



Public Meeting Comments, June 12, 2019

Do you think that the proposed project meets the needs of bicyclist along this road?

Citizen Comment: Remains to be seen just how much bicycle traffic will increase in the future.

COR Response: *Accommodations for bicyclist are a priority across the City. In 2016, the City Council adopted the Bike Raleigh Plan. With the access that this project provides to the Neuse River Trail the City expects that bike traffic will increase within this corridor.*

Do you think that the proposed project meets the needs of motor vehicle traffic along this road?

Citizen Comment: Remains to be seen how much the design will help traffic problems that exist now.

COR Response: *The proposed project will help traffic flow along Poole Road with additional lanes. Right-turning traffic can utilize the second lane while through-moving traffic may pass by unimpeded in the other lane. The proposed turn lanes in the median will help left-turning and u-turning traffic on Poole Road move out of the through lanes used by commuters during peak periods.*

Citizen Comment: That is to be seen - It will help - The area across the river is being developed (1,000) more homes.

COR Response: *The traffic study completed as part of the project takes into account historic growth trends and expected future growth (based on field traffic counts and on the regional travel demand model).*

Citizen Comment: Project ends at Barwell Rd.

COR Response: *The project does end at Barwell Road where a significant portion of the traffic (about 50%) enters and exits Poole Road providing a logical point to terminate the project.*

Do you think that the proposed project is beneficial to residents along this section of Poole Road?

Citizen Comment: Limited access in and out of Riverview Estates will likely create slower commute times.

COR Response: *Riverview Estates currently has 4 full-movement intersections with Poole Road. The project will leave two intersections with right-in/right-out access (Rock Dr, Woodard St) while two intersections will have full-movement intersections (Jeffrey St, Riverview Rd). Based on existing traffic counts at these intersections and the connectivity within the neighborhood longer commute times are not expected for Riverview Estates residents.*

Citizen Comment: My house is on the corner of Poole and Jeffrey St. There will heavy traffic from entire Neighborhoods since you can go left or right.

COR Response: *The project will leave two intersections with right-in/right-out access (Rock Dr, Woodard St) while two intersections will keep their full movements (Jeffrey St, Riverview Rd). A substantial increase in traffic congestion at Jeffrey St is not expected since there are two full-*

movement intersections and two intersections with right-in/right-out access; traffic conditions are expected to be comparable to existing traffic conditions on Jeffrey St, and much better along Poole Rd.

Are there additional design features that you would have preferred to do differently, and if so, what are they?

Citizen Comment: Different access points into Riverview Estates.

COR Response: *At the first public meeting some residents preferred the full-movement access point at Rock Drive while others preferred Jeffrey Street. Because of the intersection spacing Jeffrey Street provides a better location to provide a full-movement intersection while allowing for appropriately spaced left turn lanes. Rock Drive's proximity to River Knoll Drive makes it a less desirable location to provide a full-movement intersection.*

Citizen Comment: Two-way traffic with center turn lanes.

COR Response: *A design with a two-way center left-turn lane is much less safe than the proposed median with separate left-turn lanes at appropriate locations. The median minimizes the potential for head-on crashes and reduces the number of conflict points along the corridor. Poole Road is an NCDOT roadway and NCDOT's policy is not to construct new roadways with a two-way center left-turn lane.*