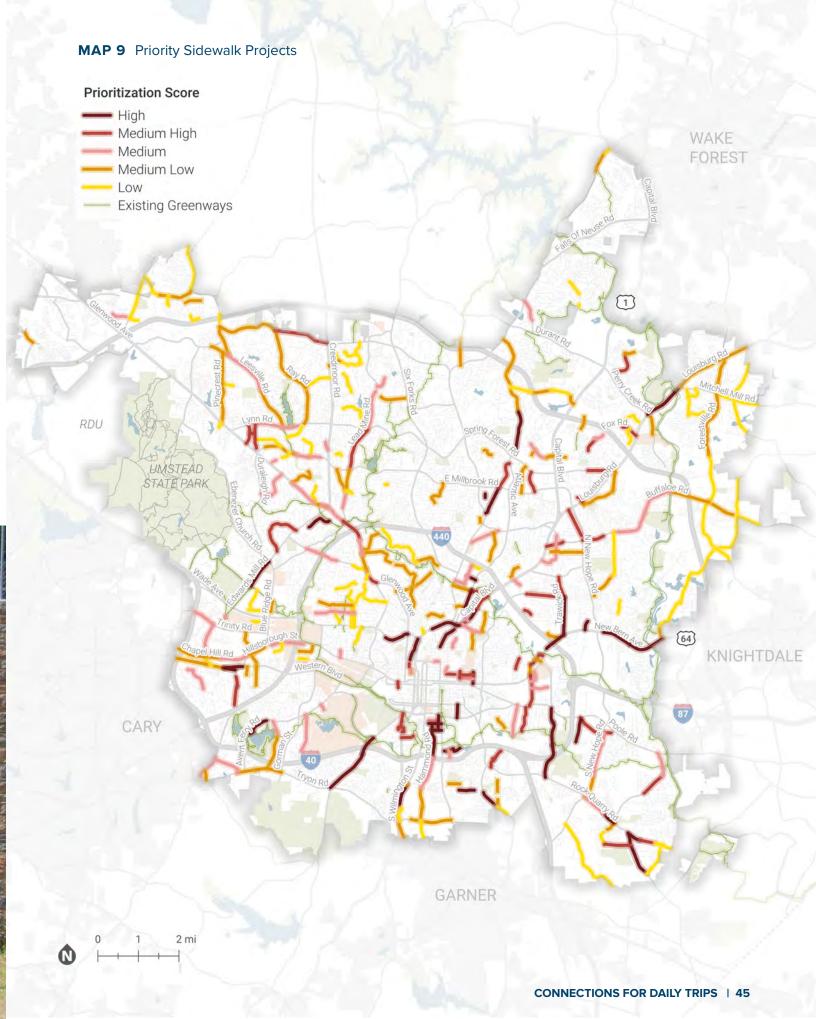
Criteria	
Equity	Corridors in areas where there is a high concentration of socially vulnerable or underserved communities.
Destination Density	Corridors that provide access to areas with a high density of schools, libraries, grocery stores, multifamily housing, and parks.
Multimodal Access	Corridors that provide direct connections to greenway access points and transit stops.
Supportive Land Use	Corridors where the city is planning for increased density and active mobility including areas planned for transit-oriented development and other types of mixed-use development.

If the City of Raleigh were to only implement the highest scoring projects from the data-based prioritization, the result would be a fragmented network of pedestrian and bicycle infrastructure that does not reach many areas of the city. The priority network aligns with the community-identified vision and goals for the plan by including some of the highest scoring priority corridors as well as important connections between them. This combination of data-based prioritization with the community's vision of connectivity creates a connected and cohesive active transportation network for people across the city.

Priority Network Includes:

- 20 miles of Priority Existing Links high-quality existing facilities that will continue to be important connections within Raleigh's network.
- 17 miles of New Neighborhood Bikeways— neighborhood streets where traffic calming measure will allow bicyclists to comfortably share the road with vehicles.
- 64 Miles of New Separated Bikeways streets with higher vehicle speeds and volumes that require physical separation for bicycles.
- 45 miles of Priority Bikeway Upgrades existing striped or buffered bikeways that require additional upgrades or separation to better serve bicyclists of all ages and abilities.





MAP 10 Priority Bikeway Network New Separated Bikeway New Neighborhood Bikeway Priority Upgrade Priority Existing Link — Greenway Master Plan Highest Priority Trails WAKE Comprehensive Bikeway Network FOREST Separated Bikeway Neighborhood Bikeway Existing Greenways HMSTEAD STATE PARK 64 KNIGHTDALE CARY GARNER 46 | RALEIGH ACTIVE MOBILITY PLAN

Taking the Big Jump

Even with priority corridors identified, expanding a network can take many years. Roadway ownership, agency responsibilities, and fiscal challenges can all slow progress towards completion. But if these factors can be identified and controlled, the potential for a rapid expansion in the network—a big jump forward—is possible.

A subset of the priority network, the Big Jump is a recommended network of facilities to be built over five years, that is defined by its feasibility of implementation, potential for immediate impact, and ability to generate momentum for further development. Learn more in **Chapter 6**.





Network Implementation

This chapter outlines the approach to implementing the plan, emphasizing coordination, funding, policies, and programs that will support active mobility for people of all ages and abilities. Planning a bicycle and pedestrian network is a coordinated and comprehensive effort, but just the first step in realizing Raleigh's vision of a connected, equitable, accessible city. Implementing the plan will be a phased, multi-year process requiring interdepartmental and interagency coordination, feasibility assessments and securing funding, all culminating in design and construction. Identifying the many potential implementation tools and their processes, policy changes, and funding opportunities helps to align these efforts and deliver these recommendations more efficiently and effectively.

This Chapter covers:

- Implementation tools: the project development methods available to the City.
- **Implementation processes:** the steps to be taken to identify, design and construct bicycle and pedestrian facilities.
- Policies and programs: non-infrastructure changes to improve walking and bicycling for Raleigh community members and within City operations.
- Funding sources: resources to finance project development.

Implementation Tools

Implementing active mobility projects should be incorporated into each strategy and process that the City of Raleigh uses to plan, design, and change streets to ensure continual progress toward the vision for a connected, equitable, and accessible network.

The City will use several types of implementation tools to build out the network:

- Capital Improvement Program (CIP)
- Resurfacing, Maintenance, and Utility Work
- Safety and Community Response
- Private Development
- Quick Builds

Capital Improvement Program (CIP)

Large-scale projects that often require significant planning and allocation of resources by the city government. This implementation tool presents the opportunity to build active mobility infrastructure as standalone projects or as components of other projects. Projects and cost estimates are identified for a five-year planning period and updated annually to refine priorities and costs.

Resurfacing, Maintenance, and Utility Work

As transportation infrastructure ages, there is need for routine maintenance, roadway resurfacings for pavement upkeep, and upgrades to utilities and stormwater infrastructure. Each of these projects present an opportunity to rethink street design while changes are already being made. Resurfacing of corridors and utility projects are often linear in nature, and some can be valuable candidates for expanding the active mobility network through the addition of bikeway facilities, including striping, vertical elements like delineators, and permanent bikeway buffers.

Safety and Community Response

Projects may be identified based on needs or concerns identified by the community. These projects can create new opportunities for increasing safety and enhancing active mobility through infrastructure for people walking, bicycling, or crossing. Implementing projects that respond to the needs and desires of residents not only aligns with Plan goals, but with the city's broader strategic goals for engaging the community and providing transparent, responsive services.

Private Development

Private development presents an opportunity to include new infrastructure for active modes – either adjacent to the property as part of site construction or to the larger network through development fees. As part of this development, existing streets can be changed to deliver high-quality infrastructure for all roadway users including people walking, bicycling, accessing transit, and driving.

Quick Builds

Raleigh can explore implementation of quick build projects that upgrade existing conventional bikeways to separated bike lanes using low-cost, semi-permanent materials that allow for faster implementation. In addition to being relatively quick to install, materials like flexible posts, bollards, parking stops, and pavement markings will allow the city to evaluate people's experience using the active mobility infrastructure and make changes as needed.

Leveraging Tools

Defining a consistent process for project development can help Raleigh build and maintain momentum for developing the active mobility network through the variety of implementation tools discussed. Regardless of which tool is used, the city should include the following key implementation steps in its process:



Project Identification

Implementation begins with an event that triggers an opportunity to expand infrastructure for active mobility such as annual budgeting, street resurfacing, utility work, or community requests.

2 Ne

Network Confirmation

Review the City of Raleigh Street Plan and the active mobility network. Is the proposed project part of the Street Plan or the active mobility network? If yes, move to the next step, Facility Selection. If not, look for additional opportunities for traffic calming or speed management in line with the city's other transportation initiatives (e.g., Vision Zero).

3.

Facility Selection

Does this corridor need a separated bikeway or a neighborhood bikeway? What types of pedestrian infrastructure or crossing improvements are needed to ensure safe and comfortable travel for people walking? Refer to the identified street type in the Street Plan and the facility selection guidance in the appendix.

4.

Design Options

Design options should align with the cross-sections and guidance provided in Raleigh's Unified Development Ordinance (UDO), which are based on the street types in the Street Plan. Details such as buffer needs, traffic calming elements, and materials will be determined at this stage. Some projects may be implemented as quick builds using semi-permanent materials, but through a phased approach can be upgraded in the future.



Design & Construct

The last step for all implementation tools is to finalize project design and construct the facility.

Depending on the implementation tool selected, two additional steps may be added to the project development process: **Community Engagement** and **Identify Funding Options**. Community engagement may be incorporated into the process for projects initiated by the community or that are not part of the active mobility network. The city may also need to identify appropriate funding options for projects that are not already in the CIP or planned as part of private development.

Policies and Programs

Policies and programs are critical tools for achieving the goals of the Plan. Without them in place, infrastructure projects can only go so far. A variety of tools can increase safety, network connectivity, equitable project delivery and engagement, as well as establish a culture of active mobility in Raleigh.

The identified policies and programs are categorized into the following implementation areas:

- Data Collection and Reporting: collect, measure, and publish data to inform transportation decision-making and promote transparency.
- Education: provide relevant information to the public and stakeholders to support informed decisions about personal and community transportation options.

- Encouragement: foster culture shift so that community members view active mobility as normal and expected.
- Equity: ensure access and system accommodations for users of all ages, abilities, and incomes.
- Interdepartmental Planning and Policy: institutionalize best practices in active mobility planning, design, operations, maintenance, and enforcement.
- Schools: support student travel to and from school by active modes and help families recognize the value of increased active mobility options.

The timeframes outlined in the following table are defined as follows:

• Short-term: One year

• Medium-term: Two to five years

• Long-term: Five years or more



FIGURE 2 Policies & Programs Timeframes



1. Data Collection & Reporting

1.1 Ask Raleigh-Reporting Updates NEAR-TERM

Update Ask Raleigh online portal to include reporting options for vehicles parked in bikeways, spot safety problems, and crashes that occurred but do not include a crash report.

Partners: City of Raleigh Transportation Department

1.2 Quarterly Crash Trends NEAR-TERM

Maintain regular meetings between the Raleigh Transportation Department, Raleigh Police, NCDOT, and other relevant agencies to review and discuss local crash trends

Partners: City of Raleigh Transportation Department, NCDOT, RPD

1.3 Bikeway Development and Safety Dashboard MEDIUM-TERM

Develop and promote a publicly available online dashboard to track progress towards Active Mobility Plan goals and strategies as well as relevant Vision Zero and emissions metrics.

1.4 Google and Apple Maps Update LONG-TERM

Coordinate with Google and Apple to add all bike infrastructure and truly bike-friendly roads to their platforms so that bike routing will prioritize these routes.

1.5 Bicycle and Pedestrian Count Program LONG-TERM

Explore options for collecting data on local bicycle and pedestrian volumes such as collecting automated counts from traffic camera platforms or working with Parks, Recreation and Cultural Resources to utilize data from physical bicycle and pedestrian counters. Provide annual reporting on ridership trends.



2.1 Visitor Education MEDIUM-TERM

Work with Downtown Raleigh Alliance, Visit Raleigh, and other tourism partners to provide information to visitors about walking and biking routes in Raleigh as well as bike rental and dockless e-bike and scooter parking information.

Partners: Downtown Raleigh Alliance, Visit Raleigh

2.2 Active Mobility Terminology Guide MEDIUM-TERM

Develop an educational guide the defines recommended active mobility terminology to facilitate a common language when speaking about active mobility.

2.3 E-bike Safety Campaign MEDIUM-TERM

Launch an e-bike safety and education campaign that includes education on legal requirements for e-bike users, allowable speeds on various infrastructure, equipment requirements, and safe riding practices.

Partners: Oaks & Spokes

2.4 Community Center Bike Classes LONG-TERM

Explore partnership opportunities to promote existing cycling classes that are part of Community Center programming an advocate for expansion to additional Community Centers and parks. This includes classes for learning how to ride a bike, group rides, and safety trainings.

Partners: Parks, Recreation and Cultural Resources Dept, Wake County Safe Routes to School, Oaks & Spokes

2.5 City Wayfinding Plan and Interactive Bike Map LONG-TERM

Write and adopt a plan to standardize branding and approach to wayfinding for active mobility routes across the City that includes updates to the existing Bike Raleigh Map and Capital Area Greenway System Map, along with the addition of an online, interactive version of the maps.

Partners: Parks, Recreation and Cultural Resources Department



3. Encouragement

3.1 Monthly or Quarterly Active Mobility Events for Older Adults NEAR-TERM

Support organized events for older adults that are focused on using active transportation such as themed walking tours and Bike Month events.

Partners: Oaks & Spokes, Raleigh Active Adult Program

3.2 Support for Bikes and Busing MEDIUM-TERM

In coordination with GoRaleigh and GoTriangle, identify and implement bike racks at select, high-frequency bus stops. Distribute educational materials and advertise "Commute Smarter, Not Harder" video tutorial about how to take a bike on the bus. **Partners:** GoRaleigh / GoTriangle

3.3 Bike-Friendly Business Program MEDIUM-TERM

Establish a Bicycle Friendly Business program to encourage active mobility to local businesses and build support amongst business programs. Include incentives for business owners to participate such as special promotions on the City website or provision of bike racks or other amenities for bicyclists.

Partners: Oaks & Spokes, Greater Raleigh Chamber of Commerce, Downtown Raleigh **Alliance Commute Smart**

3.4 Culture Change Communications Campaign MEDIUM-TERM

Fund a communications campaign to promote biking and micromobility as part of the culture of Raleigh.

Partners: Oaks & Spokes, Greater Raleigh Chamber of Commerce, Downtown Raleigh Alliance

3.5 Open Streets Program LONG-TERM

Formalize an annual series of Open Streets events where streets are temporarily closed to vehicles.

Partners: Raleigh Police Department, Special Events

3.6 Bike Parking Expansion LONG-TERM

Work with local businesses located outside of the downtown Raleigh area to sponsor bicycle racks, especially indoor or sheltered bicycle parking.

Partners: Planning and Development Department



4.1 Greenway Connection Upgrades MEDIUM-TERM

Identify and upgrade the infrastructure amenities at greenway access points, prioritizing access points in underserved communities and access points that provide direct connections to on-street bike facilities that connect to key destinations.

4.2 Access to Free and Low-cost Bicycles and Gear MEDIUM-TERM

Continue and expand existing e-bike voucher program and provide gear giveaways to low-income community members, including children, to foster a culture of safe riding practices; include high-quality locks, lights, baskets or panniers, and helmets.

Partners: Local Bike Shops, Oaks & Spokes, Wake County Public Schools, Wake County Safe Routes to School

4.3 Evaluate Distribution of Transportation Spending and Outcomes MEDIUM-TERM

Conduct a thorough review of transportation spending, complaint response (and non-response) and outreach to better understand who transportation projects are currently serving, especially if there are projects that improve infrastructure in areas with a high concentration of historically marginalized populations. The equitable distribution of funds will allow Raleigh to proactively address disparities.

4.4 Coordinate Active Mobility Investment with Affordable Housing LONG-TERM

Prioritize access to active mobility infrastructure in areas with long-term affordable housing by incorporating long-term affordable housing locations into a standardized project selection process for the Capital Improvement Program. For any projects that include stakeholder outreach to developers, include outreach to affordable housing advocates and policy-makers.

Partners: Planning and Development Department, Housing and Neighborhoods Department

4.5 Improve Equitable Processes and Transportation Outcomes LONG-TERM

Require that every major active mobility project implements an outreach plan that includes receiving feedback from the public, especially those from underserved populations. When looking to better understand and address the active mobility needs of historically marginalized communities, formalize engagement practices that partner with community organizations led by Black Indigenous People or Color (BIPOC), women, and/or people with disabilities.

Partners: City of Raleigh Department of Economic and Social Advancement

56 | RALEIGH ACTIVE MOBILITY PLAN **NETWORK IMPLEMENTATION** | 57

5. Interdepartmental Policy & Planning

5.1 Sidewalk Development Policy NEAR-TERM

Develop a policy to guide sidewalk development across the city that is informed by the sidewalk prioritization in the Raleigh AMP. Include considerations for factors to determine when, how, and where sidewalks are built.

Partners: City of Raleigh Transportation Department

5.2 Bikeway-Related Enforcement For Improved Greenway Safety NEAR-TERM

Partner with RPD to identify high-priority areas for increased monitoring, enforcement, and tickeing of motorists that obstruct bikeways by parking, loading, or unloading illegally. Provide increased penalties for repeat offenders.

Partners: Raleigh Police Department, Parks, Recreation and Cultural Resources Department

5.3 Bikeway Maintenance Policy NEAR-TERM

Develop and adopt an interdepartmental policy for bikeway maintenance that includes standardized processes for sweeping and plowing bike lanes, addressing 311 reports, trail resurfacing, equipment needs, and bikeway detour standards.

Partners: City of Raleigh Transportation Department

5.4 Safe Streets and Roads for All Action Plan NEAR-TERM

Formally adopt the Raleigh Comprehensive Safety Action Plan and dedicate 1 City staff person to focus on implementing the identified strategies to meet the City's goal of eliminating all roadway deaths and serious injuries by 2045.

Partners: Raleigh City Council

5.5 Quick Build Program NEAR-TERM

Develop a standardized process for implementing Quick Build Projects that includes considerations for community engagement, project evaluation, design modification, interdepartmental coordination, funding, and transitioning from quick build materials to permanent construction.

Partners: City of Raleigh Transportation Department

5.6 Develop Design Standards for Greenway Trails in the ROW NEAR-TERM

Update the Street Design Manual to include special consideration and elevated design for greenway trails in the ROW.

Partners: Parks, Recreation and Cultural Resources Department

5.7 Develop ROW-light Standards for Oak City Trails NEAR-TERM

Collaborate on systemic investments to upgrade lighting, maintenance, and other investments to promote usage of Oak City Trails.

Partners: Parks, Recreation and Cultural Resources Department

5. Interdepartmental Policy & Planning

5.8 Extend Hours of Operation to Support Active Mobility Uses of the Trail Network

NEAR-TERM

Evaluate what resources would be required to extend hours of operation within the Capital Area Greewnay System, particularly those classified as Oak City Trails.

Partners: City of Raleigh Transportation Department

5.9 Disallow Parking in On-Street Bicycle Lanes MEDIUM-TERM

Update City Code and 'Traffic Schedule No. 13 No Parking Zones' to remove the allowance of parking in on-street bicycle lanes regardless if there are signs erected or markings painted on the street.

Partners: City Attorney

5.10 Review and Update City Code MEDIUM-TERM

Review city ordinance for inconsistencies with state law and multimodal and safety best practices, including parking distance requirements from crosswalks and vehicular passing distance requirements with bicycles

Partners: City Attorney

5.11 Establish Transportation Fee-in-Lieu Program MEDIUM-TERM

Explore ways to leverage the Fee-in-Lieu Program to build more facilities located outside the boundaries of new development that serve the broader community and ensure development-related impacts are mitigated efficiently.

Partners: Planning and Development Services Department

5.12 Standardized Project Selection Process MEDIUM-TERM

Develop and adopt a standardized process for selecting projects to be included in the annual Capital Improvement Budget and Capital Improvement Program.

Partners: City of Raleigh Transportation Department

5.13 Incorporate Maintenance Costs into CIP MEDIUM-TERM

Develop a process for calculating future maintenance costs of new projects and incorporate into Capital Improvement Program development to ensure the operating budget accounts for maintaining planned, newly built, and existing active mobility projects.

5.14 Alternative Funding Sources MEDIUM-TERM

Review opportunities for alternative funding sources for active mobility project implementation aside from state programs, such as federal grants, private development, nonprofit organizations, or private foundations.

58 | RALEIGH ACTIVE MOBILITY PLAN **NETWORK IMPLEMENTATION | 59**

5. Interdepartmental Policy & Planning

5.15 Align City Code with State Law MEDIUM-TERM

Review all City Code or Ordinances relating to bikeways, pedestrian infrastructure, cyclists behavior, pedestrian behavior, and motorists responsibilities when interacting with people bicycling and walking for inconsistencies with state law. Revise codes as needed where state law provides a higher standard of safety for roadway users.

Partners: City Attorney

5.16 E-Bike Fleet for City Staff MEDIUM-TERM

Provide access to a fleet of e-bicycles to be used by City staff as a replacement for job-related trips currently occurring in agency vehicles. Require training for all staff that operate vehicles on safe and legal interactions between cars and cyclists.

Partners: City of Raleigh Transportation Department

5.17 APS Program MEDIUM-TERM

Maintain an Audible Pedestrian Signal (APS) and Lead Pedestrian Interval (LPI) program that includes evaluation, maintainance, and upgrades to existing APS. Identify a process for determining when to upgrade signalized intersections to include APS based on nearby density of people with disabilities and community requests.

Partners: Traffic Engineering, Maintenance, ADA, Mayor's Committee for Persons with Disabilities (MCPD)

5.18 Bicycle-related Employment Benefits for All City Employees LONG-TERM

Coordinate with City of Raleigh Human Resources Department to integrate bicycle education, bicycle purchasing incentives, sustainable commute incentives, and bicycle repair discounts into City of Raleigh employment benefits for all employees.

Partners: City of Raleigh Human Resources Department

5.19 'No Turn on Red' and Leading Pedestrian Interval Program Expansion LONG-TERM

Evaluate expansion of the City's 'No Turn on Red' program and Leading Pedestrian Interval program to include locations near K-12 schools.

5.20 'Address Intersections with Visibility Issues Between Roadwday Users LONG-TERM

Implement improvements to increase visibility between roadway users at locations where drivers frequently pull into the crosswalk to see oncoming traffic. This may include daylighting, curb extensions, parking restrictions, crosswalk reconstruction, or landscaping maintenance.

5. Interdepartmental Policy & Planning

5.21 Lane Capacity Threshold LONG-TERM

Utilizing best practices for multimodal safety, identify a vehicle lane capacity threshold to inform the identification of the number of travel lanes designed for new roadway projects and lane reconfiguration projects.

5.22 Turn Lane Removal

LONG-TERM

Identify locations where left turn lanes and right turn lanes can be removed, with priority for areas with high pedestrian volumes, near schools, or in Downtown.

5.23 Resurfacing Team Support for In-house Construction LONG-TERM

Develop a partnership with the city's resurfacing team to get support for in-house construction of sidewalk gaps and neighborhood bikeway improvements.

5.24 Thoroughfare Beautification/ Attractive Streetscaping LONG-TERM

Incorporate design elements such as lighting, plantings, public art, signage, street furniture, and the use of color and materials to achieve aesthetically pleasing thoroughfare roadways that safe and enjoyable for active mobility users. This strategy may be particularly effective in improving the bicycle and pedestrian experience along arterial roadways with limited buffer space.

Partners: City of Raleigh Transportation Department, Urban Forestry

5.25 Curbside Management Plan LONG-TERM

Either citywide or for specific areas such as downtown Raleigh or North Hills, develop and adopt a Curbside Management Plan that includes guidance for decision-making about the location of passenger pickup and drop-off, truck loading and unloading zones, transit stops, mail delivery, bike and scooter parking, etc.

Partners: City of Raleigh Transportation Department

5.26 Update the Raleigh Street Design Manual to Include Multimodal Design Guidance

Develop and adopt a comprehensive multimodal design guide that includes guidance on various implementation tools, design guidance based on street typologies, and standards for lane reconfiguration and parking removal.

Partners: City of Raleigh Transportation Department

60 | RALEIGH ACTIVE MOBILITY PLAN NETWORK IMPLEMENTATION | 61

6. Schools

6.1 Safe Routes to School (SRTS) Program MEDIUM-TERM

Create a citywide SRTS Program that includes working across City departments to implement priority infrastructure projects and lead the implementation of non-infrastructure efforts and programming. Employ a full-time staff member to work solely on the SRTS Program.

Partners: Wake County Public Schools, Oaks & Spokes, NCDOT Safe Routes to School Program

6.2 Bike Bus MEDIUM-TERM

Bike Buses create reoccurring opportunities for parents to walk and bike with groups of children who live together in a neighborhood. Launch a Bike Bus program at schools periodically – can be monthly, weekly, or daily depending on the level of enthusiasm and support.

Partners: Wake County Public Schools, Oaks & Spokes

6.3 Review of District and School Policies LONG-TERM

Review the district and school policies to ensure they continue to encourage walking, bicycling, and taking public transportation to school. This includes policies relating to health, arrival and dismissal, school siting, and parking lot design.

Partners: Wake County Public Schools

6.4 In-School Bicycle Education Curriculum LONG-TERM

Implement bicycle education curriculum at schools, adjusting the skills to different grade levels. These curriculums can help students learn to bike safely and effectively in their community.

Partners: Wake County Public Schools, NCDOT Safe Routes to School Program

Funding the Active Mobility Network

Realization of a complete, comprehensive active mobility network in the City of Raleigh will require a variety of funding sources for project implementation, and some projects may require a combination of funding sources. Each type of funding has distinct requirements that relate to how the funding is allocated, used, and reported.

The three most common sources of funding for new, city-initiated active mobility projects are:

Capital Improvement Program
 Priority projects with strong community support are typically funded through the City's Capital Improvement Program.

- 2. **State and Federal Grants**Large-scale, multi-year projects may be candidates for state and federal grants.
- 3. **Philanthropic or Private Funding**Local and national philanthropic organizations focused on active transportation and mobility projects are a potential funding source.

Dedicated annual funding is necessary to maintain existing sidewalks and bikeways and to support the build out of Raleigh's comprehensive active mobility network.



FIGURE 3 Dedicated Maintenance Funding for Big Jump Projects

Tracking Progress

To accomplish the vision and goals of the AMP, the City of Raleigh must dedicate adequate staff and financial resources, maintain a strong leadership commitment, and continually evaluate and report progress.

Measuring long-term progress and success towards the development of the comprehensive network can be accomplished in a variety of ways—frequent tracking, data dashboards, departmental reports. Routine updates to performance metrics should occur when new projects that include sidewalk and bikeway development are implemented,

policies and processes are updated, or regulations modified, to highlight progress towards completion. While the items that can be measured can change over time, key performance metrics may include but are not limited to:

Description	Today	Comprehensive Active Mobility Network
Policies and programs adopted to support active mobility in Raleigh	XX	XX
Miles of complete sidewalks installed	XX	XX
Mileage of separated bikeways installed on Cityowned streets	XX	XX
Mileage of neighborhood bikeways installed on Cityowned streets	xx	xx
Funding secured to support active mobility projects or programs (state, federal, or philanthropic)	XX	XX
Percentage of households that are within one mile of a separated bikeway	xx	xx
Mileage of bikeway projects being planned, designed, or constructed on streets owned by NCDOT	XX	XX
Number of Vision Zero/safety projects that increase safety for people walking and bicycling in Raleigh	xx	XX
Annual events that promote active mobility and/ or invite attendees to bike as their choice for transportation	XX	XX

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64 | RALEIGH ACTIVE MOBILITY PLAN





The Big Jump Rooted in connectivity and feasibility, select priority

Rooted in connectivity and feasibility, select priority projects will deliver over 5 miles of complete sidewalks and 50 miles of bikeways in five years – a Big Jump for Raleigh's active mobility network.

Making the Big Jump

Within the Raleigh Active Mobility Network, the city has identified over five miles of sidewalk gaps and 50 miles of bikeways to be prioritized for implementation in the next five years. These projects create access to complete sidewalks, separated bicycle facilities, and neighborhood bikeways where current access may be only to incomplete sidewalks or bicycle lanes that lack separation. When completed, these projects will result in a Big Jump in the total mileage and overall connectivity of Raleigh's active mobility network for pedestrians and cyclists.

To align with the Plan goals for a safe, connected, and equitable network that can be implemented quickly, the Big Jump network projects were selected based on strategic criteria relating to connectivity and feasibility.

The Big Jump projects provide connectivity to:

- Existing high comfort bikeways and greenways
- Neighborhoods across all Council Districts, especially neighborhoods in underserved areas
- Schools, parks, and commercial districts

These projects were assessed for feasibility with consideration for:

- Existing curb space uses
- Pavement width
- Number of travel lanes



Sidewalk Projects

Table 5 below highlights the Big Jump prioritized sidewalk projects, outlining project limits and total linear feet of new sidewalk. Sidewalk projects prioritized on corridors where bikeway

improvements are also identified in the Big Jump or the priority bikeway network, a sidepath should be evaluated for feasibility.

