

Page Number	Section	Comment
		Potts sloan beaty needs to plan on additional traffic calming features.
		I have reviewed the Mobility Plan. My immediate objection has to do with the plan to establish "bicycle facilities" in and around Davidson. I object to this aspect of the plan.
		Leaving bicycles on the sidewalk or in the median strip is an eyesore to all and a hazard to walkers.
		Several companies , I presume on their own accord, have taken to leaving bicycles for rent on sidewalks around. My wife and I are avid walkers. We have seen these bicycles blocking the sidewalks as well as the handicap access to sidewalks. While that practice would not be anticipated in the mobility plan, it is nonetheless going to continue to happen if these facilities are adopted. Enforcement of correct bicycle placement would fall to someone in the town, perhaps the police. This is not a good use of their time.
		I do not support using town resources, ie., the sidewalk, to advance the pecuniary interests of any given business. If bicycles can be marketed for rent on our sidewalks, then other businesses should be allowed to market their products also. There could be street vendors all over Davidson and that is not good for our town.
		Bicycle facilities are a sop to the idea of bicycle friendly community. Rather than advance the objectives of the mobility plan, these facilities create the appearance of doing something that enhances bicycle use which is highly doubtful in our community. I can see how they might work in on a college campus but not on our sidewalks.
		I object to the placement of bicycles on our sidewalks and suggest this provision be removed from the mobility plan.
		I would really like to see a N-S alternative route to I77 and 115. I do hope that will happen someday.
		Re: electric vehicle charging stations. If they are built on public land or required in parking lots, shopping centers, the people should be paying for the electricity. Davidson should not pay for their electricity.
		I don't think we should put a lot of money or energy into bike lanes. Not many people are going to bike for their primary transportation needs. The rate of bike riding was really low. So I would deemphasize that.
		I agree with prioritizing sidewalks. I don't think we should build 6 foot sidewalks where we already have sidewalks, until we have sidewalks in neighborhoods that don't have any sidewalks. Also, we should not give a high priority to putting a sidewalk on both sides of the street when there is one on one side of the street until we have sidewalks in most neighborhoods.
44 & 45		Hi - I am working my way through the DPM so just going to send questions and feedback as I run across them. First up, on pages 44 & 45, why is there not a pedestrian fatality showing since Robert Whitton (Amy Diamond's husband) died as a result of being hit by a car while walking across Davidson Concord near the college (can't remember which intersection but between Baker and Main) in November 2011?
1	Acknowledgements	Missing Steering Committee Members (Bill Thunberg) & Stuart Basham
11	Featured Projects + Initiatives	This list differing from/immediately following the prior "High Priority" listings is confusing. Four of these "Featured Projects" of "priority recommendations" were not on the preceding pages of "High Priority Projects." [#s 2, 3, 4, and 8] There is no mention of completing the short gap of multi-use path from Narrow Passage to Fisher Farm. And, three of these have different scores than listed on preceding page [Beaty is 5 but was a 15 on p.9; Grey/Pine/Concord intersection is 14 but was 13 on p.10; and NC-73
13		No Priority Projects east of Concord Road roundabout?? No multi-use path to Fisher Farm from either River Run (to connect the small gap from FF to Narrow Passage) or from McConnell?
19		insert "of" - a number of common concerns"

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37		Is this correct? Concord Road from Grey to the roundabout is a LOS E? That surprises me, especially since I drive it every day.
71		Delete be " is be provided"
71		delete and " all and development"
74		Where on this or the following map is a proposed Bike PED Connector Tunnel shown? It is not readily obvious.
78		MCD - note this for Planning Board re Ordinance updates potentially on the horizon and possible need for committee involvement.
78		If you're recommending DPO language be consistent in using "multi-use" instead of "shared use," or if this image is specifically intended as a greenway example, then I suggest changing the term used in it accordingly instead of leaving it as "shared use path."
79		Perhaps include specific discussion or suggestion for implementing transition or integration points of sidepaths rejoining roadways where sidepaths end and sidewalks begin (e.g., Concord Road just past McConnell). What type of markings, signage, etc.?
