

## First Draft Streets Map Comments

The first comment period for the Draft Streets Map opened on October 13, 2021 and closed on November 29, 2021. The Charlotte Department of Transportation (CDOT) has reviewed and grouped the 300+ comments into the following categories: agree, classification, collectors, cross-section, future streets, and requests/general. Below is a description of each category:

- **Agree** – The commenter agreed with CDOT’s assessment of the future cross-section. No further action.
- **Classification** – The commenter disagreed with or had questions about the designated street classifications of main street, avenue, boulevard, parkway, or freeway.
- **Collector** – The commenter disagreed with or had questions about the purpose of existing streets designated as collectors and the process around building future collectors.
- **Cross-section** – The commenter disagreed with some element of the cross-section, which may include number of travel lanes, type of bike facility, on-street parking, consistency with existing projects or approved rezonings, and consistency with the North Carolina Department of Transportation (NCDOT) policy in the extraterritorial jurisdiction (ETJ).
- **Future Street** – The commenter questioned the need for or the process around building the future street.
- **Requests/General** – The commenter has specific requests or general comments related to various mobility elements including greenway, bike/ped connections, traffic signals, traffic calming, and transit. The Streets Map does not address any of these items directly, but the team will share the comments with the responsible agencies and/or divisions within CDOT and consider the comments in other elements of the Strategic Mobility Plan (SMP).

## Frequently Asked Questions

### What is the Streets Map?

- The Draft Charlotte Streets Map (Streets Map) depicts the future multimodal cross-section of every existing and future arterial in the city and in the ETJ. It reflects adopted transportation policies intended to achieve safe and equitable mobility options for all travelers.
- The Streets Map is a supporting document to the Unified Development Ordinance (UDO). Used in conjunction with the UDO it determines the setbacks and building placement to preserve the space required to build out the ultimate multimodal cross-section.
- The Streets Map is not a list of projects and does not indicate priority for future project investment.

## **Collectors**

### **What does it mean if a street is designated as an “Collector”?**

- Collectors are streets that “collect” traffic from local streets and other collectors and distribute the traffic to the overall Arterial street network. Collectors serve an important role in the overall street network, providing vehicular, pedestrian and bicycle connections to multiple destinations and land uses.

### **What does it mean if a street is designated as a “Future Collector”?**

- Future Collectors are planned streets intended to expand connectivity as development occurs. As shown on the Streets Map, Future Collectors indicate a general alignment and are intended to be built through the private land development process when land is developed or re-developed.

### **Updates to the Collector designation in the 2<sup>nd</sup> Draft of the Streets Map:**

- Based on public comments received CDOT is reviewing the overall Collector network in the 2<sup>nd</sup> Draft of the Streets Map and will be removing the Collector designation on existing streets in primarily residential neighborhoods, except for those streets that are necessary to provide direct access to existing schools and public facilities.

## **Future Streets**

### **When will the City build the future street alignments shown on the Streets Map?**

- The Streets Map depicts the future multimodal cross-section of every existing and future arterial in the city and in the ETJ. It does not define projects or indicate priority for future project investment. The Streets Map streets, including future streets, will be built incrementally through combinations of land development, city investment and State investment.

### **Why are future streets and street connections important?**

- A mobility network functions best when it is well-connected and has enough streets to ensure mode and route options for all people, no matter how they’re traveling. Where the network is sparse or not well-connected, it’s harder to find direct routes for people to reach important destinations. A less-connected network tends to discourage non-vehicular modes by increasing travel distance. It also forces vehicular traffic to fewer, larger, streets that are less hospitable for people who are walking, biking, or using transit.
- A complete mobility network is comprised of a hierarchy of streets starting with quiet local streets, a range of arterials varying in size and design, but intended to connect people to places, and ending with interstates and freeways intended to move high volumes of people at high speeds.

- The future streets shown on the Streets Map represent the range of arterials important to building out a complete multimodal street network moving forward.
- Future streets are built incrementally over time through a combination of public and private investments.

### **Bike Facilities**

#### **How were the specific bike facilities chosen for the various corridors?**

- The Streets Map incorporates several different *categories* of bicycle facilities, based on the policy guidance provided in Charlotte Bikes (adopted 2017). Typically, the facility types within each category share similar dimensions. The Streets Map is protecting the space for the category of bike facility, ensuring the ability to choose and build the most appropriate facility in the future.

### **NCDOT**

#### **How does the Streets Map apply to State maintained streets and in the ETJ?**

- The Streets Map will work in conjunction with the UDO to determine setbacks and building placement to preserve the space required to build out the ultimate multimodal cross-section. The elements of the cross-section built by development are determined in the ordinance and at the time of permitting. The determination of maintenance is dependent upon jurisdictional boundaries at the times the various elements are implemented.

### **Comments Received**

The 300+ comments received, along with preliminary responses, are in the table below and can also be found on the First Draft Streets Map:

Draft Charlotte Streets Map Online Comments Received - 10/13/21 - 11/29/21

Location	Do You Agree?	If No, Why Not?	How Do You Use This Street?	ZIP	Additional Comments	Comment Category	Response
Archdale	Yes	<Null>	commute on it	28210	Would love to see this happen. The speed limit is 30, but people drive 45+ on this road since its a cut through and direct route to I77. Would love to be able to safely use this route walking or on bike.	Agree	Thank you for your comment.
W. Sugar Creek Road	Yes	<Null>	Drive on it daily	28269	This segment desperately needs sidewalks. I see pedestrians walking on the shoulder every single day trying to get to the grocer or bus stop. It is incredibly dangerous.	Agree	Thank you for your comment.
Moore's Chapel / Sullins Rd	Yes	<Null>	<Null>	28214	This section is a nightmare. Moore's Chapel Road needs to wider, for the amount of traffic that flows on it .	Agree	Thank you for your comment.
Proposed avenue Prosperity Ch and Browne Rd	Yes	<Null>	12422 MALLARD DR	28269	This route does NOT impact any existing neighborhoods and their quality of life. It would be a convenient connector.	Agree	Thank you for your comment.
Youngblood Road	Yes	<Null>	I commute daily on it.	28278	This realignment would eliminate 2 dangerous curves and 2 dangerous intersections. This is a much needed realignment. This would remove the dangerous curve and intersection at Pleasant Hill as well as the dangerous curve and intersection at Hamilon Rd. There have been so many accidents through this stretch. The added bonus is that it would realign the awkward tie-in to S Tryon and allow for much more turn lane storage.	Agree	Thank you for your comment.
Metromont Pkwy ext	Yes	<Null>	Drive nearby frequently	28269	This is a great connection because it will alleviate east-west traffic forced to Eastfield and Harris. Hucks Road would require street enhancements to make it safer and to allow for the additional traffic load.	Agree	Thank you for your comment.
Zoar Rd	Yes	<Null>	Commute daily on it	28278	This intersection used to be very dangerous. I applaud you for installing a roundabout and making this a much more manageable intersection to traverse from any direction.	Agree	Thank you for your comment.
Monroe Rd	Yes	<Null>	Commute	28203	Protected bike lanes will be a huge benefit to both pedestrians and cyclists!	Agree	Thank you for your comment.
Kidd Ln	Yes	<Null>	<Null>	28216	Please ensure we are providing separated off-street bicycle and pedestrian facilities along newly proposed boulevards, This will go a long way in creating access to regional parks such as the hornets nest, sunset hills golf course and Long Creek Greenway	Agree	Thank you for your comment.
Providence Road	Yes	Live off it.	Live off it.	28226	It does not been the guidelines in USDG concerning sidewalks, crosswalks, pedestrian refuges, etc. It is NCDOT controlled. How can it be altered to meet our standards?	Agree	Thank you for your comment.

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I85 interchange	Yes	<Null>	Commute	28214	In addition to widening, need more traffic signals. Too much traffic in flowing through this area due to development.	Agree	Thank you for your comment.
S Tryon St	Yes	<Null>	Commute and I work off of this road	28104	I think the buffered bike lanes will help greatly, my only concern is that if the buffers are not robust enough it will still not be very inviting for cyclists because of the speed most cars travel. If the bike lanes are added, some good traffic calming measures will need to be implemented to prevent people from speeding as much as they currently do. Though narrowing the road in order to fit the bike lanes, may be enough to do that.	Agree	Thank you for your comment.
Winget Rd	Yes	<Null>	Commute on it	28278	Adding this road extension would alleviate congestion for the elementary school. There is already R/W here and the area is already graded. This would be a very efficient and cost effective use of city funds to make the connection from Winget Rd to Sam Neely Rd.	Agree	Thank you for your comment.
201 Grandin Rd	Yes	<Null>	Own Property on it	28208	<Null>	Agree	Thank you for your comment.
University pointe blvd	Yes	<Null>	Commute to it for groceries and food.	28262	<Null>	Agree	Thank you for your comment.
Randolph Rd	Yes	<Null>	<Null>	28211	<Null>	Agree	Thank you for your comment.
Randolph Rd	Yes	<Null>	<Null>	28211	<Null>	Agree	Thank you for your comment.
Pence Rd Relocation	Yes	<Null>	Good for local connectivity and access to the park.	28226	Alignment to be coordinated with Park and Rec. Impact to park land should be mitigated.	Agree	Thank you for your comment.
Moore's Chapel Rd	Yes	<Null>	commute on it	<Null>	<Null>	Agree	Thank you for your comment.
Moore's Chapel Road	No	needs to be widened, stoplights, sidewalks, traffic calming	To get out of the Pawtucket neighborhood. two lane road with lots of traffic and hundreds of rebuilds. Need sidewalks and widened and stoplights. Safety hazard	28214	<Null>	Agree	Thank you for your comment. The proposed Streets Map cross-section addresses this comment.
N. Brevard	No	This is the main, pedestrian thoroughfare with both the rail trail and xclt trail. it should be main street	walking on rail trail from BLE to my apartment	28205	<Null>	Classification	A collector in TOD functions like a main street and provides for flexibility to include a potential shared use paths as a streetscape.
Euclid Avenue	No	Avenue design standards are not appropriate	Commute and live	28203	The portion of Euclid between South and Tremont should be a collector not an avenue as collector design standards and dimensions are more appropriate	Classification	A 2 lane Avenue with on-street parking, reflecting the adopted South End Vision Plan, is the same dimensions as collector.
Central Ave	No	This street designation would seem more appropriate to be a main street designation given the current use and historic investment in the infrastructure here.	Commute on it, utilize this street for neighborhood services	28205	<Null>	Classification	Many portions of Central Avenue do have Main Street-like characteristics. However, the traffic volumes and the need to provide for bicycle travel generally preclude the Main Street designation for this arterial. The proposed cross-section includes bicycle facilities and an improved streetscape with planting strip and sidewalk.

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Matheson Bridge	No	It should have a greenway on-street as isn't this the connection to the Cross Charlotte and Little Sugar Creek?	Currently - drive, Future - bike/walk	28205	<Null>	Classification	Thank you for your comment. The Greenway On-Street classification is for specific local streets that serve as important greenway connections. Matheson Ave is an important greenway connection, but is an arterial, classified as an avenue. The Streets Map cross-section includes the appropriate bicycle/pedestrian facilities to reflect that connection.
Ardrey Kell Road and Wade Ardrey	No	This road, in this area, should be kept as Avenue, not a Boulevard. This is a suburban area, in which many people walk and kids walk to and from school. We should not build up in this area, and make traffic and more worse than it is.	I walk and drive on Ardrey Kell Road	28277	<Null>	Classification	Thank you for your comment. The primary distinction is that a Boulevard includes a median to manage access. All streets regardless of classification will have components to support walkability. In this section, a planting strip and 12' shared use path is proposed.
W.T. Harris Boulevard	No	I have seen pedestrians walk on this road. This road has a lot of fast-moving traffic, making it dangerous for pedestrians who do not know the area well. There are many elements for pedestrians to consider when walking on this route, including that the speed limit is 55 miles per hour and that it is currently the shortest way to needed services. Walking on safer roads increases the distance to these services by at least 1 to 2 miles.	Commute	28078	This would be better used for frequent bus service (similar to Routes 7N and 7S on Beatties Ford Road) and pedestrians who have a designated sidewalk and designated crosswalks in some areas in order to commute to services and amenities. 45 miles per hour is fast enough. The speed should be lowered, not raised.	Classification	The proposed future cross-section includes 12' shared use paths, on both sides of the street, separated from adjacent traffic by wide planting strips. Pedestrian accommodations are important for all street types, including Parkways such as W.T. Harris Boulevard. The comments regarding bus service will be shared with CATS.
N. Davidson	No	the street type doesnt line up with the place types - Main Street should extend past the Mill	I travel it regularly	<Null>	<Null>	Classification	Main Street designation is reserved for very short segments of corridors with few, if any, driveways and where cyclists and vehicles can comfortably mix. The proposed cross-section includes bicycle facilities and an improved streetscape with planting strip and sidewalk.
Tuckaseegee rd from traffic circle to Alice ave	No	This will be a walkable area with retail and dining etc ... very similar to Noda in the 90s... it should be re-designated a Main Street like you have done with the relevant portion of north Davidson .	Owner	28205	<Null>	Classification	Main Street designation is reserved for very short segments of corridors with few, if any, driveways and where cyclists and vehicles can comfortably mix. The proposed cross-section includes bicycle facilities and an improved streetscape with planting strip and sidewalk. All streets regardless of classification will have components to support walkability.
W. Sugar Creek Rd between Nevin and Rumble possibly extending as far as N.Graham	No	This section of W. Sugar Creek is a main street in downtown Derita	Visit businesses on it	28269	<Null>	Classification	Main Street design standards, such as alley accessed properties and no fronting driveways, would not apply in this section of W. Sugar Creek. The proposed cross-section includes bicycle facilities and an improved streetscape with planting strip and sidewalk.

