

Comment #	Comment	Question
1	connections to businesses and neighborhoods	Which trail amenities would you like to see along the Big Branch Greenway Connector? Select all that apply.
2	Restroom	Which trail amenities would you like to see along the Big Branch Greenway Connector? Select all that apply.
3	Restrooms would be amazing!	Which trail amenities would you like to see along the Big Branch Greenway Connector? Select all that apply.
4	This is in our backyard; less than 6 feet	Which trail amenities would you like to see along the Big Branch Greenway Connector? Select all that apply.
5	Safety Officers stationed throughout	Which trail amenities would you like to see along the Big Branch Greenway Connector? Select all that apply.
6	I don't want to see another greenway we have enough!	Which trail amenities would you like to see along the Big Branch Greenway Connector? Select all that apply.
7	we don't need another greenway we already have enough. You put them in flood zones where they become messy and mosquito zone.	Which trail amenities would you like to see along the Big Branch Greenway Connector? Select all that apply.
8	None - dont make it	Which trail amenities would you like to see along the Big Branch Greenway Connector? Select all that apply.
9	None	Which trail amenities would you like to see along the Big Branch Greenway Connector? Select all that apply.
10	Bike repair stations	Which trail amenities would you like to see along the Big Branch Greenway Connector? Select all that apply.
11	Bike repair stations and street lights for safer trails at night	Which trail amenities would you like to see along the Big Branch Greenway Connector? Select all that apply.

12	Street lights for safer trails at night	Which trail amenities would you like to see along the Big Branch Greenway Connector? Select all that apply.
13	restroom	Which trail amenities would you like to see along the Big Branch Greenway Connector? Select all that apply.
14	bathrooms	Which trail amenities would you like to see along the Big Branch Greenway Connector? Select all that apply.
15	toilets - here and everywhere along the greenway (there is a lot of human poop on the greenway!!)	Which trail amenities would you like to see along the Big Branch Greenway Connector? Select all that apply.
16	Toddler friendly amenities	Which trail amenities would you like to see along the Big Branch Greenway Connector? Select all that apply.
17	24 hour police protection this is a crime magnet	Which trail amenities would you like to see along the Big Branch Greenway Connector? Select all that apply.
18	restrooms	Which trail amenities would you like to see along the Big Branch Greenway Connector? Select all that apply.
19	Bus connection	Which trail amenities would you like to see along the Big Branch Greenway Connector? Select all that apply.
20	None of the above	Which trail amenities would you like to see along the Big Branch Greenway Connector? Select all that apply.
21	None of the above	Which trail amenities would you like to see along the Big Branch Greenway Connector? Select all that apply.
22	Playground	Which trail amenities would you like to see along the Big Branch Greenway Connector? Select all that apply.
23	27612	What is your home zip code?
24	27606	What is your home zip code?
25	27609	What is your home zip code?

26	27609	What is your home zip code?
27	27610	What is your home zip code?
28	27609	What is your home zip code?
29	27610	What is your home zip code?
30	27609	What is your home zip code?
31	27607	What is your home zip code?
32	27604	What is your home zip code?
33	27609	What is your home zip code?
34	27608	What is your home zip code?
35	27609	What is your home zip code?
36	27608	What is your home zip code?
37	27601	What is your home zip code?
38	27614	What is your home zip code?
39	27615	What is your home zip code?
40	27612	What is your home zip code?
41	27609	What is your home zip code?
42	27609	What is your home zip code?
43	27609	What is your home zip code?
44	27603	What is your home zip code?
45	27609	What is your home zip code?
46	27606	What is your home zip code?
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48	27609	What is your home zip code?
49	27615	What is your home zip code?
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58	27610	What is your home zip code?
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61	27609	What is your home zip code?
62	27608	What is your home zip code?
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64	27608	What is your home zip code?
65	27609	What is your home zip code?
66	27615	What is your home zip code?
67	27609	What is your home zip code?
68	27609	What is your home zip code?
69	27603	What is your home zip code?
70	27609	What is your home zip code?
71	27608	What is your home zip code?
72	27609	What is your home zip code?
73	27601	What is your home zip code?
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89	27520	What is your home zip code?
90	27609	What is your home zip code?
91	27610	What is your home zip code?
92	27616	What is your home zip code?
93	27613	What is your home zip code?
94	27609	What is your home zip code?
95	27609	What is your home zip code?
96	27609	What is your home zip code?
97	27601	What is your home zip code?
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177	27609	What is your home zip code?
178	27609	What is your home zip code?
179	27615	What is your home zip code?
180	27609	What is your home zip code?
181	27609	What is your home zip code?
182	27609	What is your home zip code?
183	27609	What is your home zip code?
184	27608	What is your home zip code?
185	27609	What is your home zip code?
186	27609	What is your home zip code?
187	27617	What is your home zip code?
188	This will not be a fun pedestrian crossing	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.