87		Clean up the typo/duplicative verbiage here.
120		Is ITE defined? I may have missed it. If not, it may be helpful to quickly share what ITE means.
124		correct to "assess" (delete final "es")
131		Same comments as in the Executive Summary: No priority projects east of Concord Road roundabout? No Fisher Farm greenway, either to complete the small gap from River Run to FF, or from McConnell to FF?
131		I'm not sure I've heard of this before this draft. Is this more of a College project or an actual Town project?
131		In the paragraph above it states this table has projects with scores of 13 or above, yet this is a 12.
131		The + symbol is very small and likely hard/impossible to recognize for many, particularly within the table. Suggest increasing its size or using a larger symbol.
1		Planning board Chair not member
3		Local Comprehensive Transportation Plan?
4		pg 71 and 73 ? (Check references)
5		What is this ? Def? (4.1)
7		What does this mean? 6.11
8		Replace destoryed with "removed) item 6
8		Add or similar language re: prioritization - item 7
9		Add dark lines between categories
11		Page numbers for featured projects are incorrect
11		Are these priority recommendations? " Example" is awkward.
15		bold "comprehesnive tranportation plan"
17		Dates need to be adjusted
20		Hard to read Existing Mobility. More contrast needed.
28		Hard to tell the difference between multi-use funded and unfunded
28		Missing Beaty St unpaved trail
29		add missing trail on davidson concord rd
30		lake front has an unpaved trail for beaty and peninsula
32		Mobike os no longer parternered with davidson college
35		Greenway along west branch is finished
36		North South Parkway? Or is it North south Corridor?
36		"safety spotlight on pages 38 and 39" should be 40 and 41
38		Should it be Existing instead of recommended
44		Can we add missing fatalities fatality @ davidson college for example
52		opp. w/ new managed lanes ? "recent updates to CATS bus routes...."
54		"examples" for neighborhood density map
57		Are the Bike share programs still active?
65		Hard to located legend
66		"receive" should be "Received"
71		"driving" better pictures?

Page Number	Section	Comment
71		"riding transit" change to CATS bus picture
71		"design is prioritized in all and development projects" spacing in this sentence.
72		"implement 5 high priority" - Change to "implement five high priority"
73		"to 6 feet minimum" change to "to six foot minimum"
74		Item 1.4 what is the methodology based on?
74		Hard to find where the bike ped connector tunnel is
74		Some trails are identified incorrectly and others are missing
77		icon for pedestrian design is incorrect
77		Can we use a real picture of the proposed design
78		"interchangeable" should we change this?
78		Logo for pedestrian design
79		Logo for pedestrian design
83		2.5 (By what metric?)
85		Missing connection of the north of abersham
85		switch sides of davidson concord multiuse path
87		"delete- "If further design guidelines is needed, refer to the"
87		Can't read text in "marked wide curb lane"
88	Roadway goals	Reduce traffic congestion? Or stop from increasing
90		Complete potts road connection to Jetton st
91		Complete parrelle road along nc 73
91		show road connecting from davidson woods to bradford as proposed
95		Bifurcate? - using existing facilities?
101		Better bus picture
114		"in future, these can be required with new commerical deveelopment" - Add action item?
121		"The Town's TIA process includes utilizing" should this be the intro paragraph on pg 120?
124		Kim? - our tax portion is small.
128		This becomes defacto "weights" (is this the weight we want? 1. safety, 2 connectivity & regional significance 3. everything else 4. cost.
129		"are highlighted" - add "in yellow"
130		Action?
131		Page numbers would help identify what projects are high priority
131		What is the eastway-south connector
133		Add page numbers to specrific projects.
134		too much white space
135		Page info for projects
135		Add jetton catawba midblock crossing
135		Add picture or graphic under table
136		missing kincaid
136		Missing new roadway
136		How does this happen with the Rail Road
138		"Sample of priority recommendations" - What does this mean?
