

# Greenville BUILD Project

## Public Meeting #1 – November 18, 2020

### Public Input Summary

Comment Period Ending December 2, 2020

A virtual public meeting was held for the Greenville BUILD Project on November 18, 2020 from 6:00 - 7:30 p.m. via a Zoom Webinar which was accessible to the public via any web enabled device or by calling in to the number provided. The Greenville BUILD Project is composed of seven streetscape and greenway or sidewalk projects in the City of Greenville. The extents of each project can be seen below in **Figure 1**. The meeting was advertised to the public with postcards mailed to owners and tenants of properties located near the projects within the mailing list boundary designated by the project team, a robocall to phone numbers registered to properties on the City of Greenville’s utility provider database within the mailing list boundary, and posts to the City’s project website. Hand deliveries of postcards were also made to properties within two blocks of the Project C and D (West 5<sup>th</sup> Street Phase II and III) study areas in the West Greenville District. An electronic copy was provided to multi-tenant property owners or managers within the Project C and D hand delivery boundary and to leaders of community resources, organizations, and stakeholders as identified by the City of Greenville. In addition to the virtual public meeting, the proposed designs and additional information regarding the project were provided to the public via the City’s project website and in print at four locations in Greenville (Sheppard Memorial Library, Carver Branch Library, Moyewood Recreation and Cultural Center, and the Lucille W. Gorham Intergenerational Community Center).

