

**Comprehensive Transportation Plan  
Bicycle Map Comments Responses**

<u>Comment Source</u>	<u>Jurisdiction</u>	<u>Segment Name/Info</u>	<u>Name</u>	<u>Comments</u>	<u>Date</u>	<u>Staff Response</u>
Interactive Map	Charlotte	Walker Branch Greenway, Unspecified to Unspecified	Roger Diedrich	This is a truly regional route that deserves a high priority.	26-May-16	The next section of Walker Branch Greenway is scheduled for Fiscal year 2018, which begins in July 2017.
Interactive Map	Huntersville		Roger Diedrich	Among routes serving Huntersville, this would be a relatively low priority	26-May-16	Thank you for the comment. It will be passed on to Town of Huntersville staff.
Interactive Map	Charlotte	Walker Branch Greenway, Rivergate Pkwy to Smith Rd	Dave Wiggins	Voters approved \$1,176,000 in bond funds to extend the developer-built Walker Branch Greenway to Smith Road in 2008. Yet this section is only a DIRTway today. There are NO greenway trails in Steele Creek funded by Mecklenburg County or other governments.	10-Jun-16	The project has been scheduled by Finance for 2018. This means design should begin around July of 2017 as long as the Board of County Commissioners funds the Park and Recreation projects for the 2018 fiscal year.
Interactive Map	Charlotte	Steele Creek Greenway, McGloughlin Way Ct to Sandy Porter Rd	Dave Wiggins	This greenway trail should take advantage of the traffic signal at Gallant Lane.	10-Jun-16	A crossing at Gallant is intended.
Interactive Map	Charlotte	Steele Creek Greenway, Westinghouse Blvd to McGoughlin Way Ct	Dave Wiggins	At the northern end, the trail forks right to follow Griers Fork towards county owned park property along Gallant Lane, which is appropriate. However, the left fork is Steele Creek and flows from the north through land that is now a dairy farm but will soon be developed with residences. The developer plans to set aside land for a trail through this development.	16-Jun-16	A trail is being planned along both side of the fork, Steele Creek and the Triabutory. We agree that the developer should set aside land for greenway and have requested this dedication as part of the rezoning.
Interactive Map	Charlotte		Dave Wiggins	A large parcel north of the dairy farm connecting to Dixie River Road also will be developed in the future, and land also will likely be set aside for a greenway trail. Please add a future trail to the plan following Steele Creek north towards I-485.	16-Jun-16	A request has been made to the developer of that parcel(s) for land dedication for greenway.
Interactive Map	Davidson	Beaty St, Griffith St to N Main St	Martin Metzker	I support the bike trail on Beaty, but it needs to be on the east side of Beaty which has the land and is less developed. To place it on the west side of the street would eliminate on-street parking that is already sorely lacking.	21-Jun-16	Thank you for the comment. It will be passed on to Town of Davidson staff.
Interactive Map	Huntersville	Davidson-Concord Rd, Sheare Rd Ext to Cabarrus County Line	Lars Bearden	The Downtown area of Davidson is congested and the future plan to place a bike path off main roads is better for safety of all	21-Jun-16	Thank you for the comment. It will be passed on to Town of Davidson staff.
Interactive Map	Charlotte	Mt Holly-Huntersville Rd, Mt Holly Rd to Beatties Ford Rd	Doreen Anding	The Mt. Holly -Huntersville Rd., which used to have bike lane on it, is no longer a bike friendly area. The congestion that is growing there makes biking prohibitive. With corning coming in to a major development, biking will become more important as a method of transport for the Overlook and adjacent subdivisions..	29-Jun-16	The CTP is an assessment of conditions for different roadways, and does not describe or prioritize projects. This road is defined as "Needs Improvement" for bicycle facilities, which aligns with the commenter's assessment.
University City Open House	Charlotte	Stuart Creek Greenway		Extension of Stuart Creek Greenway: <ul style="list-style-type: none"> <li>Extend greenway to Lakewood neighborhood.</li> <li>Investigate feasibility of extending greenway across I-85 using the CSX grade separation to eventually connect to US Whitewater Center using a combination of new greenway alignment and existing sections.</li> <li>This would create a greenway linking the Whitewater Center and Uptown.</li> </ul>	6-29-16 (Univ City Library open house)	The greenway from Stewart Creek to I-485 along the Stewart Creek Trib #2 is a project being considered for inclusion in the 2019-23 Capital Improvement Program. It is difficult because there is much more land needed than the current holdings. This project must compete against other projects that have land already in place and funding partnerships, but it is being considered by Park and Recreation.
Other	Iredell County	General Bicycle Comment	Bob Cook (CRTPO)	Bicycle improvements appear to uniformly end at S. Yadkin River (former MPO planning area boundary)	8-Jun-16	The map has been updated to show information north of the S. Yadkin River.
Interactive Map	Huntersville	Davidson-Concord Rd, Prosperity Church Rd Ext to Ramah Church Rd	Scott Denham	Davidson-Concord from the roundabout to Sam Furr is completely inadequate and unsafe. Ideally, there will be path separate from the road so folks can ride to school or work. As it is now, it's hardly useable except for skilled road cyclists. Also needed is a connector from the end of the greenway south of Robert Walker Drive into River Run. Also crossing Dav-Con @ Robt Walker is still dangerous.	11-Jul-16	The status of Davidson-Concord Road on both the Highway and Bicycle CTP maps is Needs Improvement, thus recognizing the need for improvements to the facility to accommodate bicyclists, pedestrians and motorists.
Interactive Map	Davidson	Mecklenburg Hwy, Mecklenburg County Line to Bridges Farm Rd	Scott Denham	Desperate need for a dedicated path from Davidson to Mooresville--mainly for school traffic to Pine Lake and Woodlawn and Coddle Creek schools. So also needed is a path along Presbyterian Road from Meck Hwy to Shearer Road. I think a lot of school kids and employees would use this route and by starting kids riding early, they will become lifelong cyclists. For now, lower speed limits.	11-Jul-16	Mecklenburg County Park & Recreation worked jointly with the towns of Mooresville, Davidson, Cornelius and Huntersville, as well as the City of Charlotte, to develop a trail to be implemented adjacent to the Norfolk Southern "O" line (Red Line). Presbyterian Road is not a part of the CTP's network of streets and roads; however, this recommendation will be provided to Town of Mooresville staff.
Interactive Map	Davidson	Greenway, Grey Rd to Dembridge Dr	Scott Denham	Wooahoo! Greenways from points in the town of Davidson to Abersham and Fisher Farm parks is a huge priority. These will get a ton of use by runners, cyclists, and walkers. Start with the one through Barber Farm just East of McConnell.	11-Jul-16	Thank you for the comment.