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Interstate 277	No	This thing is unsafe and should be removed or changed to a slower street	Live nearby and try to avoid using it because of safety concerns	28202	Why can't we have an avenue here?	Classification	Thank you for your comment. The City of Charlotte's Streets Map does address interstate highways. The comments will be added to general feedback and considered in other elements of the SMP.
Belk Freeway	No	No recommendation provided	Live 3 blocks away	28202	The division of uptown from surrounding neighborhoods is unsafe, polluting, and creates traffic inefficiencies by forcing trips to become longer to route towards bridges and ramps. It should be removed and converted to a traditional street.	Classification	Thank you for your comment. The City of Charlotte's Streets Map does address interstate highways. The comments will be added to general feedback and considered in other elements of the SMP.
John Belk Freeway	No	Look at all the land being wasted here! This is a barrier preventing us from having a real City for people. We can change this, fix our past mistakes, and build a better City.	I almost die here frequently	<Null>	<Null>	Classification	Thank you for your comment. The City of Charlotte's Streets Map does address interstate highways. The comments will be added to general feedback and considered in other elements of the SMP.
277	No	Transition into a boulevard. It's an egregious example of terrible city design, the ultimate urban highway blunder. Remove this noose from around the neck of the city of Charlotte.	Commute	28104	<Null>	Classification	Thank you for your comment. The City of Charlotte's Streets Map does address interstate highways. The comments will be added to general feedback and considered in other elements of the SMP.
Rose Valley	No	There is no recommendation for streets internal to Neighborhood 1 placetypes. These streets do not have sidewalks and could use some at, least on one side.	Live on it, commute on it, and walk/bike on it	28210	It's become increasingly unsafe with the speed of some drivers to walk on the streets in our neighborhoods and wish sidewalks were planned for. We have decent multi-modal connectivity in this general area, but its unsafe navigating the neighborhood to get to those routes.	Classification	Thank you for your comment. The Streets Map does not address most local neighborhood streets. The City does have a process to request sidewalk which can be found here: <a href="https://charlottenc.gov/Transportation/Programs/Pages/PedestrianandSidewalk.aspx">https://charlottenc.gov/Transportation/Programs/Pages/PedestrianandSidewalk.aspx</a>
Mallard Ridge Dr	Yes	<Null>	I live in the neighborhood and frequently walk this street	28269	Yes, please open it up. I would also appreciate it if the sidewalk continued here	Collector	Please see the collector streets FAQ.
Ideal Way	No	do not agree with streets designated as connectors through Policy designated Neighborhood 1.	Remove Connector designation	28203	Ideal way already is suffering from connector traffic that speed and runs stops signs.	Collector	Please see the collector streets FAQ.
Tremont	No	I do not agree with streets designated as connectors through Policy designated Neighborhood 1.	Remove connector designation	28203	<Null>	Collector	Please see the collector streets FAQ.
Lytham Drive	No	This is a small neighborhood - not a cut through. People walk, ride bikes and live peacefully. To make this a collector makes no sense and will ruin this neighborhood. Same with Turnberry Landsburg and Birnen - These are small, tree lined streets. To widen you would have to cut down old oak trees - that would be a total shame.	I live in the neighborhood	28210	The small neighborhood feel keeps people from driving too fast, speed limit is 25. This will be dangerous if allowed to be made a collector.	Collector	Please see the collector streets FAQ.

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Landsburg Lane	No	This is a small neighborhood street not a thoroughfare. There are many old trees lining the street and to change it to a collector will put them in jeopardy. Through traffic is limited to the neighborhood.	I live off of this street	28210	The plan can be implemented without ruining quiet neighborhoods like this one - that have no homeowners associations.	Collector	Please see the collector streets FAQ.
S Lakebrook rd	No	This will bring more traffic through the area, potentially commercial vehicles.	Live in the neighborhood behind this street	28214	Will increase traffic volume to Sam Wilson and I85. Also will entice commercial vehicles to drive through neighborhood impact roads and causing higher noise volume.	Collector	Please see the collector streets FAQ.
Future collector to Thayer Dr.	No	Will potential bring unwanted traffic through my neighborhood	Home on one of the streets in this neighborhood	28214	While I like the idea of potentially having another exit/entrance to my neighborhood, I am opposed to the type and volume of traffic this collector would create as a short cut to Sam Wilson road or I85. A restriction on traffic will be required if this becomes a viable street.	Collector	Please see the collector streets FAQ.
River Walk Way	No	ruinous to neighborhood	own property nearby	28214	This is a fairly quiet street with houses, sidewalks, and kids. Making this a major road will destroy a nice neighborhood and lower property values.	Collector	Please see the collector streets FAQ.
Future Collector (Hucks Rd to Allen A Brown Rd)	No	I strongly oppose putting a new road through one of our few remaining preserved natural areas	<Null>	28262	<Null>	Collector	Please see the collector streets FAQ.
6500 Shaftesbury Road	No	Conncting Shaftesbury Road to Shaftesbury Lane will cause a multitude of problems for Crown Colony and Hampton Leas with increased speeding cut through traffic and is an unnecessary connection with no benefit. There is too much cut through traffic from Alexander Rd. to Providence Road.	Live at the end of it, own property where the road would go through.	28270	The proposed connection would make that section of our driveway unusable while being constructed and would deny access to my adjoining neighbor's property leaving him landlocked. There are multiple power, water and phone lines which would have to be moved denying both of us power, phone and him water. We are on a well so we would not have water without power to run the well pump. There are gas lines going to his house which woud also cause undue hardship for him. Part of this connection would also go through his property. When Hampton Lease was being built, the state made an Agreement with my father that the road should not go through. What name would this be called, Shaftesbury Lane or Shaftesbury Road? Agin undue hardship for anyone living on the street portion with a name change plus time and expense for residents and taxpayers. This proposed connection has no benefit and should not be made.	Collector	Please see the collector streets FAQ.

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9817 Windy Meadow Lane	No	<Null>	Visit friends and family	28269	The homes on this street on the Wellington side house many children and the street is their play and travel area. Removing the barrier would put it hem in danger. Thanks he home owners bought in this area assuming it was established and would not change. This would significantly depreciate their neighborhood livability.	Collector	Please see the collector streets FAQ.
McDonald Ave.	No	no need for this to be a collector, it is one block over from Tremont and does not provide any significant length of connectivity outside of south to ideal way (which tremont already provides)	424 McDonald Ave	28203	residential neighborhood, with families & kids, ideal way and east blvd are collectors through the neighborhood. rest should remain residential local streets	Collector	Please see the collector streets FAQ.
Mallard Ridge Drive	No	Removal of this barrier has come up a number of times since Mallard Ridge Subdivision was created in 1990. Much of the concern of Mallard Ridge residents relates to the fact that once Mallard Ridge Drive opens up to a much wider road, from the older section, East of Quail Drive, many drivers treat the wider, smoother street as a dragway, greatly exceeding the 25mph speed limit. Removing the barrier will undoubtedly increase traffic, also increasing the number of speeders through our neighbor	I live at 11817 Mallard Ridge Dr	28269	RE Removing the barrier separating Mallard Drive and Mallard Ridge Drive in the Wellington and Mallard Ridge subdivisions respectively.	Collector	Please see the collector streets FAQ.
Clark's Creek Nature Preserve	No	Keep the preserve as a preservation. No need to put a collector street through it.	Use it for walking and recreation	28269	Preserve the preservation.	Collector	Please see the collector streets FAQ.
Mallard Drive Barrier Removal	No	We already have issue with through traffic and speeding	Bike and Walk it. God children live there	28269	Please leave this barrier up to protect our kids and neighbors	Collector	Please see the collector streets FAQ.
12427 Mallard Dr	No	Increased traffic will bring much noise, danger to pedestrians and children, accidents and damage to property.	Live one house away from barricade	28269	Please do not remove the barricade!	Collector	Please see the collector streets FAQ.
Future Collector (Hucks Rd to Allen A Brown Rd)	No	Why put this through a beautiful nature area? This is one of the few places left to enjoy without roads.	We take family walks here and walk our dog. Beautiful place for photography.	28269	<Null>	Collector	Please see the collector streets FAQ.
Mallard Drive 28269	No	This connection would increase traffic and allow access for potential crime to quickly enter/exit the neighborhood. This would be increased risk to children riding bikes, scooters and such in the neighborhood also.	Visiting Neighbors, kids ride bikes.	28269	Please do not allow this connection to happen.	Collector	Please see the collector streets FAQ.
Mallard Drive connector	Yes	<Null>	I bike this street to reach shopping from my home in Wellington, and havr always wanted the barrier down to relieve traffic on Netherhall and Appley Mead.	28269	Mallard Drive homeowners have had special treatment long enough. The road was designed to connect, and overall traffic flow would be improved by implementing the original design. Certainly emergency vehicle response times would be improved for some.	Collector	Please see the collector streets FAQ.
Little & Carmel	No	This street is a collector street	Access to Charlotte Catholic High School & Offices	<Null>	Make Little Ave and Walsh Blvd a collector street as they serve businesses, apartments and Charlotte Catholic High School	Collector	Please see the collector streets FAQ.

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Shaftesbury Lane	No	My husband and I moved to Charlotte 2 years ago, buying a house in a quiet neighborhood where I could raise our kids. We found Hampton Leas and can't imagine living anywhere else. This is due to the low amount of traffic and the safe walking space for young kids and families. Connecting the two sides of Shaftesbury is not only a waste of county resources and tax payer dollars, it will only negatively impact the families who own homes in the area.	Live on it	28270	Let's focus on the problem of overdeveloping and adjusting major roads to accommodate that congestion rather than negatively impacting numerous families with small children in a quiet neighborhood.	Collector	Please see the collector streets FAQ.
Clark Creek Nature Preserve	No	This is a beautiful nature preserve. It brings me and my kids peace. Don't destroy one of the few natural areas around. This park hasn't even been open very long, but now you want to destroy it???	visit this park with my children and friends. We prefer this park to the one across the street from it because this one is NATURAL	28269	Keep the park!	Collector	Please see the collector streets FAQ.
Shaftesbury Ln	No	This would drastically increase traffic through a residential neighborhood. People would use it as a cut-through from Alexander to Providence to skip the light. There is not enough room on Lynbridge to accommodate that level of traffic and would reduce the quality of life and safety for residents of the Hampton Leas neighborhood	Live in the neighborhood	28270	Just come LOOK at this location and you'll see this is a terrible idea.	Collector	Please see the collector streets FAQ.
12422 MALLARD DR	No	Connecting Mallard Dr. and Mallard Ridge Dr. would bring MUCH unwanted through traffic. It would degrade the quality of life for the neighbors and bring more traffic and crime. Currently we have a QUIET section of our street and the children can play safely. The cut through is unnecessary and would impact not only the Wellington neighborhood but also the neighborhood (Mallard Ridge) on the other side of the barrier. Mallard Ridge is a long street and is not designed for heavy traffic.	live on it	28269	It's a safety issue for kids in the neighborhood because Mallard Ridge is straight and cars will speed. There is a significant elevation change between the two streets. Criminal activity will increase. Do NOT connect the roads!	Collector	Please see the collector streets FAQ.
Shaftesbury Ln Ext	No	I like the idea (create a more connected network of roads). However the implementation would need to be done very carefully in order to prevent through traffic from people using Waze to cut from providence to alexander.	I commute around here on occasion.	28104	I think a better idea would be to create a bike and pedestrian access through here and not allow car access. This would allow these neighbors to better connect and allow better bike and pedestrian commute options.	Collector	Please see the collector streets FAQ.

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Shaftesbury Ln	No	Connecting the two parts of Shaftesbury will result in a huge increase in traffic in both Crown Colony and Hampton Leas, with vehicles cutting through to avoid the light at Providence and Fairview. Both neighborhoods are full of walkers and you and families; there are no sidewalks so more through traffic presents a big safety issue. There is also significant development going on all through the area, which will result in a lot more traffic on Alexander, meaning even more cut-through traffic..	live on it	28270	I love the idea of creating a bike lane and real walking path instead (right now there is just a dirt path that all the neighbors in the area use for their walks.	Collector	Please see the collector streets FAQ.
Mallard Dr.	No	Tremendous increase in traffic through neighborhood; greater safety issues; loss of property values	Live on it	28269	I have not seen any benefits or improvements to the neighborhood explained by the city for this proposal.	Collector	Please see the collector streets FAQ.
Double Oaks Rd	No	This is a neighborhood street with houses fronting it. We have a speeding problem and the road does not connect major destinations. All thru traffic should use 77 or Statesville Rd. It should be designated as a Neighborhood or Local Street, nothing higher.	Live on it	28206	Does a Collector designation make it difficult or impossible to get traffic calming measures like stop signs or speed bumps implemented?	Collector	Please see the collector streets FAQ.
11907 Mallard Ridge Drive	No	No sidewalk, Increased Speeding, Dangerous to Pedestrians, Streets not compatible, Increased Litter, OBJECT to REMOVING THE BARRICADE!	We live on Mallard Ridge Drive	28269	DO NOT REMOVE BARRICADE	Collector	Please see the collector streets FAQ.
Mallard Ridge Dr + Mallard Dr	No	Opening the barricade is NOT wanted or needed by either neighborhood as neither wants more traffic or crime	Our residence is located off Mallard Ridge Dr so it used for commuting and both Mallard Ridge Dr + Mallard Dr are used for walking + biking	28269	DO NOT OPEN BARRICADE	Collector	Please see the collector streets FAQ.
Mallard Dr / Mallard Ridge Rd	No	Would increase traffic putting kids at risk in both subdivisions (there are MANY kids in both subdivisions), reduce property values in both subdivisions, and destroy the roads themselves as they were not designed for moderate to high levels of traffic.	Live on it	28269	Do NOT connect these streets - there is no value-add to be gained and would be a waste of taxpayer money.	Collector	Please see the collector streets FAQ.
Mallard Ridge Dr	No	I do not agree for several reasons: One of the great features of this neighborhood is the fact it does not connect with other neighborhoods. Connecting would cause a decrease in the attractiveness of the area, potentially reduce property values, increase traffic and speeding (we already have enough of both from the residents), encourage more crime, and increase noise. The heights of Mallard Ridge and Mallard Drive do not match (about a 4 ft vertical difference).	Live on it.	28269	Please do not consider removing that barrier. The affected neighborhoods like it just the way it is. "If it ain't broke...don't try to fix it". Thank You.	Collector	Please see the collector streets FAQ.
Ideal Way	No	This street is busy enough with people speeding and blowing through stop signs. This is a walkable neighborhood with lots of children	Walks and bike ride with kids	28203	<Null>	Collector	Please see the collector streets FAQ.

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Mallard Ridge Dr	No	This will defeat the purpose of the current setup. Removal of this barrier will increase traffic through the area. This area is already used as a connector between Browne Rd and Prosperity Church road, in addition to being used by people to access the Greenway via the entry on Saxonbury Way.	use this to access Greenway , I live in adjacent neighborhood	28269	<Null>	Collector	Please see the collector streets FAQ.
Long Talon Way extension	No	should line up with Thomas & NOT go through a pond. And Hunting Birds accomplishes the same thing	street doesnt exist	28278	<Null>	Collector	Please see the collector streets FAQ.
Future Collector (Swansong Ln to Eastern Circumferential)	No	Road dividing a future park	<Null>	28226	Bike/ped connectivity will be provided to and through the park, connecting to future Back Creek Greenway, as well.	Collector	Please see the collector streets FAQ.
Dalbeth	No	A street shouldn't cut through a park.	Resident	28208	<Null>	Collector	Please see the collector streets FAQ.
Shaftesbury Lane - Shaftesbury Road Connection	No	Will incentivize drivers to cut through neighborhoods that are very active, endangering lives.	own property on it	282270	<Null>	Collector	Please see the collector streets FAQ.
11817 Mallard Ridge Drive	No	Removal of the barrier will result in increased traffic and those who choose not to obey speed limits. This can result in accidents involving not only cars but pedestrians as well. This can also result in an increase in crime on this street, as those who commit crime will have two routes of escape instead of one.	Own property	28269	<Null>	Collector	Please see the collector streets FAQ.
Lynbridge Dr.	No	To direct major amounts of traffic thru a quiet, small residential neighborhood is a horrible idea. This is a very active walking, social development. This road opening will ruin the entire neighborhood. If the city needs to re-route that much traffic thru a quiet neighborhood, it tells me one thing.... Too much building for the main road to handle.	Own home/live on this street	28270	<Null>	Collector	Please see the collector streets FAQ.
Mallard Drive and Mallard Ridge Connector	No	This will increase traffic 10 time or more. For the person that stated YES, they walk it all of the times. Better think different, you won't be able to walk it as there are no sidewalks and you will now take a big chance of getting hit by a car. This is a great place for several neighborhoods to walk with children and dogs. If this is opened, you will eliminate this great use of Mallard Ridge.	Live on Oriole Place	28269-121	<Null>	Collector	Please see the collector streets FAQ.
Mallard Dr	No	This is a quiet residential area with many children that play in and around the street. This change would negatively impact quality of life and property values for residents.	Live on it	28269	<Null>	Collector	Please see the collector streets FAQ.