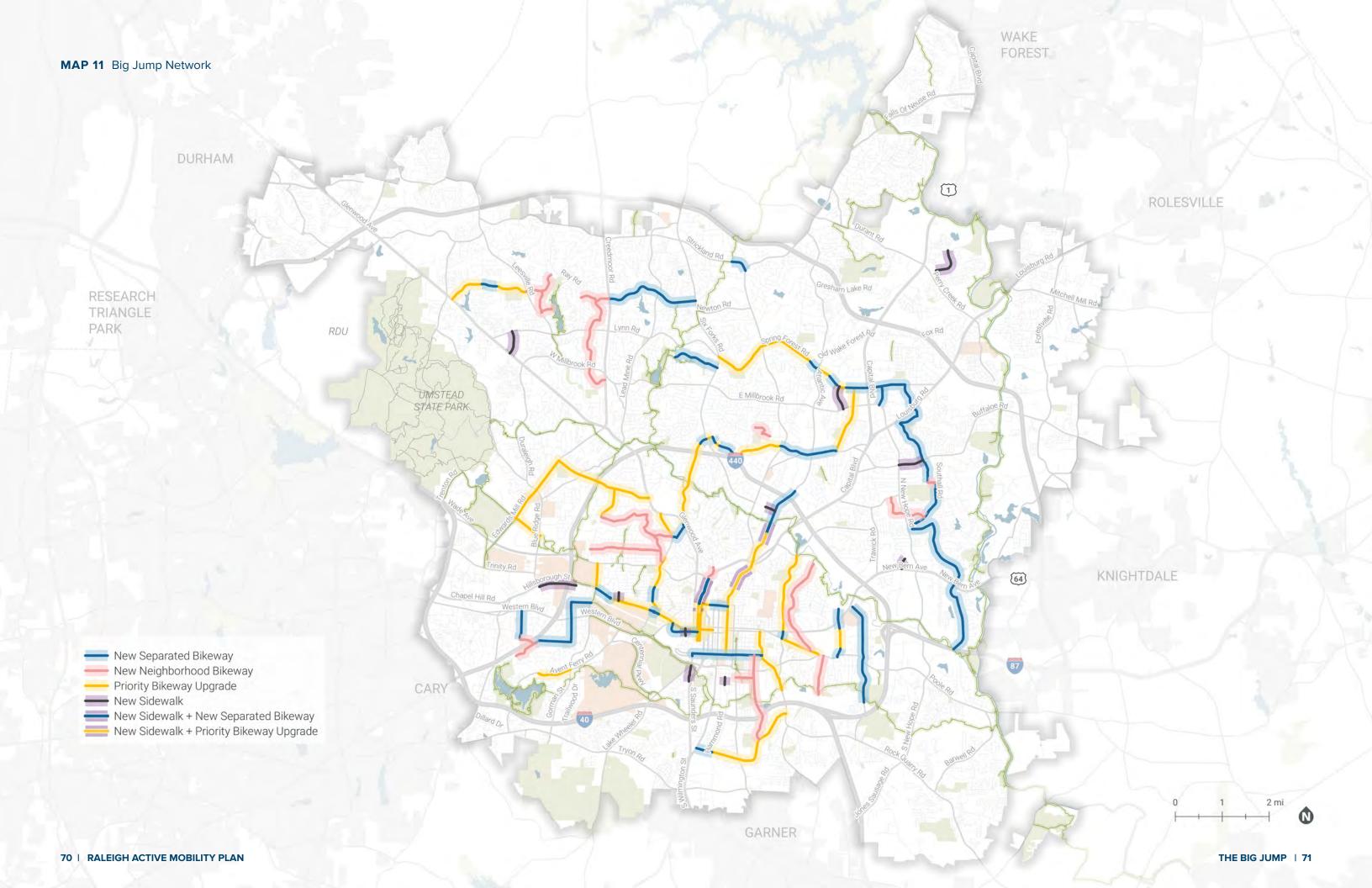
TABLE 5 Sidewalk Projects

Street Name	То	From	Linear Feet
S Person Street	Bragg Street	Hoke Street	876
E Six Forks Road	Industrial Drive	Atlantic Avenue	1,195
Wake Forest Road	Louisburg Road	Glascock Street	3,449
N West Street	Wade Avenue	W Peace Street	2,913
Atlantic Avenue	Crabtree Creek Greenway	Whitaker Mill Road	2,476
Corporation Parkway	Lake Woodard Drive	New Bern Avenue	1,205
Wild Wood Forest Drive	Wadford Drive	Sandy Banks Road	3,597
Hilburn Drive	Lynn Road	Glenwood Avenue	2,631
S Saunders Street	S Dawson Street	Lake Wheeler Road	1,837
Hargrove Road	E Millbrook Road	Spring Forest Road	2,745
Buffaloe Road	Valley Stream Drive	N New Hope Road	4,263
St Marys Street	Hillsborough Street	Hargett Street	825
N West Street	W Johnson Street	Tucker Street	369
Beryl Road	RR Crossing	Blue Ridge Road	4,226
Dixie Trail	Everett Avenue	Hillsborough Street	970

With their potential for quick construction and impact on connectivity, the Big Jump network has major implications for walking, bicycling, and rolling in the City and region. When complete, these projects significantly increase — **from 33% to 57%** - the total population with access to an active mobility network that meets their needs of safety, convenience, and ease: a network that makes our city more walkable, bicycle-friendly,

and joyful. The Big Jump network, highlighted in **Map 11**, is an opportunity for the City of Raleigh to build real momentum in just five years and make significant strides on the build out of its connected, comprehensive active mobility network.

68 | RALEIGH ACTIVE MOBILITY PLAN



Bikeway Projects

A variety of implementation tools will be used to build the Big Jump projects, including upgrades to existing facilities, quick builds, roadway resurfacing, and incorporation into the Capital Improvement Program (CIP).

- All 17 miles of Big Jump neighborhood bikeways
 can be implemented as quick builds that add
 low-cost infrastructure improvements such
 as high-visibility crosswalk markings, curb
 extensions, pedestrian refuge island, speed
 cushions, and other traffic calming elements
 along with shared lane markings to prioritize
 safety and comfort for people bicycling.
- The majority of the 57 miles of separated bikeways on the Big Jump network are existing bike lanes (without separation) that can be upgraded to include protection such as flexible posts, bollards, planters, or parking stops.
- Corridors on the Big Jump network that propose both sidewalk and bikeway projects should be evaluated to determine if a sidepath may

be more appropriate to achieve safety and connectivity benefits or if separating pedestrians and people bicycling is important based on the specific corridor context (i.e., existing or anticipated high volumes of people walking/bicycling).

Figure 4 reflects the range of possibilities for street buffers based on available width and funding. When implementing Big Jump projects, buffers delineated by pedal safe curbs – curbs that feature a sloped profile to safely redirects bicycle tires while also preventing motorists from entering the bicycle lane – or flex posts and striping may be the most appropriate options for the near-term; however, these facilities can be upgraded over time with more permanent amenities, such concrete barriers and curbside services.



FIGURE 4 Street Buffer Possibilities by Width

For streets with excess available widths, the city will have opportunities to incorporate enhanced amenities such as street trees, bioretention areas, and transit services for even greater impact.

These are areas where the inclusion of active mobility facilities can change city streets into an active public realm that better serves the public, increases sustainability, incorporates public art, and enhances daily quality of life.

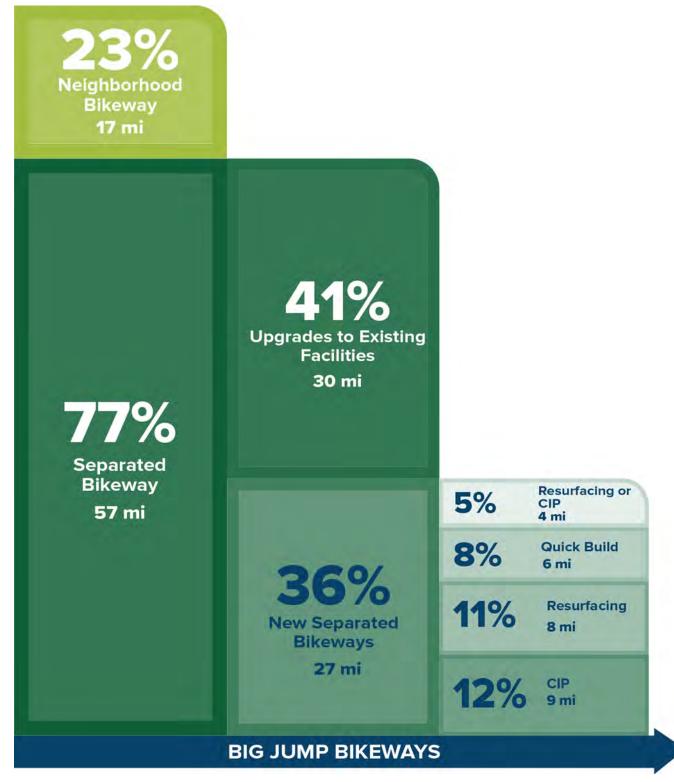


FIGURE 5 Implementation Tools to Develop Separated Bikeways (Bikeways + Project Delivery + Mileage)

72 | RALEIGH ACTIVE MOBILITY PLAN

In five years, Raleigh's Big Jump will provide residents with five miles of new sidewalks and 50 miles of high-comfort bikeways. To ensure these facilities can be built in this timeframe and provide flexibility in project development, this plan identifies more than five miles of sidewalk projects and more than 50 miles of bikeway projects as potential Big Jump projects. The following pages highlight the benefits of the Big Jump projects.

Benefits of the Big Jump

72%
of Big Jump sidewalk projects are along or across the HIN
73%
of Big Jump bikeway projects are along or across the HIN

public schools linked by the Big Jump bikeway network

79%
of Big Jump bikeways are within a half mile of a public school

EQUITY

24%
of Raleigh's population with high transportation disadvantage are within one half-mile of a separated bikeway or sidepath

57%
of residents in transportation-disadvantaged areas will live near a separated or neighborhood bikeway

POPULATION

33%
of Raleigh's population today is within a half mile of a separated bikeway or sidepath

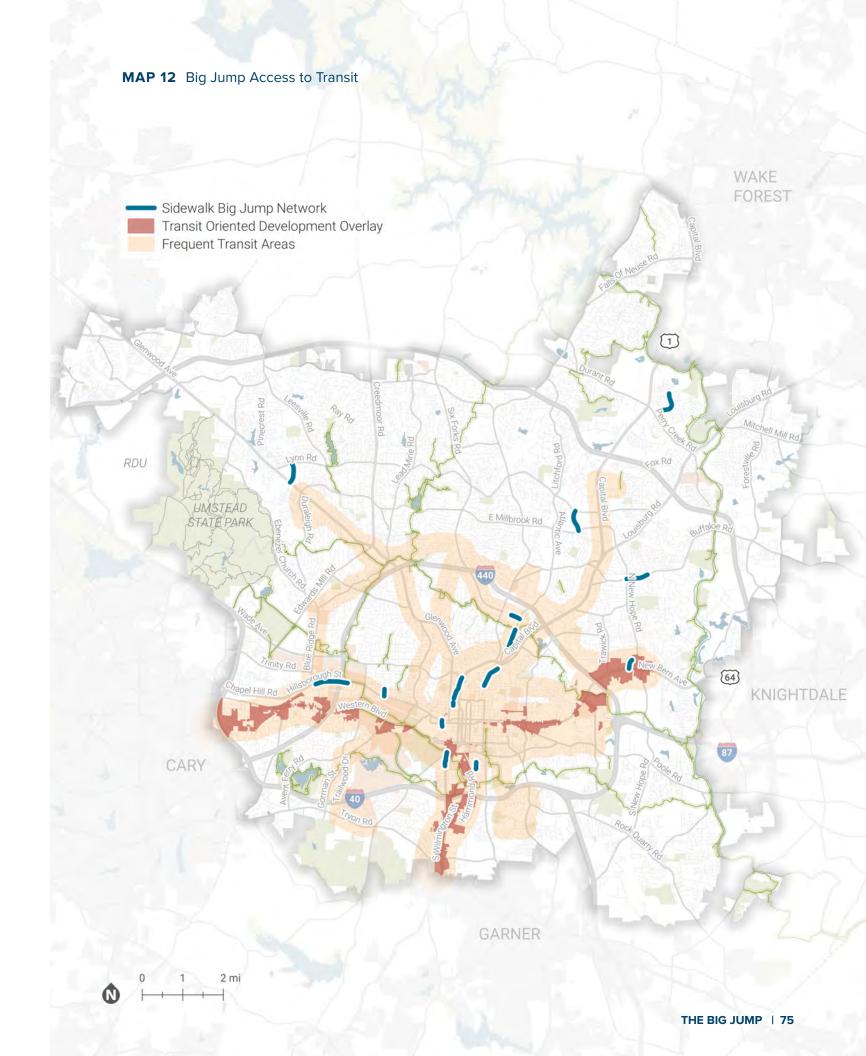
57%
of the population will live within a half mile of a separated or neighborhood bikeway once the Big Jump is complete

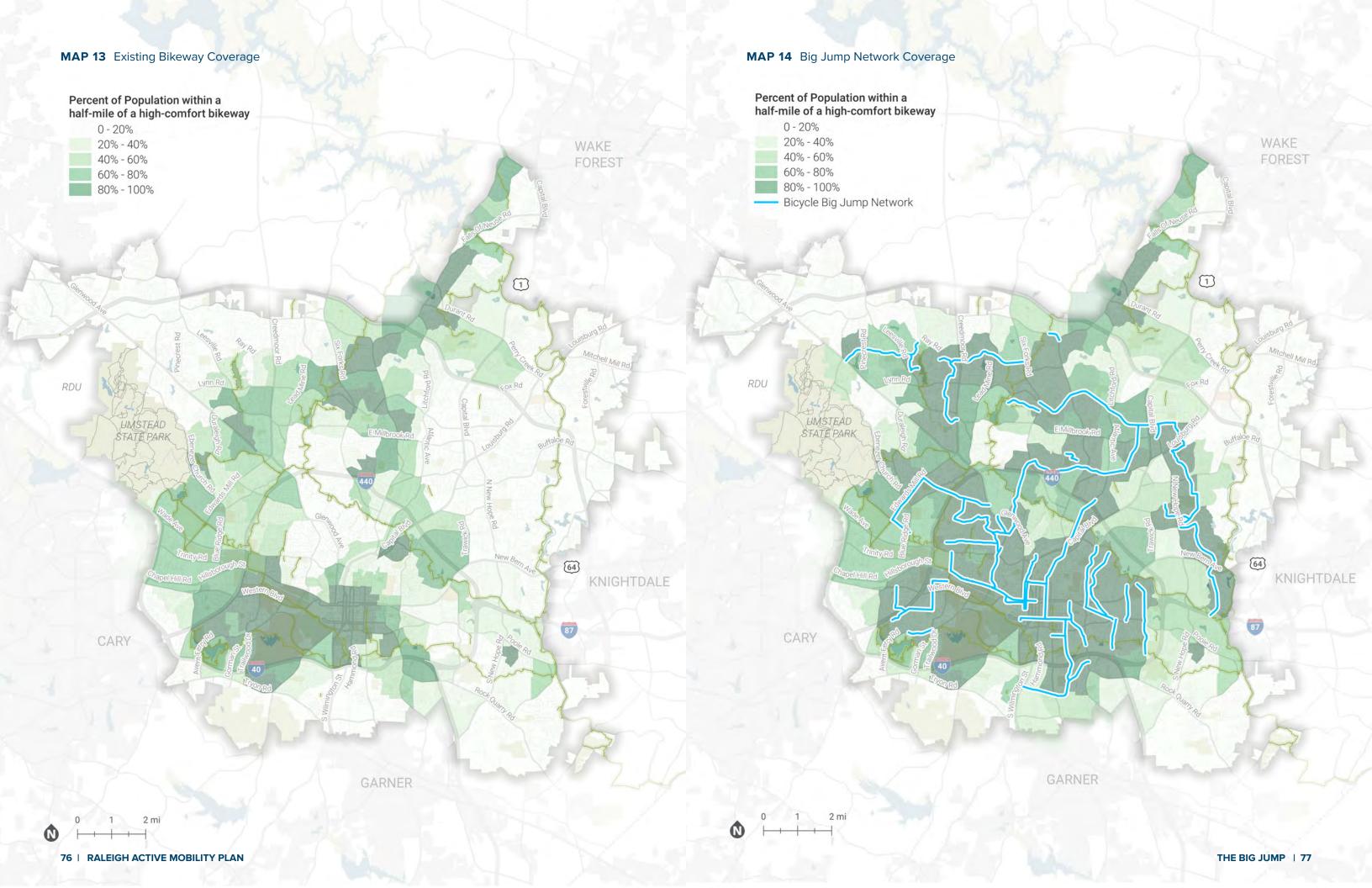
TRANSIT

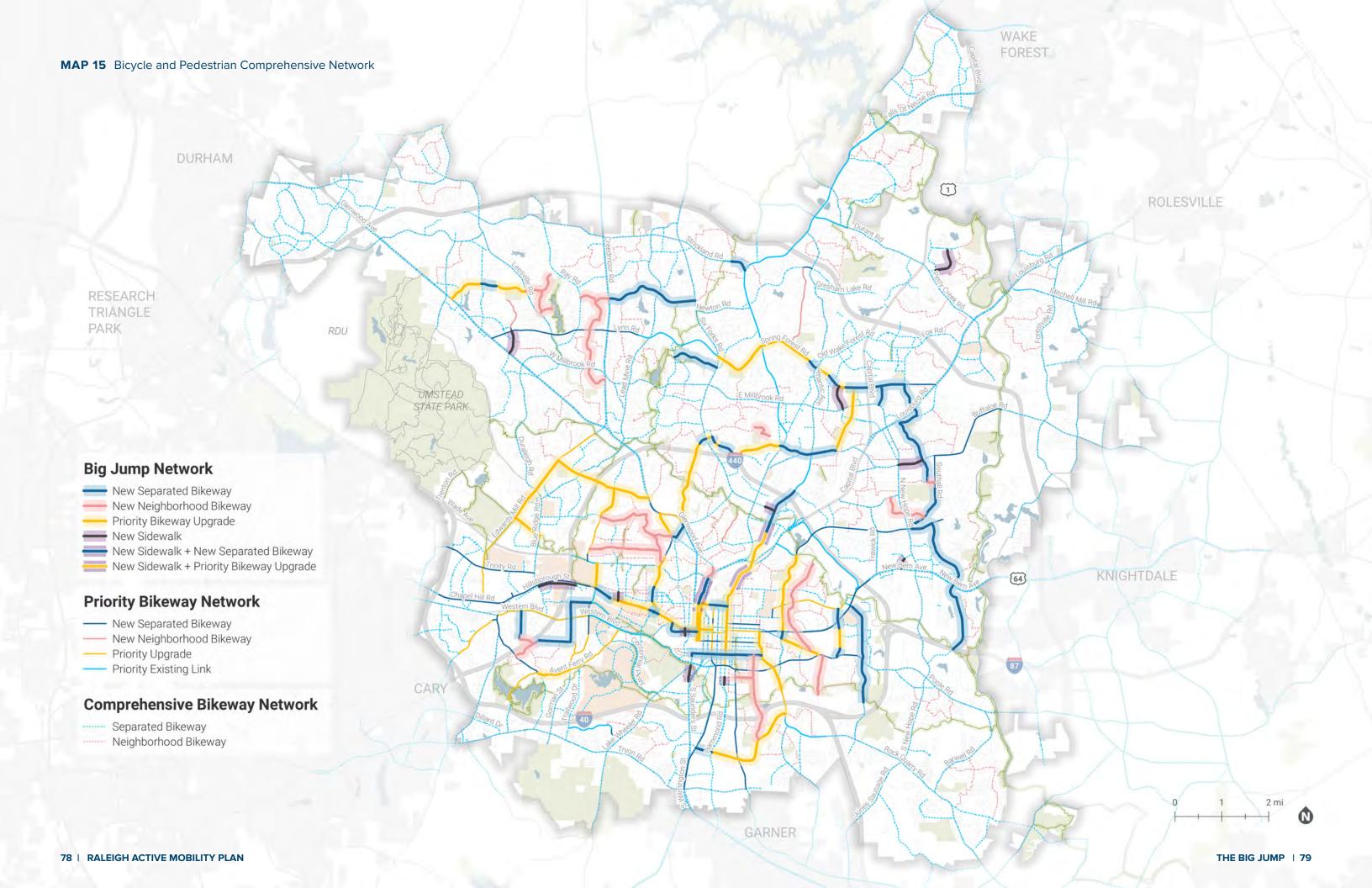
87%
of Big Jump sidewalk projects
directly connect to a GoRaleigh stop

64%
of Big Jump bikeways are within a
Frequent Transit Area

82%
of Big Jump bikeways provide direct
access to a GoRaleigh stop







Tracking Progress

Implementation of the comprehensive active mobility network will first begin with the Big Jump. Tracking progress towards the completion of the Big Jump network is essential to maintaining momentum and moving towards the long-term goals of a complete, comprehensive network.

With existing facilities as the baseline, performance metrics allow the City of Raleigh to regularly track the progress of Big Jump projects implementation, charting progress towards a safe, comfortable, and connected mobility network.

TABLE 6 Example Performance Metrics Tracking Table

Performance Metrics	Existing Conditions Today	Big Jump Network
Total miles of sidewalks	XX.X mi	XX.X mi
Total miles of bikeways	XX.X mi	XX.X mi
Number of neighborhood bikeways	XX	XX
Miles of facilities upgraded to separated bikeways	XX.X mi	XX.X mi
Miles of separated bikeways on the High Injury Network	XX.X mi	XX.X mi

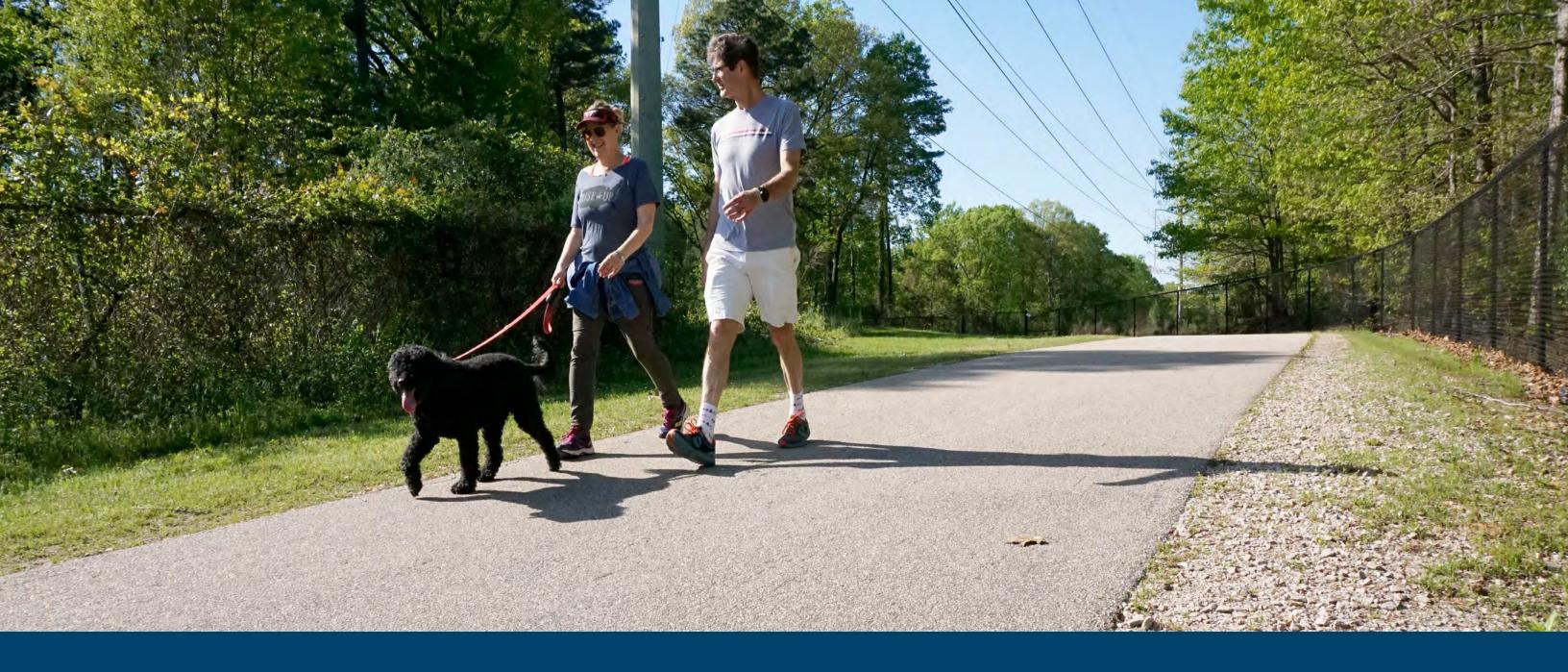
Closing

The Raleigh Active Mobility Plan is an implementation guide that focuses on proven strategies for successful and efficient project delivery that will result in meaningful gains to Raleigh's active mobility network. The Big Jump constitutes a catalytic network that emphasizes filling pedestrian infrastructure gaps and upgrading existing bicycle lanes along with strategic new bikeways to quickly connect people to destinations across the City. Implementing the Big Jump will move Raleigh towards a connected active mobility network that can better meet residents' transportation needs.

This plan is an opportunity for Raleigh's streets to be more than just streets for vehicles or even bicycles. This plan lays out a path for Raleigh to build an active public realm that provides connectivity and access to all community members, creates opportunities for active living beyond recreation, increases access to transit, and improves the environmental resilience of the city.

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80 | RALEIGH ACTIVE MOBILITY PLAN



Appendix A: Existing Conditions

Active Mobility in Raleigh Today

Before creating recommendations for future active mobility projects, it is important to understand the current state of active mobility in Raleigh. This summary of existing conditions provides a snapshot of active mobility infrastructure, analyzes roadway data, and concludes with an overview of destination access and an equity analysis. The recommendations must be thoughtful and strategic to increase safety, comfort, and convenience for people walking and bicycling in the city. The proposed recommendations will include projects, policies, and programs that will have an impact on user experience and culture related to active mobility in Raleigh.

Where Can People Walk and Ride a Bicycle?

Existing Active Mobility Facilities

The City of Raleigh has a history of promoting health and recreation, strategically planning for active mobility, and implementing active mobility projects. Currently, Raleigh has:

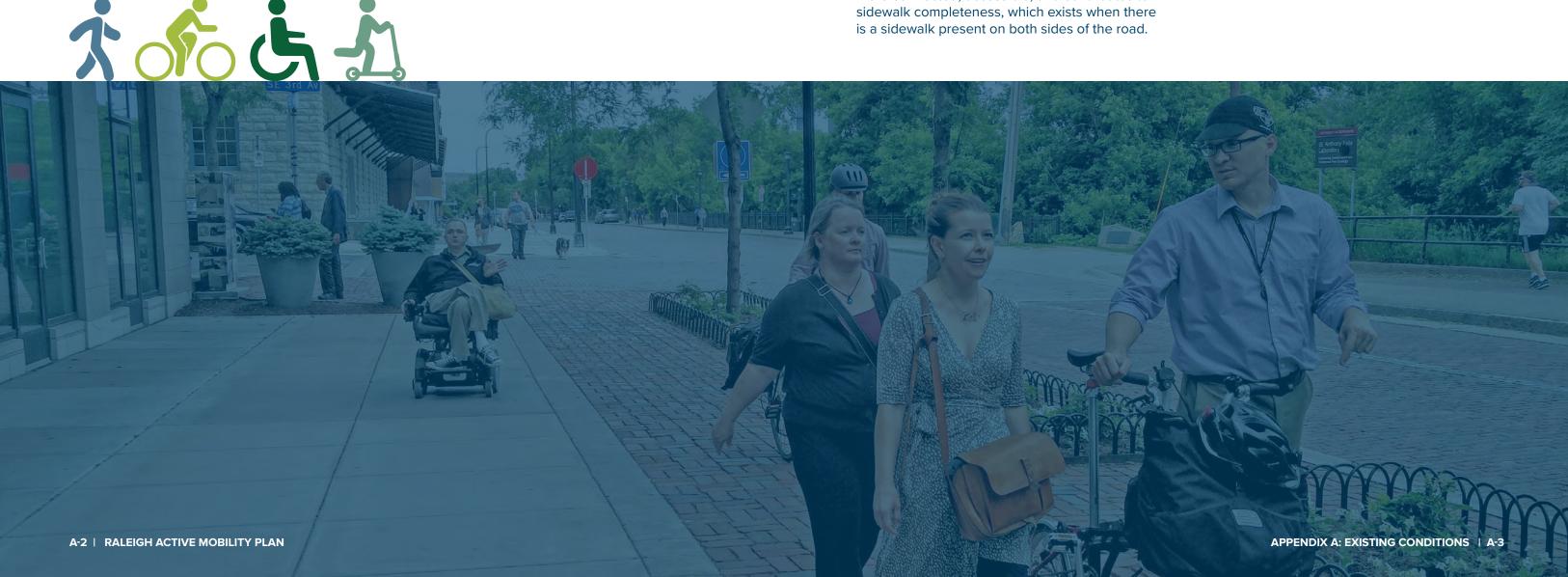
- More than 35 miles of sidepaths
- More than 75 miles of delineated bike lanes
- Around 3 miles of separated bike lanes
- Around 37 miles of shared roads
- Over 120 miles of greenway trails

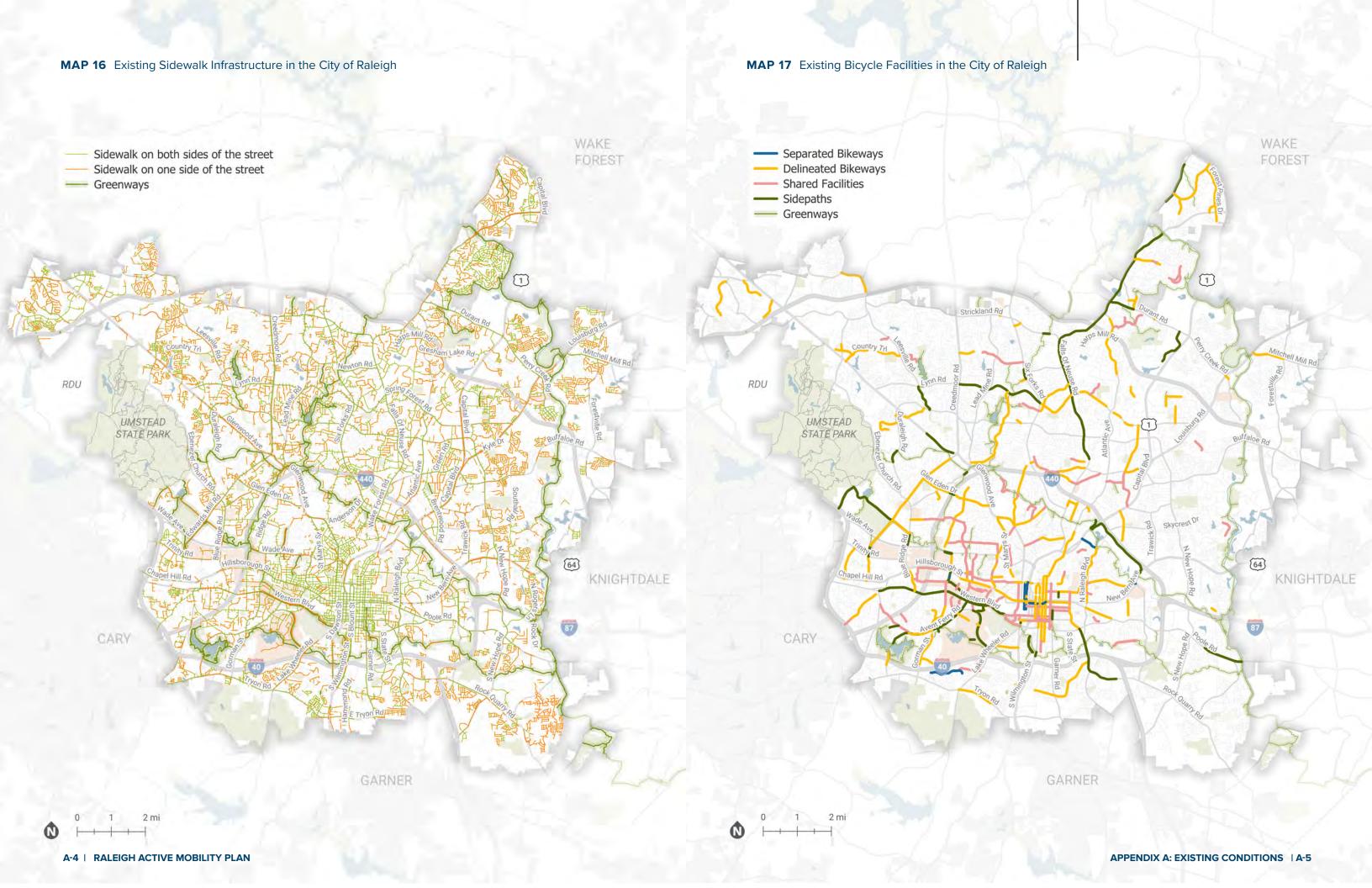
A majority of existing bicycle facilities (excluding greenways) are in downtown Raleigh or west of downtown near North Carolina State University. These facilities are also typically located on corridors with sidewalks along both sides of the road. Pedestrian infrastructure alongside bicycle facilities and transit stops make the city more connected, accessible, and contributes to sidewalk completeness, which exists when there is a sidewalk present on both sides of the road.

