The Plaza Separated Bicycle Lane Demonstration Project

FINDINGS REPORT

City of Charlotte
Department of Transportation
August 10, 2017
In the spring of 2017, Charlotte City Council was petitioned by Plaza-Midwood residents to make adjustments to roads in the Plaza-Midwood neighborhood. The “Stroll and Roll” campaign called for modifications that would create more bicycle and pedestrian-friendly streets.

An upcoming Open Streets 704 event provided an opportunity for the city to implement a demonstration project along The Plaza that would test potential street modifications while also serving as a connection to the adjacent Open Streets 704 route along Commonwealth Avenue. Demonstration projects allow a city to test out different public space configurations before committing to a longer-term capital project.

The demonstration project, located along The Plaza between Central Avenue and Belvedere Avenue, was opened to the public during the Open Streets 704 event on May 7, 2017, and was left in place until May 14. During this time, the outside travel lanes on The Plaza were converted into one-way, separated bicycle lanes. Bicyclists in the temporary bicycle lanes were separated from motor vehicles by orange cones, temporary striping, and a buffer area. Additionally, staging areas were set up at the intersection of The Plaza and Central Avenue, to provide cyclists with a dedicated area to stage in front of vehicles to be more visible to drivers making right turns.

During the week-long test period, city staff monitored the demonstration to see how the project impacted traffic on The Plaza and surrounding streets. City staff collected data related to bicyclist activity, and vehicle counts and speeds on The Plaza and surrounding streets. Additional feedback was collected from the neighborhood’s residents through surveys, emails, and phone calls.

Results from the traffic analysis revealed that, although there was relatively little change in traffic volumes, the average speed for motorists along The Plaza decreased by almost 10mph during the demonstration project to a level closer to the posted speed limit of 35mph.

Generally, the feedback from emails and surveys was positive. 63% of the survey respondents were satisfied with the reduction of lanes, 63% were satisfied with the addition of bike lanes, and 52% were satisfied with the intersection modifications at The Plaza and Central Avenue.
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BACKGROUND

In May of 2017, the Charlotte Department of Transportation (CDOT) implemented a one-week separated bicycle lane demonstration project on The Plaza between Central Avenue and Belvedere Avenue. This demonstration project was implemented in response to a petition from the Stroll & Roll Plaza-Midwood advocacy group, calling for more bicycle and pedestrian friendly streets.

The project temporarily converted the outside travel lanes on The Plaza into one-way separated bicycle lanes, in an attempt to create a comfortable connection for bicyclists through the Plaza-Midwood Historic District.

Petition

In the spring of 2017, the Stroll & Roll Plaza-Midwood campaign petitioned the Charlotte City Council for the addition of complete streets elements within the community, stating that the “existing infrastructure is unsafe and uninviting for pedestrians” and that, with the community’s significant growth, it needs “proper infrastructure that encourages walking, biking, and use of public transit as a primary mode of transportation and reduces the number of cars on the road.” The petition was signed by almost 900 residents and called for the following:

1) The Plaza between Parkwood Avenue and Central Avenue (0.9 miles) – Reduce car lanes to one lane on each side. Add protected bike lanes on each side. Provide additional safe pedestrian crossing points. Add warning signs to indicate pedestrian crossings.

2) Central Ave between Morningside and Louise (1.3 miles) – Reduce car lanes to one lane on each side. Covert one lane into a center turning lane so that the traffic flow in the single lanes is more efficient. Create a protected bike lane for travel in both directions. Widen sidewalks and/or increase buffer between walkers and cars. Add more pedestrian crossings via refuge islands as part of center lane. Provide safe and welcoming bus/transit stops that allow for efficient traffic flow.

STUDY TIMELINE

<table>
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<tr>
<th>April</th>
<th>Petition submitted to City Council</th>
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<tr>
<td>May 7</td>
<td>Open Streets 704 Event - Separated Bicycle Lane Demonstration Project Begins</td>
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<tr>
<td>May 8 - May 14</td>
<td>Separated Bicycle Lane Remains Open</td>
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<td>May 22 - May 29</td>
<td>Traffic Data Collection</td>
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<td>June</td>
<td>Online survey open for Plaza-Midwood residents</td>
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<td>Data Review &amp; Traffic Analysis</td>
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3) Central Ave between Louise and 7th (0.4 miles) / 10th between Louise and 12th (0.4 miles) – Continue the protected bike lanes, providing connection points to the Cross Charlotte Trail and uptown area.

The petition cited several benefits associated with the above improvements, including improved safety, increased connectivity, health benefits, economic benefits (such as increased small business revenue and increased property values), reduced congestion, and improved traffic flow.

**Open Streets 704 Relationship**

Since spring of 2016, BlueCross BlueShield of North Carolina has sponsored three Open Streets 704 events. Open Streets 704 is a series of events that open a length of the city’s streets for an afternoon, for pedestrians, bicyclists, and other non-motorists to enjoy. Open Streets 704 “aims to build a better, healthier, connected community by encouraging Charlotte and Mecklenburg area residents to walk, bicycle, and experience the city together in a way that’s just not possible in a car.”

The Open Streets 704 event in May of 2017 was programmed on a route that traveled from just outside of Uptown Charlotte, over to The Plaza-Midwood neighborhood. The route intersected The Plaza at the intersection of The Plaza and Commonwealth Avenue. The Open Streets 704 event was interested and supportive of a demonstration project on The Plaza as an extension to the route, and provided support in the form of funding for traffic control to implement parts of The Plaza demonstration project.

**Week-long Test**

While initial discussions considered a demonstration project for the Sunday of Open Streets 704, city staff ultimately decided to implement the demonstration project over a full week. The purpose of extending the route over a full week was to test and study the impact of the project and lane closure during week-day traffic periods. This longer-term test allowed the city to better analyze the impacts of a potential lane-reduction before committing to a longer-term capital project.

*Bicyclists using the separated bicycle lane along The Plaza*
Specifications

Separated Bike Lanes

The outside lanes of The Plaza, where the separated bike lanes were located, are approximately 10.5 feet wide. To create a 6.5-foot bike lane, city staff painted a white buffer line offset 4 feet from the skip/lane lines. The 4-foot buffer separated people riding bikes from people driving cars, and also served as a location for residents to place rolling trash and recycling bins while the project was ongoing.

For vertical separation, tall traffic cones were placed approximately every 20 feet centered within the 4-foot buffer. All driveways and side streets along The Plaza remained open, but the traffic cones were placed close enough to tighten the turning radius and encourage slower speeds for motorists turning onto The Plaza across the separated bike lanes. This traffic cone placement also helped prevent motorists from turning into the bike lanes and guided drivers to turn into the inside travel lanes adjacent to the median.

Cross-section of The Plaza illustrating the travel lanes for bicyclists and motorists, as well as placement of traffic cones and trash bins.
In addition to testing the impacts and function of a separated bike lane along midblock segments of The Plaza, city staff took the opportunity to test an emerging design practice called the protected intersection. The goal of a protected intersection is to increase safety for all travel modes by designing intersections in a way that provides dedicated space for cyclists and reduces the number of conflict points; the most dangerous of which is a driver turning into or across the path of a cyclist continuing straight. The design details of a protected intersection is shown in the graphic below, courtesy of a 2015 report titled *Lessons Learned: Evolution of the Protected Intersection.*

This graphic shows the ideal or complete concept of a protected intersection where a four-leg intersection brings together bike lanes from each approach. Since the demonstration project was limited to The Plaza north of Central Avenue, city staff was only able to test portions of a protected intersection design at the northern corners of the intersection. However, most of the key features were still successfully implemented through temporary paint, traffic cones and signal changes. The following four key features of a protected intersection were tested: corner safety island, forward stop bar, setback bicycle crossing, and traffic signal changes.

The corner safety island would typically be constructed with raised concrete but for the purposes of the temporary demonstration project was marked and defined with a grouping of the traffic cones. The corner safety island defines the corner radius of the intersection, provides comfortable space for bicyclists waiting to cross, and helps lower the speed of turning vehicles due to the tightened radius.

Combined with the corner safety island, the forward stop bar marks the location where bicyclists should stop and wait for the traffic signal to indicate they can proceed. Providing this separated space ahead of the pedestrian crosswalk and motor vehicle stop bar makes cyclists much more visible to motorists preparing to turn and also decreases the crossing distance for cyclists.
As cyclists proceed from the forward stop bar, the pavement markings direct them to shift slightly right and to cross adjacent to the existing pedestrian crosswalk. This setback bicycle crossing also improves sightlines and puts cyclists close to the same space that motorists would expect pedestrians to be crossing. The corner safety island paired with the setback bicycle crossing provides space for a turning vehicle to safely yield to cyclists or pedestrians.

Temporary changes were made to the traffic signal at The Plaza and Central Avenue intersection during the week that the separated bike lane demonstration project was being tested.

In addition to the key features previously described, green pavement markings were placed as visual guides for cyclists entering and exiting the separated bike lanes as they crossed Central Avenue. Traffic cones were placed at the northeast and northwest corners of the intersection to tighten the turning radius, encourage turning vehicles to operate at a slower speed, and to prevent vehicles from turning into the bike lane. These traffic cones acted as a temporary curb extension that shortened the crossing distance for pedestrians crossing The Plaza.
Evaluation Tools

A variety of tools were used to evaluate the demonstration project and understand its impact. These tools are regularly used by city staff to understand how residents move throughout the city. In this instance, city staff was interested to see how the bike lane was used, if traffic diverted to other streets, whether congestion increased, and how the project affected speeds along The Plaza.

Bicycle Counts

Bicycle counts were obtained by using a video recording that was then sent to a third party that uses their software to calculate the number of bicyclists passing through a specific location. Bicycle counts were taken on The Plaza, south of Chestnut Avenue on Wednesday, May 10 and Thursday, May 11.

Traffic Counts & Speed Data

Traffic counts and speed data were obtained using tube counters, which were placed in 9 locations, including 2 locations on The Plaza and seven additional locations throughout the surrounding neighborhood. Counters were installed four days prior to the beginning of the demonstration project, and were left in place until three days after the demonstration project had been completed. This allowed city staff to compare traffic counts and speeds with and without the separated bicycle lanes. In one case, an additional tube counter had to be installed due to complications from on-street parking.

Turning Movement Counts

Turning movement counts were also obtained for several intersections along The Plaza and Central Avenue, in order to get an idea of the volume of bicyclists, pedestrians, and vehicles passing through the intersections. This information also helped city staff understand how bicyclists used the intersection modifications at The Plaza and Central Avenue.

The volume and direction of traffic traveling through each intersection was determined by using a video the same way that the bicyclist counts were determined.

Turning movement counts were also obtained for four intersections along The Plaza and Central Avenue, including:

1) Parkwood Ave at The Plaza
2) The Plaza at Central Ave
3) Central Ave at Thomas Ave
4) Central Ave at Pecan Ave

Map 1: The Plaza Separated Bicycle Lane location and traffic counter locations
TRAFFIC ANALYSIS

Count Data & Turning Movements

In summary, traffic volumes on The Plaza and surrounding neighborhood streets remained the same regardless of the modifications to The Plaza. On typical weekdays when the demonstration project was not in place, the average traffic counts along The Plaza were between 11,500 and 12,500; while the demonstration project was in place, the traffic counts along The Plaza ranged from 13,900 to 14,400. Traffic counts along the side streets did not show any significant change during the demonstration project.

City staff also counted 146 bicyclists using the separated bicycle lanes on Wednesday, May 10 and 108 bicyclists on Thursday, May 11. On May 10, 71 bicyclists were counted at The Plaza and Chestnut Ave, traveling southbound towards Central Avenue. While 32 bicyclists passed through the intersection where the modifications were made (The Plaza & Central Ave), 38 crossed Central Avenue one block west of The Plaza, at Thomas Street. An additional 28 were counted at the next intersection (Central Ave & Pecan Ave). This suggests that some bicyclists still preferred to use side streets including the local bike route along Thomas Avenue, instead of the protected intersection at The Plaza.

Map 2: Changes in weekday traffic volume along The Plaza and surrounding streets
Safety

During the week of the demonstration project, there was one crash on The Plaza within the demonstration project limits. This crash involved a suspected drunk driver who turned the wrong way on The Plaza. One person from the crash was transported to the hospital with non-incapacitating injuries.

There were six crashes in the three weeks following the demonstration project completion and these resulted only in property damage. Five of the six crashes following the demonstration period involved normal traffic-related crashes, such as rear ends and motorists misjudging and turning in front of oncoming traffic. The one other crash in the three weeks following the demonstration period involved a driver fleeing the scene of another hit and run, at a high rate of speed and not stopping at a stop sign.

Map 3: Changes in weekend traffic volume along The Plaza and surrounding streets
**Vehicle Speed Data**

Although the posted speed limit along The Plaza is 35mph, vehicle speed data shows that the average speed along this stretch of road is typically about 10mph over the speed limit. During the week of the demonstration project, the average speed on The Plaza was reduced to about 36-38mph. That represents a 12%-18% decrease in speeds, to a level closer to the posted speed limit. As for the side streets, there were minimal changes in the average speed. The posted speed limit on these streets is 20-25 mph, and speeds remained in the mid-twenties before and during the demonstration project.

Map 3: Changes in weekday speeds throughout the Plaza-Midwood neighborhood during the separated bicycle lane demonstration project
### Map 4: Changes in weekend speeds throughout the Plaza-Midwood neighborhood during the separated bicycle lane demonstration project

- **Belvedere Ave, east of Thomas Ave**: Before demonstration project - 26 mph, During demonstration project - 26 mph
- **Hawthorne Ln, north of railroad tracks**: Before demonstration project - 45 mph, During demonstration project - 43 mph
- **Nassau Blvd south of Hall Ave**: Before demonstration project - 28 mph, During demonstration project - 28 mph
- **Nassau Blvd, north of Belle Terre Ave**: Before demonstration project - 26.5 mph, During demonstration project - 27 mph
- **Pecan Ave, south of Kensington Dr**: Before demonstration project - 28 mph, During demonstration project - 28 mph
- **The Plaza, north of School St.**: Before demonstration project - 45 mph, During demonstration project - 37 mph
- **The Plaza, north of Belle Terre Ave.**: Before demonstration project - 46 mph, During demonstration project - 38 mph
- **Thomas Ave, south of School St.**: Before demonstration project - 24 mph, During demonstration project - 24 mph
- **Thomas Ave, south of Kensington Dr.**: Before demonstration project - 24.5 mph, During demonstration project - 25 mph

* Showing changes in weekday speeds only
PUBLIC INPUT

In order to gauge the public’s satisfaction with the temporary modifications as well as the interest in making the modifications permanent, CDOT collected feedback from local residents. In addition to distributing a survey, CDOT staff reviewed emails and phone calls for feedback. Summaries of the findings are provided below.

Survey Monkey Analysis

Post-project, a survey was distributed to residents and interested stakeholders. The survey was distributed through a number of channels, including:

- Online through the Plaza-Midwood Neighborhood Association (PMNA), NextDoor, the City of Charlotte’s Facebook page, and Charlotte DOT’s Twitter account
- Physical copies of the survey were mailed to Plaza-Midwood neighborhoods in a boundary approximating within a few blocks of The Plaza demonstration project.

The survey asked residents to provide feedback about different parts of the project, and help CDOT staff understand how residents use different modes of transportation. Residents were asked to rate their satisfaction with the reduction of travel lanes, the protected bicycle lane, and the intersection modifications at The Plaza and Central Avenue, on a scale from “Extremely Satisfied” to “Extremely Dissatisfied.”

Between May 22 and June 5, a total of 841 surveys had been completed - 632 were completed online and 209 were submitted by mail.
Demographics

Of the 841 respondents, 77% lived within a few blocks of The Plaza (within the outlined area in Map 5), and 91% lived within the same zip code (28205). The vast majority of respondents (98%) had traveled along The Plaza during the week of the demonstration project; 49% of respondents had walked, 43% had ridden their bike, and 93% had driven along The Plaza.

Of those living within the 3-block radius around the demonstration project, 60% said they walk regularly, 52% said they bike regularly, and 96% said they drive regularly. However, 67% would like to bike more and 54% would like to walk more. Only 26% said they would like to drive more.

Regarding the modifications along The Plaza, those living within 3 blocks were slightly less enthusiastic about the modifications than those from outside the area.

Reduction of Travel Lanes

When it comes to the features they were asked to rate, respondents were asked to indicate their level of satisfaction with their experience travelling along The Plaza, with the options of “Extremely dissatisfied,” “Somewhat dissatisfied,” “Neutral or No Opinion,” “Somewhat satisfied,” or “Extremely satisfied.”

Just under half (49%) indicated that they were “extremely satisfied” with the reduction of travel lanes and an additional 14% were “somewhat satisfied.” Among those who had biked, 89% were satisfied with this modification. However, the majority of walkers (70%) and motorists (61%) were at least somewhat satisfied with the modifications.

Although the majority of people were generally satisfied with the lane reduction, those within the three-block radius were less enthusiastic about this change than those living outside of the area. 73% of those living outside the three-block radius were satisfied with the changes, while 63% of Plaza-Midwood residents (PMNA residents) were satisfied with the changes.
Separated Bicycle Lanes

In regards to the addition of separated bicycle lanes, 63% were satisfied with the changes. Those living outside of the three-block area were, again, considerably more satisfied with the changes. While 76% of those from outside the Plaza-Midwood area were satisfied with the changes, 59% of PMNA residents were satisfied with the changes. Regarding those who biked along The Plaza during the demonstration project, 91% were satisfied with the modifications. Between 60% and 70% of walkers and motorists were satisfied with the changes.

One of the more common requests from survey comments and emails concerning the bicycle lane is that, if a bike lane were installed, residents would like to see it extended onto Central Avenue and Parkwood Avenue. Central Avenue currently lacks bicycle infrastructure and some feel as if the bike lane on The Plaza doesn't serve them well if they have nowhere to go on their bike, once they get to Central Avenue.

Intersection Modifications

Although the majority (52%) were at least somewhat satisfied with the intersection modifications at The Plaza and Central Avenue, this change received more mixed responses than the other parts of the demonstration project.

Less than half of PMNA residents (49%) were satisfied with the intersection modifications, although the majority of individuals from outside that two-block perimeter (61%) were still satisfied with the intersection modifications.

According to several comments from the survey, most bicyclists prefer to use Thomas Avenue because it feels safer and quieter. This is supported by the turning movements that seem to show that most southbound bicyclists exited onto a side street before reaching the intersection at Central Avenue, and then crossed Central Avenue at Thomas Avenue or Pecan Avenue, instead of at The Plaza. Of those who crossed Central Avenue by bicycle, less than 15% used the modified intersection at The Plaza; over 50% crossed at Thomas Avenue and an additional 36% made the crossing two blocks away at Pecan Avenue.

