

Transportation

Downtown Mobility Study and Active Mobility Plan Updates

City Council Work Session
October 14, 2025



Raleigh



Agenda

- Introductions
- Downtown Mobility Study (DMS) Update
- Active Mobility Plan (AMP) Update
- Questions



Raleigh



Raleigh Downtown
Mobility Study



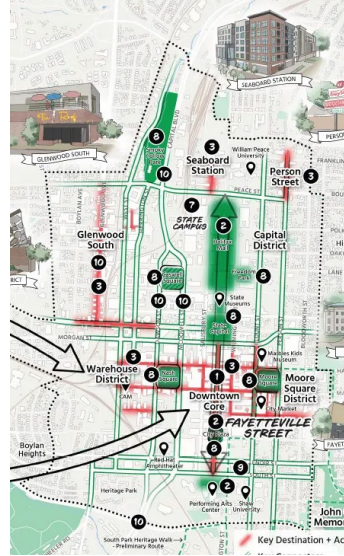
Importance



Safety



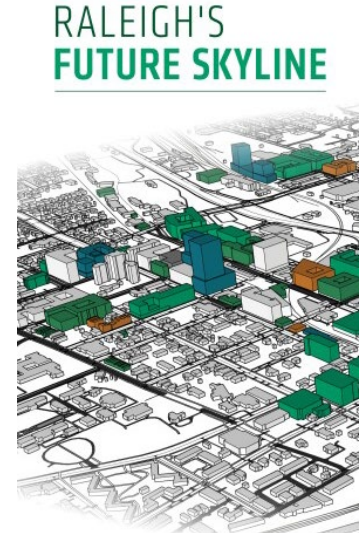
Bus Rapid Transit



Downtown Master Plan



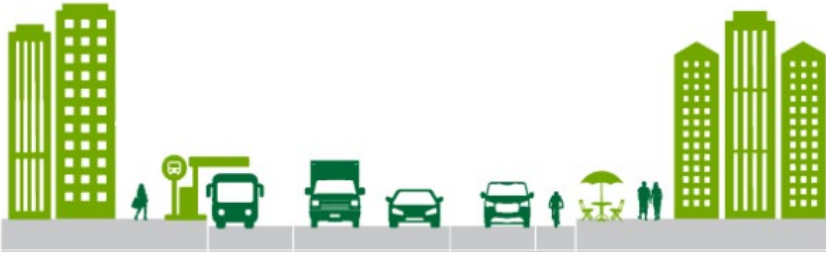
Future Strollway



Pipeline Development

Considerations

- Integrated strategy (travel, economic vibrancy, safety)
- Constrained space
- Tradeoffs
- Accelerating implementation
- Creating places with lasting value



Guiding Principles



Provide infrastructure for additional travel options



Improve community connectivity



Ensure safe design



Provide effective access to travel options (beyond driving)



Identify and resolve conflict amongst existing and planned transportation elements



What We've Heard

- Three (3) phases of engagement
- Three (3) workshops
- Series of popup events
- One (1) online survey
- +2,200 total participants
- +15,720 total comments and data points



What We've Heard

Concerns about Downtown



Excitement about Downtown

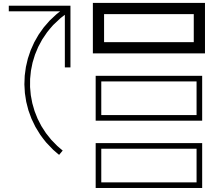


Common Themes from Engagement



Plan Elements

Mode Priority



*Corridor
Scale*



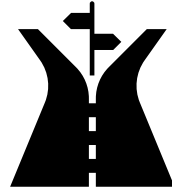
Mode
Integration



*Design
Considerations*



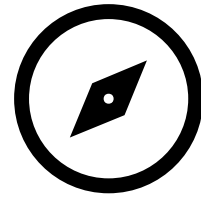
Envisioning
Success



*Concept
Illustrations*



Policy
Considerations



*Pace of
Change*

Plan Elements | Pedestrian

- Priority corridors
- Safety hotspots
- Amenities
- Landscape
- Design considerations

Curb Ramps (NACTO)



High-Visibility Crosswalk on St. Mary's St



Public Space at Moore Square Park



Streetery on Hargett St



Plan Elements | Vehicle



- Focus on the few corridors that move vehicular traffic within downtown.
- Address hotspot safety locations
- Slower speeds accommodate more travel options.
- Ease of wayfinding for visitors.

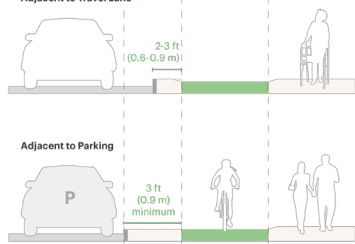
Plan Elements | Transit

- Bus Rapid Transit accommodations
- Strengthen connections between transit, walking, biking
- Transit supportive environments
- Operational advantages



Plan Elements | Bike

Separated Bicycle Lanes
(NACTO)



Urban Trail/Sidepath
(NACTO)



Mobility Corral on
Glenwood Ave



Dockless E-Bike



- Equitable access
- Curb space tension
- All ages and abilities
- Bikes and micromobility
- Safe design options

