

## Appendix G: Public Comment Summary

This appendix provides a summary of public comments received during the public review period for the BiPed Plan document (September 1 through October 2, 2006). Responses, clarifications, and explanations from staff are included here with each general comment; verbatim comments are included at the end of this Appendix. During development of the Plan, numerous other opportunities for public involvement were provided; these are discussed in the Plan itself and in Appendix B, with more information available at [www.guampo.org](http://www.guampo.org).

### **Bicycle-related comments**

*Comment: Existing recreation areas and trails are inaccessible by bicycle from downtown.*

A citizen noted that there are a lot of great parks and bike trails in the area that are inaccessible by bike, especially from the downtown area to the northwest. The roads are extremely dangerous for cycling, with no shoulders, no sidewalks, and no bike lanes. Parks and bike trails should be better connected with downtown, local colleges, and other activity centers.

**Response:** This is one reason that this Plan was created. However, the solution will not be complete immediately: Just as it has taken many years for the urban area to develop a mostly car-oriented transportation system, so it will take time to retrofit that system in a balanced, multimodal manner.

Regarding the connection between downtown and the numerous recreation options in the northwest, the planned Battleground Rail-Trail is described in Section 4.2.3 of the Plan. One portion is being designed, but another portion is still an active rail line at this time.

Until that facility is built, cyclists may wish to stick to neighborhood streets or try the Bikes-on-Buses program. Map 4.5 in the Plan includes a recommended signed bicycle route that connects downtown to Joyner Elementary School in the northwest using low-speed, low-volume neighborhood streets. This route gets close to the beginning of the existing parks trails. And although there may not be a continuous bike route to the northwest area right now, there are buses connecting the area to downtown seven days a week. Each bus can accommodate two bicycles on a rack on the front; contact Greensboro Transit Authority for more information on this program.

*Comment: Add more shared-roadway connectors and bicycle routes.*

Three neighborhood streets were suggested to be included in the Plan as shared roadway connectors. One provided an alternative to Friendly and Market, roads marked as "Further Study Required." Another provided a strategic connection to destinations east of downtown. These streets have low traffic speeds and volumes and are suitable for bicycling without special bicycle facilities. Also, a suggestion was made to extend signed bicycle routes terminating downtown to the Depot. Two new signed bicycle routes were suggested, one serving eastern Greensboro to Willow Oaks and another as a long-term possibility on Alamance Church Rd.

**Response:** The BiPed Plan recommends several initial signed bicycle routes, most of which radiate outwards from downtown. However, there are many neighborhood streets that parallel major roads and could serve as safe facilities for bicycles as shared-roadway connectors. We have included one of those recommendations in our changes. In some cases, it would make sense to add directional signage on these routes, which staff could pursue as a follow-up activity to this Plan.

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As a result of these comments, we have extended the downtown bicycle routes to terminate at the Depot and have added the two other suggested bicycle routes to the Plan. However, the implementation of the Alamance Church Rd. route is a long-term project and will depend on future roadway improvements and traffic volumes affecting Bicycle Level of Service.

*Comment: Bicycling improvements should be for transportation, not recreation.*

One respondent stated that the bulk of high priority bicycle improvements are geared towards recreation rather than transportation. The city should promote cycling to those who need it as a viable transportation alternative. More central and southern Greensboro routes are needed. Another comment involved Lee Street, noting that bicycle lanes there should be made a top priority because of its role as a major cycling route for people whose main means of transportation is the bicycle.

**Response:** Bicycling is *both* a recreational activity and a mode of transportation. The BiPed Plan aims to be comprehensive in its recommendations of facilities, and many facilities are intended for both transportation and recreational use. In the past, the system of signed bicycle loops in the City, for example, provided mostly recreational on-road cycling opportunities. The Plan's recommended new system of bicycle routes is geared more towards linking destinations, some of which include recreational facilities. The routes and facilities recommended in the Plan are based on a number of factors, including need or demand. Where possible, improvements are intended to be distributed across the urban area.

The Plan echoes the citizen's comment that promotion of alternative modes of transportation will be important. For more information, refer to the discussion of education, enforcement, and encouragement in Section 5.2.

*Comment: Additional bicycle lanes or other on-road bicycle facilities.*

Two comments focused on the need for bicycle lanes on Friendly Avenue. One of these was also concerned about construction of a new shopping center along Friendly and a concurrent widening project that included sidewalks but not bicycle lanes, calling it a blatant oversight. Another comment noted the lack of on-road bicycle facility recommendations for crossing I-40 in an 8-mile span from Boulder Rd. to S. Elm-Eugene St.

**Response:** Section 5.3 of the Plan recommends changing municipal ordinances so that bicycle lanes would be included when building collector and arterial roadways such as Friendly Avenue. One purpose of the BiPed plan is to avoid missed opportunities during future construction and widening projects by ensuring that bicycle and pedestrian concerns are included from the beginning.

