

# Dorothea Dix Park

## The Park and Transportation Workgroup & The Park and The Region Workgroup

Date: Tuesday, July 17, 2018  
Time: 6:00pm – 8:00pm  
Location: Walnut Creek Wetland Center

### Meeting Summary

Grayson Maughan began the meeting with updates on the sunflower planting in the park and upcoming events. The Dorothea Dix Park Facebook page has now received 3 million impressions as a result of SunFest and the Sunflower Photo Contest. The park will host a movie night and a sky watching night in August - details on Eventbrite.

Next, Grayson presented on where we are in the overall master plan schedule [we are currently between community meetings three and four]. At this point, all of the workgroups are meeting as a part of the iterative design process to review the initial drafts of the master plan.

The main body of this meeting were two 20-minute group discussion sessions. Each table was given a packet of transportation materials and hosted a discussion about their highest priorities for **transportation** in the master plan. They were also asked to reflect if their priorities have changed or evolved through the master plan process. The resulting priorities can be broken in 4 general categories: Internal Network, Connections, Greenways and Parking.

**Connections:** This was most discussed theme. Priorities related to this theme included increased connections to the park drove most of the conversation. There was a consensus value of the multi-modal nature of these connections ranging from bus routes (new bus stops, more frequent service, weekend express routes, park specific circulator route), commuter rail routes (especially rail connections from Union Station to the park), pedestrian and bike routes (broken down in **Greenway** theme), as well as the introduction of a gondola route to downtown. Groups also agreed upon the value of quality in use no matter the mode, whether that be reliable and frequent bus routes or safe pedestrian road crossings.

Connection was also viewed in terms of increasing equitable access to the park as well as leveraging existing transit systems in areas around the park such as NC State University's Centennial campus.

**Greenway:** While a segment of the connections discussions, greenway priorities were prevalent enough to merit their own theme. Discussion on greenways started with an acknowledgment of the successes of the current greenway system and a general desire to continue greenway expansion to the creation of a seamless, all-parks-connected system. All updates to the greenway system, such as path widening, were seen as benefits to park use, but a specific focus on the improvement to Rocky Branch and Walnut Creek greenway segments in and around the park were of high importance. Additionally, there was support for a stronger development of greenway identity throughout the system, whether that be through the development of a 'cultural' trail or parklets throughout the greenway system as it connects into Dix Park.

**Internal Network:** Along with external connection priorities, significant attention was paid to strategies to increase the internal network and accessibility of the park. These included a priority of clear signage and wayfinding for all modes of transportation, the creation of iconic entryways and gateways, and a separation of transportation modes inside the park. Support for ADA accessibility throughout the park was constant throughout all groups, as well as a priority for school bus accommodations. Discussions also breached the topic of intra-park transportation, with support for some type of circulator trolley service.

**Parking:** The final major theme was parking. A main push of the parking related discussion was the concern of overloading the park with onsite parking, as this was generally seen as a detractor from the 'park experience'. Proposed solutions of automobile heavy access included special incentives for non-personal automobile park users or disincentivizing driving using parking fees. There was also concern shared over increased parking in neighborhoods located adjacent to the park.

Following the conclusion of group discussions, Kate Pearce gave an update on recent transportation related city meetings as well as the master plan principles related to transportation shared at these meetings.

The meeting concluded with a 20-minute discussion of the most recent iteration of the Dix Park site plan as well as a time for concluding comments from workgroup members. These included the support for 'getting transportation right' due to the time constraints imposed by building transfer, a priority of early wins in low hanging fruit such as the park circulator route, and the reality that it is not the responsibility of Dix Park to solve Raleigh's transit problem.