Two-Way Cycle Track



Plan Elements | Curbside

Curbside Transit Stop

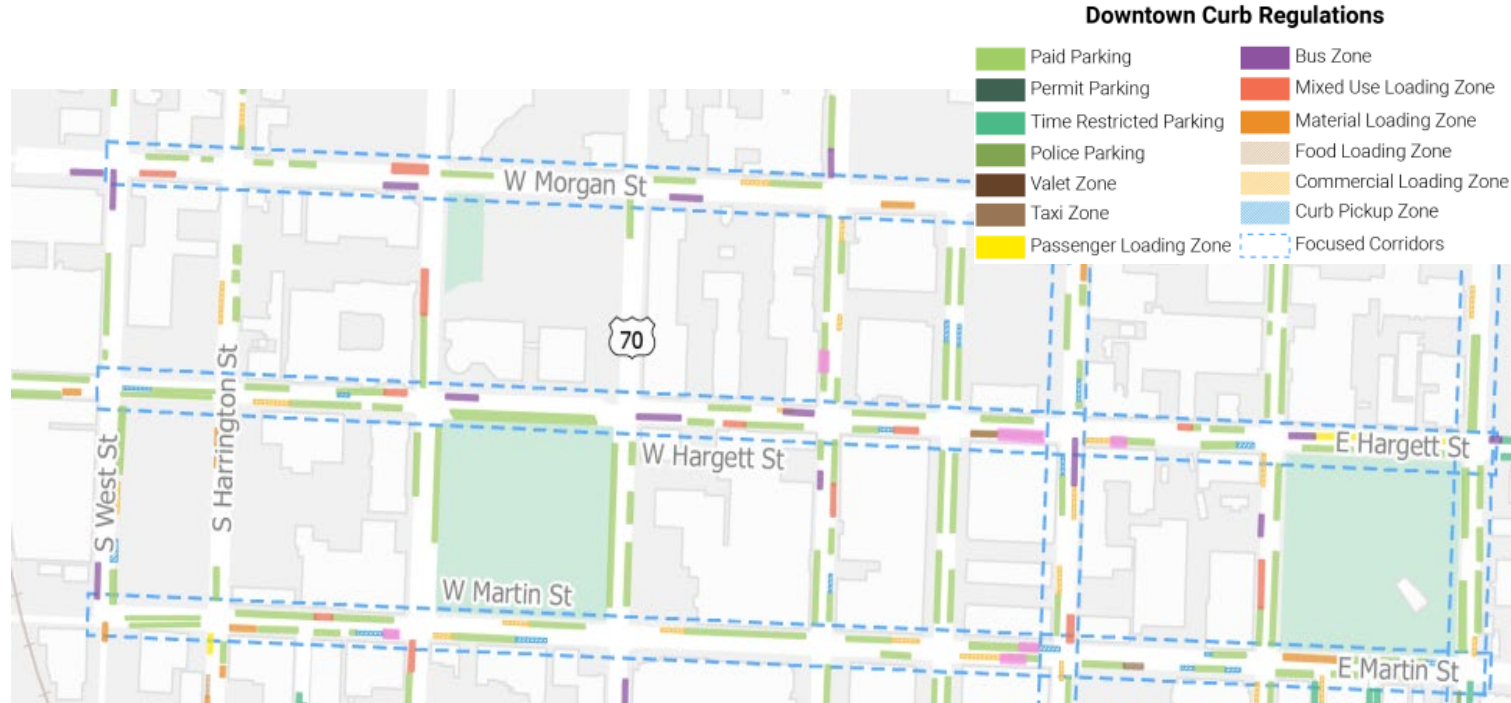


Curbside Furnishing



- Current regulations
- Access conflicts
- Parking supply
- Turnover & demand
- Loading & drop-off
- Competition for curb-space
- Tradeoffs

Plan Elements | Curbside



Design & Integration

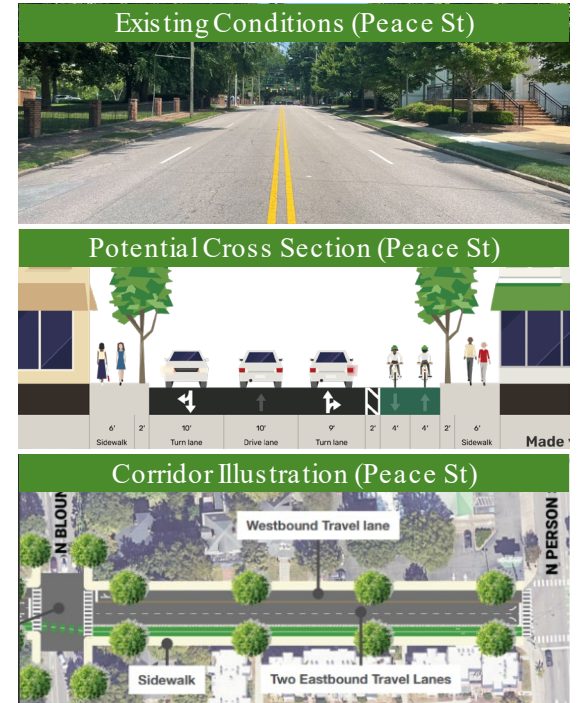
- Street design elements
- Strategies to improve safety and operations
- Organized around street elements
- Quick reference
- Corridor visualization examples (6)

Pedestrian Wayfinding

Pedestrian wayfinding refers to signage and other information cues that help pedestrians navigate the streets accurately and clearly.



Source: City of Raleigh



Policy Considerations



Development of an internal standard operating procedure that guides a project from concept to design and construction.



Streamline the process for traffic, safety, and mode integration improvements.



Reframe public engagement.



Develop a curb-use prioritization program.



Continue to fund Downtown Safety and Mobility Improvements.

Raleigh's Active Mobility Plan Update

Council Work Session

October 14, 2025



Agenda

- Key Terms
- Vision and Why
- Today's Active Mobility Snapshot
- Community Voices and Engagement
- Developing the Right Networks
- Implementation Resources
- Active Mobility's Big Jump



Key Terms



Key Terms

- **Active Mobility**
 - Human-powered transportation such as walking, bicycling, and scooting
- Shared Use Path
- Neighborhood Bikeway
- Separated Bikeway
- Separated Bike Lane