To achieve city-wide sidewalk completeness, every mile of roadway should have two miles of accompanying sidewalk. Currently in the City of Raleigh:

- 31% of roads have sidewalks on both sides of the road
- 26% of roads have sidewalks on one side of the road
- 43% of roads have no sidewalks

This equates to 1,877 miles of sidewalk in the city of Raleigh or 44% city-wide sidewalk completeness.



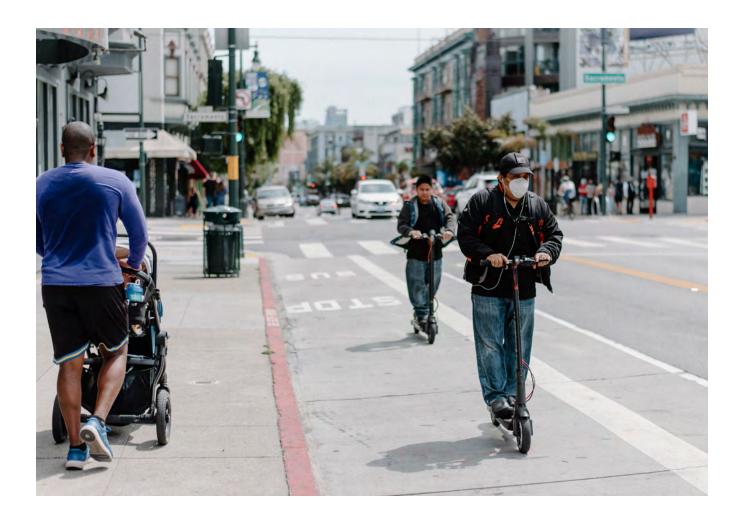


Active Mobility Infrastructure Analysis

Designated space for pedestrians and people riding bicycles is a primary factor that can influence where and if a person uses active mobility for daily trips. The type of facility also plays an important role—attracting more users when it is comfortable and discouraging users when it feels uncomfortable.

Active mobility facilities in Raleigh can be categorized into six main categories:

- Sidewalks
- Greenways
- Sidepaths
- Separated Bike Lanes
- Delineated Bike Lanes
- Shared Roads







Sidewalk

Greenway





Sidepath

Separated Bike Lane





Delineated Bike Lane

Shared Road

A-6 | RALEIGH ACTIVE MOBILITY PLAN

Gaps

While there are many active mobility facilities throughout Raleigh, many are disconnected, uncomfortable, or designed without the necessary separation to serve people of all ages and abilities.

There are two council districts, in particular, that have significant gaps in active mobility infrastructure:

District C

Western portions of District C encompass

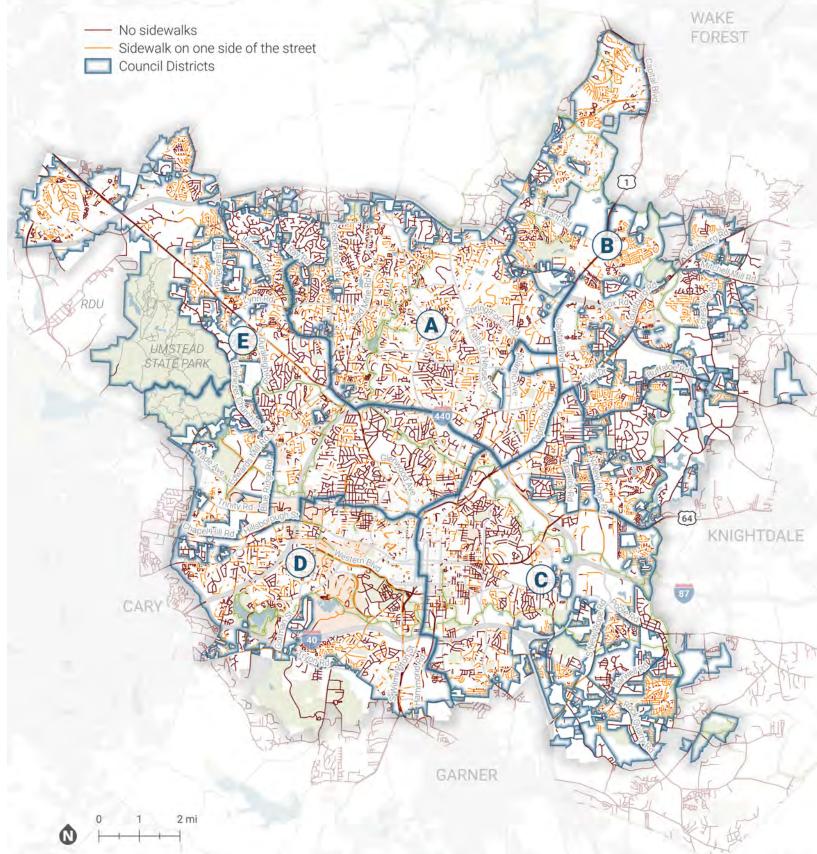
Downtown Raleigh and have numerous pedestrian
and bicycle facilities. Eastern portions of District
C, however, have minimal active mobility facilities.
Key destinations in this area of the city, including
public schools, grocery stores, bus stops, parks,
and a concert venue, are not accessible by bicycle

facilities. This lack of infrastructure is highlighted by the Olivia Raney Local History Library, which is the only public library in the city that is not within 1/4 mile of a bicycle facility. Pedestrian infrastructure in the eastern part of the district is also inadequate, as many roads do not have a sidewalk or only have a sidewalk on one side.

District B

Segments of District B also have significant bicycle infrastructure gaps. While some bicycle facilities do exist, they do not effectively connect area residents to their destinations. The district, especially in the eastern portion, also lacks sufficient pedestrian infrastructure, as most roads do not have a sidewalk or only have a sidewalk on one side.

MAP 18 Sidewalk Gaps in the City of Raleigh



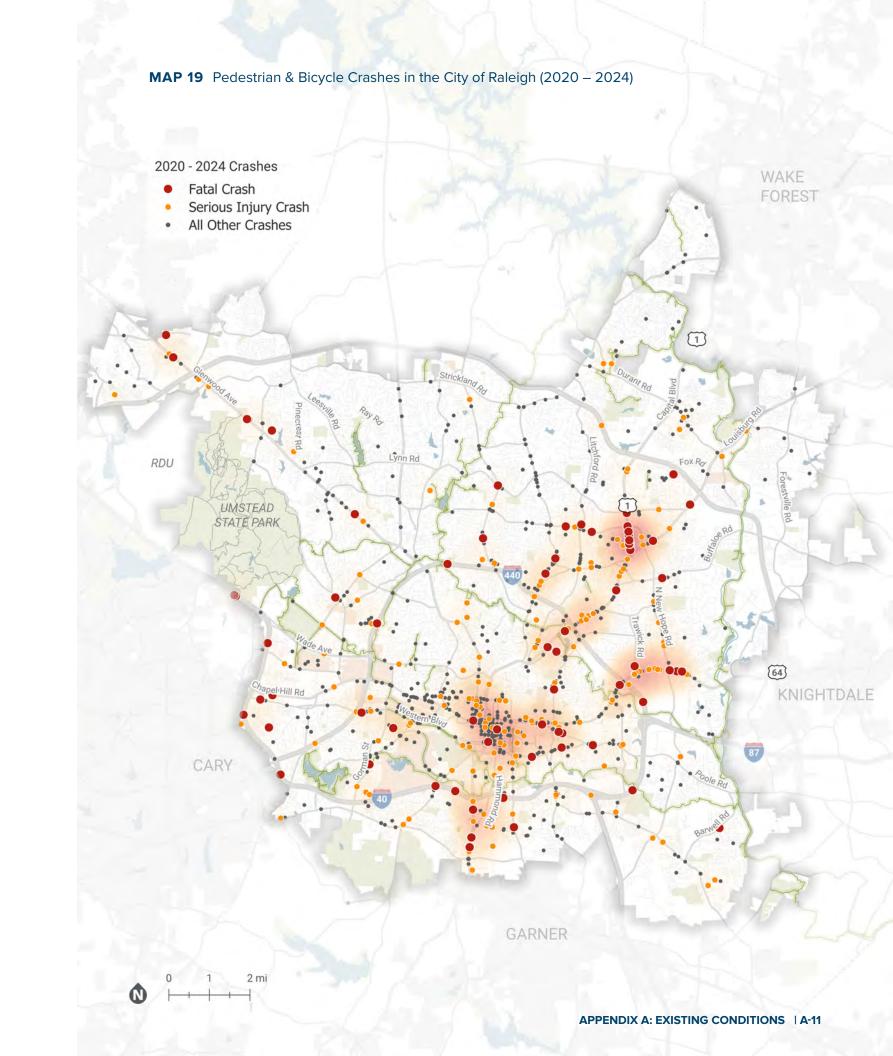
A-8 | RALEIGH ACTIVE MOBILITY PLAN

Crash Analysis

Crashes

Concerns about safety are one of the biggest deterrents to active mobility. Without dedicated, protected space, pedestrians and bicyclists are less likely to utilize active mobility to access destinations. Crash data from 2020-2024 highlights the perceived and actual safety risks associated with active mobility in Raleigh.

- Serious and fatal crashes involving a pedestrian or bicyclist are mostly concentrated in Downtown Raleigh and along high-speed, multi-lane roads such as Capital Boulevard, New Bern Avenue, and S. Saunders Street.
- Nearly 22% of all pedestrian and bicyclist crashes occurred on streets with shared roads or delineated bike lanes, which provide no vertical separation for people riding bicycles from motor vehicles.
- In total there were 253 serious or fatal pedestrian and bicyclist crashes in Raleigh between 2020-2024. Four roads accounted for almost 30% (74 crashes) of those serious and fatal crashes:
- Wilmington St. (7)
- Saunders St. (8)
- New Bern Ave. (26)
- Capital Blvd. (33)



A-10 | RALEIGH ACTIVE MOBILITY PLAN

Unified Development Ordinance (UDO)

In 2013, the City of Raleigh adopted the Unified Development Ordinance (UDO) to preserve, protect, and promote the public health, safety, and general welfare of residents and businesses in the city. The UDO consolidates the requirements established in the Raleigh Street Design Manual and provides dimensional standards for streets and streetscapes throughout the city.

In 2021, Ordinance No. (2021) 291 TC 454 amended the UDO by updating the bicycle facilities required on certain street types. The chart below highlights the street types in the City of Raleigh that require a bicycle facility and identifies the associated plan or ordinance through which the requirements are established. Importantly, this means that the UDO articulates a complete, comprehensive network of pedestrian and bicycle facilities.

The Raleigh UDO calls for separated bike lanes on a large subset of roads in the city, reflected in **Map 20**. If bicycle facility requirements from the UDO were implemented on existing roads in Raleigh, it would result in over 700 miles of separated bike lanes in the city. In reality, however, Raleigh only has approximately three miles of separated bike lanes. Investments in redesigning roadways and upgrading existing delineated bike lanes to separated bike lanes would significantly increase the mileage of separated bike lanes in the city.

TABLE 7 City of Raleigh Bicycle Facility Requirements

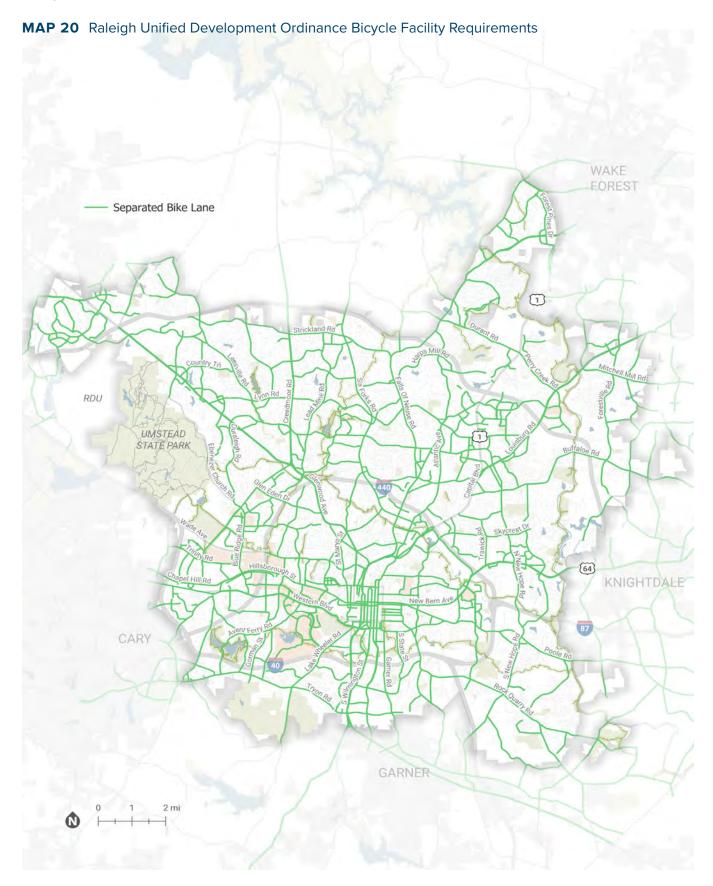
Street Type	Bicycle Facility	Pedestrian Space	On-Street Parking	Plan/ Amendment
Busway 6-Lane	Separated Bicycle Lane	6 Feet	N	Ordinance No. (2021) 291 TC 454
Busway 4-Lane	Separated Bicycle Lane	6 Feet	N	Ordinance No. (2021) 291 TC 454
Busway 2-Lane	Separated Bicycle Lane	6 Feet	N	Ordinance No. (2021) 291 TC 454
Avenue 6-Lane, Divided	Separated Bicycle Lane	6 Feet	N	Raleigh Street Design Manual*
Avenue 4-Lane, Parallel Parking	Separated Bicycle Lane	10 Feet	Y	Raleigh Street Design Manual*
Avenue 4-Lane, Divided	Separated Bicycle Lane	6 Feet	N	Raleigh Street Design Manual*
Avenue 3-Lane, Parallel Parking	Separated Bicycle Lane	8 Feet	Y	Raleigh Street Design Manual*
Avenue 2-Lane, Undivided	Separated Bicycle Lane	6 Feet	N	Raleigh Street Design Manual*
Avenue 2-Lane, Divided	Separated Bicycle Lane	6 Feet	N	Raleigh Street Design Manual*

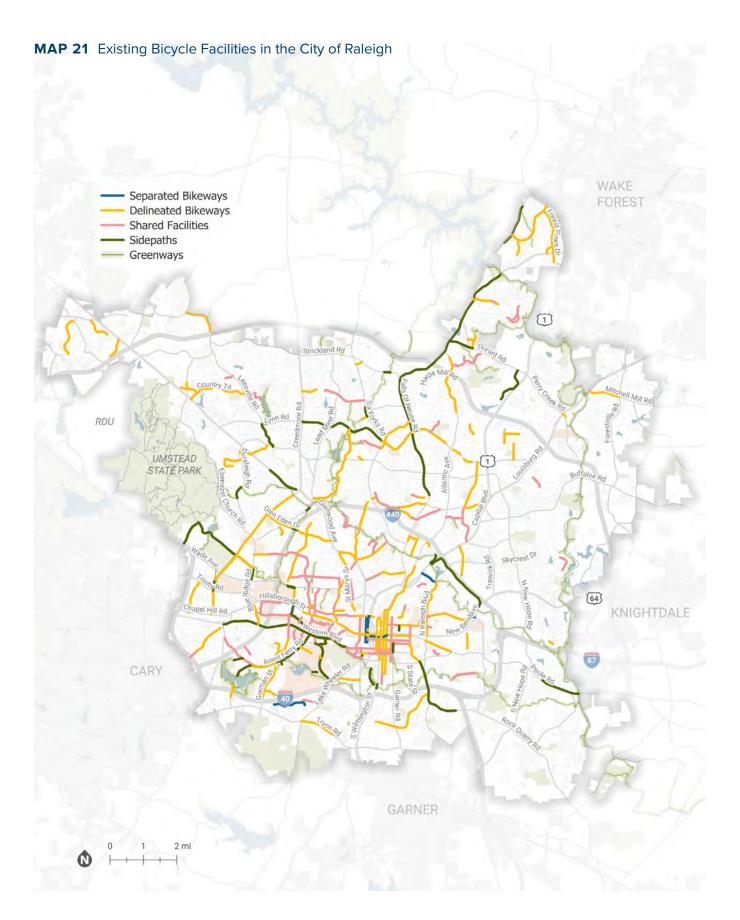
^{*}Later adopted into the Unified Development Ordinance by Ordinance No. (2021) 291 TC 454

A-12 | RALEIGH ACTIVE MOBILITY PLAN

APPENDIX A: EXISTING CONDITIONS | A-13

Raleigh Unified Development Ordinance Compared to Current Bicycle Facilities





A-14 | RALEIGH ACTIVE MOBILITY PLAN

Destination Access

The ability to access a destination using primarily safe active mobility infrastructure increases the likelihood that a person will choose active modes for transportation rather than drive a motor vehicle.

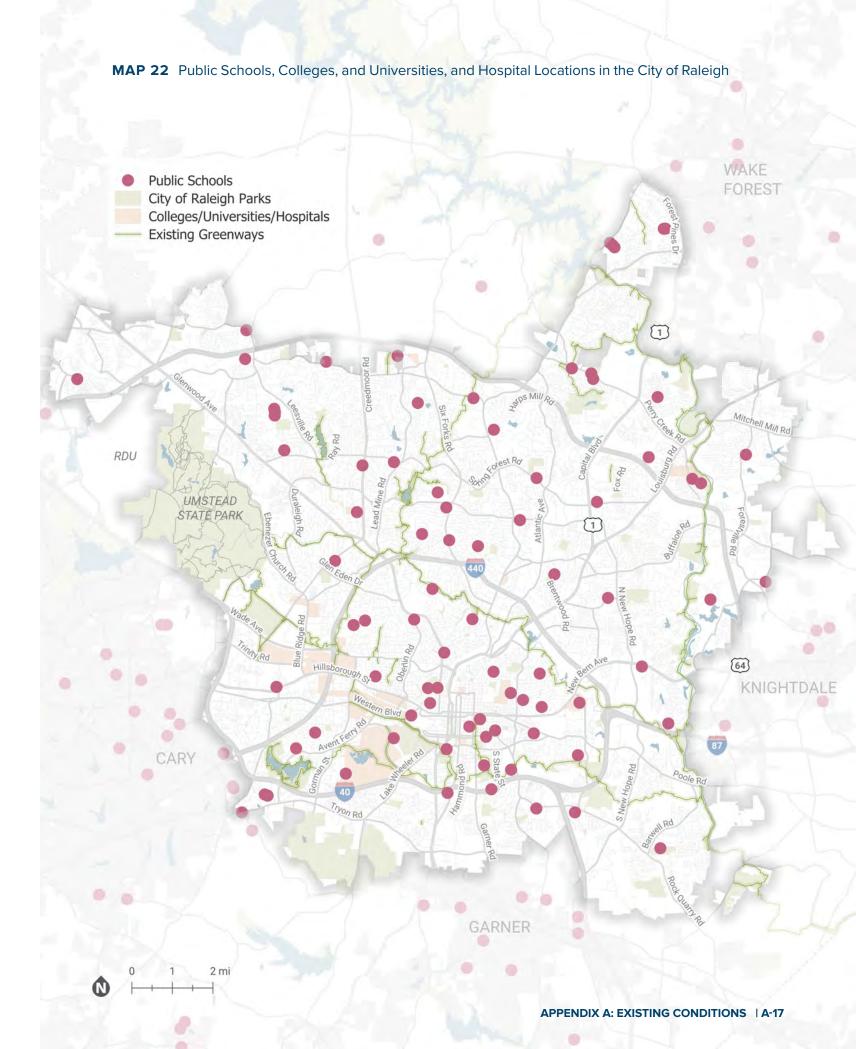
This analysis highlights specific land use categories such as public facilities, public parks and open spaces, and commercial areas which contain key destinations like schools, parks, libraries, grocery stores, and transit stops. This analysis also evaluates their accessibility by active mobility. These land use categories were chosen because they may attract active mobility users if adequate infrastructure was provided.

Schools

Access to schools is important, especially for parents and students. The ability to safely walk or ride a bicycle to local schools can provide health and economic benefits . There are currently 15 public schools in Raleigh that are not within $\frac{1}{2}$ miles of a bicycle facility:

- River Bend Elementary School
- Barwell Road Elementary School
- Barton Pond Elementary School
- Beaverdam Elementary School
- Fox Road Elementary School
- River Oaks Middle School
- Hilburn Drive Academy
- Harris Creek Elementary School
- Jeffreys Grove Elementary School
- Lead Mine Elementary School
- River Bend Middle School
- Walnut Creek Elementary School
- Wilburn Elementary School
- Wildwood Forest Elementary School
- York Elementary School

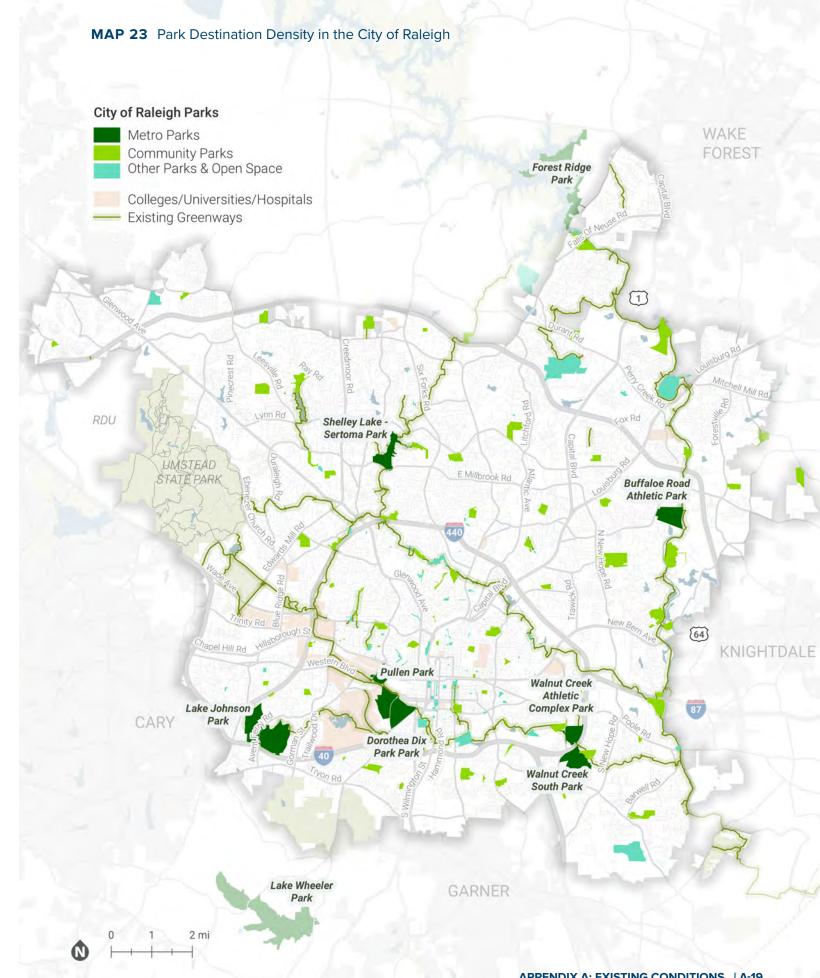
These schools are mostly in the southeast (south of I-87 and east of the I-40/I-440 interchange) and northeast (east of Louisburg Road and north of New Bern Avenue) areas of Raleigh and coincide with the major aforementioned gaps in active mobility infrastructure. Adding pedestrian and bicycle infrastructure near these schools will connect neighborhoods to important destinations and provide younger residents with increased mobility options.



Parks

Parks are important to communities as they provide a place to relax, engage with the community, recreate, and connect with nature. Parks also provide improved air quality, reduced flooding, protect wildlife, and can preserve biodiversity. All of the major parks in Raleigh, highlighted in dark green in Map 23, are accessible by greenways. Some smaller community parks in Raleigh, however, are located near roads with inadequate active mobility infrastructure and high volumes of vehicular traffic and/or high speeds. These characteristics can deter residents from using a vital community resource.

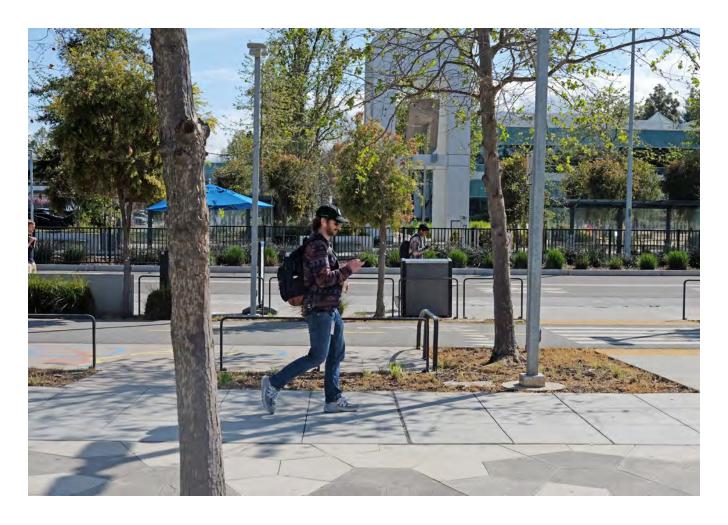


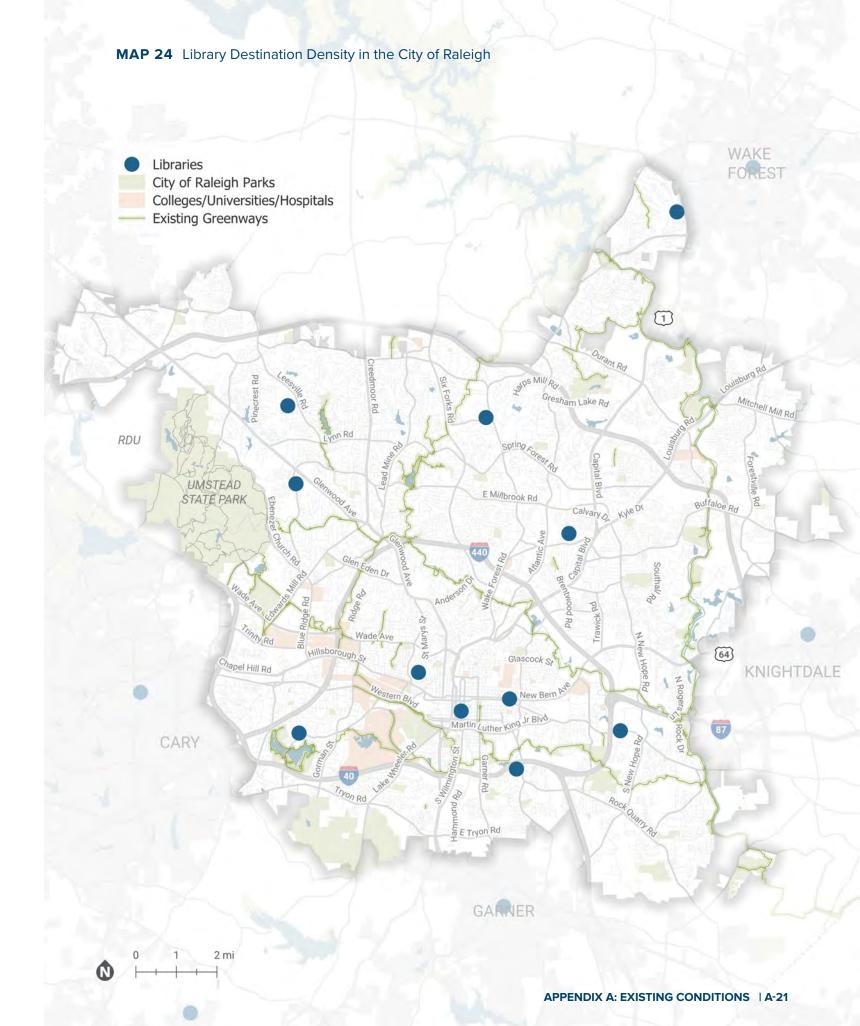


A-18 | RALEIGH ACTIVE MOBILITY PLAN

Libraries

Libraries offer a place for residents to learn, interact with others in the community, and even work. Libraries are vital to communities, especially vulnerable communities, as they provide equitable, free access to information, education, and resources for all people. The Olivia Raney Local History Library is the only library in Raleigh that is not within ½ mile of a bicycle facility. It is also the only library east of I-440, which is the previously mentioned area that has gaps in active mobility infrastructure. Connecting this library to pedestrian and bicycle infrastructure and upgrading active mobility infrastructure near other libraries can help residents access a crucial resource in the city.