Even with the ordinance changes, it is not likely that Friendly Avenue will receive bicycle lanes in the near future, although it does serve as a major connection between destinations. Why not? On some streets, such as Spring Garden and Florida, GDOT has been able to add bicycle lanes as part of regular repaving projects without widening the street. This has been possible through the narrowing or removal of travel lanes. Friendly, however, has high traffic volumes and some sections of narrow lanes, so these options are not feasible at this time. Adding bicycle lanes would require widening the road, purchasing property, and relocating sidewalks and utilities. Because this is such a large task, the Plan recommends further study (or corridor studies) for roads such as Friendly. A corridor study provides a comprehensive look at and redesign of a long segment of road.

Many of the I-40 crossings will require bridge replacement in order to provide bicycle lanes, so they are designated for further study. Existing shared-roadway facilities in this area

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that are relatively suitable for bicycles include Vanstory St. and Merritt Dr. Because of its length, high traffic speeds, and high traffic volumes, Holden Rd. is designated for further study; it may merit a high priority of further study due to the connections it could provide.

*Comment: Bicycling should be allowed on Bryan Boulevard.*

One individual asked why Bryan Boulevard is now off-limits to cyclists, noting that it has plenty of shoulder space and good visibility at on-ramps. It used to function as a safer alternative to Battleground Avenue, but cycling is now prohibited.

**Response:** Bryan Blvd. is an example of a controlled- or limited-access facility. Other such facilities in the urban area include all Interstate highways and portions of U.S. 29, U.S. 220, U.S. 421, NC 68, and Wendover Avenue, as shown on Map 2.6 of the Plan. These roads are intended for a high degree of vehicular mobility and a low degree of local access, and traffic speeds are typically 55 miles per hour or higher. Although they typically do have wide shoulders, these roads are restricted to vehicular traffic only; bicycles and pedestrians are prohibited.

When the projects began to relocate Bryan Blvd. and construct the Western Urban Loop, restrictions on cycling on Bryan began to be enforced systematically and signs were posted, although the road was already technically off-limits to cyclists. The concern was that the work zone would eliminate shoulders and present especially hazardous conditions for cycling in the area. After completion of the work, traffic volumes are expected to increase, and new interchange configurations at the Urban Loop and Old Oak Ridge Rd. will also make cycling less attractive on this corridor.

*Comment: Missing bicycle level-of-service information on some roads..*

Three comments pointed out roads in Map 3.3 that were missing BLOS grades.

**Response:** Please see Section 3.5 for more information on BLOS. During the period when area roads were evaluated, some roads were under construction or otherwise altered from their usual state, making a calculation of BLOS impractical. As long as construction is complete, these roads will be included in the next analysis of BLOS.

*Comment: An existing state bicycle route is not shown in the Plan.*

Three comments were received in regard to NC Bicycle Route No. 2 and the Mountains-to-Sea Trail (MST).

**Response:** We have clarified in the Plan that there are in fact two corridors for the MST, one a hiking trail and the other an on-road bicycle route, which follows NC Bike Route No. 2. That bicycle route is *not* shown in this Plan, because it is designated by NCDOT and needs to be reevaluated. We will attempt to work with the state in this process; the state should use this Plan to guide its revision of NC Bike Route No. 2.

*Comment: Provide more detail on "further study" streets.*

**Response:** Please see Section 4.3.2.J. Further study required includes roadways that are important components of the regional bicycle network, but require further analysis to determine the appropriate type of bicycle facility that should be provided. Some of the roadways in this category could be improved through corridor redesign projects, and some may require additional right-of-way before bicycle facilities can be added. There is no set timeline for these studies; the idea is that these studies can be conducted while other prioritized items are implemented. This is being done rather than waiting to begin doing improvements until all of these studies are finished.

### **Pedestrian-related comments**

*Comment: Additional sidewalks*

A resident on Hobbs Rd. was disappointed that the Plan did not include sidewalks there. Other comments included requests for additional sidewalks on portions of Patterson St., Hilltop Rd., Stanley Rd., Sullivan St., Winston St., Lutheran St., Shaw St., Murrow Blvd., Creek Ridge Rd., Gatewood Dr., Summit Ave., Battleground Ave., Westridge Rd., and Vandalia Rd.

**Response:** The BiPed Plan actually does recommend for Hobbs Rd. to get new sidewalks from Friendly to New Garden. The length of the Plan made it impractical to list each proposed sidewalk in the text, but the recommendations are all shown on Maps 4.6 and 4.7. Also, map 7.3 indicates the prioritization of sidewalk improvements, and Hobbs Rd. is listed as a Tier 2 priority out of 4 possible tiers.

Most of the suggested changes to include sidewalks on other streets are not reflected in this Plan, but they will be considered both during the implementation process and when the Plan is revised in the future. For example, it is likely that Patterson St. will be added to the list of projects to be completed, although it did not show up in our initial analysis as a high priority. For the most part, time constraints and data limitations prevented us from including all of these suggestions, but some streets have special considerations. Some are local neighborhood streets, which will not be targeted for sidewalks until sidewalks are present on collector and thoroughfare streets (unless a transit route operates on those local streets). However, residents of these streets are encouraged to present neighborhood petitions for sidewalk construction to GDOT.

*Comment: Lower residential speed limits*

It was noted that most residential speed limits are currently 30 miles per hour, and vehicles on those streets often travel at 35 mph or faster. Even adding sidewalks on such streets would not encourage more walking, due to high traffic speeds and noise. Residential speed limits of 25 mph would be more appropriate, and strict enforcement would be important.