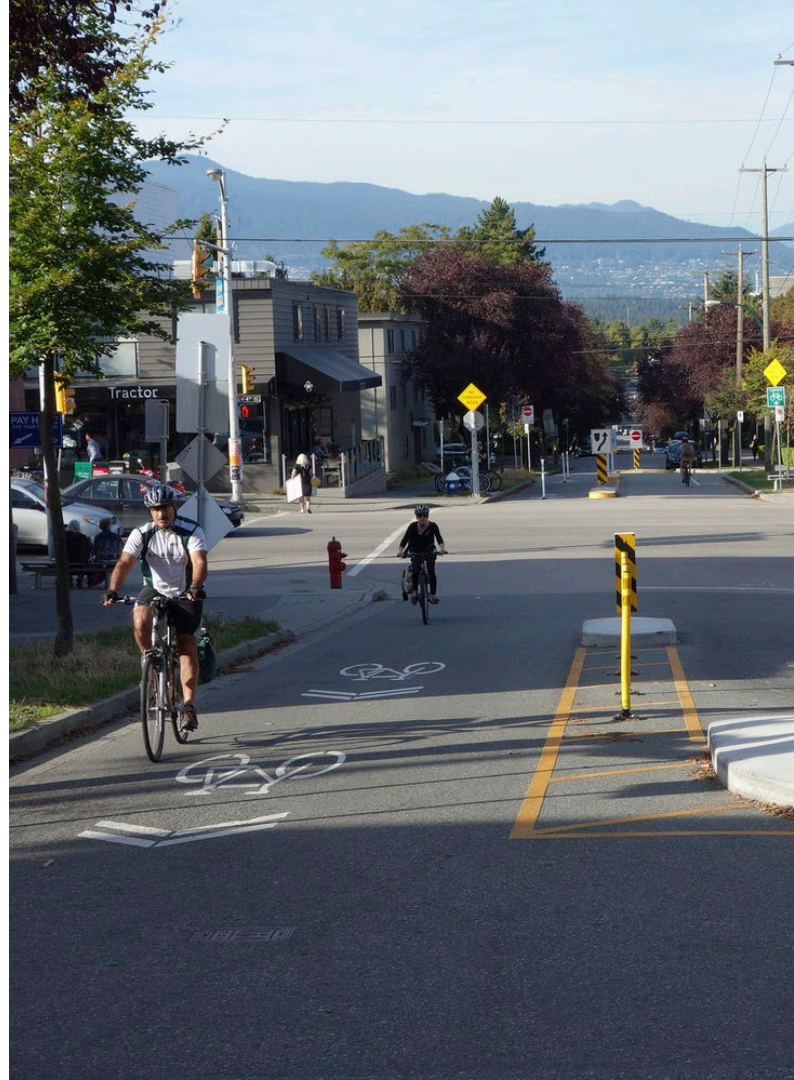
Key Terms

- Active Mobility
- **Shared Use Path**
 - Shared use paths can be used by pedestrians, skaters, wheelchair users, joggers, and other active mobility users. They are commonly referred to as trails, sidepaths (adjacent to a street), or greenways (not along a street).
- Neighborhood Bikeway
- Separated Bikeway
- Separated Bike Lane



Key Terms

- Active Mobility
- Shared Use Path
- **Neighborhood Bikeway**
 - Streets designed to prioritize bicycle traffic by minimizing operating speeds. They are also referred to as bike boulevards, neighborhood greenways, slow streets, or bicycle priority streets.
- Separated Bikeway
- Separated Bike Lane



Key Terms

- Active Mobility
- Shared Use Path
- Neighborhood Bikeway
- **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 Lane



Key Terms

- Active Mobility
- Shared Use Path
- Neighborhood Bikeway
- Separated Bikeway
- **Separated Bike Lane**
 - 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 cycletracks. On-street parallel or angled motor vehicle parking can serve as the vertical elements.



Vision and Why



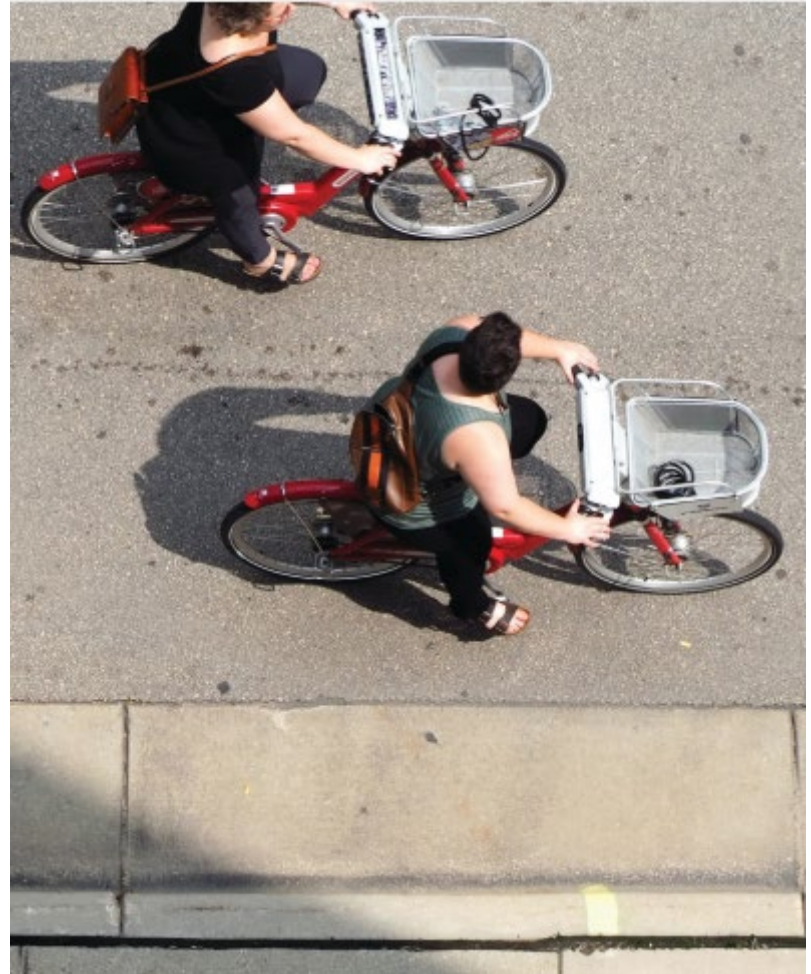


Create a connected, equitable, and accessible network that makes walking, bicycling, and rolling safe, comfortable, and viable for all, fostering a healthier and more connected Raleigh.