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Shaftesbury Lane	No	This area is frequently used by walkers and families due to it being low in vehicle traffic. It's also a path regularly trafficked by deer. With all the existing streets that connect for Alexander and Providence access this is just going to create safety issues for this area.	Live on it	28279	<Null>	Collector	Please see the collector streets FAQ.
Lynbridge Dr	No	We would second the other comments voicing concern about the Shaftesbury Rd connection to Lynbridge Dr. This would negatively impact the residents of Lynbridge Dr with no major benefit to drivers cutting through. If this proposal is approved, there would need to be several stop signs and/or speed humps installed.	Live on it	28270	<Null>	Collector	Please see the collector streets FAQ.
Albemarle Elementary, Middle Schools marked for future collector	No	I don't understand what's being proposed. Are the schools going away? If s a road connection might be OK but expanding, improving Albemarle Park is much more important, could also create a greenway connector to Campbell Creek.	Live nearby	28212	<Null>	Collector	Please see the collector streets FAQ.
Mallard Drive	No	This connection would bring unnecessary cut-through traffic and degrade the quality of life for the community in this neighborhood	live near it	28269	<Null>	Collector	Please see the collector streets FAQ.
Mallard Drive	No	This would would lead to an increase in traffic and crime and a decrease to the quality of life for residents in these neighborhoods. Don't do it.	Live near it	28269	<Null>	Collector	Please see the collector streets FAQ.
Mallard Ridge / Mallard Drives	No	While most people who "cut through" Brownes Ferry and Wellington to connect Prosperity Church and Sugar Creek and homeowners in those neighborhoods are bearing the brunt of that traffic, adding another thoroughfare isn't the answer. I could selfishly say I would like the barrier removed to relieve some of the dangerous traffic in my neighborhood, but these people have lived for decades with that barricade preventing through-traffic.	Live near it	28269	<Null>	Collector	Please see the collector streets FAQ.
Mallard Drive	No	Connecting these streets will increase traffic in both neighborhoods. This is a safety issue for pedestrians. Crime is also likely to increase. Mallard Drive and Mallard Ridge Drive are already accessible from other avenues.	live in the neighborhood	28269	<Null>	Collector	Please see the collector streets FAQ.

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Shaftesbury Rd	No	Opening up this street will create heavy, speeding traffic in a residential neighborhood, creating a safety issue. People will use it to cut through to Providence and avoid the Alexander/Providence intersection. Also, during evening rush hour, people turning left onto Lynbridge will hamper neighborhood residents from taking a left onto Providence, which is soon to become even more of a problem once the 245 unit development across Providence opens up. No traffic planning whatsoever!	live in the neighborhood	28270	<Null>	Collector	Please see the collector streets FAQ.
Mallard Dr and Mallard Ridge Drive	No	Opening up the barricade will be dangerous for the children who live and play here. These are family-friendly neighborhoods where parents are able to let their kids walk and ride bikes to their friends' houses. This will also create more opportunities for crime. We already have neighbors reporting successful and attempted car break-ins by teenagers during the night. This will give them another avenue for their getaway car. These neighborhoods were not meant	Live in the connecting neighborhood with many friends in this area that I and my kids walk and bike to.	28269	<Null>	Collector	Please see the collector streets FAQ.
Shaftesbury Lane - Shaftesbury Road Connection	No	Per the other comments, this area has become more congested and this would just incent cars to avoid the Providence Road/Alexander Road light - and send trucks and speeding cars through a residential neighborhood without providing any benefit. Agree with one of the other comments, making more permanent the walking path and turning it into a bike path makes much more sense for the hundreds of people who live on the adjoining streets.	Live adjoining	28270	<Null>	Collector	Please see the collector streets FAQ.
Clarks Creek Nature Preserve	No	It is not a good idea to build a street for CARS through one of the only public parks in the area, let alone a nature PRESERVE.	I visit the nature preserve and the community park across the street frequently.	28269	<Null>	Collector	Please see the collector streets FAQ.
Clarks Creek Nature Preserve	No	I don't agree with putting a street through this area. With all the building going on around us this is one of the few places left. People enjoy this area as it is. It should be left that way.	I use this area regularly to walk and enjoy the scenery.	28269	<Null>	Collector	Please see the collector streets FAQ.
1904 Lynbridge Drive	No	There is considerable foot traffic in this neighborhood. Routing traffic though it will create very dangerous conditions for the residents. There is no logical reason to do this. Spend the money on something else.	I live here and drive it daily.	28270	<Null>	Collector	Please see the collector streets FAQ.
Clark's Creek Nature Preserve	No	Keep roads out of the nature preserve. This is a beautiful, natural area and should not be polluted by roads and vehicle traffic	frequently visit the nature preserve	28269	<Null>	Collector	Please see the collector streets FAQ.

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Vineyards roundabout	No	This little roundabout can barely handle delivery trucks as is, and you propose making it a major collector road? Terrible idea.	Drive through this area daily	28214	<Null>	Collector	Please see the collector streets FAQ.
extension of Hickory View	No	does Co Park & Rec allow collector streets trough a Park (which the map ignores)	doesnt exist	28278	<Null>	Collector	Please see the collector streets FAQ.
mallard ridge dr	No	traffic in this area in the afternoons is already bad, connecting these roads will only increase the amount of traffic	commute on it	28296	<Null>	Collector	Please see the collector streets FAQ.
thorncliff extention	No	there is only 60' between the existing condominiums. you can't get the road in that space	commute	<Null>	<Null>	Collector	Please see the collector streets FAQ.
Future Collector (Hamilton Rd to Talon to Long Talon Way Extension)	No	Should not go through a scientific research facility	<Null>	28278	<Null>	Collector	Please see the collector streets FAQ.
5100-5199 Alexa Road	No	This is not a public street so should not be planned as a collector.	<Null>	<Null>	<Null>	Collector	Please see the collector streets FAQ.
Long Talon Way Extension	No	<Null>	Should not go through an Arboretum and Scientific Research grounds!!	<Null>	<Null>	Collector	Please see the collector streets FAQ.
Lynbridge Drive	No	I can't find much information concerning collectors. I don't know what cross-section would be needed (wide, medium or narrow). I don't have an understanding on the implications of this catagory.	<Null>	28226	<Null>	Collector	Please see the collector streets FAQ.
Future Collector (Rayeclyff Ln Extension)	No	I do not think a road should divide the park.	<Null>	28208	The Paw Creek Greenway trail will make this connection for bike/ped users.	Collector	Please see the collector streets FAQ.
Future Collector (Hucks Rd to Allen A Brown Rd)	No	There should not be a street planned through a nature preserve.	<Null>	28208	<Null>	Collector	Please see the collector streets FAQ.
Future Collector proposing connection of Brem Lane to N Community House Rd.	No	This location currently houses a playground, basketball court, and other neighborhood amenities where children play. It would be dangerous to open it up to traffic. Furthermore there is no benefit to anyone to provide this access. Drivers on N Community House Rd have easy access to Ballantyne Commons Pkwy at the intersection. And residents of the neighborhood would not want to exit there due to an impossible left turn into northbound traffic which would cause accidents. No benefit at all.	<Null>	28277	<Null>	Collector	Please see the collector streets FAQ.
Moore's Chapel Link	No	There should not be Large Truck traffic coming out onto Moore's Chapel at this location	Live on Moore's Chapel	28214	<Null>	Collector	Please see the collector streets FAQ.
609 McDonald Ave	No	I do not think the draft policy and the street designation are aligned. I strongly disagree as a rule with tagging a street as a "connector" through a Policy designated "Neighborhood 1."	Remove Connector designation.	28203	Our 2040 policy should stop prioritizing car traffic over neighborhoods. This applies to all connector streets running through Neighborhood 1 designations in the policy.	Collector	Please see the collector streets FAQ.
Future Collector (Simpson Rd to Oakdale Rd)	No	This is a former landfill site and would not be ideal to build a road upon.	6608 Brynwood Drive	28226	<Null>	Collector	Please see the collector streets FAQ.
Future Collector (Celia Ave to Lasalle St)	No	<Null>	<Null>	<Null>	Not opposed, but portions of existing ROW are within floodplain. Coordinate with future greenway trail in this area.	Collector	Please see the collector streets FAQ.
Future Collector (Arrowood Rd to Deanna Ln Extension)	No	Alignment seems to impact park	6608 Brynwood Drive	28226	work with Park and Rec to avoid impacts to park	Collector	Please see the collector streets FAQ.

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N Dotger Ave	No	Should be a Connector	Live on it	28204	This street is used by people traveling between Randolph Rd and E 7th St. Should be recognized as a connector for future developments (and also sidewalk additions, please).	Collector	Please see the collector streets FAQ.
East BLVD	No	This street is great; however, the bike lane/on street parking layout could be better. As it is cyclists need to be concerned with interactions with vehicles on both sides with a high risk of being doored by parallel parked cars. It would be better if the bike lane was protected by the parking lanes (see: <a href="https://nacto.org/publication/urban-bikeway-design-guide/cycle-tracks/one-way-protected-cycle-tracks/">https://nacto.org/publication/urban-bikeway-design-guide/cycle-tracks/one-way-protected-cycle-tracks/</a> ).	Commute on occasion	28104	Obviously it wouldn't make sense to go to the effort to redo this street, but as we rework other streets please keep parking-protected bike lanes in mind in order to make cycling a more inviting and inclusive mode of transportation in our city.	Cross-section	Thank you for your comment. A variety of bike lane designs will be considered where most appropriate depending on context, including on-street parking.
West Sugar Creek thru Derita	No	This needs to incorporate a greenway/sidewalk area. This area is a great 10 minute neighborhood waiting to happen, but the pedestrian access is lacking, please consider	Live near, walk/bike to businesses	28269	A wide Derita Greenway would be lovely on this road	Cross-section	Thank you for your comment; the Streets Map cross-section includes a buffered/separated bike lane for cyclists as well as a planting strip and sidewalk for pedestrians.
Mint St	No	Mint should remain 2 way and 2 lane	General travel	28202	The on-street parking should be removed to allow for the construction of protected bike lanes on Mint St from West Blvd through Uptown.	Cross-section	The proposed future cross-section maintains the 2 travel lanes of Mint St. Existing on-street parking offers flexibility for potential future bike facility designs.
Hucks Rd Ext.	No	Would move bike lanes off the road and onto the shared path. Road design as is will be wider with Bike lanes which would cause drivers to speed.	<Null>	28205	Agree with the cross section 2 travel lanes and center turn lane.	Cross-section	Thank you for your comment. The Streets Map is a tool to preserve needed right-of-way. The space required for a bike lane may be reallocated to a shared use path at time of construction. Staff will consider this suggestion as part of future amendments
West Boulevard Extension	No	Typical Section is not in conformance with the current West Boulevard CIP project.	Main Boulevard within the River District	28278	Streets Map should reflect all current CIP projects.	Cross-section	Thank you for your comments. Staff will review and adjust the 2nd draft Streets Map accordingly.
Dixie River Road	No	Typical Section should match the Westrow Dixie River Road Typical Section.	Major Avenue through The River District	28278	Typical Street Sections through The River District should reflect land development plans in progress.	Cross-section	Thank you for your comments. Staff will review and adjust the 2nd draft Streets Map accordingly.
Future Garrison Road North	No	Typical Section should match West Boulevard CIP Extension	Future Major Avenue for River District	28278	Major Roadways through The River District should have consistency with typical section.	Cross-section	Thank you for your comments. Staff will review and adjust the 2nd draft Streets Map accordingly.
Queens Road West	<Null>	<Null>	<Null>	<Null>	What is the definition of an arterial street per 2.1 in 2040 plan as compared to this street map outlining Main streets, Avenues, Boulevards and Collectors, etc.	Cross-section	Parkways, Boulevards, Avenues, and Main Streets are different types, or classifications, of arterials that have their own design and dimensional standards.

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East Blvd- Euclid to Dilworth Rd West	No	As written it appears contradictory- maintain curb width (good) add 3' separation for bike lane ( also good but "recessed an additional 3' sounds like moving the curb??)	Commute on it by car and foot	28203	I was unable to access a cross section, if one is on this site	Cross-section	Thank you for your comment. The note will be clarified for existing on-street parking and standard bike lanes. The intent is to create a safer bike lane over time; any additional on-street parking adjacent to bike lanes would be recessed 3' to provide a buffer space.
pineville matthews rd	No	there is no sidewalk no bike lane no accommodation for anyone but a car	there is no sidewalk no bike lane no accommodation for anyone but a car	<Null>	there are bus stops employment centers, retail centers and residential buildings. all in need of other choices of transportation. this is true for almost every interstate crossing in the is city.	Cross-section	The Streets Map shows proposed future cross-sections and the multmodal components of the street that will accommodate all users. The Streets Map is not a reflection of existing conditions.
Portion of Providence Road between Springs Farm Ln and State Route 51	No	This Boulevard lacks pedestrian amenities. The pedestrian sidewalk is less than 12 feet in width and poses a hazard to pedestrians. It should be a multi-path walkway.	I live in Providence Springs	28226	Persons who live in the surrounding residential communities cannot walk to the Arboretum without substrng themselves to extreme vehicular traffic. It's unsafe to use the narrow sidewalk which abuts the curb.	Cross-section	The Streets Map shows proposed future cross-sections and the multmodal components of the street that will accommodate all users. The Streets Map is not a reflection of existing conditions.
Kennilworth/Scott	No	I agree with the other comment that there should be better bicycle facilities along this corridor. Preferably protected bike lanes that allow families to feel comfortable bicycling throughout the area.	Live near, walk, bike	28203	I don't mind the density but density will make traffic impossible in this area, unless realistic alternatives are provided.	Cross-section	The Streets Map shows proposed future cross-sections and the multmodal components of the street that will accommodate all users. The Streets Map is not a reflection of existing conditions.
Old Providence Rd	No	It is two lanes throughout with no median nor any cross walks the entire length. No pedestrian refuges.	Use it in my normal activities.	28226	<Null>	Cross-section	The Streets Map shows proposed future cross-sections and the multmodal components of the street that will accommodate all users. The Streets Map is not a reflection of existing conditions.
Kenilworth Ave	No	The bike lane is not buffered and is inconsistent. There are objects or foliage in the lane consistently. Vehicles park in it	Live, commute	28203	<Null>	Cross-section	The Streets Map shows proposed future cross-sections and the multmodal components of the street that will accommodate all users. The Streets Map is not a reflection of existing conditions.
NC 49 / University City Blvd	No	It is not appropriate to put a spuer street at this location. They are not designed for areas with peds. Young people will die.	It is at the front of NC's 2nd largest Univ, WITH 33,000 students on campus, 3000 live in the neighborhood across the street.	28262	Why let people comment on something they cannot change??	Cross-section	Thank you for your comment.
Little Ave, McMahan Rd, Wash Blvd	No	Street is used to access many types of business, Nurseing Homes, Shops, Restaurants, and Apartments. Charlotte Catholic students use these streets tp park their cars on during school sessions. There is a football stadium and soccer fields also. Additionally these streets are used daily to park tractor trailers overnight and as	See above comments	28226	Highway 51 from Carmel Rd intersection to the 485 / 51 interchange is going to be redeveloped by the state and a medium put in place to prohibit left turns and cross traffic. Any changes to the neighborhood and business streets will be greatly impacted by this when the states start this project. I was personally involved in the draft meetings in	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Sam Wilson Ext	No	this is in the ETJ	<Null>	<Null>	your standard is NOT an acceptable standard for NCDOT maintenance	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.