**Response:** Although this Plan is not designed to address speeding concerns, this is an important issue that can affect levels of walking and bicycling. City residents and neighborhoods may petition for lowered speed limits and request other traffic-calming devices by contacting GDOT. Also, the City's forthcoming updated street design standards will lower the design speed (the maximum speed that engineers use as an input to the design) for local streets from 40 mph to 30 mph.

*Comment: Sidewalks should be clear of obstructions*

Light poles, fire hydrants, and other obstructions in the sidewalk can pose a problem, one commenter noted.

**Response:** This is entirely correct. In many places throughout the urban area, however, sidewalks have been added to streets that already had utility poles and fire hydrants along them. Rather than undertake the costly and time-consuming effort of relocating these items, the sidewalks were placed around them. These sidewalks may not be usable for persons with disabilities and will be evaluated and fixed when reconstructing roadways. New sidewalks should never be constructed with permanent objects obstructing a clear path of travel or accessible route. The Americans with Disabilities Act (ADA) requires that sidewalks have a four-foot minimum continuous unobstructed width. It is also important for sidewalks to be free of pro-

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truding obstacles above the ground level, such as signs and tree branches. Citizens may report temporary obstructions on sidewalks in the City to Code Enforcement or by calling 373-CITY. See the response to the next comment for more information.

*Comment: Do not construct back-of-curb sidewalks*

A citizen commented that sidewalks need to be a safe distance from the roadway, and should not be immediately adjacent to travel lanes as on College Rd. between Market St. and New Garden Rd.

**Response:** Sidewalks that are immediately adjacent to travel lanes are known as back-of-curb sidewalks. Ideal sidewalks feature a buffer of some sort between travel lanes and the path of pedestrian travel, and the recommended minimum buffer width varies with the type of road. Most commonly, this buffer strip is a combined planted area and utility area, with grass, trees, utility poles, fire hydrants, and sewer access points. In urban areas, the buffer area may be wider and feature benches, bike racks, bus shelters, newspaper boxes, phone booths, large planters, movable advertisements for businesses, and other facilities. A lane of parked cars or a bicycle lane can also serve as an effective buffer between moving traffic and a back-of-curb sidewalk. The addition of bicycle lanes or other treatments on some roads may help move vehicle traffic slightly farther from existing back-of-curb sidewalks.

When adding sidewalks to an existing road, there are many factors to be considered and balanced. For example, a sidewalk construction project would not get very far if it required the demolition of all houses on one side of the street to provide enough right-of-way. If adequate right-of-way is present and utility relocation is not necessary, sidewalks will be constructed with a buffer area. However, any of the following factors may compromise the available width for constructing wide sidewalks with buffer areas, making it more likely that a back-of-curb sidewalk will be constructed:

- Insufficient right-of-way – purchasing more would be prohibitively expensive or damaging to private property.
- Steep embankments – grading would require more right-of-way than exists.
- Mature trees – sometimes, trees must be removed in order to construct sidewalks, but they also provide a pleasant walking environment, so it may make sense to construct the sidewalk closer to the road in order to save the trees.
- Utilities – relocation is costly and is avoided if possible. As described earlier, sidewalks cannot be placed with utility poles or fire hydrants in the middle of them.

*Comment: Additional crossing improvements for pedestrians*

A citizen suggested adding pedestrian signal heads at the intersection of Northwood and Elm Streets due to high volumes of pedestrian traffic.

**Response:** Pedestrian crossing improvements are shown in Map 4.6 and discussed in Section 4.4.3 of the BiPed Plan. Although North Elm St. is identified as a key corridor for pedestrian crossing improvements, this particular intersection is not specified. As implementation activities proceed for crossing improvements in the City, however, GDOT will evaluate this location more closely and consider improvements there.

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### Greenway-related comments

*Comment: Off-road facilities must have regular upkeep and should have wide enough bridges.*

A citizen wrote that the Lake Daniel Greenway has some pavement problems and very narrow bridges. Future facilities should be maintained properly.

**Response:** Chapter 6 of the BiPed Plan has extensive guidance on maintenance. Table 6(B) notes that the current practice for replacing greenway pavement material is “as needed and when the budget allows” and recommends that this be changed to a regular maintenance interval of every 10 to 12 years for paved greenways, based on an expected concrete lifespan of 20 years.

Regarding narrow greenway bridges, all new facilities should have bridges that are at least the minimum width for that greenway type. Because of the high cost of bridges, additional width for a single bridge may take funding away from significant portions of other projects. The Greensboro Parks & Recreation Department will evaluate existing narrow greenway bridges in the City for upgrade or replacement.

*Comment: Advanced-level mountain biking should be an allowed use for Type II trails.*

A mountain bike rider requested that the Plan include “advanced level mountain biking” as an appropriate use of Type II trails.

**Response:** Type II trails are described in Section 4.2.2 of the Plan as “corridors containing environmentally sensitive landscapes that ... would remain primarily in a natural state, with dirt footpaths (4-6 feet wide) for use by one or two low-impact user groups, such as hikers or equestrians.” Mountain biking is generally not considered a low-impact use, so these trails by definition exclude mountain biking.