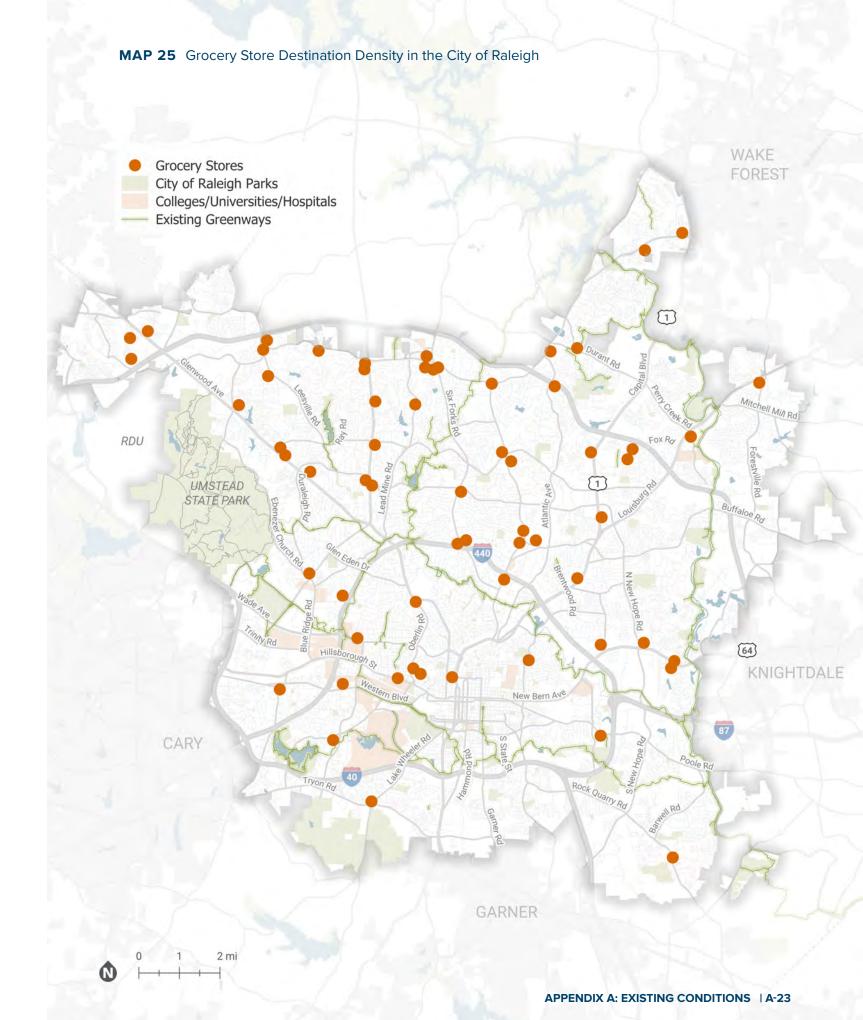




Grocery Stores

Grocery stores in the City of Raleigh are often located along busy corridors that have high traffic volumes and high speeds. These corridors typically have pedestrian infrastructure, such as crosswalks and sidewalks. However, the distance between crosswalks can be far, so people walking occasionally cross these wide corridors in areas that do not have crosswalks. These roads also often lack bicycle facilities, such as separated bike lanes, sidepaths, and greenways, which are necessary for residents to feel safe and comfortable during bicycling commutes along busy, high-speed corridors.



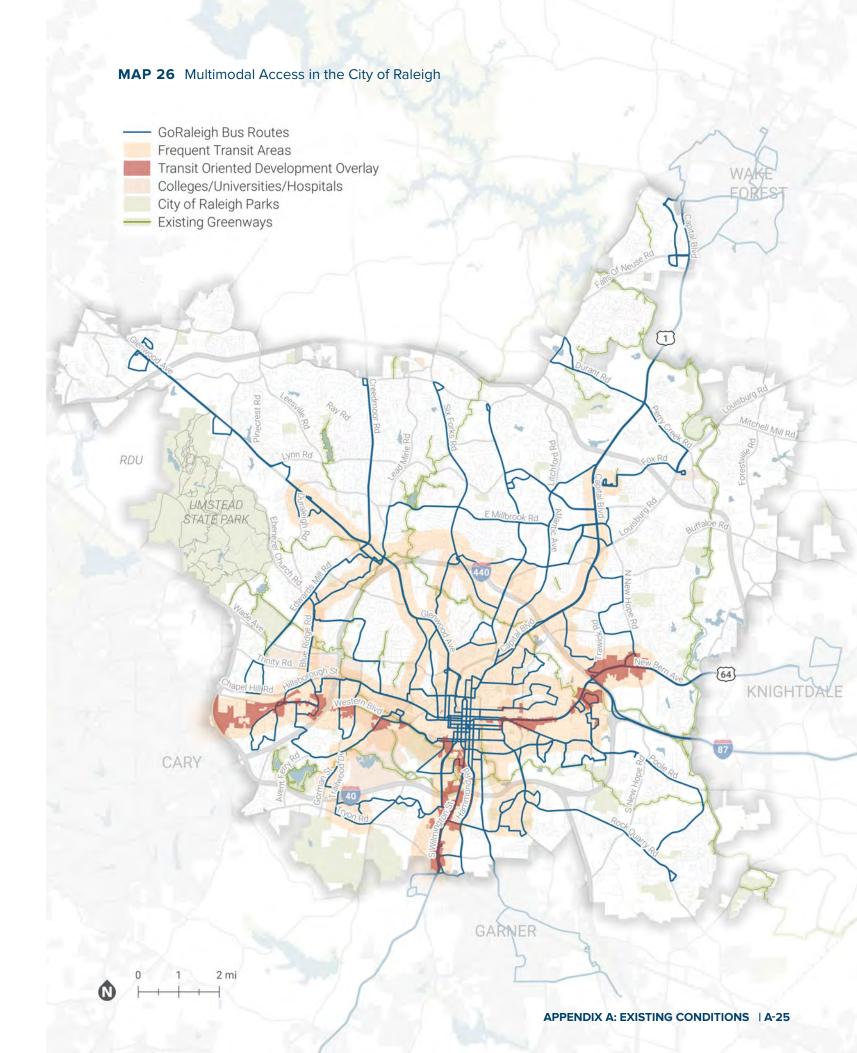


A-22 | RALEIGH ACTIVE MOBILITY PLAN

Transit

Residents with limited mobility options often rely more on active mobility and will likely use public transit more than others. Transit stations should have adequate pedestrian and bicycle infrastructure to accommodate residents that rely on these modes. However, less than half (44%) of GoRaleigh bus stops are located along corridors that have bicycle facilities and over 100 bus stops do not have any sidewalks nearby. Inadequate active mobility infrastructure near transit stops creates inhospitable environments for transit users walking and bicycling to stops. This often forces users to traverse difficult terrain where sidewalks are incomplete or ride on busy arterial roads without bicycle infrastructure. Improving active mobility infrastructure near transit stops and key destinations encourages more residents to use multimodal options and helps strengthen the culture of walking and bicycling in Raleigh.

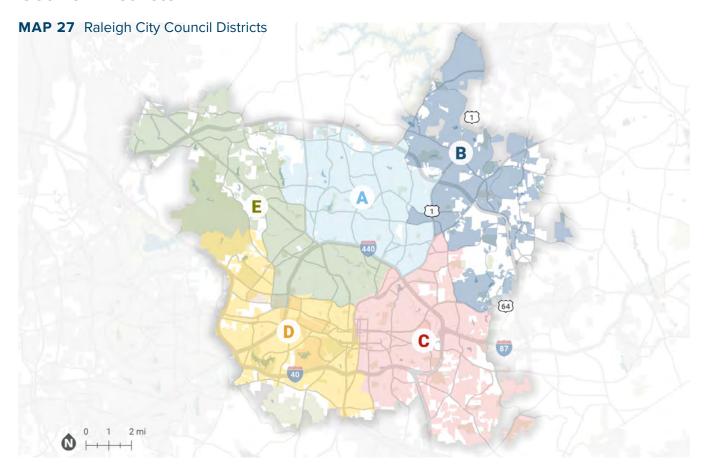




Demographics

Achieving an equitable Active Mobility Plan requires an understanding of how the impacts of active mobility infrastructure, both positive and negative, are distributed throughout the city and across different demographic groups. Communities that have experienced historic marginalization are more likely to rely on active mobility or transit for transportation but often do not benefit from the existing network due to the ongoing effects of past policies and investment patterns.

Council Districts



Ensuring that active mobility projects reach all residents is crucial to improving mobility options throughout the city. **Table 8** shows the percentage of sidewalk completeness and miles of bicycle facilities in each of Raleigh's city council districts. Future active mobility projects should focus on addressing gaps in infrastructure in every district,

creating a cohesive, connected network that reconnects neighborhoods and provides safe and efficient active mobility options.

TABLE 8 Active Mobility Infrastructure in Raleigh's City Council Districts

	Miles of Roadway	Miles of Bikeways	Sidewalk Completeness
District A	402	26	48%
District B	369	19	51%
District C	422	24	45%
District D	373	35	47%
District E	435	22	42%

Vulnerable Communities

There are other impacts of inadequate active mobility infrastructure that have substantial effects on equity and quality of life. Impacts such as elevated safety risk, limited access to multimodal facilities and desired destinations, and low quality of transportation options can signify transportation disadvantages. When transportation disadvantage is paired with social vulnerability, it creates a state of transportation poverty, where a person lacks resources to meet their mobility needs. This analysis focuses on sociodemographic factors

associated with social vulnerability such as income, education, age, language, vehicle access, and race.

The city should prioritize creating safe and connected bikeways in areas with people that are more socially vulnerable as they likely need multimodal options to ensure access to daily needs is available.

TABLE 9 Transportation Vulnerability Factors for Equity Analysis

Factor	Description	Tier	
Poverty	Percent of population below the poverty level		
Education	Percent of population with no high school diploma	 Well Above Average: 4 Above Average: 3 Average: 2 Below Average: 1 Well Below Average: 0 	
Age	Percent of population over 64 and under 18		
English Proficiency	Percent of households with limited English proficiency		
Vehicle Access	Percent of households with zero cars		
Race & Ethnicity	Percent of population that is non-white		
Social Vulnerability Score Range Each tier represents 20% of Census Block Group in Raleigh		•Well Above Average: 22 - 27 •Above Average: 18 - 21 •Average: 14 - 17 •Below Average: 10 - 13 •Well Below Average: 0 - 10	

A-26 | RALEIGH ACTIVE MOBILITY PLAN

APPENDIX A: EXISTING CONDITIONS | A-27

For Raleigh's active mobility network to serve the whole community, it must respond to the needs of those with fewer transportation choices and greater barriers to mobility. An equity analysis based on socioeconomic factors identified eight key populations vulnerable to transportation disadvantages:

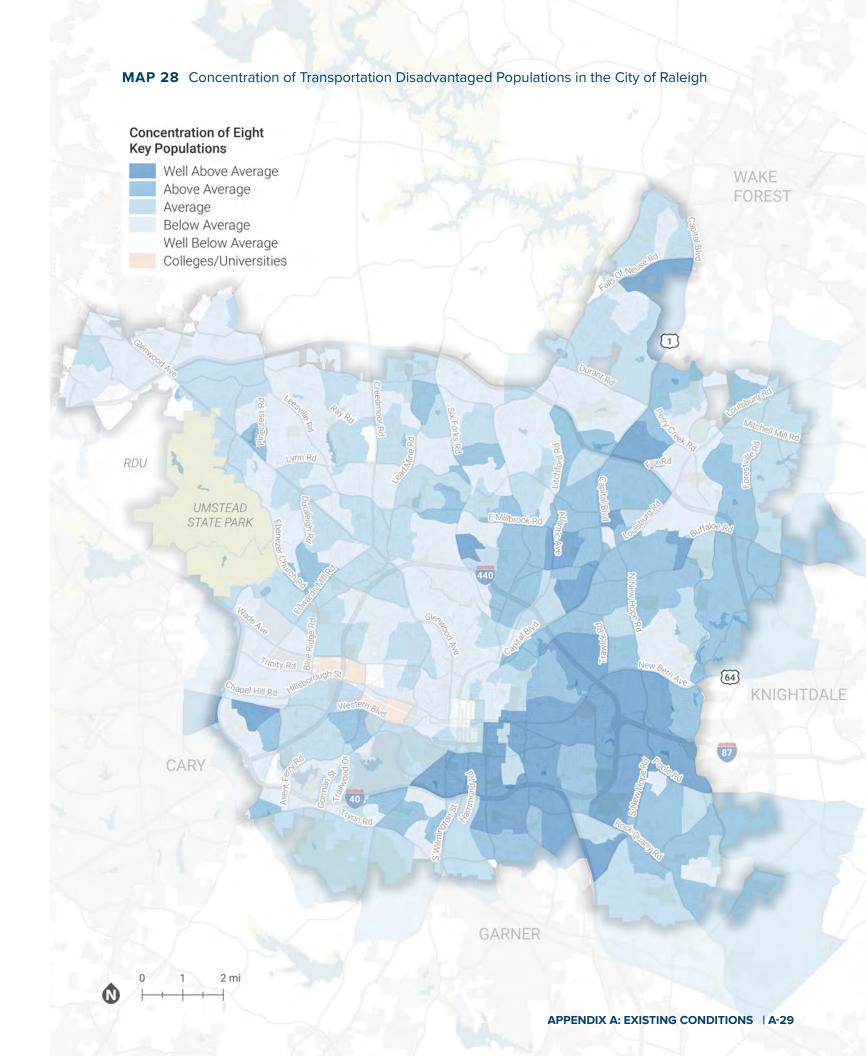
- 1. Black, Indigenous, and other People of Color
- 2. Households in poverty (below 200% of the Federal Poverty Level)
- 3. Carless households
- 4. Youth under 18 years old
- 5. Older adults over 64 years old
- 6. People with disabilities
- 7. People with limited English proficiency
- 8. People with limited educational attainment

Of the eight key populations, four were consistently prominent in most of the transportation disadvantaged census block groups:

- Households in poverty: Households in poverty may spend an outsized portion of their income on travel expenses. Active mobility can benefit these communities, as low household income residents can utilize walking and bicycling to and from destinations or transit stops decreasing the cost burden of owning and maintaining a vehicle.
- have a high number of zero-car households, highlighting the necessity of active mobility options. Without complete active mobility infrastructure, these residents often have to cross roads without marked crosswalks, or ride a bicycle on arterial roads with high speeds and high traffic volumes. These residents are likely to be reliant upon others for transportation and may depend on the availability of safe multimodal facilities to access their daily needs.

Younger and older populations: Younger residents (18 and younger) and older residents (over 64 years old) are often not independently mobile and rely on guardians or caretakers to accompany them as they travel. Active mobility can positively impact quality of life for younger and older residents as they will have increased access to important destinations such as schools, parks, grocery stores, and libraries.

Many of Raleigh's transportation disadvantaged areas are south and east of downtown, overlapping with areas that have major gaps in pedestrian and bicycle infrastructure—indicating that more investment in active mobility in these areas may have an outsized impact on quality of living.



A-28 | RALEIGH ACTIVE MOBILITY PLAN

Considerations for Network Development

This summary of existing conditions is only one piece of developing a comprehensive active mobility network that will meet the needs of the residents of Raleigh, help mitigate unsafe conditions, and provide access to destinations to those that need it most. Recommendations for the Raleigh Active Mobility Plan encompass a variety of policies, programs, and projects designed to create active mobility infrastructure that is useful for all residents.

Based on these findings, recommendations for the Raleigh Active Mobility Plan should consider the following:

- Connections to destinations such as schools, parks, libraries, and grocery stores are vital for residents and can significantly increase the quality of life for residents.
- Follow the Street Design Manual and the Unified Development Ordinance when creating new roads or when redesigning or restriping current roads.
- Make upgrades to active mobility throughout the city with a focus on vulnerable communities and areas that have significant gaps.
- Upgrade existing delineated bikeways to become separated bike lanes where space is available.
- Gaps in active mobility infrastructure can deter residents from using active modes, so gap infill is crucial.
- Places with young and old residents need active mobility infrastructure that allows for daily trips without requiring a motor vehicle.





Appendix B: Community Voices

Listening to the Community

Meaningful community engagement was central to the development of the Raleigh Active Mobility Plan. From Fall 2024 through Summer 2025, the City hosted a range of in-person and online activities, including open houses, stakeholder and focus group meetings, surveys, and interactive web tools, to gather input and ensure residents, partners, and organizations could shape the plan. These events engaged residents, representatives from NCDOT, Wake County, the City of Raleigh, local colleges and universities, and local advocacy groups and nonprofit organizations. To extend the reach of these efforts and reduce meeting fatigue among community members, outreach was often coordinated with other planning initiatives, such as the Downtown Mobility and Transportation Operations Study and the Raleigh Safety Action Plan. Informed by this process, the Active Mobility Plan reflects community values and provides a clear path toward safer, more connected pedestrian and bicycle infrastructure.

GOALS



Promoting Project Awareness

by executing strategic communications and leveraging existing communication lines when possible.



Empowering The Community

through partnerships and education about the goals and outcomes of the Raleigh Active Mobility Plan.



Gathering Community Input

that is representative of the City of Raleigh to inform the Plan.



Building Partners & Champions

throughout the city to gain implementation support.



Emphasizing Equity

throughout the planning process, recommended actions, and future outcomes.

What We Did and Heard

Community engagement was central to the Raleigh Active Mobility Plan. From Fall 2024 through Summer 2025, the City hosted a series of engagement activities—including open houses, stakeholder meetings, board/commission meetings, focus groups, online surveys, and social media outreach, to gather feedback and ensure community voices shaped the plan.















Open House Meetings

A total of six public open house events were held to share information and gather community feedback. Two events were conducted in coordination with other Raleigh planning initiatives within a council district, and four events were held across additional council districts. Each open house had a specific purpose: Phase 1 focused on discovery, and Phase 2 focused on recommendations for the plan.

Together, these events attracted 183 attendees and provided opportunities for residents to learn about the project, review draft materials, and share input that helped shape the plan.









Phase 1

Phase 1 focused on capturing everyday experiences and perceptions of walking and bicycling across the city. Ninety-two attendees participated, explored interactive boards at various stations focused on the plan goals, pedestrian and bicyclist comfort in different contexts, key destinations they walk or ride a bicycle to and from, and trade-offs for space on streets to accommodate various modes.

Engagement activities included:

Station 1: Vision

This Station included an overview of the four goals guiding the Active Mobility Plan:

- 1. Build an Equitable Network
- 2. Promote a Cultural Shift
- 3. Improve Connectivity
- 4. Streamline Project Delivery

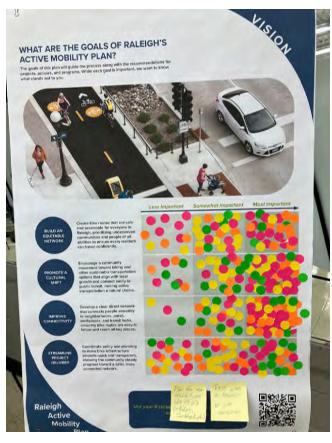
Participants were given four stickers to indicate how important each goal of the Active Mobility Plan was to them, on a scale of 'Less Important' to 'Most Important." While all goals received support, "Build an Equitable Network" and "Improve Connectivity" were most frequently marked as "Most Important," highlighting strong interest in a mobility system that is inclusive, accessible, and well-connected.

Station 2: Comfort

Participants could indicate which element made them feel most comfortable when walking or bicycling, depending on the surrounding context: downtown/commercial areas, wider streets with higher speeds and more vehicles, and neighborhood streets with lower speeds and fewer vehicles.

Walking Comfort: Participants placed the most dots near sidewalk options with buffers particularly on wider streets and in downtown areas, showing a preference for wider sidewalks with adequate separation from traffic.

Bicycling Comfort: The biking comfort board showed that participants strongly prefer bikeways with physical separation, especially on wider and higher-speed streets.



Station 1: Vision



Station 2: Comfort

Station 3: Trade-offs

This station included a hands-on activity where participants were asked to consider the trade-offs necessary to make space for people walking and bicycling. A variety of elements such as parking, landscaping, and turning lanes were presented as components that might be narrowed or removed to prioritize pedestrian and bike infrastructure.

Participants were most willing to reduce the amount of space allocated for on-street parking and turning lanes. Comments received and conversations during the event revealed support for reallocating street space to include facilities for bikes and pedestrians, especially in constrained areas.

Station 4: Destinations

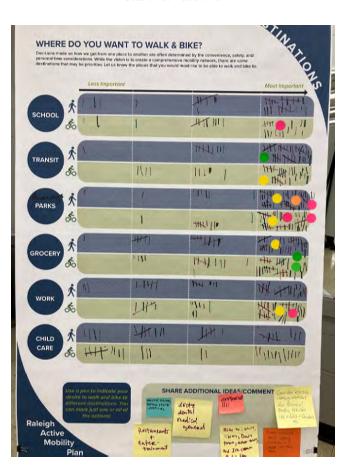
Participants used tally marks and dot stickers to show the importance of walking or bicycling to destinations such as schools, transit stops, parks, grocery stores, work, and childcare.

Takeaways:

- High priorities for both walking and bicycling:
 Parks, grocery stores, schools.
- Transit stops received steady support as an important destination for both walking and bicycling.
- Work and childcare received mixed responses, suggesting importance depends on proximity and need.



Station 3: Trade-offs



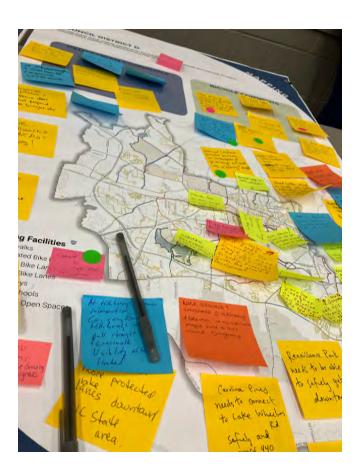
Station 4: Destinations

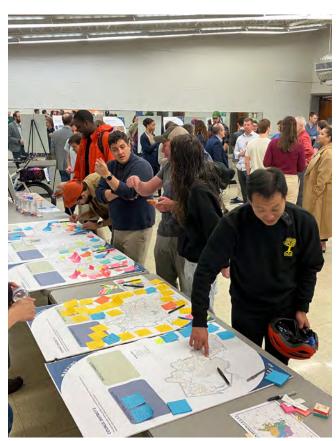
Station 5: Council Districts

Participants were asked to share locationspecific comments in their council district pertaining to where improvements are most needed to support active mobility.

- District A (North Raleigh): Residents emphasized the need for new sidewalks, safer crossings, and better connectivity across Capital Boulevard.
- District B (East & Northeast): Feedback focused on connecting neighborhoods to greenways, improving sidewalks near schools, and addressing traffic safety on major roads.
- District C (Central, Southeast): Participants highlighted missing sidewalks, difficult crossings, and the need for safer bike and pedestrian connections in busy areas.
- District D (Central, South & West): Comments emphasized greenway connections, safer bike routes, and pedestrian safety improvements on key corridors and intersections.
- District E (Central & Northeast): Residents raised concerns about sidewalk gaps, bike access challenges, speeding, and the need for protected facilities and safer crossings.

Across all districts, participants highlighted the need for safer crossings, better bicycle and pedestrian connectivity, more sidewalk coverage near schools, and greater traffic enforcement. Feedback helped prioritize location-specific improvements that support Raleigh's goals for a safe and equitable active transportation network.





Station 5: Council Districts

B-6 | RALEIGH ACTIVE MOBILITY PLAN

APPENDIX B: COMMUNITY VOICES | B-7

Phase 2

During Phase 2 engagement, 91 community members reviewed plan recommendations and related City transportation initiatives. Attendees engaged with interactive boards, shared feedback, and spoke with City staff to help shape Raleigh's future transportation network.

Engagement activities included:

Station 1: Draft Bikeway Network Recommendations

This station included a map of the draft Bikeway Network Recommendations, focusing on where investment could have the biggest impact on bicycling in Raleigh. The map was organized into four main layers:

- Priority Network: New and upgraded bikeways with the biggest impact
- Comprehensive Network: Citywide bikeway vision from the 2016 plan
- Existing Bikeway: Current bikeway infrastructure, including gaps
- Greenways: Recreational trails connecting into and around the city

Participants were encouraged to leave comments, suggestions, or questions about the recommended bicycle network.

Station 2: Draft Sidewalk Network Recommendations

This station included a map of all sidewalk projects across the City of Raleigh; projects were categorized as:

- Programmed Projects: Already funded or in design/construction.
- Long-term Projects: To be built with redevelopment.
- Mid-Term Projects: Ranked by priority (high, medium, low).

Participants were asked to provide feedback on the draft sidewalk network recommendations.





Stations 1 & 2: Draft Bikeway & Sidewalk Network Recommendations

Station 3: Touchpoints Before Implementation

At this station, participants were asked to provide feedback and give suggestions for improvement to the public outreach and coordination process leading up to project implementation, specifically related to projects identified in approved planning documents with dedicated funding for implementation.

Using a scale from "Slow Down, Let's Talk" to "Move Faster, Let's Act," participants placed dots next to the appropriate categories to indicate the level of stakeholder engagement they feel is appropriate.

The engagement levels were defined as:

- Involve: Work together to shape the project (most time and input).
- Consult: Ask for input and consider it.
- Inform: Share updates and decisions (least time and input).

Responses showed a strong preference for moving projects to implementation quickly, with limited emphasis on additional rounds of public input once priorities and funding are in place.

Station 4: Implementation Tools

This station introduced four key tools the City of Raleigh uses to implement street and mobility changes:

- Capital Improvement Program: Large-scale, city-initiated projects
- 2. Resurfacing, Maintenance & Utility Work: Leveraging routine upgrades
- 3. Community Response: Safety, equity, and access-focused interventions
- 4. Private Development: Developer-led projects aligning with city plans

Participants were asked to vote using dots to show how often they would like the City to use each tool—from "More Often" to "Less Often." They could also leave comments explaining their choices or sharing new ideas.

Residents prioritized community response and maintenance tools, while stressing bike lane connectivity, maintenance, and the role of private developers.



Station 3: Touchpoints Before Implementation



Station 4: Implementation Tools

B-8 | RALEIGH ACTIVE MOBILITY PLAN

APPENDIX B: COMMUNITY VOICES | B-9

Stakeholder Meetings & Office Hours

The project team convened a steering committee to help guide the plan development and provide input on key aspects of the plan. This committee met three times and included representatives from multiple City of Raleigh departments, North Carolina Department of Transportation (NCDOT), the Raleigh Bicycle and Pedestrian Advisory Committee (BPAC), local universities, and local advocacy organizations.

In addition to formal committee meetings, the project team hosted in-person, drop-in style office hours approximately every four weeks, between

fall 2024 to spring 2025 to offer opportunities for discussion and feedback. These sessions were held on November 14, 2024, December 12, 2024, January 19, 2025, February 6, 2025, March 6, 2025, and April 17 2025.

Stakeholder Committee Representatives:

- Joseph Caruso, Bicycle and Pedestrian Advisory Committee (BPAC)
- Tammy Stern, Bicycle and Pedestrian Advisory Committee (BPAC)
- Jared Harber, Oaks and Spokes
- Yvette Yarborough Trotman, Black Girls Do Bike
- Gaby Lawlor, Capital Area Metropolitan Planning Organization (MPO)
- Alex Rotenberry, NCDOT- Integrated Mobility Division
- Nick Morrison, NCDOT- Integrated Mobility Division
- Amin Hezaveh, NCDOT- Division 5
- Beverly Clark, Parks Recreation and Greenway Advisory Board (PRGAB)
- Amanda Simmons, North Carolina State University
- Dylan Mathews, Wake County- Safe Routes to Schools

Stakeholder Meeting 1





The first steering committee meeting for the AMP convened representatives from NCDOT, the City of Raleigh, local universities, and nonprofits focused on active transportation. The discussion introduced the purpose of the plan update and identified key priorities and values to guide the work ahead.