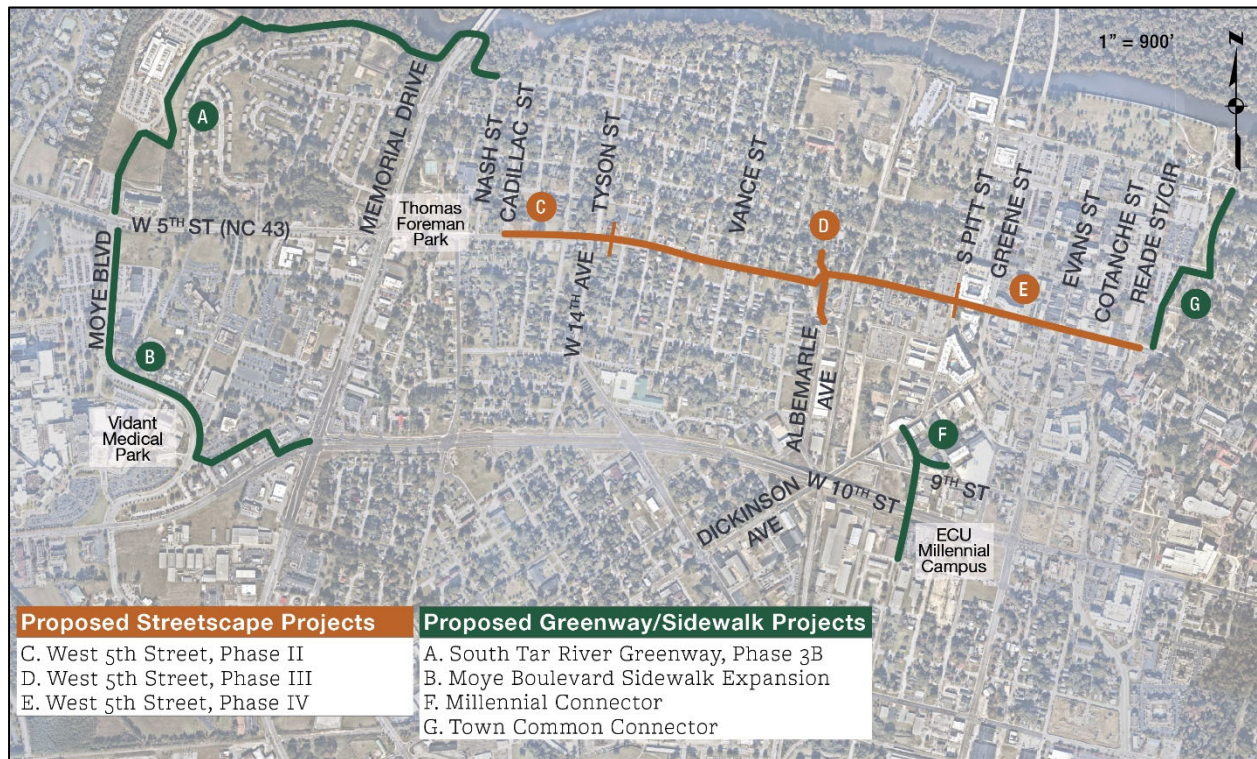


Figure 1 – Greenville BUILD Project Extents

During the public meeting, 18 individuals from the public (15 online and three by phone) were in attendance. The public was provided an opportunity to submit comments and questions following the public meeting online via a Google form, by email, or by mail using printed comment forms available at the four locations listed above. Additionally, comments and questions could be submitted via phone to the Greenville Public Information Office. Twelve individuals submitted comments via the online form and one email was received during the comment period ending December 2, 2020. The questions and comments received during the public meeting and comment period are summarized below with responses, where relevant, in *italics*.

## **Public Meeting Questions**

### **Schedule Questions:**

- When will Phase II construction begin on West 5<sup>th</sup> Street?

*Construction on Project C—West 5<sup>th</sup> Street Streetscape Improvements Phase II—is anticipated to begin in early 2022. The full project schedule can be seen on the project website at: [www.BUILDprojects.Greenvillenc.gov](http://www.BUILDprojects.Greenvillenc.gov).*

- When will final plans be available?

*Final plans are anticipated to be completed in the summer of 2021. Any property owner with anticipated impacts to their property should be contacted by the City of Greenville’s agent (Telics) in spring 2021 to begin discussing those anticipated impacts. The full project schedule can be seen on the project website at: [www.BUILDprojects.Greenvillenc.gov](http://www.BUILDprojects.Greenvillenc.gov).*

### **Impact Related Questions**

- Will the proposed roundabout at the Elizabeth Street/Albemarle Avenue intersection impact the existing retaining wall in the northwest corner of the intersection? If so, will it be repaired or rebuilt accordingly?

*The existing retaining wall is anticipated to be impacted with the construction of the roundabout. The project team is working to minimize impacts to the wall and existing trees on the subject property. Any impacted portion of the wall will be rebuilt as part of the construction of this project. The anticipated impacts due to the construction of the roundabout can be seen here: <https://www.greenvillenc.gov/home/showdocument?id=20778>. Areas highlighted in orange are areas of potential impacts due to temporary construction easements, utility or drainage easements, or other items associated with construction outside the footprint of the roundabout.*

- Will the proposed improvements result in any right of way impacts?

*The BUILD Projects are anticipated to require some right-of-way and easement acquisition to construct the sidewalk, lighting, and other infrastructure improvements. Anticipated impact areas are shown in orange on the figures available on the project website at [www.BUILDprojects.Greenvillenc.gov](http://www.BUILDprojects.Greenvillenc.gov).*

- Who will be purchasing the right-of-way required for the project?

*Telics, a private right-of-way acquisition firm, will be assisting the City of Greenville in acquiring any necessary easements and right-of-way required for construction of the BUILD Projects. Right-of-way acquisition is anticipated to begin in spring 2021, as outlined in the project schedule available on the project website: [www.BUILDprojects.Greenvillenc.gov](http://www.BUILDprojects.Greenvillenc.gov).*

- Are any relocations anticipated with these projects?

*No relocations are anticipated with the Greenville BUILD Projects.*

**General Questions:**

- Is the video shown in the public meeting available to be viewed at a later time?

*The video presentation shown during the public meeting can be viewed on the project website at: [www.BUILDprojects.Greenvillenc.gov](http://www.BUILDprojects.Greenvillenc.gov). A recording of the public meeting will also be available on the project website soon.*

- Are there plans to connect the existing greenway to the Moye Boulevard area?