140		Southside of road
141		Southside of Road
142		"McConnell" add "and St Albands neighborhood"
142		Landowner investment recommendation
143		What side of the street ?
143		Midblock crossing at Ingersol Rand ?
144		"Iredell county" add " Mooresville"
144		Neighborhood edge? Is this the right cross section?
146		Needs cooperationwith college
147		Add timing info
147		How far north will the turn lane extend north?
151		Add Planning Department to Stakeholder Committee list.
152		Typo: " town,; the surrounding"

Page Number	Section	Comment
		<p>I am EXTREMELY concerned that this plan does not adequately address the importance of using a train as a means for transportation into uptown Charlotte from Davidson. Toll lanes, additional bus routes, even additional roads seem like temporary solutions and are not forward thinking enough to keep pace with the growth our region is seeing today and what it expects to see in the future. Having alternate means of transportation into Charlotte without using cars/buses is critical for the region's future. Other suburbs have clearly embraced the light rail system and now make them more attractive places to live. Not having train access makes the Davidson area unattractive to younger generations moving into the Davidson area, whether or not that is being done purposefully I don't know. From my perspective as a millennial who would love to raise a family in the Davidson area within the next 5 years, this really makes me question the viability of my future and the future of my family in the Davidson area. I wholeheartedly understand the difficulties of such an endeavor but if Davidson cares about its future and the future generations of Davidson, it will FIGHT to get this done no matter what!</p>
		<p>In the five years that we have lived here, little has been done to improve mobility and we are glad to see a comprehensive mobility plan for Davidson. However, it is of utmost importance that this plan be integrated into the Comprehensive Plan for Davidson, and not merely maintained as a separate plan, so as to avoid any duplicate and/or competing recommendations (as has been recognized by the previous 13 plans on this topic)</p>
		<p>The one statement that really stood out to us was, "The idea of maintaining and enhancing Davidson as a pedestrian-oriented community was by far the most mentioned topic by the public." So, why not bring focus on this as the most important near-term priority, over and above all others?</p>
		<p>Although quite comprehensive, all the high-priority projects that are listed simply can't be addressed by a small town with a small budget. The near-term (1-3 years) versus medium/long term (3-5 years) phasing is unreasonable for the number, scope, and cost of projects listed – a 20-year time frame might be more reasonable.</p>
		<p>All recommended follow-on mobility studies should not be listed as action steps in the plan, they should be grouped in a separate section. There are plenty of concrete, productive actions that can be taken to improve mobility today – further studies at this time may uncover only incremental improvements. This plan should identify practical actions that will address the mobility needs of today.</p>
		<p>Regarding the section on Parking, the proposed solutions don't fit a small town. Parking fees are something you expect to see in a big city, not in a small town. Just like people disregard jay-walking on Main Street, they will probably disregard parking meters. No one enjoys having to walk pass several run-down, empty storefronts -- make the downtown area more robust, more vibrant, and people will not notice the space between the parking space they find to where they are headed.</p>
		<p>New Mobility and Technologies (ride sharing, car sharing, and bike sharing) are attractive to larger urban areas and should be identified as a future consideration -- if and when Davidson achieves more density, growth, and diversity. Whereas the college may want to implement its own bike-sharing program, most Davidson residents can afford their own bikes, and there are two major bike shops in the area that would be detrimentally impacted by such a program.</p>
		<p>Some of the suggestions, such as adding a left-turn lane at Main and Concord, are in direct conflict with trying to discourage through-traffic on Main Street. It has already been acknowledged that adding another traffic lane would likely attract more traffic as a means of getting through town more quickly. Instead, perhaps the Town should consider working with NCDOT to make Main Street a one-way street through town and ask NCDOT to take over Jackson Street as a one-way street going in the opposite direction, in coordination with expanding commercial growth and housing density in the downtown area.</p>

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		Can't make in Europe, but do want to add Delbert street to side walk request. I am sure many of the builders on that street have paid for not doing sidewalks .
	Priority Projects	Bike Ped Connectors. I question the priority here for a lump of misc projects, and I propose to remove this from the priorities. I am curious how the safety score of 3 was arrived at. Regardless, the proposed list of connectors should be prioritized separately.