Stakeholder Meeting 2





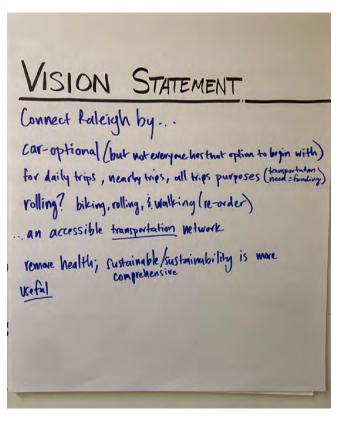
The second steering committee meeting brought together representatives from NCDOT, Wake County, City of Raleigh, BPAC, NC State University, CAMPO, and local advocacy groups. The project team shared progress updates and facilitated discussions on key plan components, including the draft goals, vision statement, prioritization criteria, and analysis framework.

Stakeholder Meeting 3





The third and final steering committee meeting focused on refining engagement strategies. The discussion emphasized the importance of creating meaningful, interactive opportunities to understand public values and priorities for bicycling and walking infrastructure.





Vision statements & goals discussed during stakeholder meetings

B-10 | RALEIGH ACTIVE MOBILITY PLAN

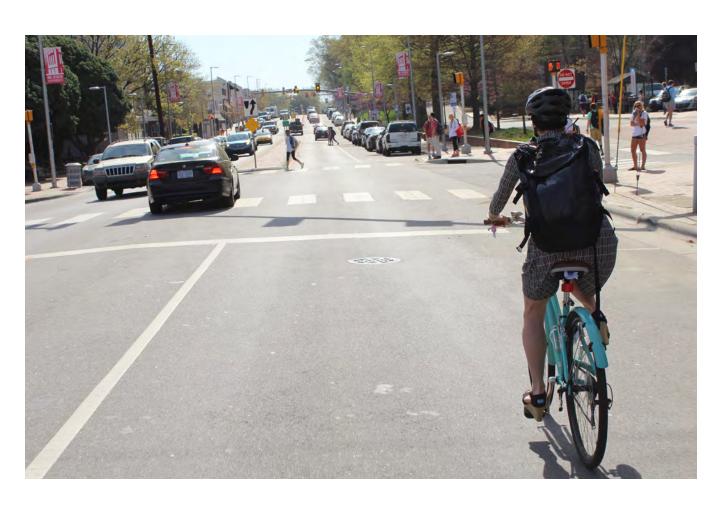
APPENDIX B: COMMUNITY VOICES | B-11

Local Board & Commission Meetings

The project team participated in seven board and commission meetings, including two Greenway Committee meetings, three Bicycle and Pedestrian Advisory Commission (BPAC) meetings, two Environmental Advisory Board meetings, and one Raleigh Commission for Persons with Disabilities meeting.

The project team's meetings with local boards and commissions provided updates on the plan development, focusing on engagement findings, network development and prioritization, implementation tools, and next steps. Highlights included sharing key themes that emerged from open house events and online survey responses. The team reviewed the ranking of mid-term sidewalk projects, identification of priority corridors, and creation of a connected pedestrian and bikeway network.

The presentation also introduced "touchpoints before implementation" and outlined four core implementation tools: Capital Improvement Program, Private Development, Resurfacing and Maintenance, and Community Response. Next steps included refining survey analysis, finalizing network priorities, and developing a project list for implementation.



Focus Groups



As part of the plan development, a focus group meeting was held in August 2025, with staff from the GoRaleigh transit team to gather input on perceptions, operational considerations, and draft recommendations related to walking, biking, and rolling infrastructure. The discussion focused on how active mobility intersects with transit services, with particular attention to sidewalk and bicycle access, connectivity in fringe and suburban areas, and first and last-mile challenges.



The project team convened a focus group meeting in August 2025, with staff from the City of Raleigh's Transportation Street Maintenance team to discuss active mobility-related maintenance needs and priorities. The meeting focused on the importance of ensuring that active mobility infrastructure is well maintained and that there is adequate funding dedicated to cover future maintenance costs.



In August 2025, staff from NCDOT Division 5 participated in a focus group meeting to discuss active mobility along state-managed roadways in Raleigh. The discussion focused on NCDOT's approach to planning, scoping, and implementing complete street elements, while also gathering input on programs that support local jurisdictions with implementation and maintenance. The session identified opportunities for partnership with the City of Raleigh to advance the goals of the Active Mobility Plan.







B-12 | RALEIGH ACTIVE MOBILITY PLAN

APPENDIX B: COMMUNITY VOICES | B-13

Online Surveys

To ensure broad public participation beyond in-person events, two online surveys were conducted during different phases of public engagement. Each survey had a distinct purpose and offered insights into community needs, preferences, and priorities related to walking, bicycling, and rolling in Raleigh.

I would love to bike There are an more to get to work, to run errands, to get to unfortunate amount of There are pockets destinations—but the sidewalks that just... of walkable/ Bike lanes are great roads just aren't safe stop! bikeable areas in some places then Raleigh, but most they just disappear, of them do not same with sidewalks." connect to one **Drivers** have another. no regard for cyclists Bike lanes here are full of leaves, trash and Biking and walking Not enough sidewalks motorcycles is extraordinarily on the eastern side of important to. It's A big issue to me is benefits are endless the city outside of the Connectivity, connectivity of the economically, socially beltline existing pedestrian road diets, and environmentally. The lack of walk and bike facilities sidewalks in infrastructure! residential areas needs to be Please make more addressed. sidewalks! As the city continues to grow we need to I wish there are expand walkability, I appreciate the more bike lines in bikeability and public protected bike lanes the city, so I don't transport so that Having safe downtown - extend have to go in the traffic doesn't become pedestrian options main travel lines for and connect them! overwhelming. means its safe for the cars. those of any mobility.

Survey 1

Survey 1 was conducted from Winter 2024 to Spring 2025. This survey, focused on understanding residents' day-to-day travel experiences, gathered demographic data and asked respondents to describe what it is like to get around Raleigh without a car, reflect on how they currently travel, and share what types of trips they would like to make more often using active mobility options. This survey helped establish a baseline understanding of barriers, behaviors, and desires related to active mobility.

Overall, the most frequent responses from residents revolved around unsafe or incomplete bicycle infrastructure and gaps in pedestrian and bicycle infrastructure. The survey responses were similar across racial lines with both White and non-White residents, indicating that pedestrian and bicycle infrastructure is very important. Equitable implementation of infrastructure was also important to respondents, particularly those in southeast Raleigh, older neighborhoods, and areas with larger Black and low-income populations where there has been a history of underinvestment in infrastructure.

The information presented indicates that the community feels there are significant opportunities for the City to make investments in building out a more extensive network of pedestrian and bicycle infrastructure that connects Raleigh's neighborhoods to downtown, commercial areas, parks, schools, and other key destinations. The network must also include connections to other transportation options and focus on maintenance and enforcement.

561 responses

72%

of respondents indicated they would use pedestrian and bicycle infrastructure for transportation rather than recreation, if it felt felt safe and connected







Key Themes

Bicycle Infrastructure is unsafe, incomplete, and poorly maintained

Pedestrian infrastructure has gaps, abrupt endings, and feels dangerous

There are connectivity challenges across all modes

Too many aggressive drivers, high speeds, and unsafe intersections

There are equity and access gaps

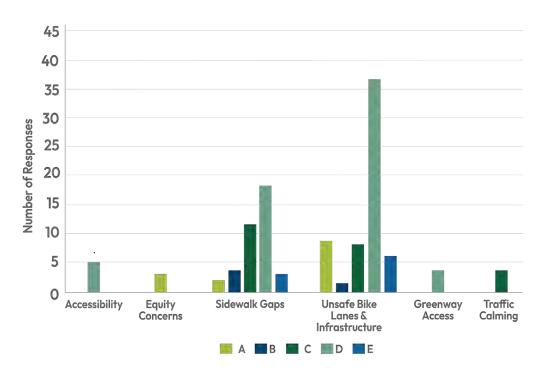
Greenways are valued but need better design for transportation

There is a lack of enforcement and maintenance

Need human centered planning

Transit connections are important and need to be prioritized

Key Survey Themes by Council District

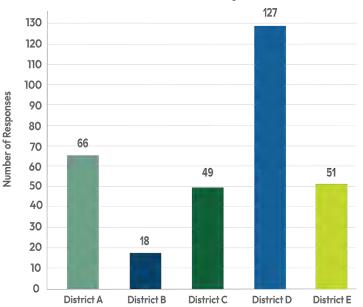


B-16 | RALEIGH ACTIVE MOBILITY PLAN

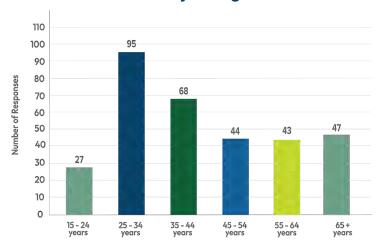
APPENDIX B: COMMUNITY VOICES | B-17

Survey 1 Responses

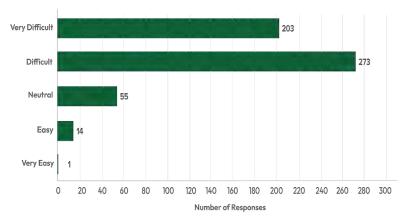




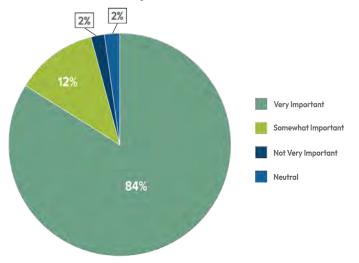
What is your age?



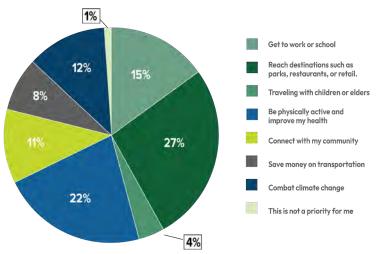
How would you describe getting around in Raleigh without a car?



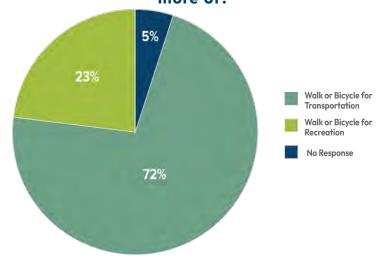
How important is it for you that the city invests in bike & pedestrian facilities?



I want safe & comfortable places to walk and bike in Raleigh so I can...



Which of the following would you like to do more of?



B-18 | RALEIGH ACTIVE MOBILITY PLAN

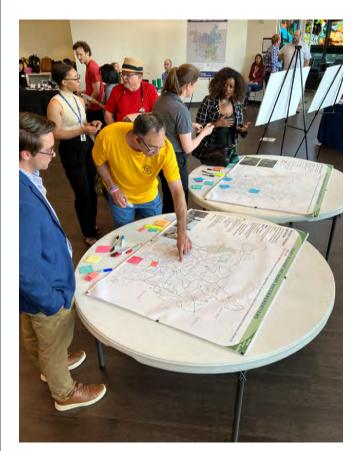
Survey 2

Survey 2 was conducted during Summer 2025 and aimed to gather data about residents' opinions of the purpose, goals, and implementation process of pedestrian and bicycle infrastructure. The survey gave residents an opportunity to weigh in on preferred types of sidewalk and bikeway investments, expectations for engagement during project delivery, and opinions on various implementation tools.

Overall, Survey 2 respondents expressed a desire to be involved before the implementation process even if the plan has the appropriate funding and is already part of an approved plan. This is in contrast to responses received from residents that attended the Phase 2 Open House, where most respondents wanted a faster implementation process with less public involvement. Survey responses also indicated that residents were generally supportive of most implementation tools except private development, which may reflect potential distrust with private developers or concerns about network connectivity with this approach. The network needs to connect to destinations in a safe, comfortable manner for residents to feel that it serves their everyday needs, and the network should not have gaps or safety issues that may deter residents from utilizing active mobility infrastructure.



of respondents feel like
Raleigh's bikeway network
has gaps or safety issues.







Key Themes

Bikeway investments should foster connections to destinations

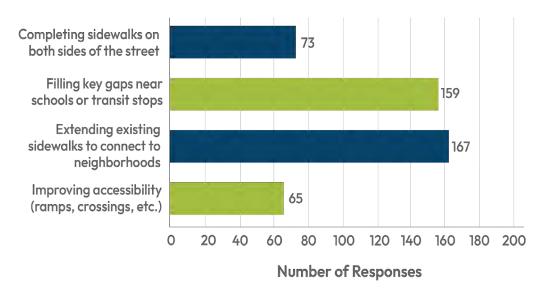
Pedestrian infrastructure should connect to destinations and to other neighborhoods.

Raleigh has many gaps/safety issues in its bicycle infrastructure

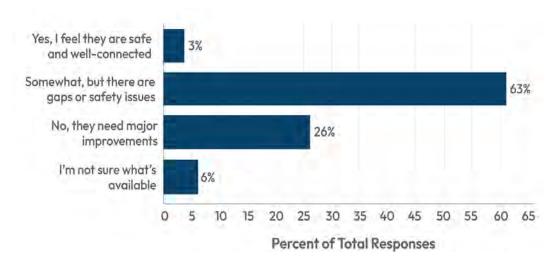
The public wants to be involved in the implementation process

Private development is an unpopular implementation tool for residents

What should be the focus for mid-term sidewalk projects?



Do the City of Raleigh's existing bikeways meet your needs?

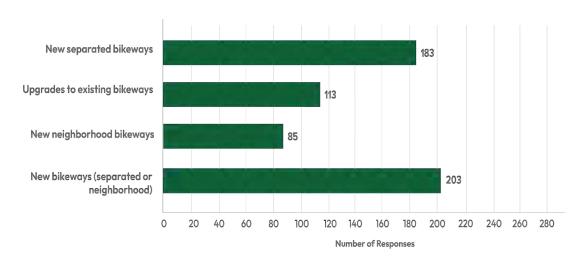


B-20 | RALEIGH ACTIVE MOBILITY PLAN

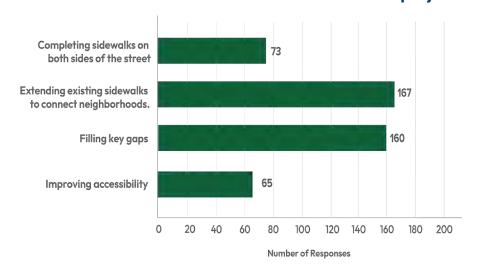
APPENDIX B: COMMUNITY VOICES | B-21

Survey 2 Responses

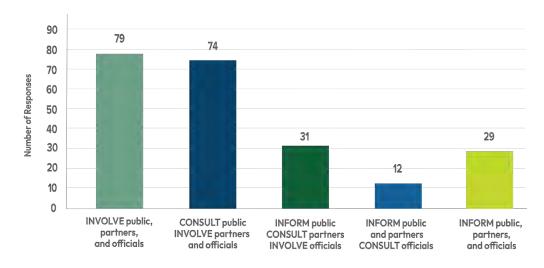
Which type of bikeway investment is most important to you?



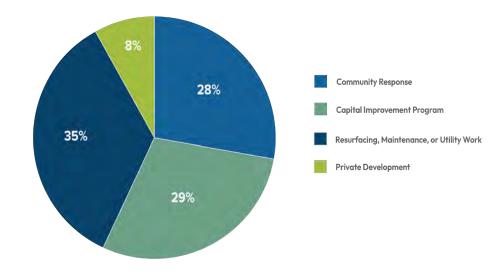
What should be the focus for mid-term sidewalk projects?



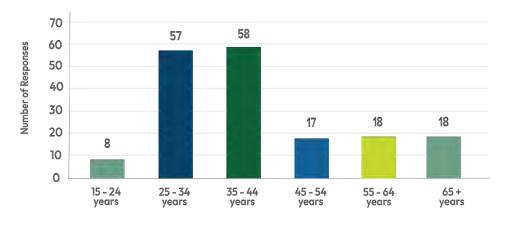
When a project is funded and is included in a city-approved plan, what level of engagement do you think is most appropriate before it's implemented?



Which of these implementation tools do you think the City should use more often to build a safer and more comfortable active mobility network?



What is your age?



B-22 | RALEIGH ACTIVE MOBILITY PLAN

APPENDIX B: COMMUNITY VOICES | B-23

Engagement Takeaways

Throughout both phases of community engagement for the Plan, the project team interacted with residents from across Raleigh, city officials, university representatives, local advocacy organizations, and neighborhood groups whose input helped establish plan goals and values, ultimately informing the development of the final plan. **Map 1** is a heat map that reflects location

clusters of online survey responses. The darker shades on the map represent areas in the city where the highest number of responses were submitted. Over the one-year project timeline, the project team:



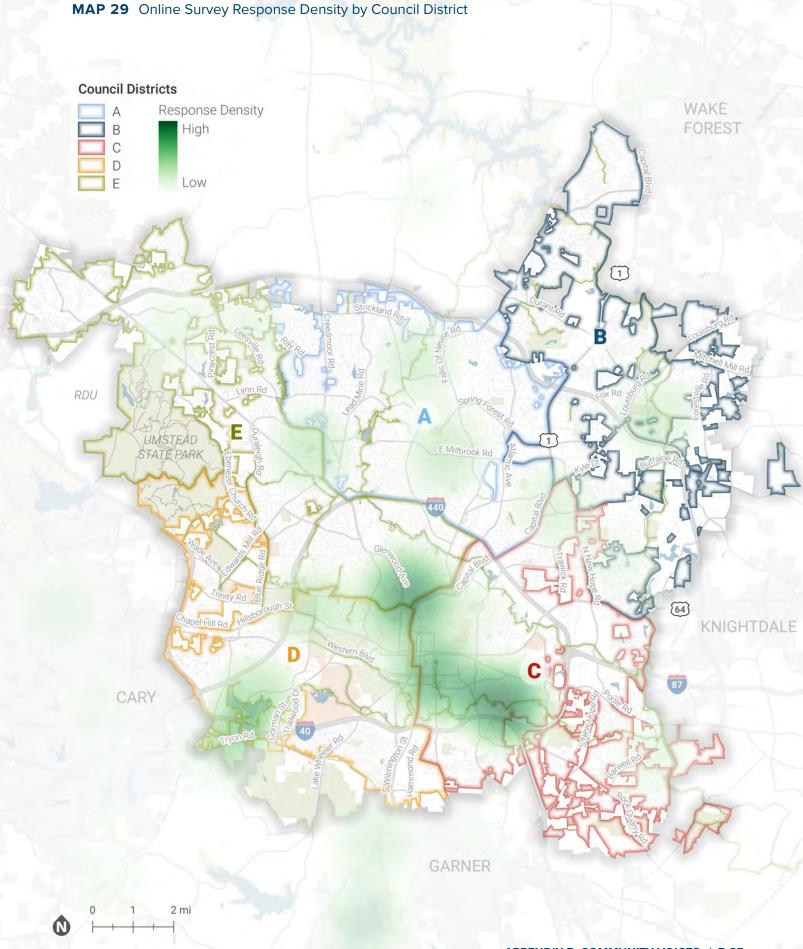
Gathered input from over **180** attendees at community open house events.



Collected over **850** responses from two online surveys.



Facilitated **3** stakeholder meetings with representatives from local institutions, government agencies, and organizations.





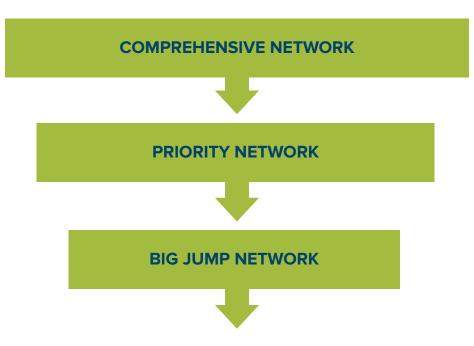


A Comprehensive Pedestrian and Bicycle Network

Raleigh's comprehensive network represents the vision for the city's pedestrian and bicycle network, where walking and bicycling to local destinations can be a convenient, comfortable part of everyday life. The comprehensive network is visionary, long-term, and when fully built, complete. Raleigh's vision includes a connected network of sidewalks or sidepaths on every street – a total of 4,260 miles of pedestrian infrastructure in the city. The comprehensive network also consists of over 700 miles of new bikeways and includes all separated bikeways designated by the Raleigh Streets Plan, as well as proposed neighborhood bikeways identified in the 2016 BikeRaleigh Plan.

While each corridor, intersection, and sidewalk segment in the Comprehensive Network are important to the overall vision, the scale of investment can be overwhelming. Therefore, the priority bikeway network identifies the most impactful corridors to realize the long-term vision based on their ability to connect people to destinations across Raleigh.

Initial implementation of the active mobility network will begin with the City of Raleigh taking a *big jump* to accomplish its aspirational goal of delivering a significant number of new sidewalk and bikeway projects in a short time period. Rooted in connectivity and feasibility, Big Jump projects will deliver over 5 miles of complete sidewalks and 50 miles of bikeways in five years. These projects create access to complete sidewalks, separated bicycle facilities, and neighborhood bikeways where current access may be only to an incomplete sidewalk network or bicycle lanes that lack separation.



Priority Criteria

Pedestrian and bicycle facilities were independently evaluated using the criteria listed in **Table 10** and **Table 11**. While some criteria are shared, descriptions are included to communicate the rationale for each active mobility mode.

The process to develop the priority pedestrian and bikeway network focused on key contextual factors. Scores for every segment of the comprehensive network were calculated based on the contextual factors and then added together to create a total prioritization score. Descriptions and maps for each of the factors are listed on the following pages.



C-2 | RALEIGH ACTIVE MOBILITY PLAN

APPENDIX C: NETWORK DEVELOPMENT | C-3

 TABLE 10
 Context-Based Pedestrian Prioritization Criteria

Criteria	Description	Pedestrian Scoring	
		0 pts – Not within ½ mile	
	C.L L.	7.5 pts – Within ½ mile	
	Schools	10 pts – Within ¼ mile	
		12 pts – Directly connects	
Destination Density and Access	Detail/shanning	0 pts – Does not directly connect	
	Retail/shopping	5 pts – Directly connects	
		0 pts – Not within ¼ mile	
	Parks or Greenways	5 pts – Within ¼ mile	
		7.5 pts – Directly connects	
	Indicators of Potential Disadvantage: • Youth		
	•Older adults	0 pts – Not within ½ mile	
	Racial minorities People with disabilities	7.5 pts – Within ½ mile	
	People with limited education	10 pts – Within ¼ mile	
Equity Analysis	People with limited English proficiencyZero car households	12 pts – Directly connects	
	•Low-income households	12 pts – Directly connects 0 pts – Average, below average or well below average 7.5 pts – Above average	
		0 pts – Average, below average or well below average	
	Population Density	7.5 pts – Above average	
		12.5 pts – Well above average	
		0 pts – Not within ½ mile	
	85th % Vehicle Speeds	7.5 pts – Above average 12.5 pts – Well above average 0 pts – Not within ½ mile 7.5 pts – Within ½ mile 10 pts – Within ¼ mile	
		10 pts – Within ¼ mile	
		12 pts – Directly connects	
Safety		 0 pts – •Major roads: 5,000 or fewer vehicles per day •Minor roads: 500 or fewer vehicles per day 	
	Volume (Annual Average Daily Traffic)	 7.5 pts – •Major roads: 5,000 or fewer vehicles per day •Minor roads: 500 or fewer vehicles per day 	
		12 pts – •Major roads: 10,000 or fewer vehicles per day •Minor roads: 2,000 or fewer vehicles per day	
		0 pts – No transit within ¼ mile of corridor	
		10 pts – Transit within ¼ mile of corridor	
Transit access	Transit ridership and proximity	15 pts – Transit stop adjacent to corridor	
		20 pts – High transit ridership within ¼ mile of corridor	
		25 pts – High transit ridership stop adjacent to corridor	
TOTAL		100 pts	

C-4 | RALEIGH ACTIVE MOBILITY PLAN

 TABLE 11
 Context-Based Bikeway Prioritization Criteria

Criteria	Description	Bikeway Scoring
	Schools	0 pts – Destination Density Score 0 2pts – Destination Density Score 1-4 4 pts – Destination Density Score 5-8
	Libraries	0 pts – Destination Density Score 0 2pts – Destination Density Score 1-4 4 pts – Destination Density Score 5-8
Destination Density and Access	Grocery Stores	0 pts - Destination Density Score 0 2pts - Destination Density Score 1-4 4 pts - Destination Density Score 5-8
	Multifamily housing	0 pts – Destination Density Score 0 2pts – Destination Density Score 1-4 4 pts – Destination Density Score 5-8
	Parks	0 pts - Destination Density Score 0 2pts - Destination Density Score 1-4 4 pts - Destination Density Score 5-8
Equity Analysis	Indicators of Potential Disadvantage: • Youth • Older adults • Racial minorities • People with disabilities • People with limited education • People with limited English proficiency • Zero car households • Low-income households	0 pts – Average, below average or well below average 2 pts - Above average 4 pts - Well above average
Multimodal Connectivity	Greenway access points Bike share stations/corrals Transit stops	0 pts – no multimodal connections 2 pts – 1 multimodal connection 4 pts – 2 or more multimodal connections
Supportive Land Uses	Commercial mixed uses Neighborhood mixed use Regional mixed use Transit-oriented development (TOD) overlay	0 pts - No TOD or supportive future land use 2 pts - TOD or supportive future land use 4 pts - TOD or supportive future land use
TOTAL		16 pts

C-6 | RALEIGH ACTIVE MOBILITY PLAN

Destination Density and Access

A key takeaway from early community engagement was people's desire to access a variety of everyday destinations like grocery stores, parks, schools, and other gathering spaces. While connections to each specific destination is important, mapping the density of destinations across the city helps identify areas where investment could have a magnified impact.

For the bikeway network prioritization the analysis to determine destination density overlays Raleigh with a quarter mile by half mile hexagon grid and calculates the number of destination points within each hexagon. This approach was used for the priority bikeway network to identify areas with dense clusters of multiple destinations, versus individual locations, as these areas are often critical hubs for bicycle and pedestrian connectivity. Overlaying the study area with a grid of uniformly sized hexagons helped identify areas with high destination density. Investments in these areas have the multiplied effect of being able to serve trips to and between different types of destinations. This approach was used for the prioritization of the bikeway network to avoid skewing results towards hexagons with more physical locations.

For the pedestrian network prioritization, destination access was analyzed based on network segments' proximity to three key destinations rather than the hexagon grid approach. These destinations include schools, parks and greenways, and retail/shopping locations.

Table 12 details how destination density and access were scored for bicycle network and pedestrian network prioritization.

 TABLE 12
 Destination Density and Access for Bicycle Network and Pedestrian Network Prioritization

Destination	Pedestrian Network Destination Access Description & Scoring	Bikeway Network Destination Access Description & Scoring
Parks	Pedestrian network segments received points if they provided access to parks or greenways depending on the distance: •0 pts- Not within ¼ mile •5 pts- Within ¼ mile •7.5 pts- Directly connects	Hexagons received points if they overlapped with a City of Raleigh Park depending on the type of park. •Metro Parks = 3 points •Neighborhood and Community Parks = 2 points •All other park types = 1 point
Schools	Pedestrian network segments received points if they provided access to schools depending on the distance: • 0 pts- Not within ½ mile • 7.5 pts- Within 1/2 mile • 10 pts- Within ¼ mile • 12 pts- Directly connects	Hexagons received points if they overlapped with a Wake County public school. There were no areas with more than three public schools. •Two to three schools = 3 points •One school = 2 points
Multifamily Housing Units	N/A	Hexagons received one point for each multifamily housing unit up to three units. •Three or more units = 3 points •Two units= 2 points •One unit= 1 point
Libraries	N/A	Hexagons received points if they overlapped with a Wake County Library. •One library = 2 points
Grocery Stores	Grocery stores were scored in the broader Retail/Shopping criteria for sidewalks.	Hexagons received points if they overlapped with a grocery store. There were no areas with more than three grocery stores •Two to three stores = 3 points •One store = 2 points
Retail/Shopping	Pedestrian network segments received points if they provided access to retail/shopping locations depending on the distance: • 0 pts- Does not directly connect • 5 pts- Directly connects	N/A
TOTAL	0-25 pts	Total scores for all hexagons were calculated and then broken into the following categories. •7-8pts = Very high •5-6 points = High •3-4 points = Medium •1-2 points = Low •0 points = Very low

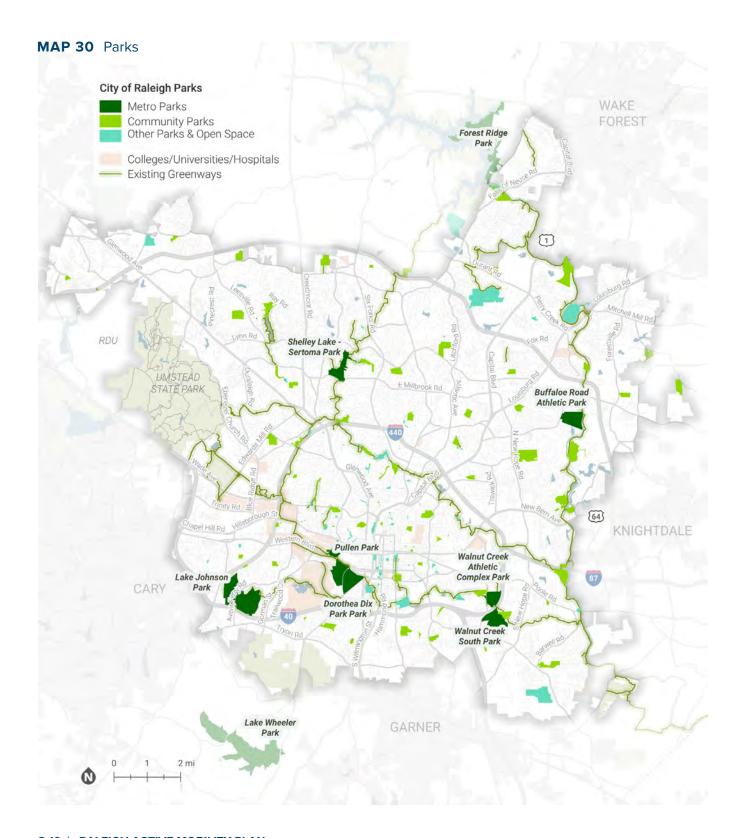
C-8 | RALEIGH ACTIVE MOBILITY PLAN

APPENDIX C: NETWORK DEVELOPMENT | C-9

Parks

Why are these good places to invest in walking and bicycling?

