

Existing System Overview

Section 2.5 | Existing Greenway Network Overview

2.5.1 Introduction to Methodology

Greenway network observations included a sampling of the overall Capital Area Greenway System by the Project Team by foot and bicycle. Specific greenway trail findings can be found in Section 6.2 of the Appendix. Individual greenway notes are provided for each segment observed.

Access and Connectivity:

- What amenities and destinations are nearby?
- Is there connectivity to adjacent sidewalks and bike lanes?
- Are there connections to additional trails?
- Is the greenway accessible?

Use and Activities:

- Is there a good mix of uses?
- What is the observed level of use?
- Are there any potentials for user conflicts?

User Safety:

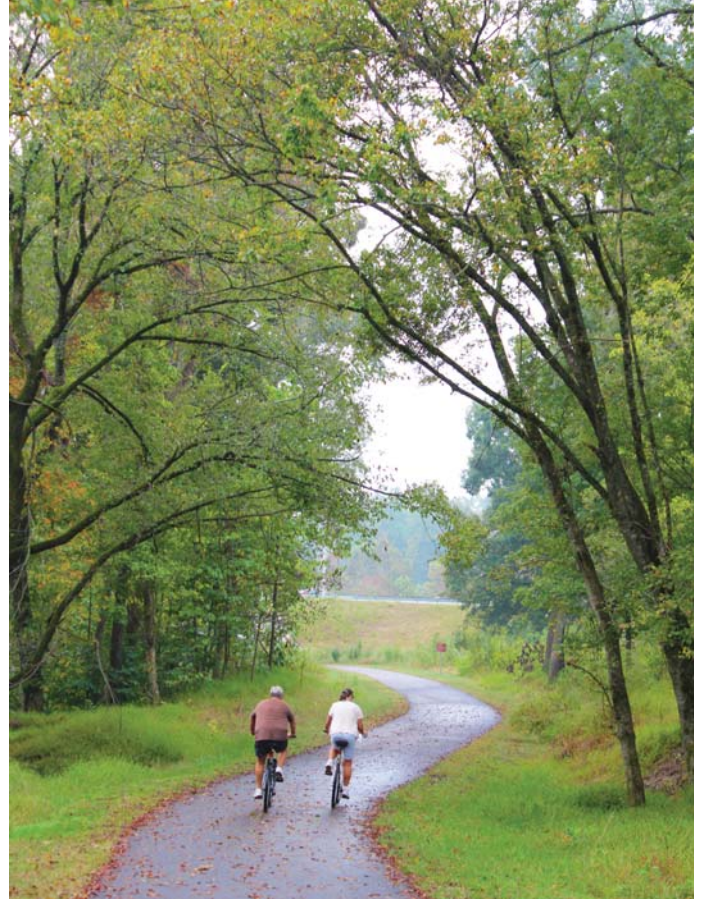
- Is there appropriate signage and wayfinding?
- Are sightlines and clear views provided?
- Are crosswalks sufficiently marked?
- Are there pedestrian signals at intersections?
- Condition and type of lighting

Trail Amenities:

- Are seating options provided along greenway?
- Is there parking provided where appropriate?
- Are bicycle parking facilities provided?
- Are there restrooms provided?
- Is there a wayfinding system established or implemented?
- What type of landscape is provided and is it sustainable, native or low maintenance?

Trail Infrastructure:

- How is stormwater and drainage treated?
- Is the greenway clean and maintained well?
- What is the condition of the greenway tread?
- Are shoulders provided where appropriate?