	Priority Projects	Davidson Concord Road Northern Extension. I don't necessarily recommend a reprioritization as much I would recommend a more robust exploration of alternatives in the short-term. As a short-term priority, examine possible Grey Road to Hwy 115 connectors that passes around the northern boundary of the College and terminates at 115 at either Ridge Road or further north near the utility easements. This mid-way connector would become more functional once the Grey/Pine/Concord Road intersection improvements are made. This more interim solution could achieve much to the downtown by-pass the larger and more complicated project seeks to provide.
	Priority Projects	Beatty Street Sidepaths. This has a priority score of 5 on pages 138 and 143, yet on page 131 the project has a score of 15. Is the 5 a typo? If not, the score ratings as outlined on page 131 make much more sense to me, and as such, should be rated higher. Above the Grey road sidepath.
	Priority Projects	McConnell/Fisher Greenway. Great idea, I wouldn't take it off the list of priority projects, but on the list of priorities, this would be towards the bottom of the list.
	Priority Projects	NEW: Sidepath Improvement on Concord Grey to Kimberly. The existing path is a safety concern and should be widened. Similar score to the Beatty Street side paths on page 13, and should be placed above above the Grey Road Sidepath on the priorities
	Priority Projects	I don't have a separate point of view on short-term vs longer-term phasing, as I think all of these are priorities to pursue upon approval (budgets not withstanding).
	Priority Projects	New Mobility Solutions: Delete the reco "Pilot ride-share pick up/drop off and local delivery zones in the downtown"
	Priority Projects	Traffic Impact Analysis: Add priority: "Use available technologies to augment and enable alternatives to conventional traffic analysis
	Priority Projects	Short-term Projects: - I don't have specific project, rather I'd advocate for implementing the walks and rolls sidewalks, starting with streets that have no sidewalks, then adding both-side-of-the-street sidewalks as budget and time allow. Fill in the red areas on p.28 as efficiently as possible. - If you need me to pick something specific I would choose Beaty St sidepath as my priority. Then go in this order: Griffith, Grey, Rocky River (trying to hit lots of parts of town). I'd love to hear from the folks near Rocky River if they would rather have a full multi-use path to Fisher Farm (fill the gap on p31) or a side walk on Rocky River. Whichever would be more impactful to their community would be my vote.
	Priority Projects	Medium-term Projects: 2 greenways - one connecting N/S (a direction which seems underserved by greenways to me, based on what I can tell?) and the most requested one in town. - Bridges Farm -> Catawba Greenway - McConnell -> Fisher Farm Greenway - Continue sidewalk infill

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	Priority Projects	Long-term Projects: (assume traffic patterns remain similar after 77 toll lanes open) - Address Main St/South St/CVS intersection for pedestrians - Improve the three intersections Alta proposed in the order they proposed them. - Continue sidewalk infill
5		This is great. We have so many great parks in Davidson but it's so hard to get to them by bike. Riding on the sidewalks is not a safe option, but right now it is the way to do it as a family.
6		This is a nice idea, but I would stress that we need more methods for families to travel by bike. Bike lanes and greenways are great, but we could also use dirt paths for cycling through town like Cornelius does along the lake. The paths could take riders to the shops where professionals can help with the bikes. For street options check out "the wiggle" in SF with the green lanes. They do cycling right https://www.spinlister.com/blog/the-wiggle-san-francisco-biking-market-street-golden-gate-park/
6		is there a way to show/ indicate crossover between the different mobility methods and action steps ie. all new street projects can accommodate fiber-optics (help to show how some things can/ will/ do happen at the same time)
7		I would like to see Davidson commit to making sure all new roads and streets contain bike lanes and any development projects contain a greenway connector. That's what a forward-thinking community plan looks like. The more riders we have the less cars are on the roads.
7		What can the town do to seek/prepare for grants that improve vehicular mobility? Grants were mentioned in the other mobility options but not here.
9		potentially integrate some of the new mobility into the other categories where applicable so it doesn't seem so futuristic/ pie-in-the-sky.