*The existing South Tar River Greenway is proposed to be extended as part of the South Tar River Greenway Phase 3A Project, currently under construction, and the Phase 3B Project (Greenville BUILD Project A). These projects will extend the existing greenway westward to the West 5<sup>th</sup> Street and Moye Boulevard intersection. Greenville BUILD Project B—Moye Boulevard Sidewalk Expansion—proposes a new multi-use path from this intersection that would extend south along the east side of Moye Boulevard to the Memorial Drive and 10<sup>th</sup> Street Connector intersection. More information and the proposed designs for Projects A and B can be seen here: <https://www.greenvillenc.gov/government/engineering/major-projects/tasc-investment-project/greenway-and-sidewalk-improvements>.*

- Was the land purchased behind the 3<sup>rd</sup> Street School associated with this project?

*Land purchased by the City of Greenville behind the 3<sup>rd</sup> Street School was acquired as part of the South Tar River Greenway Phase 3A Project, which is currently under construction and is not included in the BUILD Project program. That project will extend the existing South Tar River Greenway from Pitt Street to Nash Street.*

- What is proposed on West 5<sup>th</sup> Street regarding sidewalk and bicycle facilities?

*The West 5<sup>th</sup> Street Phase II, III, and IV Streetscape Projects (BUILD Projects C, D, and E) propose sidewalks on both sides of the roadway throughout the project corridor. In Phases II and III (Project C and D) the sidewalk is proposed to be a 5-foot wide concrete sidewalk with 2.5-foot wide square patterning. In Phase IV (Project E) the sidewalk will vary in width throughout the Uptown District and will be constructed of concrete with 2-foot wide square patterning and a brick border. For bicyclists, west of Elizabeth Street/Albemarle Avenue (Projects C and D) a 4-foot on-street bike lane is proposed. East of Elizabeth Street/Albemarle Avenue (Projects D and E) this will transition to a 14-foot wide shared-use lane for vehicles and bicyclists. More information about the proposed typical section and the West 5<sup>th</sup> Street Streetscape projects can be found on the project website Streetscape Improvements page: <https://www.greenvillenc.gov/government/engineering/major-projects/tasc-investment-project/streetscape-improvements>.*



**Comments and Questions Received Following Public Meeting**

Note that any comments received more than once are indicated with the number of times they were received in parentheses following the comment.

**Project A – South Tar River Greenway Phase 3B**

- Bike lanes should be added on Moye Boulevard and be painted as they cross West 5<sup>th</sup> Street and Stantonsburg Road to meet the existing bike lanes on the 10<sup>th</sup> Street Connector. (x5)

*The 10-foot paths proposed along Moye Boulevard as part of Project A (as a greenway north of the VA Medical Center and multi-use path along Moye Boulevard) and Project B (as a multi-use path) will accommodate bicyclists and pedestrians. There are existing painted crosswalks with pedestrian signals across West 5<sup>th</sup> Street where it crosses Moye Boulevard and across Memorial Drive where it crosses Stantonsburg Road. The proposed Project B ends at, but doesn't cross, Stantonsburg Road. No on-road improvements are currently proposed on Moye Boulevard.*

- What plans are in place to ensure the traffic lights at the West 5<sup>th</sup> Street intersection work to detect people on bikes in the road in all directions? (x2)

*Bicyclists are encouraged to use the proposed multi-use path on the east side of Moye Boulevard and cross at the existing signalized crosswalks. The existing signal at the West 5<sup>th</sup> Street and Moye Boulevard intersection will not currently detect bicyclists in the travel lanes and is not proposed to be improved as part of this project.*

- Please install lighting that is low to the ground in order to reduce light pollution and save our night skies such as: <https://www.veelite.com/greenway-lighting/>. (x2)

*The project proposes black painted decorative light poles with LED light fixtures along the Moye Boulevard portion of the project corridor, as shown in **Figure 2** below, consistent with Greenville Utilities Commission standards. Lighting is not proposed on the greenway segment between Moye Boulevard and Nash Street.*