However, when traveling northbound, far more bicyclists passed through the intersection at The Plaza and Central Avenue. In contrast with the southbound travel patterns, 62% of northbound cyclists crossed at The Plaza, whereas 31% crossed over at Thomas Avenue and 7% crossed at Pecan Avenue.
Individual Feedback

Individual feedback was obtained from phone calls, emails, and an “additional comments” section from the survey. Generally, the feedback regarding the demonstration project was positive; of the 44 emails and phone calls received, 84% provided positive feedback and many requested that the improvements be made permanent. The following section highlights the most common themes from the feedback, but a list of all of the comments from the surveys can be found in the Appendix. Any quotes contained in this section have not been edited and, as such, may contain spelling errors.

Comments in Favor

Residents commented that traveling along The Plaza felt a lot safer, regardless of whether they were walking, biking, or driving. Comments from motorists explained that the reduced speeds made it easier and safer to pull out into traffic, while those who biked or walked appreciated the separation from traffic as well as the reduced speeds.

Some said that the separated bicycle lane encouraged them to walk and bike more, to get groceries, go to the library, and meet friends at nearby bars and restaurants. In addition to the changes in traffic, several residents also noted that it was quieter with less late-night car sounds, which made the neighborhood feel more residential, instead of feeling like they were near a highway.

“I was able to take my 9 month old son on his first bike ride and felt completely at ease which would not have been possible without the dedicated lane”
- Survey respondent

“I think it is a great idea. The neighborhood was a neighborhood again with this bike lane. People were on bikes. It was wonderful!!!!”
- Survey respondent

“That small buffer has slowed car traffic to respect the posted 35 mph speed limit... and the few feet of distance between my children and racing traffic makes a tremendous difference in quality of life and our comfort walking about in our neighborhood.”
- Survey respondent

While this is currently a one-week trial, we’ve already seen the amazing impact it can have on our community — making it safer for bikers and pedestrians, allowing families to enjoy our thriving neighborhood and slowing traffic on a road that far too often feels more like a highway than a residential street.”
- Plaza-Midwood Residents
Concerns

Although the feedback was mostly positive, there were some who had concerns about the project and any future projects along The Plaza. Motorists in the area cited issues with traffic backups due to the reduction of lanes. After the demonstration project had been completed and the cones had been removed, several residents also noted that the residual paint caused confusion for motorists while traveling down The Plaza.

Some cyclists were concerned about parts of the design, including driveway entrances and the intersection design at Central Avenue. Since there isn’t any bicycle infrastructure along Central Avenue, many worry that there isn’t really anywhere to go when using the bike lane and some felt that it would be best to develop a bicycle plan for Parkwood Avenue and Central Avenue, in conjunction with plans for The Plaza. As for driveway entrances, some were concerned about collisions at driveway entrances where motorists might be unaware of bicyclists as they pull into the bike lane.

Aside from transportation-related issues, some were also concerned about what to do for trash pickup along The Plaza. Residents living along The Plaza were instructed to place rolling trash and recycling cans into the designated buffer for collection. However, those aren’t the only items that can be placed at the curb for pickup and some stated that the presence of the bike lanes made it confusing to know what to do with yard waste or bulky items.

“Trash collection was a nightmare. I am at home during the day and recused a total of six trash bins that blew/rolled into the traffic lane after pickup. Yard debri was another issue…”

– Survey respondent

“I live on The Plaza and it was extremely difficult to back out of the driveway and with blind spots and bikers it made it so much worse. The back up of traffic made it impossible to get out at certain times.”

– Survey respondent

“Bike lanes should extend to Central Avenue. Central is dangerous for walking and more dangerous for biking.”

– Survey respondent

“Bike lanes should not be placed where a high number of driveways and intersections are. Each and every intersection and driveway will increase the danger to cyclists.”

– Survey respondent
Lessons Learned for Future Demonstration Projects

The Plaza demonstration project is one of the first shorter-term street reconfiguration tests conducted by CDOT. As such, it was a test of the demonstration project process and methods as well as a test of the conversion of general purpose lanes to bicycle lanes on The Plaza. Below are some of the take-aways for future demonstration projects:

• **An ongoing monitoring and maintenance plan is essential**

  Individual staff volunteered to monitor the project three times daily. These site visits turned out to be important not only to monitor the impacts of the project first-hand, but more importantly to reset traffic cones that had been displaced and knocked over. Traffic cones at the intersections were particularly likely to have been displaced as motorists adjusted to the tighter turning radii.

• **Public input and objective traffic data should be collected**

  The combination of public input through the survey and received comments provided a picture of the public reception to the demonstration project. However, the measured traffic counts and speed data provided an objective data point to check claims about speed reductions and traffic diversion onto parallel streets.

• **Communicate and coordinate with other service providers**

  CDOT notified the Charlotte Mecklenburg Police Department, Charlotte Fire Department, and Charlotte’s Solid Waste Services about the project. The Charlotte Mecklenburg Police Department volunteered to help monitor the status of the demonstration project during night-time hours. Staff communicated to adjacent residents via door hangers that waste bins should be placed in the buffer area between the travel lane and bicycle lane during the test week. Residents generally placed their bins in the correct location, with some assistance by city staff.

• **Lane markings should be visible, effective and removable**

  Staff considered different materials for the temporary buffer line on The Plaza, as well as the protected intersection targets at Central and The Plaza. The project team ultimately decided to use a diluted lane marking paint to mark the buffer line, and chalk paint to highlight the protected intersection elements. While the chalk paint wore away relatively quickly post-project, the diluted lane marking paint was still vibrant weeks after the project was complete and the cones were removed. This led to some confusion by roadway users whether the outside lanes on The Plaza were still de-facto bicycle lanes. Staff ultimately had to rent special equipment to remove the lane marking paint.

CDOT employees removing lane marking paint from The Plaza on June 24, 2017
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Appendix

Comments from Surveys

The following comments are from the "Additional Comments" section of the survey. With the exception of removing personally identifiable information (e.g. names, addresses, phone numbers, etc.), these comments have not been edited and, as such, may contain spelling errors.

Positive Responses

1. As a resident of the surrounding neighborhood who has experienced the adverse affects of speeding motorists I believe this is a great initiative and look forward to it’s completion.

2. Bike lane helps slow down traffic on The Plaza. People drive too fast normally. Please make bike lane permanent.

3. Love the reduction in lanes. I believe raised crosswalks or an expanded center lane with the bike lanes and walk-ways would be nice. Thanks!

4. I bike commute to work and am nearly hit by a car every day. The lack of bike lanes forces bicyclists like me to be extremely vigilant and defensive. Also, people fly down The Plaza, making it very difficult to back into or out of our driveway. It was much safer to do so with the bike lanes because traffic slowed down drastically.

5. In favor of bike lanes :)  

6. I’m looking forward to a permanent solution for safer walking and bike-riding on The Plaza soon. Thank you!

7. This was a great idea. Thanks to the city for giving this a try.

8. Wider and more sidewalks, friendly to pedestrians with benches at every block for older adults, handicapped or disabled.

9. We believe the bike lanes on The Plaza would be great for the neighborhood and pedestrian/biker safety with little adverse impacts. Strong consideration should be given for turning lanes at major cross streets like Belvedere and Chestnut as well as thoughtful planning to ensure it is as visually pleasing as possible (e.g. how the bike lane is marked off from the vehicle lane). Thanks for seeking community input!

10. It would be great if the separation would be a more decorative / sturdy structure. We think the bike lane is a great idea!

11. I absolutely loved the bike lane on Plaza. Check that, WE did--whole family. Was not an interruption to driving at all.

12. I think it’s great that more attention is being brought to making Plaza/Parkwood safer. I think the intersection of Parkwood and Hawthorne is the most dangerous and should receive the same attention/treatment as The Plaza.

13. The bike lanes on The Plaza were a welcome change and catalyst to the neighborhood. Bicycle lanes slowed the traffic to 35-40 mph as opposed to 50-60 mph. It calmed the street and made me feel safer walk-
ing and biking. Even with a planting strip between the sidewalk and street I feel unsafe as a pedestrian. Biking is even scarier. We cannot widen roads indefinitely. Time to change the paradigm.

14. I live on The Plaza. I did not think I would like the bike lanes and was very concerned it would cause major problems with traffic and trash pickup. I was pleasantly surprised by how well it all worked; I liked it very much.

15. Please make it easy to walk and bike around Charlotte.

16. The bike lanes on The Plaza would be a tremendous asset to the neighborhood.

17. Traffic was greatly slowed down on The Plaza when the bike lanes were in place, and I didn’t see huge backups, even at rush hour. (I normally travel between Central and Belvedere on The Plaza.) Although I did not use the bike lane during the test period, I have traveled by bicycle on the Plaza before. I would enjoy the buffer that a bike lane would provide.

18. The bike lane was amazing! It slowed down people driving too fast and made our neighborhood so much more bike/walk friendly. A planter strip would make it even better! Go bike lane!

19. While the bike lanes would be a good solution to improve pedestrian/bicycle safety. I think it would also be prudent to address the speed at which cars travel on The Plaza and Hawthorne too. While Hawthorne lane is a separate issue, the safety of Hawthorne lane is a concern for Plaza-Midwood residents as well. There have been many accidents (fatal and nonfatal), as well as children and pets hit along the portion closest to Parkwood. Cars regularly speed and misuse lanes at the Hawthorne/Parkwood intersection. We would love to see a lower speed limit and better speed patrol along the residential section. Thanks for listening.

20. Would like this section of The Plaza to become more of a neighborhood friendly street and respected as part of a neighborhood without cars speeding through.

21. Loved it. Would like to see bike lanes implemented.

22. Thank you for considering bike lanes! A few tweaks (i.e. Belvedere intersection) (i.e. easier turns onto The Plaza) and this would be great. Reducing the lanes slowed the driver speed down on The Plaza as well.

23. I am all for a bike lane, however - i live on Thomas Avenue and notice that when lanes are closed or there are delays in traffic - many motorists use Thomas Ave as a detour and speed down the street. There are many dogs, cats, folks with strollers crossing the street. I support the bike lane in concert with speed bumps installed on Thomas Avenue.

24. Would love to see The Plaza transformed to just one drive lane in each direction + one bike lane in each direction. Would love a round-about at The Plaza + Belvedere. Would love more turn signal/traffic lights around Plaza Midwood (like at Central & Thomas Avenue). Thanks for asking!

25. Would love to see Plaza Midwood become a more walkable and bike friendly neighborhood.

26. Pleased with increased bike safety lanes in Charlotte - thanks!

27. I thought this was amazing--cars were forced to travel at speeds based on the slowest car. It was quieter, safer and felt more like a real neighborhood all week! I cycle throughout the city and appreciate having a place to feel real safe and separate from cars by a physical barrier. Thanks for working hard to find these new opportunities.

28. Find another way to separate traffic than the orange traffic cones. Great improvement of slowing down traffic on The Plaza!
29. I am very much in support of separated bike lanes along The Plaza. One observation I made was that vehicles did not recognize the painted lane until traffic cones were also placed, and this suggests that more permanent barriers are needed in addition to painted lanes. [Additional comment from previous question: I enjoyed the bike lanes with barriers and hope more permanent barriers can be installed.]

30. I’m excited to see efforts made to improve the walking and biking safety through the neighborhood.

31. Traffic went slower, people were out and about, like a "real" neighborhood!

32. We have lived on The Plaza since we bought our house in 1995. Traffic during that time has multiplied and speeding occurs on a regular basis. There are also 18 wheelers that frequent our street, sometimes striking the overhead branches of trees that line The Plaza. They, too, speed. It has become a dangerous situation to back out of our driveway. And, this is a historic district, and should be deserving of protection. The intersection of The Plaza and Central Ave. is a nightmare—even for cars. Pedestrians and bikers alike risk their personal safety just crossing the street. There should be turn signals for left turns at that intersection and people should not be able to turn right on red, both from Central Ave onto The Plaza, and from The Plaza onto Central Ave. It is definitely a dangerous intersection and would benefit from those restrictions. With the opening of Harris Teeter (with limited parking), various restaurants and new apartments rising, we should encourage walking, biking and other modes of transportation to limit the congestion in our area. The Plaza would definitely benefit from the slow-down of traffic, the minimizing of the number of cars in the area and provide walker/bikers alternative ways to travel in our neighborhood. It would be a progressive move to promote good, healthy lifestyle habits and be a showcase for Charlotte. Thank you for the opportunity to respond in this survey and to express our preferences.

33. Hate the street car: expensive, immobile, slower than bus, increases traffic... benefits???? Love bike lanes.

34. I would bike more frequently if we had more safe bike lanes.

35. The temporary markings after the demonstration project make travel in the right lane confusing for some. I recommend removing the pain until a permanent bike lane is installed. Like it!

36. I liked the bike lane on The Plaza. It was nice seeing people use it.

37. The cones made it much safer for bike riders, especially my 5 year old granddaughter. Helps develop and maintain a healthier life style! Wish the cones were always up. It also slowed the speeders down. Cars fly down the front of our house!!! They need to slow down. We need speed humps!

38. Please, implement the bike lanes on a permanent basis.

39. Fully support converting to one lane. Drivers actually obeyed the speed limit during this time.

40. Please, add more CONNECTED bike lanes. It won’t help if only The Plaza and parts of other streets have bike lanes that do not connect. I don’t feel safe cycling in Charlotte. I used to cycle more often until I nearly got hit by a car. Please, build a cycling infrastructure and more people like me will use it. The week The Plaza had the bike lane, traffic actually slowed down to a safer speed at 35 mph vs. the 50 to 60 mph that lots of people usually do.

41. People drive way too fast down The Plaza. Something definitely needs to be done to slow down traffic.

42. A great addition to the neighborhood!

43. Please consider doing the same to Parkwood Ave. It is a very dangerous road and people drive way too fast!
44. I used to bike to work uptown on the sidewalk! but had to give it up due to lack of bike lanes and greenway. We really need to encourage this mode of transportation for many reasons including neighborliness, quality of life, environment, and road/asphalt dependencies. I spent time in Montreal and they have a great mode for bike lanes including dedicated lights. Everyone was biking everywhere—that's why they're so happy up there. If Montreal with it's freezing temps, can do it, then CLT with it's AWESOME weather definitely can.

45. I love the idea of more walking and biking lanes in Charlotte. The few cars on the road, the better.

46. Anything the city can do to reduce vehicular traffic and encourage bicycling and walking is a very positive step toward reducing congestion, pollution, and epidemic obesity.

47. Love the bike lanes! Please keep—great for riders and slows down the very fast drivers!

48. As long as its done well and landscaped, I think it will make the area more desirable then it is today.

49. Love the road diet idea.

50. My wife and I live in Plaza Midwood. We have 3 dogs, a baby, and we walk throughout all of Plaza Midwood. My wife and I also bicycle regularly for errands, and for fun, but not too much for exercise. The 2-to-1 restriction is great. Cars are driving slower and the dedicated lane feels much safer. Thank you!

51. We noticed traffic was moving noticeably slower during the project. Walking on the sidewalks down The Plaza was much more pleasurable because traffic was further away from sidewalks and the motor noise was reduced. Without the separation, I think there wouldn’t be a difference though.

52. I loved the bike lane to use and enjoyed meeting people using it.

53. Love the idea and appreciate the trial run. It does seem like there may be a big and negative impact on traffic flow. I live on Mecklenburg Ave. and it is already tricky enough to get out onto The Plaza. I imagine this might make it worse. But I’m not necessarily against it, just concerned.

54. This was great, less traffic and slower traffic.

55. I would love to use my car less.

56. It is really useful to have bike lanes for kids because they can't drive themselves anywhere they want.

57. Please make these changes permanent. I have lived in Plaza-Midwood with my family for 5+ years now. We often walk, bike, stroll on Plaza. With these changes, it was the first time in 5+ years I have felt safe as a pedestrian on The Plaza - in five+ years, yes. Please do this, and please do more in the Plaza-Midwood CBD. There are too many pedestrians. Does it take someone getting killed? Be proactive!

58. In my lifetime I have seen Charlotte grow rapidly. I have also seen lack of courtesy. If people can ride bikes and help air quality at the same time allowing delivery trucks, etc. space, this would be very good. People can work together if they are willing to.

59. I suggest bike lanes and additional green space.

60. We felt the bike lane was successful in making the neighborhood safer for walking/biking. Certainly a nice change from fast drivers on The Plaza. The only negative was getting onto Central from The Plaza.

61. Bike lanes helped to significantly reduce the speeds of cars on The Plaza. I only hope this will not increase traffic in the adjacent neighborhood streets.
62. Reduction of travel lanes with separated bike lanes is a great idea. It seemed to work well. The main issue was the reduction down to one lane between Central and Hamorton. Morning commute extremely lengthened by the lack of a right turn lane. Plaza onto Central traffic bottlenecked. It also made traffic not function smoothly when turning left onto The Plaza from Central--especially with the entrance to the Ritas strip mall located to Central Ave.

63. In my opinion, converting one travel lane of The Plaza would both support the live, work, play goals of the RED from zoning and would assist in making crossing at The Plaza safer for pedestrians by slowing traffic speeds through the neighborhood. I believe it is good for the City’s goals, for the businesses and for the residents. Congratulations to the City for conducting the demonstration and being willing to hear and act on suggestions.

64. Great idea. Thanks for trying it out. Need more connected and protected bike lanes.

65. Please!!! Slow down motorists on The Plaza!!!!!!

66. Bike lines are wonderful!

67. My husband and I are eagerly awaiting our move from Pennsylvania to Charlotte in July. We look forward to spending lots of time with our family, who have lived in Plaza-Midwood for nearly 12 years. They are avid bike riders, as are we. We were delighted to see the designated bike lane on The Plaza and regretted we did not have our bicycles with us at the time so we could join our family as they rode. The residents of Plaza-Midwood love to ride their bicycles--to work, to school, to local restaurants and shops, and just to have fun. It’s good for them, for the environment, and for the local economy. We hope the Charlotte DOT will make the designated bike lane permanent.

68. Make it safer on The Plaza ...no need for 2 lanes.

69. Make The Plaza safer please! Too fast and scary. no need for 2 lanes.. please get us some bike lanes, stop signs, cross walks... it shouldn’t be that expensive...and shouldn’t take long to do.. Lets make our city safer one street at a time...this one is a softball lob... THANKS CDOT!

