



Advance Planning

Independence Boulevard Sidewalk and Bikeway Improvements (North & South Corridor Area)

August 2016



CHARLOTTESM



City of Charlotte

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Executive Summary

Purpose

The mission of the City of Charlotte and the foundation of the current Community Investment Plan (CIP) is to improve quality of life for its citizens. The Independence Boulevard Sidewalk and Bikeway Improvements (ISB) program is part of the CIP pre-planning process and is intended to develop a work plan for each project to provide the transformation needed to support and catalyze the City's CIP program vision. This vision focuses on an enhanced approach to the City's infrastructure need with a long-term, sustainable emphasis on livability, getting around, and job growth.

The goals of the ISB program are to identify sidewalk and bikeway connections that meet the needs as identified in the Independence Boulevard Area Plan (IBAP), promote transportation choices, create a sense of place, support economic development, and improve connectivity between neighborhoods and destinations. This report is an inventory and analysis of the bike and pedestrian connection improvements needed within the Independence Corridor and details the process taken to determine the recommended projects that meet the corridor needs and goals of the ISB program.

Community Engagement

The community engagement process for this study was extensive and included public meetings, stakeholder meetings, a workshop with the students of East Mecklenburg High School, open house workshops, and social media outreach. These meetings identified projects to be considered as well as the project evaluation criteria that are important to the community. Three themes distinguished themselves during community engagement:

- The desire to safely cross US 74
- The desire for a safe, parallel, alternative route to US 74 and Monroe Road
- The desire for better connections to destinations such as neighborhood parks, retail, and East Mecklenburg High School

Recommended Projects

Twenty seven (27) projects were evaluated against the goals of the program and the desires of the public. Through a comprehensive evaluation process, including public input and project ranking, four projects were recommended by this study.

These four projects are listed below with their preliminary estimated costs.

- B16 Independence Trail North
 - Morningside Drive to Edwards Branch to Eastway Drive—\$1,150,000
 - Eastway Drive to Albemarle Road—\$1,450,000
 - Albemarle Road to McAlpine Creek—\$2,300,000
- B20 Briar Creek Road Connector—\$2,500,000
- B25 Eastway Drive/Wendover Road Connector—\$3,400,000
- B27 Independence Trail South
 - Chantilly Lane to Wendover/Eastway—\$1,900,000
 - Wendover/Eastway to Shade Valley—\$750,000
 - Shade Valley to Mason Wallace Park—\$3,150,000

TOTAL: \$16,600,000

The proposed funding for the projects identified during this study include public improvement bonds totaling \$8 million over the course of three bond cycles. Because the whole of the recommended projects is twice the available funding, the projects have been reduced to fit within the \$8 million budget. These projects are:

- B16 Independence Trail North
 - Morningside Drive to Edwards Branch to Eastway Drive (including B6)—\$1,150,000
 - Eastway Drive to Albemarle Road—\$1,450,000
- B20 Briar Creek Road Connector—\$2,500,000
- B27 Independence Trail South
 - Chantilly Lane to Wendover/Eastway—\$1,900,000
 - Wendover/Eastway to Shade Valley—\$750,000

TOTAL: \$7,750,000

The Independence Trail North and South projects will create a pedestrian and bicycle network extending from the McAlpine Creek Greenway near Matthews to the future Briar Creek Greenway and Cross Charlotte Trail in and around Uptown. The Briar Creek Road and Eastway Drive/Wendover Road Connector projects will allow safer connections across Independence Boulevard and link the proposed North and South Independence Corridor trails. As these projects move into more detailed planning and design, the City will study alignment alternatives that may locate the trail parallel to the proposed CATS LYNX Silver Line, as well as connect to other planned and proposed multimodal complete street improvements in the corridor.

1. Introduction and Process Overview

1.1 ISB Program Purpose and Need

Program Purpose

The purpose of the City's ISB program is to provide pedestrian and bicycle improvements that will enhance neighborhood mobility and accessibility to transit and provide community and economic resources throughout the Independence Boulevard corridor. The ISB program evaluates the existing pedestrian and bicycle conditions within the study area, recommends infrastructure projects to improve connectivity and transportation choices, and supports revitalization and wellbeing. Specifically, the ISB program will help the City meet the goals of its CIP (described in section 1.2) and implement the recommendations of the 2011 Independence Boulevard Area Plan (IBAP) (described in section 1.3) by identifying pedestrian and bicycle improvements along existing or proposed streets and greenways. Examples of proposed pedestrian and bicycle projects include:

- New sidewalks and improvements to existing sidewalks
- Bicycle routes, bike lanes, and dedicated bikeways (i.e., cycle tracks)
- Multiuse paths
- Pedestrian hybrid beacon crossings
- Signage to direct pedestrians and cyclists to area anchors (e.g., schools, retail, parks) and other pedestrian and bicycle facilities (e.g., greenways, trails)

The proposed improvements will be designed to meet the *City's Urban Street Design Guidelines*. **Figure 1** on the right shows the ISB study area.

Corridor Needs

The recommended projects under the ISB program will meet the following needs in the Independence Boulevard corridor, which were identified during development of the IBAP and the community outreach of the ISB program:

- **Connectivity:** When interviewed, residents noted that one of the corridor's strengths is its location within the Charlotte region, which allows easy vehicular access to Uptown Charlotte and major highways. The conversion of Independence Boulevard to a freeway and expressway, however, has reduced the number of north-south