Leveraging Investments

- Comprehensive Plan updates
- Unified Development Ordinance cross section changes
- Bus Rapid Transit
- Safety Action Plan
- Dockless Bikeshare and E-Scooter Program



Active Mobility Benefits

RECOGNIZED BENEFITS

Safety



More Options



Connectivity



Transit Access



Destination Access



OPPORTUNITIES FOR GREATER IMPACT

Environmental



Health



More Shade



Equity



Art



Today's Active Mobility Snapshot



Existing Active Mobility Facilities



in Raleigh

Existing Bicycle Facilities:

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



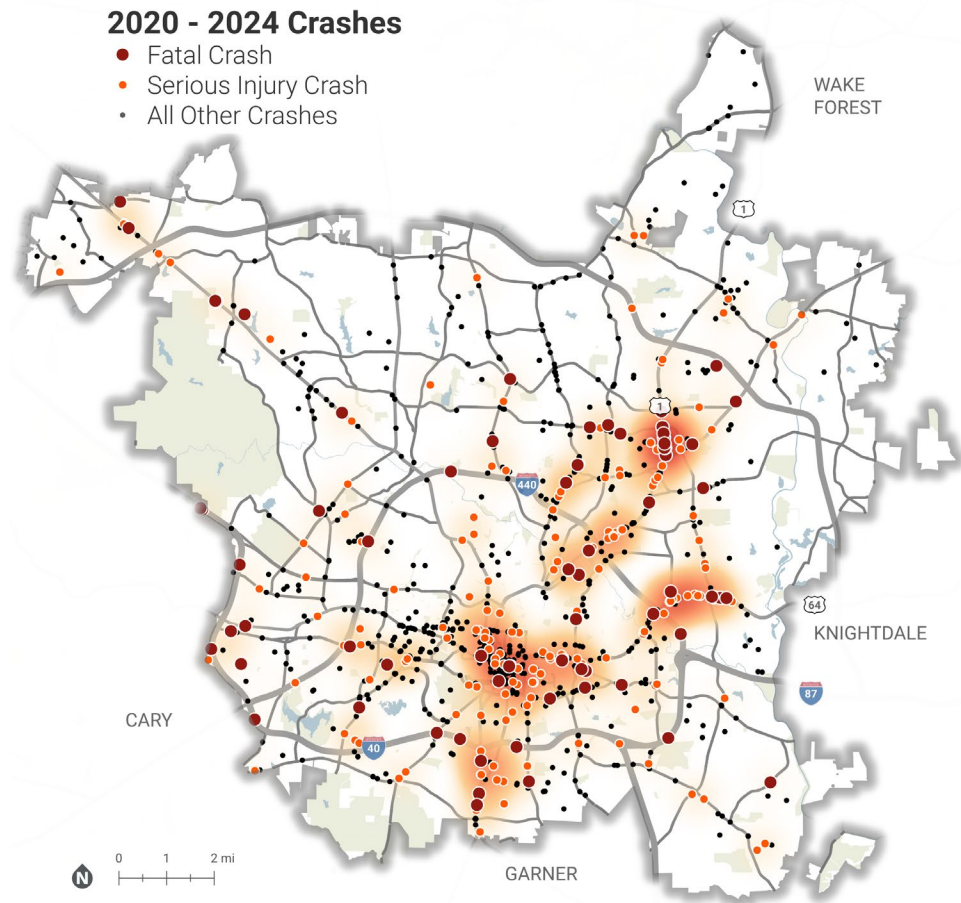
in Raleigh

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

Safety

- **Four Streets** represent **30%** of fatal/serious injury crashes
- **Downtown Raleigh** has the most pedestrian and bicycle activity, leading to more crashes



Community Voices and Engagement



Overview of Engagement

- Open House Meetings
 - Phase 1 – Five joint meetings with Safety Action
 - Phase 2 – Joint meeting with Downtown Mobility Study
- Steering Committee Meetings/Office Hours
- Focus Group Meetings
 - Transit
 - Transportation Maintenance
 - NCDOT
- Online Surveys (Phase One and Phase Two)
- City Boards and Commissions (Eight meetings)





Steering Committee

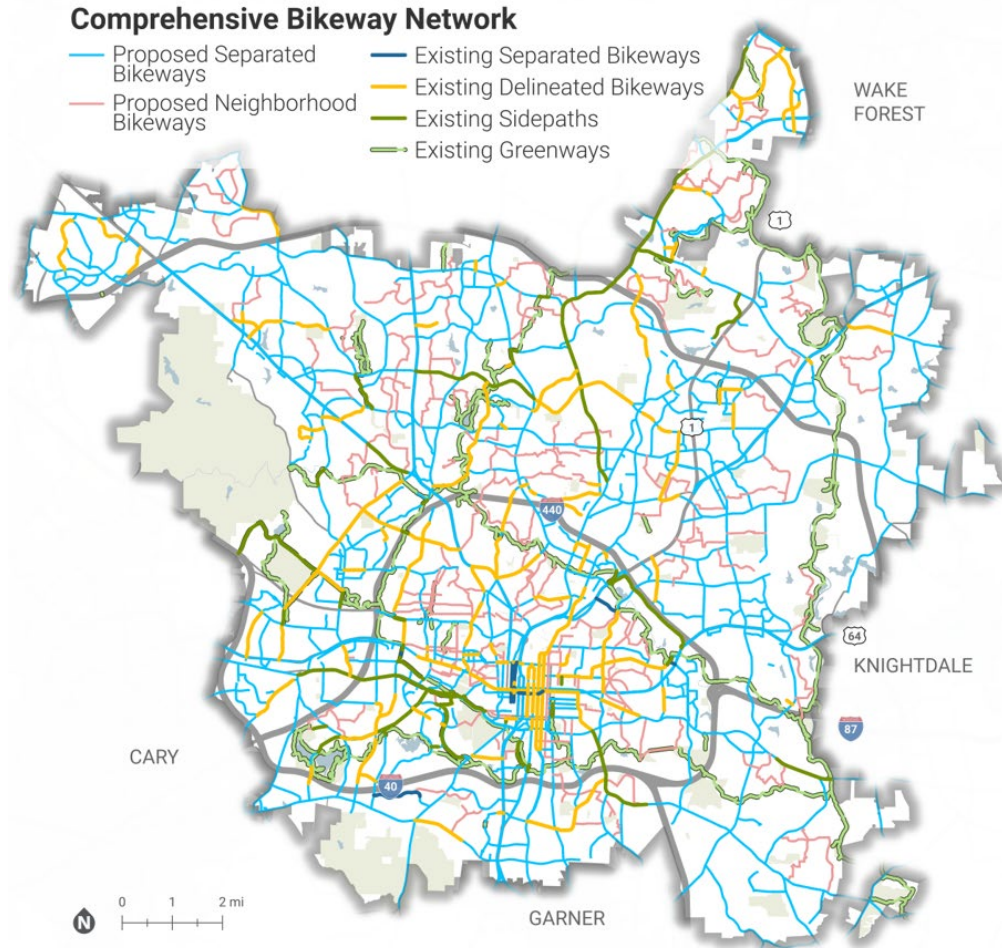
- Tammy Stern, Bicycle and Pedestrian Advisory Commission (BPAC)
- Joseph Caruso, Bicycle and Pedestrian Advisory Commission (BPAC)
- Jared Harber, Oaks and Spokes
- Yvette Trotman, Black Girls Do Bike
- Gaby Lawlor, Capital Area Metropolitan Planning Organization (CAMPO)
- Alex Rotenberry, NCDOT – Integrated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