70. The speed on The Plaza is out of control. There is no infrastructure to slow motorists down. Hence we have an unsafe environment for bikers and pedestrians. It is a serious issue. I experience it every day. I see motorist pass each other racing to the finish line of Central or Parkwood. 1 lane is plenty and does not cause traffic jams. Regardless what you do with the bike lane, CDOT really needs to slow this traffic down. We prefer stop signs, cross walks, 25MPH limits. I believe that your data will back this commentary and you will have no choice to act. If you now know the implications and do nothing, it would not be right. We appreciate CDOT for listening and making this historic move to consider protected bike lanes. I am optimistic that you will do the right thing for our community and city and put Charlotte on the map equal to Portland, Minneapolis, Seattle, SF, and seriously NYC. If NYC can make change along with the cold state of Minnesota, we can too in our beautiful climate and wonderful city of Charlotte. Let's go CDOT.. You can DO IT! :)

71. More safe bike lanes!!!!

72. more bike lanes everywhere, please.

73. I think Plaza Midwood is a great walking neighborhood. It would be wonderful to also make it a great biking neighborhood. I've lived in this zipcode since 1990. Thank you.

74. I would like to see the bike lane permanently installed - with paint and more clear designation that the lane is for cyclists. While I am not a regular cyclist I do believe that a permanently painted bike lane would enhance the quality of life for all in the neighborhood. One of the reasons we were attracted to PM was how
walkable the neighborhood was. Bit by bit, cars are taking over the 'hood and a permanent bike lane would make walking and biking on the plaza safer, quieter and more enjoyable.

75. I like the idea of a designated bike lane, but traffic in am backed up at light so I suspect more traffic would divert through neighborhood side streets. Perhaps if lights were timed better, it would prevent long backup at intersections.

76. I like the concept but execution was lacking. I saw many confused drivers and witnessed at least one collision. A painted bike lane with reflective alert bumps sounds like a good idea. The temporary setup using cones an pylons served to confuse motorists.

77. I think the bike study / demonstration was long over due. This is the best thing to happen to PM. I have recently had a near hit situation strolling my little girl. The speeding traffic is simply dangerous. Something must be done to dramatically slow this traffic down. I have experienced motorcycles racing at crazy 100 mile speeds. Most cars are 10-20-30 mph above the 35mph speed zone. I saw no negative backlash from the bike lane study. The traffic moved in a rythmical pattern with no traffic jams. Anyone telling you otherwise is simply not truthful. I sat and watched traffic at its peak morning and evening. No jams whatsoever.. Actually I felt safe to walk and stroll my kids again. PLEASE PLEASE KEEP THE BIKE LANES AND FURTHER SLOW DOWN THE PLAZA. We need stop signs, crosswalks, better protected walkways. THANK YOU FOR YOUR CONSIDERATION. PLEASE LET THIS BE THE FIRST IN MANY POSITIVE IMPROVEMENTS IN CHARLOTTE!!!!

78. I really appreciate the efforts the city is making to improve our pedestrian and biking options. We can’t please everyone so didn’t put too much weight on the naysayers. This is a great step forward and we can work through challenges / kinks.

79. Traffic in our neighborhood and speeding cars make it dangerous to walk and bike. Having dedicated bike lanes with safety zones will make it better. Having all walk intersections will also make things better. We need to encourage alternative transportation options as we grow denser but I feel my safety is it risk on the roads today. Keep our neighborhood safe by slowing those who rush through to their next destination without regard for those of us who try to live more sustainably in our intown neighborhood with less than adequate public transportation choices.

80. I think it should be made permanent.

81. I live on the plaza close to central. I observed the bike lanes directly and fully believe in the benefits they provide. Once they were removed the comparison of the speed of traffic literally racing as cars speed up from Central Ave was annoying and unsafe. The number of cars seemed to increase as well when the lanes were removed. I think it is a great way to change the overall impression that the plaza is a thoroughfare back to a residential street. My only recommendation would be to adjust the intersection of Central and the Plaza to still include a right turn lane from the plaza onto Central.

82. Bike lanes should extend to Central Avenue. Central is dangerous for walking and more dangerous for biking. Charlotte does not need parallel highways from the east (Independence Blvd and Central Ave).

83. Next up central avenue?? Something definitely needs to be done there too.

84. This is a terrific concept and deserves implementation in more than one corridor (greenway-to-greenway Uptown, as well as here on The Plaza. Great job, CDOT and SustainCharlotte!!

85. Central Avenue also needs bike lanes and only one direction of travel similar to East Blvd.
86. There were so many more people on bikes and walking with the protected bike lanes. It was wonderful! The car traffic was slower, too. Most cars seemed to be traveling the speed limit during this test week. I used the bike lane to go to the dentist, home from work, and the grocery store. I LOVED it! It felt so safe.

87. More bike lanes!

88. It would be great to add permanent bike lanes to the Plaza and Parkwood. But the real problem is Central Ave. I don’t think it will ever be safe for bicyclists but it needs to be safe for pedestrians. At least 1,000 new residents will fill the apartments on Central between 10th and Clement. Traffic along Central has to be calmed so it’s safe to use the sidewalks. I understand the city says there is already so much traffic on Central that calming it isn’t practical. I hear that as a foregone conclusion that pedestrians will be injured or killed and that’s OK. Traffic has to go somewhere. The city OK’ed these apartments so it needs to act responsibly and let the traffic stack up in a single lane on Central or go elsewhere (independence blvd.). Take responsibility for bad planning and calm down Central Ave. before many people are injured or killed.

89. Making more of Plaza Midwood accessible by bike would increase my patronage at restaurants and shops. Right now, since I’m already getting in my car, PM is the same as South End, Dilworth, Uptown, or any other neighborhood. If I can safely get to PM by bike from my house, there is a huge advantage for me to stay in the PM area.

90. Love the bike lane and very much appreciate all the efforts to make Plaza Midwood more biker and pedestrian friendly!

91. I loved seeing the bike lanes!!!! Right now it is too dangerous to use a bike in Plaza Midwood because the traffic on Central and The Plaza is too much and too fast.

92. Having dedicated bike lanes will encourage more folks to ride their bikes around the city - right now, they may view it as too unsafe or are unsure of where/how to ride their bike but these bike lanes made it easy and safe. I live further down Central towards Eastway and would love to see something similar on Central so I can bike all the way from my house into Plaza Midwood retail area.

93. Charlotte is soo behind other cities with bike lanes and other modes of transportation. We really need to step up on all of this & this is a first but very important move.

94. I’ll support any and all efforts to make Charlotte more walkable and bikable. It’s scary out there on the roads on my bike. Drivers don’t want me there and I don’t want to be there either. I’d much rather be on a protected bike lane.

95. Please make permanent!! The speed with which cars drive on the plaza are dangerously high. I was side-clipped recently by a hit and run.

96. We want more options for non car travel in Charlotte. Go for it!

97. I live in Belmont. Usually drive parkwood to go to PM. I loved the traffic calming. People drove 30, and weren’t right on your tail or whipping by.

98. I’ve been using my bike as my primary mode of transportation in Charlotte for 1.5 year now. I’ve been struck twice by motor vehicles and had many other close encounters. Protected bike lanes are an exciting development and would encourage the city to not stop with the Plaza. As a side the South Blvd & Carson St intersection is very dangerous as is the South Blvd & 277 onramp verses cross walk intersection.

99. Yay bike lane! Make it so.
100. I have a bike carrier to bike around with my daughter and this was the first time I felt really safe taking her on the plaza. It was a great mode of transportation. I really didn’t notice any delay when driving on the Plaza being down for one lane. Thanks for giving us the opportunity to try out this lane.

101. Good work!

102. I *love* the idea of better, safer bike and pedestrian options. However, I admittedly was concerned about traffic flow at peak car traffic times. Also, I would be concerned about cars in bike lines. What kind of barriers would be in place? Yes, let’s please make a healthier city!

103. I hope this project moves forward and that we continue to have larger dedicated bike lanes throughout all of Plaza and Noda.

104. The bike lanes were AWESOME!! It was safe, traffic was smooth and slower. Cars Can be slower though. I didn’t experience traffic jams to and fro to work. I loved seeing more people out and using the bike lanes. It would be cool if you did a residential boulevard or something to blend it into a historic feeling. Great job CDOT!

105. I enjoyed the feeling of community that the bike lane helped foster for the week it was up and running. As bikers and walkers passed each other smiles were shared and communications initiated. This was a very good example of creating a shared space that allowed people to connect in a more personal manner. Not hidden in cars and speeding to the destination.

106. Thank you for your efforts to make Charlotte roads safer for everyone and more attractive to cyclists and pedestrians. If you build it, they will come!

107. I live in Elizabeth and walk or ride my bike into Plaza Midwood frequently. The open bike lanes would expand the distance that I am able to get to without use of my car, which is ideal for my lifestyle.

108. The Plaza is dangerous for pedestrians and cyclists and motorists. Vehicles travel at incredible speeds with no infrastructure to calm them. There are no stop signs, no cross walks between a drag race flat straight away from Belvedere to Central. It is an incentive for motorist to travel very fast. That has to be fixed immediately with stop signs and lower speed limits. Ironically, when the bike lane demonstration occurred it helped dramatically with no major traffic jams. So I think it is a great idea. The neighborhood was a neighborhood again with this bike lane. People were on bikes. It was wonderful!!!!!! During peak traffic the cars moved along nicely. If the traffic stopped, it was only for 45 seconds as the light cycled on Central. It was easier for me to back out of my drive way onto The Plaza. I didnt have 2 speeding cars coming at me. There is really no reason to have 4 lanes here. Bring this coveted historic neighborhood to be an actual neighborhood and not a highway. It will be great first step to connecting a network of alternative transportation modes. Bottom line in the last 100 weeks I lived on The Plaza this week long demonstration was the safest I felt strolling my 1 and 2 year old. PLEASE Make it HAPPEN!! Thank you for listening and studying this. The neighbors appreciate CDOT!!


110. Love more bike lanes especially if they can be connected to one another

111. I really like that it seemed to slow driver’s speeds down on that stretch of the plaza. Drivers are often going excesses of 10 miles over the speed limit on that stretch.

112. I use The Plaza regularly to bicycle to Commonwealth Av area businesses (The Diamond, Thomas St.Tavern, Dish, etc.) and really enjoyed the safe feeling I got from the bicycle lanes.

113. Bike lanes should be implemented around the city
114. My family lives within half a block of plaza. Before bike lanes get approved I would really like to address the high traffic speeds on the street. It’s unpleasant and dangerous. Love his initiative!!

115. The bike lane was amazing! I moved to Charlotte from Portland, Oregon. I love this city but definitely wish it was more bike friendly! This would be great for the city.

116. Great idea to promote biking. It was confusing when the painted line and the cones went up...I had no idea what it was for or for how long it would stay. The green paint at the corner of Plaza and Central was also confusing. But I was glad to see that bikers used the opportunity to ride up and down safely.

117. Loved the bike lanes. I bike to work 4 mornings a week and I felt safer on The Plaza. (I live on Tippah). Great for bikers, great for the environment and the kiddos too!

118. Please add more bike lanes around the city and approve higher density building projects that put people in closer proximity so that biking is viable for more people.

119. Get to it! The sooner -& SAFER- the better!!!! Thank you!!!

120. I live in the Plaza. It was safer when I pulled out into traffic. It was also quieter and far less late night speeding sounds.

121. other than build-up of traffic turning left onto Central from Plaza at certain times of the day, seems like a GREAT idea to permanently make the changes

122. My major concern was at the Plaza/Central intersection, southbound. When biking straight across on the Plaza, many cars in the lane next to me were turning right. I was a little concerned that the might not see me so I had to be extra cautious. Also the way the bike lane just ends, basically it sends cyclists into the back of parked cars and the cars in the lane don’t exactly want to let me over. I’m not sure what the fix for this is, because I don’t see the USPS giving up those parking spots! As a cyclist, pedestrian, and driver, I loved the bike lanes. Having protected bike lanes made people feel safe, and took the bikes off the sidewalk which is safer for everyone involved.

123. I LOVED this modification of The Plaza. Not only did it encourage me to use my bike more, by making me feel safer on short trips around the neighborhood, but it made driving and walking on The Plaza safer, by slowing down traffic, which often travels at too high a speed on that street. Given that I have children who live near that street, who could potentially walk to school in the neighborhood, this would be a big improvement for our whole family. I urge the city to adopt this change and make it part of a broader strategic plan to integrate bike lanes and greenways in the center city area, to encourage people to travel in ways other than the car.

124. Keep it yesr round and add cross walks

125. I greatly enjoyed the bike lane!

126. Please make this happen! Make biking safer.

127. Please also convert the 7th Street Bridge to accommodate a protected bike lane.

128. As a walker I really liked how the lights were more walking friendly during this change. The walking signal was on a lot more. While traffic did slow down because of one lane, people could not speed which is a HUGE problem on the plaza.
I work in a building on The Plaza where the bike lane was. I think it’ll be less confusing when there is only one line dividing the lanes. Also, I witnessed people using the bike lane, rather than the sidewalk, to walk. I think that will be prevented by not using the cones and only having the paint. I think it’s a good idea.

More protected bike lanes!

These bike lanes were a refreshingly safe change on The Plaza. I walked The Plaza during the peak of rush hour - both in the morning and afternoon - and did not notice traffic backups at all. Instead I noticed many people out, safely enjoying the road. I suspect even more would bike to the business district if these lane reductions were permanent.

I liked that narrowing Plaza to one lane slowed traffic down and made it easier to turn off the Plaza onto side streets.

It would be wonderful to have protected bike lanes in Charlotte. It makes a pedestrian feel safer when they are out and about because the cars have to take more care. They really do go too fast on the Plaza.

This is desperately needed in Charlotte for a safe way to get around and protect cyclists, walkers, and runners. Not only does it add to the appeal of Charlotte as a city but it promotes healthy living and alternatives forms of transportation.

Love the bike lane cause I’m a biker but the lane markings need to be fixed. The dashed line needs to be removed and just one solid line needs to be there. The intersections confused people. And the bike lane ends too abruptly close to the Parkwood end. I assume the cones will be removed too? Thanks.

I live in Plaza-Midwood and support this initiative to calm traffic thereby increasing safety and quality of life. The Plaza has become a speedway and any efforts to make it safer for people and less conducive to dangerous speeds I am in support of.

I love the bike lanes and cannot wait for this to happen and tie to the new light rail line.

its a welcome sight to see everyone going slower and forced to enjoy neighborhood by slowing. The additional traffic will eventually head over towards Parkwood and use light rail and or freeway access from there. thanks aaron

Keep up the good work

If these bike lanes are implemented, which I hope they are, I would like the bike lanes to be safer at major intersections & bike lanes should not randomly ”stop”. Reducing the plaza to one lane is very helpful and removes the concept of ”passing” which is what makes the plaza dangerous. As a two lane road I will not walk my family down the plaza - we avoid it at all costs. As a one lane turning onto side streets was a minor inconvenience but not different then any other one lane street in america. The minor inconvenience for drivers should not supercede the concept of pedestrian safety. Thanks for conducting this experiment and soliciting our feedback. OpenStreets was one of the best events I have been to in Charlotte.

While traffic increased on The Plaza, reducing to one lane seemed to limit speeds, which was helpful. Would love dedicated bike lanes throughout Charlotte!

Please work to make our city more bike and pedestrian friendly. That’s what we need for a good 21st century city and world.

We are homeowners on the Plaza, as well as a family with small children who regularly bike around Plaza Midwood and other parts of Charlotte, and we are thrilled with the idea of a protected bike lane. We
think it’s a fantastic project and look forward to seeing it permanently implemented. We really appreciate all
the hard work that’s gone into making this more of a reality. Thank you!!

144. Very hope this can happen

145. I would not mind a further testing period of the bike lane EXCEPT for the intersection of Central and
Plaza. This caused a traffic backup and choke-point due to traffic turning into and exiting the library and the
small shopping center, especially for traffic making left turn off Central onto Plaza. Several times in mid-
morning I was in a line of traffic and no-one could move through the chokepoint of 1 lane except during the
yellow/then red light. I would strongly oppose the bike lane unless it started 1 block past that intersection.

146. Thank you for your efforts in making our neighborhood more livable!!

147. Would love to see more safe bike lanes, especially one that would connect neighborhoods using the
plaza. Bike lane might be more safe if placed along the center median as people pulling in and out of drive-
ways can do so with major blindspots. Thanks for your consideration.

148. I am in FULL support of anything and everything the city council and DOT can do to reduce car traffic
and increase bicycle, pedestrian, and mass transit. With the growth in the areas like Plaza Midwood, there
just isn’t enough space for everyone to have their own car as a main form of transportation. Come on Char-
lotte!! Let’s enter the 21st century and take a bold leap into alternative modes of transportation. Thank you
for asking and for doing this demonstration project. I’m excited for the possibilities of the future.

149. People in Plaza Midwood need protected bike lanes in order to have a safe alternate transportation to
cars. Using a bike for transportation is fast, healthy and promotes a connection to your community which a
car can not do. Please make biking for transportation safe. If people were safe, more people would bike which
would encourage support for local businesses.

150. My wife and I live on Club Rd or 1 mile from shopping, library, etc. Would definitely bike more with a
protected route.

151. The cones to separate the bike lane were a bit awkward looking, but I would love to see how a perma-
nent bike lane could be introduced.

152. I *totally* support the bike lanes but this survey seems suspiciously low on hard detail and it is biased
in favor of the bike lanes (“creating a comfortable connection for bicyclists through the Plaza-Midwood
Historic District”). The people who are against the bike lanes are going to think that their voices are not be-
ing heard because of the tone of the survey. (That said... a lot of the people who oppose the bike lanes really
should move to the countryside because they aren’t going to be happy unless every road is a 5 lane highway
where they can go 70mph anytime they want.) Also, question 7 doesn’t really make sense. If you are trying to
determine the most frequent start and end points for travelers who use The Plaza, you’re going to need to ask
a lot more questions to gather data on starting and ending points.

153. I think the bike lanes are fine. Cars were consolidated to one lane and drivers went slower. Some have
complained about a longer line for the light at Central but I did not see that. I’d say the bike lanes are worth
a try as long as traffic numbers support it. Like most, I am not for adding congestion in our area.

154. The lanes will reduce / control the over speed limit of some citizens that are not responsible. The last
block as getting close to intersection between The Plaza and Central should remain the same / the current
lane set up; just to facilitate the turn right option avoiding issues.

155. The bike lanes are great!

156. Anything to slow traffic and encourage other forms of travel are great in my book
157. Felt safer so for the first time I took the bicycle out on a main road...please consider implementing l. It also seemed to slow down the traffic (not speeding) along The Plaza.

158. I don’t bike because of the lack of safe options to get where I want to go. Bike lanes would help.

159. A city that is scary to walk and bike in can’t be a "World Class City". Charlotte is a scary place for a pedestrian and cyclist.