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Carowinds ext	No	cross section does not meet NCDOT requirements	<Null>	28278	this is in the ETJ	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Sledge Rd	No	2+ cross section does not meet NCDOT cross section requirements	<Null>	28278	this is ETJ	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Youngblood	No	proposed road standard does not meet NCDOT specifications in the ETJ	live on it	28278	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
NC 49/ York Rd	No	proposed cross section does not meet NCDOT requirements	commute	28278	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Mt Holly Huntersville	No	this is ETJ and your standard does not meet NCDOT standards. will cause a problem with state maintenance	<Null>	<Null>	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Shopton Road	No	proposed cross section does not meet NCDOT standards	<Null>	28278	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Dixie River extention	No	this is ETJ and your standard does not meet NCDOT standards. will cause a problem with state maintenance	<Null>	28278	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Garrison extention	No	this is ETJ and your standard does not meet NCDOT standards. will cause a problem with state maintenance	<Null>	28278	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Old Dowd Road	<Null>	this is ETJ and your standard does not meet NCDOT standards. will cause a problem with state maintenance	<Null>	28278	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Sam Wilson	No	this is ETJ and your standard does not meet NCDOT standards. will cause a problem with state maintenance	<Null>	28278	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Wilkinson Blvd	No	this is ETJ and your standard does not meet NCDOT standards. will cause a problem with state maintenance	<Null>	28278	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Moores Chapel	No	this is ETJ and your standard does not meet NCDOT standards. will cause a problem with state maintenance	<Null>	<Null>	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Belmeade Dr	No	this is ETJ and your standard does not meet NCDOT standards. will cause a problem with state maintenance	<Null>	<Null>	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Miranda	No	this is ETJ and your standard does not meet NCDOT standards. will cause a problem with state maintenance	<Null>	<Null>	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.

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Oakdale	No	this is ETJ and your standard does not meet NCDOT standards. will cause a problem with state maintenance	<Null>	<Null>	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Sunset Rd	No	this is ETJ and your standard does not meet NCDOT standards. will cause a problem with state maintenance	<Null>	<Null>	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Peachtree	No	this is ETJ and your standard does not meet NCDOT standards. will cause a problem with state maintenance	<Null>	<Null>	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Plessant Grove	No	this is ETJ and your standard does not meet NCDOT standards. will cause a problem with state maintenance	<Null>	<Null>	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Kidd Lane	No	this is ETJ and your standard does not meet NCDOT standards. will cause a problem with state maintenance	<Null>	<Null>	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Mt Holly Huntersville	No	this is ETJ and your standard does not meet NCDOT standards. will cause a problem with state maintenance	<Null>	<Null>	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Statesville Ave	No	this is ETJ and your standard does not meet NCDOT standards. will cause a problem with state maintenance	<Null>	<Null>	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Mallard Creek	No	this is ETJ and your standard does not meet NCDOT standards. will cause a problem with state maintenance	<Null>	<Null>	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Ridge Rd	No	this is ETJ and your standard does not meet NCDOT standards. will cause a problem with state maintenance	<Null>	<Null>	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Union School Rd	No	this is ETJ and your standard does not meet NCDOT standards. will cause a problem with state maintenance	<Null>	<Null>	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Salome Church	No	this is ETJ and your standard does not meet NCDOT standards. will cause a problem with state maintenance	<Null>	<Null>	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
NC 29 (N. Tryon)	No	this is ETJ and your standard does not meet NCDOT standards. will cause a problem with state maintenance	<Null>	<Null>	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Caldwell Rd	No	this is ETJ and your standard does not meet NCDOT standards. will cause a problem with state maintenance	<Null>	<Null>	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Rocky River	No	both the ETJ section & the City areas are NCDOT and your standard does not meet NCDOT standards. will cause a problem with state maintenance	<Null>	<Null>	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.

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Plaza Rd	No	Both the ETJ area & City are state maintenance and proposed standard does not meet NCDOT standards. will cause a problem with state maintenance	<Null>	<Null>	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Camp Stewart	No	this is ETJ and your standard does not meet NCDOT standards. will cause a problem with state maintenance	<Null>	<Null>	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Harrisburg Rd	No	this is ETJ and your standard does not meet NCDOT standards. will cause a problem with state maintenance	<Null>	<Null>	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Robinson Church rd	No	this is ETJ and your standard does not meet NCDOT standards. will cause a problem with state maintenance	<Null>	<Null>	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Rocky River Church	No	this is ETJ and your standard does not meet NCDOT standards. will cause a problem with state maintenance	<Null>	<Null>	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Camp Stewart Ext	No	this is ETJ and your standard does not meet NCDOT standards. will cause a problem with state maintenance	<Null>	<Null>	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Grand Palisades parkway	No	prosed cross section is not a NCDOT approved cross section	commute on it	28278	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Whitewater Blvd	No	this is ETJ and your standard does not meet NCDOT standards. will cause a problem with state maintenance	commute	28278	<Null>	Cross-section	Thank you for your comment. Please see the FAQs for additional information State maintained streets.
Moores Chapel Rd /Old Moores Chapel Rd/Waldon Rd	No	Moores Chapel Rd. should be expanded to accommodate for the traffic.	Live on it, own a property on it.	<Null>	<Null>	Cross-section	Thank you for your comment. The proposed Streets Map cross-section addresses this comment.
Shopton Rd West	No	Shopton Rd West is not intended to be a mass traffic commuting road.	Live on it	28278	Shopton Rd West has been used as a cut through for decades. The volume issue has only been exacerbated in the past couple of years due to the explosion of growth in both Steele Creek as well as Clover/Lake Wylie. Shopton Rd West was never intended to handle this volume of traffic. CDOT/NCDOT needs to develop a way to deter commuters who don't live on Shopton Rd West to not use it. The intended commuter route is Steele Creek Rd/160. The widening for 160 needs to happen sooner than later to prevent this on going surge of traffic volume on Shopton Rd West that it was never designed for.	Cross-section	Thank you for your comment. An important function of the Streets Map is to set future multimodal expectations for how streets should evolve over time to accommodate growth and provide safe transportation choices for all users. Shopton Rd West is an important north-south connection in this part of Charlotte, providing access to different areas than Steele Creek Rd. that is 1-2 miles away.

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Location	Do You Agree?	If No, Why Not?	How Do You Use This Street?	ZIP	Additional Comments	Comment Category	Response
Freedom Dr.	No	Freedom Dr. is such a barrier dividing communities in the West Inner planning area. Please consider reclassifying Freedom Dr. as a 4+ to leave open the possibility of right-sizing this street to include safer ped/bike accommodation in the future. I'm nervous that the 6+ classification will be viewed by NCDOT as a City of Charlotte endorsement of the current configuration, or even future widenings, when the city should be advocating for the opposite.	Live nearby and want to walk and bike on it	28208	Thank you for the opportunity to provide input	Cross-section	Thank you for your comment. Staff will further evaluate the number of lanes recommendation for this corridor.
4th Street	No	Should have a road diet	Work	28262	Lots of foot traffic along this stretch. Protected bike lanes are great, but there should only be one lane on each side with a medium	Cross-section	Thank you for your comment. The Streets Map cross-sections define the space required to serve all modes. Based on current and expected future traffic volumes, four travel lanes are needed to serve motorists, transit, and freight.
Freedom Drive	No	This section of Freedom Drive (Morehead to Alleghaney) is rapidly urbanizing and needs to be reduced in scale/impact/travel spec to allow for smaller blocks and redevelopment that is supportive of the higher activity density land uses in this area.	Drive (access from in town to I-85)	28202	<Null>	Cross-section	Thank you for your comment.
Camden Road	No	On-street parking should NOT be required. There should be more space for biking/walking. This is a redundant road in one of the busiest shopping areas of South End	Go out, shop	28203	<Null>	Cross-section	On-street parking is a component of all Main Streets and currently exists on Camden Rd. Main Streets balance the need to accommodate all travel modes, including on-street parking for shoppers visiting local businesses, in mixed-use neighborhoods like South End.
Euclid Ave	No	On-street parking between the alleyway and Euclid/East Blvd signalized intersection would not be easily implemented without impacting the functionality of the signalized intersection and ingress/egress of rear alleyway. The existing trees would also be removed with on-street parking, which is not desired by the neighborhood.	Live on it, commute on it, input on townhome development	28203	The HDC already approve the townhome development's site plan to preserve existing setbacks at the existing curbline.	Cross-section	Thank you for your comment. The Streets Map maintains flexibility in specific constrained situations and directly at intersections to ensure safe operations.
south blvd	No	on-street parking in inappropriate for this street	commute, shop	28278	<Null>	Cross-section	The on-street parking on this section of South Blvd. reflects the adopted South End Vision Plan and is part of the parking protected bike lane facility.

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Location	Do You Agree?	If No, Why Not?	How Do You Use This Street?	ZIP	Additional Comments	Comment Category	Response
Intersection of Rea, Alexander and Providence Rds	No	This is a Boulevard without any of the amenities of a proposed boulevard, e.g. center with refuge and other pedestrian facilities. The proposed sidewalk for the rezoned 44 townhouse development does not include a 12 ft multi-path-only 8 feet.	I commute to work using Rea Rd and/or Providence Rd	28226	This street map at this intersection does not show recent rezonings, e.g the 44 townhouses at Alexander and Providence Rds. There is no pedestrian refuge at this intersection.	Cross-section	Thank you for your comment. The Streets Map is not a parcel-by-parcel map or a reflection of existing conditions. The Streets Map is intended to set the future expectations for the corridor based on adopted transportation policies; conditions of approved rezonings will continue to apply to those sites.
charlotte	No	the entire streets map does not recognize approved cross sections as part of current conditional rezonings	<Null>	<Null>	<Null>	Cross-section	Thank you for your comment. The Streets Map is not a parcel-by-parcel map or a reflection of existing conditions. The Streets Map is intended to set the future expectations for the corridor based on adopted transportation policies; conditions of approved rezonings will continue to apply to those sites.
Matheson Ave	<Null>	<Null>	Commute	28205	Seems like the section of Matheson from Tryon to The Plaza would be a good candidate for a road diet. The multiple wide lanes encourage speeds that are too high for a street going through a residential area, near multiple parks and areas that are becoming more pedestrian friendly as the area gets denser. Additionally if protected bikelanes could be installed it would provide a great connection to neighborhoods for both the greenway as well as the activity center area along North Davidson	Cross-section	The Streets Map cross-section of 2+ Avenue reflects a road diet.
Tryon & Morehead	No	This location should receive traffic calming street improvements to make alternative transportation modes safer and more efficient. Driving should not continue to take priority.	Live, commute	28202	Tryon through south end should look very similar to Tryon through Uptown	Cross-section	Thank you for your comment. The Draft Streets Map does not currently apply to uptown. The recently adopted All In 2040 Center City Vision plan sets the goal of updating the Center City Transportation plan, which will set the vision for uptown streets.
Fifth Street	No	No recommendation provided	Live 1 block away	28202	The on-street parking should be removed to allow for the construction of protected bike lanes both here and in most other areas of uptown. As a resident of this neighborhood, I would take fewer trips by cars if other options were made safer and more enjoyable with proper infrastructure. Having a bike lane 1 block away should not preclude the addition of a bike lane on this street - protected bike travel should be made available everywhere practicable	Cross-section	Thank you for your comment. The Draft Streets Map does not currently apply to uptown. The recently adopted All In 2040 Center City Vision plan sets the goal of updating the Center City Transportation plan, which will set the vision for uptown streets.

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Location	Do You Agree?	If No, Why Not?	How Do You Use This Street?	ZIP	Additional Comments	Comment Category	Response
Third Street	No	No recommendation is provided	Commute & live nearby	28202	The on-street parking should be removed to allow for the construction of protected bike lanes both here and in most other areas of uptown. As a resident of this neighborhood, I would take fewer trips by cars if other options were made safer and more enjoyable with proper infrastructure.	Cross-section	Thank you for your comment. The Draft Streets Map does not currently apply to uptown. The recently adopted All In 2040 Center City Vision plan sets the goal of updating the Center City Transportation plan, which will set the vision for uptown streets.
College Street	No	no recommendation is provided	Commute & live in neighborhood	28202	The on-street parking should be removed to allow for the construction of protected bike lanes both here and in most other areas of uptown. As a resident of this neighborhood, I would take fewer trips by cars if other options were made safer and more enjoyable with proper infrastructure.	Cross-section	Thank you for your comment. The Draft Streets Map does not currently apply to uptown. The recently adopted All In 2040 Center City Vision plan sets the goal of updating the Center City Transportation plan, which will set the vision for uptown streets.
Mint St	No	No recommendation provided	Live, own, and commute	28202	The on-street parking should be removed to allow for the construction of protected bike lanes both here and in most other areas of uptown. As a resident of this block, I would take fewer trips by cars if other options were made safer and more enjoyable with proper infrastructure.	Cross-section	Thank you for your comment. The Draft Streets Map does not currently apply to uptown. The recently adopted All In 2040 Center City Vision plan sets the goal of updating the Center City Transportation plan, which will set the vision for uptown streets.
Trade St and Tryon St	Yes	<Null>	Commute, Visit Charlotte	28269	It would be nice if Trade and Tryon in uptown were converted to Pedestrian/Bike/Scooter through ways, at least on weekends. This would allow a safer feel to the city as well as be a draw for street vendors and tourists. There are enough side streets for cars to use as we move towards activating uptown more.	Cross-section	Thank you for your comment. The Draft Streets Map does not currently apply to uptown. The recently adopted All In 2040 Center City Vision plan sets the goal of updating the Center City Transportation plan, which will set the vision for uptown streets.
3rd Street	No	This is not an appropriate urban street. Make this 2 ways, narrow it for pedestrians. Most uptown streets are terrible.	drive on it daily	<Null>	<Null>	Cross-section	Thank you for your comment. The Draft Streets Map does not currently apply to uptown. The recently adopted All In 2040 Center City Vision plan sets the goal of updating the Center City Transportation plan, which will set the vision for uptown streets.
Tryon St and Trade St	Yes	<Null>	Commute on it on bicycle	28208	<Null>	Cross-section	Thank you for your comment. The Draft Streets Map does not currently apply to uptown. The recently adopted All In 2040 Center City Vision plan sets the goal of updating the Center City Transportation plan, which will set the vision for uptown streets.