Developing the Right Networks



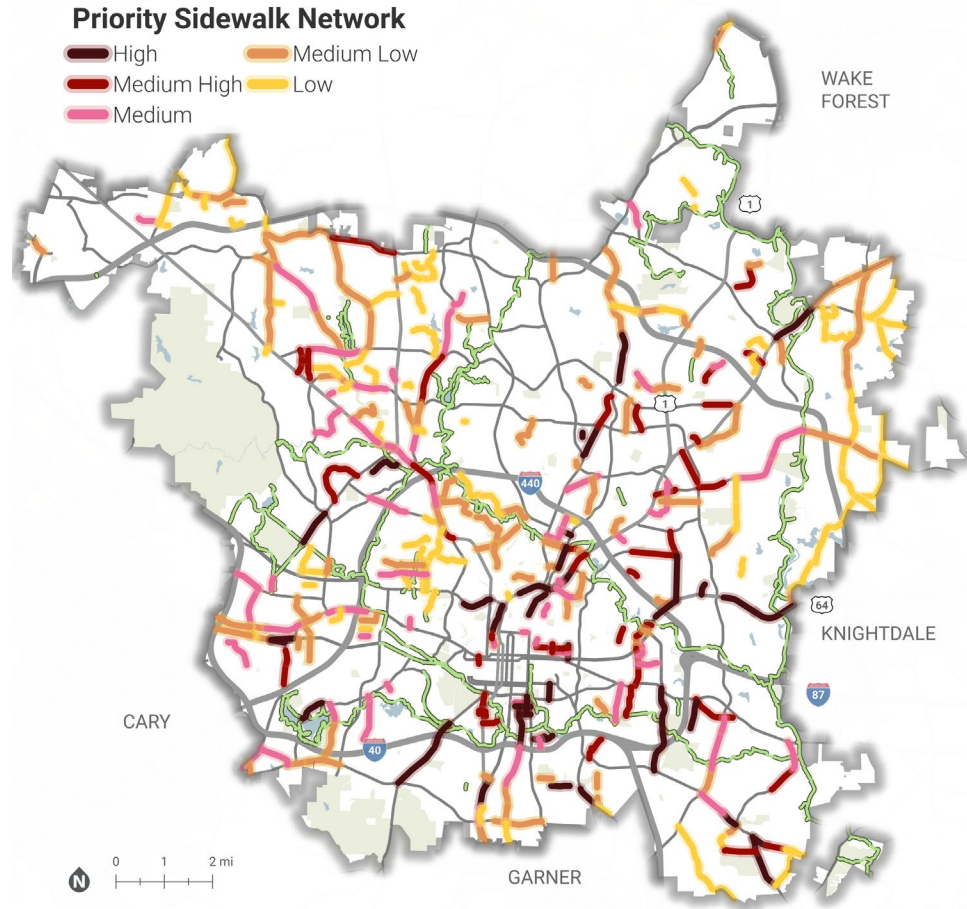
Our Future Networks

- Sidewalks – moving toward complete network
- Bikeways – building from the Raleigh Street Design Manual to support everyday trips