10		Love this! On Saturday 3/2 I was almost run over by a couple in a land rover at the light on Main and Concord-Davidson!!! I was turning left and they tried to run me off the road. They were then irate that I pointed out to them that the road is shared use.
10		2nd paragraph on page 129 or something similar should be included here.
10		add verbiage as to how the projects were selected to be ranked. Criteria and system seem clear but it is unclear as how the list of projects was selected.
13		how were the examples chosen? Should it read "example" instead of "recommendations"
15		This connection would help reduce Main St traffic by giving residents an alternate option for N/S routes.
15		Before we build new roads let's prioritize connecting the parks with greenways so we can get there by foot/bike. :-) Dumping more traffic onto Grey Rd is going to make it more dangerous for cyclists trying to get to Fisher. It needs a bike lane or greenway.
41		why do the several of the maps show development/roads (dashed grey lines) in Barger Farm? Can that be removed?
68		received
89		In order for people of all ages to feel comfortable and safely bike in downtown Davidson, including Griffith and Main Sts as well as Concord-Davidson Rd., there really needs to be a cycle/pedestrian track that is separated from the roadway by a barrier. This barrier could be parking spaces downtown. It seems that the mobility plan only includes separate shared paths in the rural areas. This type of cycle track protected by a barrier may limit parking spots but would greatly enhance the accessibility of downtown Davidson to bikers of all ages. It would go a long way to change Davidson from a car to a bike and pedestrian centered town.
91		What is the difference between Roadway Extension and New Street Connections?
96		needs to more clearly state contingent on new development and work with both regional partners and current landowners.
107		I prefer this model, so that River Run and other eastern neighborhoods are included. In general, I would like to see projects (transit, sidewalks and bike ways) connecting the east side of town, E. Rocky River, Concord Road, Sam Furr, be higher priority. Even though our participation in feedback appears to reflect a lack of concern on the part of us Eastsiders, our share of taxes in the town budget should would contradict that.

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122		are increment delay and VMT (vehicle miles traveled) assessments at odds? Do you use them together or pick one way to analyze and make decisions? What are the benefits/ drawbacks of each one?
145		take off the \$.50 to make it consistent with the other cost estimates and make it a little cleaner.
	Action Steps	Action Steps... page 138 should be brought to the front page 148 and 149 as well
88	Roadway goals	Roadway Goals..." reduce speeding and cut-through in residential areas." what we do mean by cut through as being bad? Having more than one way to get between two points is desirable. (Example: Lorimer to pine versus concord road)
94	North South Davidson concord Road Extensiosn	North-South Davidson- Concord road extension. Discusson here at Planning/Livability meeting regarding feasibility. Should alternatives be explored more vigorously? Ridge road connection to Grey Road (Davidson College property) or along existing utility easements between 115 and Grev Road.
97	Performance parking	"Performance Parking.. Just call it paid parking or metered parking. Great idea.
101	Transit recommendations	Transit Recommendations. This section feels undeveloped, and while the discussion is well laid out, "Recommendations" feels like too strong a word for the title.
108	New mobility	New Mobility Solutions. This too feels undeveloped, yet there are 15 recommendations on page 109. 5.14 Installing parking sensor Technology???. Benefits of Geocaching could better explained.
109	Local delivery	Local Delivery zones. Can benefits this option be better explained?
110	Electric and low speed	Electric and low speed vehicles. Discussion here should be separated, electric vehicles on the market are very different from low speed vehicles (a tesla is not a golf car). My opinion: Action 5.1 and 5.2 should be deleted. The Town has more productive things to do than recue parking spaces that are available to all cars. If anything, we need more Handicap parking spaces in our parking areas, there seems to be a real shortage here
110	Electric and low speed	Meanwhile, low speed vehicles deserves a greater exploration than given on page 111. as more and more seniors age in place, providing lower impact personal transportation options for shorter trips in Town should be enocouraged. Thing about allowing Pines residents taking a gofl cart to downtown via a residential roads and /or greenway paths
120	TIA recommendations	Recommendation 2 to validate and augment conventional traffic analysis is a GREAT idea and should be mentioned up in the summary. This will require an on-going investments, but traffic is such a hot button issue in Davidson that a concerted investment in on-going traffic metrics monitoring is warranted, and can better validate the actual needs for various options (north-south alternatives, in-town versus drive through traffic etc.) and the potential impact those investments should alleviate.