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Location	Do You Agree?	If No, Why Not?	How Do You Use This Street?	ZIP	Additional Comments	Comment Category	Response
Tryon St	Yes	<Null>	Commute on bike	28208	<Null>	Cross-section	Thank you for your comment. The Draft Streets Map does not currently apply to uptown. The recently adopted All In 2040 Center City Vision plan sets the goal of updating the Center City Transportation plan, which will set the vision for uptown streets.
Graham St	No	No recommendation provided	Commute & live in neighborhood	28202	This section of Graham St, along with other streets in uptown controlled by NCDOT, should be taken over by CDOT. This section of Graham St is too narrow for the posted speed limit and the actual speed of travel. The lack of signals and narrow sidewalks makes it unsafe. Narrowing this road to allow for the inclusion of wider sidewalks, protected bike lanes, and a turn lane instead of 4 car lanes should improve safety and traffic flow.	Cross-section	Thank you for your comment. The Draft Streets Map does not currently apply to uptown. The recently adopted All In 2040 Center City Vision plan sets the goal of updating the Center City Transportation plan, which will set the vision for uptown streets.
Whitewater Center	<Null>	<Null>	Live near it; use WWC	<Null>	Another access point to the white water center is needed. I don't know if this is the best location or not, but it is logical	Future Street	Thank you for your comment. See future street FAQ.
Fred D. Alexander Blvd	No	A new boulevard is not needed here, there is already good east-west connectivity with 485 already running parallels to this proposed road.	<Null>	28262	New roads are expensive to construct and maintain, destroy natural environments, create noise and pollution. We should be very careful about drawing new lines on the map that can have huge consequences.	Future Street	Fred D. Alexander Blvd. is included in the adopted Comprehensive Transportation Plan (CTP). Arterial streets serve important and different functions from Interstates and Freeways such as I-485. Those types of facilities are intended to move very large volumes of traffic over longer distances. Arterials are intended to support access to land uses, shorter distance travel routes between them, and be designed to provide opportunities for people to travel to and from these land uses by other modes. See future street FAQ.
Charlie Hipp Rd, Apt, suite, floor, etc., Apt, suite, floor, etc.	No	The proposed road on Charlie hipp leads to a non value add road. It will negatively impact land owners because Charlie hipp is a one lane residential road	Live on it	28214	<Null>	Future Street	Location of comment unclear, there is currently no proposed extension of Charlie Hipp Rd on the Draft Streets Map. See future street FAQ.
Barclay Downs Ext and Piedmont Row	<Null>	<Null>	Still under construction	<Null>	The SouthPark network should be shown here with the parallel route to Fairview	Future Street	Thank you for your comment. This particular portion of the network is provided by Local Streets which are guided by ordinance. See future street FAQ.

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Location	Do You Agree?	If No, Why Not?	How Do You Use This Street?	ZIP	Additional Comments	Comment Category	Response
Future Ridge Road Extension	No	While the road may be necessary to cut down on neighborhood traffic, it is not ideal given the proximity to single family neighborhood. If it is constructed, it needs to be similar to Ridge road by Publix (bike path, lots of cross walks, etc.) Need to either have tree coverage or wall for	We walk through the Eastfield community all the time. this would bifurcate the community.	28269	If this is necessary, do it right and keep the adjacent homes in mind from a privacy/road noise perspective.	Future Street	Thank you for your comment. All future streets will be designed as multimodal/complete streets, taking into account the context of the area. See future street FAQ.
Eastern Circumferential	No	Ramming a new road through this nature preserve is insanity. We dont even need another Boulevard in this area, especially with E W T Harris and 485 already providing north-south connectivity for this area..	<Null>	28262	<Null>	Future Street	Arterial streets serve important and different functions from Interstates and Freeways such as I-485. Those types of facilities are intended to move very large volumes of traffic over longer distances. Arterials are intended to support access to land uses, shorter distance travel routes between them, and be designed to provide opportunities for people to travel to and from these land uses by other modes. The City and NCDOT will coordinate with Mecklenburg County to minimize the impacts of the Eastern Circumferential through Reedy Creek Park. See future street FAQ.
Shopton Rd West Extension	No	Cuts across land being used for the scientific research of trees	communte and work	28278	The volume of traffic on this road has increased dramatically over the last decade. Crossing the road on a daily basis to perform maintenance and research has become hazardous with vehicles speeding down the road. Traffic needs to be diverted to HWY160.	Future Street	Realigning Youngblood road/extending Shopton Road will create a safer facility for all users. This project is not currently on the horizon for funding. See future street FAQ.
Prosperity Church Rd. to Browne Rd. Connector	No	There are no traffic backup issues on Prosperity Church Road, and two neighborhoods next to Brynmoor already have through access to get to Browne and Hucks, as well as DeArmon Rd. which is only a mile or two down the road. This area is currently wooded space AND crosses the future Clark's Creek Greenway extension and Clark's Creek itself, which would require significant construction of a bridge or overpass to avoid disturbing Clark's Creek. We do not want through traffic on our street.	I live on Crayton Dr.	28269	We do not want through traffic in Brynmoor or on Crayton Dr. This street ends at a quiet culdesac adjacent to a wooded area that meets up with the future greenway extension. In addition, a small creek runs from the pond off Old Timber down into Brynmoor, and road construction would eliminate that. If a connector road MUST be constructed, we request that Crayton Dr. be left as a dead end and NOT connected to this new road. Diverting traffic from Prosperity Church Rd. through Brynmoor would serve no purpose as it would just create a loop from Prosperity Church Rd. to this new road. Brynmoor does not have any other outlets so this would not alleviate any future traffic congestion you expect. It would be better to add exit and entry points to Wellington to alleviate some of the congestion on Katelyn Dr.	Future Street	This comment, along with others related to the mapping of future arterial streets, is under further review. See future street FAQ.

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Douglas Dr/ Pine Oaks	No	this is an existing residential neighborhood with driveways. the cross section is 128' wide. NOT appropriate	commute	28278	this is a Collector not a Blvd	Future Street	This alignment is part of the overall Airport master plan. This is a longer range plan that could adjust over time. See future street FAQ.
Shopton Rd West Etx (aka Youngblood)	No	serves no purpose. Youngblood serves same purpose	commute on it	28278	this future road was eliminated in the steele Crk Area Plan	Future Street	Realigning Youngblood road/extending Shopton Road will create a safer facility for all users. This project is not currently on the horizon for funding. See future street FAQ.
Nevada Blvd	No	Currently would not work to cross I77 across private property	Own property	28117	The extension of this street does not make any logistical sense.	Future Street	Thank you for your comment. Staff will continue to review this location for consideration in a future map amendment. See future street FAQ.
Whitewater Center Pkwy Ext	No	Divides future park	6608 Brynwood Drive	28226	re-align to avoid impacted future park	Future Street	Thank you for your comment. The city will continue to work to minimize overall impacts to the surrounding area. A better street network and multimodal connectivity are important City policies and key to our mobility future. This future street is not currently on a funding plan, but is part of the city's long range mobility network. See future street FAQ.
Whitewater Center Pkwy Ext	No	Unnecessary development	Live on it/own property on it	28214	An extension of Whitewater Center Parkway to connect to the Rapids at Belmeade neighborhood could only serve to create more logistical issues for residents. The primary entrance already serves our community sufficiently, so extending the current Whitewater Center entrance will allow visitor traffic to clog the neighborhood during events.	Future Street	Thank you for your comment. The city will continue to work to minimize overall impacts to the surrounding area. A better street network and multimodal connectivity are important City policies and key to our mobility future. This future street is not currently on a funding plan, but is part of the city's long range mobility network. See future street FAQ.

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Location	Do You Agree?	If No, Why Not?	How Do You Use This Street?	ZIP	Additional Comments	Comment Category	Response
4232 Wynborough Lane	No	When this road was proposed on the Prosperity Village Plan - I spoke against it at a transportation committee hearing. At that time, Kent Main from the Charlotte Planning was forced to admit by a CDOT representative that the road was in violation of City policy. I four lane road with a median, sidewalks, and bike lane, would not fit in that small space. Main then stated we'll just make it two lanes. An example of planning without inspecting the area or impacts.	4232 Wynborough Lane	28269	A road here would disrupt and devalue properties. Where is there another road where homeowners from two neighborhoods would have their homes have a street in front and behind their homes? This road would also be a significant noise disturbance. Traffic noise from Prosperity is already an issue. This would be a target for speeders, and racers out of control on Prosperity at all hours. This section is also home to wildlife including deer, rabbits, and box turtles. It would also cut through a greenway and does little to complete the original intent. It negatively impacts three neighborhoods (Brynmoor, Rolling Oaks, and Amber Leigh) while providing no value add, only disruption to these homes. There are no positives and many negatives to the homeowners.	Future Street	This comment, along with others related to the mapping of future arterial streets, is under further review. See future street FAQ.
Hucks Rd Extension & Suttonview Dr	No	Excessive speeding traffic already on Suttonview Drive. Proposed Hucks Rd Extension will encourage cut-through traffic on Suttonview Drive and worsen the dangerous traffic. Recommend speed mitigation (e.g. speed tables/humps on Suttonview) or better yet, prohibit entry onto Suttonview Drive.	We live on this street, we know the problem is real, not hypothetical. "Ya feel me?"	28269	<Null>	Future Street	Thank you for your comment. See future street FAQ.
Hamilton Road at Youngblood Road	No	Add a continuation of Hamilton Road west to new Youngblood Road.	Occasional travel	28273	<Null>	Future Street	Thank you for your comment. Any realignment of Youngblood would reestablish the connection to Hamilton as it currently exists today. See future street FAQ.
Verde Creek Road	No	Verde Creek is in a residential community. We do not need extra traffic passing through our neighborhood. Please reconsider using our community as a passthrough for others. We would like to keep a quiet, clean and safe neighborhood for the families that have invested in homes here.	Lives in Rapids of Belmeade	28214	<Null>	Future Street	Thank you for your comment. Please see the FAQ about future streets.
Whitewater Center to Performance Rd.	No	Several problems. There is a cell phone tower on the corner of our property (4788 Charlie Hipp rd.) where the road is supposed to go. second the road is supposed to cross a stream that flows all year round and includes 2 historic springs. Both the springs and the creek need to be preserved. Also there is a high bluff with steep banks leading down to the creek. Third, the current road location goes directly over 2 residences.	Live on it. Have property on it. Commute on it,	28214	<Null>	Future Street	Thank you for your comment. The city will continue to work to minimize overall impacts to the surrounding area. Please see future streets FAQ.

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Location	Do You Agree?	If No, Why Not?	How Do You Use This Street?	ZIP	Additional Comments	Comment Category	Response
Whitewater Parkway	No	Directing that amount of traffic through a neighborhood will cause nothing but issues. It will be a danger for the residents and complicate an already poor situation with traffic in the area. I also believe we would see runners and bikers park in the neighborhood as opposed to at the USNWC to avoid parking fees. While the WWC does need better traffic flow, this is a poor solution. This would be dropping the traffic onto a roadway that is not in any way in a position to accept traffic either	Live next to it	28214	<Null>	Future Street	Thank you for your comment. The city will continue to work to minimize overall impacts to the surrounding area. Please see future streets FAQ.
Back creek church and Caldwell road extensions	No	We do not need more roads in this area. We need pedestrian infrastructure and connectivity.	Live in the area	28213	<Null>	Future Street	Thank you for your comment. A better street network and multimodal connectivity are important City policies and key to our mobility future. This future street is not currently on a funding plan, but is part of the city's long range mobility network. See future street FAQ.
Future Ave. between N Community House and Providence Rd West	No	This proposed avenue cuts through 4 existing neighborhoods, adding traffic and road noise to those residential communities. Construction there will also contaminate streams and ponds that house wildlife.	It is not a street currently. It is a wooded area that borders 4 neighborhoods and has streams that feed into ponds.	28277	<Null>	Future Street	Thank you for your comment. A better street network and multimodal connectivity are important City policies and key to our mobility future. This future street is not currently on a funding plan, but is part of the city's long range mobility network. See future street FAQ.
4312 Wynborough Lane	No	The strip of woods is home to many animals and for them to lose this rare piece of land would be a detriment. I don't think the new road would offer many benefits as there are sufficient alternate routes already in place	It is my residence.	28269	<Null>	Future Street	Thank you for your comment. A better street network and multimodal connectivity are important City policies and key to our mobility future. This future street is not currently on a funding plan, but is part of the city's long range mobility network. See future street FAQ.
Verde Creek	No	Connecting the WWC to Verde Creek will drive too much traffic through a residential neighborhood already negatively impacted by WWC events. Increased traffic, speeding already rampant on Belmeade, is NOT the answer.	I live on this neighborhood.	28214	<Null>	Future Street	Thank you for your comment. Please see the FAQ about future streets.
Verde Creek Ext	No	Unnecessary and opens up the neighborhood to become a parking lot for the WWC. Please do not build this. I live in this neighborhood and this will be a detriment to us. If we want to go to the WWC we can simply go out the main entrance...	I live here	28214	<Null>	Future Street	Thank you for your comment. Please see the FAQ about future streets.

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Location	Do You Agree?	If No, Why Not?	How Do You Use This Street?	ZIP	Additional Comments	Comment Category	Response
Proposed Griers Grove Road Extension	No	This street extension has been fought by neighbors for years.	I live across from the proposed street extension.	28216	<Null>	Future Street	Thank you for your comment. A better street network and multimodal connectivity are important City policies and key to our mobility future. This future street is not currently on a funding plan, but is part of the city's long range mobility network. See future street FAQ.
4232 Wynborough Lane	No	This road would have negative impacts to homeowners in two neighborhoods (Brynmoor and Rolling Oaks). A road on this narrow strip of land would cause home to be divided with a street in front and immediately behind their homes. I cannot find another area where homes are put in this situation. The homes would immediately be devalued, and subject to increased noise pollution from traffic so close to their backyards. The road causes little value for	4232 Wynborough Lane	28269	<Null>	Future Street	Thank you for your comment. A better street network and multimodal connectivity are important City policies and key to our mobility future. This future street is not currently on a funding plan, but is part of the city's long range mobility network. See future street FAQ.
4232 Wynborough Lane	No	This small strip of land is not suitable for a road. it is small with little buffer for the homeowners. This is one of the last areas where wildlife still flourishes. The area is home to deer, ducks, rabbits, and box turtles. Another cut through road serves no purpose but to take away more natural space, disrupt wildlife, reduce the tree canopy, and create additional noise pollution while causing negative financial and noise	4232 Wynborough Lane	28269	<Null>	Future Street	Thank you for your comment. A better street network and multimodal connectivity are important City policies and key to our mobility future. This future street is not currently on a funding plan, but is part of the city's long range mobility network. See future street FAQ.
Proposed street	No	How would this realistically cross the rail along the stream here?	<Null>	28208	<Null>	Future Street	Thank you for your comment. Please see the FAQ about future streets.
Sunset Hills Golf Course	No	Proposed road would run right through golf course area and eventually remove some residential area.	<Null>	28216	<Null>	Future Street	Thank you for your comment. A better street network and multimodal connectivity are important City policies and key to our mobility future. This future street is not currently on a funding plan, but is part of the city's long range mobility network. See future street FAQ.
Sunset Hills Golf Course	No	Proposed Road would run right through golf course and change area environment.	<Null>	28216	<Null>	Future Street	Thank you for your comment. A better street network and multimodal connectivity are important City policies and key to our mobility future. This future street is not currently on a funding plan, but is part of the city's long range mobility network. See future street FAQ.