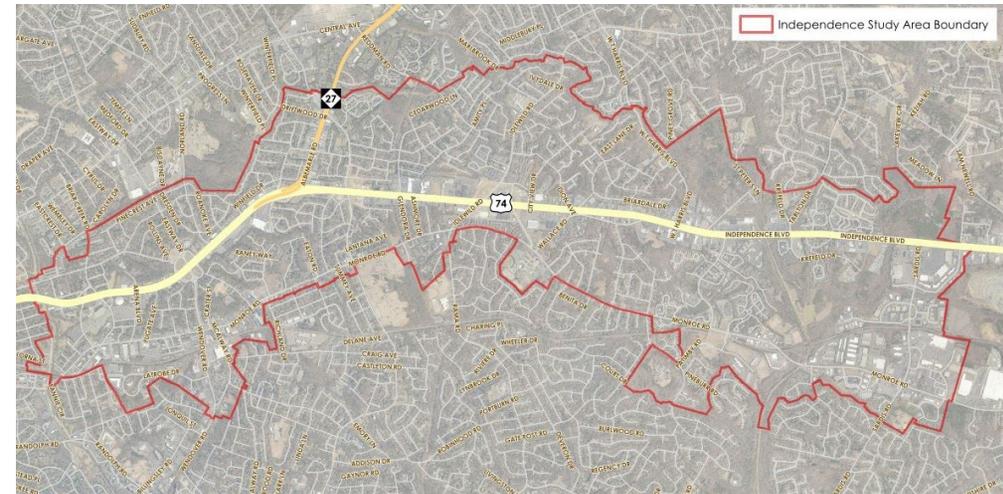
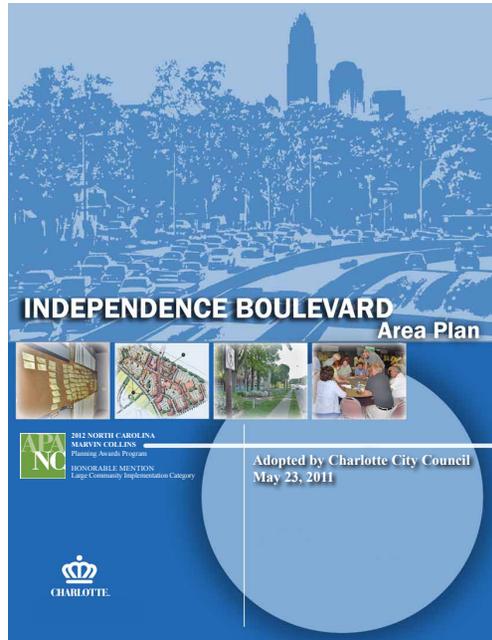


Figure 1. Independence Sidewalk and Bicycle Program Study Area Boundary

- streets crossing US 74, and the roadway now acts as a major barrier between neighborhoods. Several of the remaining north-south streets include interchanges with US 74 that encourage high-speed vehicular traffic flows and impede pedestrian and bicycle use and neighborhood connectivity.
- **Transportation Choices:** The Charlotte Area Transit System (CATS) long-range transit plan recommends extending the CityLYNX streetcar service along Central Avenue and adding high capacity rail transit within the Independence Corridor (known as the Silver Line). The Independence corridor currently includes some of CATS highest ridership bus lines. Improvements to the pedestrian and bicycle network are needed to connect to these existing and future transit services. Moreover, the City is making streetscape and bicycle improvements along Central Avenue and Monroe Road, as well as extending greenways and bikeways in the corridor. There is a further need to link neighborhoods to these growing pedestrian and bicycle networks.
- **Supporting Redevelopment:** A recent retail and commercial market analysis for the corridor noted that the freeway/expressway design of US 74 presents a major challenge to area redevelopment. Several of the corridor's remaining strip retail centers are outdated and changing retail preferences have slowed redevelopment as well. However, the market analysis noted that the corridor has long-term retail and residential market potential. Infrastructure improvements are needed to support this long-term market redevelopment.



- **Creating a Sense of Place:** During the ISB study and development of the 2011 IBAP, residents stated that they enjoy the corridor's quality of housing, demographic diversity, good restaurants in Plaza-Midwood and along Central Avenue, and the corridor's parks and greenways. Investments should connect to and support these positives within the corridor.



The City proposes to fund the ISB program through public improvement bonds over three bond cycles (\$2 million in 2016, \$4 million in 2018, and \$2 million in 2020). The ISB program recently completed the advanced planning phase to evaluate and prioritize several projects and alternatives (as described in this report). Following this phase, the City will advance the prioritized projects into planning and design.

Program Coordination

The ISB program advance planning phase was closely coordinated with the following City initiatives currently underway within the Independence Corridor:

- LYNX Silver Line Alternatives Analysis (CATS)
- Monroe Road Streetscape Project (Charlotte Department of Transportation [CDOT])
- Monroe Road/Idlewild Intersection Project (CDOT)
- Bojangles'/Ovens Area Redevelopment (Neighborhood and Business Services)
- Southeast Land Acquisitions and Street Connections (Engineering and Property Management [E&PM])
- U-209B/U-2509 Improvements on Independence Boulevard (CDOT/North Carolina DOT [NCDOT])

