

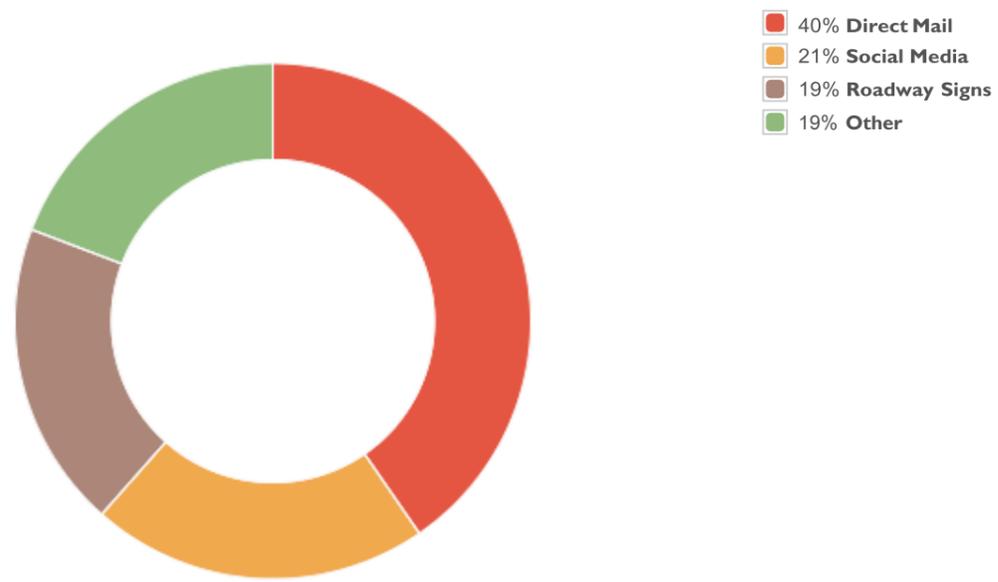
Carolina Pines Avenue Pre-Design Meeting

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES
187	54	232
COMMENTS	SUBSCRIBERS	IMPRESSIONS
103	36	0

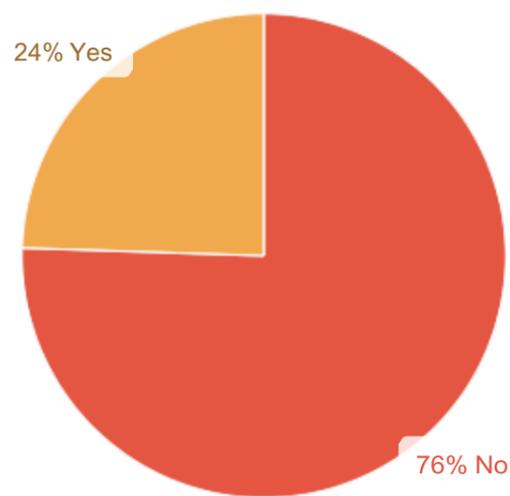
Questions and Comments:

Question #1 - How did you hear about this meeting?



52 respondents

Question #2 - Are you a transit rider?



49 respondents

Question #2 Part B - If yes, where would you like to see transit bus stops be located?

Comments Received for Question #2:

I love the access of the local bus but it's a pain to switch to go downtown. Would be nice if the 7L went to Dix.

Agree!

They are fine as is except they need sidewalks on Carolina Pines. A bus straight to the city would be better switching busses is not reasonable.

The current locations seem to be getting regular use. I don't see a need to change them.

Spaced appropriately for people with disabilities and direct access to downtown.

Please consider alternative transportation too. People on bikes need to get to and from and around Raleigh and facilitating that sort of travel is good for citizens, businesses, and the community!

If there was a direct route downtown I would use the bus, but at this point we will pay more for Uber/Lyft to avoid hassle of changing lines

I would ride transit if the bus route went from Carolina Pines toward NC State rather than toward downtown or other areas.

I would like to see more stops located near major parks, specifically Umstead State Park and Lake Johnson Park. There are no stops near there, and I've only ever been able to go there via ride sharing or walking several miles from the nearest stop. I think giving us easier access to those locations would encourage more ridership and physical activity at the parks, which is always a great benefit to our city. Please consider this.

