

# BLUE RIDGE ROAD



# BIKE & PEDESTRIAN IMPROVEMENTS PHASE 1 – SECTION C COMMENTS



AGREE DISAGREE

1. Sidewalk and/or Bike lane/path would require retaining walls or R/W dedication in this section.
2. Suggest a promenade facility running from the District Drive parking lot with separated bike lanes and multi-use path.
3. The most important thing for the bike/ped typical section recently installed in front of the museum to work is correct and prominent signage.
4. Along Reedy Creek and District Drive there is an Operations Building with restricted access which will limit high rise buildings and development at that parcel.
5. Evaluate converting the northern entrance of NCMA to bike/ped only.
6. Continue the bike lane/multi use path to the north of NCMA.
7. Consider extending the median on Blue Ridge Road north of NCMA.
8. The three Dept. of Agriculture Buildings across Blue Ridge from NCMA are going to be vacated by 2020 consider future use of these buildings, and future land use as described in the Blue Ridge District Study.
9. The parcel in the SW quadrant of the Reedy Creek Road/Blue Ridge Road intersection is mostly city-owned Right of Way - this is a great opportunity for a bike/ped rest area or plaza/park.
10. Integrate a transit stop near NCMA on East side of Blue Ridge.
11. Consider more median on Blue Ridge in the area of the NC Motor Fleet Management building, extending to District Drive.
12. Suggest a multi-use path on the West side of Blue Ridge through this section.
13. If the Bike/Ped Facilities that NCMA has installed are left unmodified on the east side, consider a Multi-Use Path and/or sidewalk off the street down the west side of Blue Ridge, with on-street Bike Lane.
14. Crossing at District Drive needs separate Ped signals.
15. Consider a potential Bike/Ped connection west on District Drive to capture the Park and Ride Lot, NC Pathology Lab, and Emergency Response Center bike/Ped traffic.
16. In favor of separation of all modes vehicle, bike and Ped with curb, fence, Bollards, or plantings.
17. Currently, the ramps near Wade are difficult to cross consider railing for separation of bike/ped.
18. In favor of lowering the speed limit to 40 mph along this section.
19. Consider a bike share station for the area to service the Art Museum, Fairgrounds, Sports venues.
20. In favor of Bike lane that is level with the road, but separated by curb.

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21. In favor of a ped signal at District Drive.
22. The existing cycle track on west side of Blue Ridge is too narrow for 2-way bike travel.
23. Suggest raising the shoulder height on the west side of Blue Ridge near the bridge in the short term. In the long term, replace the bridge.
24. Pedestrian improvements across the Wade Avenue ramps are needed.
25. Suggest multi use path on one or both sides of Blue Ridge through this section.
26. Bike accommodations on the street level are recommended.
27. As a bicyclist, the signal at Blue Ridge and Reedy Creek is too long of a wait. Cyclists checking for clear and going.
28. Suggest a need for a clear path for cyclists into the NCMA property from the northwest.
29. Bike or Ped accommodations do not necessarily have to be on one side.
30. Evaluate a tunnel under Blue Ridge Road for the Reedy Creek Greenway.
31. Suggest a transit stop at Reedy Creek Road intersection.
32. Connectivity of bike and Ped is the main concern in this section.
33. Preventing light pollution in this area is important to natural resources no added light pollution if possible.
34. Maintain as much natural area in this section as possible to improve the connection of Schenk Forest and House creek habitats. Development needs to focus on accessible connections for animals as well as humans.
35. Suggest a vertical separation element between the road and sidewalk/path.
36. Consider that Reedy Creek Road to NW is a gateway to Umstead Park.
37. Establish a ped/Bike Crossing with signals on the south side of the Reedy Creek Road/Blue Ridge Road intersection.
38. In favor of a Bike -Ped Gateway Plaza at the Blue Ridge Road/Reedy Creek intersection, including water bottle refilling stations.