

Comments Received on May 2015 Draft TARPO Regional Bicycle & Pedestrian Planning Framework

Comment	Resolution/Disposition
Add missing segment of sidewalk on west side of Main Street in Broadway, from downtown to elementary school	Added as new project (L-355)
Concerns about the ability of bicyclists to use shared-use paths (issues of conflicts with slower-moving users such as pedestrians, dogs, etc.)	Added some language on Page 4-4 to discuss the fact that it is desirable to provide a wide array of facility types in order to address these different needs from different types of users
Concerns about NCDOT installing rumble strips along certain highways (such as US 1 and US 421)	Added a bullet under Objective 4.4 (Page 2-5) to discuss the need to coordinate on rumble strip issues and to encourage use of bicycle-friendly rumble strip designs
Add USDA Community Facilities grants as a potential funding source	Added this funding source to the list of potential sources in Section 6
Remove reference to impact fees as a potential funding source	Removed language about charging impact fees to developers, so that the developer funding section now only discusses the potential for developers to build facilities as part of their developments
Add a sidewalk project along Barrett St and Ray St in Carthage	Added as a new project (M-393)

Other Changes to Document (not driven by comments)

- Added “major residential areas/subdivisions” as one of the connectivity criteria in the prioritization section, worth 5 points. This is recommended as a way to differentiate projects in developed areas from those in undeveloped areas.
- Added prioritization scoring information to Section 5. This information was not yet available when the draft report was released in May.
- Fixed a broken web link in Section 4 related to Bike Boulevards.
- Updated the description of CMAQ funding to note that it would only cover 80% of costs, not 100%. This was necessary due to changes in the federal law between SAFETEA-LU and MAP-21.