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Location	Do You Agree?	If No, Why Not?	How Do You Use This Street?	ZIP	Additional Comments	Comment Category	Response
Eastern Circumferential	No	Cutting up one of the few parks around for traffic is ridiculous.	<Null>	28213	Invest in roundabouts. current back creek church sufficient. intersection with hood terrible; should have place roundabout for connectivity.	Future Street	Thank you for your comment. A better street network and multimodal connectivity are important City policies and key to our mobility future. The city has years of coordination to minimize the impacts of the Eastern Circumferential through Reedy Creek Park. See future street FAQ.
In Firestone Park	No	This street should not be built to divide the park property.	<Null>	28208	<Null>	Future Street	Thank you for your comment. A better street network and multimodal connectivity are important City policies and key to our mobility future. This future street is not currently on a funding plan, but is part of the city's long range mobility network. See future street FAQ.
Verde Creek Rd/Whitewater Center Pkwy	No	We already can't control the speeding in our neighborhood by the residents. We do not need the whitewater traffic running through here as well.	Live on it	28214	<Null>	Future Street	Thank you for your comment. Please see the FAQ about future streets.
Whitewater Center Pkwy Ext	No	There is a cell phone tower here that precludes this road; and crosses a perennial stream; there is also an historic spring	12601 Moores Chapel Rd	28214	<Null>	Future Street	Thank you for your comment. A better street network and multimodal connectivity are important City policies and key to our mobility future. This future street is not currently on a funding plan, but is part of the city's long range mobility network. See future street FAQ.
Auten Rd Extension	No	Impacts existing park, future park expansion, and future greenway trail	6608 Brynwood Drive	28226	<Null>	Future Street	Thank you for your comment. A better street network and multimodal connectivity are important City policies and key to our mobility future. This future street is not currently on a funding plan, but is part of the city's long range mobility network. See future street FAQ.
Morton Street	No	Why aren't we making this connection?	Live close by	20208	<Null>	Future Street	Thank you for your comment. A better street network and multimodal connectivity are important City policies. The Streets Map is not a list of projects and also does not include local streets. These types of connections are generally handled through the land development process and guided by ordinance. See future street FAQ.

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Location	Do You Agree?	If No, Why Not?	How Do You Use This Street?	ZIP	Additional Comments	Comment Category	Response
24th St	No	Would like to see more connected street network between N Tryon and N Graham	<Null>	28206	<Null>	Future Street	Thank you for your comment. A better street network and multimodal connectivity are important City policies. The Streets Map is not a list of projects and also does not include local streets. These types of connections are generally handled through the land development process and guided by ordinance. See future street FAQ.
South of Dalton	No	Would like to see more connected street network between N Tryon and N Graham	<Null>	<Null>	<Null>	Future Street	Thank you for your comment. A better street network and multimodal connectivity are important City policies. The Streets Map is not a list of projects and also does not include local streets. These types of connections are generally handled through the land development process and guided by ordinance. See future street FAQ.
NS Railyard	No	Would like to see more connected street network across the NS Railyard, and to Blue Line	<Null>	<Null>	<Null>	Future Street	Thank you for your comment. A better street network and multimodal connectivity are important City policies. The Streets Map is not a list of projects and also does not include local streets. These types of connections are generally handled through the land development process and guided by ordinance. See future street FAQ.
Wallace Ave/Cabin Dr	No	Need to connect	Family lives nearby	28262	Need to connect the Wallace roads for better connectivity.	Future Street	Thank you for your comment. A better street network and multimodal connectivity are important City policies. The Streets Map is not a list of projects and also does not include local streets. These types of connections are generally handled through the land development process and guided by ordinance. See future street FAQ.

Draft Charlotte Streets Map Online Comments Received - 10/13/21 - 11/29/21

Location	Do You Agree?	If No, Why Not?	How Do You Use This Street?	ZIP	Additional Comments	Comment Category	Response
Berkeley Pl Dr	Yes	<Null>	Live near	28262	Berkeley Pl Dr should be extended to University City Place via Emerald Cove Drive.	Future Street	Thank you for your comment. A better street network and multimodal connectivity are important City policies. The Streets Map is not a list of projects and also does not include local streets. These types of connections are generally handled through the land development process and guided by ordinance. See future street FAQ.
Arty Avenue	No	Why aren't we making this street connection?	Live nearby	28208	<Null>	Future Street	Thank you for your comment. A better street network and multimodal connectivity are important City policies. The Streets Map is not a list of projects and also does not include local streets. These types of connections are generally handled through the land development process and guided by ordinance. See future street FAQ.
Melchor Ave and N Wendover	<Null>	These streets need to connect. Charlotte needs connectivity. We are growing into a Real City, we need street networks.	Live in the area	<Null>	<Null>	Future Street	Thank you for your comment. A better street network and multimodal connectivity are important City policies. The Streets Map is not a list of projects and also does not include local streets. These types of connections are generally handled through the land development process and guided by ordinance. See future street FAQ.
Eastover/Randolph	No	Connect this City, please! There is a huge vacuum through here because we have so much disconnect. Provide small streets to break through the disconnect, and people will get more use of the open space and greenways	<Null>	28205	<Null>	Future Street	Thank you for your comment. A better street network and multimodal connectivity are important City policies. The Streets Map is not a list of projects and also does not include local streets. These types of connections are generally handled through the land development process and guided by ordinance. See future street FAQ.
Living Way	Yes	<Null>	I live on this street.	28204	Your underlying street map is incorrect. There is no longer a fire prevention center, rather a development of townhomes. Please update your underlying map.	General	Thank you for your comment. The underlying basemap is provided by an online mapping service and is not created or updated by the City of Charlotte.

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Surrounding the airport	No	Popular bike route	Live nearby	28214	<Null>	General	It is unclear which street and and/or components of the cross-sections the comment disagrees with. The future Streets Map cross-sections include accommodations for bikes with several different bicycle facilities.
5th Street/Independence Blvd	No	There is nothing dumber than having these streets tie into Independence like this. We are telling everyone that we are fine with a garbage urban experience as long as it helps get people to the suburbs a little faster.	I avoid it because it is an on-ramp, which is ridiculous	<Null>	<Null>	General	Thank you for your comment.
3rd-4th Connector Street	No	These one-way mega-streets have no place in an urban setting. The existence of this connector, to allow the streets to convert to 4-lanes each way, is embarrassing.	<Null>	28205	<Null>	General	Thank you for your comment.
Central Ave/Pecan/Thomas	No	would rather see these roads become smaller and less overtly hostile to pedestrians/cyclists in the next 20 years; if this is a destination it makes more sense to support it with transit and route car traffic elsewhere rather than continuing to have this be a dangerous and congested arterial roadway that for some reason you can also park along and enter/exit driveways	live on and around it	28205	fully recognize this is a tough one to make everyone happy on but seems a bit shortsighted to have a wide fast road going through the middle of a place with growing foot traffic	General	Thank you for your comment.
Central Ave	No	This area should remain friendly to foot traffic.	Rented there for 3-4 years and recently purchased property.	28205	A non vehicle road would be even nicer similar to the belt line in Atlanta.	General	Thank you for your comment.
WWT Harris Boulevard	No	People are speeding here like there is no tomorrow. There is car wreck at least once a week.	Commute on it	28269	The designation of this road should be moved from a "parkway" to something less car-centered and more inclusive	General	Thank you for your comment. All streets regardless of classification will have components to support travel options for all users. In this case, a Parkway is proposed to have 12' shared use paths separated from traffic with wide planting strips on each side of the street.
East Morehead through Dilworth	No	The future back of curb would take out the giant trees here.	I run down the sidewalk of this street 3-5 days a week. I drive it most days and rarely bike because of how dangerous the traffic is.	28203	This street connects Bank of America Stadium, Light Rail, Strawn, a future medical school, over 1000 approved housing units in new development, a hospital, a greenway, cherry and Myers park... All in a mile and a half. This deserves a comprehensive corridor study to see what can be done. Make Morehead great again!	General	Thank you for your comment. Future curb lines and setbacks ensure that buildings and streetscape are put in the correct place for the proposed cross-section. The ordinance includes language that allows for protection of heritage trees

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WT Harris/ Alumni Way	No	I think there should be more visibility on this road due to the high speed of the on coming traffic and at night you can barely see people coming down the parkway	I commute on it	28223	<Null>	General	Thank you for your comment. More information on the City's street lighting process can be found at: <a href="https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx">https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx</a>
Ideal Way	No	This street is dangerous for pedestrians and cyclists. Should be a Greenway to reduce traffic speed and limit vehicle collisions.	Live on this street, commute on this street	28203	<Null>	General	Thank you for your comment. The Greenway On-Street classification is for specific local streets that also serve as short segments of greenway connections such as the Cross-Charlotte Trail
W Sugar Creek & W WT Harris	Yes	<Null>	Commute	28269	This is a dangerous intersection. Drivers constantly speed through red lights.	General	Thank you for your comment. The Streets Map does not address specific intersection designs or traffic signals. This comment will be sent to the appropriate CDOT division for further evaluation.
Sullins Road and Moores Chapel Intersection	No	extremely dangerous intersection	to leave the neighborhood	28214	Sullins road needs improvements, sidewalks streetlights and speedbumps	General	Thank you for your comment. The Streets Map does not address specific intersection designs or traffic signals. This comment will be sent to the appropriate CDOT division for further evaluation.
Archdale Dr	No	Traffic on Archdale regularly exceeds the posted speed limit. Please consider what can be done to slow down traffic on this road, considering that it is primarily lined with residences. Please consider separating the bicycle lanes from car traffic with a physical barrier/divider, rather than building more cycle gutters. Additionally, please do not add on street parking to Archdale. It's not needed, and would block the bike lane, make garbage pickup more difficult, etc.	Live on it, commute on it, cycle on it	28210	<Null>	General	Thank you for your comment. This comment regarding speed limits will be sent to the appropriate CDOT division for further evaluation.
WT Harris	No	This section should slow down. it is across the street from a major hospital where employees and visitors regularly cross. If we would like a more walkable place, we should make this safer rather than creating another dangerous situation to benefit fast traffic.	I cross this street regularly	28262	This area is changing, why degrade the positive change to benefit faster cars? This is a short section. People can slow down for a minute. this is not unreasonable.	General	Thank you for your comment. This comment will be sent to the appropriate CDOT division for further evaluation.
2137 Charlotte Dr	No	Own property on it	Walk to work on it, maintain property on it, commute on it	28203	This "avenue" needs to be downgraded. Speeds on Kenilworth and Scott often exceed 55mph due to unobstructed view and one-way pair. Pets are being struck by speeding cars and pedestrians and	General	Thank you for your comment. This comment will be sent to the appropriate CDOT division for further evaluation.

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Island Park Circle & Mallard Creek Road	Yes	<Null>	Commute on it.	<Null>	There needs to be a concrete barrier as parents of Queen City Stem students make illegal left turns onto Mallard Creek which causes drivers to stop short. Additionally students walk from the gas station to the school and there is no crosswalk. It is unsafe.	General	Thank you for your comment. This comment will be sent to the appropriate CDOT division for further evaluation.
W Sugar Creek and W WT Harris Blvd	No	Please repaint the dual left turn lane guidelines in the intersection. (From southbound Sugar Creek, turning left to go on eastbound WT Harris.)	Live near this intersection.	28269	Rectify the problem before someone gets hurt in a traffic collision.	General	Thank you for your comment. This comment will be sent to the NCDOT.
Highland Creek Pkway and Eastfield Road	Yes	<Null>	<Null>	28269	Need a crosswalk - pedestrian friendly way to get to the future Eastfield Regional Park	General	Thank you for your comment. This comment will be sent to the appropriate CDOT division for further evaluation.
Tyvola Road & Wedgewood Dr	No	From Wedgewood to Park road needs to be 35. I live on this street and the speed limit reduction of 45 to 35 is 1.) poorly marked with street signs, which are not visible at night time, 2.) ignored by nearly every single driver, causing danger to those that live on Tyvola road, and 3.) does not have speed limits enforced by police. Speeding on this road is entirely out of hand and needs corrective action of which I am happy to provide more specific details about. Also racing occurs routinely.	I live on it, commute on it, and ride my bike on the sidewalks on it.	28210	I have an entire photo album of car crashes on this street that are all attributed to speeding.	General	Thank you for your comment. This comment will be sent to the appropriate CDOT division for further evaluation.
Matheson & Clemson	<Null>	<Null>	Live near	28205	A safe pedestrian crossing is needed here; children often cross here to use the nearby park, and this is a major pedestrian connection between Villa Heights/NoDa/Plaza Hills	General	Thank you for your comment. This comment will be sent to the appropriate CDOT division for further evaluation.
Alexander Road	No	Traffic count and speeding on Alexander endanger and limit access for the residents along this road. Traffic smoothing measures should be inacted.	Live on the street	28270	<Null>	General	Thank you for your comment. This comment will be sent to the appropriate CDOT division for further evaluation.
Park/Kenilworth/Scott	No	This area requires traffic calming as it is subject to excessive speeds as one-way pairs	Live on it	28203	<Null>	General	Thank you for your comment. This comment will be sent to the appropriate CDOT division for further evaluation.
Camden Rd	No	Make all or part of Camden a car-free plaza. Through roads should obviously remain, but car access should be limited to delivery.	Shop and walk	28104	<Null>	General	The Streets Map cross-section maintains the current design and functionality of Camden. It does not preclude the ability to repurpose existing space on a temporary or permanent basis to suit the needs of the adjacent properties and community