		I have been reviewing the DRAFT mobility plan and have sent some comments. I know I have missed the March 15th deadline but II have some concern that on the recommended bikeway network there does not appear to be a MUP South of Griffith on Sloan Street and continuing on to Potts. Additionally there does not appear to be a MUIP on South Main leading into Corneliuis
		To provide better connection and safety for biking in these heavily traveled areas, I believe there should be a MUP. Shared lane markings do not seem to be adequate in this area based on perceived current traffic and the amount of development that is occurring.
		1. Overall: This looks like an excellent plan in it's presentation - information is presented in a variety of compelling ways (numbers, images, maps, graphics) that are easy to understand. This will be a very useful plan for community in the years to come!
		1. Number the Maps: It will make them easier to reference.

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84		Potts Street: The connection from Potts to NC 115 will connect users on the west side of Davidson/Main Street safely to Cornelius, including the YMCA and businesses. Since Cornelius is planning for a multi-use path on this same street, wouldn't it make sense to connect to their path with one of our own? Further north of Potts, on Beaty St., there's a five-foot sidewalk immediately adjacent to the roadway with no planting strip. At times it is terrifying to walk so close to vehicular traffic, which is often speeding, especially with children. As this road is reconstructed as part of the Potts-Sloan-Beaty Connector, we have the chance to make this a safe facility for all users.
84		NC 115/Main Street: The connection coming under the railroad tracks from Cornelius to Davidson should be an 8' path minimum, preferably even larger. As with Potts Street, there's a chance here to connect users of all abilities to a variety of destinations in a safe manner. Plus, it's a chance to welcome them safely into our town and up Main Street towards the South Main district. An undersized sidewalk up against speeding traffic is not sufficient, especially under the railroad bridge - these are tight places where additional, rather than less, space is essential to giving users like kids enough space to navigate the street .
	Recommended Pedestrian Network:	Delburg Street (Between Beaty/Watson): The map shows existing sidewalks on Delburg but doesn't seem to recommend any more sidewalks. This street is heavily used by pedestrians - it's an important connection for neighborhoods west of Main Street in terms of people access downtown. It should feature a sidewalk on a least one side for the entire length. Also, there's a new stretch that's been installed in addition to what's shown - in front of a house on the north side of the street towards Watson.
	Recommended Pedestrian Network:	Delburg Street (at Jackson Street): The map shows that Delburg St. features a sidewalk on one side. It features two sidewalks for a portion (one on the Brickhouse side and one on the Hub side). Also, the map indicates a connection in sidewalk facilities between Delburg and Jackson, but this is not true - there is not sidewalk across the RR tracks and it makes it dangerous to cross with a lot of cars going to the mill businesses, Hub, or - increasingly - as a cut through to CSD High School.
	Recommended Pedestrian Network:	Depot Street at Jackson Street: The map shows that Depot St. features an existing sidewalk west of Jackson Street. This is true, but it doesn't acknowledge that there's no sidewalk over the RR tracks. This creates a dangerous situation for pedestrians trying to move west on Depot Street and connect to the various uses in the Rumor Mill Market building .
	Recommended Pedestrian Network:	Concord Rd. East of Grey Road: It's great to see a multi-use path recommended for this stretch - its current condition with a 4-5' sidewalk adjacent to 35 mph+ traffic is unsafe, esp. with the utility poles located in the sidewalk or residential trash cans placed there on certain days.
	Recommended Pedestrian Network:	Beaty St. at Main Street: It's unclear if a connection from the south side of Beaty St. to the existing sidewalk on the West side of North Main Street is shown. It's important that users can connect from North Main Street safely across Beaty St. and the RR tracks to continue down Beaty St. if the MUP is built.