**Figure 2: Proposed Pedestrian-level Lighting**

- If transportation dollars are being used for the project then the greenway should be kept clean, clear, and open for us to use as a transportation facility and not be closed at dusk and dawn like the Recreation & Parks Department currently does. (x2)

*At this time, the City of Greenville anticipates maintaining the existing greenway policy to restrict use of the trails not adjacent to City right-of-way to daylight hours.*

- I hope that the project is designed to withstand the flooding that often happens along the greenway and then takes a long time to get cleaned up. (x2)

*The South Tar River Greenway Phase 3B Project has been designed to meet current stormwater design guidelines.*

- The current greenway is very poorly maintained and hardly ever cleaned.

*The City of Greenville Engineering Department will share this comment with the Recreation & Parks Department.*

- Access points to the greenway would be fantastic at Memorial Boulevard's bridge over the Tar River and connecting to the Moyewood neighborhood.

*Access to the greenway will be provided at the western end of 3<sup>rd</sup> Street within the Moyewood neighborhood and at the Nash Street and Colonial Avenue intersection in the Riverdale neighborhood, just east of the Memorial Boulevard bridge.*

- Consider the large number of wheelchair using veterans, and other users with physical disabilities, that may be using this path near the Veterans Affairs (VA) Medical Center and make sure that the Moye Boulevard crossing of West 5<sup>th</sup> Street has a crosswalk that is raised and a pedestrian signal that stays on long enough for people to get across the road.

*The proposed multi-use path and greenway will be compliant with the Americans with Disabilities Act (ADA) including curb ramps at crosswalks. The signalized intersection on Moye Boulevard at West 5<sup>th</sup> Street currently includes a pedestrian crossing signal, curb ramps, and crosswalk which is not proposed to be modified as part of this project.*

- I appreciate the added greenway access. Any greenway and park infrastructure are badly needed in Greenville and most appreciated by the citizens!

*Comment noted.*

- I would absolutely use this for commuting.

*Comment noted.*

- It is great that the greenway is being extended here to the VA Medical Center.

*Comment noted.*

### **Project B – Moye Boulevard Sidewalk Expansion**

- How will pedestrians and bicyclists be able to reach and then cross the Memorial Drive and Stantonsburg Road intersection to get to the 10<sup>th</sup> Street Connector? (x4)

*The proposed 10-foot multi-use path is meant to accommodate bicyclists and pedestrians. The path will follow Moye Boulevard on the east side of the road to Farm Drive, where it will continue on Venture Tower Drive to Sennie Drive, then along the north side of Stantonsburg Road to the northwest corner of the Memorial Drive intersection. Once there, pedestrians and bicyclists will be able to use the existing signalized crosswalks to cross Stantonsburg Road or Memorial Drive to reach the 10<sup>th</sup> Street Connector. The proposed alignment of the path can be viewed here: <https://www.greenvillenc.gov/home/showdocument?id=20754>.*

- Greenville law states that it is illegal to ride bikes on sidewalks so please make sure Moye Boulevard gets bike lanes on both sides and connects all the way to 10<sup>th</sup> Street. (x2)

*The proposed 10-foot wide multi-use path is meant to accommodate bicyclists and pedestrians. The Code being referenced (Sec. 10-2-116 of the City of Greenville Code of Ordinances) only pertains to sidewalks. In this case, since the multi-use path is a wider 10-foot-wide concrete path, it will be considered a greenway which does allow bicyclists. The path will follow Moye Boulevard on the east side of the road to Farm Drive, where it will continue on Venture Tower Drive to Sennie Drive, then along Stantonsburg Road to the northwest corner of the Memorial Drive intersection. Once there, pedestrians and bicyclists will be able to use the existing signalized crosswalks to cross Stantonsburg Road or Memorial Drive to reach the 10<sup>th</sup> Street Connector. The proposed alignment of the path can be viewed here:*

*<https://www.greenvillenc.gov/home/showdocument?id=20754>.*

- Bike lanes should be proposed on Moye Boulevard and be painted as they cross West 5<sup>th</sup> Street and Stantonsburg Road to meet the existing bike lanes. (x2)

*The 10-foot multi-use path proposed along Moye Boulevard as part of Projects A and B will accommodate bicyclists and pedestrians. No on-road improvements are currently proposed on Moye Boulevard. Bicyclist and pedestrian users should use the existing signalized crosswalks at the West 5<sup>th</sup> Street and Stantonsburg Road/Memorial Drive intersections.*

- This is a logical extension to Project A which I support wholeheartedly.