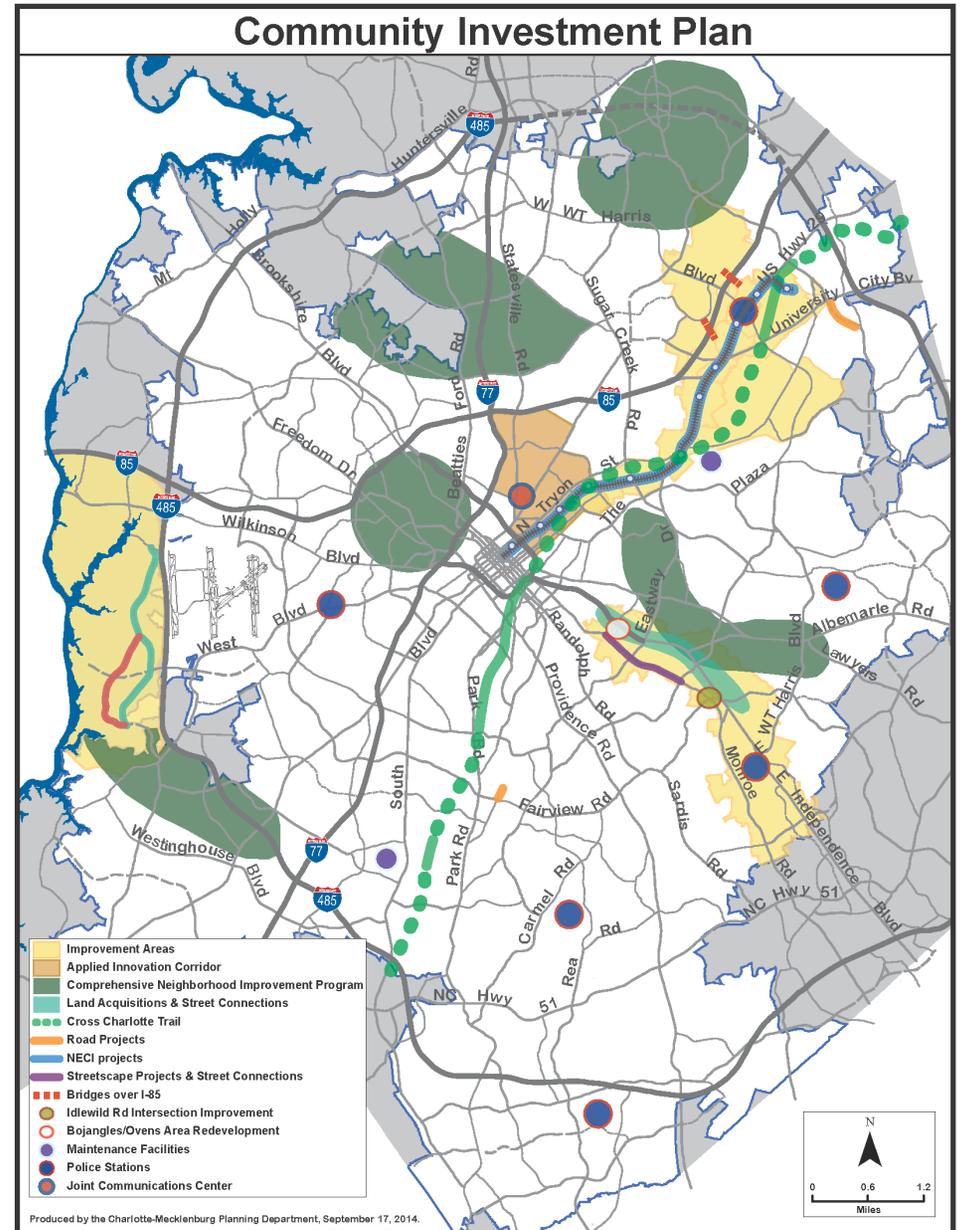


Figure 2. Charlotte Community Investment Plan (CIP)

- Existing and future greenways (Mecklenburg County Park and Recreation and CDOT)
 - Central/Albemarle/Shamrock Community Neighborhood Investment Plan (CDOT)
3. **Job Growth**—to promote economic development, expansion and job creation

The ISB program team developed, evaluated, and selected the sidewalk and bicycle projects through joint work sessions, regular coordination meetings, and community engagement activities coordinated with City staff and consultant team members from the above projects. This multi-project coordination helped the city align and select the ISB projects that will best connect with and support the other infrastructure improvements in the Independence corridor. By coordinating the programs, the recommended projects will create a more transformative investment and leverage public and private investments.

1.2 Overview of the Community Investment Plan

The ISB Program is one of three improvement areas within the City's CIP, which is designed to provide transformative community investments. The mission of the CIP is to improve the quality of life of the City of Charlotte's citizens by maintaining or replacing high-priority infrastructure to not only meet the needs of our growing populace, but also to transform our community and strengthen our competitiveness as a modern, urban city.

The overall goal of the CIP is to invest in projects that generate the most benefit and impact to our entire community by:

- Creating jobs and growing the tax base
- Leveraging public and private investment
- Enhancing public safety
- Enhancing transportation choices and mobility
- Ensuring housing diversity
- Providing integrated neighborhood improvements

The City's CIP is a long-range investment program designed to meet the needs of our growing community. Over the next several years, \$816.4 million in proposed community improvements will be planned, designed, and implemented with a long-term, sustainable emphasis on the following attributes:

1. **Livability**—to address housing diversity, neighborhood improvements, and quality of life needs
2. **Getting Around**—to increase connectivity through multimodal road projects and infrastructure improvements

Figure 2 on the previous page shows the various CIP programs within Charlotte.

1.3 Review of the 2011 Independence Boulevard Area Plan

The ISB program's goals are derived from the guiding principles and goals of the IBAP. Some of the IBAP's guiding principles, which helped shape the ISB program, include:

- Strengthen and build neighborhoods
- Orient development toward Monroe Road and Central Avenue
- Provide transportation choices, including transit, walking, and bicycling
- Balance neighborhood, community, and regional needs

Specifically, the IBAP's transportation and infrastructure goals include:

- Increasing the viability of all modes of travel, while also reducing reliance on Independence Boulevard for local trips, by creating better street connectivity and providing a safer and more comfortable walking/bicycling environment.
- Encouraging redevelopment in the areas that have adequate infrastructure and public facilities already in place, while ensuring that investment in new or improved infrastructure occurs in a thoughtful, strategic manner that leverages other opportunities and investments.

Some specific IBAP key policies for transportation and infrastructure include:

- The Briar Creek Road interchange at Independence Boulevard should be reconfigured to provide safer and more efficient access to the Chantilly Montessori Elementary School and the neighborhoods surrounding the Coliseum.
- The Eastway Drive interchange with Independence Boulevard should be reconfigured to allow greater integration with the local street network.
- Key connections should be established through new development to facilitate redevelopment. Many of these connections should offer parallel access to properties along Independence Boulevard.
- The greenway system should be expanded through new stream corridor-based connections and overland connections between streams.