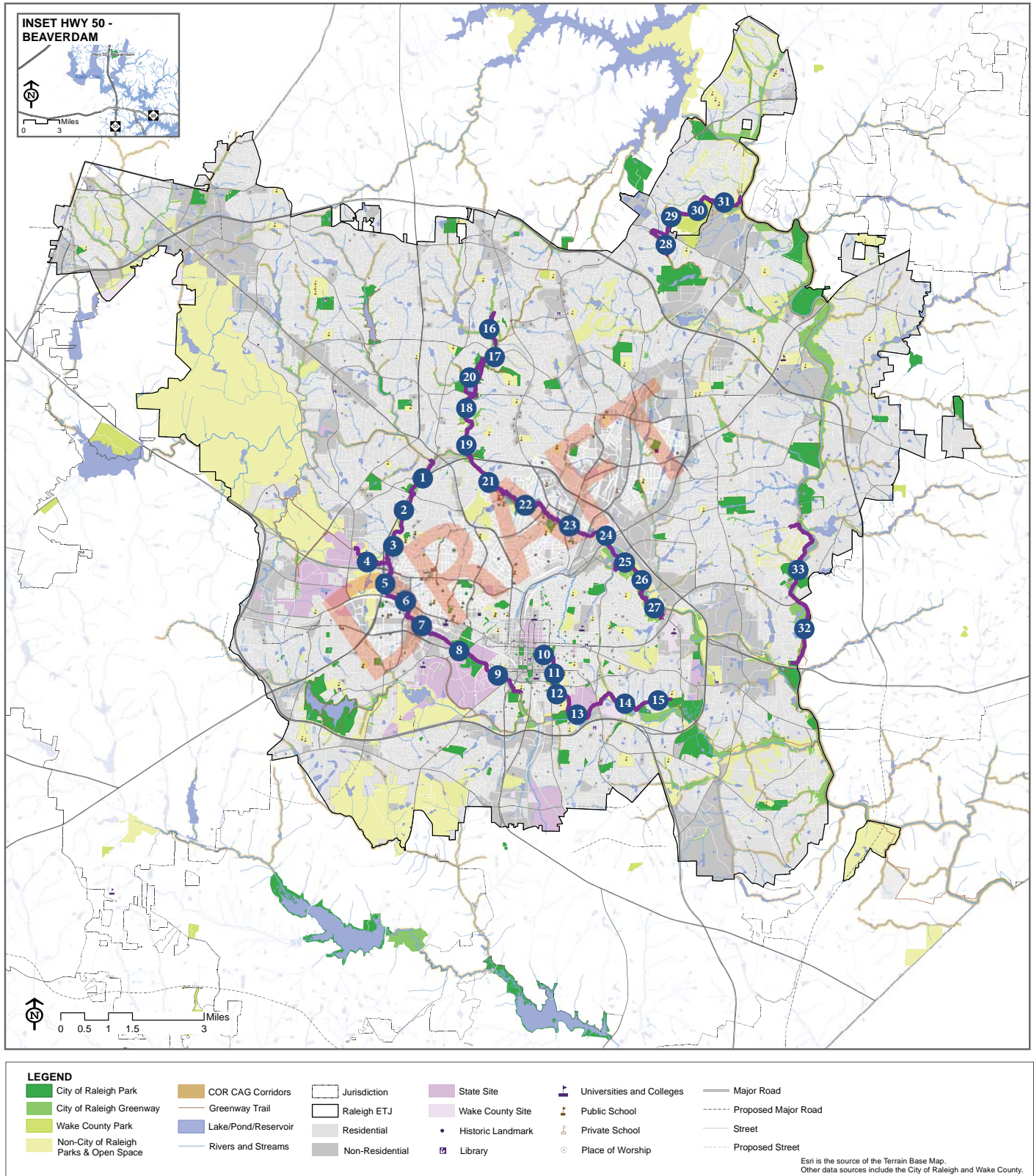


2.5.2 Individual Greenway Analysis

Results of the individual greenway observations can be found in Table 13. A sampling of the Capital Area Greenway System were observed by the Project Team over a one week period in October, 2012. Observations help identify the strengths, weaknesses and opportunities for improvements for system-wide issues as well as specific greenway trails. Map D identifies greenway trails observed by the Project Team.