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WT Harris / NC 24	No	This portion of street separates two transit station areas in a submarket delivering more units per year than any other. This section of WT Harris should act differently than other areas of this road. Just slow the traffic for a mile or create a dangerous situation.	I cross this street regularly and see other do it as well as new residents aim to access the greenway, future library and retail.	28262	Please just treat this short section differently. The rest is a lost cause.	General	The Streets Map cross-section provides for all modes. Concerns about current operations will be shared with the appropriate CDOT divisions.
<Null>	No	Inconsistent with neighborhood.	Homeowner in Vineyards on Lake Wylie	28214	<Null>	Place Types	This comment will be sent to the Policy Map/Place Types team.
4745 Woodlark Lane	<Null>	<Null>	own condo	28211	what is the process to obtain this condo complex property and is there an approximate date /timeframe in which this will happen? Thank you.	Place Types	This comment will be sent to the Policy Map/Place Types team.
Kings at the Hosipital	No	This should be Neighborhood 1 which still allows for shared residential lots but limits the residential density allowed per lot. By allowing this to be neighborhood 2, the city is increasing risk of congestion and slowing/turning residential traffic at the entry of a Hosipital.	Neighbor, Hosipital User, Walk to local Farmers market	28207	This should be Neighborhood 1 which still allows for shared residential lots but limits the residential density allowed per lot. By allowing this to be neighborhood 2, the city is increasing risk of congestion and slowing/turning residential traffic at the entry of a Hosipital.	Place Types	This comment will be sent to the Policy Map/Place Types team.
Kings	No	This should be Neighborhood 1 which still allows for shared residential lots but limits the residential density allowed per lot. By allowing this to be neighborhood 2 you run the risk of increased congestion at the entry of a Hosipital as well as additional runoff and disruption to the Greenway and the wildlife it protects	Neighbor and Citizen who uses the hosipital and Greenway	28207	This should be Neighborhood 1 which still allows for shared residential lots but limits the residential density allowed per lot. By allowing this to be neighborhood 2 you run the risk of increased congestion at the entry of a Hosipital as well as additional runoff and disruption to the Greenway and the wildlife it protects	Place Types	This comment will be sent to the Policy Map/Place Types team.
Magnolia	No	Magnolia home to children playing front yards and riding bicycles.	Leave around the corner	28203	This rezoning to allow apts. and light commercial would bring more cars and other vehicles . This puts children playing in front yards and riding bicycles at risk.	Place Types	This comment will be sent to the Policy Map/Place Types team.
D. Davidson & 36th	No	you can not remove access for these small businesses	<Null>	<Null>	there is a Fire Station in this block- ridiculous to remove road access	Place Types	This comment will be sent to the Policy Map/Place Types team.
Elizabeth	No	property owners need access to their property i.e CPCC	<Null>	<Null>	removing access is condemnation and it requires compensation	Place Types	This comment will be sent to the Policy Map/Place Types team.
12546 Abbotsbury Court	Yes	I agree that our home is properly a N1 designation. However, I don't agree a portion of this mature neighborhood is designated as N2. Makes no sense when this neighborhood is essentially the same.	live on it	28277	Please revisit the N2 portion and please adjust to designate all as N1.	Place Types	This comment will be sent to the Policy Map/Place Types team.
427 LOUISE AVENUE	No	This side of Louise Avenue is no different from the historic homes located on the balance of Louise, 8th Street, or Beaumont. This is completely inconsistent with the treatment of the balance of the neighborhood.	I live here.	28204	Please reconsider this assignment, it is inappropriate and inconsistent.	Place Types	This comment will be sent to the Policy Map/Place Types team.

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Camden	No	these owners do not have any other access except to Camden, you can not remove all access	<Null>	<Null>	Condemnation requires compensation	Place Types	This comment will be sent to the Policy Map/Place Types team.
Montford	No	there are no alleys' you can not remove these properties access to the road	<Null>	<Null>	condemnation must be compensated	Place Types	This comment will be sent to the Policy Map/Place Types team.
Louise Avenue	No	makes no sense why the neighborhood 2 designation is only on one side of the street. From Fig Tree to Independence should be Neighborhood 1.	Live on it	28204	<Null>	Place Types	This comment will be sent to the Policy Map/Place Types team.
York Road	No	More appropriate to have transition from the commercial use to the single family homes to the east. Should be Neighborhood 2 zoning.	live nearby	28278	<Null>	Place Types	This comment will be sent to the Policy Map/Place Types team.
York Rd	No	Should be commercial or higher density use to complement the commercial uses going in across the street.	live nearby	28278	<Null>	Place Types	This comment will be sent to the Policy Map/Place Types team.
12542 Abbotsbury Court	No	Hunters Gate is an established community, please do not destroy our neighborhood.	I live here	<Null>	<Null>	Place Types	This comment will be sent to the Policy Map/Place Types team.
York Road	No	This is an existing commercial use. Should be zoned per the existing use.	have business on it	28278	<Null>	Place Types	This comment will be sent to the Policy Map/Place Types team.
11942 Moore's Chapel Rd	No	Entire Moore's Chapel road behind Charlie Hipp should remain residential due to demographics and proximity to water sheds. Homes on Charlie Hipp have Wells. Health impact. Lack of a fair balance between recreational and food markets.	Commute and live on Charlie Hipp Rd	28214	<Null>	Place Types	This comment will be sent to the Policy Map/Place Types team.
York Road	No	Should be neighborhood 2	busines nearby	28278	<Null>	Place Types	This comment will be sent to the Policy Map/Place Types team.
York Rd	No	Should be neighborhood 2	<Null>	28278	<Null>	Place Types	This comment will be sent to the Policy Map/Place Types team.
York Rd	No	parcel fronts a boulevard. Neighborhood 1 isn't appropriate along a boulevard. should be neighborhood 2 or commercial	<Null>	28278	<Null>	Place Types	This comment will be sent to the Policy Map/Place Types team.
Shanandoah	No	Existing use is townhomes should be zoned per the existing use.	<Null>	<Null>	<Null>	Place Types	This comment will be sent to the Policy Map/Place Types team.
36th sreet	No	Existing use is apartments. Zoning should match the existing use.	<Null>	<Null>	<Null>	Place Types	This comment will be sent to the Policy Map/Place Types team.
35th Street	No	Existing use is apartments. Zoning should allow for the existing use.	<Null>	<Null>	<Null>	Place Types	This comment will be sent to the Policy Map/Place Types team.
N Davidson	No	Existing use is commercial.	<Null>	<Null>	<Null>	Place Types	This comment will be sent to the Policy Map/Place Types team.
starbrook at Huntington farms	No	this is a great place for ped/bike connection	knowledge of missed opportunity	<Null>	perfect discontinuous street fix	Request	This comment regarding greenways will be sent to Mecklenburg County Park and Recreation

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Craighead Rd	<Null>	<Null>	<Null>	28205	The grade level crossing at Craighead got closed when the light rail was build over it. It seems like you need an intermediate pedestrian/bike crossing to connect the areas on both sides of the railway that are developing in pedestrian friendly ways as well as provide a connection to the proposed greenway to the existing neighborhood on the south side of the tracks. Without a pedestrian crossing here it requires an extra mile detour which makes walking impractical between the Activity Center areas split by the tracks	Request	This comment regarding pedestrian/bike connectivity across railroad corridors will be reviewed separately from the Streets Map process.
Catalina/24th	No	We need to reconnect these grids!	<Null>	<Null>	<Null>	Request	Thank you for your comment. A better street network and multimodal connectivity are important City policies. The Streets Map is not a list of projects and also does not include local streets. These types of connections are generally handled through the land development process and guided by ordinance.
S Cedar St	No	There is a mixed use greenway path entrance off of Cedar St, but Cedar St isn't safe for cycling or walking. Should be a Greenway to allow access from South End & Uptown for cyclists and pedestrians.	Commute, bike for pleasure, access businesses in West End.	28203	Path between BoA Stadium and Panthers Practice Field is NOT safe for cyclists and is often congested with BoA Stadium foot traffic.	Request	The Streets Map does not classify streets Uptown. However, bicycle and pedestrian safety and connectivity are important components of all streets and will be considered through separate processes. This comment regarding greenways will be sent to Mecklenburg County Park and Recreation.
Long Creek Greenway	Yes	<Null>	<Null>	28216	Please ensure greenway connection to Shuffletown park from Long Creek Greenway to the East. Also provide a connection to the NORTH underneath I-485 to the adjacent community and neighborhood	Request	This comment regarding greenways will be sent to Mecklenburg County Park and Recreation
Reedy Creek	Yes	<Null>	Would use greenway if extended to Brookstead neighborhood	28215	Is there the possibility of extending this to Reedy Creek Park?	Request	This comment regarding greenways will be sent to Mecklenburg County Park and Recreation
Campbell Creek Community Park	No	There isn't a recommendation - should extend greenway to this park	live nearby	28212	This side of town needs more greenway/park connections!	Request	This comment regarding greenways will be sent to Mecklenburg County Park and Recreation
Whitewater Center	No	There is no connector between RLS Park and Gateway/WWC via a greenway. There should be!!	<Null>	<Null>	<Null>	Request	This comment regarding greenways will be sent to Mecklenburg County Park and Recreation
Raleigh St	No	The greenway should connect to Eastway Recreation Center	Commute	28215	Eastway Park and Briarwood Park already connect. There are a ton of residents here who could then access the greenway,	Request	This comment regarding greenways will be sent to Mecklenburg County Park and Recreation

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Idlewild/Idlebrook re Campbell Creek Greenway	No	There needs to be a connection at this street crossing to Campbell Street Greeway. Right now it's very difficult to access the greenway from these neighborhoods that are nearby but require busy street crossings to get to access points. Ideally there should be a trail connecting the upper part of Campbell Creek with the lower part.	Live nearby, cross often, use Campbell Street Greenway	28212	<Null>	Request	This comment regarding greenways will be sent to Mecklenburg County Park and Recreation
End of Greenway	No	The greenway could extend down to Ballantyne connecting with McAlpine Creek to give a safe way of biking to work	I commute along this route	28209	<Null>	Request	This comment regarding greenways will be sent to Mecklenburg County Park and Recreation
Pine Harbor Rd	No	Road Realignment is needed	Commute daily on it	28278	This is a very dangerous intersection. There have been many accidents. I recommend a roundabout.	Request	Streets Map does not address specific intersection designs or traffic signals. This comment will be sent to the appropriate CDOT division for further evaluation.
Freedom/Lanewood or Allenbrook	<Null>	<Null>	live nearby	28208	There really needs to be a traffic signal somewhere along Freedom in this location. I imagined it at Allenbrook to serve the school traffic, but if Lanewood becomes a collector street, perhaps it should be here. There are been a lot of pedestrians hit in this area and vehicle collisions. We need the signal for both.	Request	Streets Map does not address specific intersection designs or traffic signals. This comment will be sent to the appropriate CDOT division for further evaluation.
Moore's Chapel Rd /Old Moore's Chapel Rd/Waldon Rd	Yes	<Null>	I come up Waldon Rd to get to Moore's Chapel	28214	there needs to be a signal light at this intersection, it is sometimes impossible to make a left hand turn from Waldon Rd on to Moore's Chapel rd, I've literally had to change direction to get out into traffic	Request	Streets Map does not address specific intersection designs or traffic signals. This comment will be sent to the appropriate CDOT division for further evaluation.
Matheson & Pinckney	<Null>	<Null>	Commute on it, live near it	28205	There is no place to turn left onto Matheson from the Villa Heights neighborhood. A traffic signal permitting left turns here would improve connectivity (and might help reduce traffic on The Plaza).	Request	Streets Map does not address specific intersection designs or traffic signals. This comment will be sent to the appropriate CDOT division for further evaluation.
Matheson & Clemson	<Null>	<Null>	Commute on it, live near	28205	There is no place to turn left onto Matheson from the Villa Heights neighborhood. A traffic signal permitting left turns here would improve connectivity (and might help reduce traffic on The Plaza).	Request	Streets Map does not address specific intersection designs or traffic signals. This comment will be sent to the appropriate CDOT division for further evaluation.
Morehead & Berkely	No	live nearby	<Null>	28203	The proposed traffic light at this intersection will make Berkely a commuter through street and have harmful effects on the neighborhood due to commuter traffic from the Innovation District	Request	Streets Map does not address specific intersection designs or traffic signals. This comment will be sent to the appropriate CDOT division for further evaluation.
S Tryon St	No	The left turn light is extremely too short.	Commute	28278	The left turn light needs to be reanalyzed at this intersection while making a left turn from S Tryon into the Steele Creek Crossing Shopping Center.	Request	Streets Map does not address specific intersection designs or traffic signals. This comment will be sent to the appropriate CDOT division for further evaluation.

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West Park Dr	No	This light causes traffic to back up on to I77 causing unsafe conditions on I77.	Commute on it	28278	The intersection at West Park Dr needs to be removed entirely due to the amount of traffic it causes to back on to I77. Either remove the intersection from West Park or possibly convert both sides of the intersection to right in/right out. The intersection at Center Dr can be upgraded to handle the new traffic from Westpark. Center Dr can be extended to connect to Griffith Rd to complete the full loop back to Westpark. A left turn bulb can be added to the north side of Tyvola at the Center Dr intersection.	Request	Streets Map does not address specific intersection designs or traffic signals. This comment will be sent to the appropriate CDOT division for further evaluation.
Sledge Rd	No	Realignment Needed	Commute daily on it	28278	The angle of this intersection is very dangerous. According to my measurements it's 36 degrees which is grossly below the NCDOT minimum of 75 degrees. This intersection either needs to be realigned or a roundabout is needed.	Request	Streets Map does not address specific intersection designs or traffic signals. This comment will be sent to the appropriate CDOT division for further evaluation.
intersection Miranda, Oakdale & Sunset	No	intersection needs to be redesigned before the classification make sense	commute	28278	round-about would help this intersection	Request	Streets Map does not address specific intersection designs or traffic signals. This comment will be sent to the appropriate CDOT division for further evaluation.
200 Baldwin Avenue / 3rd Street	No	No signalization should be placed at this intersection to accommodate 3rd Street project development. Terminate signalization before crossing over 3rd Street and entering into the residential parts of Cherry. There is no reason to direct additional traffic through the community given the amount of connectivity already provided on 3rd / 4th / Queens / Charlottetowne / and Kings.	Street located within residential community.	28204	Rethink planned traffic patterns for this street in order to mitigate the safety issues built into the transportation plan/traffic patterns for the portion of Baldwin Avenue within the residential areas of Cherry.	Request	Streets Map does not address specific intersection designs or traffic signals. This comment will be sent to the appropriate CDOT division for further evaluation.
Walker Branch Dr	No	There needs to be a right turn only from Walker Branch onto Steele Creek	Commute on it	28278	Prior to Steelescroft Pkwy being built, there was a left turn lane and right turn lane. Now there are 2 lefts and a straight/right combination. These lanes need to be revised to be one left, one straight/left combination, and one right. This will allow congestion to clear out as about 40% of the vehicles turn right. This causes backup when someone needing to go straight blocks the lane and doesn't allow vehicles going right to turn during a red light.	Request	Streets Map does not address specific intersection designs or traffic signals. This comment will be sent to the appropriate CDOT division for further evaluation.
Wilkinson and Moore chapel	No	We need a stop before going over the river. Amazon is all over this area	commute Daily	28214	<Null>	Request	Streets Map does not address specific intersection designs or traffic signals. This comment will be sent to the appropriate CDOT division for further evaluation.