2. Project Identification

2.1 Review of Existing Plans and Studies

As a first step, the City reviewed proposed pedestrian and bicycle improvements included in the following documents:

- Independence Boulevard Area Plan (2011)
- Urban Land Institute 2011 Study (for Independence Boulevard corridor)
- CATS Southeast Corridor transit plans
- Mecklenburg County Greenway Master Plan (2008)
- Charlotte Bicycle Plan (2008)

2.2 Community Input

In addition to reviewing existing plans and studies, the City discussed the program and a list of potential projects with area stakeholders and the community. This input was used to define other potential projects. **Chapter 3** provides more detail on the community input for the ISB program.

2.3 Projects Evaluated

2.3.1 Initial Project List

The list below includes the initial potential pedestrian and bicycle projects developed from existing plan reviews and community input. The City presented these projects to the public in June 2015.

B1 (Monroe Road Bike Facilities): Project would add bike facilities on Monroe Road between Chantilly Park and McAlpine Creek Park.

B2 (Pedestrian Bridge at Dresden Drive): Project would add a pedestrian bridge crossing over Independence Boulevard and provide an alternative route to Eastway Drive.

B3 (Sharon Amity Road Bike Facilities): Project would add bicycle facilities on Sharon Amity Road from Randolph Road to Independence Boulevard.

B4 (Rama Road Bike Facilities): Project would add bicycle facilities on Rama Road from Sardis Road to Monroe Road.

B5 (Wallace Road Sidewalk): Project would add missing sidewalk along Wallace Road between the end of the existing sidewalk and Independence Boulevard.

B6 (Commonwealth Avenue Bike Facilities): Project would add bicycle facilities on Commonwealth Avenue from Morningside Drive to Eastway Drive.

B7 (Sardis Road/Sardis Road North Bike Facilities): Project would add bicycle facilities on Sardis Road/Sardis Road North from Rama Road to Monroe Road.

B8 (Beechdale Drive Sidewalk Path): Project would add sidewalk path from the McClintock Woods neighborhood to East Mecklenburg High School.

B9 (Oakhurst Sidewalks): Project would add sidewalk in the Oakhurst neighborhood in the following locations:

- Unaka Avenue between Pierson Drive and Lanier Avenue, using the existing sidewalk tie-in between Pierson Drive and Unaka Avenue
- Lanier Avenue between Independence Boulevard and Monroe Road
- Buena Vista Avenue between Lanier Avenue and Sharon Amity Road
- Kistler Avenue between Pierson Drive and Dudley Drive

B10 (Oakhurst Bike Lanes): Project would add bicycle lanes in the Oakhurst neighborhood in the following locations:

- Unaka Avenue between Pierson Drive and Lanier Avenue, creating new bicycle lane tie-in between Pierson Drive and Unaka Avenue
- Lanier Avenue between Independence Boulevard and Monroe Road
- Buena Vista Avenue between Lanier Avenue and Sharon Amity Road

B11 (Edwards Branch Greenway): Project would add a multiuse path along Edwards Branch in Oakhurst and Wendover areas.

B12 (Westchester Boulevard Sidewalk): Project would add sidewalk on Westchester Boulevard between Woodland Drive and Independence Boulevard.

B13 (Winfield Drive Sidewalk): Project would add sidewalk on Winfield Drive between Woodland Drive and Pierson Drive.

B14 (Driftwood Drive Sidewalk): Project would add sidewalk on Driftwood Drive between Campbell Drive and Albemarle Road.

B15 (Farmingdale Drive Sidewalk): Project would add sidewalk on Farmingdale Drive between Coronado Drive and Independence Boulevard.

B16 (Independence Trail North*): Project would add an overland greenway connection, starting on Woodland Drive at the Edwards Branch Greenway and continuing on Winfield Drive, Pierson Drive, Amity Place, Boston Avenue, Idlewild Road, Flintridge Drive, and Lockmont Drive until it reaches the Campbell Creek future greenway. The project was formerly known as McAlpine Creek/Edwards Branch Connector.

B17 (Woodberry Road Sidewalk): Project would add sidewalk on Woodberry Road between Monroe Road and Independence Boulevard.

B18 (Sharon Forest Drive/Laura Drive Sidewalk): Project would add sidewalk on Sharon Forest Drive and Laura Drive between W.T. Harris Boulevard and Briardale Drive.

B19 (Margaret Wallace Road Sidewalk): Project would add sidewalk on Margaret Wallace Road at Independence Square Shopping Center.

2.3.2 Projects Added from Community Input

Based on public input gathered from the June 23, 2015 open house community meetings, additional public outreach in July and August, and online surveys, the following potential projects were added:

B20 Briar Creek Road Connector: Project would improve the sidewalks on Briar Creek Road, Television Place, and Washburn Avenue between Commonwealth Avenue and Monroe Road and investigate adding bicycle facilities.

B21 Bojangles Coliseum/Ovens Auditorium Sidewalk: Project would improve the sidewalks around Bojangles Coliseum and Ovens Auditorium.

B22 Pedestrian Bridge at Wallace Lane: Project would add a pedestrian bridge over Independence Boulevard near Wallace Lane and Briardale Drive.

B23 Pedestrian Bridge at Sharon Forest: Project would construct a pedestrian bridge over Independence Boulevard near Sharon Forest Drive and Woodberry Road.

B24 Pedestrian Bridge at Cross Point Circle: Project would add a pedestrian bridge over Independence Boulevard at Cross Point Circle.

B25 Eastway Drive/Wendover Road Connector: Project would add bicycle facilities on Eastway Drive and Wendover Road from Woodland Drive to Monroe Road.

B26 US 74 Sidewalk: Project would add new sidewalk and improve existing sidewalk at and near Cross Point Circle.

B27 Independence Trail South*: Project would construct an overland connector (a combination of trail/sidewalks/bike lanes) from Chantilly Lane to Wendover Road/Eastway Drive interchange to Shade Valley Drive and to Mason Wallace Park.