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Map D. Capital Area Greenway Network Observational Sites



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Table 13. Greenway Observation Results

How to Read Table:

Criteria are listed by category in the far left column. Scores are based on a scale from 1 to 5, with 1 representing the lowest score and 5 representing the highest score possible. In cases where a specific criteria is not applicable, a score of 'n/a' is listed. Final greenway scores are weighted to a scale of 0-100, with 100 being the highest possible. Numbers shown above greenway names correspond to locations shown on Map D.

	1	2	3	4	5	6	7	8	9	10
Crabtree Creek/ House Creek Trail Blue Ridge Road to Glen Eden Road										
House Creek Trail Glen Eden Road to Horton Street										
House Creek Trail Horton Street to Reedy Creek Trail										
Reedy Creek Trail House Creek Trail to Reedy Creek Road										
Reedy Creek Trail Pedestrian Bridge to Meredith College										
Reedy Creek Trail Meredith College to NC State Sullivan										
Rocky Branch Trail Sullivan/ Gorman St. to Morrill Underpass										
Rocky Branch Trail Morrill Underpass to Hunt Drive										
Rocky Branch Trail Hunt Drive to Mount Hope Cemetery										
Little Rock Trail Martin Street to Chavis Way (Martin Connector)										
Access + Connectivity (max 20)	18	10	18	15	12	11	18	11	11	6
Nearby Destinations	5	3	5	5	5	5	5	4	4	5
Adjacent Bike Lanes + Sidewalks	4	3	4	4	1	2	4	1	4	1
Trail Spurs or Trail Connections	5	n/a	5	5	2	1	5	4	n/a	n/a
ADA Accessible	4	4	4	1	4	3	4	2	3	n/a
Use + Activities (max 15)	15	9	12	11	13	6	12	5	9	0
Mix of Uses	5	2	4	5	5	3	5	3	3	n/a
Level of Observed Activity	5	4	4	5	4	3	5	1	2	n/a
Potential for User Conflicts	5	3	4	1	4	0	2	1	4	n/a
User Safety (max 35)	25	20	21	25	21	24	18	12	18	6
Regulatory Signage	5	4	4	5	3	3	1	1	1	1
Site Line/ Clear Views	5	3	4	3	5	5	2	1	3	n/a
Marked Crosswalks	4	1	1	4	2	4	4	2	3	n/a
Access Control	5	5	5	5	5	5	5	3	5	n/a
Pedestrian Signals	n/a	1	1	5	n/a	5	n/a	1	1	n/a
Lighting	1	1	1	n/a	1	2	2	1	1	5
Railings	5	5	5	3	5	n/a	4	3	4	n/a
Trail Amenities (max 40)	28	16	26	26	9	6	18	16	19	0
Seating	5	1	3	1	n/a	n/a	2	n/a	5	n/a
Trash Receptacles/ Recycling	5	1	5	5	1	n/a	2	n/a	5	n/a
Automobile Parking	4	2	5	4	n/a	n/a	n/a	5	5	n/a
Bicycle Parking	1	1	1	1	n/a	n/a	4	1	1	n/a
Fitness Stations	n/a	n/a	1	1	n/a	n/a	n/a	1	n/a	n/a
Restrooms	3	1	1	4	n/a	n/a	1	5	n/a	n/a
Interpretive Wayfinding	5	5	5	5	3	2	5	2	1	n/a
Landscape	5	5	5	5	5	4	4	2	2	n/a
Trail Infrastructure (max 20)	20	18	20	19	15	17	11	7	14	0
Drainage Facilities	5	3	5	5	3	5	3	2	2	n/a
Cleanliness/ Overall Maintenance	5	5	5	5	5	5	3	1	4	n/a
Tread Condition	5	5	5	4	3	3	3	2	4	n/a
Shoulders	5	5	5	5	4	4	2	2	4	n/a
Weighted Total Score: (max 100)	88	61	75	77	70	67	67	43	62	60

■ Exceeding Expectations
 ■ Meeting Expectations
 ■ Not Meeting Expectations



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Table 13. Greenway Observation Results (con't)