*Comment noted.*

### **Project C – West 5<sup>th</sup> Street Streetscape Phase II**

- According to Cornell University, the minimum width for a bike lane is four feet and 14 feet for a shared lane with vehicles (<https://www.clrp.cornell.edu/q-a/174-bike.html>). Has the City considered making the bike facilities wider or adding a painted or physical buffer to provide one to two feet of space between the vehicles and bicyclists? Also consider making the bike lanes wide enough for disabled cyclists riding to the VA Medical Center. (x7)

*The City has decided to revise the proposed designs that are shown online and were presented during the public meeting to include 11-foot wide travel lanes and 5-foot wide bike lanes, instead of the previously proposed 12-foot wide travel lanes and 4-foot wide bike lanes. This typical section fits within the same curb width but widens the bike lanes by narrowing the travel lanes. Adding width to the roadway to add striped or physical barriers would require widening the roadway surface and increasing the impacts to private properties and existing utilities.*

- The vehicle lanes are too wide which will encourage speeding and make the corridor less safe for pedestrians and bicyclists. Has the City considered narrower lane widths? (x6)

*The City has decided to revise the proposed designs that are shown online and were presented during the public meeting to include 11-foot wide travel lanes and 5-foot wide bike lanes, instead of the previously proposed 12-foot wide travel lanes and 4-foot wide bike lanes. This typical section fits within the same curb width but narrows the travel lanes by widening the bike lanes.*

- Please lower the speed limit here to 15 or 20 miles per hour (mph). (x3)

*The City of Greenville does not anticipate lowering the speed limit on West 5<sup>th</sup> Street from the existing 35 mph posted speed limits. The addition of the streetscape elements, narrowing the*

*travel lanes to 11-foot wide lanes, and adding the roundabout are anticipated to encourage slower speeds.*

- Thank you for including bike lanes and giving pedestrians a place to walk.

*Comment noted.*

- Consider adding speed bumps at the crosswalks.

*West 5<sup>th</sup> Street within the Project C limits is a State Route (SR 1571) that is owned and maintained by the NC Department of Transportation (NCDOT). Speed bumps are not anticipated to be warranted or approved by NCDOT. Proposed crosswalks will be signed to increase pedestrian safety.*

- This project would be beneficial for West Greenville and make it connected to the designscape in the rest of the City.

*Comment noted.*

- Add pedestrian crosswalks to increase safety here.

*The project proposes crosswalks at all three intersections within the Project C limits, as shown in the plan view rendering online at:*

*<https://www.greenvillenc.gov/home/showdocument?id=20776>. Please note that the crosswalks at the Hudson Street and Ford Street intersections are proposed to be revised to striped crosswalks, not brick crosswalks as shown on the plans online.*

#### **Project D – West 5<sup>th</sup> Street Streetscape Phase III**

- Why aren't the bike lanes carried through the roundabouts and other intersections? (x7)

*Bike lanes on West 5<sup>th</sup> Street are proposed to end just west of the roundabout to allow for circulation of the bicyclists with vehicles in the roundabout and to transition to the shared-use 14-foot-wide lanes east of the roundabout.*

- Bicycles have trouble crossing railroad tracks due to uneven crossings. Concerned that bike wheels could get caught in railroad. How does this plan address the unsafe crossing of railroad tracks for cyclists? (x4)