4 days ago

I am not currently a transit rider but would like to use buses +BRT in the future.

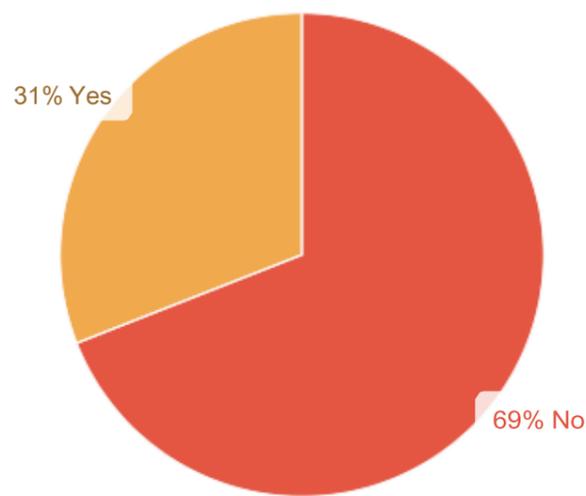
Keep bus stop @ the corner of Sardis & C. Pines

City of Raleigh Response:

About a quarter of the respondents are transit users. Perhaps a greater percentage of area residents would use transit if it was easier to travel to destinations other than downtown. Although beyond the scope of the Carolina Pines Avenue Street Improvements project, these comments will be shared with GoRaleigh Transit.

Service guidelines require a quarter of a mile (1300ft) spacing between each stop. Currently, stops average 800ft+ spacing in between each other along Carolina Pines Avenue. With the improved access/mobility provided for pedestrians and bicycle riders in the project corridor and the low ridership or activity levels at some existing transit stops, the removal/consolidation of stops is being considered along Carolina Pines Avenue. The proposed stops will be shown at the 25% Design Public Meeting.

Question #3 - Do you prefer a traffic signal over a roundabout at Lake Wheeler Road?



42 respondents

Comments Received for Question #3

Much prefer a traffic light. There is too much traffic on Lake Wheeler for a roundabout to be appropriate. Ideal would be two lanes leaving Carolina Pines so the right turning traffic can go around the waiting left turn traffic (this would be an improvement, regardless). This light could be timed with the light at Sierra, and hopefully 40, so the traffic wouldn't be too disrupted (it does us no good to make Lake Wheeler back up worse than it already does). This would also help people turning off Lawrence in heavy traffic. This is exactly the worst kind of intersection for a roundabout.

A simple, properly timed light with a proper turn lane from Carolina Pines would be effective.

I do not believe a roundabout at that location is cost effective.

What happens when traffic down Lake Wheeler backs up past it to 40?

The timing of the lights down Lake Wheeler will need to be re-timed anyhow.

The roundabouts are awesome. I have one on the way to work and it keeps traffic flowing nicely.

Lake Wheeler is far too busy to have a roundabout on. At least a right or left lane on Carolina Pines but a light would be better and less disruptive to put up for traffic light for traffic and homeowners.

I tend to find a good portion of people don't "get" roundabouts when they are one lane; two lanes is just going to be more confusing. I like the concept of roundabouts and am for using them when it makes sense, but for this location, I think a stoplight makes more sense.

My wife and I prefer the traffic signal. It would be nice to have traffic actually stop. We live directly on Carolina Pines - the first house on the left (1600). Traffic is always very busy and people don't pay attention to the speed limit at all. The look of a roundabout would be nice, but we are more concerned with the safety of our family.

If the roundabout is designed with proper deflection angles, to adequately slow traffic, yes

I would prefer the roundabout option. If the multi-use path option is considered, please consider continuing the multi-use path around the perimeter of the roundabout so cyclists do not have to enter the roundabout.

If there are roundabouts, please make sure that there is good infrastructure for bikes to navigate it safely and comfortably off the street

Roundabouts are difficult to navigate on bicycles.

Traffic circles are generally the better method if you have the room/right-of-way, which in this case they do not. If the property owners are willing to play nice for the good of the rest of us, the roundabout should be the way to go here. There are enough circles in the area that drivers should be used to them by now.

The roundabout would be amazing! I live on Carolina Pines, only a few houses down from the intersection, and it would be great to have a roundabout to ease traffic without the backups that can be caused by a traffic signal. I think the roundabouts will get people to slow down in addition to the lowering of the speed limit that is already proposed.