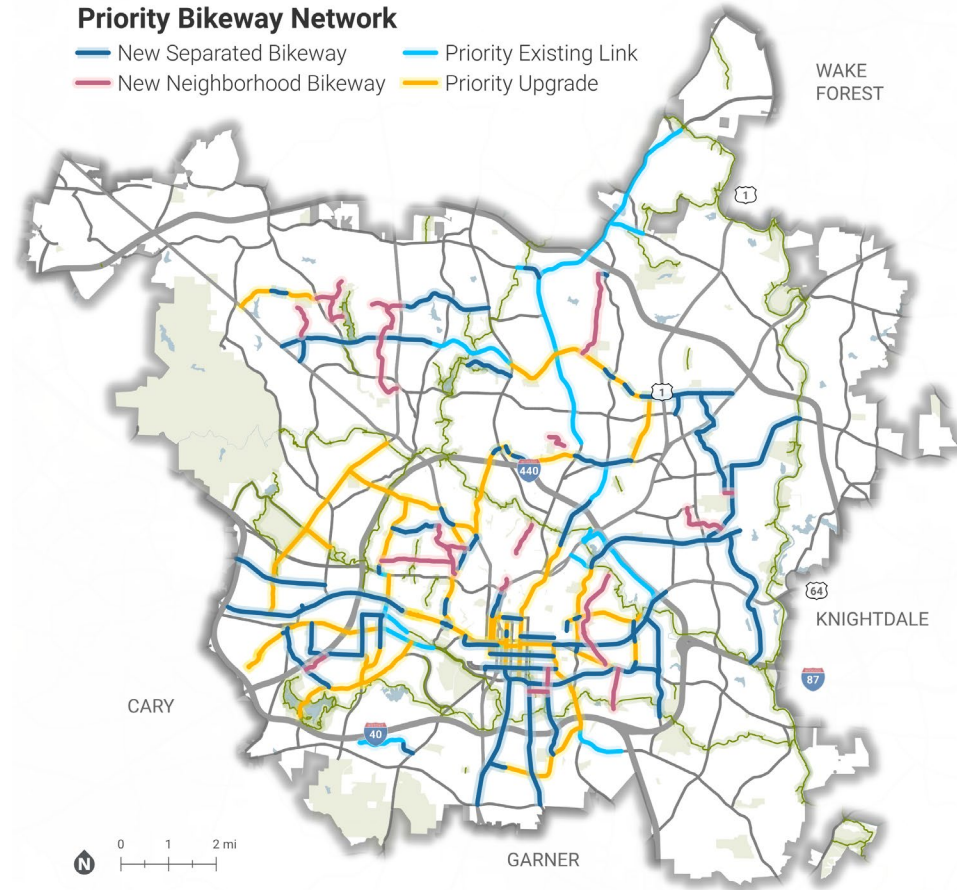
Priority Sidewalk Network

- Criteria included:
 - Equity
 - Safety
 - Transit Access
 - Destination Access



Priority Bikeway Network

- Criteria included:
 - Equity
 - Destination Density
 - Multimodal Access
 - Supportive Land Uses



Implementation Resources



Implementation Tools

- Leveraging existing processes:
 - Capital Improvement Program
 - Resurfacing, Maintenance, and Utility Work
 - Safety and Community Response
 - Quick Build Opportunities
 - Private Development

1 Project Identification

2 Network Confirmation

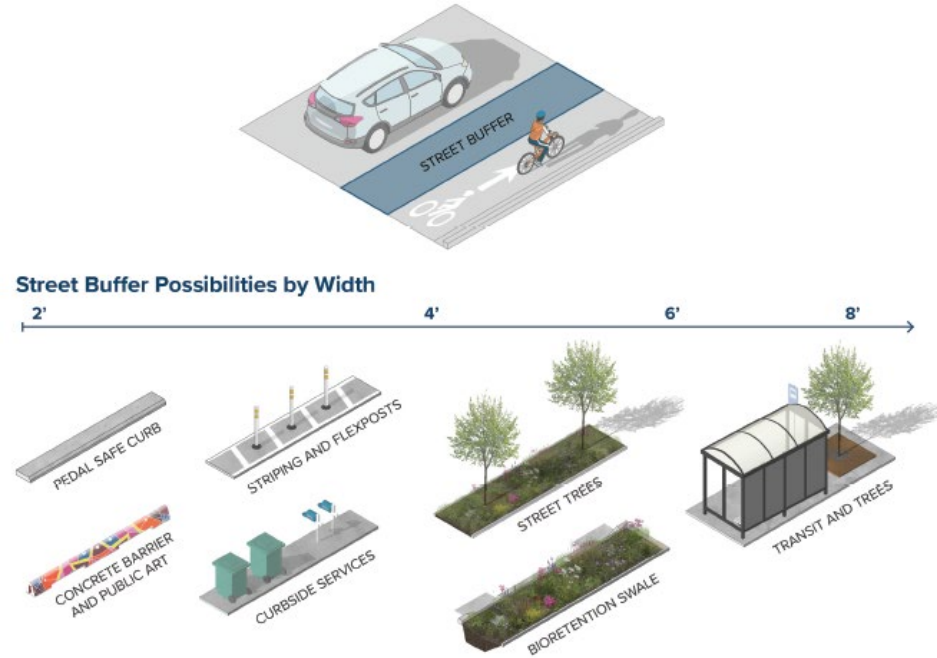
3 Facility Selection

4 Design Options

5 Design & Construction

Policy and Program Recommendations

- Categories:
 - Data collection and reporting
 - Education
 - Encouragement
 - Equity
 - Interdepartmental planning and policy
 - Schools