189	any crossings of Millbrook Road will be dangerous	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
190	The Belvin, Plantation drive alternative makes more sense. Infrastructure already exists. Alt C means No further environmental damage. Other Alt. routes that add asphalt will increase heat toward global warming, additional runoff from impervious surface and pollution from added asphalt down Big Branch. Increased flooding in an area that already floods regularly from stormwater runoff will damage greenway path, adjacent property and will result in endless cleanup for safety. Finally, it makes economic sense to utilize existing infrastructure where possible instead of creating additional environmental impact.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
191	wherever it is decided to cross Millbrook, I hope we get a traffic light with a crosswalk. This area is a known danger for our community with kids and adults crossing to get to and from parks and shopping	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
192	there is a lot of traffic coming in and out of this little parking lot from too many directions making it a dangerous area to include as part of the greenway w/o further mitigation.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.

193	<p>How about another Alternate Route Down Wake Towne Drive to Industrial, to connects to the Greenway and the end of Industrial? Infrastructure already exists, minimal environmental impact or increase in stormwater runoff.</p> <p>Additionally, hotel and apartment access to participate in walkable Raleigh makes this alt. route viable. There is already a crosswalk on Wake Forest. Six Forks is dangerous with numerous accidents at the Shell Station, Calibre Chase and Valero Station.</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
194	<p>Agreed! Crossing Six Forks west of Wake Forest Rd definitely feels less safe than the east side. This would also have the benefit of increasing greenway traffic for something other than exercise/recreation, since it would go through the shopping center. However, I would have some concerns about pedestrian safety at the intersection of Wake Towne Dr and Sherman Oak Pl.</p> <p>If infrastructure was improved on Industrial, the segment of Six Forks that runs from Industrial to Atlantic could be improved and be ready for the Atlantic multi-purpose path if it ever expands south of 440.</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
195	<p>There is only 10 feet between the sewer manhole and creek edge. That is insufficient space for a greenway. There is also creek erosion occurring. If the greenway were put on the other side of the sewer manhole, the greenway would be less than 40 feet from a home where children play in the backyard.</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
196	<p>Between the elevated sewer manhole and creek edge, there is only 10'. Not enough room for a greenway. If the greenway were put between the manhole and this home, it would be less than 40 foot from the home. This is an extreme lack of privacy. Also, flooding often occurs at this section of Big Branch. And</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and</p>

	<p>water moves swiftly, causing erosion. Constant greenway repairs would be required. And erosion would get worse.</p>	<p>drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
197	<p>For all 9 houses on this path, concerns are: creek erosion, frequent flooding which would lead to frequent greenway and fence repair, close proximity to homes (40' or less in some cases) causing safety and privacy concerns. The sewer manholes recently installed dictate that the greenway would either be dangerously close to the creek or dangerously close to people's homes.</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
198	<p>Exiting a greenway here onto Six Forks Rd is dangerous. Cars speed down this hill, and there is a blind curve.</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
199	<p>At the time of this submission, according to this survey, the 2nd highest reason for not using a greenway is personal safety concerns. This illustrates homeowners' natural concerns about safety if a greenway is put behind their homes. Families will not feel safe in their homes, and also in allowing their young children to play in the backyard, and in letting their pets be outside.</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
200	<p>Style9</p> <p>Enter a location</p> <p>Between the elevated sewer manhole and creek edge, there is only 10'. Not enough room for a greenway. If the greenway were put between the manhole and this home, it would be less than 40 foot from the home. This is an extreme lack of privacy. Also, flooding often occurs</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>

	<p>at this section of Big Branch. And water moves swiftly, causing erosion. Constant greenway repairs would be required. And erosion would get worse.</p>	
201	<p>For all 9 houses on this path, concerns are: creek erosion, frequent flooding which would lead to frequent greenway and fence repair, close proximity to homes (40' or less in some cases) causing safety and privacy concerns. The sewer manholes recently installed dictate that the greenway would either be dangerously close to the creek or dangerously close to people's homes.</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
202	<p>What happened to the Barrett Drive option? Or the Industrial drive option. Both save a ton of money and already exist.</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
203	<p>The plan has Wake Towne to Barrett to St Albans connected. Use the same route for pedestrian and bike routes all the way down to Industrial Drive. If you really want to push "walkable Raleigh" this route makes more sense. You also allow access to those in the area apt and hotel as well as those using the shopping area at Trader Joes. This route make more sense as a part of the advertised plan of a "circle" rather than the hodge podge confusing alternative routes offered over 5 years ago. Not seriously considering a better option just because the initial concept was offered is a huge mistake.</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>

204	This area already floods an unbelievable amount. With all of the additional construction upstream, adding pavement for a greenway instead of allowing trees and plants to absorb rainwater will only increase the flooding.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
205		Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
206		Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
207	Pedestrian infrastructure is pretty poor along this bust stretch of Wake Forest Rd. If the new greenway is intended to connect areas north of here, better connection to the businesses on the opposite side of WF Rd would be nice. There are not many places to cross the road, and the options that are there don't feel great on foot. I live very near this intersection but feel like I have to avoid biking to the business around it despite the nearby existing greenway.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.