I definitely prefer the roundabout option for more efficient traffic flow. The intersection with Sierra provides a nearby traffic light. I do think protected bike lanes need to be included in the roundabout to provide a safe space for cyclists to transition onto Lake Wheeler Road onto the bike lanes/multi-use pathways that are included in the Dix plan for Lake Wheeler's future traffic pattern.

Undecided

Very concerned about traffic backups like over at NC State. The heavy traffic on LW seems more suited to lights.

I believe a light would be much safer.

I think that there is too much traffic on Lake Wheeler for a roundabout. They can be confusing and slow down the traffic.

I work at NCSU and have experienced how well the traffic circles work on Hillsborough St.

Roundabouts promote free-flowing traffic, fewer delays.

Roundabout will allow free flow of traffic

Roundabouts are more efficient + slow cars but don't stop traffic altogether.

Traffic flow would be too much on Lake Wheeler,

A roundabout slows traffic in a much-needed area but doesn't stop vehicles altogether. This is preferable for cyclist and pedestrians.

Unless roundabout calms traffic than a signal. Also, the volume of traffic during peak times may overload a roundabout.

No Preference.

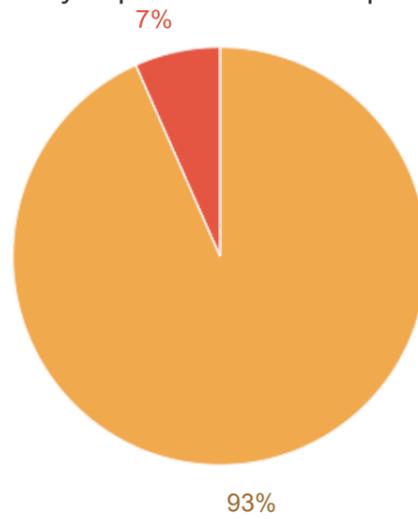
City of Raleigh Response:

Approximately one-third of the respondents prefer a traffic signal over a roundabout (RAB). Many respondents would support a RAB at the Lake Wheeler Road/Carolina Pines Avenue intersection if the RAB would adequately serve the traffic demand at peak times. Traffic volumes were collected by the City of Raleigh during the morning (AM) and afternoon (PM) peak hours of travel. The traffic volumes were used in an analysis to determine traffic operations at project intersections.

Results of the analysis reveal that the Carolina Pines Avenue westbound (WB) approach to Lake Wheeler Road is failing in the AM and PM peak hours. Two methods of addressing the failing intersection are (1) install a traffic signal and (2) construct a roundabout. Based on the traffic analysis, both methods would improve the traffic operations to an acceptable level during the AM and PM peak hours of travel. The consideration of a roundabout at this location is currently being reviewed by NCDOT staff.

For comments concerning routing cyclists through the RABs, please see additional responses to questions below.

Question #4 -Do you prefer a multi-use path over bike lanes?



45 respondents

Comments Received for Question #4

I see many more pedestrians than bike riders. Also, I personally would be nervous riding a bike down Carolina Pines due to the traffic.

Carolina Pines desperately needs a sidewalk between Fairway and Granite, and has needed one for years, regardless of previous reports. There is a great deal of foot traffic there, and it can get dangerous at night. The rest of the road is less important for sidewalks, although they might see some use. I don't see any value in bike lanes on this road. There is not much bike traffic on it currently, nor does it connect areas with much bike activity. The side streets are lightly traveled and easy enough to ride on if biking locally. However, I recognize that the aesthetic the city is pushing means we'll get something bike-related whether we like it or not, so a path off the road is much preferable to a lane in or adjacent to the vehicle lanes.

If by bike lane you mean a four-inch strip of paint, then a multi-use path is preferred. A protected bike lane would be great though.

Why not multi-use paths on both sides or a larger multi-use path? 10 feet isn't that wide for bike & pedestrian traffic

Given how close so many homes already are to the road, it makes more sense to go with a smaller footprint. It is also much safer to put spacing between bike riders and motor vehicles, not that I think the amount of bike riding will increase to match the investment. Not that this is an option, but I would prefer a multi-use walkway and remove sidewalks on the opposite side.