B28 McAlpine Sidewalk: Project would construct connections from existing sidewalks to McAlpine Creek greenway, with improved sidewalks over McAlpine Creek as part of NCDOT project U-2509.

2.3.3 Projects Recommended for Evaluation by Others

The following projects outside of the Independence Corridor study area were redirected to other City programs for evaluation:

- B3 Sharon Amity Road Bike Facilities
- B4 Rama Road Bike Facilities
- B7 Sardis Road/Sardis Road North Bike Facilities

Figures 3a and 3b on the following pages show the projects that were evaluated.

* This is a large project that incorporates portions of other potential projects.

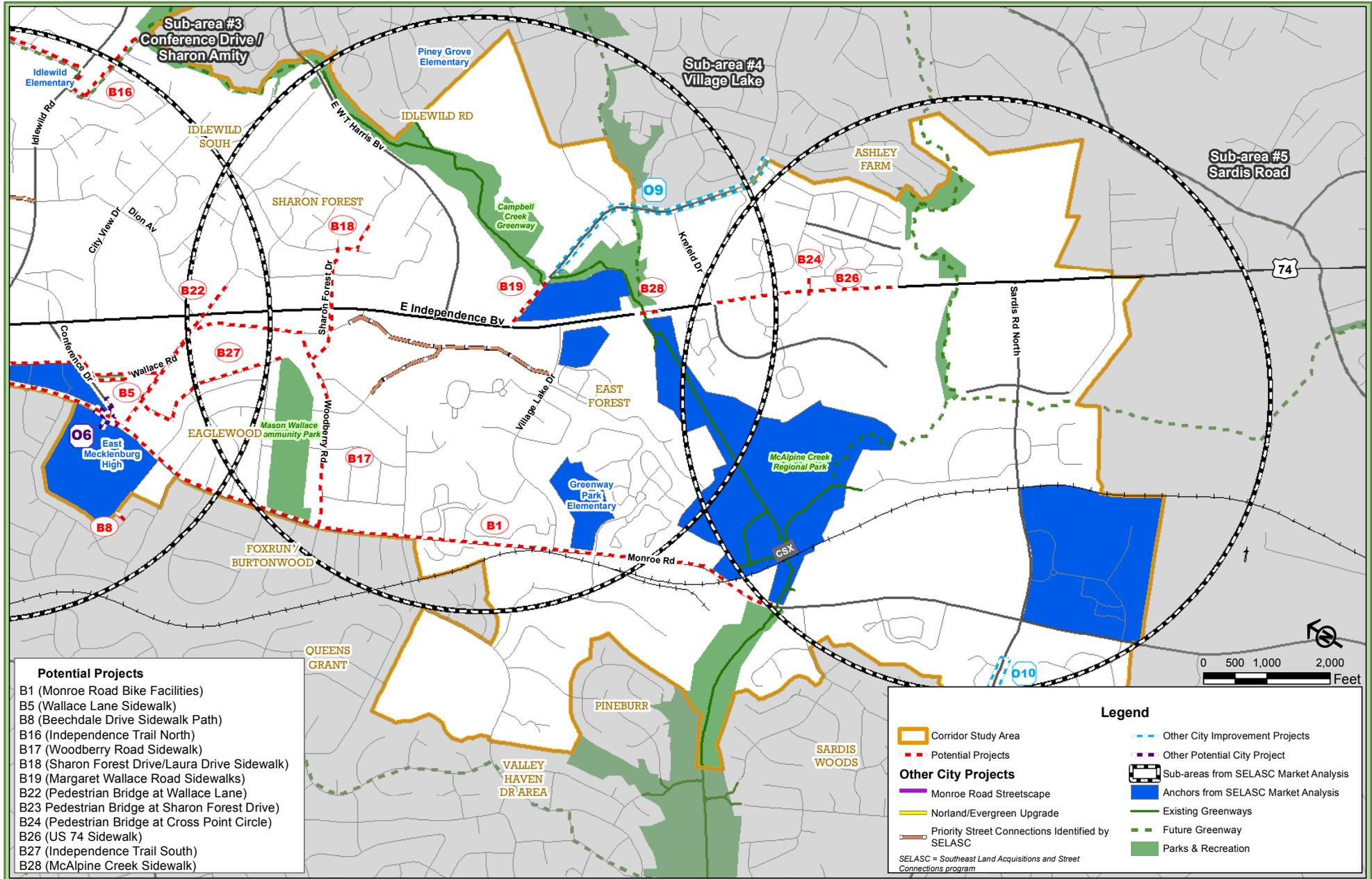


Figure 3b. Potential Sidewalk and Bicycle Projects



3. Community Engagement

3.1 Purpose of Community Engagement

Consulting with the public is crucial to understanding the community's values and needs, gathering information, and building consensus on transportation programs. Most importantly, public participation makes for better, more informed decisions. The community engagement goals for the study are:

- To educate the public on the study's purpose and process and show them how the results will affect their communities' infrastructure
- To proactively seek the participation and views of the community so that recommended projects reflect the residents' desires and needs for pedestrian and bicycle connections
- To integrate community knowledge and experience into the data collection process
- To better understand desired destinations and priorities
- To incorporate citizen feedback, preferences, and input at all levels of the decision-making process
- To enhance the current level of public support for the City project

3.2 Community Engagement Plan

As a first step, the City and consultant team developed a community engagement plan, which ensured appropriate actions were taken to provide residents and other stakeholders with comprehensive outreach and timely distribution of information. This plan was developed to include these activities to engage the community:

1. Public information materials
2. Event participation
3. Outreach campaign (e.g., social media, surveys)
4. Local leadership and advocacy
5. Council briefings

3.3 Stakeholder Interviews

Because the Southeast Land Acquisition and Street Connections (SELASC) program and the ISB program have the same study area and have potential projects that overlap, the staff from both teams coordinated their community engagement efforts. The SELASC and ISB teams held stakeholder meetings with community representatives from the respective corridor neighborhoods (e.g., neighborhood association board members) between February and May 2015.