Active Mobility's Big Jump



BIG JUMP



5+ MILES
NEW SIDEWALKS

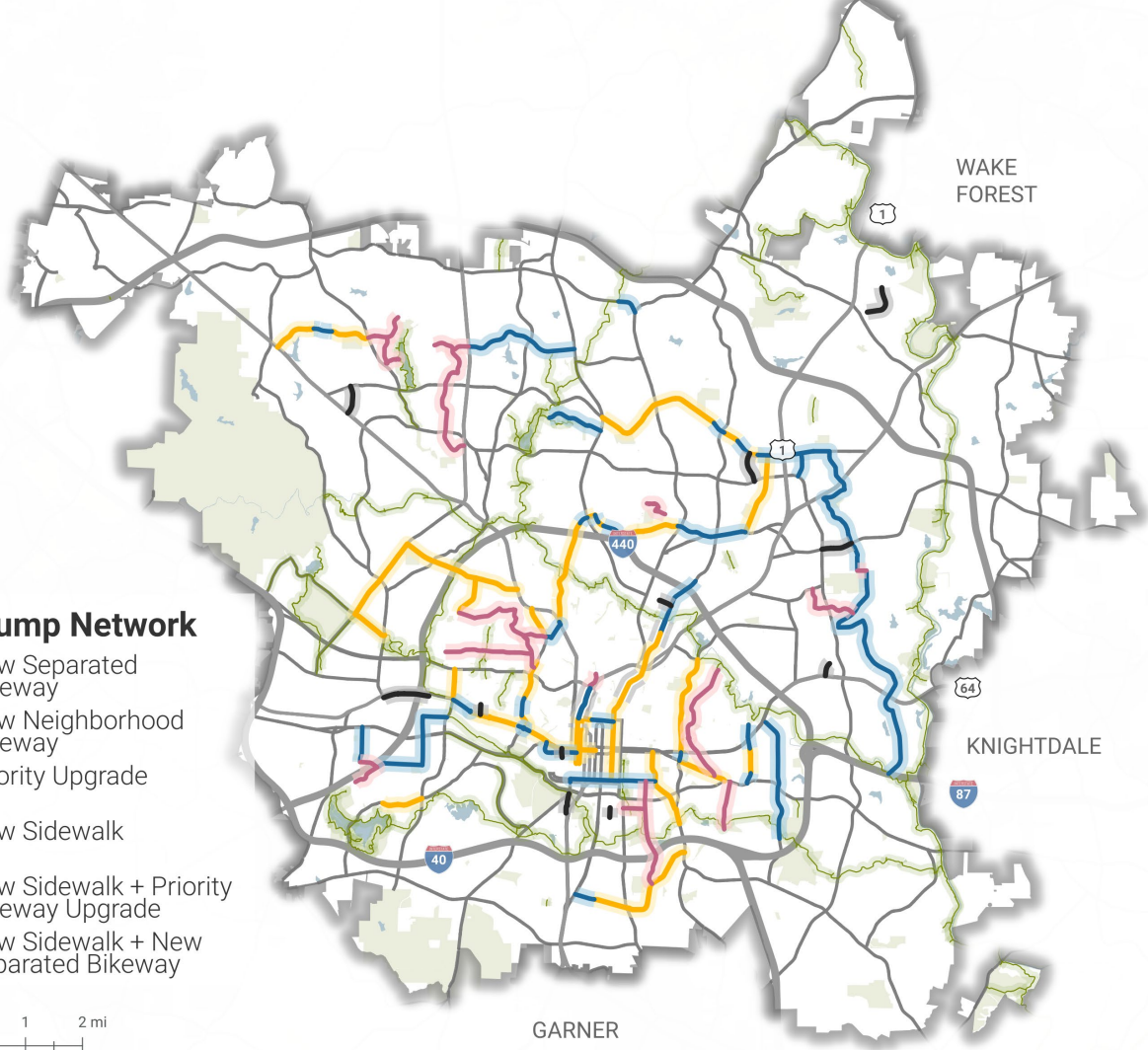
50 MILES
HIGH-COMFORT
BIKEWAYS



5
YEARS

Big Jump Network

-  New Separated Bikeway
-  New Neighborhood Bikeway
-  Priority Upgrade
-  New Sidewalk
-  New Sidewalk + Priority Bikeway Upgrade
-  New Sidewalk + New Separated Bikeway



Big Jump Sidewalk Projects

- 15 new sidewalks = 5+ miles
- Filling existing gaps
- Creating new access to:
 - Transit
 - Schools
 - Daily destinations

Street Name	To	From
S Person	Bragg St	Hoke St
E Six Forks Rd	Industrial Dr	Atlantic Ave
Wake Forest Rd	Louisburg Rd	Glascocock St
N West St	Wade Ave	W Peace St
Atlantic Ave	Crabtree Creek Greenway	Whitaker Mill Rd
Corporation Pkwy	Lake Woodard Dr	New Bern Ave
Wild Wood Forest Dr	Wadford Dr	Sandy Banks Rd
Hilburn Dr	Lynn Rd	Glenwood Ave
S Saunders St	S Dawson St	Lake Wheeler Rd
Hargrove Rd	E Millbrook Rd	Spring Forest Rd
Buffaloe Rd	Valley Stream Dr	N New Hope Rd
St Marys St	Hillsborough St	Hargett St
N West St	W Johnson St	Tucker St
Beryl Rd	RR Crossing	Blue Ridge Rd
Dixie Trl	Everett Ave	Hillsborough St

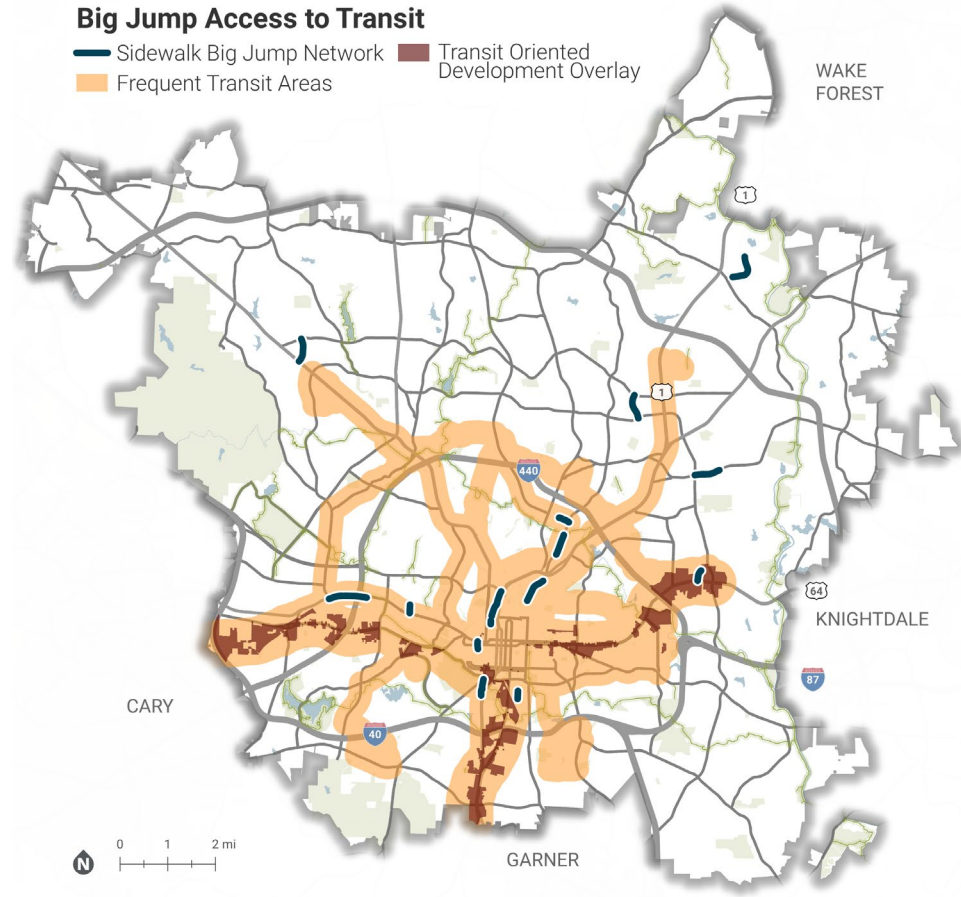
Big Jump Bikeway Projects

- 23% Neighborhood Bikeways
- 77% Separated Bikeways
 - 41% upgrades to existing bike lanes
 - 36% new separated bikeways