160. The bike lanes were great. Made me feel way more comfortable riding my bike.

161. We need dedicated bike lanes in East Charlotte and it would be great if we were able to safely travel on a bicycle in any direction. Protected bicycle lanes would be a less expensive way for travel, while the city figures out how to pay for the gold line and light rail projects. The traffic in Charlotte will only get worse and we don’t want to make the mistakes other large cities made by neglecting the growth of safer, greener, pedestrian friendly, bicycle friendly, modes of transportation.

162. I think protected bike lanes are great and I’d like to see more of them.

163. Bike lanes would be awesome!

164. Please make the bike lanes a permanent reality. Living on the plaza in the impacted area, I see no reason for this road to be 4 lanes as it encourages speeding and dangerous/aggressive. It is a neighbor street which by default of 4 lanes become a major thoroughfare, but it was never intended to be that way. Would also love to see the intersection of plaza and belvedere turned into a roundabout.

165. I love the idea of having permanent biking lanes and bigger sidewalks on the plaza and hope to see more continue to pop up around the city. I recently moved from Washington DC and saw how helpful the bike lanes were in encouraging alternative means of transportation.

166. I live on Thomas Avenue and travel along The Plaza frequently. It has never had a neighborhood feel because of the high speed of cars. With the temporary bike lanes it felt so different. As the traffic slowed down it just felt safer and friendlier. Please consider making the bike lanes permanent!!!!

167. Love to see it happen.

168. The Plaza is a residential street. It should never have been designed to be four lanes. Please restore the bike lanes.

169. Bike lane was awesome. Allowed for safe use of bikes without fighting for sidewalk space with walkers/runners. I hope it becomes permanent.

170. I love it! It would make it more of a community and get rid of some of the cut through traffic. I don’t mind if it is slower. It’s worth it!

171. I love the bike lanes. We would love to ride down to plaza central business district with our family more often since parking is so scarce there but it is too busy to ride the plaza safely without the bike lanes, especially with kids. If we do we usually ride on the sidewalk to be safer but that is dangerous at cross streets as traffic doesn’t look for you. I feel the single lane did not impede traffic flow on the plaza any. The only issue I saw at all was more of a car backup at the Central and Plaza intersection at busy times because cars couldn’t turn right on red without the dedicated right turn lane. I could live with that if it allowed for the bike lanes, but maybe there is a solution that could accommodate both (maybe extended green on the library side of the plaza versus the Harris teeter side?) I have lived in PM for 15 years and travel this road multiple times a day. Would use the bike lanes several times a week if they were available and it would definitely increase the amount of trips and time we spend in the business district. Thank you for considering this.
172. I think we should be encouraging the use of more bicycles! That's where I hope to see my neighborhood going in the future. I'm all in favor of seeing more bike lanes even if that makes it more inconvenient for me while driving.

173. Love the bike lanes!

174. We live on the Plaza at Belvedere, and were so excited to see how traffic slowed down at that light. We've witnessed countless accidents at that intersection because people are going too fast and run the red light. We also don't often walk down the Plaza because traffic moves too fast and cars aren't looking out for pedestrians. The bike lane allowed us to feel more safe.

175. My personal experience of the trial was that The Plaza was better all around for all modes of transport. It is true that the traffic line at Central/Plaza was longer, but it also cleared in a single light the vast majority of the time, so I do not think journey times were significantly impacted. I think this was a great initiative and hope a way will be found to make it permanent. Also, I did not notice any extra "cut-through" traffic where I live on Nassau. Thanks.

176. Agree with the premise of incorporating bike lanes, need to figure out the safety and logistics

177. Please create better bike lanes in Plaza Midwood, so our children can be safe when they are biking!

178. The bike lane demonstration was a fantastic addition to the neighborhood and I hope it will become a permanent feature. Really appreciated the slower traffic on the Plaza and if there is a segregated bike lane, I will be much more likely to ride a bike with my family. We live 15 min walk from Plaza/Central and specifically chose to live in PM due to its walkability, etc. The bike lane will significantly improve the quality of life of PM and contribute to a more urban, walkable, bikeable neighborhood.

179. Bike lane was fantastic. I felt so much safer when while using my bike to travel down the plaza.

180. Keep the bike lane! It helped me feel a lot better about safety in that area. Thanks!

181. Very satisfied with bike lanes on The Plaza. Turn lights would need to be adjusted at the intersection of Plaza and Central if this were to become permanent. Helps it feel like more of a neighborhood street as it is intended to be. Thanks for your consideration!

182. I strongly support a dedicated bicycle lane on the Plaza. I would also like to see dedicated crosswalks in this section as well, where all traffic must yield to pedestrians at any time.

183. With the bike lane, traffic was calmer on Plaza and my commute to work was twice as fast on my bike as opposed to my car! Please give us a protected bike lane!

184. More bike lanes please!

185. I loved having the bike lanes and loved having the road reduced to one lane per side. I do feel something needs to reworked for the lanes to be more effective. Maybe having one side for cars and one side for bikes/ walking would be an idea to look into. Thanks!

186. I drive The Plaza 4 - 6 times a day and love the bike lanes! I’d rather have the bike lanes than a bike ride in the middle of the far right lane with people driving right behind them "pushing" them along. Drives me crazy. This will force people to drive in the left lane, the only lane when this happens, and let the bikes do their thing. As a business owner in 28206, makes me happy to see this kind of progress.

187. My speed was greatly reduced and I didn't notice any significant backups. This is a win/win for everyone!
188. Got used to East Blvd - great to use and be on now - do-it!

189. I love it!

190. I live in plaza midwood and think the bike lanes would be an improvement plus hopefully slow down some reckless drivers. My only concern is drivers crossing/blocking the bike lanes when turning/waiting to turn without seeing the bikers. Would want adequate signs/visual management to warn drivers to watch out and not block the bike lane.

191. As plaza midwood grows and becomes a much more densely populated urban living area and much more heavily frequented business and entertainment area, it makes sense to me to discourage car traffic and promote more environmentally friendly modes of transportation. Bike lanes also serve to slow down traffic which is critical for safety in a residential and pedestrian friendly area.

192. I am not clear what the paint at the intersection of Central Avenue and The Plaza represents. However I agree that the area needs reduced traffic and a more neighborhood feel to continue to flourish... i.e., reducing both The Plaza and Central Avenue from 4 lanes to 2 in order to limit vehicle traffic and promote more pedestrian-friendly traffic and business.

193. My family and I have lived here nearly 30 years. Even if I didn't cycle (and because of a recent injury, I may not in the future, at least to the extent I once did), traffic calming / reduction on the Plaza is something we view as an idea whose time came years ago, one we're just now catching up to. It works on East Blvd, it will work even better here!

194. Loved the bike lanes. Intersection at Central and The Plaza would need to be modified a little better for bikes to rejoin traffic flow there. I bike commute to work quite a bit....but would definitely commute more if there were more bike lanes thru out Charlotte

195. Love the bike lane! The only thing that could make traffic better with or without the bike lane is a dedicated left turn light at the intersection of The Plaza and Central Avenue.

196. I really loved the bike lanes because it gives more transportation options to the residents, and it slowed down traffic that is often going way too fast down the Plaza. Please bring the bike lanes back!!!

197. As I drove on the Plaza off-hours I did not experience traffic build up though I did hear of congestion specifically near Belvadere and the Plaza. Would love to see something like this on Parkwood too!

198. I live on the Plaza and I loved having the option to safely ride a bike. I spent more time going to areas where I could bike - Elizabeth, Uptown, PM than driving to areas further out like SouthPark.

199. Extremely satisfied with the bike lanes.

200. I would love the bike lanes and especially a reduction is car speed on central and the plaza.

201. I live on Club Rd and would love to see more accommodations for pedestrians/bikers in our neighborhood. The slight inconvenience is an easy trade off!

202. I never saw any traffic back ups as a result of the single lane. I was surprised at the orderly fashion of traffic and obedience to the posted speed limit. The day the lanes were opened again I saw 3 cars run the red light at Belvedere and Plaza. I live, run, walk and drive the area and support the bike lane 100 percent.

203. For the first time ever, I felt comfortable riding with my son's trailer on plaza. It was amazing. I would be excited to have a connector from plaza to parkwood to the light rail. A SAFE mode of transport. I live 1 min from plaza and appreciated the slower traffic and more "neighborhood" feel of the one lane.
204. I support this effort and any efforts to make Charlotte a more bike and pedestrian friendly city.

205. I thought it was fantastic for a couple reason. 1: it opens up the sidewalks for pedestrians. The side walks can get cramped with bikers and walkers, this was a huge convenience when walking The Plaza. 2: It encourages more people to ride their bikes to local restaurants and bars, cutting down on the already inconvenient parking around Central and Commonwealth. 3: I also saw more families out together. This forces children to put the technology down and get back outside and really enjoy the neighborhood. I can’t stress enough how excited I am about these bike lanes being permanent. It will only bring the neighborhood closer together, encouraging more community involvement and a general sense of well being.

206. The stop light at the intersection of The Plaza and Belevdere is often ignored, resulting in either accidents or very close calls. The bike lanes on The Plaza helped to reduce the speed of traffic, which helped to make the interaction safer.

207. I would like to see Charlotte become more bike friendly.

208. Although a bike plane is good, it would need to be extended beyond just the one stretch of street. But, considering how bad traffic already is, it is necessary to keep that in mind while attempting to improve public and other modes of transportation.

209. An entire network of bike lanes would make Charlotte better and more accessible.

210. If a permanent bike lane was added, a buffer structure to separate the lane between bikes and cars would be preferable.

211. Great idea...suggest the bike lane stop at hamorton to improve traffic at central ave. If colony road can be 2 lanes the plaza certainly can. This is a great idea!

212. Please keep the bike lane!!!

213. I love very close to the Charlotte Country Club and love the addition to the bike lanes. I would suggest keeping them and extending them to parkwood. Thank you

214. I think a permanent bike lane would be a wonderful addition to Plaza Midwood and would be a move in the right direction as charlotte expands and driving and lack of parking are becoming more difficult. I think it promotes the walkability (and cycling) that a growing/large city needs in order to accommodate resident growth. We’ve lived in the neighborhood for three years and never experience traffic on the Plaza, and love the idea of adding a bike lane within the residential neighborhood!

215. More bike lanes throughout Charlotte will ease congestion, parking and promote healthier living.

216. I would like to see bike lanes, protected or unprotected on every street in Charlotte.

217. Survey does not cover my observed slower vehicular speeds throughout the 'experiment'. Vehicles which often exceed the speed limit were traveling at much lower speeds making the whole experience much safer.

218. Very satisfied with the Plaza bike lane!

219. I felt considerably safer walking and travelling on The Plaza during the bike lane experiment as motorists’ speed was reduced to something much closer to the posted speed limit. With the normal 4-lane traffic, it can be a truly harrowing experience to cross The Plaza; as a neighbor who frequently walks the neighborhood, I welcome the speed reduction as a consequence of the lane reduction.
220. We live on the Plaza and Belvedere and could not be more thrilled at the prospect of a bike lane. This city NEEDS more of this. I’ve just returned from a trip to Vancouver and Portland—two growing cities who are doing a MUCH better job and pedestrian and bike integration and it makes for glorious little ped-friendly streets and community vs. the drag strip that is now the Plaza. OF COURSE adding neighborhoods do not want this to happen—they use it as a cut through...not a place to live.

221. I live on Chambwood Dr just beyond the boundary line shown on the map. I regularly travel Thomas and Hawthorne on my bike to reach the business district on Central. I’ve also regularly witnessed people traveling at excessive rates of speed on the Plaza and running red lights at Belvedere Ave intersection well after the light has changed. My wife and I have almost been struck multiple times in our cars due to people running the light, all at high rates of speed. Action needs to please be taken to lower the rate of speed cars travel on the Plaza. The bike lane on the Plaza made it much faster and easier to travel to Central Avenue on a bicycle and in my observation lowered the rate of speed traveled by cars. I was encouraged to travel by bicycle in the area even more with the ease and safety of the lane. It also made walking and running down the sidewalks on the Plaza feel much safer. With the limited buffer and high rate of speed that traffic travels at on the Plaza I normally do not feel safe walking down the sidewalk on this street.

222. I live in this area and was pleased by the way traffic was slowed during this time. I was confused by the adjustment to the intersection of The Plaza and Central Ave, but otherwise, I think a separated bike lane would be a great addition, allowing my family and I to bike to our Central business district more frequently. Having lived in my house since 1998, I can attest to the dramatic (and problematic) increase in traffic and traffic speeds in this area in the last two decades. Something has to change, and a bike lane seems like a move in the right direction.

223. I love the idea of more bike lanes, but the need barriers like I’m bigger cities so cars can’t park in them like on N. Davidson St.

224. We live on the corner of The Plaza and Kensington. I enjoyed having the marked bike lanes. It definitely slowed traffic in front of our house. I would be more willing to enjoy our front yard if the lanes were kept in place. People FLY down The Plaza and it’s just a matter of time before someone gets terribly injured. I found myself having to wait a little longer to make a left out of our street, but I’m willing to sacrifice a few seconds for safety. Too, our children walk The Plaza nearly everyday and I would feel much more comfortable if the bike lanes stayed. Thank you for your consideration.

225. Keep tweaking the design. It’s a world-class idea for a world-class city.

226. We need more of these bike lanes. More importantly drivers need to be educated to bikers and laws.

227. I think the bike lane is a great idea, I think a different approach should be used as a permanent solution in terms of the separation. Not sure if the cones are what is being considered but it is definitely an eye sore if that is there idea. I would say I am totally for the idea, but if they are going to use the orange cones them I would be totally against it.

228. Cars are constantly going well beyond the posted speed limit on The Plaza, and it was great to see drivers observing the speed limit during this test period.

229. I would love to bike to plaza but as of now, I feel it is unsafe. With these hike lanes, I would be able to!

230. I really liked the bike lanes but my had 2 criticisms: 1) they don’t connect to anything so I am not sure what the purpose is. I understand they may be part of a bigger whole but it would be nice to have some connection; 2) they did not connect all the way up to Parkwood so again, connectivity is an issue.
231. I was pleasantly surprised at the test. I don’t feel like traffic was disrupted at all, but just the opposite. The speed limit of 35 is never followed and sometimes I have difficulty pulling onto The Plaza because of the speeders. During the test the traffic moved at a much safer speed because I think drivers were more aware of pedestrians. I would be delighted to see this become permanent.

232. LOVE THE BIKE LANES!

233. More bike lanes would be so great! It would help the environment, vehicle congestion, and make a healthier community!

234. I support any and all improvements that will allow more safe and pleasant routes for pedestrians and bicycles.

235. Thank you for trying to change our city. More bike lanes and walkable areas should be the future for Charlotte. The benefits out weight the gripes and complaints of a few.

236. More bike lanes are always good and not fearing for my life while on my bike is nice. Thanks for doing this study!

237. I hope we get the bike lanes, perhaps with some separation between them and the car lanes. Also, Central and The Plaza still seems a mess.

238. The bike lanes were wonderful for traveling to the Plaza Midwood business district and helped to streamline traffic on what is very busy and potentially dangerous road.

239. Hated the cones, but I assume they’ll be gone soon/they weren’t there yesterday when I drove home. I love the new bike lane! There are tons of bikers in Plaza and I’m more than willing to sacrifice a busy throughoufare for safety (plus, I didn’t love my neighborhood being a busy cut-through street...now maybe more people will take Hawthorne/Matheson instead!)

240. Need to stop right-on-red turns at The Plaza and Central Ave. I live on The Plaza most directly affected by the bike lanes and approve of them.

241. Add a bike lane, but reduce the median to continue to allow for two lanes of traffic in either direction.

242. Love this. Modern cities need sustainable transportation solutions. Bicycling, walking, and mass transit are the way of the future.

243. I think generally the move towards creating more bike friendly infrastructure only stands to benefit Charlotte residents as it encourages not only healthy habits such as increased cycling but also the slow down in traffic through highly populated residential areas creates a sense of community. I personally have known three people to have been struck while walking or biking alongside the Plaza in the less than 5 years. I feel that while there may initially be some pushback from drivers (as the plaza is a major cut through route and people generally speed) the proposed improvements only stand to increase safety for residents and commuters alike.

244. We LOVE the bike lanes! I appreciate the concern of others related to traffic congestion but I think that is a temporary issue that will resolve as people know they are there... just like it happened on East Blvd in Dilworth. Thanks!!!!

245. Adding a dedicated bike lane and trimming traffic down from 2 lanes to 1 is a great idea, but the cones were a nightmare! I hope this concept becomes a reality and we are able to see a much more bike and pedestrian friendly version of Plaza Midwood soon!
246. Bike lanes are important and with all the new development and limited parking - we should be supporting the neighborhood to bike instead of drive

247. Would also like to see bike lanes on parkwood. Add bike lanes, cut down to one lane of car traffic with a center turn lane

248. I like the bike lanes very much. Please make them permanent!

249. First of all thank you for go through with the experiment. As a resident that lives on The Plaza I thought it was huge success. I easily noticed a change of traffic speed and an increase of bikes. That’s pretty amazing considering most people are not aware of the change, the number of bicyclist will continue to increase. I would make the following suggestions: 1: Put a left turn signal at The Plaza and Central for people turning left onto Central from The Plaza. This will allow more cars to turn instead of waiting. The wait causes a back up of cars in the straight lane because not enough cars get through the light. I would recommend this change regardless of what happens with the bike lane. 2: There are two cut-thrus on The Plaza. One at School and one at Hamorton. I would remove those and put a permanent median. This will prevent cars trying to pull out into the middle and getting stuck which causes traffic to back up on The Plaza. I would make this change regardless if the bike lane becomes permanent. Thanks again!

250. I love it! I wish Eastway Drive was more Bike Friendly

251. I live in Country Club Heights and regularly use the Plaza to access PM businesses. I appreciated the traffic calming effects of the bike lane pilot. If the project became permanent, the intersection of Plaza and Central would need to be reconfigured. I’m in favor of the bike lanes.

252. I live on Logie Ave. I tried biking around but it is just not safe. I have a great deal of respect for bikers when I am driving but that is the case with most drivers. The only safe way to bike is in a protected bike lane.

253. Positive step for the neighborhood. Traffic needs to be reduced and road diets implemented around the city. Priority shouldn’t always be on cars, especially with our expanding population and car culture. The more proactive road changes, the more we dictate how Charlotte grows in the future as a bike-friendly, public transportation-based city.

254. Very pleased overall but need to come up with another option instead of removing the right turn lane onto Central from Plaza.

255. Loved it. People need to slow down. I drive 30-35mph and get passed by people going much much faster. Having the bike lane will also encourage people to ride to the Central Ave business district, reducing the parking issues. I wish you would do something about the intersection of Matheson and Plaza too!