I think it would be safer overall to have some buffer between traffic and the multi-use path.

The smaller footprint seems to be more economical and less impact on everyone's property.

I prefer riding on a multi-use path off of the main road. It feels much safer.

It seems that the multi-use path option would provide effectively the same amenities as bike lanes, but with a smaller footprint (less width = less land needed) and less impervious surface area.

The 4.5-foot painted bike lanes in alternative 1 are wholly inadequate on any road with a limit of over 25mph. A MUP is better, but consider one on both sides of the street or at least an 8' sidewalk.

I believe it would be safer for bike riders if we had a multi-use lane, rather than have them ride next to traffic.

If the multi-use path option is chosen and is used to accommodate 2-way bicycle traffic and pedestrians, the path should be slightly wider, preferably 12-14'.

A separated path for bikes is safer for cyclists and does not have the problem of drivers parking in bike lanes.

As I told someone tonight, this is not Amsterdam. I think we can share a pathway and be respectful. It's done in all the parks here.

I do prefer the multi-use path because it feels safer as cyclist to be separated from traffic, and because it has a narrower cross-section that will reduce the amount of land that needs to be taken from property owners. I like the greenway feel that it would provide.

Hopefully, take up less space

It seems safer to have the bike traffic further away from the regular traffic, but not sure how this will affect property owners. Would they lose more land?

Street is not used frequently enough for designated bike lane.

There is not enough bike traffic to warrant a designated lane.

I do not see a lot of bikes on Carolina Pines, but we do have a lot of people using the transit system and walking.

I'm a cyclist + cycle commuter and prefer the protection from cars offered by a multi-use path.

More useful for pedestrians and cyclist. Safer. takes up less space & looks nicer.

safer for cyclist

Seems like a safer option for pedestrians as drivers speed in excess. :(

Safer in my opinion

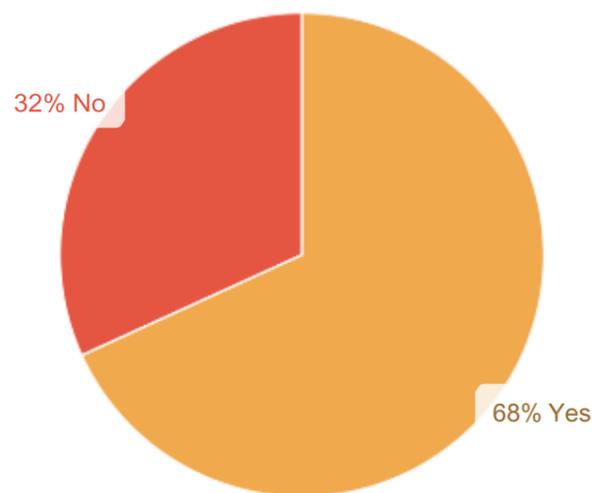
having a multi-use path is better for runners and cyclists to stay safely out of the road. Bike lanes are most needed on Lake Wheeler.

City of Raleigh Response:

An overwhelming majority of the respondents prefer a multi-use path (MUP) over a designated bicycle lane for reasons including, overall less impervious surface, requires less right-of-way, separation from vehicular traffic, and is considered safer. The City of Raleigh's Bicycle and Pedestrian Advisory Committee (BPAC) also prefers that bicycle facilities are separated from the travel lanes. Based on citizen input received following the Pre-Design Public Meeting and the comments/recommendations from the BPAC, the project will be designed with the MUP on the south side of Carolina Pines Avenue and sidewalk on the north side.

RABs will be designed with the MUP continuing around the RAB and behind the curb and gutter so that cyclists will not have to enter the roundabout.

Question #5 - Are you in favor of mini-roundabouts as a traffic calming measure?



44 respondents

Comments Received for Question #5

Absolutely not. This is a tremendous cost and burden for residents for very little gain. I would favor a roundabout only at the east end of Springhill, simply because the curve makes turning out of there almost blind, but not just for traffic calming. The Granite intersection is sometimes a problem. The city should do a better job with signage and with keeping the lines on the road painted, which would help with the confused drivers (of which there do seem more lately, but I put that down to the double yellow being worn off).