	Recommended Pedestrian Network:	a. Mayes Hall: It may be helpful to incorporate some of the sidewalks/trails shown in the Mayes Hall Master Plan for illustrative purposes to underscore the importance of inter-neighborhood connectivity.
	Recommended Pedestrian Network:	Grey Road: I'm not sure what the status of this is, but it may be helpful to illustrate the proposed sidewalk from Concord Rd. to Wolfe Street.
	Recommended Pedestrian Network:	Peninsula Drive: It looks like the existing sidewalk/street connection from the Harris Teeter to Davidson Gateway Dr. might not be shown on the map.
	Recommended Pedestrian Network:	RWP Park: The north side of the pond, on the south side of Griffith Street, shows both an existing and proposed MUP at Roosevelt Wilson Park. Same comment for the Recommended Bike Network Map.
		Concerning crosswalks – are there plans to install audio prompts for people who are blind.
		Review the plan for parking in downtown area to add more accessible parking
		If transportation is made available throughout town consider how to make accessible.

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		Interest in working with charlotte regional transportation getting accessible transportation further up north Mecklenburg
		Very interested in future mobility options, from already established accessible transportation to driverless shuttles. If there is a need to have someone who uses a wheelchair to be involved in this conversation/assisting with grant applications, etc... I would be glad to help.
		I apologize that my comments are arriving after the March 15th deadline. I've just finished reviewing the Draft mobility plan and noticed there does not appear to be a MUP South of Griffith on Sloan Street and continuing on to Potts. Additionally there does not appear to be a MUP on South Main leading into Cornelius.
		I live on Catawba Ave and walk my two young children to and from daycare on Potts every day. This must be a MUP. There are cyclists, pedestrians, and many, many cars along this corridor. That will only increase. To keep everyone safe, a MUP makes all the sense in the world.
		It's my understanding that some neighbors have had concerns about a MUP. I wanted to add my voice in contrast so you didn't think everyone was in agreement. I'm calling for the wider, multi-use path in these areas.
		I'm writing to you as a resident of Delburg Street because it has come to my attention that no new sidewalks have been proposed for Delburg in the Mobility Plan. In addition, it appears that the plan is not taking into account new sections of sidewalk that were recently completed.
		Delbug street has a great deal of pedestrian traffic, and with good reason: <ul style="list-style-type: none"> • It is a preferable and safer route to Main Street for neighborhoods west of Main as it is quieter than Griffith • It leads directly to the offices, businesses, and restaurants at the Cotton Mill and the Hurt HUB • Recent re-development and mature trees make it a beautiful place for a stroll • The street is home to many families with young children who regularly walk the street to visit neighbors and traveling to/from the CMS bus stop at the corner of Delburg & Watson.
		I am a member of ToD Livability Board and though we have participated in a joint session to provide feedback on the mobility plan and will make recommendations as a group, I was also advised by ToD staff to email my own comments and priorities as a resident of Davidson who plans to live here, work here, raise my family here, recreate here, send my kids to school here, volunteer here, and one day retire here.
		As a full representative of my family, and also on behalf of residents and non residents that attend school at the Jetton/Griffith traffic circle, we must enhance safety at that intersection for pedestrians. Closing one lane and making the circle single lane is one way this could occur.
		Another is completing the Beaty/Sloan/Potts connector. This is a top priority as it could reduce through traffic on 115 and on Jetton and Griffith. Adding enhancements at either side of this connector as "gateways to the town" also give a key messaging trigger for those arriving or passing through.
		My goal is to make Davidson more walkable. Trends are indicating a further reduction in automobile use, purchasing, and simultaneously, fewer people are receiving drivers licenses.
		If we are to really be a town of the future that is true to our values and ideals, if we wish to be a town for families, working professionals, college students, and retirees, we need safe, walkable pathways.

Page Number	Section	Comment
		I am very concerned about recent approved construction along Potts Street between Catawba and 115. The houses are being built such that there setbacks do not appear to me, a casual observer that knows little about sidewalk or side path construction, to leave much room, if any, for a navigable pathway that could connect many of our town's most popular destinations with a safe, separate, multiuse path. This is a must-have for our future, along with the B/S/P connector. As it seems now, the only way to achieve this path might be the cutting down of dozens of year old trees, which is a sacrifice that I would make, albeit grudgingly, in order to open up a multi use path.