256. I am sure there are opinions on both sides, but the dedicated test lane seem to slow the traffic and I saw minimal backups. The intersection at central needs to be thought through, but overall I feel it was successful.

257. I drive on this stretch every day, mornings and evening, during rush hour and I didn't notice a difference. I fully support this project and I don't even own a bike.

258. I think it’s a good idea, not only the addition of bike lanes but also as a way to slow traffic on the plaza and make it more of a neighborhood street. It will also improve walkability on the plaza, which can be unnerving at times, with a stroller or dog, due to how fast cars are going on the street.

259. We are a family who loves to bike. With the close proximity of diverse neighborhoods and parks, we were very excited to be able to bike from neighborhood to neighborhood but we quickly learned that Charlotte is NOT a bike friendly city. Though there are greenways that provide safe biking and walking areas, getting to and from the safely is a challenge. Additionally, they don't connect all neighborhoods and often aren't
the most efficient route. With the growth of the commuter train we need safe easy ways to get to the train. It kind of defeats the purpose if you have to drive to a station in order to make sure you arrive safely. If you are already in your car, might as well just drive all the way. We need to think about the overall approach to public transportation and reducing traffic and pollution which includes providing safe pedestrian and biking options to and from public transportation.

260. Please do this on Parkwood between Hawthorne and The Plaza. There is not a safe buffer on this road. Placing my trash bins and walking my dog are hazardous to those who are walking. A bike lane in both directions is a win/win/win for walkers, bikers, and drivers and helps keep my family and neighbors safe. Please consider extending the bike lane through Hawthorne up to central past the residential areas to better protect the citizens and children living in that section of the road.

261. While many argue that Thomas is already a viable bike route, it was much more convenient using The Plaza by bicycle without fear of being tailgated or aggressively passed. By bike and by car, I felt the speed limit was honored more often and did not feel congestion increased. It may have been due to the temporary nature, but there were issues at Central. Many cones we’re crushed by drivers making rights off Central. Also, I saw more than one driver maneuver into the protected lanes to treat it as the legacy right turn lane onto Central. Those were the only issues I felt. Swapping the cones for planters would not only make this a safe design, but would also make for a beautiful streetscape.

262. I wasn’t crazy about the cones but I understand they would be replaced with something more visually appealing in the final iteration; I think the idea of a separated bike lane will go a long way to maintaining The Plaza as a neighborhood street and not a high-speed thoroughfare.

263. I love the bike lanes! This makes me want to buy a bike and sell my car!

264. I love the bike lane and think it should be permanent–we need more ways to travel in Charlotte other than car. But a car is still necessary and the one complaint I had was turning left onto Central from The Plaza (between Harris Teeter and Wells Fargo). If a protected bike lane did become permanent, a left turn signal would be necessary.

265. Our city needs this, traffic speed was slower, cars appeared to re-route vs using The Plaza as a cut-thru. More bikes, more pedestrians = less congestion!!

266. Love the bike lanes. They appeared to dramatically slow traffic (much needed on The Plaza!). My primary concerns are the impact at the Central intersection and Belvedere/Plaza intersection (where it may be more difficult for folks who live there to get in/out of driveway). Beyond that, I saw nothing to indicate this wasn’t extremely successful.

267. Overall, the protected bike lane seemed to encourage many more cyclists to use The Plaza and slowed the traffic down in a good way. I think with a few tweaks at the intersections, this would be a huge improvement and help encourage people to use their bikes or walk when making shorter trips. I was out on The Plaza a lot during the week and I saw very little impact to traffic except just a slight back up at the intersections, but even that was very acceptable. The main problem at Central intersection is that the left turn lane is not long enough and there are 3 places people are trying to turn - 2 entries into parking lot by Rita’s, plus the turn onto Central. This should be reconfigured regardless of the bike lanes as it is very dangerous, but the bike lane project would give us an opportunity to address it as well. The other problem I noticed was as a biker, when trying to cross over Central towards the Post Office, it is a little confusing for where to go since I either had to get in front of the cars which felt uncomfortable or go on the sidewalk. I am sure that could be addressed in the permanent project though. Finally, adding a few crosswalks along the Plaza and maybe even a stop sign or two would make it feel safer to cross the street and also space out the car traffic a little better to avoid back up at the main intersections.
Great job! Plaza Midwood as a whole is open to this welcome change. You will undoubtedly find much of the negative feedback from individuals who do not live here and use The Plaza as a speedway to cut through during their commute.

Great idea. CDOT should implement this as a permanent change.

I was able to safely ride to work using the bike lanes. I loved them. Thank you for your work.

Our family was so pleased to see the speed of the traffic reduced on the Plaza the week of the demonstration and feel the bike lanes will offer a much-needed connection for safe bike commuting, as well as safe pedestrian traffic along The Plaza. You have our 100% support.

Mixed/Neutral Responses

1. I think that the bike lanes are a good idea. However, when I bike, I prefer to use the side streets (e.g. Thomas St.). The traffic on Central really backed up during the project.

2. I am a Plaza-Midwood native and love seeing the growth, but safety and keeping the integrity of the area is of the utmost importance.

3. The intersection of The Plaza and Central Ave desperately needs an active left turn signal/arrow for people traveling on The Plaza, across Central, in both directions (on both sides of the intersection). This should be a higher priority than the bike lanes. Also the loss of one lane of Central for the blocks between Pecan and The Plaza for parking on weekends causes more problems than it solves. This parking option should be eliminated and less disruptive options should be provided. I live on The Plaza. The addition of the bike lanes had a minimal impact on my driving, and is much safer for cyclists.

4. The bike lanes and extensions need to be expanded, but not just in areas that are being gentrified. Bike lanes and sidewalks are needed all throughout Charlotte, especially of areas where those who commute by walking, cycling, or public transportation as a means to get to work, not just for leisure activities.

5. Not sure that a bike lane is necessary for just that section of plaza since I usually just ride in Thomas to avoid plaza. I did like the slowdown in traffic on that stretch of Plaza, folks go through there at such crazy speed. Bike lanes did not seem to really back up Plaza much from my observations except crossing or getting on Central.

6. Reduce speed limit to 25 mph on The Plaza. 35 mph is too dangerous.

7. the bike lanes need to be completely protected from cars on the Plaza. This means building a barrier that can stop a car.

8. Did not and do not bike or walk The Plaza at anytime. Traffic too fast and don't like breathing vehicle exhaust fumes.

9. Crosswalks and bike lanes in Plaza-Midwood and Charlotte feel very unsafe. The intersection of Central and Pecan is so dangerous. We need turn arrows for all directions to protect pedestrians. The bike lanes should have safe barriers. Improved conditions for bicyclists and pedestrians would be wonderful.

10. More convenient bus routes. Parking for ease of travel toward Matthews. Takes 1.5 hours by bus vs. 15 minutes by car.

11. A dedicated left-turn light on The Plaza, where it intersects Central Ave., would be a huge safety improvement for cars, bikes, and pedestrians. Thank you for your efforts!
12. I would prefer to see one dedicated walking/bike lane in the median. No loss of traffic lanes, yet the ease/satisfaction of neighborhood biking/walking/strolling.

13. The bike lane is a good idea but I do not think that it is good for the flow of traffic on The Plaza with the way it was laid out during the trial. Maybe consider a bike lane thru the center of The Plaza?

14. The cones were a bit overkill & made it challenging for motorists on trash day. Would be better with the lane but no cones to enable passing when possible around trash trucks.

15. The intersection at Central needed to be smoother. (Stop bike lane before Central or continue onto Central)

16. Reduce speed limit on Plaza between Belvedere & Central to 25 mph. Very important.

17. I’m not against the bike lanes, but that’s a busy road with no turn lanes, poor merging visibility, and frequent stops/turns. Move it over to a parallel street like Thomas Ave. But Plaza is too much of a main road to restrict an entire lane of traffic.

18. If Charlotte is going to allow apartments to be built in areas of high congestion, the city is also responsible for keeping its citizens safe. We need safer sidewalks and crosswalks on Central Ave from The Plaza to 7th Street. As a long time resident (‘85) of Midwood, I am unable to safely walk to work - a 15-20 min walk - ironically now the time it takes to drive the same distance.

19. The traffic on The Plaza has to be addressed. It has steadily gotten worse last 4-5 years & is dangerous.... too much, too fast. Thank you!

20. Would be nice to keep two car travel lanes each way but color one green to tell drivers bikes have the right of way in that lane. But if no bikers are on road car can travel in both lanes.

21. Sometimes I walk.

22. Painted test lines need to be painted over--people are making right turns for the left hand lane because of the "test" bike lanes. I have witnessed one accident and have heard about other occurrences on social media.

23. Traffic on The Plaza moves too quickly. It is not safe to cycle on The Plaza or Central. The Plaza doesn’t even have crosswalks at intersections. Cars go well above the speed limit. Parking should not be allowed on Central from Pecan to The Plaza. Additionally, Mecklenburg Ave. has no bike lanes or sharrows. The City Engineer said Mecklenburg did not have enough room for bike lanes. However, the parking spaces are wide enough for a Hummer. We need traffic engineers who are bike friendly. The Plaza should not be considered a major thoroughfare; it is a neighborhood street in a historic neighborhood. Things will only get worse as trolley line construction takes place on Hawthorne and Central. The trolley rails are particularly dangerous for bikers.

24. I live 1 block off Central Ave & 1 block off the Plaza/ I was wondering, if the bike lane on the Plaza isn’t in use by a cyclist, is it lawful to still drive in that right lane? Because I do, coming off the Central/Plaza light, to turn onto Hamorton to get to my house. I have noticed that many drivers (or at the least the majority I’ve observed) avoid that right lane all together. Am I doing something wrong, if so, will I be ticketed?

25. n/a

26. I live off of Thomas Avenue, a popular thoroughfare for bicyclists due to low traffic volumes, and high visual interest w/ adjacent homes and gardens. There is interest in having a bike connection between Plaza &
Noda, but I think most will still be drawn to venture though the neighborhood. Next project should connect Plaza to LSCG downtown along Central. A very desired path and very dangerous for bikers.

27. I don’t hate the idea of dedicated bike lanes, but I didn’t like the cones. It felt claustrophobic driving.

28. I like the idea of more people riding bikes and walking. However, I felt that taking 2 lanes of car traffic and making it 1 lane is not the solution, people seem to think that The Plaza is a neighborhood road. It is not! It has been a major thoroughfare for many years. If people are concerned about cars going too fast on The Plaza, enforce the speed limit. This is true also for both Parkwood and Central Ave. In addition, we have apartments and condos going up all around us, but we have no room to expand our roads. Our sidewalks are only wide enough for 1 person to walk on and they are right up against the road where you are afraid you are going to be hit by a sideview mirror. Man of these sidewalks are also overgrown where the city and/or the residents and businesses don’t maintain room to walk. I also think that a "trolley" that has to follow the same traffic laws as cars and buses is a stupid idea and is no better than a bus (which requires no infrastructure). Traffic in Charlotte is getting scary and there is no room to expand our streets or build rail lines. Meanwhile, you want to decrease our street lanes. How are we going to get around in the future? Without tearing down buildings we will need to build elevated railways to get around. Last, was the bike lane on The Plaza intended to be a place to put your garbage can on pick up day, as it was used?

29. Bike lanes and light rail/trolley for Plaza Midwood and Central to Eastway, PLEASE!!!

30. Would like light rail stops along Central Avenue. Would like ability for left arrow at traffic light on Central and Hawthorne (when traveling south on Hawthorne).

31. Love idea of bike lanes in Clt. However, with amount of traffic on the Plaza, making Plaza one lane creates other issues, such as turning onto Plaza from neighborhood streets (both left and right). With constant flow of cars from single lane it becomes much more challenging to pull out. This impacts drivers, bikers and walkers. I assume home owners on The Plaza would agree. I’d prefer seeing the visible bike lane, but no obstructions preventing cars from using lane. Create signage stating bikes have priority in lane and for cars to move left. Heck, create partial rumble strip in lane discouraging but not eliminating auto use. But during test period, I don’t recall use of the bike lane. Elimination of lane for auto use entirely I am not in favor of.

32. Put bike lanes on less traveled residential streets. Safer for drivers and riders. Do not clog a main street with reduced lanes.

33. We live at [personal information omitted]. We observed a major reduction in noise due to cars driving the speed limit or below. We never saw a traffic backup or problem. As soon as the cones and signs came down, the speeding returned. We loved the pleasant shift to a quiet street and grateful that it seemed to work well for the drivers as well. The speeding seems to happen because there is more lanes than necessary; cars go faster when spread out. I also loved speaking with all the pleased bikers as they were appreciating their new lane.


35. There was very little signage or explanation for what was happening - some people ignored the bike lane entirely because it wasn’t clear that there was no longer a driving lane on that side of the road. It’s a nice idea, but communication was almost nonexistent - I saw the bike symbols on the ground because I drive a jeep but if I were in a car I wouldn’t have known about the change in traffic pattern. It would be okay during non-rush hour times of day.
36. PLEASE, remove the painted strip...or add "Bike Lane" signs...this is a major hazard, and very confusing for drivers. Many pass through the neighborhood, and have no idea if it is permanent or not. Very irresponsible of the city of Charlotte to just leave it in its current state. thank you.

37. I didn’t see any bicycles using the lane. That being said, traffic was still flowing, albeit heavy. Please bring light rail to the northern Mecklenburg towns. I will not ride a bus.

38. I would like all of Charlotte to become more bike friendly. With the vast growth of Charlotte, and Plaza Midwood, in particular, removing a lane of car traffic should be done thoughtfully.

39. The temporary lane should not have been painted. It is causing confusion and accidents now that the study is completed. I drive this road daily and you have created an extremely dangerous situation.

40. I’ve noticed that there is quite a bit of confusion with the striping left over from the test project... folks aren’t sure exactly how to maneuver the right lane as the solid line seems to stump them. Maybe this could be covered or "unpainted" until the determination is made to approve the ongoing project or not. I’ve noticed several near-accidents because of this.

41. I would rather see the bike lanes on Parkwood.

42. If cyclists want to have respect on the road, they need to obey ALL traffic laws at ALL times.

43. I have regularly biked in Plaza Midwood for almost 40 years. Bicycle travel in this corridor would be much better accommodated by turning Thomas Ave into a bicycle boulevard. I suspect there was a positive impact on speed reduction through having a single motor vehicle lane.

44. Lower the speed limit. Give the budget for these improvements to the police department. Allow them to patrol the road more frequently. Colony road is a single lane with a bike lane. Cars speed down that road. Slower and enforced speeds will produce increased safety.

45. I am 100% pro bike lane as I moved here from NYC and would love to be able to bike and walk more to work and other destinations. However, I do not think that only having one driving lane on The Plaza will be sufficient enough for traffic flow. Charlotte’s population is growing, so I think that in order to establish more bike lanes, traffic lanes would have to be expanded/added as well.

46. Cars always exceed the 35 mph speed limit on the Plaza and the number of cars has increased significantly in the last few years.

47. Add protection from 36th and plaza to plaza connection over to central ave.

48. I noticed people picking up cones when they were out of place and thought that was good service. Thank you!

49. Not entirely opposed to bike lanes but would prefer closing the inside lanes and widening the grassy median. Obviously need to beautify the project (no orange cones).

50. I think a regular bike lane on this route would suffice. I don’t think designating an entire lane is necessary, as it would be underutilized.

51. It’s still felt dangerous to ride a bike in the "protected" lanes because the cars were traveling by at high speed with many drivers texting or on their mobile phones. Physical barriers would be needed. Or even better, build bike lines completely separate from the roadways.

52. Thanks
53. I live on the top of the Nassau hill. I would like a speed bump as I already feel unsafe crossing my street let alone my son and his friends. I have no problem decreasing Plaza traffic but after Teeter it already has brought tons of traffic to our street. More cut through traffic going 40 mph on a blind hill is not ideal.

54. The intersections need some more work. Not just at Central, but the key to successful bicycling infrastructure is the transition of the facility through intersections and across driveways. The northern end of the Plaza protected bike lane should be signed further in advance and tapered into a protected facility rather than abruptly starting. The use of Road Closed signage was effective during Open Streets but certainly discouraged for permanent installation. The transition out of the facility moving north should not dump out into a travel lane, but rather, should end in another bicycling facility or turn onto one of the side streets and signage should be installed to direct people to and from the route and discourage people from riding in the vehicular lane or worse, on the sidewalk.

55. Briar Creek would be a great place to add a protected Bike lane. There isn’t any parking, it is a wide/single lane road, and it connects Central to Commonwealth and Monroe. A bike lane down Commonwealth, and up/down Briar Creek would connect the hear of Plaza Midwood to the neighborhoods adjacent to the the one featured in this study. There are already bike lanes/sidewalks/parks on both sides of Central (Midwood Park, Veterans Park, Briar Creek Greenway, etc) so it would be nice to have a bike lane to connect these two sides of Central. Briar Creek/Commonwealth also helps connect PlazaMidwood to the Chantilly/Elizabeth neighborhoods. There are only a few through streets (Pecan, Hawthorn, and Briar Creek). These three would all be good Bike lane candidates -- with Briar Creek currently having the most space. FINALLY, plans to eventually put light rail @ Independence/Monroe might provide a rail/trail option we could connect to later in time -- connecting this part of the city to the other greenways/parks. Please Don’t limit the bike lane options to only the Plaza. There are other streets in the area with space that might help connect multiple communities/trails and provide safe riding options in the area.

56. On plaza headed south, the left turn lane (to go east, by Harris Teeter) is MUCH too short. With only 1 travel lane, left turning traffic backs up well past the turning lane, blocking traffic heading straight through the intersection, or turning right onto Central. I favor more diverse transportation options, but I don’t want them to be implemented badly.

57. permanent bike lanes for the little bit of bike traffic that would use them does not seem to me to be an efficient use of the road space. The only upside to the bike lane experiment was for those residents who live on The Plaza in that I am sure it slowed down the traffic and the speeding which typically occurs.

58. Confusing how the bike lane stopped short a few blocks from the bend in The Plaza. I could see this being potentially dangerous for bikers as cars try to cut into the opened right lane.

59. I love the idea of protected bike lanes, but am not sure the plaza is the best place. Thomas is a perfectly suitable alternative for bike travel, and the plaza has lots of cross streets and driveways that will create hazards for cyclists. I also found the intersection of the central and plaza to be very confusing. I am a frequent cyclist and transit nerd, and found the markings to be unclear. I felt as if the bike box and paint were indicating that all cyclists should turn right onto central, which I didn’t want to do. More needs to be done to create a safe crossing across Central, including marking or paint on the other side, as well as a prioritized bike signal (together with the pedestrian priority) that would allow cyclists to clear the intersection before conflicts arise with turning motorists.