<p>208</p>	<p>100% agree. This intersection is terrible. I used to cross here, but stopped after multiple experiences of cars turning south onto Wake Forest Rd ignoring the pedestrian right of way.</p> <p>Wake Forest Rd is so car-centric, it would need a complete overhaul to make it feel safe for pedestrians. Improving connectivity on the side streets (such as Industrial Drive) is a better, more realistic option, in my opinion. It would keep cyclists/pedestrians safer, as there would be less interactions with motorists, and it could connect to the greenway.</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
<p>209</p>	<p>The homeowners effected by the proposed greenway in their back yards have formally withdrawn the easement in accordance to NC Law, As there are 3 plans in this survey that puts a greenway in the homeowners back yards, it appears the withdrawal and NC Law are being totally ignored.</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
<p>210</p>		<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
<p>211</p>	<p>The nine lots in Anderson Forest bordering the creek have registered with the County of Deeds a Withdrawal of Easement according to NC Statute.</p> <p>On Segment 1B map, please add to Alternative D Challenges "Close Proximity to 9 homes".</p> <p>On all Segment 1B alternatives, are the Anderson Forest home backyards considered "wooded areas" per the measurements given? These backyards are not wooded, and they have even less</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>

	<p>trees since the sewer lines were installed. The trees along the creek edge are needed to prevent further erosion.</p>	
212	<p>This intersection and the walk alongside it is pretty scary! Would be nice to feel more visible and protected when I walk to Holly Park to go shopping.</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
213	<p>Industrial Drive connects to the greenway, but the pedestrian infrastructure at this intersection is awful. The north side does not have sidewalks, despite there being a signalized pedestrian crossing.</p> <p>There are bike lanes on Industrial Drive as well, but they are just painted lines. Adding a multi-use path from the greenway up to Wegmans would make this stretch of the greenway actually useful for something other than recreation.</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
214	<p>Often flooded</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>

<p>215</p>	<p>This entire survey is "cooked" to get the responses that YOU want. The questions and descriptions are loaded and incomplete. (ex, A,B,C alternatives affect ALL 9 houses bordering BB. Describing the areas at "wooded" is disingenuous. The areas of the 9 affected homes were landscaped to help alleviate stormwater runoff and flooding and was not "wooded". Allowing survey responses from areas not affected also skews the survey responses. Ex. those along BB should not be responding to areas like the Sandy Forks area as those in that area have a better understanding of the effects of the plan. As such, others outside of the Big Branch creek area should not be making decisions on that area either, particularly since they are unaware of the flooding issues, and the misrepresentation of the area being "wooded". This survey does not allow for comments other than this cumbersome option.</p> <p>Finally, the fact that the Big Branch easement was withdrawn in accordance with NC law, highlights the fact that the City and Kimley-Horn are at best, out of touch and or intentionally cooking this survey to obtain justification of ramming this project through in direct violation of NC law.</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
<p>216</p>	<p>This seems to not comment that there are 9 houses on the black path that will lose a part of their back yards. It makes the black path look cleaner but it is very invasive to a neighborhood</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
<p>217</p>	<p>Questionable activities and crime are known to occur on greenways. Putting a public greenway in the yards of private residents without any buffer is a serious safety concern. I do not support any of</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and</p>



	the proposed paths that will put families, children, pets, etc. in danger.	drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
218	Since the traffic calming and installation of bike lanes happened out here the road has not been safer for cyclists. People frequently park in and block the bike lanes are hardimont. The connection here and at St. Albans will be critical to connecting to already in place infrastructure and if done right could make an essential NW connection	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
219	Quail hollow is wide enough to have protected bike lanes. The lanes would cut down on excessive speeding and provide a lot more protection than sharrows.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
220	This intersection and the driveways along six forks need some pedestrian safety attention if a greenway is going to connect in this area.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
221	Why not connect to this section of Lake Shores? Greenways are great for recreation, but it's important to remember that some people use them as a necessity to commute. connecting more directly when possible is essential for use.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
222	The pedestrian crossings in this area are a joke	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and

		drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
223	<p>even with the addition of this greenway, improvements need to be made at this interchange now for increased pedestrian safety. Getting N/S by bike in Raleigh is so dangerous. The only two connections here are Wake Forest Road or Atlantic and neither have safe infrastructure for pedestrians or cyclists.</p> <p>Prioritize improving current pedestrian networks so that we don't have to wait on expensive, delayed, out of the way ped bridges to be completed.</p>	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
224	Incredibly busy road with most cars speeding	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
225	Need pedestrian crossing with light	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
226	The current traffic circle is inadequate for pedestrians.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.