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Park Rd - Johnston Interesection	No	This light needs to be reevaluated, the southbound left turn signal onto Birnen Dr is much too long	commute	28209	<Null>	Request	Streets Map does not address specific intersection designs or traffic signals. This comment will be sent to the appropriate CDOT division for further evaluation.
Julian Price/Gay	No	This street is connected. Will it not be maintained by the City?	Resident	28208	<Null>	Request	Yes, Julian Price is a city maintained street.
Remount Rd / Marlowe Ave	Yes	<Null>	Live on Remount Rd	28208	We need stop signs on Remount Rd / Marlowe Ave / Camp Green St to calm the traffic down if this is going to be a boulevard. There are children playing in the front yard and we need to keep them safe.	Request	Thank you for your comment. The Streets Map does not address specific intersection designs or stop sign locations. This comment will be sent to the appropriate CDOT division for further evaluation.
Old Dowd and Wilkinson	No	Needs a light rail stop at Old Dowd	<Null>	<Null>	<Null>	Request	Thank you for your comment. The Streets Map does not map transit facilities or future transit projects; this comment will be sen to CATS Silver Line team.

Draft Charlotte Streets Map Online Comments Received - 11/29/21 - 3/31/22

Location	Do You Agree?	If No, Why Not?	How Do You Use This Street?	ZIP	Additional Comments	Comment Category	Response
Park road, between 51 and Sharor	No	Currently there is a painted bike lane here and it looks like bike lanes aren't a part of the proposal at all.	Commute and looking to live on or	<Null>	The current painted bike lane is basically worthless as it is, but I would think implementing a separated and protected bike lane would be relatively easy in this stretch and would help facilitate people getting out of their cars to commute and run errands.	Bike Facility Design	The bike facility recommendation for this portion of Park Rd is a 12' shared use path located behind the curb and separated from the street with an 8' planting strip.
Within 0.5 mile of 35.282, -80.938	No	Tank trucks travel through here on a regular basis, a painted bike lane is not enough to distance them from trucks.	Commute via bike	28214	Remove the painted bike lanes, bollards, etc. Make it a shared-use path (asphalt) and wide enough for bicycles and pedestrian to travel both ways. Move the tree line to the farthest ends so as roots grow they will not disturb (at worst) the pedestrian side of the path and if branches fall from both sides, then they will only negatively impact one traveling lane. In the current avenue illustration, a tree that has branches fall from both sides, then it will negatively impact both the vehicle and bicycles lanes, as well as the pedestrian lanes.	Bike Facility Design	Thank you for your comment, the bike facility recommendation is based on adopted policies in the Charlotte Bikes plan that provides guidance based on traffic speeds/volumes and land use context. This comment will be reviewed and considered for future revisions to the Streets Map. Also, for street trees to grow properly they should be centered in the planting strip.
W Tremont Ave	No	This street would make a great Greenway On-Street to connect the rail trail to the Irwin Creek Greenway System	Commute on it	28203	Make it Future Greenway On-Street	Classification	The Greenway On-Street designation for a streets identified by the City or County for specific locations where a greenway, such as the Cross Charlotte Trail, runs along a local street. The expectation for streetscape improvements along Tremont Ave is a sidewalk separated from the street with a planting strip or amenity zone.
D. Davidson & 36th	No	I agree it should be a main street, but no on street parking should be required. Converting the vehicular parking to bike parking on wider sidewalks would increase foot traffic and the amount of people able to visit the area. Most people do not arrive to this area by car	Bike Commute and shop on it	28202	<Null>	Classification	Thank you for your comment. The Main Street classification includes two travel lanes and on-street parking on both sides which is the current configuration of N. Davidson St. However, that on-street parking space provides flexibility for future designs and different uses such as the suggested bike parking. Any reconfiguration of existing parking spaces would require a separate planning and evaluation process including public engagement.
Bon-Rea Drive	No	It is not a through street.	Live near it.	28226	<Null>	Collector	The Collector designation along this street has been revised for the Second Draft.
Future Collector off of Simpson Rd	No	Can CDOT build streets in ETJ area?	Commute	<Null>	CDOT's authority to build in Mecklenburg Unincorporated (ETJ) areas? Can CDOT really plan and build streets in such ETJ areas?	Collector	Future Collectors are planned streets intended to expand connectivity as development occurs. As shown on the Streets Map, Future Collectors indicate a general alignment and are intended to be built through the private land development process when land is developed or redeveloped.
Pargo Road	No	If CDOT can plan/build future collectors and other streets in ETJ areas then, perhaps the best way to start is to build and maintain existing Pargo Rd where the residents are living on rough cut gravel road and where street is all overgrown with natural vegetation. It is ironic that we have such unpaved roughed up streets such as Pargo Rd still exist and we go on with planning new	commute on it	<Null>	<Null>	Collector	Pargo Rd is currently a private street that is not owned or maintained by CDOT. Also, CDOT does not maintain public streets in the ETJ either. Future Collectors are planned streets intended to expand connectivity as land development occurs (not built by the City). As shown on the Streets Map, Future Collectors indicate a general alignment and are intended to be built through the private land development process when land is developed or redeveloped.
<Null>	No	<Null>	<Null>	<Null>	Can I please get an actual reference to the "answered" comment for this future street. I've looked high and low to find this FAQ section of future streets but have yet to see anything. I've looked in the Charlotte UDO, Charlotte Streets Manual, Transportation Action Plan, and their affiliated websites. Please either answer the questions with an actual reference (either with a link or section code and document name) or answer the question using your source..	Future Street	FAQs and previous responses to public comments can be found under the "Ongoing Public Comments" sidebar of the Strategic Mobility Plan website. Please see Page 2 of that document here: <a href="http://charlottenc.gov/Transportation/Charlotte-smp/Documents/FirstDraftStreetsMapComments_Web.pdf">charlottenc.gov/Transportation/Charlotte-smp/Documents/FirstDraftStreetsMapComments_Web.pdf</a>  Project development and design-level details such as bridges and grade separations would be evaluated as a location rises in priority for funding to begin the initial planning phase of any potential future project. This planning phase of a potential future project would include a public engagement process.

Location	Do You Agree?	If No, Why Not?	How Do You Use This Street?	ZIP	Additional Comments	Comment Category	Response
Circumferential Rd	No	There are already 3 major streets ( Albemarle Rd, Pence Rd, Harrisburg Rd) covering/serving that small area. Cramping a new street by extending the Circumferential Rd up towards north seems redundant. Moreover, the extension would create a major traffic bottleneck (the junction circled in the map below) where it would intersect Pence Rd. Also, considering the Rail Road traffic, did your team perform any traffic analysis/simulations on how the proposed street would affect the traffic in the area	<Null>	<Null>	Further, the Circumferential rd from Albemarle Rd to Pence Rd can leverage existing Pence Rd and Harrisburg Rd street connection and the proposed expensive strip of the Circumferential Rd from Pence Rd to Harrisburg Rd can be avoided. What happens to the properties that are directly affected by this street? i.e the properties through which the street would be built. What kind of compensation would be given to them? Would the affected parcels be bought in their entirety or in part that would be needed for the proposed street?	Future Street	<p>Thank you for your comment. A better street network and multimodal connectivity are important City policies and key to our mobility future. This future street is not currently on a funding plan, but is part of the city's long range mobility network. See future street FAQ: <a href="https://charlottenc.gov/Transportation/Charlotte-smp/Documents/FirstDraftStreetsMapComments_Web.pdf">https://charlottenc.gov/Transportation/Charlotte-smp/Documents/FirstDraftStreetsMapComments_Web.pdf</a></p> <p>The Streets Map depicts the future multimodal cross-section of every existing and future arterial in the city and in the ETJ. It does not define projects or indicate priority for future project investment. The Streets Map streets, including future streets, will be built incrementally through combinations of land development, city investment and State investment. Design-level details such as intersections would be evaluated as a location rises in priority for funding to begin the initial planning phase of any potential future project. This planning phase of a potential future project would include a public engagement process.</p>
Circumferential blvd	No	We have already a major Blvd. E WT Harris Blvd not that far from this proposed new blvd. This seems very much redundant	business on it	<Null>	<Null>	Future Street	<p>Thank you for your comment. A better street network and multimodal connectivity are important City policies and key to our mobility future. This future street is not currently on a funding plan, but is part of the city's long range mobility network. See future street FAQ: <a href="https://charlottenc.gov/Transportation/Charlotte-smp/Documents/FirstDraftStreetsMapComments_Web.pdf">https://charlottenc.gov/Transportation/Charlotte-smp/Documents/FirstDraftStreetsMapComments_Web.pdf</a></p> <p>Future streets are built incrementally over time through a combination of public and private investments.</p>
Harrisburg Rd & Circumferential Blvd	No	What kind of intersection would be at the newly proposed Circumferential Blvd and Harrisburg Rd? Have you studied the impact it would have on the traffic generated by the JH Gunn Elementary school? Can the vehicles turn from the Harrisburg Rd to the new Blvd at the highlighted spot?	have business on it	<Null>	Can you share the allowed traffic patterns at the proposed intersection?	Future Street	<p>Thank you for your comment. A better street network and multimodal connectivity are important City policies and key to our mobility future. This future street is not currently on a funding plan, but is part of the city's long range mobility network. See future street FAQ: <a href="https://charlottenc.gov/Transportation/Charlotte-smp/Documents/FirstDraftStreetsMapComments_Web.pdf">https://charlottenc.gov/Transportation/Charlotte-smp/Documents/FirstDraftStreetsMapComments_Web.pdf</a></p> <p>The Streets Map depicts the future multimodal cross-section of every existing and future arterial in the city and in the ETJ. It does not define projects or indicate priority for future project investment. The Streets Map streets, including future streets, will be built incrementally through combinations of land development, city investment and State investment. Design-level details such as intersections would be evaluated as a location rises in priority for funding to begin the initial planning phase of any potential future project. This planning phase of a potential future project would include a public engagement process.</p>
Harrisburg Rd and Eastern Circumferential Rd	No	With regards to the proposed intersection of Harrisburg rd and the newly proposed Eastern Circumferential Rd, can the vehicles (traveling away from Pence Rd.) take left turn from the Harrisburg Rd to get on to the Eastern Circumferential Rd at the intersection?	commute	<Null>	<Null>	Future Street	<p>Thank you for your comment. A better street network and multimodal connectivity are important City policies and key to our mobility future. This future street is not currently on a funding plan, but is part of the city's long range mobility network. See future street FAQ: <a href="https://charlottenc.gov/Transportation/Charlotte-smp/Documents/FirstDraftStreetsMapComments_Web.pdf">https://charlottenc.gov/Transportation/Charlotte-smp/Documents/FirstDraftStreetsMapComments_Web.pdf</a></p> <p>The Streets Map depicts the future multimodal cross-section of every existing and future arterial in the city and in the ETJ. It does not define projects or indicate priority for future project investment. The Streets Map streets, including future streets, will be built incrementally through combinations of land development, city investment and State investment. Design-level details such as intersections would be evaluated as a location rises in priority for funding to begin the initial planning phase of any potential future project. This planning phase of a potential future project would include a public engagement process.</p>

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Eastern Circumferential Rd (Harrisburg Rd)	No	Currently Harrisburg Rd is a 2-3 lane Avenue. How would this be changed to 4+ lane blvd? Will there be a planting strip on this overlapped strip as mentioned in the Blvd design?	commute on it	<Null>	<Null>	Future Street	This future street is not currently on a funding plan, but is part of the city's long range mobility network. See future street FAQ: <a href="https://charlottenc.gov/Transportation/Charlotte-smp/Documents/FirstDraftStreetsMapComments_Web.pdf">https://charlottenc.gov/Transportation/Charlotte-smp/Documents/FirstDraftStreetsMapComments_Web.pdf</a>  The Streets Map ensures that the appropriate space is provided so that private land development and/or City and State investment can reconstruct or widen the street to achieve the ultimate cross-section.
Pence Rd Relocation (future Street)	No	Why destroy a nice golf course and tennis courts are used by communities for this not so beneficial future street. Current lightly traveled Harrisburg Rd and Pence Rd easily covers that same commute.	commute on it	<Null>	<Null>	Future Street	Thank you for your comment. A better street network and multimodal connectivity are important City policies and key to our mobility future. This future street is not currently on a funding plan, but is part of the city's long range mobility network. See future street FAQ: <a href="https://charlottenc.gov/Transportation/Charlotte-smp/Documents/FirstDraftStreetsMapComments_Web.pdf">https://charlottenc.gov/Transportation/Charlotte-smp/Documents/FirstDraftStreetsMapComments_Web.pdf</a>  Future streets are built incrementally over time through a combination of public and private investments. The City and NCDOT would coordinate with Mecklenburg County to minimize the impacts of the Eastern Circumferential.
Pence Rd Relocation	No	Why so many ways to reach the same destination when there is not really a need for it? Current Pence Rd and Harrisburg Rds accomplish this commute already with not much traffic.	Commute on it	<Null>	<Null>	Future Street	Thank you for your comment. A better street network and multimodal connectivity are important City policies and key to our mobility future. This future street is not currently on a funding plan, but is part of the city's long range mobility network. See future street FAQ: <a href="https://charlottenc.gov/Transportation/Charlotte-smp/Documents/FirstDraftStreetsMapComments_Web.pdf">https://charlottenc.gov/Transportation/Charlotte-smp/Documents/FirstDraftStreetsMapComments_Web.pdf</a>
Pence Rd and Eastern Circumferential Rd	No	The proposed Eastern Circumferential Rd strip between Pence Rd and Harrisburg Rd is redundant. Eastern Circumferential Rd can overlap/utilize the current Pence Rd and Harrisburg Rd intersection path to merge on to the Harrisburg Rd. This would essentially achieve the same by costing the city less.	commute on it	<Null>	The pence rd can be used to connect the Eastern Circumferential Rd with Harrisburg Rd. This would be a very good economical.	Future Street	Thank you for your comment. A better street network and multimodal connectivity are important City policies and key to our mobility future. This future street is not currently on a funding plan, but is part of the city's long range mobility network. See future street FAQ: <a href="https://charlottenc.gov/Transportation/Charlotte-smp/Documents/FirstDraftStreetsMapComments_Web.pdf">https://charlottenc.gov/Transportation/Charlotte-smp/Documents/FirstDraftStreetsMapComments_Web.pdf</a>
E 36th Street	No	Current zoning is UR-2 which should translate to N-2	<Null>	<Null>	The N-1F setback is not an urban condition which doesn't translate to UR-1/UR-2. Can an alley be located in a 30' rear yard?	Place Types	This comment will be sent to the Policy Map/Place Types team. The adopted Policy Map reflects N-2 Place Type for this segment of 36th St.
36th Street	No	Current zoning is UR-2 which should translate to N-2	<Null>	<Null>	This is a dense townhome project which wouldnt be possible within N1. The full 36th Street cooridor should be N2.	Place Types	This comment will be sent to the Policy Map/Place Types team. The adopted Policy Map reflects N-2 Place Type for this segment of 36th St.