Representatives from the following neighborhoods participated in the small group interviews:

- Commonwealth Park
- Eastway Park/Sheffield Park
- Winterfield
- Briar Creek-Commonwealth
- Eastway/Sheffield
- Sheffield Park
- Coventry Woods
- Cedars East
- Brighton Woods
- Wallace Lane
- Sharon Forest
- Idlewild Farms
- Idlewild South
- Amity Gardens
- Oakhurst Community
- Woodburn
- McClintock Woods
- Fox Ridge
- Woodberry Forest
- Wallace Woods
- Burtonwood
- Parkview East
- Echo Hills

At each meeting, City or consultant staff gave an overview of the CIP goals and the ISB and SELASC programs. The staff asked meeting attendees for input on the benefits and challenges of living or working in the area, as well as improvement opportunities along the corridor. Stakeholders were asked the same questions at each meeting so the process would be consistent and to allow the team to identify themes in responses.

Below are the small group interview questions along with a summary of the responses:

1. What do you value/enjoy most about being a part of the Independence Boulevard area?
 - Overwhelmingly, residents enjoy the easy access to Uptown and other areas of the City
 - The variety of restaurants in the area
2. What are your major concerns about this corridor?
 - Safety:
 - Cut-through traffic from Independence Boulevard into neighborhoods along the corridor
 - High speed of traffic at intersections leading into and through neighborhoods
 - Neighborhood Sustainability:
 - Community sustainability and stability (e.g., property values, homes turning over to become rentals)
 - Removing barriers to improve accessibility and neighborhood stability
3. Are there businesses along Independence Boulevard you would patronize if you had alternative access other than Independence?
 - Not many provided answers, but some noted the Super G near W.T. Harris Boulevard and the Healthy Home Market near Idlewild Road

4. Are there other improvements you would like to see in the corridor?
 - Additional mixed-used development
 - Improved sidewalks between neighborhoods and safer pedestrian crossings on high-volume roads
 - More bike lanes and improved bike connectivity
 - Traffic calming through the neighborhoods
 - Increased focus on economic development along Independence Boulevard
 - Safe facilities for neighborhood youth during out-of-school time

The City and consultant team used information from these stakeholder sessions to develop the list of pedestrian and bicycle projects and used the stakeholder input to rank and prioritize the projects.

Summaries of the stakeholder meetings were provided by consultant staff and are included in **Appendix B**.



3.4 Youth Engagement—East Mecklenburg High School

On March 6 and May 21 of 2015, representatives from the City and the consultant team met with students from two engineering classes to receive input on the SELASC and ISB programs. The workshops' purposes were to:

1. Acquaint the students with the SELASC and ISB programs
2. Define possible projects in the study area, which includes East Mecklenburg High School
3. Prioritize the projects to meet the goals of the programs

First Student Workshop

At the March 6, 2015 workshops, students were asked to break into groups with aerial maps of the project study area. Facilitators (City and/or consultant staff) at each group reminded students that the process was an opportunity to provide recommendations that could impact their daily lives.

Questions asked to facilitate discussion included:

- Consider how you get to school and other places you visit within the corridor. Identify street connections you think would make your trip safer and/or faster.
- Are there places in your neighborhood or on your route to school that are missing sidewalks or where crosswalk improvements are needed?
- Are there places you visit by car or walking where you would take a bike if you had a safe place to ride?
- Are there other improvements you would like to see in the corridor?

Students used maps to mark the locations for:

- New street connections
- Sidewalk improvements
- Bicycle facility needs
- Crossing needs
- Area destinations or other key locations
- Other ideas for improvements in the corridor

A total of 10 small groups were engaged between morning and afternoon classes. The following projects or themes were noted by at least three of the ten student small groups:

1. Improve crossings on Monroe Road near East Mecklenburg High School
2. Provide new street/pedestrian connections from neighborhoods southeast of East Mecklenburg High School
3. Offer better places on Monroe Road near the high school to eat, go, etc.
4. Provide bicycle lanes on Monroe Road
5. Create crossings over Independence Boulevard near Glendora (to Wal-Mart) and at Sardis Road North
6. Redevelop businesses along Independence Boulevard
7. Offer more parks/recreation/new YMCA near McAlpine Park

The City and consultant team used the information from the East Mecklenburg High School sessions to develop potential projects for the ISB and SELASC programs.



Students present their potential projects

Second Student Workshop

The City and consultant team met with the East Mecklenburg students again on May 21, 2015. At this workshop, the students reviewed maps showing a compiled list of projects from the student workshop, the IBAP, and stakeholder meetings.

The students were again placed in small groups with City or Consultant staff facilitators. The facilitator marked projects receiving the most votes in the group and initiated small group discussions on why those projects seemed to be most important. Each small group then presented their priorities to the class. The following sidewalk and bikeway projects received top votes from the students:

- Monroe Road Bike Lanes
- Sharon Amity Road Bike Lanes
- Sardis Road and Sardis Road North Bike Lanes
- Beechdale Drive Sidewalk Path

These projects were added to the initial project list for evaluation.



Students discuss their priority projects

3.5 City Website and Social Media

The City maintains a program website for ISB that includes information on the ISB program, links to other east area capital programs, announcements and summaries of public workshops, and contact information for citizens to reach the City program manager. The ISB website is also part of the *CharlotteFuture.com* webpage. The website hosted online surveys that obtained more detailed input from residents and businesses.

Announcements of open house public meetings in June and October also were made on the City of Charlotte Twitter account (@CLTgov) and the CDOT Twitter account (@CharlotteDOT).

The City and consultant team distributed emails to the neighborhood stakeholders as part of the outreach efforts outlined above requesting that they and their neighbors attend the open house public meetings.

3.6 Spanish Language Outreach

City staff conducted interviews with Spanish radio stations and the program was featured in local Spanish newspapers. Spanish-speaking staff were also available at the open house meetings and other public meetings. Public meeting materials, such as handouts and surveys, were translated into Spanish.