227	This is really not a street; it's an usable path inside a parking lot at this shopping center. Regardless which alternative is chosen for Segment 1A, can we please add some kind of pedestrian infrastructure along this path I marked and/or Shelby Dr.?	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
228	This is a four-lane four-way intersection with across Six Forks Rd, with Shelby Dr. and the office complex exit both of slipping right-turn (i.e., no specified right-turn signal). Please consider enforcing no right-turn on red.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
229	Please consider creating a trailhead from this office park; for the black and orange alternate paths that corner from Six Forks Rd. is relatively low in elevation and I imagine may be prone to flood. Creating a trailhead could give trail users alternative paths, especially in consideration of people who might use this connector for commute.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
230	Belvin Rd. is a narrow "neighborhood road" that have neighbor's cars consistently/semi-permanently parking along the road. if Yellow path is chosen, please consider building a curb-separated MUP, or enforce no parking (Ha! I wished) along Belvin Rd.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
231	There's no request for public comments on Segment 2 in the project. I'm interested to know how Segment 2 is going to connect Wake Towne to Navaho/Quail Hollow Dr. I assume it's going to be a grade-separated passage across the beltline (i.e., tunnel underneath)?	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.

232	There is a giant new condo/apartment complex being built here. I assume they'll build a MUP along the north side of St. Albans? Is the City requiring them to do that? Is there going to be a pedestrian/cyclist focused crossing infrastructure at this intersection?	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
233	There is no call for public comment for Segment 5 of the project so I'm assuming this segment is going to primarily on-road facility along Quail Hollow Dr.? Please consider a protected bike lane for cyclists as this road OFTEN and consistently having neighbors parking their cars along the side of the road	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
234	Is there an improvement opportunity with this project to improve and create a better connection with the Eastgate Park path right at this spot?	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
235	There is some really neat looking trees and vegetation. If needing to cut a path through, please try to preserve as many existing trees as possible.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
236	This is a private driveway for 5405 Springfield Dr. and 5401 Springfield Dr. I assume City is going to have to pay a handsome "market value" to claim this easement?	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.

237	I am not aware this is an actual path. This is directly under the Duke powerline easement. If this doesn't actually exist yet. Are the black/yellow/red lines drawn this way specifically to create a trailhead off ***this Dawnwood Ct.***?	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
238	I'm not sure I understand the point of this curve/turn by the black/yellow/red paths. Is this trying to hug the outside of the disc golf course? why not just go directly up to Spring Forest Rd.?	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
239	There is no pedestrian crosswalk here across Bend Dr.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
240	There is definitely an improvement opportunity here. There is a weird brick-laid apartment complex entrance dividers, and a tiny (almost negligible) **sidewalk** section here right in the middle. Please consider improving and building a real pedestrian crossing infrastructure here.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
241	This segment is not open for public comment, so I assume it's a straight forward grade-separated path across the beltline (i.e., tunnel below) connecting Wake Towne and Navaho Dr.?	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.

<p>242</p>	<p>The options for 1b that propose placing the connection parallel to Anderson Drive are unacceptable for many reasons, including the following:</p> <p>1) the path for greenway users to cross Six Forks Road is extremely dangerous due to the volume and speed of car traffic. I have personally experienced trepidation when walking and bike riding to cross at that point into the lower entrance to Anderson Forest. And this is when going solo and without kids and pets, and it is still scary because the cars rush through this area and seemingly come “out of the blue.” The traffic moves very quickly there, coming off a blind hill. Indeed, I have been rear-ended by a pickup truck when driving on this segment.</p> <p>The alternative using Plantation road would move the Six Forks crossing closer to an existing crosswalk and stoplight at Shelby Drive. Users of the Greenway should not be put a risk from the vehicle traffic on Six Forks Road without a safe intersection with a stoplight. We live in Anderson Forest and almost daily hear screeching tires (even at the stoplight intersection at Anderson and Six Forks) and frequent collisions on the segment of Six Forks Road beside our neighborhood.</p> <p>2) As a frequent user of the Neuse River Trail, I often feel like I am intruding on the privacy of residents of the apartment complexes that back up to the trail. I would be mortified to ride my bike through essentially the backyards of the families in Anderson Forest and be able to interact with their children and look into their homes. This is entirely too close for anyone’s comfort.</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
<p>243</p>		<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to</p>

		improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
244	stop light at millbrook crossing	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
245		Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
246	Crossing Millbrook seems like the most challenging point in the plan, from a safety standpoint. This will require significant ped crossing infra and traffic slowing; cars fly through here.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
247	This is the most important part of the project: getting from one side of 440 to the other. Don't see much point in this project if that cannot be accomplished.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
248	Improve the pedestrian/bike priority at this intersection.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and

		drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
249	Improve pedestrian/bike priority at this intersection.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
250	This is way to close to houses and will create unwanted trespassing and potential dangerous interaction between homeowners and greenway users.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
251		Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
252	Need much better crossing at six forks if there will be greenway crossing here.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
253	Six forks Rd crossing large concern.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and



		drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
254	I am concerned about the impact the Greenway Connector will have on the safety and privacy of surrounding homes, and feel that the "advantages and challenges" listed mischaracterize the benefits of the routes as well as how close those routes would be to homes	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
255	What happened to the 2020 Midtown/St. Albans Report that included a greenway route from Barrett Dr to Six Forks Rd? At the 2019 Public Engagement events, opposition to a greenway on Anderson Forest home private property was heard, and this Barrett Dr. path was included as an alternative. See pg. 88, p. 132-135 of the May 2020 Midtown/St. Albans Report put out by City of Raleigh.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
256	Belvin Rd to Plantation Rd is a better option because it does not impact the private property behind Anderson Forest homes. It also provides a closer connection to Segment 1A. There is better visibility at this point. On the paths that exit/enter Six Forks from Anderson Forest backyards, there is a blind curve where cars often speed over the 40 mph limit.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
257	The survey does not accurately portray the advantages and disadvantages of the 3 paths through Anderson Forest private property. These are not wooded areas and are not within a greenway easement. And the descriptions on Alternative C and Alternative D should be reversed. Alternative C does not impact private property. Alternative D impacts 9 homes in Anderson Forest. Please make these changes!  In addition, these paths are already disadvantaged because of frequent	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.

	<p>flooding, creek erosion and stormwater runoff. The loss of more trees and vegetation and an impervious path will likely increase negative impacts.</p>	
<p>258</p>	<p>This leg of the proposed Greenway does not offer usable connect raleigh for vehicles. It voids the use of personal property without compensation that homeowners have paid taxes on for 30+ years. It is a land grab by the city, when other more viable alternate routes are better suited to the "connect Raleigh" artifice. This survey is very slanted to force responses the City wants as you know. Additionally this survey is meaningless and is only to comply with the "public involvement" requirement. As in past surveys on this issues, public comment was ignored as evidence by the loaded descriptions and disingenuous selections of routes. Kimley Horn should be ashamed to even participate in such a sham. I am confident this response will be buried and certainly ignored as it flies in the face of fantasy and does not agree with the goal.</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
<p>259</p>	<p>The Big Branch greenway is a waste of money and does nt really fit the "connect Raleigh" concept. Other routes such as Waketowne/Industrial or the Barrett Dr alternates which are not an option in this survey would be more in line with the "connect Raleigh" idea. At best, the plantation road option is in more keeping with the goal of connect Raleigh.</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>

260	<p>traffic will grow due to exchange. great opp to make a welcoming entry into this previously under-invested public access portion.</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
261	<p>Greenway paths for bicycle and pedestrian traffic should not go so close to people's private homes.</p> <p>These backyards are not wooded. This is an invasion of these homeowners' privacy.</p> <p>This area is prone to flooding. With the loss of more vegetation and trees, flooding and erosion may increase, further adversely impacting these homes.</p> <p>Alternative C is a better choice because it goes through public streets rather and private home backyards.</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
262	<p>Previous plans showed a path from Wake Towne to Industrial. Why is this not an option?</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
263	<p>The 2020 Midtown/St. Albans Report showed Barrett Dr. to Six Forks Rd as an alternative to Segment 1B. Why is this not an option on this survey?</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>

264	Evidently you have changed this survey as the comment option instruction specify bike and pedestrian crossing. Clearly comments om the proposed Greenway will be ignored and not included.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
265	Add more Cardinal Bikeshare stations!!  And this project will be critical to connecting North Raleigh to downtown for pedestrians and cyclists, but more infrastructure is needed in the Five Points area to connect the Crabtree Creek trail to future Smoky Hollow Park.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
266	Need crossing on Milbrook Avenue, bridge over road or underpass. Traffic travels fast in this area.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
267	It would be great if the trail were able to navigate around the pond/lake at the western side of Fairfax hills/Eastern side of Cedar Hills Condoss.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
268	I see one option for this section is using existing side walks. That will not work well as the side walk is close to people's driveways. It's unsafe to cycle or run on such narrow side walks, many of which are uneven concrete slabs due to tree roots. An alternative option to the black option should be sought for phase 6 otherwise the trail is disconnected/ no upgrade on existing facilities which are less than ideal. I run daily in the area and	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.