	11	12	13	14	15	16	17	18	19	20	21
Little Rock Trail Matrin St. to MLK Jr. Drive											
Little Rock Trail MLK Jr. Drive to Walnut Wetland Center											
Walnut Creek Trail WCT-A Walnut Wetland Center to Rock Quarry Road											
Walnut Creek Trail Rock Quarry Road to Dacian Road											
Walnut Creek Trail Dacian Road to Worthdale Park											
Mine Creek Trail Sawmill Road to E. Fork Mine Trail (Hiking Trail)											
Mine Creek Trail E. Fork Mine Trail to Shelley Lake Trail											
Mine Creek Trail Shelley Lake Trail to North Hills Drive											
Mine Creek Trail Mine Creek Trail to Crabtree Creek Trail											
Shelley Lake Trail Mine Creek Trail to W. Millbrook Trail Road											
Crabtree Creek Trail I-440 to Hertford Street											
Access + Connectivity (max 20)	11	9	10	13	6	0	9	13	10	13	11
Nearby Destinations	5	4	2	3	3	n/a	2	4	3	4	3
Adjacent Bike Lanes + Sidewalks	2	1	2	n/a	1	n/a	n/a	n/a	n/a	n/a	2
Trail Spurs or Trail Connections	3	2	1	5	1	n/a	5	5	4	5	3
ADA Accessible	1	2	5	5	1	n/a	2	4	3	4	3
Use + Activities (max 15)	9	7	3	6	3	0	12	12	9	12	8
Mix of Uses	2	1	1	2	1	n/a	3	5	2	5	2
Level of Observed Activity	2	1	1	1	1	n/a	4	5	2	5	3
Potential for User Conflicts	5	5	1	3	1	n/a	5	2	5	2	3
User Safety (max 35)	16	14	9	17	5	0	8	8	22	9	9
Regulatory Signage	2	2	1	1	1	n/a	2	1	4	2	3
Site Line/ Clear Views	5	5	3	4	3	n/a	5	3	5	3	3
Marked Crosswalks	1	1	1	1	1	n/a	n/a	n/a	5	n/a	n/a
Access Control	4	5	4	5	n/a	n/a	n/a	n/a	5	n/a	n/a
Pedestrian Signals	1	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Lighting	3	n/a	n/a	1	n/a	n/a	1	n/a	n/a	n/a	n/a
Railings	n/a	n/a	n/a	5	n/a	n/a	n/a	4	3	4	3
Trail Amenities (max 40)	20	26	17	17	16	0	17	28	14	31	11
Seating	5	1	5	2	3	n/a	5	5	3	5	1
Trash Receptacles/ Recycling	5	4	5	2	1	n/a	5	4	2	4	2
Automobile Parking	1	4	n/a	2	3	n/a	n/a	5	n/a	5	n/a
Bicycle Parking	1	1	1	1	1	n/a	n/a	n/a	n/a	1	n/a
Fitness Stations	1	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	2	n/a
Restrooms	1	5	1	2	4	n/a	n/a	5	n/a	5	n/a
Interpretive Wayfinding	3	5	2	4	1	n/a	3	5	4	5	4
Landscape	3	5	3	4	3	n/a	4	4	5	4	4
Trail Infrastructure (max 20)	15	19	8	7	6	0	11	12	18	15	14
Drainage Facilities	3	5	2	2	1	n/a	3	3	5	4	4
Cleanliness/ Overall Maintenance	4	5	2	1	1	n/a	3	4	5	4	3
Tread Condition	3	4	2	1	1	n/a	3	3	4	4	3
Shoulders	5	5	2	3	3	n/a	2	2	4	3	4
Weighted Total Score: (max 100)	57	63	45	52	34	0	67	77	77	76	59

■ Exceeding Expectations
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 ■ Not Meeting Expectations

