

Frequently Asked Questions

What is a cycletrack?

A cycletrack is a space designed for bicycle traffic that is physically separated from both motorists and pedestrians. They're also known as separated bike lanes or protected bike lanes. They can be designed for one-way or two-way travel.

Why a cycletrack?

We want to make bicycling a real option for more people, especially those that aren't comfortable riding with motor vehicle traffic. Physically separated bike lanes are being installed across the country and have been successful in increasing the number of minorities, women, children, and elderly riding bikes.

Where else have cycletracks been installed?

Specifically, two-way cycletracks on two-way streets in the southeast have been installed in:

- Atlanta:
 - Luckie St – Baker St to North Ave
 - Tech Pkwy – North Ave to Northside Dr
 - 10th St – Myrtle St to Monroe Dr
 - Westview Dr – Chicamauga Ave to Lawton St
- Chattanooga: Long St – 26th St to 20th St
- Memphis: Broad Ave – N Bingham St to N Holmes St
- Tampa: E Cass St – Doyle Carbon Dr to E Nebraska Ave
- Winter Park: Cady Way – Perth Ln to Cady Way Trail

Where else is the City installing cycletracks?

The City of Raleigh will construct a cycletrack on Gorman Street between NCSU and Meredith College this summer to fill the gap between Rocky Branch Trail and Reedy Creek Trail. Other priority cycletrack projects from Raleigh's Bicycle Plan include:

- Martin Street from West Street to Chavis Way
- Peace Street from Capital Boulevard to Person Street
- Wilmington Street from Martin Luther King Jr Boulevard to South Saunders Street
- State Street from Martin Luther King Jr Boulevard to I-40

What are the basics of the project?

The City of Raleigh and Oaks & Spokes are partnering to fund and install a cycletrack on the west side of West Street from Martin Street to Jones Street. The cycletrack will extend 2000' over five blocks intersecting Hargett Street, Morgan Street, Hillsborough Street, and Edenton Street. The pilot project will last for six months and be removed or made permanent following an evaluation study.

Didn't the project end at Hargett Street?

Yes, the original project ended at Hargett Street because we were planning on installing the cycletrack before construction on The Dillon and Raleigh Union Station was complete. For a number of reasons we reworked the project schedule, which means installation will now occur after The Dillon and Raleigh Union Station are both open. Based on internal and external coordination, we have modified the project to extend to Martin Street and Raleigh Union Station.

Why West Street?

Oaks & Spokes approached the City of Raleigh's Bicycle and Pedestrian Advisory Commission in early 2017 to select a corridor, and they unanimously voted for West Street among a list that included Harrington Street, Boylan Avenue, Tucker Street, Davie Street, and Lenoir Street. A bike facility on West Street is also a priority recommendation in both Raleigh's Downtown Plan and Raleigh's Bicycle Plan. Furthermore, there are and will be several destinations along the corridor including Raleigh Union Station, the Dillon building, Citrix, Morgan Street Food Hall, Clouds Brewing, and 3 bikeshare stations.

Why a pilot project?

The pilot project will give us a chance to test out the design with temporary materials which means it will be cheaper, faster to install, and will provide the flexibility to make tweaks and learn lessons that we can apply to future cycletrack projects.

How much will the project cost?

Oaks & Spokes will donate up to \$20,000 in traffic control materials (plastic posts, curb stops, planters, etc.) to the City of Raleigh. Oaks & Spokes is also providing cycletrack design and branding services pro bono. The section of the project between Martin Street and Hargett Street will be installed through a partnership with Kane Realty. The final design of the project will dictate the total cost of the project. The City of Raleigh has funding available through the Capital Improvement Program to cover the balance which could include signal plan designs, additional traffic control materials, project installation, and maintenance.

How will we know if the project succeeds/fails?

Students from an NCSU class and Oaks & Spokes volunteers will help us with project evaluation which includes: counting bicyclists, pedestrians, and motorists; reaching out to business owners; and conducting user surveys before and during the pilot.

What is Oaks & Spokes' role?

Oaks & Spokes' Tactical Committee is leading the effort to crowdfund up to \$20,000 to purchase traffic control materials to donate to the City of Raleigh. Oaks & Spokes is also responsible for promoting the project, developing the project brand and logo, drafting a concept design, recruiting volunteers to assist with installation, and programming events and rides around the cycletrack.

Who else is involved?

In addition to the City of Raleigh Department of Transportation, Oaks & Spokes, and the City of Raleigh Bicycle and Pedestrian Advisory Commission, several other organizations are involved including:

- the North Carolina Department of Transportation (traffic signal coordination at Morgan Street and Edenton Street),
- North Carolina State University (project evaluation),
- Kane Realty (resurfacing and restriping between Martin Street and Hargett Street),
- GoRaleigh and City of Raleigh Urban Design Center (Raleigh Union Station and bus stop coordination),
- Kimley-Horn (traffic signal plans), and
- Stewart Engineering (educational boards and promotion).

How will this project impact on-street parking?

There are 22 parking spaces and 1 materials loading zone on the west side and 29 parking spaces and 3 taxi zones on the east side. Once The Dillon is completed, there will be 11 new parking spaces and 1 new commercial loading zone on the east side. There isn't any parking on the west side of the street between Martin Street and Hargett Street. The single materials loading zone will be moved to the east side, so there will be a net impact of 24 parking spaces.

What outreach has been conducted?

In November and December, City of Raleigh staff and Oaks & Spokes representatives reached out to every business along the corridor and along the side-streets via in-person meetings, phone calls, and emails. Of the 23 businesses: 1 (Flex) opposes the project, 8 are neutral, 7 support the project, and 7 haven't responded. We've received a letter of support from Citrix and are anticipating more from Hobgood Architects and Morgan Street Food Hall.

What is the timeline?

The tentative timeline is to install the cycletrack in May, evaluate in November, and – depending on the results of the evaluation – remove or permanently install the project in early 2019.

How do I turn left or right at the intersections?

At intersections with stop signs: come to a complete stop, signal your turn, make eye contact with drivers, and proceed with caution in the order you arrived at the intersection.

At intersections with traffic signals: we are working with NCDOT and Kimley-Horn, a traffic engineering consultant, to develop a design that will guide bicyclists and drivers through the signalized intersections.