	<p>the sidewalks are really not good enough for that type of activity. Also many properties have hedges, trees and bushes that overhang the sidewalk and make it difficult to walk/run/cycle</p>	
269	<p>Missing sidewalk connection from Pinecroft, along Latimer and Purdue, to Old Millcrest Ct.</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
270	<p>Impossible for pedestrians to safely cross Millbrook Rd at Quail Hollow Drive</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
271	<p>Impossible for pedestrians to safely cross Millbrook Rd at Sweetbriar</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
272	<p>Fast traffic on Spring Forest road with hills and turns. Flashing crosswalk would be a necessity.</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>

273	Fast traffic with wooded sidewalks. Relatively poor driver visibility to pedestrians, so flashing crosswalk would be good to have.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
274	Fast vehicle traffic with trees along road, making it difficult for traffic to see pedestrians waiting to cross. Flashing crosswalk is a must.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
275	Need raised and curb separated multi use path.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
276	Crossing Millbrook here is very dangerous. Motorists fly down the hill from either direction. Not a place for families with young children to be crossing.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
277	With the new construction ongoing, St. Albans will get more heavily used by motorists. Cyclists and pedestrians crossing here will need good protection.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.

278	Minimizing crossings of Big Branch may be beneficial as the wood and plastic bridge surfaces get very slick and dangerous with high humidity, and after rain.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
279	Flashing Crosswalk would be helpful here	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
280	people fly down millbrook, would need a stop light at bottom of the hill being a 4 lane road.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
281	need good connections from North Hills area	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
282	Need good connection to Norh Hills	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.

283	Walking or biking along Six Forks Road very unpleasant and should be avoided. Crossing Six Forks with its high traffic levels and speeding cars is dangerous. Entrances to greenway should be as close to a stop light as possible or people will attempt to cross at miscellaneous locations.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
284	Floodplain west of Big Branch is well below the elevation of Six Forks Road, and the drop from road level too steep to be a practical route. Also, there is little-to-no riparian vegetation along part of this route. to describe it as "wooded" is incorrect.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
285	At a public input meeting held for the Midtown St. Albans Area Plan (see May 2020 plan, pgs. 132-135), citizens opposed the route(s) now being proposed as alternatives. Why? Why not consider Industrial Drive as an alternative? It connects to the Crabtree Creek Greenway and bicycle trails are already on both sides of this low traffic road.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
286	Route is not cost effective. Too many bridges are required. Also, it basically runs through people's backyards and is certainly not in any sense a trail through a natural environment. Children would be playing and dogs barking in backyards only feet from the proposed route.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
287	Whatever route is chosen needs to come out at a stop light on Six Forks.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.



288	Why not extend from Hines Drive to Wake Town?	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
289	There are no houses between Big Branch and Cheswick Drive east of Big Branch. Why not connect with Barret Drive this way?	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
290	It would be nice to be able to access the Greenway more safely around Millbrook Drive.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
291	Current intersection is a traffic circle that will require some updates to safely accommodate pedestrians and cyclists.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
292	Currently no bike lanes on Quail Hollow.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.

293	Signage and amenities thru Eastgate Park (and around the pond) should encourage greenway connectivity as well.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
294	Crossing of Millbrook rd needs a light or pedestrian bridge. Dangerous area to cross.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
295	Crossing Millbrook rd needs a pedestrian crossing or light.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
296	I don't really have an opinion about the exact location - whatever is best for the city/environment.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.

297	<p>The "greenway easement" referred to in these concept designs was abandoned by the City due to more than 15 years of non-use pursuant to N.C.G.S. 136-96. That abandonment has been duly recorded in the Register of Deeds office as required by statute. The City has no legal right to place a greenway here. It seems that this fact should end the discussion.</p> <p>Furthermore, the recent sewer update project has created a number of obstacles to any theoretical pathway here. There are numerous large concrete sewer line access points standing in the middle of the would-be pathway and there at least two sizeable drainage ditches lined with riprap that would need to be bridged.</p> <p>These theoretical pathways are also egregiously close to the homes standing on these properties. There are absolutely no physical or visual barriers between the homes and the would-be pathways. At some points, the pathway would be within mere feet of backyards where young children play.</p> <p>These theoretical pathways appear to attempt to solve a problem that already has a solution. Rather than have the taxpayers fund the construction and ongoing maintenance for this "greenway" the public could simply use the existing sidewalks and streetscapes. Those are already paved, lighted, and subject to routine maintenance. Option C seems to make the most practical (and legally permissible) sense given the choices proposed concepts.</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
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<p>298</p>	<p>I am a resident in this neighborhood. I believe the whole neighborhood will be adversely affected if greenways run through our backyards. One of many concerns is safety. The greenway will connect Six Forks Rd to Wake Towne Dr. causing increased accessibility to our neighborhood from these points. In addition, the city has misrepresented to the public that our backyards are "wooded areas" when they were instead landscaped backyards before the city cut down a significant number of trees and vegetation for the sewer project. These theoretical pathways are also egregiously close to the homes standing on these properties. There are absolutely no physical or visual barriers between the homes and the would-be pathways. At some points, the pathway would be within mere feet of backyards where young children play.</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
<p>299</p>	<p>Section 1A to Section 1B Should Have Bridge, Tunnel under Six Forks OR Use Existing Road Cross Walk at Shelby Drive. Design needs to be directly across otherwise HUMANS will illegall cross in the shortest path, any DEATH is responsibility of the Design Engineer. Plenty of Space to Take Excess Parking of Office Complex and to Create a Wall behing Child Care Facility to present walker with only a direct crossing of Six Forks at Cross Walk.</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
<p>300</p>	<p>No doubt the withdrawal of the easement, duly filed within the authority of General Statute § NCGS 136-96(a) is causing concern for the Parks and Recreation Department and the City as the ripple effect with other projects underway, or in the future, could be adversely affected and cost the City untold amount of money to litigate or compensate property owners should those property owners become aware of the statute. As such, it would be prudent for the Parks and Recreation Department and the City to realize that alternative</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>