As far as speed goes, I'd rather see the city at least make some attempts at some less invasive approaches that would not be as big of a burden on residents before going all the way to roundabouts: more speed limit signage, flashing lights on signs, increased enforcement, the "your speed is" signs. In the last several years, I haven't really seen much interest from the city in reducing the problem of speed on Carolina Pines, so it doesn't make sense to jump all the way to additional roundabouts now, just because they're the current thing.

I especially like the roundabout option for Granite as people tend to be confused about the current traffic pattern. And I'm definitely not opposed to the roundabout on Oak due to amount of speeders coming around that curve. However, I think a second one just one street away is a little overkill. Maybe one at Oak and one at Henslowe? Actually, I'm surprised that Suffolk was not considered for a roundabout given the amount of traffic and that blind curve, unless it was because of the train tracks. If Suffolk was considered then I'd agree that an additional one at Sardis would make sense.

YES! I would like to see even more of them if I'm being honest. I know we can't really have speed bumps but this is a neighborhood so anything to calm traffic from people using our neighborhood road as a cut through would be great.

anything to slow the traffic would be helpful.

I am in favor of the main roundabouts at Lk Wheeler and Granite, but find that smaller traffic-calming ones complicate pedestrian and bicycle movement, and therefore aren't really worth it.

I dig them. Very helpful.

Carolina Pines is used as a cut through between South Saunders and Lake Wheeler. Anything to show traffic speeds down would be helpful.

Traffic can move unimpeded with a roundabout. Traffic calming islands often cause accidents.

I think they would be great for slowing traffic and they have the potential to be an attractive addition to the landscaping. Pollinator gardens, anyone?

No Preference

Not sure about this, it may work at the granite/Carolina Pines section because the traffic is not heavy there.

Too confusing - especially for the elderly.

Prefer stop signs/stop lights

I don't think posting speed limit will be effective. The mini roundabouts may work in the actual community.

I am strongly in favor of any and all traffic calming measures. Put simply, they work!

Creates needless issues w/multi-use path, cyclist usage. Creates more impermeable surface leading to more flooding.

The alternative is to not have traffic calming measures, so yes I would like for drivers to slow down.

Would ease the amount of cut-through traffic in the area. R.F.D. trucks would be the only issue.

Traffic is not an issue where the mini roundabouts are proposed (Sardis & Oak Dr.)

If designed properly they help calm traffic

City of Raleigh Response:

Approximately two-thirds of respondents favor the mini-roundabouts as a traffic calming measure. There may be some confusion with this question concerning *mini*-roundabouts vs. the RAB proposed at Lake Wheeler Road or at Granite Street. A *mini*-roundabout is a traffic calming measure whereas a RAB such as that proposed at Granite Street is more about traffic flow/traffic operations. A *mini*-roundabout is generally about half the size of a standard RAB and, therefore has less impacts to adjacent properties. Any curbs and/or islands on the approaches or in the center of the *mini*-roundabouts would be mountable and not pose an issue to emergency vehicles, busses, or large trucks. Pedestrians and bicyclists would be routed around the mini-roundabout. Remember that this is an attempt to reduce speeds of vehicles in the corridor and provide a safer facility. Without traffic calming measures, speed issues will remain as they are currently. Signs and/or flashing signs are ineffective and greater enforcement is not practical. Geometric design and physical elements in the roadway are a practical means to reduce vehicle speeds.

Other Comments

Comment #1

Over toward the Lake Wheeler end of Carolina Pines, the side of the street with the churches is much more level with the road than the other side of the street, where there are pretty steep ditches. Would it make more sense to widen the road more on the church side?

Agree. They do not use the front of that land anyway.

Please give serious consideration to shifting the right-of-way-acquisitions toward Word of Truth and St. Barnabas churches instead of splitting the difference with the homeowners on the other side of the road. The churches are already set back much further than the houses, and the lot sizes are really large so the impact is proportionally less. The grade is also flatter, and there's really nothing alongside the road on that side but grass.

City of Raleigh Response:

The design team is taking these comments into consideration in the development of the 25% plans.

Comment #2

I also think the scope of work should be expanded to include the end of Henslowe dr. The lack of sidewalks is a safety hazard, and gutters would add consistency. There are not sidewalks or curb and gutter for the first four houses, it starts at 2201 Henslowe, not where Henslowe meets Carolina Pines. Anyone walking to the park or community center from Carolina Pines would still be walking in the street. Adding better drainage at 2117 Henslowe where the curb and gutter stops would greatly help stormwater flow.