		Furthermore, I am in strong support of shifting the inventive structure and nudging parking habits of daily car commuters and other visitors to town, without construction of any additional parking facility or facilities. Adding a parking deck or a parking lot is an unnecessary expense that given the future trends of transportation make little economic or community-based design sense.
		That said, enhancing the safety of the walking paths from existing lots is something in which I would be greatly interested. It is quite difficult to ensure safety for a family with a stroller or a dog or both walking on Depot Street across Jackson Street from the church parking lot due to the lack of a crosswalk and a narrow, short, intersection.
		Installing parking meters, or some other mechanism of enforcement (changing the time allowed in certain highly-desirable spaces, validation of parking by local businesses, short-term resident parking tags available for purchase or by registration at town hall, etc.)
		Finally, to reiterate my primary concern: pedestrian safety. I have been hit in crosswalks in Davidson three times, once with my baby and my dog. I'm acquainted with someone whose wife was killed in this way.
		Let's reduce the cars on the road, and reduce the friction points at high traffic intersections by building better thruways. And let's construct a healthy town ready for the future.
		Don't have times overlap for when they would be accomplished
		Consider adjusting the bi-monthly updates to PB and Livability Board referenced on page 135 to quarterly or bi-annually
		Consider adding a suggestion for better or more directly engaging with Kannapolis/Cabarrus.
		Refer to the Town Board as Board of Commissioners or Town Board of Commissioners
		Define CIP earlier in the section.
		Define livability process that they follow for greenways.
		When referring to engineering point to CRTPO as source for percentage of engineering.
		For the action steps in the timeline order based on priority and timeline and create a separate field for Mobility Plan Reference location.
		Include a map of priority projects for the executive summary.
		2.5 add "parking" to definition of short and long term.
		2.3 expand on details identified for low stress.
		Could we create a calendar that would include funding schedules and board interactions?
		The Project prioritization is missing existing projects.
		For intersection projects give points for C and D (Complete)
		Add Davidson college to quarter mile school analysis (Complete)
		Remove Rural Area Plan streets.
Page 11 of PDF; Page 135 of plan:		first row of table--monthly is misspelled under "details" column
		Should there be a description of a Vision Zero Plan and/or a TDM plan? Many citizens may not know what these are. If these are defined elsewhere in the plan, the description could reference the location of description.
• Page 17 of PDF; Page 141 of plan:		Town of Davidson Board add "of Commissioners . "
	127	Add Planning Department and Police Department to list of key partners
	127	Add the word Department to Parks and recreation and public works
	127	Capitalize the W in Public Works.
	133	Change "each year" to Every year and add a comma after year,

Page Number	Section	Comment
133		remove extra space after "town staff. The"
135		Bi-Monthly would be a lot of meetings. Would Quarterly or Bi-annually make more sense?
136		Is there a way to include the the "Action Steps" row on this page with the previous section ?
137		Details for item 3.2 missing
138		For action item 4.3 make Lead Agency Economic Development and make Support Agency Planning Department.
139		Details missing for items 5.4 and 6.3, 6.4, 6.6,6.7,,6.8,6.12,7.3,7.4
141		item 7.3 . Should the Lead agency be Police like with Watch for me? And have support from Planning and Livability ?
138		item 4. 1 add economic development to lead agency
138		item 4.2 add police to support agency
138		item 4.3 add economic devlopment and police department.
138		item 4.4 add police to lead agency.
139		item 5.4 elevate to a short - medium term goal.
140		Typo on item 6.4
143		Errors on what is available under local funding. Excise Tax? Streetscape Utility Fees? We aren't allowed to do Impace Fees?
143		Rename Exactions to negotiated voluntary contributions.
143		Should state revolving fund loans be moved to state section?
143		Clarify the CRTPOs role in distributing funding.