*Comment: Some existing trails and greenways are not shown as existing on maps in the Plan.*

Two comments noted missing facilities.

**Response:** Because of the length of this planning process, some data may be outdated. The maps in this plan are representative and are not intended for navigational use. We will attempt to collect more data on these facilities and include them in future mapping, including the upcoming urban area bicycling map. Also, some trails are on private property and may require the property owner’s permission for us to add them to maps.

*Comment: Add more parking and trailhead facility improvement recommendations.*

One comment suggested trailhead improvements on Lake Brandt Road at the marina and north of the dam and at all trailheads on Church Street, noting that bicycle parking and crosswalks should also be provided at trailheads as appropriate.

**Response:** We have included these improvements in recommendations; however, during implementation, the Parks and Recreation Department will need to conduct further study on the feasibility of these improvements.

### Comments on Policy and Implementation

*Comment: Education and enforcement will be needed for drivers and cyclists to ensure safety.*

Two citizens noted the importance of raising public awareness of pedestrian-related laws and enforcing them consistently.

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**Response:** Very true. Section 5.2 of the Plan focuses on education, enforcement, and encouragement programs, which are essential to ensure safe use of the facilities, and suggests some possible initiatives. These programs can be targeted at both users and non-users of bicycle and pedestrian facilities. Section 7.4 and Table 7(A) include this as a top priority in the Action Items.

*Comment: More “Share the Road” signs are needed.*

Two comments suggested adding “Share the Road” signs throughout the City, and one also suggested using billboards to educate cyclists and motorists.

**Response:** The Plan discusses the use of “Share the Road” signs in Sections 4.3.4, 4.3.6, and 5.2.1, each time encouraging their use but noting that they should only be used where they do not add to sign clutter. There is also a “Share the Road” license plate that bicycle enthusiasts may purchase to help further awareness. As for billboards, the City typically frowns upon them, so it is unlikely that decision-makers will support their use. However, GDOT is exploring the possibility of providing educational ads on GTA buses – essentially, moving billboards.

*Comment: Other implementation suggestions.*

Five comments on operations and management policy suggested a need to focus on the following items: bicycle-safe drainage grates, storm-sewer inlets, traffic signal loop detectors and other means of signal actuation, signage advising bicyclists to avoid the “door zone” where on-street parking is permitted, and sweeping of shoulders and bike lanes every 2 months.

**Response:** Some of these suggestions are included in the Plan, but for the most part, they will be considered during implementation of the Plan’s recommendations. Creating safe drainage grates and sewer inlets is part of creating safe bicycle facilities. The Plan has been clarified regarding traffic signals (all signals that are actuated by vehicles are calibrated to detect bicycles as well; citizens should call 373-CITY to report broken detectors). As for sweeping, the City’s Field Operations Department has been monitoring the need for sweeping on the new bike lanes; a bi-weekly schedule has been sufficient. We will continue to monitor this area of maintenance.

### General Comments

*Positive Comments:* One comment indicated an overall level of satisfaction with the BiPed Plan, and another praised the early implementation efforts of new bike lanes on Spring Garden and Florida Streets. We appreciate these comments and look forward to more successes.

*Corrections:* Nineteen suggestions or corrections, both text- and map-related, were received.

**Response:** Thank you for identifying these items and helping to polish our final product. Where possible, we have made the changes suggested, but in order to manage the consultant’s time effectively, it was necessary to prioritize changes.

*Comment: Reference and coordinate with neighborhood plans that are currently in development.*

This included the Cedar Street/Bellemeade Area Strategic Plan, the Summit Avenue Corridor Plan, and the South Elm Street Redevelopment Plan.

**Response:** The BiPed Plan is intended to be a long-range plan with a focus on bicycle, pedestrian, and greenway facilities and related policies and programs. As such, it is not appropriate for this large-scale plan to refer readers to neighborhood plans. Rather, the recommendations

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in the BiPed Plan should be referenced in future planning efforts that involve changes to the street network.

### **Verbatim Comments and Correspondence**

In order for this Plan to be implemented successfully, the cooperation of stakeholders, such as UNCG, NCDOT, and BIG, is vital. We are pleased to have the support of these and other groups, as evidenced by the following letters. After these letters, the text of each comment received during this final public comment period is included. Specific plan comments from BIG are attached at the end.



THE UNIVERSITY of NORTH CAROLINA  
**GREENSBORO**

*Auxiliary Services*

305 Walker Deck  
PO Box 26170, Greensboro, NC 27402-6170  
336.334.3620 Phone 336.334.5567 Fax

Att: Jim Westmoreland  
BiPed Plan  
Greensboro Urban Area MPO  
PO Box 3136  
Greensboro, NC 27402-3136

Dear Jim:

Thank you for including UNCG in the development of the Bicycle, Pedestrian and Greenway Plan (BiPed). We are pleased to see UNCG's Transportation Master Plan components were incorporated. It is our opinion that the plans complement one another. UNCG feels the BiPed plan encourages a sense of community spirit through promoting alternative transportation options to its residents, many of which are students, faculty and staff of the University. We would like to offer any support you need in the plan's implementation.