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22	23	24	25	26	27	28	29	30	31	32	33	Total
Crabtree Creek Trail Hertford Street to Rothgeb Drive	Crabtree Creek Trail Rothgeb Drive to Trail Intersection	Crabtree Creek Trail Trail Intersection to Atlantic Ave.	Crabtree Creek Trail Atlantic Ave. to N. Raleigh Blvd.	Crabtree Creek Trail N. Raleigh Blvd. to Trail Spur	Crabtree Creek Trail Trail Spur to Shanta Drive	Simms Branch Trail Hiking Trail Road to Durant Road	Abbotts Creek Trail Durant Road to Falls River Ave.	Abbotts Creek Trail Falls River Ave. to Ashmead Lane	Abbotts Creek Trail Falls River Ave. to Falls River Ave.	Neuse River Trail Anderson Point Drive to Boardwalk	Neuse River Trail Raleigh Beach Road to Crag Burn Lane	
14	15	12	11	13	12	15	11	17	17	16	12	
4	3	2	3	2	3	4	4	5	4	4	4	76
4	3	1	3	3	1	4	3	4	4	3	n/a	53
2	5	5	1	5	5	4	1	5	4	4	4	73
4	4	4	4	3	3	3	3	3	5	5	4	67
12	9	10	10	11	9	9	10	12	13	0	8	
4	4	3	4	3	3	2	4	4	4	n/a	2	64
4	3	3	4	3	3	2	3	4	4	n/a	2	62
4	2	4	2	5	3	5	3	4	5	n/a	4	65
17	14	13	18	21	14	14	15	11	26	21	17	
3	3	3	3	3	3	2	1	4	4	5	4	53
5	3	3	3	5	3	4	4	3	5	5	5	76
4	2	1	3	3	2	4	2	1	3	1	n/a	47
5	4	n/a	4	n/a	4	4	n/a	3	4	5	4	90
n/a	1	n/a	n/a	5	n/a	n/a	5	n/a	4	n/a	n/a	52
n/a	1	2	1	1	n/a	n/a	3	n/a	1	n/a	n/a	32
n/a	n/a	4	4	4	2	n/a	n/a	n/a	5	5	4	81
15	17	7	9	13	7	20	13	30	14	26	22	
4	3	1	2	3	1	4	1	4	4	3	4	61
4	3	1	4	3	1	4	4	4	1	4	4	66
n/a	4	n/a	2	n/a	n/a	4	n/a	5	n/a	5	5	78
n/a	n/a	n/a	n/a	n/a	n/a	1	1	4	n/a	n/a	n/a	28
n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	23
n/a	n/a	n/a	n/a	n/a	n/a	1	n/a	5	n/a	5	1	59
3	3	2	1	3	1	2	3	3	5	5	4	67
4	4	3	n/a	4	4	4	4	5	4	4	4	80
17	16	16	9	16	0	15	0	16	20	20	20	
4	4	4	1	4	n/a	4	n/a	4	5	5	5	72
4	4	4	4	4	n/a	4	n/a	4	5	5	5	78
5	4	4	4	4	n/a	3	n/a	4	5	5	5	72
4	4	4	n/a	4	n/a	4	n/a	4	5	5	5	77
75	65	58	57	70	53	66	58	75	82	87	79	

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2.5.3 Successes of the Greenway Network

The following are examples of successes of the existing Capital Area Greenway Network observed by the Project Team. Corresponding policies and actions from the 2030 Comp Plan have been identified for integration of these initiatives into the System Plan. Policies and actions listed are not exhaustive. Instead, these provide a summary of potential corresponding efforts. This document's implementation plan (Chapter V) provides a more thorough evaluation of the 2030 Comp Plan in relations to the Capital Area Greenway Network.

Diverse User Experience

The diverse range of trail types offers a variety of aesthetic and sensory user experiences. Natural surface hiking trails, as seen on the west side of Lake Johnson and northern portion of Mine Creek Trail, provide a natural experience within an urban area and include a variety of challenges suitable for families, trail runners, and recreational hikers. Paved multi-use trails are found near parks, including Abbotts Creek Trail near North Wake Landfill District Park and Reedy Creek Trail through the North Carolina Museum of Art. Other paved multi-use trails provide loops and connections to neighborhoods. Through observations, a growing population of bicyclists are using trails for transportation, portions of Reedy Creek Trail and Rocky Branch are becoming important connections within a commuter trail network.