3.7 Community Workshops—Open House Meetings

The City held two open house meetings, one on June 23, 2015 and the other on October 27, 2015, to review project planning and prioritization with community stakeholders. Both open house meetings were conducted jointly by SELASC and ISB staff and featured information on other City and state transportation projects within the Independence Boulevard study area, such as the Monroe Road streetscape, the CATS Silver Line study, and NCDOT's improvements to US 74.

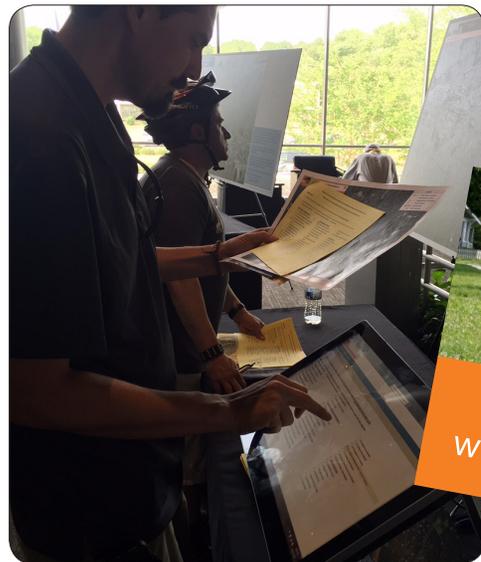


First Open House

The first open house was held on June 23, 2015 and was conducted jointly with the SELASC program. The purpose of the June open house was to:

1. Acquaint the public with the ISB and SELASC programs
2. Present the preliminary project list and collect community feedback on what projects meet the goals of the programs
3. Identify additional projects for consideration

The City mailed over 10,000 postcards advertising the open house to addresses in the study area. Approximately 140 individuals attended and were given the opportunity to provide input on their desired routes for walking and cycling, review maps showing potential new street connections and pedestrian and bikeway improvements, and complete a survey to identify what project they felt would best improve connectivity, economic development, and safety.



June 23, 2015 community open house

Information from the surveys conducted at the open house was combined with a similar online survey conducted by the City during the same period.



where will you go?
 CHARLOTTE
 Public Meeting

Open House Postcard

Overall, attendees gave the open house high marks on exit surveys. A detailed summary of the June 23, 2015 open house was provided to the City. Information from the June open house was used to add new projects for evaluation and to rank and prioritize the projects.

Second Open House

A second open house was held on October 27, 2015. The purpose of the October open house was to present the recommended projects that align most closely with the program goals. As with the June meeting, the City mailed over 10,000 postcards advertising the open house. Approximately 95 people attended.

A summary of the October 27, 2015 open house is provided in **Appendix B**. Information from the October open house will be used to develop concepts and refine the community outreach efforts as the various projects move into planning and design.



October 27, 2015 community open house

COMMUNITY ENGAGEMENT EFFORTS:

- ✓ 20,000 Mailers
- ✓ 80 Yard Signs
- ✓ 11 Stakeholder/Focus Group Meetings
- ✓ 5 Public Meetings
- ✓ 200 Survey Responses
- ✓ Local Spanish News and Radio
- ✓ Plaza Midwood Bike Festival

3.8 Surveys

During the June 23, 2015 open house, participants were asked to review potential street connection, sidewalk, and bicycle projects. They were then asked to select up to five projects they believed were:

- Best for improving connectivity
- Best for promoting economic development
- Best for enhancing safety
- Most important overall

At the June open house, multiple attendees asked that the project prioritization survey be included online to allow those who could not attend to provide their input. The survey was modified to include a copy of the project map with potential projects as well as a final question regarding projects people liked or did not like—similar to the question on the exit survey from the June 23, 2015 open house. The City linked the online survey on the SELASC and ISB program webpages.

Between July 7 and July 27, 2015, 118 individuals completed the online survey. The data from this survey was combined with the data from the June 23, 2015 open house project prioritization and exit surveys, with nearly 200 surveys submitted. Projects B1 Monroe Road Bike Facilities was the pedestrian/bicycle project that was rated as most important by the respondents, with B16 McAlpine Creek/Edwards Branch Greenway Connector, and B6 Commonwealth Avenue Bicycle Facilities also rating high in the surveys. Project B2 Pedestrian Bridge at Dresden Drive was noted by multiple survey respondents as not desired. The information from these surveys was used by the ISB and SELASC programs as a criterion to rank the projects.

Detailed results and findings for each question from the survey are included in **Appendix B**.

3.9 Coordination with Other East Projects

The City and consultant staff also had static displays and staff available at public events for other east Charlotte projects. The events included the Charlotte bicycle festival, public meetings for the CATS LYNX Silver Line, and the Central/Albemarle/Shamrock Community Neighborhood Improvement Program (NIP) public meetings. Moreover, the City has an “East Strategy Team” made up of representatives from various City and County agencies (engineering, transportation, planning, etc.) who meet monthly to review the various projects in Charlotte’s east side to ensure coordination, connect projects, and avoid conflicting project goals and policies.

3.10 Common Themes from Community Input

After reviewing input from all of the community workshops, stakeholder meetings, and surveys, the public consistently favored projects that would provide:

- Safer Independence Boulevard crossings
- Safe alternative routes to Independence Boulevard and Monroe Road for pedestrians and cyclists
- Better connections to retail, parks, and schools

3.11 Use of Community Input

As noted, some projects suggested by the public were included for evaluation under the ISB program. Public feedback was used to rank and prioritize the projects. The feedback will be used to further refine the community outreach efforts as the recommended projects proceed into planning and design.

Moreover, for projects outside of the scope of the ISB (either beyond the project limits or covered by another City capital program or department), the information was forwarded to the appropriate parties for their consideration.