UNCG looks forward to the continued cooperation with the City of Greensboro as it implements the recommendations put forth in the BiPed Plan. In addition, we look forward to cooperative efforts with the City of Greensboro, to develop the appropriate treatments for the streets surrounding the University, which includes the construction of sidewalks, reduction of speed on Spring Garden, increased awareness of pedestrians, and improvement to rail underpasses.

The University appreciates the opportunity to work in conjunction with the City and we enjoy having such a good relationship. Please feel free to contact me if we may be of any additional assistance with the successful commission of this plan.

Sincere Regards

Mike Byers  
Assistant Vice Chancellor  
Business Affairs



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

DIVISION OF HIGHWAYS

LYNDO TIPPETT  
SECRETARY

September 7, 2006

Mr. Keith A. Holiday, Mayor  
City of Greensboro  
PO Box 3136  
Greensboro, NC 27402-3136

Dear Mr. Holiday:

I am pleased to inform you that on September 7, 2006, the North Carolina Board of Transportation approved the following project that was funded from the Small Construction Fund allocated to Division 7:

**Widen each side of SR 1001 (Church Street) to provide a two foot paved shoulder from Whistling Swan Drive to SR 2329 (Spencer Dixon Road)**

If you have any questions, please do not hesitate to contact this office.

Sincerely,



J. M. Mills, PE  
DIVISION ENGINEER

JMM/jbh

cc: Mr. J. D. Galyon  
Mr. E. M. Cowan  
Mr. S. L. Hall  
Mr. Jim Westmoreland ✓





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### **Comment:**

Thank you for the Sept. '06 public review of the Draft with all the large maps on the walls and the opportunity to talk with GDOT and various other planners. Thank you for all the opportunities for public input in the process of preparing the BiPed plan and for integrating bicycling and walking planning.

My additional comments are represented in the comments being presented by Bicycling in Greensboro (BIG).

Jody Dietrich  
BIG Board Member

### **Comment:**

There are several items that are important to me:

First, is that most residential speed limits are currently 30mph. With vehicles traveling 35+ mph, even the addition of sidewalks will not encourage more walking. The speed and noise of passing traffic is too great. I would like to see speeds dropped to 25 mph, and actually enforced. Second, sidewalks need to be free of light poles, fire hydrants and need to be a safe distance from the roadway. Sidewalks cannot be adjacent to the roadway. An example of a poor sidewalk can be found on College Rd between Market and New Garden.

Third, off road facilities must have regular upkeep. The trail from Friendly and Green Valley to the hospital. The path near Friendly is crumbling away. Most of the pathway bridges are less than 4 feet wide.

Overall I am pleased with the extensive plans for bicycle and pedestrian transportation. Continuous education will be needed for drivers and cyclists to ensure safety for everyone.

Eric Hayes

### **Comment:**

There are a lot of great recreation areas with parks and bike trails in the area (Country Park, Lakes Higgins, Brandt and Townsend) but they are inaccessible by bike. I rode to them from downtown and the roads I had to take are extremely dangerous for a cyclist – no shoulders, no sidewalks, no bike lanes. I would like to see them better connected with downtown, local colleges, and other pop. centers that are apt to use them. Thanks.

### **Comment:**

Please include “advanced level mountain biking” within the users of Type II trails. As a mountain biker, Type II trails are the most important to me. Thank you.

Scott Vines

### **Comment:**

- 1) Bulk of high priority bicycle improvements geared towards recreation rather than transportation (N GSO, E-W corridors). I'd like to see the city promoting cycling to those who need it as a viable transportation alternative. More central and southern GSO routes are needed.
- 2) Signage! The city needs more “Share the Road” signs throughout, rather than merely where bike lanes end. Too many cyclists ride sidewalks (out of fear), too many motorists honk at cyclists (out of ignorance). Signs/billboards are affordable ways to address these issues.

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- 3) Bike lanes on Florida St and Spring Garden are a great start. Well done. That said, Spring Garden lane is useful for UNC-G students, but hardly serves as an alternate thoroughfare to Lee St.
- 4) Lee St, which is on the 7-15 year priority list is a major cycling route for people who ride as their main means of transportation. I realize a bike would be a major undertaking, but anything (see #2) to make this ride safer will affect lives.
- 5) Friendly. I'm dismayed to see the current construction around the shopping center not including bike lanes. Short, connector sidewalks along the major road, but no bike lanes? This seems a blatant oversight.
- 6) Bryan Blvd. Now off-limits to cyclists? The road has plenty of shoulder and on-ramp visibility. What used to function as a safer alternative to Battleground has been closed.

Thank you for your time. Please take these comments to heart. Greensboro owes it to current and future citizens. Excuse the melodrama, and do what you can at this late stage.

### **Comment:**

Suggestion for Northwood/N Elm intersection – add “walk” sign at crossing (heavy pedestrian travel). It would be great to raise public awareness that one should stop for pedestrians in the crosswalk. Maybe more public action & tickets or a community action with groups of pedestrians crossing the crosswalks to help drivers be aware. Thanks!

### **Comment:**

Fix Friendly Ave. Repaint and include bike lanes.