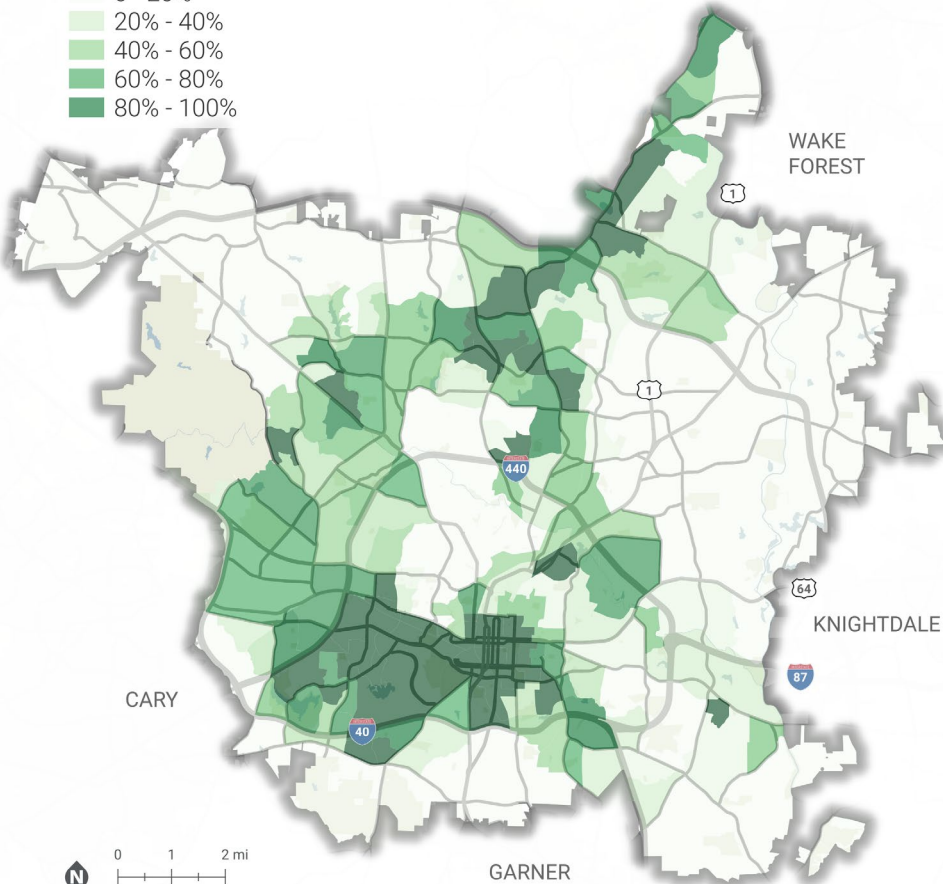
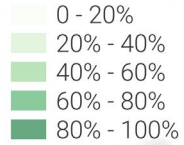
Transit Access

- Leverage transit investments
- Provide more options for daily trips



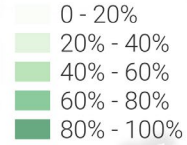
Existing Network Coverage

Percent of Population within a half-mile of a high-comfort bikeway

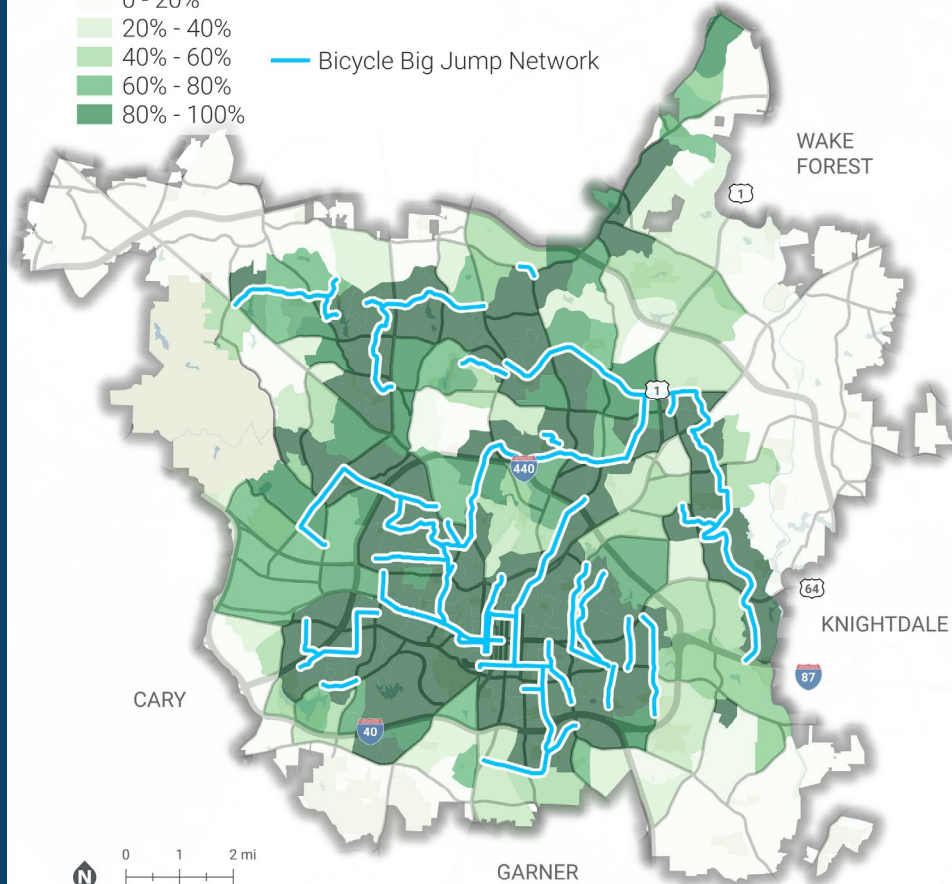


Big Jump Network Coverage

Percent of Population within a half-mile of a high-comfort bikeway



— Bicycle Big Jump Network



Next Steps

- Receive and adopt the Downtown Mobility Study and Active Mobility Plan Final Reports.

Questions



Backup