City of Raleigh Response:

The project scope has been expanded to include adding curb, gutter, and sidewalk on Henslowe Drive between Carolina Pines Avenue and Carolina Hills Lane.

Comment #3

The standing water at the end of Batts is a major problem and a major safety hazard and has been for years. It is incredibly frustrating that nothing has been done about it for all this time. Also, people have asked for a sidewalk between Fairway and Granite for years and been told that there is not enough pedestrian traffic to need it (anyone who has actually driven that stretch can

see that this is obviously false). These two problems need fixing immediately. Almost everything else proposed is just window dressing. It's a little annoying to have real problems, real safety issues, ignored for years, despite repeated complaints, only to have attention come around for image projects. Let's have function over form for once.

I have almost hydroplaned and/or hit someone at Batts so many times. It is ridiculous that it hasn't already been addressed on its own. Same with the necessary sidewalk past fairway. I had expected that those where the issues being addressed not fashionable roundabouts.

City of Raleigh Response:

The project scope includes drainage improvements as it relates to the Carolina Pines right-of-way. Any ponding will be eliminated when the project is complete.

Comment #4

Generally speaking, I would love to see protected and tree-lined bike lanes and sidewalks with neckdowns/bus bulbs and protected intersections.

City of Raleigh Response:

Sidewalks and the multiuse path will be located on the berm beyond the proposed curb and gutter and therefore, protected. Landscaping is proposed between the back of curb and the sidewalk/multiuse path. However, landscaping may be limited due to the numerous driveways and intersections where sight distances must be provided.

Comment #5

I also want to emphasize how helpful it would be to extend the scope of work up Henslowe Drive to connect the new curb-and-sidewalk on Carolina Pines with the existing curb-and-sidewalk on Henslowe. The Henslowe sidewalk currently begins at the 5th house away from Carolina Pines. The five houses in between have either a ditch or nothing. If these five houses are not included in the project, we'll be left with this weird five-house gap in sidewalk and stormwater management. We really struggle with stormwater management in this stretch currently, because all the water flows down along the curb on Henslowe, then hits the gap and runs across our yard; for the water that does make it into the ditch, the ditch doesn't really handle the amount of water and debris, so it often clogs and overflows. This would be a fantastic opportunity to connect this five-house stretch with the existing and planned infrastructure for the benefit of both stormwater management and pedestrian safety/continuity. There is a lot of foot traffic in this stretch, which connects Carolina Pines Ave with the community center and dog park. Thanks for considering it!

I would like to see if the scope of work can be expanded to include the end of Henslowe dr. There are not sidewalks or curb and gutter for the first four houses, it starts at 2201 Henslowe, not where Henslowe meets Carolina Pines. Anyone walking to the park or community center from Carolina Pines would still be walking in the street. Also, there is not a ditch at 2117 Henslowe, right where the curb and gutter stops, to manage any of the stormwater, in fact there is not a single storm grate on that side of the street from the community center to the end of Henslowe.

City of Raleigh Response:

The project scope has been expanded to include adding curb, gutter, and sidewalk on Henslowe Drive between Carolina Pines Avenue and Carolina Hills Lane.

Comment #6

Conventional striped lanes are inadequate because cyclists are slower and much more vulnerable than motorists, so few people feel safe using them. In addition, motorists tend to be use them as parking lanes (often with impunity because enforcement is lax!)

Shared-use paths are also problematic because bikes travel significantly faster than pedestrians.

How about an option with protected, dedicated bike lanes? Take option 1 (conventional striped bike lanes) and move the planting strip to between the bike lane and the car lane, instead of between the bike lane and the sidewalk. Maintains the same overall width yet gives a vastly superior product in the end.

Let this project be the trailblazer for world class cycle infrastructure in Raleigh!

City of Raleigh Response:

Sidewalk will be constructed on the north side of Carolina Pines Avenue and a multiuse path will be constructed on the opposite side. Pedestrians can use the sidewalk if they feel uncomfortable on the multiuse path.

Comment #7

There are some drainage issues on Carolina Pines that are creating standing puddles and downhill erosion that I hope will be resolved by the project, preferably in the form of curbs and storm drains to remove water. The one I am most familiar with is the ponding that happens near the intersection of Carolina Pines and Batts Road, near the church.