### **Comment:**

Bellemeade St. and Guilford Ave. should be recommended as shared roadway connectors until bike facilities exist on Friendly and Market. They link downtown with the Westwood neighborhood and the Lake Daniel Greenway on low-speed, low-volume streets that are suitable for bicycling.

### **Comment:**

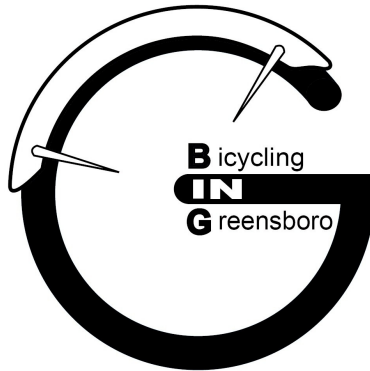
Dear Sir,

Much work has gone into this comprehensive plan. I appreciate this effort and will most likely vote for any bond money that affects this in the future. I am disappointed, however, that more city residential streets were not considered for sidewalks. In particular, Hobbs Rd. This road is about to turn into a much busier street that will be a direct connector to the new Friendly Center Shops. My home is only about 5 houses up from the Bi-Centennial/Bog Gardens and we enjoy walking there and to Friendly. Many people do. But it is a risky walk until you get to the garden area, especially the Hobbs/Cornwallis intersection. I have also seen baby strollers pushed down the street because you cannot push these on grass and in some spots there is not enough room to even walk on the grass. I actually asked the city to allow me to petition my neighbors to ask for sidewalk construction on Hobbs. I was told that I would be sent the information but it never sent and follow up calls went unanswered. I understand that you cannot do everything at once, but this main connector road seems not to be even in consideration for sidewalks. I just hope that it doesn't take a serious accident between a car and a pedestrian to make this road a priority.

Thank you for your time.

Jerry Hammock

# Bicycling In Greensboro, Inc.



Comments on Final Draft of the  
Greensboro Urban Area Bicycle, Pedestrian and Greenway (BiPed) Plan

Submitted September 25, 2006

By

Kurt Cavanaugh, President

[pres@bikegso.org](mailto:pres@bikegso.org)

336-706-0332

Transforming the Greater Greensboro Area into a more bicycle-friendly community.

P. O. Box 5764  
Greensboro, NC 27435  
[www.bikegso.org](http://www.bikegso.org)

**Chapter 2**

Map 2.5 – There are existing off-road trails on the Guilford College Campus, which should be shown on this map.

Page 2-12 – This page includes a paragraph about the Mountains to Sea trail. Clarification is needed to distinguish two different corridors, the hiking trail and the on-road bicycle route. The MTS hiking trail follows watershed trails in northern Guilford County, and recommendations for the future of that trail are included on page 4-18 of the draft BiPed Plan under Greenway Facility #52 “MTS Trail.” NC Bicycle Route No. 2 is the on-road route designated by NCDOT that is also known as the Mountains to Sea bicycle route and goes from Forsyth County through north High Point and southern Guilford County, mostly on Highway 62 and then on Alamance Church Road to the Guilford/Alamance County line.

**Chapter 3**

Page 3-4 – Title of map should be re-worded to something like “Deaths Due to Heart Disease vs. *Proximity to Existing Off-Road Trail Corridors.*”

Page 3-5 – Title of map should be re-worded to something like “Deaths Due to Cancer vs. *Proximity to Existing Off-Road Trail Corridors.*”

Map 3.3 – Segment of Hilltop Road between Bridford Parkway and Stanley Road is missing LOS grade.

Portion of segment of Steeplechase Road between Davis Mill Road and Pleasant Garden Road/Branson Mill Road is missing LOS grade.

Ward Road south of Burlington Road has segments that are missing LOS grade.

Benjamin Parkway, between Westover Terrace and the Bryan Boulevard split, is not a controlled access facility and should not be labeled as a “highway” in this map, or any of the others.

All maps – Use proper NC Route highway shields for NC 68, NC 150, et al; black numbers inside a white diamond, superimposed over a black square.

Place labels for Greensboro and incorporated towns so that they do not obscure any proposed facilities or network links.

**Chapter 4**

Maps 4.1 and 4.2 – A significant portion of the off-road trail paralleling Freeman Mill Road and Randleman Road, between West Lee Street and South Elm-Eugene Street, is existing and should be shown as such. This refers to segments of Greenway Facility #24 (p 4-11) and #79 (p 4-29). Please verify actual extent.

Page 4-33 – For clarity, please refer to Greenway Facility #90 as “The *US 29 Greenway.*”

Page 4-36 – First sentence under “Trailheads” would read better as “Trailheads *are important nodes in the greenway and trail network*, providing parking, facilities, and information signage to trail users.”

First sentence in fourth paragraph under “Trailheads” should be re-worded as “Also, because greenways will at times be near *privately owned* parking lots, it is recommended that two actions be taken:”

Page 4-37 - In the table of recommended improvements, please add parking and trailhead facility improvements on Lake Brandt Road at the marina entrance (Nat Greene and Laurel Bluff Trails) and north of the dam (Piedmont Trail and Reedy Fork Tail), and at all trailheads on Church Street (Osprey, Peninsula, West House, Laurel Bluff and Reedy Fork Trails). Eventually cyclists should be able to ride in a bike lane on these streets to a paved parking area with a secure bike rack at each trailhead. Also, high visibility crosswalks should be added where there is a trailhead on both sides of these streets.

