

Dusten Winebarger
Chairman
Bicycling In Greensboro
PO Box 5764
Greensboro, NC 27435



Dear Greensboro City Council,

Bicycling in Greensboro is a nonprofit on a mission to help transform greater Greensboro into a community that embraces people who ride bikes. Bicycling is an integral part of our community, with all types of people using bikes every day throughout our city. Our vision is that people feel safe while riding their bikes, and all road users share the road responsibly. To that end, we support all development projects that improve pedestrian and bicycle safety in Greensboro.

We strongly urge our city council to vote for conditional approval on three ordinances: #16-0734 Original Zoning Request of CD-CM; #16-0736 Comprehensive Plan amendment from Interim Residential to Mixed Use Residential; and #16-0635 Annexation of property into the City. Commercial development in any area should not happen without proactive planning to address issues for all who travel in the area.

Recently we have learned of the acquisition of 15 acres bordering Lake Brandt road, across from Jesse Wharton Elementary, at the intersection of Trooper Road. As development is inevitable in this area as our city continues to grow, we encourage City Council to support such development with the following conditions for approval:

1. That as part of the development process, the landowner and developer agree to work with the city and concerned residents towards designing and implementing infrastructure improvements that reduce or mitigate the impacts of additional traffic generated by the development, including (but not necessarily limited to) bike lanes and crosswalk islands on Lake Brandt, pedestrian-activated lights and signals, and sidewalks adjacent to the development, to aid children to get to school; and
2. That as part of the development process, the landowner and developer agree to work with the city and concerned residents towards preserving on site, as much as reasonable, trees and structures of the property that are deemed as having historic or aesthetic value. Research suggests that urban street trees, like those we are advocating for the developer to preserve, create vertical walls which frame the street, provide a defined edge, and help motorists assess their speed - leading to an overall speed reduction. Reducing traffic speeds through this corridor will help make cyclists, pedestrians, and drivers safer.
3. This corridor is heavily used by road cyclists, mountain bikers, children going to school, hikers and residents walking their dogs. Also close by are two of the busiest watershed hiking and mountain bike trailheads in the city. If this development is commercially successful, and we hope that it is, it will generate more area car traffic. To mitigate this impact, we ask that the developer, relevant community groups, city, and county agree to work together to improve pedestrian and bicycle safety where the trailheads intersect Lake Brandt, between Trooper Road and the Marina, concurrent with the new development.

High traffic counts, narrow lane width, and a limited line of sight make this area problematic for all who travel through this corridor, but especially for vulnerable users such as bicyclists and pedestrians. Rezoning this area to commercial and adding to an already high traffic count will make this area even more dangerous, hence the need for the improvements listed.

Sincerely,

Dusten Winebarger
Chairman
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