	<p>routes would be a better option for the overall plan and quickly acknowledge that this portion of the proposed route does not make economic or logistical sense.</p>	
301	<p>The Plantation Rd option seems the best option as it aligns with the Selby Road connector and minimizes exposure on Six Forks Rd.</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
302	<p>Millbrook desperately needs a crosswalk as it is a very long stretch with no crosswalks. Could also you a road diet for people to actually drive the speed limit instead of driving like it's a 45mph road. At a minimum would need a preparation island as it is way too wide to cross currently.</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
303	<p>Needs pedestrian islands and crosswalks to cross in all four directions as it is too fast and too wide to cross safely at this time and makes no sense why there is only one way to cross currently.</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
304	<p>This area will need tons of work as crossing six forks will be a nightmare. Needs pedestrian islands and lights to stop traffic.</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and</p>

		drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
305	Regardless of the chosen option the neighborhood should have access connect to the greenway	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
306	There should be access from the neighborhood	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
307	There should be access from the neighbor	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
308	Regardless of the chosen option there should be access from the neighborhood	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
309	There needs to be access to the park	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and

		drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
310	These need to be protected cycle lanes to connect the greenway to the shopping area	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
311	There has to be a way to cross 440 otherwise the project is mostly pointless	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
312	There should be a safe way to get to all these grocery stores and restaurants	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
313		Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
314	Needs to be a safe way to get to these offices, residences, and shops	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and

		drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
315	Needs to be a safe way to get to these offices, residences, and shops	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
316	Needs to be a safe way to get to these offices, residences, and shops	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
317	Needs a pedestrian island to cross six forks	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
318	There should be a connection to the Falls of Neuse multi use path and improvements to the crossing of falls of Neuse including a pedestrian island	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
319	There should be a connection to the Falls of Neuse multi use path and improvements to the crossing of falls of Neuse including a pedestrian island	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and



		drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
320	Needs to be a connection to the falls of Neuse multi use trail and pedestrian island to improve crossing	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
321	The falls of Neuse multi use path needs to be resurfaced	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
322	Sidewalks on south side cross a gas station. There needs to be signage and clear markings if the Greenway path ends up passing on the sidewalk. Pedestrian and bicycle safety at the crossing of Six Forks Rd needs improvement. The light at Selbt Dr. is allowing exiting traffic to both north/south Six Forks which is against the cross pedestrian traffic. Adjustments to the light cycle and pedestrian crossings are needed to increase driver awareness of pedestrians.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
323	Quail Hollow Dr. and Millbrook Rd is a dangerous location for a pedestrian crossing. Big Branch Creek is at the bottom of a valley and cars approaching from either direction are traveling a high rate of speed and the visibility is limited. Serious consideration needs to be given to methods to allow safe crossing of Millbrook Rd. Unfortunately there are not many locations on Millbrook Rd to cross without a traffic control signal.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.

324		Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
325	Cross Big Branch on existing bridge over dam. Bridge needs repair/ upgrading.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
326	Add a crosswalk with a pedestrian activated stop light. Cars come down Millbrook too quickly on this hill.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
327	Path around lake	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
328	Please provide safety measures for crossing millbrook	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.

329	Sidewalk needed	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
330		Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
331	In Segment 1B, Alternative C is the best viable option. All other options run through landscaped backyards of homes in the Anderson Forest neighborhood. I'm a homeowner in Anderson Forest and the proposed Alternatives A, B and D will all come through existing properties and backyards that homeowners have landscaped, cared for and fenced. It's not accurate to call those "wooded areas". I also have major concerns about the safety of the greenway running through the neighborhood. Safety issues with other parts of the Greenway have been well documented. I strongly encourage you to select Alternative C for this segment of the plan.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
332	Providing a safe way to cross Six Forks is extremely important when considering how the greenway segments that are currently south of Six Forks will connect to the new, proposed segments. Traffic on that section of Six Forks consistently exceeds the speed limit making it very dangerous.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.