Maps 4.3 and 4.4 – Because of the opportunity to provide a strategic connection among the Willow Oaks redevelopment area, Bennett College, the proposed Downtown Greenway Loop, and the Southside Neighborhood, Gorrell Street between Martin Luther King, Jr. Drive and O. Henry Boulevard should be designated as a “Connector,” as should O. Henry Boulevard between Gorrell Street and McConnell Road. This should be a Top Priority or Short Term improvement.

At least one existing road that crosses I-40 between Boulder Road and South Elm-Eugene Street should be added as an on-road bicycle facility. Otherwise, there is a span of over 8 miles in which there is no on-road bicycle connectivity across I-40 (with the exception of the planned Bridford Parkway Extension). Consequently, the system as proposed would overlook an area of significant population density, employment density, concentration of activities, and expected growth. An ideal candidate would be Holden Road between Spring Garden Street and High Point Road, since this could connect A) the proposed Bicycle Lane on Holden Road north of Spring Garden Street, B) the existing Bicycle Lane on Spring Garden Street, C) the proposed Bicycle Lane on Meadowview Road, and D) the proposed Bicycle Lane on Holden Road south of High Point Road. Addition of a bicycle lane on this section of Holden Road could be accomplished through narrowing or removing medians and two-way left turn lanes, in combination with selective narrowing of travel lanes. This should be a Top Priority or Short Term improvement.

Page 4-45 – Please include detail regarding the process and timeline for further study of the streets that are so designated in the Plan and on Maps 4.3 and 4.4, especially the downtown area streets in that category.

Please add cross-references to the Cedar Street/Bellemeade Area Strategic Plan and the Summit Avenue Corridor Plan recently completed by the City, as both of these reports have recommendations for specific on-street bicycle improvements.

Please add a recommendation to conduct further study and coordination of bicycle improvements on South Elm Street, Lee Street and Bragg Street, with implementation of the South Elm Street Redevelopment Plan.

Page 4-46 – The first full sentence in the partial paragraph at the top of this page should be re-worded to read “Bicyclists have the legal right under North Carolina law to travel on all roadways other than *interstate or fully controlled, limited access highways.*” See page 22 of the Guide to North Carolina Bicycle and Pedestrian Laws:

<http://www.ncdot.org/transit/bicycle/laws/resources/BikePedLawsGuidebook-Full.pdf>

Pages 4-55 and 4-56 – Please add to these pages recommendations regarding the future of NC Bicycle Route No. 2 in southern and eastern Guilford County.

Map 4.5 – Please extend the Spring Garden Street and South Elm Street bicycle routes to connect to the J. Douglas Galyon Depot on Washington Street. This should be implemented as a near term element of the signed route system.

Please add a signed bicycle route from the Depot going east on Washington Street, past Bennett College, across Dudley Street (where a connection can be made to A&T), continuing east to McConnell Road and the Willow Oaks neighborhood. This should be implemented as a near term element of the signed route system.

Please add Alamance Church Road as a potential long-term signed route from Greensboro all the way to the Guilford/Alamance County line.

Please include the current alignment of NC Bicycle Route No. 2 (the on-road Mountains to Sea route) along Highway 62 and Alamance Church Road, and ensure that any recommended future realignment of this state bicycle route within Guilford County is reflected in plan updates.

Maps 4.6 and 4.7 – Patterson Street between High Point Road and Holden Road experiences heavy volumes of pedestrian traffic, and consequently has substantial worn paths (where there is grass adjacent to the curb). In addition to the obvious evidence of worn paths, many of the pedestrians using this corridor walk in the gutter pan of the street. The heavy volume of truck traffic in this corridor, as well as the high number of driveways, present a major safety hazard for pedestrians. This segment of Patterson Street is strongly recommended to be shown as a proposed sidewalk corridor. The segment of Patterson Street between High Point Road and Merritt Drive is also recommended to be shown as a proposed sidewalk corridor, although the level of pedestrian activity is lower and there are fewer driveways, yielding a somewhat less dangerous pedestrian environment. This segment could be adequately served by a sidewalk on the north side between Holden Road and Merritt Drive, and on the south side between Holden Road and Brandt Street. This should be a Top Priority or Short Term improvement.

Both sides of Hilltop Road between Guilford College Road and High Point Road should be shown as a proposed sidewalk corridor.

Both sides of Stanley Road between Koger Boulevard/Landmark Center Boulevard and Hilltop Road should be shown as a proposed sidewalk corridor.

The Jonesboro/Scott Park Neighborhood is an exceptionally underserved residential area situated east of US 29 and north of Market Street. To provide a minimum degree of safe and comfortable pedestrian connectivity in this neighborhood it is recommended that both sides of the following streets be shown as proposed sidewalk corridors: Sullivan Street between US 29 and English Street, Winston Street between Bessemer Avenue and Lutheran Street, Lutheran Street between Winston Street and Shaw Street, and Shaw Street between Lutheran Street and East Market Street. This should be a Top Priority or Short Term improvement.