City of Raleigh Response:

The project scope includes drainage improvements as it relates to the Carolina Pines right-of-way. Any ponding will be eliminated when the project is complete.

Comment #8

I agree that when possible, the widening should "take" land from the side of the street where the

structures are set back the farthest and/or from churches and other buildings that are used/accessed less often. That seems like the most fair solution.

City of Raleigh Response:

This comment will be considered by the design as the 25% plans are developed. However, it should be noted that the design alignment has to be developed using a more holistic approach and consider its impact to all adjacent properties.

Comment #9

Finally, thank you for all your hard work and for keeping the public involved!

My major concern is the right of way acquisitions by St. Barnabus and Word of Truth churches. They have a major offset from the road, and it would seem easier to acquire more of their land than homeowners land-- especially as it seems to be seldom utilized.

City of Raleigh Response:

This comment will be considered by the design as the 25% plans are developed. However, it should be noted that the design alignment has to be developed using a more holistic approach and consider its impact to all adjacent properties.

Comment #10

Please try to make sure bike facilities are continuous (do not stop abruptly) and, where possible, connect to the other cycling routes in Raleigh! A bike lane protected by bollards or a raised median would be another good alternative to painted lanes.

City of Raleigh Response:

Sidewalk will be constructed on the north side of Carolina Pines Avenue and a multiuse path will be constructed on the opposite side. These accommodations will be constructed on the berm behind the curb and gutter and will be continuous within the project corridor.

Comment #11

We are thankful for the walkability of the new project and look forward to whatever is decided.

I loved all the ideas. But I think for the future with Dix Park coming in and the new apartments on the other end of Carolina Pines, the roundabouts are the way to go. I am elated to be able to walk to the farmer's market and Dix Park. Exciting!!!

I'd love to see something like this (<https://streetmix.net/hiokme.carter/5/carolina-pines-ave>) or this(<https://streetmix.net/hiokme.carter/6/carolina-pines-ave-3.2.3-a>) with a "flex zone to allow emergency vehicles to drive down the middle. Generally speaking, I'd like to see protected and tree-lined bike lanes and sidewalks with neckdowns/bus bulbs and protected intersections.

City of Raleigh Response:

Sidewalk will be constructed on the north side of Carolina Pines Avenue and a multiuse path will be constructed on the opposite side. These accommodations will be constructed on the berm behind the curb and gutter and will be continuous within the project corridor. Landscaping is proposed between the back of curb and the sidewalk/multiuse path. However, landscaping may be limited due to the numerous driveways and intersections where sight distances must be provided.

Comment #12

We are in desperate need of sidewalks on Carolina Pines Avenue. It is dangerous to walk down the street. As a 40 yr. resident we are in need of an update finally.

City of Raleigh Response:

Sidewalk will be constructed on the north side of Carolina Pines Avenue and a multiuse path will be constructed on the opposite side.

Comment #13

Consider putting in a more sustainable alternative to curb and gutters such as a rain garden. Consider the usage of permeable pavers for the multi-use path. (decrease flooding/fast flow of water through the neighborhood.) *Finish sidewalk on Henslowe to complete safe path to dog park/community center. Stormwater/drainage - environmentally friendly. minimize impervious surfaces.

City of Raleigh Response:

The project team is looking for opportunities to include some low impact development features along the project.

Comment #14

Turn signal from Carolina Pines onto northbound South Saunders.

City of Raleigh Response:

This would be considered if traffic signal modifications at S. Saunders Street become a project requirement. At this time, no traffic signal modifications are anticipated.

Comment #15

Dumping on City of Raleigh property is a HUGE problem of Sardis S+Dr the easement next to the lake has become a trash-covered dump. We've done multiple cleanups out there. We need a trash can/recycling bin at this location. A path connecting Sardis to Henslow through the powerline easement!

City of Raleigh Response:

This project includes enhancing the transit stops by providing benches, shelter, and a trash receptacle. With other project

amenities under consideration, additional trash cans may be provided. The connection mentioned is beyond the scope of the Carolina Pines Avenue Street Improvements project. The City of Raleigh Parks and Recreation Department has been made aware of your request.