333	Alternative C (yellow) - doesn't cross Big Branch which is good considering how much it floods! I would require less construction and would seem to be better maintenance wise.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
334	All 3 of these options travel through back yards - they are not wooden areas. Much of the wooden areas has been taken down due to recent sewer repairs.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
335	Personal safety concerns while on the greenway".	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
336	Having any of the three options on the east side of the pond presents multiple issues. First, the distance between the houses and the pond is narrow and you would have to build a boardwalk. Second, the pond needs to be dredged as the upper end is slowly filling in and will continue to and you will need a fairly long boardwalk across the northern entrance. All options should be west of the pond. Even considering directing walkers on to Springfield Drive, to Alpine and a short section of Ivy means individuals walking in the street or building sidewalks, as well as walking through private property to access Springfield Drive. Also, possible that Springfield drive (deadend) would become a place for people to drive to access the Greenway even if the Greenway ran along the eastern edge of	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.

	<p>the pond. Also, if you decided to build sidewalks in the neighborhood it will require most likely cutting down trees. Our neighborhood has lost shade over the streets due to storms and houses being bought, demolished and lots clear cut--without for the most part canopy trees be planted.</p>	
337		<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
338	<p>Terrible intersection for pedestrians and bicyclists to cross.</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>
339	<p>Lots of accidents here for cars alone. Would definitely be dangerous to be a biker trying to cross here.</p>	<p>Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.</p>

340	Millbrook is very windy and people drive fast. No bicycle lanes.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
341	The "greenway easement" referred to in these concept designs was abandoned by the City due to more than 15 years of non-use pursuant to N.C.G.S. 136-96. That abandonment has been duly recorded in the Register of Deeds office as required by statute. The City has no legal right to place a greenway here. It seems that this fact should end the discussion.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
342	These theoretical pathways appear to attempt to solve a problem that already has a solution. Rather than have the taxpayers fund the construction and ongoing maintenance for this "greenway" the public could simply use the existing sidewalks and streetscapes. Those are already paved, lighted, and subject to routine maintenance. Alternative C seems to make the most practical (and legally viable) option out of these concepts.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
343	<p>I am concerned about the safety my children</p> <p>The "greenway easement" referred to in these concept designs was abandoned by the City due to more than 15 years of non-use pursuant to N.C.G.S. 136-96. That abandonment has been duly recorded in the Register of Deeds office as required by statute. The City has no legal right to place a greenway here.</p> <p>These theoretical pathways appear to attempt to solve a problem that already has a solution. Rather than have the taxpayers fund the construction and ongoing maintenance for this "greenway" the public could simply use the existing</p>	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.

	sidewalks and streetscapes. Those are already paved, lighted, and subject to routine maintenance. Alternative C seems to make the most practical (and legally viable) option out of these concepts.	
344	The crossing of six forks road is a major concern. The vehicle traffic here and the ability for bikes/peds to cross worries me.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
345	Riparian rights are implicated by these proposals. This corridor does not appear practical.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
346	We are worried about our neighborhood safety. That area is not wooded and will cut into people's backyards very closely. The addition of people passing through the neighborhood will invade our privacy.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
347	this is not an intersection to route a greenway through. staff needs to identify an alternate crossing location or study the feasibility of tunneling under the road.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big

	This will be a major barrier to use and will induce injuries to trail users.	Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
348	<p>really disappointed the city is ignoring the opportunity to implement a major part of the Midtown plan to coordinate with transportation on a green road here.</p> <p>The current sidewalk is not sufficient to serve as a greenway, and the public will not view the road as part of the greenway network. The road is wide and can accommodate inexpensive in-road solutions. As it is the sidewalk is unsafe to share with cyclists, and the road is uncomfortable to bike in.</p>	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
349	anything besides yellow or black here is a cop-out, not a greenway.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
350	this route adds needless confusion - its really hard to follow the off-trail greenway signs like the ones off Mine Creek East in Summerfield North.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
351	without a strong traffic control device here - traffic light or Hawk signal - traffic will not stop on Millbrook. If NCDOT will not allow such measures here, need to move the crossing to a mid-block location.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.



352	Need to slow down/calm traffic on quail hollow. Need pedestrian crossing with pedestrian refuge islands. Must slow traffic on both QH and Millbrook.	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
353	Tunnel under Millbrook	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
354	Wide roadway with heavy traffic	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
355	Wide roadway with heavy traffic	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
356	Challenge crossing 6 forks	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.

357	Challenge crossing Millbrook	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
358	Plantation and Selby Dr	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
359		Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
360	Alternative c is best option of those offered. It's closer to segment 1a, safer because these streets are lighted, more cost effective because bridges over the creek and culverts are not needed as in other alternatives. Less maintenance and repairs after flooding is also a cost advantage for	Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.
361		Mark areas (streets, intersections, neighborhoods, etc.) that need the most pedestrian and bicycle infrastructure improvements along the proposed Big Branch Greenway corridor in order to improve access to the greenway. Drag and drop pins/lines for bicycle and/or pedestrian infrastructure at desired locations.

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