60. My daughter and grand children bike in this area.

61. Th bike lanes slowed down traffic on the plaza from ppl speeding 45 to 50 mph down to the 35 mph speed limit, making walking safer. The plaza and central intersection needs improvement, with turn lanes for both right and left turns and turn signals.
62. Bike riders need to follow the rules of the road as well as car drivers. Multiple bikes wide and running lights and disobeying rules puts them in danger as much as cars do.

63. I’ve had drivers literally speed up and serve out narrowly miss me by inches while riding the street on purpose. Even as I am in the farthest point to the right. The posted speed limit is 35mph, but everyone uses it as a thoroughfare and speeds. It is not only dangerous to cyclists and casual cyclists, but also to families that live on that road and their kids.

64. Keep the two lanes and still let bikes use the right lane, similar to pecan and other streets that have marked bike paths on the street.

65. The "road diets" being discussed for Parkwood and The Plaza are premature until viable alternative mass transit is in place for commuters traveling the Uptown to ENE Charlotte area. Transit options that shared the same roadways as the traffic are NOT viable alternatives because they offer no tangible benefit to offset the loss of independence that comes with one's own vehicle.

66. Bike lanes are fine, but you're taking away a major thoroughfare in a city that already struggles for inter-community roads. There’s no reason why a sidewalk isn’t a safer option here. With the number of sidestreets, there’s no reason why a bicyclist shouldn't be able to use this as not only a safer option for them, but also for the motorists. If sidewalks weren’t an option here, I might see a point, but they’re clearly used minimally.

67. 1) The map is impossible to read, but I live in Elizabeth. 2) I take The Plaza to and from work and going down to one lane during traffic and/or garbage collection makes travel impossibly slow. I agree we have to be bicycle friendly, but there has to be a better way.

68. I like the lanes in theory and wasn’t bothered by the traffic backups, those will smooth out over time. However, what is the long term point of a 1-mile stretch of bike lane? Without connecting lanes on both sides of the plaza, Parkwood and Central, then a 1-mile stretch is pointless. With all the construction and building congestion, bike lanes in Central won’t and can’t work. What’s the end goal - no one seems to know. A corridor to uptown? More bike and pedestrian friendly? Those are two very different things with different plans...

69. Couldn’t see the map but live in Midwood square near Central and Hawthorne.

70. There would need to be arrow lights at Central and the Plaza.

71. It would be best to incorporate turn lanes into the final design. This would allow for better traffic flow to allow cars into the neighborhood during peak times.

72. If the Plaza is going to continue to grow, more parking is needed!!!!

73. Red light cameras please.

74. Let’s figure this out!

75. I don’t have a strong opinion either way on the bike lanes, but I do live just off of the Plaza and travel it every day. I saw fewer than 5 cyclists using the bike lanes the whole time. Makes me wonder if it really makes sense to make such a dramatic change.

76. I really like the concept and think designated bike lanes are needed. However, it seems that the volume of traffic on The Plaza is too great and reducing to one lane is not feasible.

77. The median between Hamorton and Central probably needs to be removed and a dedicated turn lane installed. Traffic backs up trying to turn left off inbound The Plaza onto Central. Also, use of the median on
The Plaza as a pedestrian/bicycle path would be acceptable. We really appreciated this application when we were in Barcelona and the traffic wasn't impeded at all.

78. I don't know how to answer the question concerning modification of the intersection. I'm sure you are talking about the green squares. I don't understand their purpose so I cannot evaluate them. I like the idea of bicycle lanes. If they are dedicated to bicycles and not to cars I'd like to know more about the number of cars on the road and how much back up there might be if cars only use one lane in each direction. I did not drive during rush hour. That might have been dicey. Thanks.

79. I am supportive of dedicated and protected bike lanes, however I believe the tested configuration cuts too heavily into an already congested strip of road. I'd like to know how both bikes and cars can be accommodated driving within my neighborhood of Plaza Midwood. My daily traffic pattern is from Central/Briar Creek to other parts of Plaza Midwood, Villa Heights and Belmont neighborhoods.

80. I hope the decision to keep the road diet isn't being decided by this survey. The project is clearly a mere demonstration and my understanding is the the bike lane pavement markings and intersection treatments if made permanent would be far superior to the pop up version.

81. I think the execution of reducing the travel lanes on The Plaza was poor, confusing and potentially dangerous. The cones that were along The Plaza helped significantly, but before and after those cones, there was lots of confusion by motorists and bikers.

82. Thank you for asking our opinion.

83. I live in Plaza Midwood. By making traffic on The Plaza more difficult, this plan is sure to increase traffic through the neighborhood. Why isn't anyone concerned about the freeway from The Plaza, down Mathison, Mecklenberg, Belvedere, Truman, Roland, Morningside to Central?

84. Is the city requiring apartment developers to help pay for infrastructure and greenway development?

85. Even with a single lane of traffic, I wouldn't feel comfortable using the bike lanes as they were temporarily set up bc traffic still moves quite quickly down the plaza and I often have my children out with me. I would feel safer if the lanes were designed to be down the center median and/or more lights/speed humps or similar were installed to slow the traffic.

86. Fix your infrastructure in the city....first...your 20yrs. to late....you knew people coming here and sat on your ass about it....developers ruined my city and neighborhood.....

87. Having the bike lane is something nice to have but seems a bit taxing on those driving because of the way the left turn indents are. They only hold one car so if two cats need to turn left, off The Plaza to Belvedere for example, the entire lane backs up if they are waiting to turn. It did add significant time to my commute.

88. I hardly saw any bikes using the bike lanes, maybe one or two...but the reduction to one lane really didn't bother me but I don't travel on it during heavy traffic peaks.

89. Would like to see the availability of a right turn lane into central when traveling south on the plaza.

90. I really like the idea of bike lanes, but the traffic backing up on the Plaza in my morning commute is highly inconvenient. It is not possible to take another route or ride my bike to take my children to preschool in Cotswold. I believe the road diet on Parkwood Avenue is great, but the Plaza is not. The neighboring side streets are great for cycling, and they do not have much traffic.
91. It would be helpful if the one lane went back to three lanes at the corner of the Plaza and Central. I think the traffic would move better if there was a lane for left turns, right turns and going straight.

92. Love the idea of dedicated bike lanes, just not at the cost of removing two lanes of traffic. Would be great to see if other options, like expanding the sidewalk area or narrowing the median, could be explored.

93. Good morning. I understand the intent of having bike lane on The Plaza. My only question is why not use Thurmond to Nassau or Thomas street. I do not understand using a lane on The Plaza for bikes when alternate avenues are easily available. I also could not indicate where I live on the map above. The image was broken. I live near Belvedere and Chatham ave intersection. Thank you.

94. The bike loans need to go somewhere, having them only on the plaza and not on Parkwood or central Ave doesn’t do a lot of good.

95. Why not just crate two bike lanes inside the giant island that separates either way of traffic? We could keep 2 lanes and have a buffer for bike lanes. Everyone wins!!

96. I LIVE ON THE PLAZA.

97. There are side streets that would be better to direct bike traffic to.

98. I think the idea of bike lanes are generally good however, taking The Plaza to two lanes from four will make the traffic even worse. Traffic is already backed up every day turning from The Plaza to The Plaza at the light.

99. I really like the idea of bike lanes in general, but I do not feel that the bike lanes as proposed are a viable solution. To many opportunities for accidents with delivery vehicles having to stop and residents pulling out of our driveway. Keep the Plaza two lanes and do something with the giant center median for bikes.

100. Love the protected bike lane, but not for such as small part on The Plaza. The protected bike lane would be more useful on Parkwood, where speeding is more prevalent. or on Central, where there is heavy traffic.

101. I live on the Plaza and love the idea of a bike lane and/or making the neighborhood/road more residential but I’m not sure the way this trial was done is the best way to do this.

102. On the next pilot, please pay closer attention to how the mixed moded interact with each other at busy intersections.

103. As a City, we need to have more demonstration projects which will hopefully lead to permanent facilities. The Plaza was a fantastic collaborative effort that can be replicated across all neighborhoods in Charlotte.

104. No

105. I live off Woodside Ave in Villa Heights, but very close to The Plaza.

106. More police patrols to cite reckless, fast driving on The Plaza and Central Avenue. Drivers regularly go up to 55 miles per hour.

107. I travel to and from work and adding an extra 10 minutes to my commute due to traffic back up is not a great way to spend my time. During the designated bike lane project, I never saw someone on a bike. If this does go through, I would much prefer that it not be implemented during heavy morning and afternoon traffic times to help those of us that commute to work.

108. 4 Blocks away from The Plaza, do I get partial credit for #10?
109. I generally support the idea of enhanced connectivity and bike access but I’m very concerned about how this would be implemented and the impacts. I want to learn more from the city about any plans.

110. I believe bike lanes are beneficial to the overall community, however, with the development underway and planned for the area commute times are certain to rise and infrequent weekday use of these bike lanes does not justify a narrowing of a full roadway. For the safety of cyclist and motorists, less vehicle heavy paths should be suggested.

111. not sure you need such a large median on the plaza if you are wanting to add a bike lane, why not get the 4' for each side by narrowing the median? Also, noticed increase traffic inside the neighborhood during that week as a cut through to avoid the plaza.

112. Why can’t we just make the giant grassy median into a bike lane, instead of blocking up traffic by removing lanes? Trying to navigate through Plaza when trash was being collected, or when FedEx trucks were dropping items off at houses... it was a total nightmare. It doesn’t work, please find another way to make that space more bike-friendly!

113. Moving the dedicated bike lane to the left hand lane next to the median would reduce the need for both cars and bikers to be alert to cars turning in and out of driveways and allow garbage pickup to be facilitated by allowing the truck to pick up the cans from their normal curb spot. Also, we need a left turn signal at the intersection of Plaza into Central. The cars backed up there with only one lane, but a left turn signal would solve this issue.

114. Would need to include turning lanes on the Plaza. Do not do street car down Central!!!! Worst idea ever!!!!!

Negative Responses

1. These bike lanes are totally unnecessary and will only cause more traffic and congestion in an already busy neighborhood. A regular bike lane would be ok but to take away a vehicle travel lane is ridiculous and once the newness wore off would be a total waste of resources. It does not make sense!

2. Many more people drive to work than bike. Please expedite traffic rather than slow it down. Cyclists are recreation riders.

3. Need to expand sidewalk instead of roads. Not enough people use bikes. Our population is probable not going to change in next 50 years. How much is the greenway in Belmont being used? The bike rides that do have large numbers of people could go there. Safer and were built for that purpose.

4. car + bike = road rage

5. The bike lane was absolutely awful. Having lived in Charlotte since 2010 and Plaza Midwood for four of those years, I find a bike lane on The Plaza ridiculous. We do not get many people on bikes on that road. There are far more vehicles on that road than bicycles. It backed up traffic during that time and was a true nightmare at all hours of the day. If bicycles were used more often, such as they are on Queens Road/Selwyn, I would understand, but they aren’t. I do NOT support the bicycle lane as it backs up traffic and will cause accidents.

6. Bike lanes, as implemented during the test period, have no more place on The Plaza as they would along Queens Rd between between 4th St. and Morehead. The neighborhood has been over-developed too much. So now for narrowing The Plaza to one lane in each direction for the benefit of bicycle lanes. Fifty+ years ago when the medians were "remodeled"--when old trolley tracks were unearthed and the industrial/interstate lighting was installed--the median could have been utilizes for bikes. The City could have even started an-
other trolley line between Parkwood and Central to connect the two main arteries and later/now, the two bus routes. No, I do not approve of the two bike lanes as situated during the test; money would be better spent reducing speed limits on The Plaza and inner lanes of Parkwood to 30 mph, as well as enlarging the signage forbidding trucks over two axles and then enforcing it. All the voices yelling for pedestrian safety--unless people obey the laws prohibiting jaywalking and use the crosswalks already in place--how can you secure safety without eliminating vehicle traffic completely everywhere?

7. With the increase in apartments and condos in the Plaza Midwood area there is an increase in cars (driving) and bike and pedestrian traffic. By decreasing lanes of traffic available for driving to accommodate bikes and walkers, it increases the danger to all.

8. There were 2 wrecks in front of my house because of these lanes. I think they should go somewhere else to dangerous. Someone will be killed by cars.

9. The bike lane was a disaster. Please DO NOT make this a permanent fixture on The Plaza. It made everything more dangerous.

10. During the time of the "cones," I did not see any cyclist except on Sunday. It seemed like a great waste of space to an area that has a high auto traffic flow. I am for cyclist but that did not seem like a good solution.

11. Bike lanes are useless and extremely dangerous. Why not designated bus lanes? Small buses or mini vans could be great transit for Charlotte. Young people that cannot afford cars cannot reliably ride a bike to work nor can they reasonably rely on our current bus system to commit to a daily commute to workplaces.

12. Traffic congestion and confusion about turn lanes made my usual driving trip to work slower and more dangerous - Trash collection on the bike lane was even more dangerous. I only witnessed a handful of bikers - it seemed unfair to reserve space for those few people on such a busy road! I am glad to receive the survey - I did not know about the on-line survey - did not know the change was happening. Thanks.

13. Speaking as a thirty-eight year Plaza-Midwood resident (and bicyclist), I have genuine reservations regarding The Plaza separated bicycle lane if it any way impedes traffic flow. The Plaza is a major traffic artery upon which thousands upon thousands of working and shopping people rely. Commerce equals tax revenue; tax revenue supports schools, city services, et al. The Midwood area’s recent addition of dozens of multistory buildings with their hundreds upon hundreds of apartments/condominiums has ramped up population density exponentially. Hence, the very last thing that should be done is to reduce/impede traffic flow. If the separated bicycle lane does ultimately impede traffic flow, we’ve allowed a tiny coterie of bicyclists to subvert glaring logic.

14. Bike lanes and making neighborhoods more pedestrian friendly is great--I’m all for it. However, in my opinion, Plaza Midwood is already one of the most pedestrian and bike friendly neighborhoods in the city. I wonder if all these additional improvements would have been made if folks in this neighborhood didn’t have the social and financial capital they have. I think there are other neighborhoods in the city where residents rely on public transportation, walking and biking to get to work and school, that would benefit from these types of improvements. Residents in those neighborhoods--who have live there a long time--have been asking for those types of improvements and it seems they only begin to happen when a neighborhood is being gentrified and new folks move in which isn’t right. I am also tired of hearing about students being hit on the first day of school because they didn’t have access to a safe walk to school or a bust stop, and this is usually in the areas surrounding a low-income school. I feel pretty confident improvements would be made pre-emptively, as opposed to reacting, if this was happening near higher income, majority white schools and neighborhoods.
15. I live in the area off of The Plaza. I use The Plaza a lot as a way in and out of my street. The traffic congestion was awful. Bicyclists anywhere are often running the stop signs and even the stop lights in the neighborhood. They are unsafe riders because they do not want to obey the laws and a bike lane is not going to make them any safer.

16. As both a biker and a driver in Plaza Midwood, I personally did/do not feel the bike lane - for that short stint on the Plaza - added as much value as it removed. The Plaza is busy, and vehicles travel too fast on it. To reduce it to one lane worsens traffic as well as frustrates non-biker drivers (esp those that do not live in Plaza Midwood and simply use The Plaza as a cut-through). They already see us as a bother in many instances. Further, the lane just begins and ends - almost abruptly - so where do I go after the lane ends as the dangerous (or at least precarious) Plaza/Central Ave intersection? We def need bike lanes in Midwood and Charlotte. Just not sure that section (segregated) adds value. Thanks for asking.

17. Removing lanes for cars at the intersection of The Plaza and Central Ave. makes turning more hazardous due to bottlenecking the flow of traffic (heading east on Central and turning north on The Plaza). Also turning east on Hamorton (from driving north on The Plaza) created some issues. I like it from an environmental standpoint, but I'm not sure if this project fits this area. It would be great if the project created safety improvements for pedestrians (and their dogs!), but I didn't experience that--perhaps the newness was distracting to some drivers. In addition, I'm curious as to why an entire lane is necessary to create a bike lane, as this is much wider than bike lanes presently around Charlotte. Is it meant for strollers as well? As they are wider than bikes.

18. There is plenty of space for bike travel currently and giving up auto lanes for bike travel would be very detrimental to those of us simply trying to get to work or home from dinner. Thank you.

19. When traveling The Plaza during this demo, traffic was very heavy and consistently backed up during the afternoon rush hour. I also had a hard time turning left onto The Plaza from a side street every morning because of heavy traffic.

20. Highly dissatisfied with the modifications! The intersection modification at Central and The Plaza caused traffic to back up past Hamorton. Since the intersection light is already short, I couldn't turn right onto Central for at least 3 lights! Whether it is liked or not, The Plaza is used as a thoroughfare--it is! This isn't going to change anytime soon, especially with the building of homes in Villa Heights and up Parkwood and the ridiculous increase in apartments in Plaza Midwood!!

21. As a 25+ year Plaza Midwood resident, I'm appalled that after adding 1,100+ apartment units (without any added infrastructure) you want to bottleneck an already congested main road. I ride my bike or walk for most of my neighborhood trips and wholeheartedly support non-auto travel, but The Plaza plan will only increase the traffic train wreck that is my neighborhood. The riders who want to avoid The Plaza already use my street (Thomas Ave.) as a bike lane. Also, if the bikes are to be treated as if they are cars then we need to regulate them as if they were cars. I'm tired of the "I have the rights and respect of a car but won't obey traffic laws cyclists."

22. The May 7th to May 14th demonstration was a disaster. The traffic build up on The Plaza at the Central intersection was ridiculous. One time while crossing Central while leaving Harris Teeter, going to my home on Belvedere, I counted over 30 cars queued in the one car lane. I travel the part of Plaza between Belvedere and Central at least twice a day. During the project dates for every bike I saw using the defined bike lane, I saw between 10 to 20 cars. Doesn't seem a fair ratio given the traffic congestion it caused.

23. I walk daily across The Plaza. I rarely saw anyone on a bike during the trial period. I don't see it as a viable project.
24. Even though I enjoy biking around Charlotte and would like to do more, I do not believe that biking should come at the expense of driving and increased traffic congestion.

25. The bike lanes caused traffic to back up as no turn lanes were available for left turns.

26. This project endangers cyclists. Lives are at stake for the sake of inclusiveness. Bad experiment with a potentially worse outcome.

27. Intersection at Plaza & Central was a nightmare - lanes blocked for straight through traffic with left & right turn traffic - this add an additional 15 minutes to the morning commute to work and 30 minute to the afternoon commute.

28. I am not against bike lanes in per but the particular project at The Plaza caused significant traffic congestion, seemed to increase danger for bikes and drivers and did not serve a particular need. Bike lanes in Plaza Midwood should help connect to the greenway and to uptown and should not travel through busy/dangerous intersection. Plaza/Central intersection is one of the most dangerous in this neighborhood and it would not improve by adding more traffic (bike or car).