Corresponding 2030 Comp Plan policies and actions:

- PR 3.1 - Greenway Trail Expansion
- PR 3.1 - Capital Area Greenway

Navigation and Wayfinding

The Master Sign Program provides eight different typologies of wayfinding signage for the greenway system. These include trailhead identification, trail markers, pedestrian directional, mile markers, regulatory signage, confidence markers, interpretive signage, and map kiosks. This branded package provides standards and guidelines

to unify the system and improves legibility for navigating the city. User experience is enhanced by maps depicting connections and lengths of trails, mile markers aiding in fitness milestones and emergency locators, confidence markers indicating users are on the correct route during on-road transitions, and navigation aids at trail intersections.

Corresponding 2030 Comp Plan policies and actions:

- PR 3.2 - Greenway Awareness



Baileywick Trail

Connectivity and Access

With over 80 miles of trails, Raleigh is well connected to downtown urban environments, suburban residences and commercial areas, and more remote rural landscapes. Reaching in all directions, the system is well planned to connect users at a local and regional level. The Neuse River Trail from the eastern edge connects north Raleigh to South Raleigh and beyond to Clayton and other towns along the Neuse River. Closing gaps to the west will eventually provide access to Cary and the American Tobacco Trail leading into Durham.

Corresponding 2030 Comp Plan policies and actions:

- PR 3.6 - Greenway Connectivity
- PR 3.8 - Pedestrian Links to Greenways
- T 5.1 - Enhancing Bike and Pedestrian Circulation
- T 5.4 - Pedestrian and Bicycle Network Connectivity

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2.5.4 Opportunities for the Greenway Network

Wayfinding for Health and Economic Vitality

To serve residents and visitors to the Triangle and as a means of contributing to economic development, a more extensive wayfinding program should be implemented. By conforming to the current Master Sign Program, additional strategically-located signs can indicate proximity to shopping, dining, grocery stores, parks, and cultural resources. These wayfinding signs should be integrated into the map kiosks and used at trail intersections. Spur, trail intersection, road intersection, and trailhead signage should indicate road names, availability of services, and nearby destinations. Walk and bike timing and mileage will enhance the decision making process. Improving perceived access and connectivity by adding destinations will entice commuters to use the greenway system for transportation, thereby improving personal health.

Corresponding 2030 Comp Plan policies and actions:

- PR 3.2 - Greenway Awareness

Closing Gaps and Identifying Alternatives

While the existing trail system radiates throughout Raleigh, opportunities exist to augment this framework, close gaps, reroute experienced cyclists, and extend routes and spurs into additional neighborhoods and commercial areas. In lieu of paving natural surface trail corridors that create important connections, alternate alignments and on-road facilities should be explored to accommodate cyclists and preserve the unique character of hiking trails. Utility corridors, roadway rights-of-way, public trail easements, and land acquisition can be employed to complete connections which will boost walkability and bicycle access to daily needs.

Corresponding 2030 Comp Plan policies and actions:

- PR 3.9 - Infrastructure Projects and Greenways
- T 5.2 - Incorporating Bicycle and Pedestrian Improvements
- T 5.4 - Pedestrian and Bicycle Network Connectivity



Horse Creek Trail at Glen Eden Park

Programming and Economic Contributions

Including the greenway system in parks and recreation programming will enrich the experience of residents of Raleigh. The trails around Lake Johnson are already used for group runs, photography courses, and other programs within the park. Special greenway programming can be developed to create awareness of the network of trails and contribute to the mission of promoting health and social vitality. Large regional or national events may also be appropriate for the city to host including trail marathons, benefit runs, and festivals suitable for linear organization. These events generate revenue through ticketing, donations, hotel occupancy, restaurant patronage, and exposure to local retail outlets.

Corresponding 2030 Comp Plan policies and actions:

- PR 6.1 - Budget Adequacy