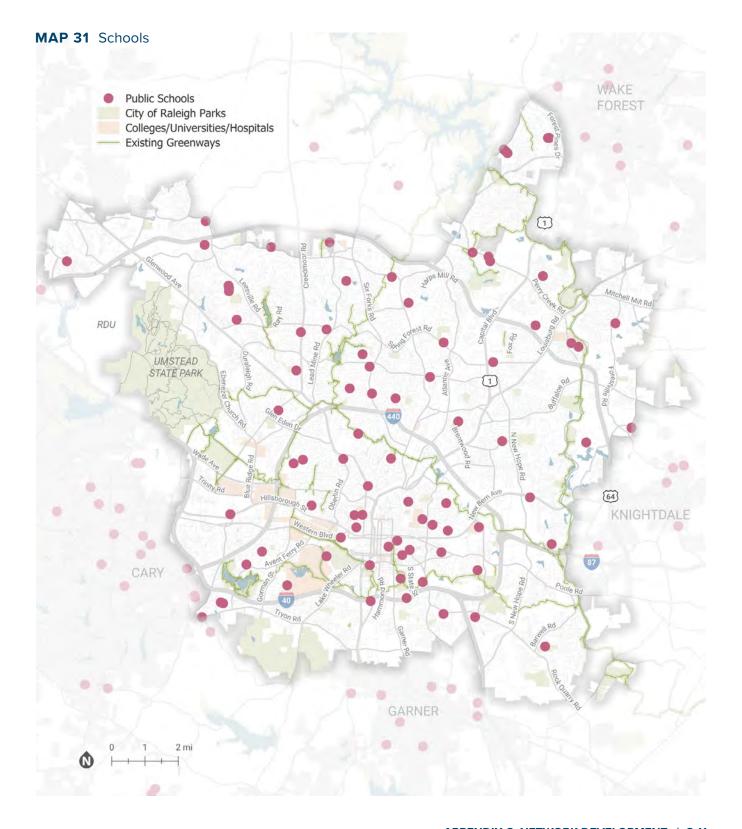
Raleigh's parks are some of the city's most abundant and important public gathering spaces. Being able to comfortably walk or bicycle to a park gives young people, older adults, and everyone in between the chance to recreate, connect to nature, and share community experiences.



Schools

Why are these good places to invest in walking and bicycling?

Public schools are a key destination for both education and employment. Pedestrian and bicycle facilities near schools can help reduce vehicle congestion, alleviate parents from drop-off and pick-up duties, and foster community for families walking and bicycling to school.

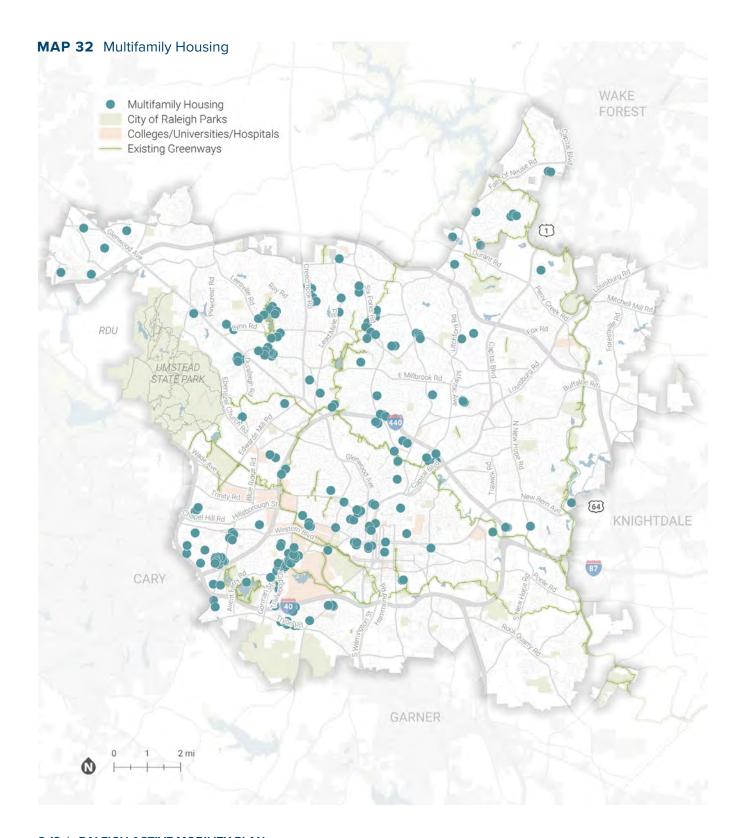


C-10 | RALEIGH ACTIVE MOBILITY PLAN

Multifamily Housing

Why are these good places to invest in walking and bicycling?

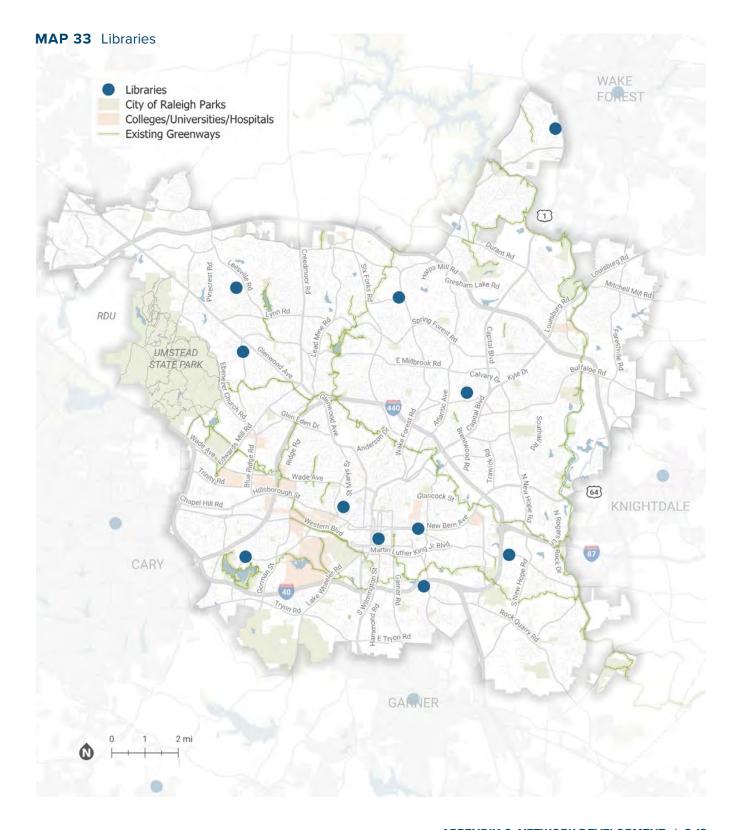
When considering destinations, where people are traveling from is equally as important as where people are traveling to. Housing developments are key origins and destinations. Investments near multifamily units will benefit from a higher density of people and a higher frequency of commuting and everyday trips.



Libraries

Why are these good places to invest in walking and bicycling?

Libraries serve as gathering spaces and community hubs across the Raleigh area. Libraries host after school programs and community events and offer free Wi-Fi and educational opportunities for many people who may have limited access to these resources at home.

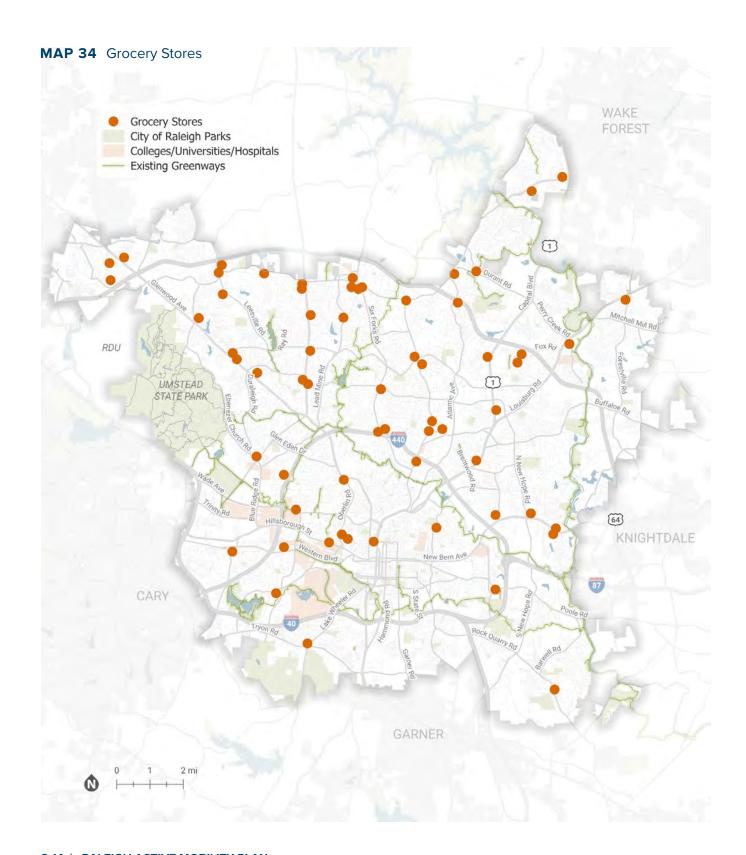


C-12 | RALEIGH ACTIVE MOBILITY PLAN

Grocery Stores

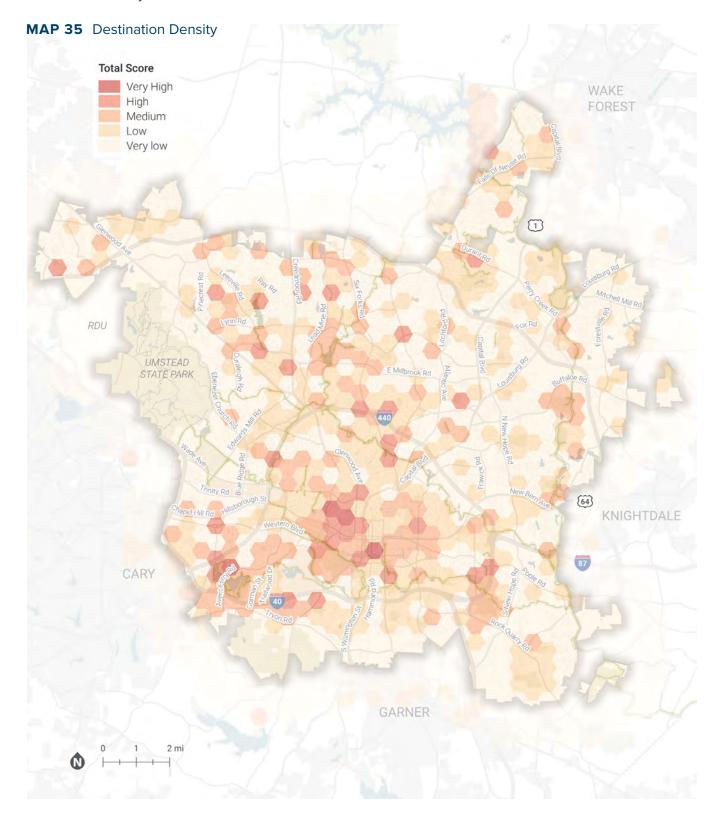
Why are these good places to invest in walking and bicycling?

Grocery stores are an essential destination for people of all ages and walks of life. Walking and bicycling facilities near grocery stores promote healthy lifestyles and help eliminate short vehicle trips.



Destination Density Total Scores

Infrastructure in areas with a high concentration of destinations will serve the widest variety of both users and trip types. To accomplish real shifts in mode priority, the City of Raleigh should focus its efforts on bikeway project implementation in areas with the highest density of destinations. This map combines all of the destination layers and overlays them with a hexagon grid to identify areas with the overall highest destination density.



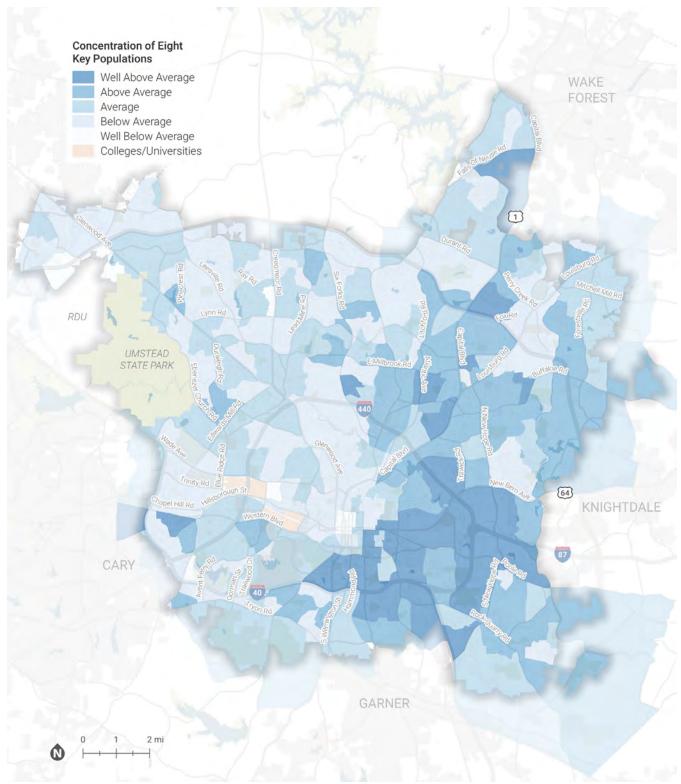
C-14 | RALEIGH ACTIVE MOBILITY PLAN

APPENDIX C: NETWORK DEVELOPMENT | C-15

Equity Analysis

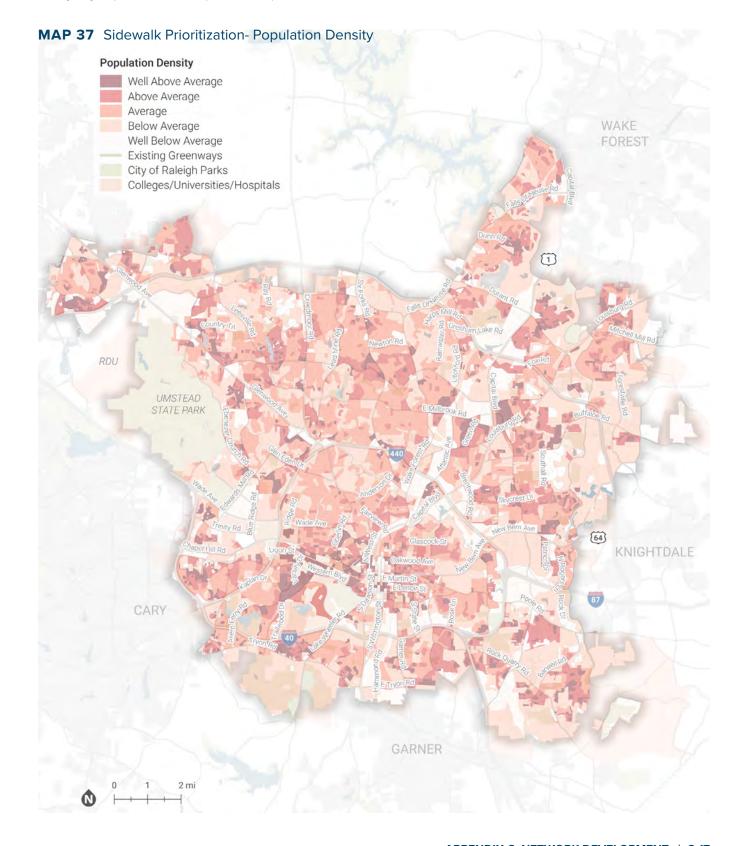
The equity analysis identifies areas with high concentrations of specific demographic factors that indicate potential disadvantage or need. These are areas that may have faced intentional disinvestment in the past and/or are now more reliant and in need of high-quality multimodal infrastructure.

MAP 36 Equity Analysis



Population Density

Areas with higher population density represent places where more people live and travel within a smaller area, creating greater demand for safe, comfortable, and accessible walking routes. Prioritizing sidewalks in these neighborhoods ensures that investments serve the greatest number of residents and support everyday trips to schools, parks, shops, and transit.

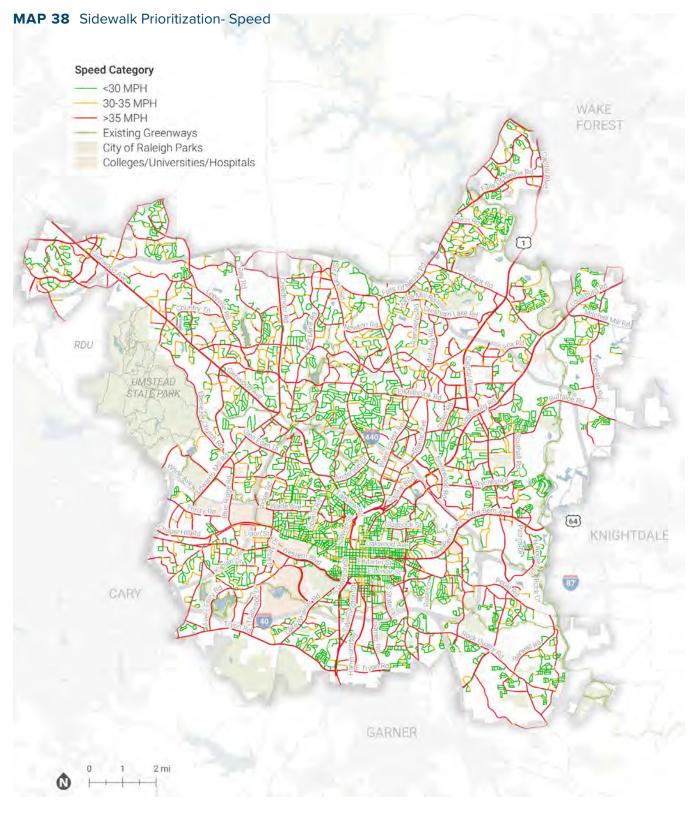


C-16 | RALEIGH ACTIVE MOBILITY PLAN

Safety Analysis

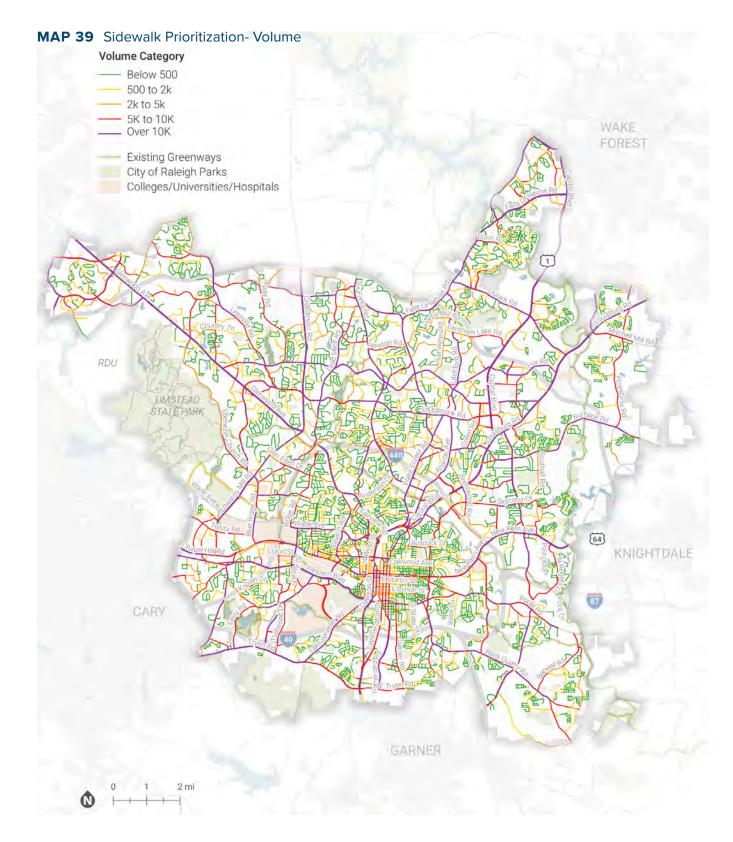
Speed

Higher vehicle speeds can increase both the likelihood and severity of crashes involving people walking or bicycling. Prioritizing sidewalk improvements along corridors with higher speeds helps enhance safety and make these streets more comfortable and inviting for all users.



Volume

Roadways with higher traffic volumes often create barriers for people walking, particularly where sidewalks or safe crossings are limited. Investing in sidewalks along high-volume streets improves safety, enhances visibility for all travelers, and provides people with safer, more direct routes to key destinations.



C-18 | RALEIGH ACTIVE MOBILITY PLAN

Multimodal Connectivity

Sidewalks and on-street bikeways are critical infrastructure for people traveling around Raleigh, but they are typically only one piece of an individual's trip. Multimodal trips require seamless connections between greenways, bikeshare, transit routes, and on-street walking and bicycling networks.

Transit Stops

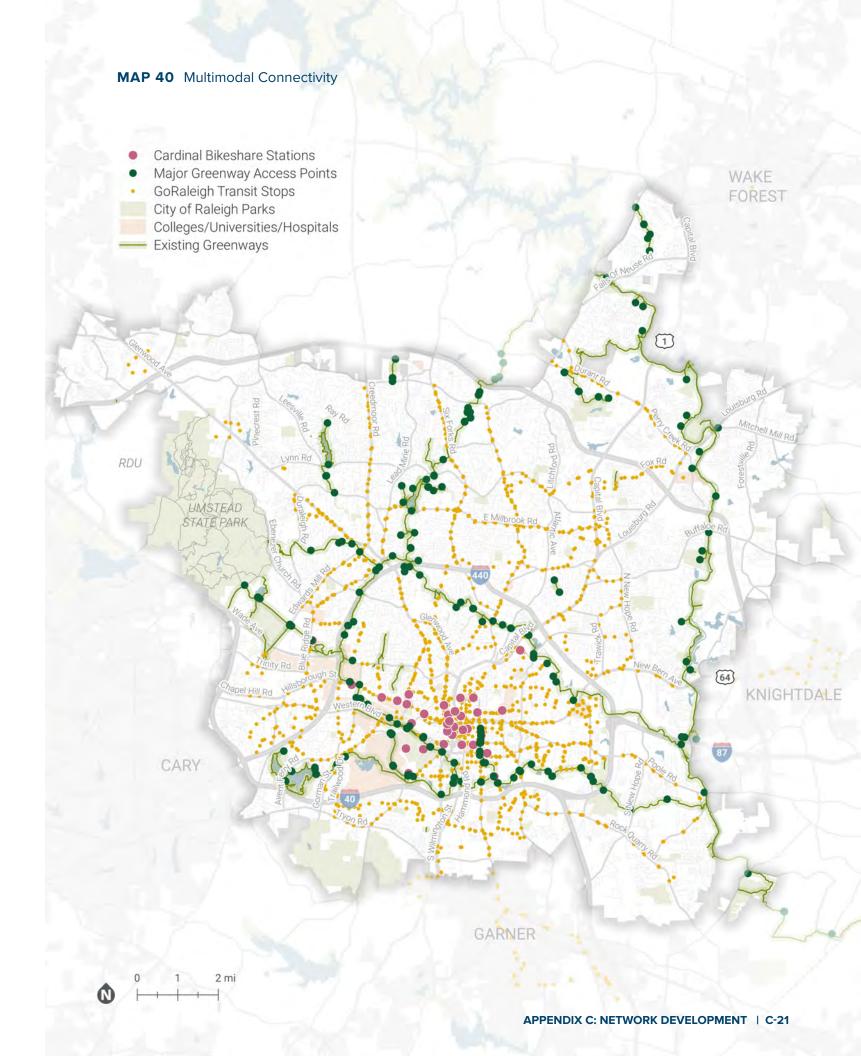
Every transit user is also a pedestrian at some point in their trip as they travel to or from a bus stop. Investing in pedestrian and bicycle infrastructure near transit stops allows people to make seamless multimodal trips and helps provide door-to-door connectivity for people who cannot or choose not to drive.

Bikeshare Stations (Micromobility Corrals)

Not everyone in Raleigh owns a bicycle – bikeshare systems provide low-cost cycling options for people across the city. As of August 2025, Cardinal Bikeshare has been replaced with a fleet of 215 dockless electric-assist bikes from Spin and Lime. Previous Cardinal Bikeshare stations are being converted to micromobility corrals for dockless bicycles and scooters; therefore, station locations are still an important factor to consider for multimodal connectivity. High quality walking and bicycling facilities near these corrals ensure that people can access bicycles and use them to get where they need to go.

Greenway Access Points

Raleigh has over 120 miles of greenway trails which serve as important assets for environmental conservation, recreation and increasingly for transportation. These trails offer low-stress walking and bicycling routes but typically follow streams and utility corridors. Connecting the city's on-street sidewalk and bikeway networks to the greenways is crucial to help people access the trails and use the trails to reach everyday destinations.



Supportive Land Uses

Raleigh's Future Land Use map outlines where the city is anticipating and planning for future growth and development. Prioritizing pedestrian and bicycle infrastructure in downtown, mixed-use, and transitoriented areas, will ensure that people can access these areas without needing a personal vehicle.

Downtown and Mixed-Use Future Land Uses

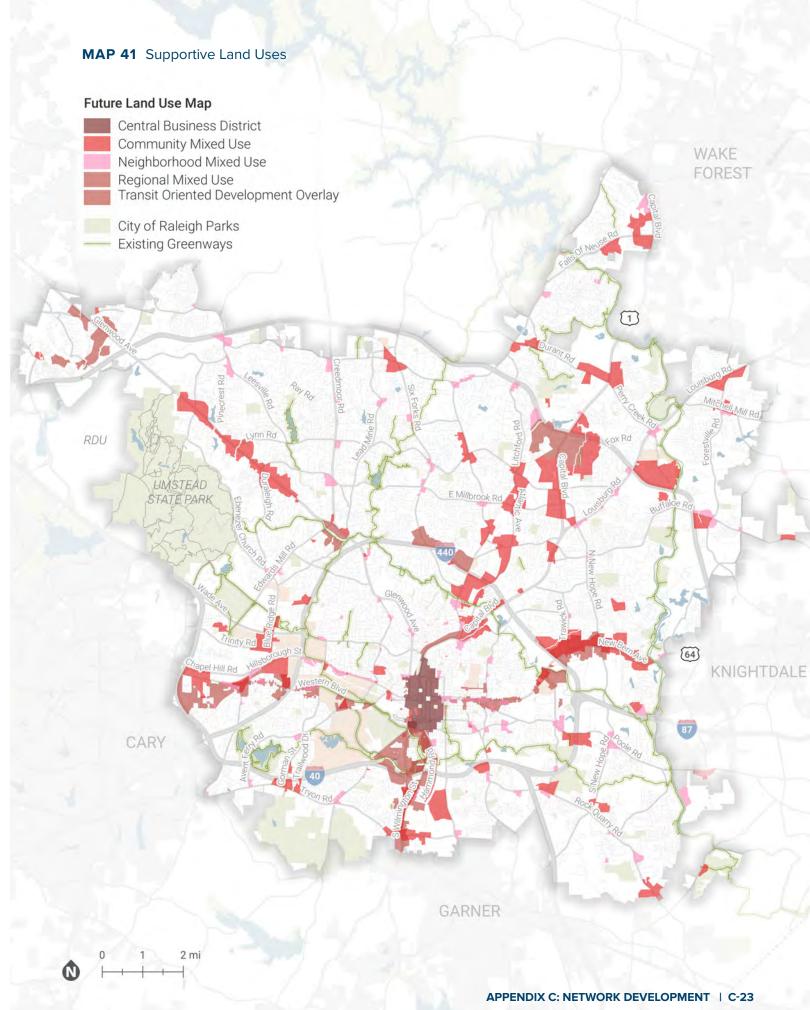
Downtown and mixed-use zones will be hubs for destinations and multimodal activity. Limiting parking and increasing the densities of both residential and commercial uses creates opportunities for short trips. High quality pedestrian and bicycle infrastructure and mixed-use density both support each other and create a positive feedback loop for sustainable, active lifestyles.

(TOD) Overlay

Raleigh's TOD Overlay Districts encourage highdensity, mixed-use development near transit hubs by reducing parking requirements, increasing building heights, and enhancing pedestrian and bicycle infrastructure. These are areas where the city is committed to investing in multimodal facilities and where increased development will create new opportunities for projects.

Transit-Oriented Development





C-22 | RALEIGH ACTIVE MOBILITY PLAN





Building Raleigh's Active Mobility Network

This appendix provides details on how the City of Raleigh will approach implementation of the Active Mobility Plan, with emphasis on implementation tools, project development processes, policies, and programs that will support active mobility for people of all ages and abilities. This appendix also provides detailed information on the Big Jump projects that the City will prioritize for construction in the next five years.

Implementation Tools

The City of Raleigh has established a framework to guide the implementation of the Raleigh Active Mobility Plan infrastructure projects. Below are the implementation tools available for project development, as discussed in Chapter 5 of the Plan, Network Implementation.