29. I think The Plaza needs to be left alone.

30. I am uncomfortable with bikes on major roads. No matter how careful everyone is, bikes don’t stand a chance if a car hits them. Bike riders would be safer on smaller roads and they wouldn’t tie up traffic.

31. It is ridiculous to inconvenience so many people for the recreation of a wee minority. If cyclists would OBEY THE LAWS OF THE ROAD like obeying stop signs, signals, right of way, not weaving around cars, be courteous to auto drivers, like they expect us to be to them (like not riding three abreast on a two-lane road in 5PM traffic), and pay a fee for their vehicle like I pay for my car! So this may encourage others to ride their bike to work? HA! The only cyclists you see in casual clothes are students and service workers. You NEVER see a suit headed to center city or a medical plaza. He/she is in a Tesla or BMW. We auto drivers also have to put up with: dog walkers and baby carriage pushers where there are no sidewalks, and often where there are; mopeds and other motorized scooters; skateboards, roller skates, electric wheelchairs, golf carts, and battery-operated or otherwise electrically charged miniature autos for young children! Roads are for autos. Have Park & Rec pave bike paths in parks. Get the cyclists off the roads. They are a danger to everyone.

32. I appreciate trying to make Plaza Midwood bike friendly, but I felt it was more dangerous for bikers. I almost hit a cyclist because I didn’t see them come the wrong way.

33. do not shed any part of the Plaza to 2 lanes from 4, turn arrow needed to turn S on Central from the Plaza

34. Separated bike lane has already caused much driver confusion, accidents and near accidents.

35. Too much traffic!

36. Though a bike rider myself, I see no reason to change The Plaza's two-lane set-up. I used the lanes a time or two during the period from 5/7/17 to 5/14/17, but my bike travel between home and Central Avenue was not affected positively or negatively by the existence of the lanes. After they went away I went back to taking roads like Thomas and School. I still got to Central safe and sound. I enjoy the rides as much, if not more, than the admittedly lovely rides down The Plaza. The problem with devoting a lane to bicycles is that it takes away precious real estate from automobiles. I bike certain days, but I drive everyday. I’d love to have top golf style roadways, with different levels of lanes, each devoted to a specific mode of transport: bottom level could be autos, second level bikes and skateboards, third level horse and buggy, and so on. But this is
the real world. In the real world The Plaza is barely a four lane road as is. In the real world a wonderful op-
portunity for our neighborhood got squashed, ostensibly because of traffic concerns (Yes, I’m talking about
the pool club at the Van Landingham Estate). I thought those concerns were overblown at the time, and
this campaign for bike lanes on The Plaza confirms it. As a neighbor and citizen I have but two interrelated
requests: no bicycle lanes on The Plaza and a pool at The Van Landingham Estate (please). P.S. We love the
neighborhood and we appreciate y’all interesting in it’s growth and improvement.

37. Too many cars on the Plaza (>20,000 a day according to D.O.T). - bike lanes led to sower traffic (needed
but not that slow!), increased noise, inability to get out or across Plaza, and it’s too dangerous for the few
bikes which used it.

38. Traffic is already bad on The Plaza, why make it worse with one one lane of traffic? Why do we have
sidewalks? No one uses them!!!

39. Very tiresome, traffic was jam at intersections, not many people used that lane. Wish you would keep
lanes open at all times. I ride a bike also.

40. Poorly marked at corner of Central and Plaza. Very difficult to leave my street for morning commute-
Hamorton and Plaza. I had to drive several blocks back into the neighborhood, cross The Plaza and wind
my way thru Plaza Midwood to then turn left on Central without a light. Time consuming and stressful.

41. I support changes that enhance pedestrian and bicycle safety, but with the increasing volume of traffic,
reducing the Plaza to 2 lanes is impractical. I saw very little increase in bicycle traffic during the trial week.
The bike lane stripe that remains appears to be confusing motorists, some of whom are making right turns
from the left lanes because they are confused about whether vehicles can drive in the right lane. I encourage
you to look into making traffic signal changes at the Plaza and Central to protect pedestrians and cyclists.

42. Bicycles on Plaza not smart. Easy fix use Tomas Ave less traffic I live on Thomas most bicycles use
Thomas using Plaza will put bicycle in harms way.

43. The Plaza became even more dangerous to try and turn left where the bike lanes were there. Also the
white line needs to go, people are confused and causing issues as a result.

44. I enjoy biking but do not think this is a good location for reducing auto traffic with protected bike lanes.
I would consider making bike lanes on Thomas Avenue or in the median of The Plaza if it could be done in
balance with the natural landscaping.

45. It was terrible. Traffic on The Plaza is bad already and the reduction of lanes made it worse. Traffic on
Central is terrible and this made it worse.

46. Why put a bike lane on a main thoroughfare when there are plenty of other streets to connect Central
and Parkwood? It would be safer for bikes to ride on Thomas or Pecan and create a bike route through resi-
dential streets. Traffic is already obstructed by over population, new crappy apartment buildings and street
construction. Stop ruining our beautiful neighborhood.

47. The bike lane is a solution looking for a problem. I am a frequent cyclist and adult cyclists should learn
to follow traffic laws and use hand signals (children cyclists should stay on the sidewalks). The lanes in-
creased congestion which made the times that I had to drive considerably worse (whereas it made no differ-
ence, positive or negative, on my cycling).

48. I want Charlotte to be bike friendly, but I am very much opposed to this particular project because it
has significant downsides without a big upside. The Plaza is one of the only main roads in the area that is not
stressful to drive on because the cars have plenty of room, generally don’t go much more than 40 mph, and
there is room for turning vehicles without traffic being blocked. Making it one lane in each direction would make traffic back up when vehicles are turning onto or off of the side streets and when approaching Central Ave. I think this will encourage drivers to make riskier moves to avoid being caught in backups. Also, The Plaza is currently fairly easy cross on foot or bike, because the cars can spread out into two lanes. Putting the cars in one lane will make it much harder to find spaces between them in which to cross when on foot or bike. I do not think these sacrifices are worth it for the sake of a bike lane, when one can easily bike down Thomas Ave or Pecan Ave instead. And once you get to Central on a bike, what then? Biking on Central would be a nightmare so it’s a bit of a dead end in terms of trying to get downtown. In sum, I don’t see the significant benefit other than perhaps to the houses who live right off The Plaza and who ride bikes. For everyone else, it will have major downsides in terms of driving safety and convenience. Finally, I would note that Pecan is already backed up much of the time, and Hawthorne is a nightmare of closings and lane shifts because of the streetcar. Plaza Midwood is landlocked by Independence and we have no choice but to use Pecan and Hawthorne regularly. Please leave this one peaceful street of The Plaza "as is" so that we don’t have to battle traffic stresses on it as well. Thank you for your consideration.

49. Please don’t destroy plaza!!

50. Note density on central Ave is going way up w new construction and you are contemplating LESS access for cars: really!

51. Bad experience. Very difficult, and unsafe, crossing over various cross streets from one side of the plaza to the other.

52. That lane has got to go. As a homeowner of 14 years here and someone who rides a bicycle as much as possible, that lane is just stupid. All of our new friends in the neighborhood have no idea what to do, it just generates confusion and unnecessary lane changing. Ride down Thomas Ave. Erase that Plaza lane, direct bikes through a street that is already primed for walking and a lovely ride. Seriously. It benefits no one.

53. This is a horrible and inconvenient idea. I live far enough away from uptown that I cannot bike to work, nor would I want to… My work requires formal dress and it would be inappropriate to arrive to work with sweaty and dirty clothes from biking. I am a plaza midwood homeowner and I would consider no longer supporting PMNA if this is permanently implemented.

54. Another bike lane to nowhere that dumps bikers back into traffic at the intersections

55. There was a significant backup of traffic on The Plaza during the temporary bike lane trial. Major delays resulted and the traffic light at Central and The Plaza did not allow for many cars to get through the light before it changed from green to red. There seemed to be confusion for those drivers who were making a right turn from The Plaza on Central to head in the direction of uptown. As is always the case, some cars were getting into the left turn lane to make a left onto Central to head out of town, and that caused additional backup of cars because the cars behind those were stuck in the only lane available for cars instead of having the option to use the right hand lane which was blocked off for bikes only. Neighbors who live on the side streets that go from The Plaza over to Thomas or to Pecan don’t want cars cutting through their haven and the two neighborhood streets of Thomas and Pecan do not need additional car traffic using their streets to bypass the backup on The Plaza. Please do not continue with the bike lane on The Plaza. I appreciate that bikers need a safe place to ride but a major street like The Plaza, which some consider an artery into town, is not the place to cut down to a single lane.

56. I traveled The Plaza when the temporary bike lanes were in place, and the traffic was a nightmare, particularly at the intersection of The Plaza and Central. I do not like cutting through the Plaza Midwood neighborhood on the smaller streets out of concern for the safety of the children and pets in the neighbor-
hood. If a bike lane is added to The Plaza, it will force me to use the neighborhood streets to avoid traffic. The bike lane on The Plaza will be a detriment to the Plaza Midwood neighborhood.

57. I've lived in this neighborhood all of my life and love it. Charlotte has grown so much and we need our streets for rush hour traffic and to keep people moving. The Plaza is a nice road with a large median and plantings and I see no need to make it one lane in each direction. Also, where will the bikes go at the end of the street? onto Central Ave, which is very busy? I think the traffic that week was awful and very backed up and I travelled the Plaza many times a day at different times.

58. Very few bicyclists actually used the lane, as far as I could see. With all the increase of construction in the area, I don't feel that decreasing lanes is a viable answer.

59. PLEASE KEEP THE PLAZA AS IT IS!!

60. The turning lane being closed at central and plaza caused more congestion and ultimately as someone who walks across at that intersection I felt very unsafe. Also, bikers were not obeying the laws of the road during that week which is, as always, disappointing.

61. This was a very interesting trial. Traffic is bad enough in general but this experiment made me want to cry as I tried to drive down the road. It was bad enough for me to take other roads, added mileage vs a shorter trip.... If this becomes a permanent thing then I will never be happy in that area ever again. I am a remodel contractor and have to drive 50,000 miles or more a year. The traffic, cdot and the ncdot are light-years behind in roadway design, planning and work. The traffic lights are synced up terrible. Driving daily, I can make a list lol.

62. Plaza needs to stay two lanes. Caused many traffic back ups and caused many cars to speed down streets where kids play and can cause more problems. I have lived here 27 years, with the additional people moving here the traffic will only increase.

63. Let the bikers ride in the neighborhood not on The Plaza.

64. Considering the recent closing of 7th Street, please do NOT make Central or The Plaza any more congested by adding bike lanes at this time. Sorry, it would need to wait until after construction.

65. Biggest gripe is the lane extending from the Plaza onto central, cutting off the right turn lane, congesting traffic at the light.

66. Totally against bike lanes.

67. this is a dumb idea. The cyclist ride whether there are lane or not, they pass stopped cars at stop lights and I never see them follow "driving" rules

68. I live off Mecklenburg and use the Plaza constantly at various times of day traveling to work at Presby, going to Harris Teeter etc., and taking and picking up my daughter from preschool. Traffic is already backed up on Plaza both ways. Taking away a lane or both sides of the Plaza confused me to no end. I can't comprehend how this was ever considered in the first place. Bike riders in plaza midwood aren't prevalent year around. Reducing car lanes for a bike lane that once it rains or gets cold isn't going to be used is ridiculous. Bike riders rarely obey the traffic laws from my experience and taking away from the majority to please a very minimal minority doesn't seem like a great way to use tax money. A quick example of traffic backup is the turning left lane from plaza onto central. With the cars going down plaza crossing central from Chantilly, the turning lane is almost always backed up into the thru lane crossing central which with a bike lane will be the only car lane. Without use of the right lane I imagine traffic would be backed up to parkwood/plaza during rush hour.
69. why would we want to take 4 lanes of traffic down to 2 in one of the fastest growing areas of charlotte? Ridiculous!

70. Just outside the block that you outlined above. I found the traffic to be very burdensome with the bike lanes in place.

71. As much as I want to support this effort, traffic in the Plaza Midwood area is already awful and knocking The Plaza to two lanes will only create more issues.

72. Crazy idea. Traffic was terrible. The fact that you could not turn right from the Plaza onto Central backed up the traffic all the way to Parkwood.

73. Above, I had to check "no" because I do not live within 2 blocks of The Plaza BUT I do live very close to Central which would also be impacted. Also, regardless of where anyone lives in our neighborhood, we use all the roads. We walk them. We drive them. We bicycle them. Plaza Midwood is a quiet neighborhood where we have many MANY walkers, bicyclers and drivers....our walkers range in age from stroller size to retirees. The bicyclers range from training wheels to clip on pedal bikers. The drivers’ range is wide as well. We have been inundated with more and more cars on Central and The Plaza due to our neighborhood popularity. We have managed quite well with our nice wide streets and do not want to give them up. Have you driven down East Boulevard recently. How crazy, dangerous and inefficient is that road. We DO NOT want that in our neighborhood. We need our major thorough fares to stay as they are so that we do not have any more cut through drivers than we already have. We are a neighborhood not a thorough fare. We are very strongly against a bicycle lane on our Plaza.

74. I am not opposed to biking at all but what is being proposed is asking for extreme congestion especially since this part of the City is now exploding attracting more traffic. I also don’t see much biking on the Plaza anyway. I am against it for the aforementioned reasons.

75. The plaza is a main road and has been for years cutting it down to one lane will only make it worse. There is no other way without cutting through neighborhoods to get to Central Avenue from my neighborhood.

76. I understand that people in our neighborhood bike and that they want to do so safely. Pedestrian traffic is what makes our neighborhood feel friendly and safe, and it’s one of the main reasons we bought a home on Winter Street. What I don’t understand is how taking away a lane of traffic in each direction is going to benefit us especially with all the new development in our area and the fact that The Plaza is a main thoroughfare and connection between Central, Parkwood, and all streets in between. Why can’t bikers enjoy the beauty of our homes and yards by taking interior streets instead of slowing traffic and risking riding near fast moving cars and trucks? I drive up or down Plaza four times a day and hardly ever see a biker. Thank you for all of your time on this!

77. Plaza midwood keeps growing. Reducing a lane of traffic will only make traffic problems worse in the years to come.

78. Reducing traffic flow on a major thoroughfare in a major city makes no sense and creates a greater risk for cyclists when more cars are condensed on fewer lanes.

79. I’m a big advocate of more biking/walking friendly options, this one seems to be an attempt to force a solution into a space that doesn’t work.

80. This feels dangerous to me. While I was driving down the plaza last week a speeding driver raced around me using the bike lane. I am an advocate for a more predestination friendly charlotte but I don’t think it makes sense to increase congestion on the plaza by removing the opportunity to safely pass
81. I think there should be a bike route (similar to route 7 that we take to get to Noda) that goes down Thomas and Belvedere etc that people can follow to get from one neighborhood to the other. Not necessarily a bike lane...and especially not one that reduces the Plaza to one lane each way. We already get backed up trying to turn on Mecklenburg every evening and would have even more trouble trying to turn off of Mecklenburg in the mornings and evenings. Not to mention if there is a train in the am, the Plaza is already backed up several blocks. Can’t imagine if it was one lane. There are side streets parallel to the Plaza...Nassau and Thomas.... that we ride on every weekend that feel safe and not as crowded as the Plaza. Why not just add bike route signs on these streets?

82. It made turning left onto Central much harder. It was hard to see on coming traffic that was going straight through the light, especially if someone in the opposite direction pulled forward into the intersection. If it’s implemented, a left arrow would help.

83. Dangerous

84. Too congested. 20,000 cars in a single lane down the plaza every day. too many cars slowed=more noise for the neighborhood. put speed bumps in.

85. No logistical sense what so ever. Dangerous and not helping the already traffic nightmare.

86. There are safer roads to bike on that run parallel to The Plaza. Bike lanes only caused congestion.

87. I have no issue going around a cyclist taking up the entire right lane. It’s not a problem that need to be resolved. And for walkers, there’s a sidewalk!

88. I live a block off The Plaza on Nassau and ride my bike a lot. I think narrowing down The Plaza is a bad idea for bikes. Most people bike down Thomas Ave - it’s much quieter and safer for bikers anyway. Plus it’s a much easier intersection to cross Central Ave. I think the city should focus on fixing these other two items in Plaza-Midwood: 1) make sure ALL of the walking signals and signs work in the neighborhood and 2) fix the junk show of an intersection at Central and Pecan - make one side of Pecan go first, then the other. I can’t tell you how many times I’ve witnessed near accidents not only with cars but pedestrians too. Also, get the police back in the hood to ticket jaywalkers. It’s absurd how many people jaywalk within 100’ of cross walks.

89. It was ridiculous

90. I have no problem with designated bike lanes. They are a safe and decent invention. But I can not support taking away a transit lane in the process. 2 lanes are necessary on a divided road like The Plaza. When there are disabled vehicles, moving trucks, repair/lawnscaping vehicles they use the right lane. A single lane would either cause complete blockage or require cyclists et all to quickly jut out into traffic. And while it is a residential area, it is a saturated one. There are no left or right turn lanes. Two lanes each way produce safe and flowing traffic. With two sidewalks and an extended median, I feel one of those would produce a better experience for both cyclist and motorist alike. Even with an added cost value to consider.

91. Too much lane confusing and congestion

92. I travel down the plaza for work every day live off the plaza at eastway. I have yet to see someone biking down the historic parts of the plaza where the bike lane is proposed. I see more people biking near eastway and milton and still that isn’t many. Bicyclists have many other side/ neighborhood roads to use in the area and it will only create more traffic is a bike lane is introduced.

93. I really like the idea of more bike lanes, but I don’t think this is the right place for it. I am concerned about what sort of impediment this creates for customers getting to our business district, how it affects our
ability to turn on/off the Plaza, how easing turning may degrade the beauty of the current median, and how this may complicate emergency vehicle access.

94. I live on Thomas Ave., and cyclists already use Thomas and Nassau (which are quieter and safer than The Plaza) to get from Central to Parkwood or vice versa. During this experiment, The Plaza seemed to be jam backed/full of traffic every time I drove on it, it was very difficult to get onto The Plaza from one of the side streets. Creating those bike lanes on The Plaza just seems like a waste and will make traffic on The Plaza (And therefore Central) worse. Even worse, and more important, creating those bike lanes on The Plaza will just encourage people to speed (in their cars) down the more residential streets of Thomas and Nassau (something that already happens now), and will get worse as soon as The Plaza gets backed up. I’m all for bike lanes across the city - but there are parallel roads to The Plaza that are bike friendly. No need to make traffic terrible on The Plaza.