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Interactive Map	Davidson	Greenway, Patrick Johnston Ln to Davidson-Concord Rd	Malcolm Campbell	Biking on Hwy 115 is very dangerous. Big trucks and narrow lanes in Davidson. It would be safer to improve sidewalks and make them wider. Biking on the greenway proper is outstanding and I hope it will be expanded.	13-Jul-16	The Town of Davidson plans to prepare a town-wide mobility plan that will identify transportation enhancements and potential projects to enhance connectivity for all modes of transportation.
Interactive Map	Huntersville	Davidson-Concord Rd, Prosperity Church Rd Ext to Ramah Church Rd	Malcolm Campbell	Biking on the wide sidewalk works well, but the narrow sidewalk is difficult with walkers and dogs. Widen the sidewalk near town to provide safe biking.	13-Jul-16	
Interactive Map	Charlotte	Wilkinson Blvd, Freedom Dr to Little Rock Rd	Katie Lloyd	As the primary link between the airport and Uptown, this corridor could be a statement to the City's support of bicycle and pedestrian infrastructure. Protected bike lanes, wider sidewalks, and increased landscaping could make Wilkinson Blvd a place to be, and not just a place to drive through. This should be a priority project.	1-Aug-16	Comment is noted. The CTP is an assessment of conditions and does not define, describe, or prioritize projects. This road is defined as "Needs Improvement" for bicycle facilities, which aligns with the commenter's assessment.
Interactive Map		Main St, Massey St to Driftwood Cove Dr (approx.)	Andrew	I fully support this!	2-Aug-16	Thank you for the comment.
Interactive Map	Huntersville	Torrence Creek - Rosedale Greenway, Rosewood Meadow Ln to Torrence Cre	Bill Cox	show "existing grade separation" at Torrence Creek Trib #2 and Gilead Rd	8-Aug-16	The map will be updated to show the correction.
Interactive Map	Huntersville	Torrence Creek Greenway, McCoy Rd (SR 2138) to I-77	Bill Cox	show "proposed grade separation" at the McCoy Rd bridge over Torrence Creek	8-Aug-16	The map will be updated to show the correction.
Interactive Map	Huntersville	Carolina Thread Trail, Northlake Centre Pkwy to Hambright Rd	Bill Cox	symbol at I-77 crossing should be either "existing grade separation" or a new category that is "grade separation needs improvement"	8-Aug-16	
Interactive Map	Huntersville	Torrence Creek - Wynfield Greenway, Stumptown Rd to Statesville Rd	Bill Cox	the symbol @ I-77 should definitely NOT be a "proposed interchange" not certain that even a "proposed grade separation" is feasible.	8-Aug-16	The error will be corrected.
Interactive Map	Charlotte	Central Ave, Central Av to N Sharon Amity Rd	Stephen Stansbery	Should consider reclassifying as "needs improvement" the bike lane would benefit from the additional of a revised "protected" design given the driveway frequency and multilane characteristics... there are also several intersection that don't apply current NACTO design recommendations.	9-Aug-16	The CTP assessment reflects current City policies regarding bicycle facilities. These policies were established by the Urban Street Design Guidelines and Charlotte Bicycle Plan in 2007 and 2008, respectively. While these policies do not preclude protected or buffered facilities, the CTP assessment recognizes that a bicycle facility meeting current policy does exist, and no changes to that status will occur right now. The CLT Bikes update is looking at preferred bicycle facility types, and will more fully consider the inclusion of protected bicycle facilities in the appropriate circumstances. In the future, The CTP Bicycle map might be revised to reflect any new consensus on bicycle facilities that is developed as part of the CLT bike plan update, particularly where a transportation planning process suggests buffered or protected bicycle facilities be standard on thoroughfares in Charlotte or the conditions along a corridor require the same.