Capital Improvement Program (CIP)

Most substantial transportation projects—either larger in scale or a greater degree of complexity—often require significant planning along with increased funding and/or staff resources. Due to their impact and scale, these projects are often identified in the Capital Improvement Program (CIP). Projects along with cost estimates are identified for a longer-term planning period and updated annually to refine priorities and costs. This implementation tool presents a significant opportunity for creating safe and comfortable sidewalks and bikeways as standalone projects or as a component to other changes.

This implementation tool is necessary for building large, standalone active mobility projects: however, the CIP is competitive. In order to get on the CIP, active mobility projects must compete with all other types of capital projects (for example building playgrounds or acquiring firetrucks) across all City departments.



Private Development

Private development is one of the most consistent ways that streets can be changed; however, the nature of this implementation tool often results in short or disconnected stretches of active mobility infrastructure. This can create confusion for all roadway users and discourage people walking or bicycling from using the new infrastructure. Sidewalks and bikeways can be implemented by local/private development through:

- Installation during site construction
- ROW dedication to reserve space for the future construction of active mobility facilities
- Fee-in-lieu, which allows the City to collect funds to construct active mobility facilities on the development site at a later date or in a different location to provide better connectivity in the same area



Resurfacing, Maintenance & Utility Work

As transportation infrastructure ages, there is a need for routine maintenance, scheduled resurfacing, and upgrades or expansions to utilities. Each project presents an opportunity to rethink the street design when changes are already planned. Some maintenance projects may be too small to build sidewalks or add or upgrade bikeways; however, resurfacing of corridors, traffic calming, and utility projects are often linear in nature and can be valuable candidates for filling very small sidewalk gaps and implementing bikeways.



Community Response

Although many projects are planned for years in advance—large capital projects, utility updates, and resurfacing projects that maintain pavement quality—some sidewalk or bikeway projects may be identified in response to community desires for safety or more transportation options. These projects are often identified through community conversations and engagement. Because of this, project development may happen quickly to meet local needs and address safety and mobility concerns. This implementation tool is unique and has countless motivations that can lead to a project moving forward. Examples that could lead to the City developing a project through this implementation tool include, but are not limited to:

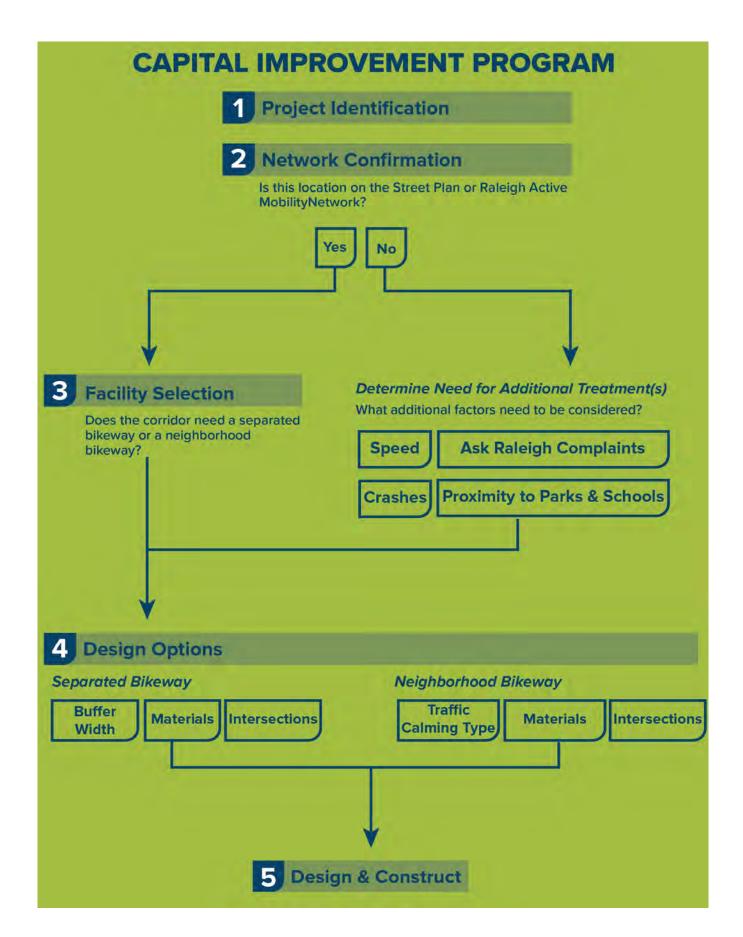
- Updates to travel patterns or addition of transit service
- Opportunity to increase safety (i.e., Vision Zero projects)
- Requests for traffic calming/speed management

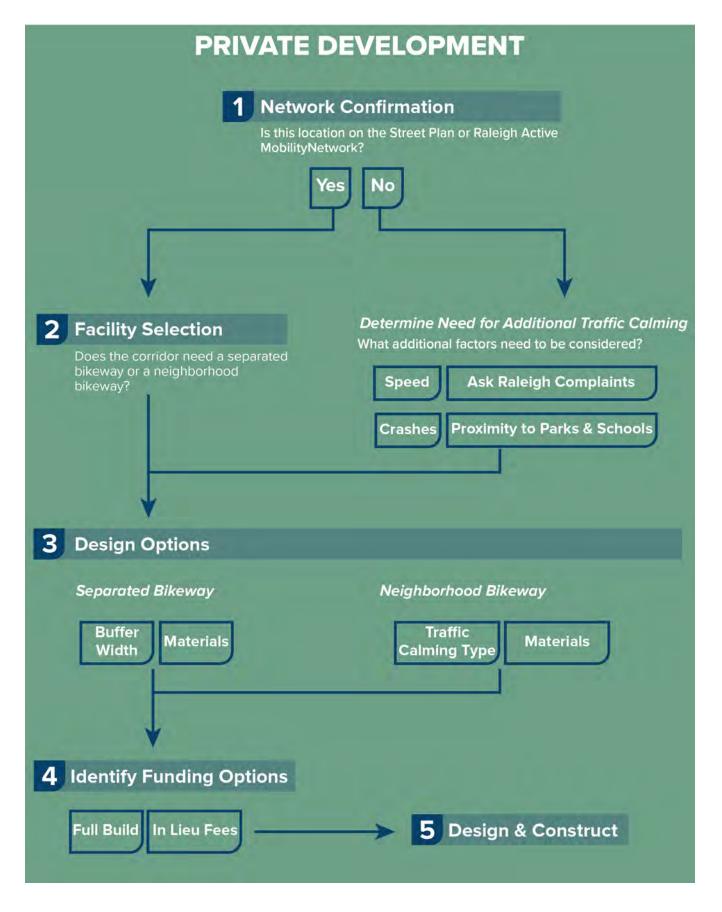
Project Development Processes

The following graphics provide an overview of the project development process that the City of Raleigh can follow for each of the five identified implementation tools discussed in the previous section. Having a clear, consistent process can help Raleigh build and maintain momentum for constructing infrastructure through these various implementation tools.

D-2 | RALEIGH ACTIVE MOBILITY PLAN

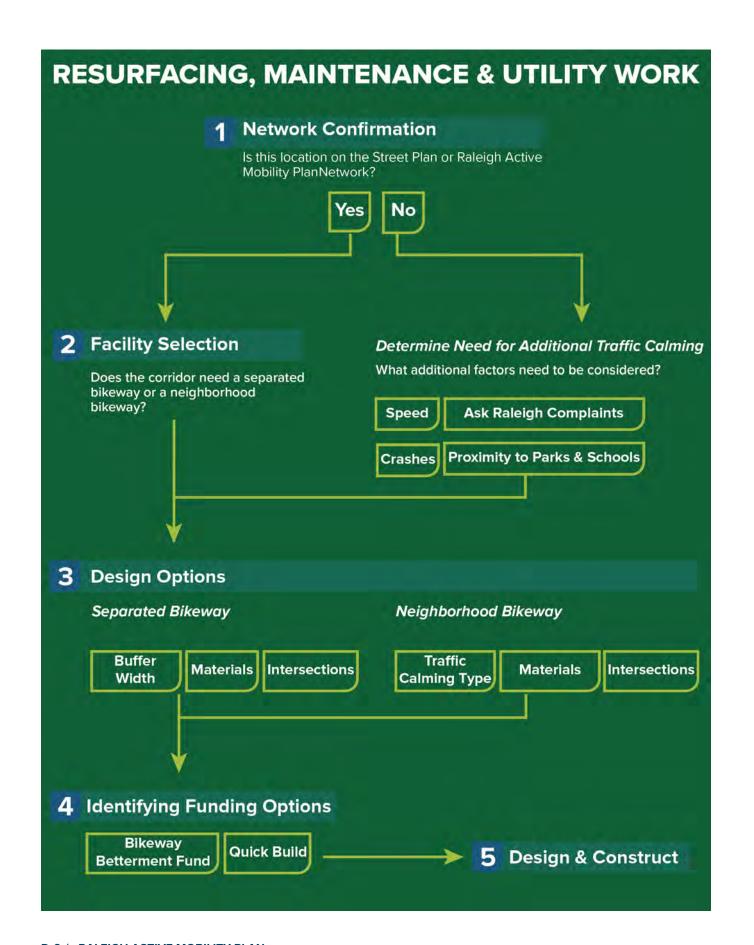
APPENDIX D: IMPLEMENTATION | D-3

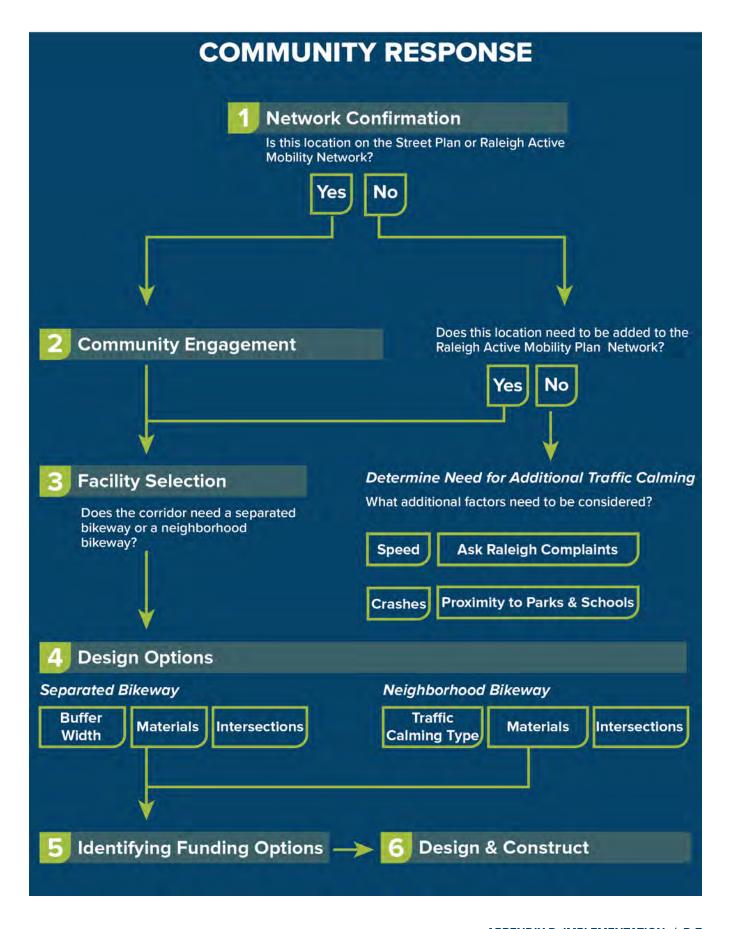




D-4 | RALEIGH ACTIVE MOBILITY PLAN

APPENDIX D: IMPLEMENTATION | D-5





D-6 | RALEIGH ACTIVE MOBILITY PLAN

Facility Selection

Facility selection is a critical step in all five of the project development processes described in this section. Best practice for bikeway selection is a context-driven process that considers both the broader transportation network and specific characteristics of a corridor. It combines planning judgment with technical analysis to identify the most suitable type of bikeway for a given location. According to the FHWA Bikeway Selection Guide, bikeway type is typically determined by evaluating vehicle speed and traffic volume. As a general rule, more separation or protection is needed for people bicycling as vehicle speeds and volumes increase.

- On streets with low speeds and low volumes, shared lanes or neighborhood bikeways may be sufficient
- For low to moderate volumes and speeds, bike lanes are often appropriate.
- On higher speed or higher volume roads, separated bike lanes or off-street paths are usually recommended.

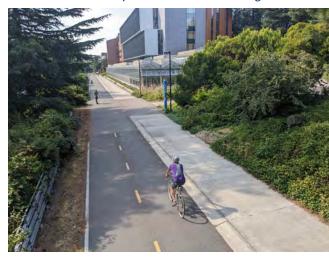
In certain contexts where a separated bicycle lane is not feasible, it may still be appropriate to separate bicyclists and pedestrians on a sidepath to improve safety and comfort for all users. This may include areas with high volumes of pedestrians or where it is anticipated that there will be high volumes of children, older adults, or individuals with disabilities walking on the sidepath. There are a variety of separation strategies that can be considered in these contexts:

- A wide sidepath (15 feet or wider) with pavement markings to suggest user locations
- A wide sidepath (15 feet or wider) with traversable surface delineation to suggest user locations
- Parallel, physically separated paths

In all of the options above, the entirety of the paths should be pedestrian accessible. More information about facility selection and separation of pedestrians and bicyclists is available in the AASHTO Guide for the Development of Bicycle Facilities.



Wide Sidepath with Pavement Markings



Wide Sidepath with Traversable Surface



Recommended Traffic Volumes and Speeds for Bicycle Facility Types

Source: AASHTO Bike Guide

Policies and Programs

Policies and programs are a critical part of Plan implementation and will help Raleigh improve safety, network connectivity, equitable project delivery, engagement, and a culture of active mobility within the City. The following section provides a table detailing the policies and programs identified in Chapter 5 of the Raleigh Active Mobility Plan, Network Development. The table in this appendix includes information on the implementation area, time frame, and partners. Certain strategies in this appendix include a more detailed description than provided in the Plan.

The timeframes outlined in the following table are defined as follows:

- Short-term: One year
- **Medium-term:** Two to five years
- Long-term: Five years or more



FIGURE 6 Policies & Programs Timeframes

D-8 | RALEIGH ACTIVE MOBILITY PLAN

APPENDIX D: IMPLEMENTATION | D-9



1. Data Collection & Reporting

Recommendation	Description	Partners	Timeframe
Ask Raleigh - Reporting Updates	Update Ask Raleigh online portal to include reporting options for vehicles parked in bikeways, spot safety problems, and crashes that occurred but do not include a crash report.	City of Raleigh IT Department	Near-term
Quarterly Crash Trends	Maintain regular meetings between the Raleigh Transportation Department, Raleigh Police Department, NCDOT, and other relevant agencies to review and discuss local crash trends. Include a standing agenda item to specifically discuss bicycle, pedestrian, and/or micromobility crashes.	NCDOT, RPD	Near-term
Bikeway Development and Safety Dashboard	Develop and promote a publicly available online dashboard to track progress towards Active Mobility Plan goals and strategies. Work with the Vision Zero team and Office of Sustainability to incorporate relevant safety and emissions metrics into the dashboard.	City of Raleigh Office of Sustainability	Medium-term
Google and Apple Maps Updates	Coordinate with Google and Apple to add all bike infrastructure and truly bike-friendly roads to their platforms so that bike routing will prioritize these routes.		Long-term
Bicycle and Pedestrian Count Program	Explore options for collecting data on local bicycle and pedestrian volumes such as collecting automated counts from traffic camera platforms or working with Parks, Recreation and Cultural Resources to utilize data retrieved from physical bicycle and pedestrian counters. Provide annual reporting on ridership trends.	Parks, Recreation and Cultural Resources Department	Long-term



Recommendation	Description	Partners	Timeframe
Visitor Education	Work with Downtown Raleigh Alliance, Visit Raleigh, and other tourism partners to provide information to visitors about walking and biking routes in Raleigh as well as bike rental and dockless e-bike and scooter parking information.	Downtown Raleigh Alliance, Visit Raleigh	Medium-term
Active Mobility Terminology Guide	Develop an educational guide that defines recommended active mobility terminology to facilitate a common language when speaking about active mobility.		Medium-term
E-Bike Safety Campaign	Launch a safety and education campaign that specifically prioritizes e-bike users. Include education on legal requirements related to following traffic laws, allowable speeds and e-bike classes on greenways, as well as lights and age-related helmet requirements. Also include education on safe riding practices including sharing space with vehicles and/or pedestrians.	Oaks & Spokes	Medium-term
Community Center Bike Classes	Explore partnership opportunities to promote existing cycling classes that are part of Community Center programming and advocate for expanding to additional Community Centers and Parks. This includes existing classes and workshops such as: - Learn how to ride a bike (adults) - Learn how to ride a bike (youth) - Group recreation rides - Bicycle commute and safety trainings	Parks, Recreation and Cultural Resources Dept, Wake County Safe Routes to School, Oaks & Spokes	Long-term
City Wayfinding Plan and Interactive Bike Map	Write and adopt a plan to standardize branding and approach to wayfinding for bicycle and pedestrian routes across the City. Include an update to the existing Bike Raleigh Map and Capital Area Greenway System Map, along with the addition of an online, interactive version of the maps.	Parks, Recreation and Cultural Resources Department	Long-term

D-10 | RALEIGH ACTIVE MOBILITY PLAN APPENDIX D: IMPLEMENTATION | D-11



Recommendation	Description	Partners	Timeframe
Monthly or Quarterly Active Mobility Events for Older Adults	Support organized events focused on using active transportation. This could include events such as themed walking tours to encourage walking in different parts of the city, how we roll rides, and bike month events. Events could highlight local history, local businesses, or local parks. Consider coordinating with the Raleigh Active Adults program (Raleigh Parks, Recreation, and Cultural Resources Department) and local agencies that provide support to older adults.	Oaks & Spokes, Parks, Recreation and Cultural Resources Department	Near-term
Support for Bikes and Busing	In coordination with GoRaleigh and GoTriangle, identify and implement bicycle racks at select, high-frequency bus stops. Distribute educational materials and advertise "Commute Smarter, Not Harder" video tutorial about how to take a bike on the bus.	GoRaleigh, GoTriangle	Medium-term
Bicycle Friendly Business Program	Establish a Bicycle Friendly Business program to encourage active mobility to local businesses and build support amongst business programs. Incentivize business owners to participate by providing bike racks, water bottle fill stations, repair stations, hosting bicycle events at their businesses, and highlighting Bicycle Friendly Businesses on signage and the City's website. Businesses participating in the Bicycle Friendly Business Program often display a sign provided by the program that states they are a bicycle friendly business.	Oaks & Spokes, Greater Raleigh Chamber of Commerce, Downtown Raleigh Alliance Commute Smart	Medium-term
Culture Change Communications Campaign	Fund a communications campaign to promote bicycling and micromobility as part of the culture of Raleigh.	Oaks & Spokes, Greater Raleigh Chamber of Commerce, Downtown Raleigh Alliance	Medium-term
Open Streets Program	Formalize an annual series of Open Streets events where streets are temporarily closed to vehicles.	RPD, Special Events	Long-term
Bicycle Parking Expansion	Work with local businesses located outside of the downtown Raleigh area to sponsor bicycle racks, especially indoor or sheltered bicycle parking.	Planning and Development Department	Long-term



Recommendation	Description	Partners	Timeframe
Greenway Connection Upgrades	Identify and upgrade the infrastructure amenities at greenway access points, prioritizing access points in underserved communities and access points that provide direct connections to on-street bike facilities that connect to key destinations, supporting the use of greenways for transportation.		Medium-term
Access to Free and Low- cost Bicycles and Gear	Many populations, including older adults, children and teens, people with disabilities, low-income people, people of color, and people experiencing homelessness often lack access to bicycles. Continue and expand existing e-bike voucher program and provide gear giveaways to low-income community members, including children, to foster a culture of safe riding practices; include high-quality locks, lights, baskets or panniers, and helmets.	Local Bike Shops, Oaks & Spokes, Wake County Public Schools, Wake County Safe Routes to School	Medium-term
Evaluate Distribution of Transportation Spending and Outcomes	To evaluate distribution of transportation funds, conduct a thorough review of transportation spending, complaint response (and non-response) and outreach to better understand who transportation projects are currently serving, especially if there are projects that improve transportation infrastructure in areas with a high concentration of historically marginalized populations. The equitable distribution of funds will allow Raleigh to proactively address disparities.		Medium-term
Coordinate Active Mobility Investment with Affordable Housing	Coordinate investments in affordable housing with investments in bikeway and pedestrian infrastructure and vice-versa. To prioritize access to bikeways and sidewalks in areas with long-term affordable housing, incorporate long-term affordable housing locations into a standardized project selection process for the Capital Improvement Program. For any projects that include stakeholder outreach to developers, include outreach to affordable housing advocates and policy-makers.	Planning and Development Department, Housing and Neighborhoods Department	Long-term

D-12 | RALEIGH ACTIVE MOBILITY PLAN



Recommendation	Description	Partners	Timeframe
Improve Equitable Processes and Transportation Outcomes	Require that every major active mobility project implements an outreach plan that includes receiving feedback from the public, especially those from underserved populations (older adults, children, lowincome residents, People of Color, and people with disabilities). When looking to better understand and address the active mobility needs of historically marginalized communities, formalize engagement practices that partner with community organizations led by Black Indigenous People or Color (BIPOC), women, and/or people with disabilities. Consider engaging with civil liberty, racial equity, and economic justice organizations.	City of Raleigh Department of Economic and Social Advancement	Long-term



5. Interdepartmental Policy & Planning

Recommendation	Description	Partners	Timeframe
Sidewalk Development Policy	Develop a policy to guide sidewalk development across the city that is informed by the sidewalk prioritization in the Active Mobility Plan. Include considerations for factors to determine when sidewalks are built on one side of the street or both sides of the street such as presence of schools, transit stops, greenway access points, or other important destinations as well as roadway characteristics such as number of vehicle travel lanes, posted speed limit, or right-of-way constraints.		Near-term
Bikeway-Related Enforcement For Improved Greenway Safety	Partner with RPD to identify high-priority areas for increased monitoring, enforcement, and tickeing of motorists that obstruct bikeways by parking, loading, or unloading illegally. Provide increased penalties for repeat offenders.	RPD, Parks, Recreation and Cultural Resources Department	Near-term
Bikeway Maintenance Policy	Develop and adopt an interdepartmental policy for bikeway maintenance. Begin by compiling and reviewing all existing relevant maintenance practices related to biking. Include standardized processes for: • Sweeping and plowing separated bikeways and bike lanes • Addressing 311 reports • Trail maintenance and resurfacing • Investment in bikeway maintenance equipment including vacuums, sweeping equipment, and equipment to maintain permeable pavement • Bikeway detour standards (Maintenance of Traffic)		Near-term
Safe Streets and Roads for All Action Plan	Formally adopt the Raleigh Comprehensive Safety Action Plan and dedicate 1 City staff person to focus on implementing the identified strategies to meet the City's goal of eliminating all roadway deaths and serious injuries by 2045.	Raleigh City Council	Near-term
Develop Design Standards for Greenway Trails in the ROW	Update the Street Design Manual to include special consideration and elevated design for greenway trails in the ROW referencing Greenway Master Plan ("Cross Section C," Page 72) and Greenway Standard Detail Drawings (GW-10.10 and 10.11).	Parks, Recreation and Cultural Resources Department	Near-term

D-14 | RALEIGH ACTIVE MOBILITY PLAN APPENDIX D: IMPLEMENTATION | D-15



5. Interdepartmental Policy & Planning

Recommendation	Description	Partners	Timeframe
Quick Build Program	Develop a standardized process for implementing Quick Build Projects in Raleigh (e.g., curb extensions). Include considerations for: •Community and stakeholder engagement before, during, and after implementation •Project evaluation and ongoing monitoring •Design modification processes Streamlining interdepartmental and interagency coordination •Transitioning from quick build materials to permanent construction •Funding and contracting strategies		Near-term
Develop ROW-light Standards for Oak City Trails	Along trails that are targeted toward and most appropriate for "active use" (e.g. "Oak City Trails"), RDOT and Parks will collaborate on systematic investments to upgrade lighting, maintenance, and other investments and standards to promote commuter and active usage.	Parks, Recreation and Cultural Resources Department	Near-term
Extend Hours of Operation to Support Active Mobility Uses of the Trail Network	Evaluate what resources would be required to extend hours of operation within the Capital Area Greewnay System, particularly those classified as Oak City Trails	Parks, Recreation and Cultural Resources Department	Near-term
Disallow Parking in On-Street Bicycle Lanes	Update the City Code of Ordinances to remove the allowance of parking in on-street bicycle lanes and clarify that all on-street bicycle lanes constitute No Parking Zones as defined in Section 11-2172 of the City or Raleigh Code of Ordinances, regardless if there are signs erected or markings painted on the street. Ensure that all on-street bicycle lanes are included in the official Traffic Schedule No. 13 No Parking Zones to ensure compliance with the code as written.	City Attorney	Medium-term
Review and Update City Code	Review city ordinance for inconsistencies with state law and multimodal and safety best practices, including parking distance requirements from crosswalks and vehicular passing distance requirements with bicycles.	City Attorney	Medium-term



5. Interdepartmental Policy & Planning

Recommendation	Description	Partners	Timeframe
Establish Transportation Fee-in- Lieu Program	Explore ways to leverage the Fee-in Lieu program to build more facilities located outside the boundaries of the new development that benefit the contributing development. These projects serve the broader community, ensuring that development-related impacts are mitigated efficiently; this can include bikeways and greenway facilities.	Planning and Development Services Department	Medium-term
Standardized Project Selection Process	Develop and adopt a standardized process for selecting projects to be included in the annual Capital Improvement Budget and Capital Improvement Program.		Medium-term
Incorporate Maintenance Costs into CIP	Develop a process for calculating future maintenance costs of new projects. Incorporate this process into Capital Improvement Program development and ensure the operating budget accounts for the costs of maintaining planned, newly built, and existing active mobility projects.	Maintenance	Medium-term
Alternative Funding Sources	Review opportunities for alternative funding sources for active mobility project implementation aside from state programs, such as federal grants, private development, nonprofit organizations, or private foundations.		Medium-term
Align City Code with State Law	Review all City Code or Ordinances relating to bikeways, pedestrian infrastructure, cyclists behavior, pedestrian behavior, and motorists responsibilities when interacting with people bicycling and walking for inconsistencies with state law. Revise codes as needed where state law provides a higher standard of safety for roadway users.	City Attorney	Medium-term
E-Bike Fleet for City Staff	Provide access to a fleet of e-bicycles to be used by City staff as a replacement for job-related trips currently occurring in agency vehicles. Require training for all staff that operate vehicles on safe and legal interactions between cars and cyclists.		Medium-term

D-16 | RALEIGH ACTIVE MOBILITY PLAN APPENDIX D: IMPLEMENTATION | D-17



5. Interdepartmental Policy & Planning

Recommendation	Description	Partners	Timeframe
APS Program	Maintain an Audible Pedestrian Signal (APS) and Lead Pedestrian Interval (LPI) program that includes evaluation, maintainance, and upgrades to existing APS. Identify a process for determining when to upgrade signalized intersections to include APS based on nearby density of people with disabilities and community input/ requests.	Traffic Engineering, ADA, Mayor's Committee for Persons with Disabilities (MCPD)	Medium-term
Bicycle-related Employment Benefits for All City Employees	Coordinate with City of Raleigh Human Resources Department to integrate bicycle education, bicycle purchasing incentives, sustainable commute incentives, and bicycle repair discounts into City of Raleigh employment benefits for all employees.	City of Raleigh Human Resources Department	Long-term
No Turn on Red and Leading Pedestrian Interval Program Expansion	Evaluate expansion of the City's 'No Turn on Red' program and Leading Pedestrian Interval program to include locations near K-12 schools.	Traffic Engineering	Long-term
Address Intersections with Visibility Issues Between Roadwday Users	Evaluate intersections near K-12 schools, colleges and universities, parks, trailheads, and other active mobility generators for driver visibility issues. Address locations where drivers frequently pull into the crosswalk to see oncoming traffic by incorporating daylighting (through quick build materials or permanent infrastructure like curb extensions), parking restrictions, crosswalk reconstruction, or landscaping maintenance to improve visibility between roadway users.	Traffic Engineering	Long-term
Lane Capacity Threshold	Utilizing best practices for multimodal safety, identify a vehicle lane capacity threshold to inform the identification of the number of travel lanes designed for new roadway projects and lane reconfiguration projects.	Traffic Engineering	Long-term
Turn Lane Removal	Identify locations where left turn lanes and right turn lanes can be removed, with priority for areas with high pedestrian volumes, near schools, or in Downtown.	Traffic Engineering	Long-term



5. Interdepartmental Policy & Planning

Recommendation	Description	Partners	Timeframe
Resurfacing Team Support for In-house Construction	Develop a partnership with the city's resurfacing team to get support for in-house construction of sidewalk gaps and neighborhood bikeway improvements.	Traffic Engineering Transportation Maintenance	Long-term
Thoroughfare Beautification / Attractive Streetscaping	To enhance the experience of pedestrians and bicyclists traveling on thoroughfare roadways, the City of Raleigh can incorporate design elements such as lighting, plantings, public art installations, clear signage, street furniture, and the use of color and materials to achieve aesthetically pleasing corridors that are both safe and enjoyable for pedestrians and bicyclists. This strategy may be particularly effective in improving the bicycle and pedestrian experience along arterial roadways with limited buffer space.	Urban Forestry	Long-term
Curbside Management Plan	Either citywide or for specific areas such as downtown Raleigh or North Hills, develop and adopt a Curbside Management Plan that includes guidance for decision-making about the location of passenger pickup and drop-off, truck loading and unloading zones, transit stops, mail delivery, bike and scooter parking, etc.		Long-term
Update the Raleigh Street Design Manual to Include Multimodal Design Guidance	Develop and adopt a comprehensive multimodal design guide that includes guidance for: •Standards for lane reconfiguration and parking removal •Leveraging development and/or utility reconstruction projects to build new bikeways •Design based on street typologies		Long-term

D-18 | RALEIGH ACTIVE MOBILITY PLAN APPENDIX D: IMPLEMENTATION | D-19



Recommendation	Description	Partners	Timeframe
Safe Routes to School (SRTS) Program	Create a citywide SRTS program and employ a full-time staff member to work solely on SRTS infrastructure projects, noninfrastructure efforts, and programming. As part of the SRTS Program: •Work across City departments to implement the top 50 SRTS project prioritized list from the CSAP •Identify additional priority locations for updating school zone pavement markings and signage •Lead implementation of the review of district and school policies recommendation included in the AMP •Work with WCPSS to identify priority schools for infrastucture and noninfrastructure strategy implementation •Implement a SRTS safety campaign that provides educational safety materials for students, parents and teachers including videos, lesson guides, travel tips, and other materials designed to make walking and bicycling safety education easy and appealing for young students. •Identify process and opportunities to allow schools to incorporate art into active mobility infrastructure near schools (e.g., painted curb extensions)	Wake County Public Schools, Oaks & Spokes, NCDOT Safe Routes to School Program	Medium-term
Bike Bus	Bike Buses create reoccurring opportunities for parents to walk and bike with groups of children who live together in a neighborhood. These activities can address concerns about bicycling by ensuring a supervised commute and creating strong community cooperation. Children get to practice safe bike skills, have fun, increase socialization time with friends. Launch a Bike Bus program at schools periodically – can be monthly, weekly, or daily depending on the level of enthusiasm and support.	Wake County Public Schools, Oaks & Spokes	Medium-term



Recommendation	Description	Partners	Timeframe
Review of District and School Policies	Review the district's and participating schools' policies to ensure they continue to encourage walking, bicycling, and taking public transportation to school. Some policies that should be reviewed include: •School health policies •School arrival and dismissal policy •School District transportation policy •School siting policies (to promote building new schools in locations with existing active mobility infrastructure) Supportive regulations at a school encourage walking and bicycling by prioritizing those modes of active transportation. Providing clear and abundant bicycle parking in front of a school shows that bicycling is a priority. Allowing students who walk or bike to leave a few minutes early at the end of the day encourages more students to choose active modes. These regulations have the added positive effect of making parking lots and school zones safer and more orderly at the beginning and end of the school day.	Wake County Public Schools	Long-term
In-School Bicycle Education Curriculum	Programs that teach students to ride bicycles can be part of their regular physical education classes. These curriculums can help students learn to bicycle safely and effectively in their community. Implement bicycle education curriculum at schools, adjusting the skills to different grade levels.	Wake County Public Schools, NCDOT Safe Routes to School Program	Long-term

D-20 | RALEIGH ACTIVE MOBILITY PLAN

Big Jump Projects

In Chapter 6 of the Raleigh Active Mobility Plan, The Big Jump, the City identifies 5 miles of sidewalk and 50 miles of bikeway projects that will be implemented over the next 5 years. These projects were selected based on strategic criteria relating to connectivity and feasibility as discussed in the chapter. The following section of this appendix provides detailed information on the Big Jump sidewalk and bikeway projects including start and end locations, length, and roadway characteristics.