95. The traffic was awful. Please stop making me a guinea pig for your test. I just want to get to work so I can pay you your taxes.

96. This bike lane would create an enormous cluster you know what at the intersection of the Plaza and Central. Traffic will get very backed up and there is already minimal room to turn left, let alone if you have to turn right. Waste of money.

97. As much as I would love bike lanes, I found that the Plaza needs two lanes of traffic on each side. I wish we could have it all, but we can’t. The Plaza is too busy with cars.

98. I do not think that stretch of the Plaza is a good street for one lane of driving with a bike lane being used instead of a 2nd driving lane. I would like to see the driving speed limit on this stretch of The Plaza reduced to 30mph.

99. I experienced very slow traffic due to the bike lane. It is very dangerous for bikes to be passing across multiple driveways and intersections. It would be much more beneficial to see dedicated bike lanes separated w a median from car traffic or on a separate bike system (similar to the greenway). Taking away a car lane to give a dedicated bike lane will congest traffic flow and reduce cyclist safety. This will not actually solve the issue of an improved environment for cyclists.

100. You can’t promote growth like we have and then take away two lanes. Not only do we not have proper turn lights at Plaza and Hawthorne but now the city wants to make it worse by taking away lanes. This should be criminal!

101. While I would like to support the bike lanes in theory, I fear they would cause more trouble than they would alleviate. Unfortunately I’m not a fan.

102. I see the need and want for bike lanes, but shutting lanes down from two to one is not a solution. Traffic was backed up at the plaza central intersection because people that would normally be in the right turn lane were in the straight lane. And making a bike lane on the plaza that connects parkwood and central where there are no bike lanes just brings people to a more dangerous place to ride their bike. My solution is to widen the sidewalks and make a bike lane next to the sidewalk instead of shutting down lanes and creating traffic problems.

103. Dear Charlotte City Leaders, I have been a resident of Plaza Midwood since 2010. We love it here and have great neighbors. While I applaud the effort of the city and our neighborhood association to collaborate and work to make our streets safer, the proposed bike lane on The Plaza is a horrible idea and should not be made permanent. Central Ave has added nearly 1,000 apartments in nearly 1 mile of road with only one infrastructure improvement on the corner of 10th and Central. More traffic is inevitable and will likely
continue to grow. In an effort to make The Plaza safer and to slow cars down, the unintended outcome of this bike lane is a concentration of traffic into one lane which makes crossing from one side to the other exponentially more dangerous. This concentration has turned each Plaza cross street into the equivalent of the Hamorton / Plaza intersection, a place where most people avoid due to the dangerous configuration. A few other observations below: 1. The median cross sections are too narrow to safely fit two cars turning in parallel positions, especially without the right lane to go around. 2. Garbage and recycling pickup stops traffic indefinitely during morning rush hour. 3. There are multiple blind spots depending on where you are crossing and with a constant flow of traffic into one lane, there are limited options to cross safely without playing a game of real life “Frogger”. 4. Multiple lights would need to be added to break up the concentration of traffic. Likely at Kensington and Belle Terre. 5. Use of the temporary bike lanes has been limited. Throughout the week, I’ve seen virtually no cyclists using these lanes, yet cars are backed up from Parkwood to Belle Terre heading north and from Central to School St. heading south. The city must consider the cost / benefit of removing a main thoroughfare road and replacing with a bike lane that at best is 1 mile in length. Ultimately this current proposal is a zero sum outcome for motorists of Plaza Midwood and cycling enthusiasts of Plaza Midwood. This current proposal is not an infrastructure investment (like a Greenway), but a pure shift in assets.

104. Terrible plan, considering all the residential construction of apartments, town homes & condos in the neighborhood which will add thousands more drivers to this already overly congested area. Closing down any lanes backs up traffic for several miles during work commutes and bottlenecks everyone. Bicyclists don’t deserve their own lanes either until they start obeying traffic laws, which they absolutely never stop at stop signs or intersections. They roll on through then accuse us of being the bad guy and almost causing a wreck when it’s their fault because they didn’t obey the law!

105. I live on the Plaza. It is hard enough to get out of my driveway with two lanes. With the one lane it was nearly impossible. Central ave at the plaza down to one lane--what idiot thought this up. With all the new traffic, apartments and restaurants the traffic is very heavy and you want to reduce it to one lane. Need protected turn arrows now and a much longer left turn lane from Plaza onto Central heading east.

106. We live 1 street over - Nassau, for 7 years. We walk our dogs twice a day on the plaza from Hamorton to Belvedere. This caused much confusion and anxiety for drivers and walkers. It is not a good idea and will only increase driving on the side streets. I notice morning drivers already turn onto Nandina->Hamorton->Nassau to avoid the light at the Central & The Plaza. To add Nassau is 25mph - and the avg speed is pretty much 40mph. Will only get worse with those bike lanes. And where are those bike lanes supposed to connect to at Central anyway? Are bikers going to ride the sidewalk, turn-around, or drive on Central?

107. Reducing lanes is not the answer. Enforcing traffic laws, educating drivers on pedestrian rights and bicycles obeying traffic laws are more important. Add sidewalks where there are not any. The money generated from traffic police could go to great use, if there were any.

108. I live near the affect area, bike often for recreation. But don’t believe the changes are warranted. I travel the test area at least twice a day and didn’t one bicyclist. Those who commute to work uptown, typically would not use this route. The driving force behind this proposal want the change for recreation and convenience. But the change produced a nightmare at the light on Central during high traffic time and when I did use the Plaza during a high traffic time, it took 18 minutes to travel one mile. From that point on, I cut through the neighborhood, which is what others will do, another negative side effect of the proposal.

109. The bike lanes on the Plaza added congestion for traffic, especially at Central Ave where turning is already difficult. Our neighborhood needs sidewalks throughout the neighborhood for safe pedestrian travel more than bike lanes. While bike lanes are a nice idea the proposed path does not connect with another trail, such as Sugar Creek, to add value. There are many tree lined beautiful, quiet streets that are safer for bike
traffic than changing an already busy street. With the significant increase of condos in Plaza Midwood and a majority of people using driving as their mode of transport it doesn't make sense to decrease the flow of traffic. Even roads like Hawthorne are now more congested and do not provide the ability to turn left onto Central Avenue.

110. There is absolutely too much traffic for The Plaza to be reduced to 1 lane. It is a major thoroughfare that is used daily as part of the morning commute. Furthermore, I walk our 2 dogs up The Plaza at least once a day and I can count on both hands the number of times I saw a cyclist using the designated bike lanes. I even saw some cyclists using the sidewalks despite the bike lane!

111. Why does the 2 block perimeter matter? Why is it not 3 blocks? Or 10? Thus is bogus! You are just going to shove something down our throats anyway!

112. The bike lanes are a considerable impediment when The Plaza is such a busy street. Please do not make this permanent. Thank you.

113. Did not like the additional traffic congestion

114. As much as the City would like to make The Plaza and surrounding roads more bike friendly and increase bike usage as a commuter option, it is personally IMPOSSIBLE for me to switch from driving a car to work to biking to work. I live off the Plaza and I have personally witnesses the traffic that accumulated due to the reduction of travel lanes from 2 to 1. This created an extreme traffic backup at the intersection of Central and The Plaza. I do not approve of this bike lane and think those who want to bike, should use the side walk. Charlotte, specifically Plaza Midwood, cannot continue to grow and develop with apartments and then as a result, reduce the amount of lanes on major roadways. This is absurd and will only increase traffic. I PURCHASED my home in Plaza Midwood because I love the area, the dedication to preservation, and proximity/convenience from work/shopping. I do not approve of these bike lanes, solely created for the illusion of safety and comfort of the few. Reasons to NOT support bike lanes: -Drivers of vehicles should not be mixed with pedestrians. -Side paths are proven to increase crossing conflicts and accidents. -Requires slow speeds and constant stopping, extremely inconvenient. -Increased risk of common collisions in an urban environment. -Offers false sense of security for inexperienced riders. -Complicates the roadway environment, requiring more skill and knowledge to negotiate safely. -The focus on bike lanes diverts attention and funding from effective solutions to improve cyclist comfort and safety. -Educated cyclists don't need bike lanes and novice cyclists don't understand their limitations.

115. I live on The Plaza and it was extremely difficult to back out of the driveway and with blind spots and bikers it made it so much worse. The back up of traffic made it impossible to get out at certain times.

116. The amount of congestion that was caused due to the removal of the lane was ridiculous. During peak driving hours, the removal of the one lane add an additional 10-20-minute commute. I also noticed some cars driving through the neighbor instead of plaza due to the congestion. Lastly, there was no alternative to the old person who decided to drive 20 on a 35. Please do not remove the lane on plaza. There is a loud minority of individuals who want to ride their bikes down a dedicated bike lane. There was nothing preventing cyclist from sharing the road with cars. Check the data, how many cyclist or pedestrians where hit by cars on plaza? I am guessing zero. The bike lane is a solution to a problem the doesn't exist.

117. I live immediately outside the above grid by ONE BLOCK so if the intent of question #10 is to see if a surveyee is directly impacted by the trial above, I was impacted by the above. Until the intersection at The Plaza and Central Ave is widened and modified, there is no reason to install bike lanes on the 'The Plaza... unless the intent is to either 1) dramatically back up vehicular southbound traffic on The Plaza or 2) increase the cut-thru traffic on side streets in Plaza MIdwood. I traveled through this intersection, on southbound The Plaza, approximately 25+ times during the week(?) the cones were in place. The shortest # of traffic light
changes it took me to get through this intersection at any of those 25+ times, was 3 lights. On one of those occasions, the southbound lane of The Plaza was backed up almost to intersection of Chestnut Ave & The Plaza....better than 4 blocks away from Central Avenue. I support bike lanes in Charlotte where space is available not to hinder current vehicle traffic and where its made safe for bicyclist to use. The Plaza isn’t one of those unless the intersection of The Plaza & Central Ave is widened and modified

118. I seriously cannot believe this dangerous experiment was conducted on one of the most congested streets in Midwood. Please do not consider this as a permanent action

119. I want to support alternative modes of transportation, I just don’t feel like this road is the best choice. There are other roads (Thomas, Nassau, etc.) that bicyclists can use to get from Central to Parkwood without having to cause significant traffic issues on The Plaza. I understand home owners on the Plaza wanting to reduce traffic because that directly affects their property values, but I don’t feel like these people should be spear heading this project and speaking on behalf of the neighborhood (I realize this is a separate issue but hopefully the unelected PMNA board members will see this and take note. They are overstepping their territory by speaking for the neighborhood on controversial issues like this. I would like be to be able to bike to work, but I work near Southpark Mall and wear dresses and heels and carry a good deal of “stuff” with me to and from work. It’s just not practical for me or most people. I don’t think it’s wise to make a change like this that benefits a few at the expense of the majority.

120. Extremely difficult for residents who live on the plaza to pull out of driveway. It is already difficult with amount of traffic, but by decreasing it to one lane it increases the risks of accident because there is rarely a safe time to exit when there is not a bicycle or car. The traffic was constantly backed up out front of our home making it difficult to leave/enter. This is a residential street and it makes it very cumbersome for the residents.

121. While I like biking and walking, I do not think reducing a road that was initially built as a main thorough-fare is a good idea. Many people I know avoided that area on purpose because of the demonstration. I travel from NODA to PM often to shop and eat and even I avoided PM altogether because I did not want to deal with potential added congestion and confusion on how the lane closures even worked. Instead of taking away the roads, why not add larger sidewalks that can fit bikes and people? Works wonderfully in Antwerp and no one is afraid to bike along or cross a 4+ lane road.

122. The plaza is too busy to take away one of the two car lanes for a bike lane. With the increase in apartment buildings this will only worsen the issue.

123. I’m a daily cycle commuter very pro-cycle infrastructure/pro-traffic calming. I do feel however that this is a poor location for a protected bike lane when Thomas Ave. already runs parallel and is an excellent bicycling route.

124. I think there should be bike lanes the cut through more residential areas and not the plaza. Or another road needs to be built to assist in the traffic from the Noda/Plaza area over to Elizabeth/Uptown if you are going to limit traffic through the plaza

125. Stupid idea, we need more road capacity not less!!!

126. I live right outside of the boundary line pictured above. The reduction to one lane caused way more traffic than necessary. I also rarely saw bikes during my drives on The Plaza during this ”experiment”.

127. The reduction in lanes on The Plaza is entirely unnecessary. This section of the Plaza between Central and Parkwood is a main throughfare and consistently sees high volumes of traffic. A reduction in lanes is not suitable for this level of vehicle traffic. I understand and support ways to reduce pedestrian involved acci-
dents, but I fully support this effort in other ways that do NOT involve reducing traffic lanes. Bikes are rarely ridden on The Plaza, so there is no need for them. In order to better protect pedestrians, The Plaza needs better signage, the addition of actual crosswalks at intersections that do not have a street light, and potentially speed humps and/or stop signs to slow down traffic.

128. too many cars for this to be practical. It is too dangerous.

129. Huge back up when people are turning left onto central from plaza, very confusing - I see people driving in the middle of the road all the time because they are confused.

130. Good thought but terrible location. The bicyclists can easily travel down Thomas Avenue where the traffic is not so congested.

131. I know lots of people purposely took nontraditional routes during the week to avoid The Plaza. These side streets are not equipped to handle the extra traffic, yet they are fine for people to use on their bikes. I don’t understand the need for these bike lanes at all.

132. Trash collection was a nightmare. I am at home during the day and recused a total of six trash bins that blew/rolled into the traffic lane after pick up. Yard deibri was another issue..... Where to put it. Living two blocks from the Central intersection, traffic backed up more than usual and made exiting the driveway extremely difficult. I have been concerned about the increase in traffic and speeding, but feel more consistent and aggressive enforcement would be effective. Also since the test has concluded, the temporary lines must be removed as they are confusing to drivers, and bikers from outside the neighborhood continue to use them.

133. I feel like this type of project would be more beneficial in a different area. The Plaza is very busy and the project seemed to worsen traffic. I do not feel there is enough bike traffic to warrant the lanes.

134. Bike lanes are a good idea in theory but poor execution. Too much traffic and dangerous left hand turns onto the plaza from within the neighborhood. Between not enough room to safely turn (median) and bikers not going with traffic it was unsafe to turn. More lights would be needed and you would route a lot of traffic through the neighborhood as people avoid the plaza which in itself is a separate issue due to lack of sidewalks on many streets. Dangerous all around.

135. Cyclists, use the sidewalk.

136. I live on the Plaza and strongly oppose. It is far more dangerous trying to exit my driveway into only one lane and given number of traffic accidents it will only be a matter of time before a tragic accident occurs.

137. Reduction to one lane travel for cars would result in extreme traffic buildup.

138. I believe that cars turning will make it very dangerous along with major backups of traffic at certain times of day.

139. As a resident who lives on The Plaza, I feel this will be a bad decision. The increased back-up on traffic on The Plaza is going to make commuting to and from my home very difficult. Trash day and construction truck deliveries are going to cause large back-up. Why not convert the middle greenspace into dedicated turn lane (which would allow cars to pass trash/delivery trucks) and still allow for the outmost lane to be converted to a bike lane. Or expand the sidewalk to have a walking section and then a bike section. Another thought is add more stoplights or stop signs along The Plaza. This would slow down this road and hopefully encourage drivers to take alternative routes.

140. Bike lanes should not be placed where a high number of driveways and intersections are. Each and every intersection and driveway will increase the danger to cyclists. Most residents will be backing out (as opposed to pulling out) of driveways which will make it difficult to see a cyclist which is a narrow vehicle.
traveling at a higher speed than may be expected in a space that close to the driveway. Since the street has no
gutter the right one foot is generally filled with dirt and debris that will be more difficult to sweep if the lane
is "protected". If installed, users need to be offered training how to use the lane as safely as possible which
would be at a slower speed at every driveway and intersection to avoid a crash. And how to legally enter/exit
the lane to make a left. In addition mottrists need to make sure they stop once at the stop lines at the inter-
sections then again after pulling forward if sight lines are not clear due to landscaping, poles, etc. Motorists
need to be aware that cyclists travel at a higher rate of speed than pedestrians and where to look for them and
yield accordingly. Cyclists need to be trained to be aware of potential driveouts by positioning themselves far
enough left in the lane to avoid said crashes.

141. New bike lanes are dangerous for as many right turns off of the plaza. Too many potentials for striking
a biker coming up from behind and not noticing a turn signal on a car.

142. There is too much traffic for these bike lanes to be safe (both to those using the lanes and the cars). I
am strongly against this.

143. While I fully support bike lane additions, I do not feel as if this is the ideal placement for one. The
reduction of vehicle lanes causes heavy traffic, especially when a vehicle intends to turn left. I did not witness
as many cyclists as expected using the lane, and did not use it myself because it seems very unsafe when it
abruptly ends towards the plaza, not very useful when using it to commute. I prefer to bike on neighborhood
back streets.

144. As nice as bike lanes sound, they are actually more dangerous than just taking the lane as any other
vehicle would. Look at the traffic congestion created on east Boulevard for the one lane concept results. The
increase in carbon emissions is horrible.

145. This city needs more lanes to improve traffic flow. Even as a cyclist I can say the last thing we should
be doing is reducing drivable lanes in busy parts of our city. Lots of quiet biking street options immediately
surround the plaza.

146. Bike lanes are great. I don’t see the necessity here. Thomas is great for bikers going to Plaza business
district. Riding on Plaza already relatively safe. This seems like it is being used more to slow down Plaza traf-
ic. Also, bike lanes that don't actually go anywhere (less than 1 mile) aren't that helpful. Riding on Parkwood
and Plaza from the curve at Parkwood up to 36th (or Sugar Creek) is much more dangerous, and sidewalks
are too narrow.

147. I felt uneasy driving with the bike lanes, esp when turning at intersections.

148. we live at thomas and school street. heard multiple wrecks during that test week. traveling lane blocked
if making left turns which is frequent on both sides of the plaza. traffic backed up at central/plaza. i am all
for biking, but also concerned with traffic on the plaza and making it safe for turning, etc. the plaza, whether
i like it or not, is and will be a thoroughfare. so i feel we do not need to cut down lanes of traffic. would also
hate to remove the median/trees to make a different traffic pattern work. my two cents!

149. I understand and I am sympathetic to those who wish more bike access in the area, however The Plaza
is certainly not the ideal route for this. This thoroughfare carries far too much traffic... and decreased traf-
fi c lane availability is not only a nuisance to those driving, but also creates a less-than-safe environment for
pedestrians and bicyclists. PLEASE DO NOT decreased the traffic lanes on this stretch of The Plaza!

150. The Plaza has too much traffic for only one lane in each direction. It was very difficult to get on The
Plaza from the side streets.