*The current project does not propose any changes to the at-grade railroad crossing on West 5<sup>th</sup> Street which is located completely within railroad right-of-way. West of this railroad crossing, the roadway is being raised which is anticipated to improve the existing transition between the roadway and rail crossing. The current railroad crossing is perpendicular to the rail tracks and is anticipated to allow for acceptable operation of vehicles and bicycles over it. Concerns regarding the crossing, identified as 641609H, should be reported to the NCDOT Rail Division.*

- Consider widening the bike lanes and adding a striped or physical buffer between vehicular traffic. (x2)

*The City has decided to revise the proposed designs that are shown online and were presented during the public meeting to include 11-foot wide travel lanes and 5-foot wide bike lanes, instead of the previously proposed 12-foot wide travel lanes and 4-foot wide bike lanes. This typical section fits within the same curb width but widens the bike lanes by narrowing the travel lanes. Adding width to the roadway to add striped or physical barriers would require widening the roadway surface and increase the impacts to private properties and existing utilities.*

- Why are the bike lanes proposed to end at the Elizabeth Street/Albemarle Avenue roundabout and become 14-foot-wide shared vehicle and bicyclist lanes east of this intersection?

*East of the roundabout, as West 5<sup>th</sup> Street enters the Uptown District, the project proposes to change the typical section to 14-foot-wide shared-use lanes for vehicles and bicyclists due to the narrower existing right-of-way width. If the bike lanes were to be carried east to Pitt Street, the widening of the roadway would have impacts on multiple private properties, including those within the National Register Skinnerville-Greenville Heights Historic District, as well as utilities.*

- Consider adding sharrows where bike lanes are not present and bike lane symbols where they are.

*Sharrows are proposed on West 5<sup>th</sup> Street as a part of Projects D and E, beginning where the bike lane ends prior to the roundabout at Albemarle Avenue and continuing east. Segments of West 5<sup>th</sup> Street with bike lanes will be appropriately marked with bike lane symbols.*

- Lovely - fully support

*Comment noted.*

#### **Project E – West 5<sup>th</sup> Street Streetscape Phase IV**

- Not including bike lanes in this section of West 5<sup>th</sup> Street is a dangerous design. Adding on street parking increases the likelihood for people on bikes to get hit by an opening car door and is not desired by bicyclists. (x9)

*Due to the narrow right-of-way available through this segment of West 5<sup>th</sup> Street, bike lanes are not proposed. The proposed 14-foot-wide shared-use lane with vehicles is appropriate in this urban setting with the speed limit of 25 mph. Sharrows will be installed on the road to alert drivers that a shared-lane condition is present. Cyclists will be able to utilize the full width of the travel lane when sharrows are present to allow separation between parked vehicles.*

- Please make on-street parking for disabled people. (x5)

*Parking spots reserved for handicapped users are located in the City owned and maintained parking lots and garage adjacent to the project. Due to requirements for loading and unloading space for a handicap parking space, there is not enough room to meet these standards with on-street parking on West 5<sup>th</sup> Street without additional property impacts and potentially relocations along the project corridor.*

- Sharrows are missing here. (x2)

*Sharrows will be installed on West 5<sup>th</sup> Street throughout the segments of Projects D and E where the 14-foot wide shared-use lane is proposed, as shown on the plan view renderings of Project E shown here online: <https://www.greenvillenc.gov/home/showdocument?id=20780>.*



- More speed bumps are needed along West 5<sup>th</sup> Street to slow the cars down. (x2)

*A raised crosswalk, also known as a speed table, is proposed on West 5<sup>th</sup> Street outside of City Hall and the Municipal Building, as shown in **Figure 3**, in place of existing speed cushions on West 5<sup>th</sup> Street.*



**Figure 3: Proposed raised pedestrian crossing on West 5<sup>th</sup> Street at City Hall and Municipal Building**

- Why not make on street parking for bikes?

*Bicycle racks along the Project E corridor are proposed, as shown in **Figure 4**. The location of these bike racks will be included in the next phase of the design process.*



Bike Rack 83 (black) S-2  
Manuf: DuMor

**Figure 4: Proposed bike racks on West 5<sup>th</sup> Street**

- Pedestrian crosswalk signals are needed.