Both sides of Murrow Boulevard between East Market Street and East Lee Street are recommended to be shown as a proposed sidewalk corridor.

Both sides of Creekridge Road between Rehobeth Church Road and Four Seasons Boulevard are recommended to be shown as a proposed sidewalk corridor.

Both sides of Gatewood Drive between Summit Avenue and East Wendover Avenue/US 70 are recommended to be shown as a proposed sidewalk corridor.

Both sides of Summit Avenue between McKnight Mill Road and Brightwood School Road are recommended to be shown as a proposed sidewalk corridor.

Both sides of Battleground Avenue between Westridge Road and Cotswold Terrace are recommended to be shown as a proposed sidewalk corridor.

Both sides of Westridge Road between Battleground Avenue and Friendly Acres Drive are recommended to be shown as a proposed sidewalk corridor.

Both sides of Vandalia Road between Groometown Road and the point where the Vandalia Road/Urban Loop Overpass re-alignment rejoins existing Vandalia Road, east of the overpass, are recommended to be shown as a proposed sidewalk corridor.

Map 4.8 – It is recommended that a version of this map at a larger scale be added, showing just the area within the Urban Loop, as was provided for all the previous system maps.

## **Chapter 5**

Page 5-2 – First full paragraph, third sentence, please ensure that all initial references to BIG use the following format: Bicycling In Greensboro, Inc. (BIG). Subsequent references within a given section may use the simplified acronym BIG without periods. Please make this adjustment throughout the document.

Page 5-5 – In the “Interactive Tours” section, please include mention of the Downtown Greensboro Historic Walking Tour.

Page 5-8 – Under the “National Bike Month Promotion” section, please change the link URL for BIG from “<http://www.cyclesdeoro.com/BIG.htm>” to read “<http://www.bikegso.org>”

Page 5-11 – In the “Active Living by Design” section, the third sentence should read “Active Living by Design is a national program initiated by a partnership between the *Robert Wood Johnson Foundation* and the University of North Carolina School for Public Health.”

Page 5-12 – In the “Guided Tours and Interpretive Trails” section, please include mention of the Downtown Greensboro Historic Walking Tour.

Page 5-19 – In the “City of Greensboro Land Development Ordinance and Street Design Standards” section, please include mention that the LDO Re-Write will include measures to incorporate LEED energy efficiency building standards and that SS Credit 4.2 provides specific LEED credits for “Alternative Transportation: Bicycle Storage & Changing Rooms.” More information is available at: <http://www.usgbc.org/DisplayPage.aspx?CategoryID=19>

Page 5-28 – Following the “Greensboro Transit Authority: Transit, Bicycle and Pedestrian Interaction” section, please include a section regarding coordination with the Piedmont Authority for Regional Transportation (PART).

## Chapter 6

Somewhere in this chapter the following operations and management policy items should be incorporated:

Ensure that all drainage grates on signed bicycle routes, bicycle lanes, and share the road facilities are bicycle-safe.

Ensure that on signed bicycle routes, bicycle lanes, and share the road facilities where the gutter pan has been paved over, all storm-sewer inlets are reconfigured to eliminate hazardous bicycling conditions.

Inspect and calibrate all traffic signal detector loops so that they are sensitive enough to be actuated by a typical steel or aluminum frame bicycle.

At traffic signals on signed bicycle routes, bicycle lanes, and share the road facilities, consider painting “bicyclist stop here to actuate signal” symbols, or installing bicyclist actuator buttons.

At all locations where there are “Business District 20 MPH” signs, install “Share the Road” or “Watch for Bikes” signs on the same poles.

Consider adding signage to warn bicyclists to avoid the “door zone” in signed bicycle routes, bicycle lanes, and share the road facilities, where on-street parking is also permitted.

Page 6-4, Table 6(c) – The frequency of shoulder and bike lane sweeping should be at least once every 2 months.

Page 6-5 – It should be mentioned somewhere in section 6.3.1 that a substantial amount of trail maintenance throughout the Greensboro area, but especially on the watershed trails, is performed by the Greensboro Fat Tire Society, the Piedmont Hiking & Outing Club, Bill Craft's Crafty Cruisers, and other groups.

### **Chapter 7**

Page 7-11 – In the “Establishing Performance Measures (Evaluation and Monitoring)” section, please include mention of the “National Bicycle and Pedestrian Documentation Project,” which is an annual bicycle and pedestrian count and survey effort sponsored by the Institute of Transportation Engineers Pedestrian and Bicycle Council. The goals of the NDP are to: (1) Establish a consistent national bicycle and pedestrian count and survey methodology; (2) Establish a national database of bicycle and pedestrian count information generated by these consistent methods and practices; and (3) Use the count and survey information to begin analysis on the correlations between local demographic, climate and land-use factors and bicycle and pedestrian activity. Local participation in this project can provide documentation of bicycle and pedestrian usage levels to further justify the costs of construction and maintenance, and can help to identify and prioritize potential future additions. More information is available at: <http://www.altaplanning.com/>