Big Jump Sidewalk Projects

The Big Jump Network includes over six miles of new sidewalk identified in the Priority Sidewalk Network. The Big Jump Sidewalks projects listed in **Table 13** will be prioritized for construction over the next five years.

TABLE 13 Big Jump Sidewalk Project List

Street Name	From	То	Mileage
S Person St	Hoke St	Bragg St	0.17
E Six Forks Rd	Atlantic Ave	Industrial Dr	0.23
Wake Forest Rd	Glascock St	Louisburg Rd	0.65
N West St	W Peace St	Wade Ave	0.55
Atlantic Ave	Whitaker Mill Rd	Crabtree Creek Greenway	0.47
Corporation Pkwy	New Bern Ave	Lake Woodard Dr	0.23
Wild Wood Forest Dr	Sandy Banks Rd	Wadford Dr	0.68
Hilburn Dr	Glenwood Ave	Lynn Rd	0.50
S Saunders St	Lake Wheeler Rd	S Dawson St	0.35
Hargrove Rd	Spring Forest Rd	E Millbrook	0.52
Buffaloe Rd	N New Hope Rd	Valley Stream Dr	0.81
St Marys St	Hargett St	Hillsborough St	0.16
N West St	Tucker St	W Johnson St	0.07
Beryl Rd	Blue Ridge Rd	Rr Crossing	0.80
Dixie Trl	Hillsborough St	Everett Ave	0.18

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D-22 | RALEIGH ACTIVE MOBILITY PLAN

APPENDIX D: IMPLEMENTATION | D-23

Big Jump Bikeway Projects

The Big Jump Network also includes a subset of the priority network of bikeway facilities identified in the Raleigh Active Mobility Plan. These projects have the potential to have an immediate impact on network connectivity for residents across the city and have been assessed for implementation feasibility. **Table 14** below presents a complete list of the Big Jump projects which will be prioritized for construction over the next five years.

TABLE 14 Big Jump Bikeway Project List

Corridor Name	То	From	Length (mi)	Number of Lanes	On-Street Parking	Proposed Bikeway Type	Existing Bikeway	Project Delivery	Pavement Width	Speed Limit
Atlantic Ave	Old Louisburg Rd	E Whitaker Mill Rd	0.64	4	NO	Separated Bikeway	Bike Lane	Upgrade	60 Feet	35
Atlantic Ave	Hodges St	Wolfpack Ln	0.91	4	NO	Separated Bikeway	None	CIP	48 Feet	35
Avent Ferry Rd	Athens Dr	Gorman St	0.72	3	NO	Separated Bikeway	Bike Lane	Upgrade	50 Feet	40
Battleford Dr	Lynn Rd	Pine Creek Ct	0.12	2	YES	Neighborhood Bikeway	None	Quick Build	30 Feet	25
Battleford Dr	Pine Creek Ct	Wilderness Rd	0.22		YES	Neighborhood Bikeway	None	Quick Build	24 Feet	25
Battleford Dr	Ponderosa Rd	Lynn Rd	0.72	2	YES	Neighborhood Bikeway	None	Quick Build	36 Feet	25
Bragg St	S State St	Garner Rd	0.39	2	YES	Neighborhood Bikeway	None	Quick Build	30 Feet	25
Cambridge Rd	Lake Boone Trl	Canterbury Rd	0.16	2	NO	Neighborhood Bikeway	None	Quick Build	30 Feet	25
Camelot Dr	Lassiter Mill Rd	Dartmouth Rd	0.09	2	NO	Separated Bikeway	Sharrow	Quick Build	30 Feet	25
Canterbury Rd	Cambridge Rd	Fairview Rd	0.16	2	NO	Neighborhood Bikeway	None	Quick Build	24 Feet	25
Chester Rd	Lewis Cir	Oberlin Rd	0.62	2	YES	Neighborhood Bikeway	Sharrow	Quick Build	38 Feet	25
Churchill Rd	Chester Rd	Ridge Rd	1.52	2	YES	Neighborhood Bikeway	Sharrow	Quick Build	38 Feet	25
Country Trail	Leesville Rd	Troutman Ln	0.68	2	NO	Separated Bikeway	Bike Lane	Upgrade	40 Feet	45
Country Trail	Pinecrest Rd	Glenwood Ave	0.76	2	NO	Separated Bikeway	Bike Lane	Upgrade	40 Feet	35
Country Trail	Troutman Ln	Pinecrest Rd	0.28	2	NO	Separated Bikeway	None	CIP	20 Feet	45
Cross Link Rd	Dandridge Dr	Garner Rd	0.78	2	NO	Separated Bikeway	Bike Lane	Upgrade	40 Feet	35
Dandridge Dr	Bunche Dr	Cross Link Rd	0.56	2	YES	Neighborhood Bikeway	None	Quick Build	40 Feet	35
Donald Ross Dr	Luther Rd	New Bern Ave	0.16	2	NO	Separated Bikeway	None	Quick Build	36 Feet	35
Donald Ross Dr	Warren Ave	Luther Rd	0.44	2	NO	Separated Bikeway	None	Quick Build	38 Feet	35

D-24 | RALEIGH ACTIVE MOBILITY PLAN

APPENDIX D: IMPLEMENTATION | D-25

Corridor Name	То	From	Length (mi)	Number of Lanes	On-Street Parking	Proposed Bikeway Type	Existing Bikeway	Project Delivery	Pavement Width	Speed Limit
Donald Ross Dr	Poole Rd	Warren Ave	0.19	2	NO	Separated Bikeway	None	Quick Build	38 Feet	35
Dove Ln	Marsh Creek Rd	Wester Rd	0.34	2	NO	Neighborhood Bikeway	None	Quick Build	20 Feet	25
E Lenoir St	Haywood St	Chavis Way	0.19	2	NO	Neighborhood Bikeway	None	Quick Build	24 Feet	25
E Lenoir St	Rock Quarry Rd	Haywood St	0.36	2	YES	Neighborhood Bikeway	None	Quick Build	38 Feet	25
E Lenoir St	Chavis Way	S East St	0.06	2	NO	Neighborhood Bikeway	Sharrow	Quick Build	38 Feet	25
E Lenoir St	S East St	S Blount St	0.24	2	YES	Separated Bikeway	Sharrow	Resurfacing	38 Feet	25
E Lenoir St	S Blount St	S Wilmington St	0.09	2	YES	Separated Bikeway	None	Resurfacing	40 Feet	25
E Lenoir St	S Wilmington St	Fayetteville St	0.07	2	NO	Separated Bikeway	None	Resurfacing	36 Feet	25
E Peace St	Halifax St	Person St	0.24	4	YES	Separated Bikeway	None	Resurfacing	40 Feet	35
Easthampton Dr	New Hope Church Rd	Southall Rd	0.49	2	YES	Neighborhood Bikeway	None	Quick Build	30 Feet	25
Edwards Mill Rd	Glen Eden Dr	Reedy Creek Rd	1.53	4	NO	Separated Bikeway	Bike Lane	Upgrade	65 Feet	45
Faircloth St	Wade Ave	Hillsborough St	0.51	3	NO	Separated Bikeway	Bike Lane	Upgrade	44 Feet	35
Fairview Rd	Oberlin Rd	St Marys St	0.11	2	YES	Separated Bikeway	None	Quick Build	28 Feet	35
Fairview Rd	Canterbury Rd	Oberlin Rd	0.68	2	NO	Neighborhood Bikeway	None	Quick Build	36 Feet	35
Fairview Service Rd	Wade Ave	Fairview Rd	0.27	2	NO	Neighborhood Bikeway	None	Quick Build	30 Feet	30
Fox Rd	Kyle Dr	Spring Forest Rd	0.76	2	NO	Neighborhood Bikeway	None	Quick Build	35 Feet	35
Glen Eden Dr	Blue Ridge Rd	Edwards Mill Rd	0.54	2	NO	Separated Bikeway	Bike Lane	Upgrade	50 Feet	35
Glen Eden Dr	Glenwood Ave	Bellewood Forest Cir	0.13	2	NO	Separated Bikeway	Bike Lane	Upgrade	40 Feet	35
Glen Eden Dr	Coley Forest PI	Blue Ridge Rd	0.9	2	NO	Separated Bikeway	Bike Lane	Upgrade	44 Feet	35
Glen Eden Dr	Bellewood Forest Cir	Coley Forest Pl	0.55	2	YES	Separated Bikeway	"Bike Lane Sharrow"	Quick Build	40 Feet	35
Glendower Rd	Lake Lynn Dr	Tylerton Dr	0.47	2	YES	Neighborhood Bikeway	Sharrow	Quick Build	40 Feet	25
Glenwood Ave	St Marys St	St Marys St	0.05	4	NO	Separated Bikeway	Bike Lane	CIP	62 Feet	45
Green Rd	Kilcullen Dr	Spring Forest Rd	0.94	2	NO	Separated Bikeway	Bike Lane	Upgrade	84 Feet	35

D-26 | RALEIGH ACTIVE MOBILITY PLAN

Corridor Name	То	From	Length (mi)	Number of Lanes	On-Street Parking	Proposed Bikeway Type	Existing Bikeway	Project Delivery	Pavement Width	Speed Limit
Green Rd	New Hope Rd	Kilcullen Dr	0.48	2	YES	Separated Bikeway	Bike Lane	Upgrade	60 Feet	35
Hardimont Rd	St Albans Dr	Wake Forest Rd	0.96	2	NO	Separated Bikeway	Bike Lane	Upgrade	36 Feet	25
Hillsborough St	Eugene Brooks Ave	Friendly Dr	0.2	2	YES	Separated Bikeway	Bike Lane	Resurfacing or CIP	48 Feet	35
Hillsborough St	Friendly Dr	Rosemary St	0.17	2	NO	Separated Bikeway	Bike Lane	Resurfacing or CIP	48 Feet	35
Hillsborough St	Gardner St	Eugene Brooks Ave	0.11	2	YES	Separated Bikeway	Bike Lane	Resurfacing or CIP	50 Feet	35
Hillsborough St	Glenwood Ave	Woodburn Rd	0.86	2	YES	Separated Bikeway	Bike Lane	Resurfacing or CIP	54 Feet	35
Hillsborough St	N West St	Glenwood Ave	0.09	2	NO	Separated Bikeway	Sharrow	Resurfacing or CIP	54 Feet	35
Hillsborough St	Rosemary St	Faircloth St	0.35	2	NO	Separated Bikeway	Sharrow	Resurfacing or CIP	34 Feet	35
Hillsborough St	Woodburn Rd	Gardner St	0.6	2	YES	Separated Bikeway	Sharrow	Resurfacing or CIP	50 Feet	35
Hillsborough St	West St	Salisbury St	0.33	3	YES	Separated Bikeway	Bike Lane	Resurfacing or CIP	60 Feet	25
Hollenden Dr	Spring Forest Rd	N New Hope Rd	0.42	2	NO	Separated Bikeway	None	Resurfacing or CIP	40 Feet	35
Kaplan Dr	Kent Rd	Lorimer Rd	0.43	2	YES	Neighborhood Bikeway	None	Quick Build	40 Feet	35
Kaplan Dr	Lorimer Rd	Pineview Dr	0.43	2	NO	Neighborhood Bikeway	None	Quick Build	26 Feet	25
Kaplan Dr	Pineview Dr	Athens Dr	0.34	2	NO	Neighborhood Bikeway	None	Quick Build	40 Feet	25
Kent Rd	Western Blvd	Kaplan Dr	0.5	2	NO	Separated Bikeway	None	Quick Build	40 Feet	35
Kyle Dr	Valley Stream Dr	Fox Rd	0.41	2	NO	Neighborhood Bikeway	None	Quick Build	20 Feet	45
Lake Boone Trl	Brooks Ave	Cambridge Rd	0.24	2	NO	Neighborhood Bikeway	None	Quick Build	38 Feet	35
Lake Boone Trl	Dixie Trl	Brooks Ave	0.53	2	YES	Neighborhood Bikeway	None	Quick Build	24 Feet	35
Lake Boone Trl	Ridge Rd	Dixie Trl	0.29	4	NO	Neighborhood Bikeway	None	Quick Build	48 Feet	35
Lake Lynn Dr	Lake Lynn Dr	Glendower Rd	0.25	2	YES	Neighborhood Bikeway	None	Quick Build	60 Feet	25
Lassiter Mill Rd	Old Lassiter Mill Rd	Camelot Dr	0.89	2	NO	Separated Bikeway	Bike Lane	Upgrade	48 Feet	35
Lassiter Mill Rd	Scotland St	Old Lassiter Mill Rd	0.61	2	NO	Separated Bikeway	Sharrow	CIP	40 Feet	35
Lewis Cir	Fairview Rd	Chester Rd	0.01		YES	Neighborhood Bikeway	None	Quick Build	20 Feet	25

D-28 | RALEIGH ACTIVE MOBILITY PLAN

Corridor Name	То	From	Length (mi)	Number of Lanes	On-Street Parking	Proposed Bikeway Type	Existing Bikeway	Project Delivery	Pavement Width	Speed Limit
Ligon St	Atwater St	Method Rd	0.19	2	YES	Neighborhood Bikeway	Sharrow	Quick Build	40 Feet	25
Ligon St	Gorman St	Atwater St	0.24	2	NO	Neighborhood Bikeway	Sharrow	Quick Build	20 Feet	25
Melbourne Rd	Powell Dr	Kaplan Dr	0.32	2	NO	Neighborhood Bikeway	None	Quick Build	36 Feet	25
Method Rd	Ligon St	Western Blvd	0.34	2	YES	Separated Bikeway	None	Quick Build	40 Feet	35
N Harrington St	Hillsborough St	W Edenton St	0.05	2	YES	Separated Bikeway	Sharrow	Upgrade	32 Feet	25
N Harrington St	W Edenton St	W Peace St	0.5	2	YES	Separated Bikeway	Bike Lane	Upgrade	42 Feet	25
N King Charles Rd	Crabtree Blvd	New Bern Ave	1.77	2	YES	Neighborhood Bikeway	None	Quick Build	30 Feet	25
N Peartree Ln	New Bern Ave	Milburnie Rd	0.26	2	NO	Separated Bikeway	None	Quick Build	28 Feet	25
N Person St	New Bern Ave	Delway St	0.74	2	YES	Separated Bikeway	Bike Lane	Upgrade	40 Feet	35
N Raleigh Blvd	Crabtree Blvd	New Bern Ave	1.72	4	NO	Separated Bikeway	Bike Lane	Upgrade	70 Feet	35
N Rogers Ln	Anchorage Way	Seaspray Ln	0.19	2	NO	Separated Bikeway	None	Resurfacing or CIP	32 Feet	35
N Rogers Ln	Daleview Dr	Anchorage Way	0.37	3	NO	Separated Bikeway	None	Resurfacing or CIP	50 Feet	35
N Rogers Ln	I-40 Overpass	Daleview Dr	0.53	4	NO	Separated Bikeway	None	Resurfacing or CIP	70 Feet	35
N Rogers Ln	Platte River Dr	Raleigh Beach Rd	0.11	2	NO	Separated Bikeway	None	Resurfacing or CIP	36 Feet	35
N Rogers Ln	Seaspray Ln	Thunderidge Dr	0.31	2	NO	Separated Bikeway	None	Resurfacing or CIP	40 Feet	35
N Rogers Ln	Thunderidge Dr	Platte River Dr	0.52	4	NO	Separated Bikeway	None	Resurfacing or CIP	65 Feet	35
N West St	Hillsborough St	W Edenton St	0.05	2	YES	Separated Bikeway	Sharrow	Upgrade	24 Feet	25
N West St	W Edenton St	W Peace St	0.5	2	YES	Separated Bikeway	Bike Lane	Upgrade	40 Feet	25
New Hope Church Rd	Wake Forest Rd	Green Rd	1.18	4	NO	Separated Bikeway	None	CIP	52 Feet	45
Northclift Dr	Six Forks Rd	North Hills Dr	1	2	YES	Neighborhood Bikeway	Sharrow	Quick Build	32 Feet	25
Oberlin Rd	Hillsborough St	Pullen Rd	0.05	2	NO	Separated Bikeway	Sharrow	Quick Build	20 Feet	35
Oberlin Rd	Smallwood Dr	Craig St	0.82	2	NO	Separated Bikeway	Bike Lane	Quick Build	30 Feet	35
Oberlin Rd	Fairview Rd	Glenwood Ave	0.54	2	NO	Separated Bikeway	Bike Lane	Quick Build	40 Feet	35

D-30 | RALEIGH ACTIVE MOBILITY PLAN

Corridor Name	То	From	Length (mi)	Number of Lanes	On-Street Parking	Proposed Bikeway Type	Existing Bikeway	Project Delivery	Pavement Width	Speed Limit
Oberlin Rd	Pullen Rd	Smallwood Dr	0.4	2	NO	Separated Bikeway	Bike Lane	Quick Build	32 Feet	25
Plaza Pl	Creedmoor Rd	Thendara Way	0.26	2	NO	Neighborhood Bikeway	None	Quick Build	40 Feet	25
Plaza Pl	Thendara Way	W Millbrook Rd	0.33	2	YES	Neighborhood Bikeway	None	Quick Build	36 Feet	25
Ponderosa Rd	W Millbrook Rd	Battleford Dr	0.15	2	NO	Neighborhood Bikeway	None	Quick Build	20 Feet	25
Poole Rd	Raleigh Blvd	Martin Luther King Jr Blvd	0.87	2	NO	Separated Bikeway	Bike Lane	Upgrade	44 Feet	35
Powell Dr	Melbourne Rd	Western Blvd	0.62	2	YES	Separated Bikeway	None	Quick Build	38 Feet	35
Reedy Creek Rd	Blue Ridge Rd	Edwards Mill Rd	0.65	2	NO	Separated Bikeway	Bike Lane	Upgrade	32 Feet	35
Ridge Rd	Glen Eden Dr	Lake Boone Trl	0.72	2	NO	Separated Bikeway	Bike Lane	Upgrade	38 Feet	35
Rock Quarry Rd	Davie St	Martin Luther King Jr Blvd	0.56	2	NO	Separated Bikeway	Bike Lane	Upgrade	56 Feet	25
Rock Quarry Rd	Martin Luther King Jr Blvd	Raleigh Blvd	0.28	4	NO	Separated Bikeway	None	CIP	50 Feet	35
Rock Quarry Rd	Raleigh Blvd	Promise Beacon Cir	0.26	5	NO	Separated Bikeway	None	CIP	90 Feet	45
Rose Ln	Little John Rd	Poole Rd	0.85	2	YES	Neighborhood Bikeway	None	Quick Build	30 Feet	25
Rush St	Garner Rd	Hammond Rd	0.59	2	NO	Separated Bikeway	Bike Lane	Upgrade	40 Feet	35
Rush St	Hammond Rd	S Wilmington St	0.35	2	NO	Separated Bikeway	None	Resurfacing	50 Feet	35
S Harrington St	W Martin St	Hillsborough St	0.24	2	YES	Separated Bikeway	Bike Lane	Upgrade	40 Feet	25
S King Charles Rd	New Bern Ave	Poole Rd	0.49	2	NO	Neighborhood Bikeway	None	Quick Build	36 Feet	25
S Person St	E Lenoir St	New Bern Ave	0.51	2	YES	Separated Bikeway	Bike Lane	Upgrade	40 Feet	35
S Raleigh Blvd	New Bern Ave	Poole Rd	0.15	4	NO	Separated Bikeway	None	CIP	66 Feet	35
S Saunders St	W Lenoir St	South St	0.05	4	NO	Separated Bikeway	None	Quick Build	36 Feet	25
S State St	E Lenoir St	Martin Luther King Jr Blvd	0.33	2	YES	Neighborhood Bikeway	None	Quick Build	40 Feet	25
S State St	Martin Luther King Jr Blvd	Bunche Dr	1.07	2	YES	Separated Bikeway	None	Quick Build	40 Feet	35
S West St	W Martin St	Hillsborough St	0.24	2	YES	Separated Bikeway	Bike Lane	Upgrade	38 Feet	25
Sawmill Rd	Creedmoor Rd	Wilderness Rd	0.3	2	YES	Neighborhood Bikeway	None	Quick Build	40 Feet	30

D-32 | RALEIGH ACTIVE MOBILITY PLAN

Corridor Name	То	From	Length (mi)	Number of Lanes	On-Street Parking	Proposed Bikeway Type	Existing Bikeway	Project Delivery	Pavement Width	Speed Limit
Sawmill Rd	Harbor Dr	Creedmoor Rd	0.76	2	NO	Separated Bikeway	None	Resurfacing	40 Feet	30
Sawmill Rd	Horizon Dr	Lead Mine Rd	0.71	2	YES	Separated Bikeway	Sharrow	Resurfacing	36 Feet	30
Sawmill Rd	Lead Mine Rd	Harbor Dr	0.45	2	NO	Separated Bikeway	Sharrow	Resurfacing	40 Feet	30
Sawmill Rd	Six Forks Rd	Horizon Dr	0.14	4	NO	Separated Bikeway	Sharrow	Resurfacing	68 Feet	30
Skycrest Dr	Southall Rd	Southall Rd	0.45	2	NO	Separated Bikeway	None	CIP	25 Feet	35
Southall Rd	Hedingham Blvd	Skycrest Dr	0.65	4	NO	Separated Bikeway	None	Quick Build	50 Feet	35
Southall Rd	Raleigh Beach Rd	Hedingham Blvd	0.65	5	NO	Separated Bikeway	None	Quick Build	65 Feet	35
Southall Rd	Heatherfield Way	Stillmeadow Rd	0.51	2	NO	Separated Bikeway	None	CIP	20 Feet	45
Southall Rd	Skycrest Dr	Heatherfield Way	0.71	2	NO	Separated Bikeway	None	CIP	20 Feet	35
Spring Forest Rd	Lynn Rd	Dixie Forest Rd	2.41	5	NO	Separated Bikeway	Bike Lane	Upgrade	64 Feet	45
Spring Forest Rd	Dixie Forest Rd	Reunion Pt	0.25	5	NO	Separated Bikeway	None	CIP	64 Feet	45
Spring Forest Rd	Spring Ct	Reunion Pt	0.73	5	NO	Separated Bikeway	Bike Lane	Upgrade	64 Feet	45
Spring Forest Rd	Spring Ct	Greens Dairy Rd	0.62	5	NO	Separated Bikeway	None	CIP	64 Feet	45
Spring Forest Rd	Greens Dairy Rd	Fox Rd	0.64	5	NO	Separated Bikeway	Bike Lane	Upgrade	64 Feet	45
St Albans Dr	Cardinal North Hills St	Church at N Hills St	0.24	2	NO	Separated Bikeway	Sharrow	Resurfacing	40 Feet	25
St Albans Dr	Dartmouth Rd	Cardinal North Hills St	0.25	2	YES	Separated Bikeway	Bike Lane	Upgrade	40 Feet	25
St Marys St	Glenwood Ave	Scotland St	0.65	2	NO	Separated Bikeway	Bike Lane	Upgrade	40 Feet	35
St Marys St	Fairview Rd	Glenwood Ave	0.29	2	NO	Separated Bikeway	Sharrow	Resurfacing or CIP	28 Feet	35
Steinbeck Dr	Wingate Dr	Hickory Ridge Dr	0.18	2	NO	Neighborhood Bikeway	Sharrow	Quick Build	38 Feet	25
Stillmeadow Rd	Southall Rd	Valley Stream Dr	0.16	2	NO	Neighborhood Bikeway	None	Quick Build	30 Feet	35
Strickland Rd	Falls of Neuse Rd	Carriage Tour Ln	0.39	5	NO	Separated Bikeway	None	CIP	75 Feet	45
Sunnybrook Rd	Middle Branch Rd	Woodmeadow Pkwy	0.51	4	NO	Separated Bikeway	None	Resurfacing	38 Feet	35
Sunnybrook Rd	New Bern Ave	Poole Rd	1.22	4	NO	Separated Bikeway	None	Resurfacing	68 Feet	35

D-34 | RALEIGH ACTIVE MOBILITY PLAN

Corridor Name	То	From	Length (mi)	Number of Lanes	On-Street Parking	Proposed Bikeway Type	Existing Bikeway	Project Delivery	Pavement Width	Speed Limit
Sunnybrook Rd	Poole Rd	Middle Branch Rd	0.43	2	NO	Separated Bikeway	None	Resurfacing	40 Feet	35
Tarboro St	New Bern Ave	Davie St	0.33	2	NO	Separated Bikeway	Bike Lane	Upgrade	44 Feet	25
Thoreau Dr	Quail Hollow Dr	Wingate Dr	0.23	2	NO	Neighborhood Bikeway	None	Quick Build	24 Feet	25
Tylerton Dr	Glendower Rd	Leesville Rd	0.33	2	YES	Neighborhood Bikeway	Sharrow	Quick Build	40 Feet	25
Valley Stream Dr	Stillmeadow Rd	Kyle Dr	1.48	2	NO	Neighborhood Bikeway	None	Quick Build	35 Feet	35
W Lenoir St	S Dawson St	S Saunders St	0.22	2	YES	Separated Bikeway	None	Resurfacing	36 Feet	25
W Lenoir St	Fayetteville St	S McDowell St	0.15	2	YES	Separated Bikeway	None	Resurfacing	36 Feet	25
W Lenoir St	S McDowell St	S Dawson St	0.11	2	NO	Separated Bikeway	None	Resurfacing	36 Feet	25
W Morgan St	Hillsborough St	St Marys St	0.45	3	YES	Separated Bikeway	None	Resurfacing or CIP	42 Feet	25
W Morgan St	St Marys St	S West St	0.26	3	YES	Separated Bikeway	None	Resurfacing or CIP	42 Feet	35
W Peace St	Capital Blvd	Halifax St	0.24	4	NO	Separated Bikeway	None	Resurfacing	60 Feet	35
W Peace St	N West St	Capital Blvd	0.13	4	NO	Separated Bikeway	Bike Lane	Upgrade	72 Feet	35
Wake Forest Rd	Delway St	Old Louisburg Rd	0.93	2	NO	Separated Bikeway	Bike Lane	Upgrade	40 Feet	35
Wester Rd	Dove Ln	New Hope Church Rd	0.24	2	YES	Neighborhood Bikeway	None	Quick Build	30 Feet	25
Wilderness Rd	Battleford Dr	Ray Rd	0.83	2	YES	Neighborhood Bikeway	None	Quick Build	40 Feet	25
Wingate Dr	Thoreau Dr	Steinbeck Dr	0.09	2	YES	Neighborhood Bikeway	None	Quick Build	32 Feet	25

D-36 | RALEIGH ACTIVE MOBILITY PLAN