*The existing pedestrian signals at the signalized intersection crosswalks are proposed to be maintained with this project. A mid-block pedestrian signal at the City Hall/Municipal Building crosswalk is not proposed for this project due to the proximity of the two adjacent signalized*

*intersections with pedestrian signals. Also, this crosswalk is proposed to be raised to help reduce vehicle speeds over the crosswalks.*

- Please consider some pedestrian signage and X-Walks through the uptown Dickinson avenue area so we are not playing chicken with speeding motorists in this area.

*Improvements to Dickinson Avenue are outside the scope of this project. Streetscape improvements to Dickinson Avenue from Memorial Drive to Reade Circle are currently being designed by NCDOT in cooperation with the City of Greenville as part of Project U-5606. NCDOT proposes to repair the existing drainage systems and repave the roadway. The City will improve pedestrian and bicycle facilities at the same time Dickinson Avenue is under construction. Construction of these improvements is anticipated to begin by 2023 according to NCDOT's Current 2020-2029 State Transportation Improvement Program (STIP). For more information, please visit the City's website at:*

*<https://www.greenvillenc.gov/government/public-works/major-projects/dickinson-ave-modernization-project>.*

- A fantastic improvement.

*Comment noted.*

#### **Project F – Millennial Connector**

- Please make sure there are crosswalks and pedestrian signals installed on West 10<sup>th</sup> Street, cars currently speed too often there. (x5)

*The Millennial Connector is currently proposed to end on the north side of West 10<sup>th</sup> Street. A mid-block crossing of West 10<sup>th</sup> Street may be evaluated in the future as part of the East Carolina University Millennial Campus development.*

- How would pedestrians, cyclists, and wheelchairs access the Millennial Connector? Please install crosswalks and pedestrian signals at these locations. (x3)

*Pedestrians would utilize the existing sidewalks along 10<sup>th</sup> Street, 9<sup>th</sup> Street, Dickinson Avenue, and Ficklen Street to access the Millennial Connector. Bicyclists should utilize the existing roads to travel to and from the project. Users should cross at signalized intersections adjacent to the project to access the Millennial Connector. Mid-block crossings on Dickinson Avenue and 10<sup>th</sup> Street are not proposed as part of this project, but an unsignalized crossing of West 9<sup>th</sup> Street is included as part of this project. All designs will be compliant with ADA regulations.*

- Include bollards at the ends of the path to keep vehicles off of the path. (x2)

*Collapsible bollards will be placed at street crossings along the greenway.*

- The Millennial connector will really enhance and support businesses in that area and possibly bring new businesses to that sector.

*Comment noted.*

- This looks great!

*Comment noted*

- Hopefully, some pedestrian friendly improvements are being thought of near the new shops around Trollingwood on Dickinson Ave, as cars fly through this area and it is quite scary for pedestrians to cross the street in this area between restaurants/shops.

*Improvements to Dickinson Avenue are outside the scope of this project. Streetscape improvements to Dickinson Avenue from Memorial Drive to Reade Circle are currently being designed by NCDOT in cooperation with the City of Greenville as part of Project U-5606. NCDOT proposes to repair the existing drainage systems and repave the roadway. The City will improve pedestrian and bicycle facilities at the same time Dickinson Avenue is under construction. Construction of these improvements is anticipated to begin by 2023 according to NCDOT's Current 2020-2029 STIP. For more information, please visit the City's website at: <https://www.greenvillenc.gov/government/public-works/major-projects/dickinson-ave-modernization-project>.*

- I also would use this, but more than providing a necessary transportation corridor it would be a beautification for this rapidly growing area.

