2011
Project Awards Program

APA County Planning Division and NACP *(National Association of County Planners)*

Plan *to Progress*

implementing the community's vision

Charlotte-Mecklenburg
Planning Department
Plan Implementation Program

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The **East Boulevard Pedscape Plan** is an example of a **Plan Implementation Program** project. Plan goals are meticulously categorized allowing for all stages of implementation to be closely tracked.

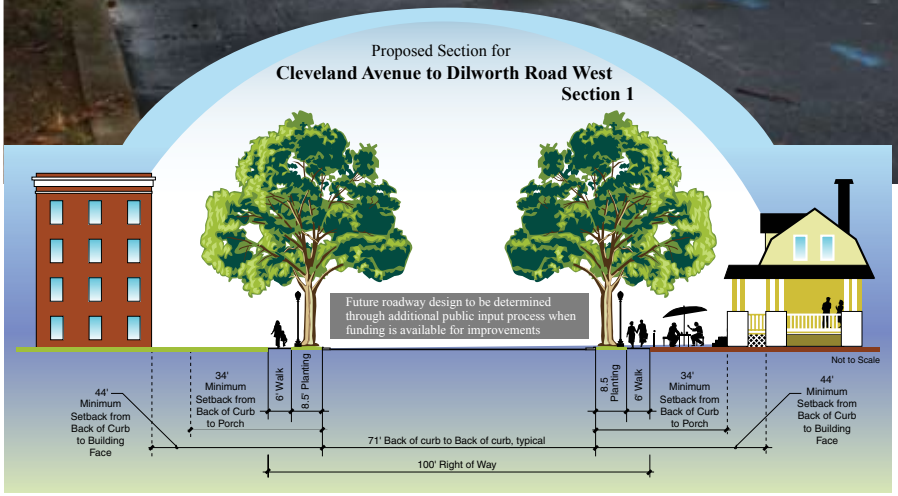
The **East Boulevard Pedscape Plan**, adopted June 2002, recommended pedestrian improvements along East Boulevard. Implementation of Phase I began in 2005, with a Phase II completion date of August 2010.

Implementation

Id	Adopted Date/ Page	Program Category	Project Type	Project Name	Project Description (IAI)
eastb0 01	06-02 / 32	Infrastructure	Planning	Analysis/Study	Conduct an engineering study to explore potential roadway and pedestrian improvements to East Boulevard, such as PED refuges, bulb outs, signalized crossings, planted medians and bicycle accomodations.
eastb0 02	06-02 / 32	Infrastructure	Vehicular	Street	Abandon the right-turn channel lane at Dilworth Road West and East Boulevard and convert to an area for public and pedestrian use only.
eastb0 03	06-02 / 33	Infrastructure	Safety	Bulb Out	Install bulb outs at intersections in the PED area where on-street parking exists and where there is adequate roadway width to provide this extension of the curb area.
eastb0 04	06-02 / 34	Infrastructure	Safety	PED Refuge	Between Eucid Avenue and Dilworth Road West, explore the construction of a true median or PED refuge.
eastb0 05	06-02 / 34	Infrastructure	Safety	PED Refuge	Between Scott Avenue and Garden Terrace (near Fountain View), a PED refuge median is recommended in the commercial section of the corridor, near Fountain View and Floral Avenue.

The implementation matrices contain all of the plans implementation recommendations, as well as a vast array of pertinent data, such as descriptions, completion dates and responsible parties.

East Boulevard has an unusually wide cross section due in part because it was one of the original street car routes which ran in the middle of a divided four lane street. The existing cross section's overwhelming expanse of asphalt made pedestrian crossing extremely difficult and dangerous, and created an artificial division within the neighborhood.



The ***East Boulevard Pedscape Plan*** had a conceptual cross section that was to be defined further in the public input process at the time of implementation. The cross section emphasized bicycle and pedestrian enhancements.

During the recent public input process, it was determined that a “road diet,” with reduced travel lane width, bike lanes, a center turn lane, and intermittent medians would be installed.

Construction began in the spring of 2010, and was completed in summer 2010. The new street includes bike lanes, pedestrian crossings, landscaped medians and a tribute to the original Dilworth streetcar.

On May 18, 1891 the first trolley departed from Independence Square, at the intersection of Trade and Tryon Streets in the heart of Charlotte. The system consisted of two lines, one from the Richmond and Danville Railroad Depot on West Trade Street to McDowell Street on the eastern edge of the city and another from the Carolina Central Railroad Depot on North Tryon Street to Latta Park in Dilworth via East Boulevard.

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The final completed project improved the overall aesthetics of the Dilworth neighborhood. At the same time it improved traffic flow, as well as pedestrian and bicycle circulation. The **East Boulevard Pedscape Plan** is a great example of a project that went from plan to reality through the **Plan Implementation Program**.

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