*Comment noted.*

### **Project G – Town Common Connector**

- Please provide rear-in angled parking in the parking lots – it is safer. (x3)

*The parking lot is proposed to be revised to one-way operation in the proposed designs and the parking spaces have been angled to align with this proposed direction of traffic. Pedestrians and cyclists will be accommodated with the proposed greenway. Rear-in parking is not proposed at this location due to rear bumpers of vehicles potentially encroaching on the greenway, depending on vehicle type (such as trucks).*

- Riding bicycles on the sidewalk is illegal in Greenville. Please make sure the roadway and parking lot show has a bike lane that is protected. (x3)

*The proposed 10-foot greenway is meant to accommodate bicyclists and pedestrians. The Code being referenced (Sec. 10-2-116 of the City of Greenville Code of Ordinances) only pertains to sidewalks. In this case, the proposed greenway is a 10-foot-wide path which is wider than a standard 5-foot wide sidewalk, therefore bicyclist users are allowed.*

- Please add a crosswalk and pedestrian signal at 1<sup>st</sup> Street. (x3)

*A crosswalk is proposed at East 1<sup>st</sup> Street. A pedestrian crosswalk signal is not proposed at this location due to the relatively low volume of traffic on East 1<sup>st</sup> Street.*

- No handicapped parking spaces are shown. Trail should meet ADA standards. (x3)

*Handicap accessible parking is available within the existing parking lot along East 3<sup>rd</sup> Street. Please note however that this parking lot is owned and maintained by East Carolina University. On-street handicap accessible parking is available at the intersection of Reade Street and East 1<sup>st</sup> Street on the south side of East 1<sup>st</sup> Street adjacent the Town Common. Users wishing to access the Town Common Connector from Uptown can use any of the existing sidewalks on East 5<sup>th</sup> Street, East 4<sup>th</sup> Street, East 3<sup>rd</sup> Street, or East 1<sup>st</sup> Street to access the Town Common Connector. The greenway will be compliant with ADA.*

- Low footpath lighting might be needed here.

*The project proposes black painted decorative light poles with LED light fixtures be installed along segments of the Town Common Connector which are adjacent to a roadway, as shown in Figure 5.*



**Figure 5: Proposed Pedestrian-level Lighting**

- I would us this regularly, although current condition is sufficient for my needs.

*Comment noted.*

#### **General Comments**

- The proposed bike lanes are a welcomed addition in Greenville and will make riders feel safer.

*Comment noted.*

- The proposed sidewalks and landscaping will make a big difference for pedestrians.

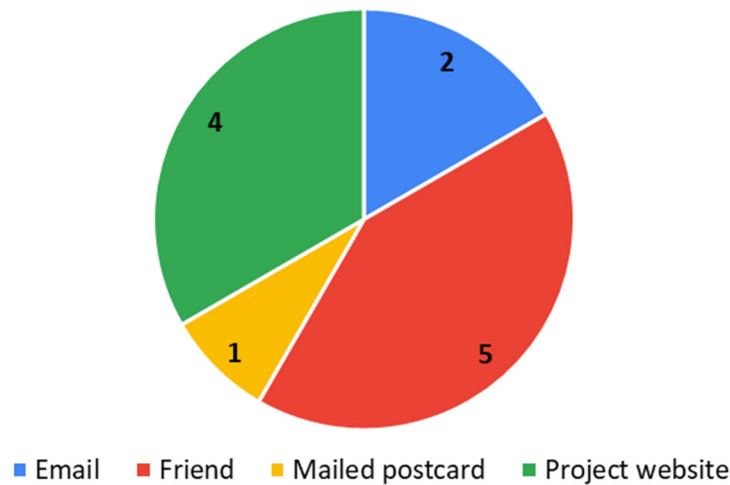
*Comment noted.*



**Survey Question**

One survey question was asked on the online form to gather information regarding how respondents heard about the public meeting. As shown below in **Figure 6**, word of mouth from a friend and the City’s BUILD Project website were the two most common ways the public heard about the public meeting. None of the online form respondents indicated they heard about the public meeting via the hand-delivered postcard or the robocall.

How Did You Hear About the Public Meeting?



**Figure 6: Distribution of how online form respondents heard about the public meeting.**