4. Ranking and Prioritization of Projects

After developing the list of projects, the consultant team conducted field reviews at the project locations, noting possible changes to the project limits and refining the scope of improvements. The consultant team also collected data, such as traffic counts and crash data for vehicles, cyclists, and pedestrians, and reviewed the market analysis data compiled by the SELASC team. The team also reviewed comments from the community meetings and surveys to see which projects rated highest.

4.1 Criteria

Projects were scored and prioritized using 12 criteria in four categories:

1. **Connectivity**—will the project improve connectivity for pedestrians and cyclists?

Considerations included:

- Improving connections between neighborhoods
- Improving connections to anchors and services (e.g., schools, parks, retail, houses of worship, medical facilities) as noted in the market analysis
- Connecting to or extending other significant pedestrian or bicycle facilities (e.g., existing or proposed greenways, multiuse paths, bikeways)

2. **Safety**—does the project area have existing conditions that pose risks for pedestrians and cyclists? Does the project provide safety benefits to bicyclists and pedestrians?

Considerations included:

- Speed limit over 35 miles-per-hour (MPH)
- High vehicular traffic volumes
- Potential for high pedestrian traffic
- Providing alternate route to heavy vehicular traffic (includes providing dedicated pedestrian and/or bicycle facilities on streets with heavy traffic)

3. **Mobility**—how much will the proposed project contribute to increased mobility in the corridor? Considerations included:

- Project is within market analysis priority subarea (subareas 1, 2 and 4)
- Connecting across US 74
- Improving connections to existing and future transit

4. **Community Interest**—what was the interest in the project based upon the community meetings in June and August? Considerations included:

- Project is highly ranked by public votes
- Project was suggested by the public



4.2 Project Evaluations

The City held a staff and consultant workshop where team members evaluated the 25 projects using the criteria outlined in Section 4.1. Team members noted each project that met a criterion and calculated the total score for a maximum of 12 points. Based upon the scoring and the team analysis, projects were ranked as high, medium, or low priority. A table showing the results of the evaluation is located in **Appendix A**. The following projects were rated as high-priority projects for further evaluation by the team.

No.	Description/Location	Reason for Selection
B1	Monroe Road Bicycle Facilities	Connects multiple neighborhoods, provides important connections to anchors as well as an alternate to high vehicular traffic, is located within priority subarea, and was a top-rated project by the public
B2	Pedestrian Bridge at Dresden Drive	Provides good connectivity to important proposed corridor-wide project (B11/B27), connects across US 74, is located within high-priority subarea, and was a top-rated project by public
B6/B16	Commonwealth Avenue Bike Facilities and Independence Trail North	Connects multiple neighborhoods, provides important connections to anchors as well as an alternate to high vehicular traffic, is located within priority subarea, and was a top-rated project by public
B20	Briar Creek Road Connector	Connects across US 74, connects neighborhoods, has high pedestrian traffic, is located within priority subarea, was suggested by public, and connects two highly-ranked projects (B6/B16 and B11/B27)
B22	Pedestrian Bridge at Wallace Lane	Connects across US 74, connects neighborhoods, has high pedestrian traffic, is located within priority subarea, was suggested by public, and connects to transit
B25	Eastway Drive/Wendover Road Connector	Connects neighborhoods, connects anchors and services, has high bike and pedestrian traffic, is located within priority subarea, was suggested by public, and connects two highly ranked projects (B16 and B27)
B11/B27	Independence Trail South	Connects neighborhoods, connects anchors and services, connects to transit, has high bike and pedestrian traffic, is located within priority subarea, and was suggested by public



The team developed preliminary cost estimates for the priority projects and reviewed and refined the scope of improvements for some concepts to determine the priority projects that will be recommended for implementation. After evaluation of construction costs, scope and schedules, the City and consultant team made the following changes to the list of recommended projects.

- B1 Monroe Road Bicycle Facilities was given lower priority because it mostly parallels B27 Independence Trail South. B27 has a greater probability for implementation in the near future and will provide a route that is more separated from the heavy vehicular traffic on Monroe Road. Although this project is no longer recommended under the ISB program, the City will still review the feasibility of adding bicycle lanes on Monroe Road as a longer-term project.



- B2 was given lower priority since a pedestrian bridge at or near Dresden Drive would duplicate B25 Eastway Drive/Wendover Road Connector). If the pedestrian and bicycle improvements with project B25 are not feasible, this proposed pedestrian bridge will be re-evaluated for implementation.
- B11 Edwards Branch Greenway was not included on the recommended project list since it overlaps with B27 Independence Trail South.
- B22 Pedestrian Bridge at Wallace Lane should be evaluated as part of the next phase of improvements to Independence Boulevard to be undertaken by NCDOT. The City will evaluate pedestrian and bicycle improvements to future interchanges, which will include new bridges over Independence Boulevard.

Finally, the scopes of two projects were refined to reflect items noted during the evaluation process.

- The scope of improvements under B25 Eastway Drive/Wendover Road Connector was expanded to include pedestrian/sidewalk improvements, particularly on the bridge over Independence Boulevard, and reconfiguration of the interchanges from free-flow ramps to signalized intersections. The reconfigured interchanges were also recommended in the IBAP and included in the priority projects under the SELASC program. This will allow safer interface of pedestrians, cyclists, and vehicles.

- B6 Commonwealth Avenue Bicycle Facilities was added to B16 Independence Trail North since it will provide a connection to the future Briar Creek Greenway and to project B20.

The City presented the priority projects to the East Team for review and comment and then to the City's CIP strategy team. Because the cost of the recommended projects was estimated to be \$16.6 million (over twice the projected budget of \$8 million for the ISB program), the recommended projects were segmented and evaluated. As the projects move into design and cost estimates are refined, the City will evaluate which segments of the recommended projects can be implemented in the near term within the program budget. The recommended projects then were presented to the public at an open house meeting on October 27, 2015 for feedback (see **Chapter 3**).



Advance Planning Independence Boulevard Sidewalk and Bikeway Improvements

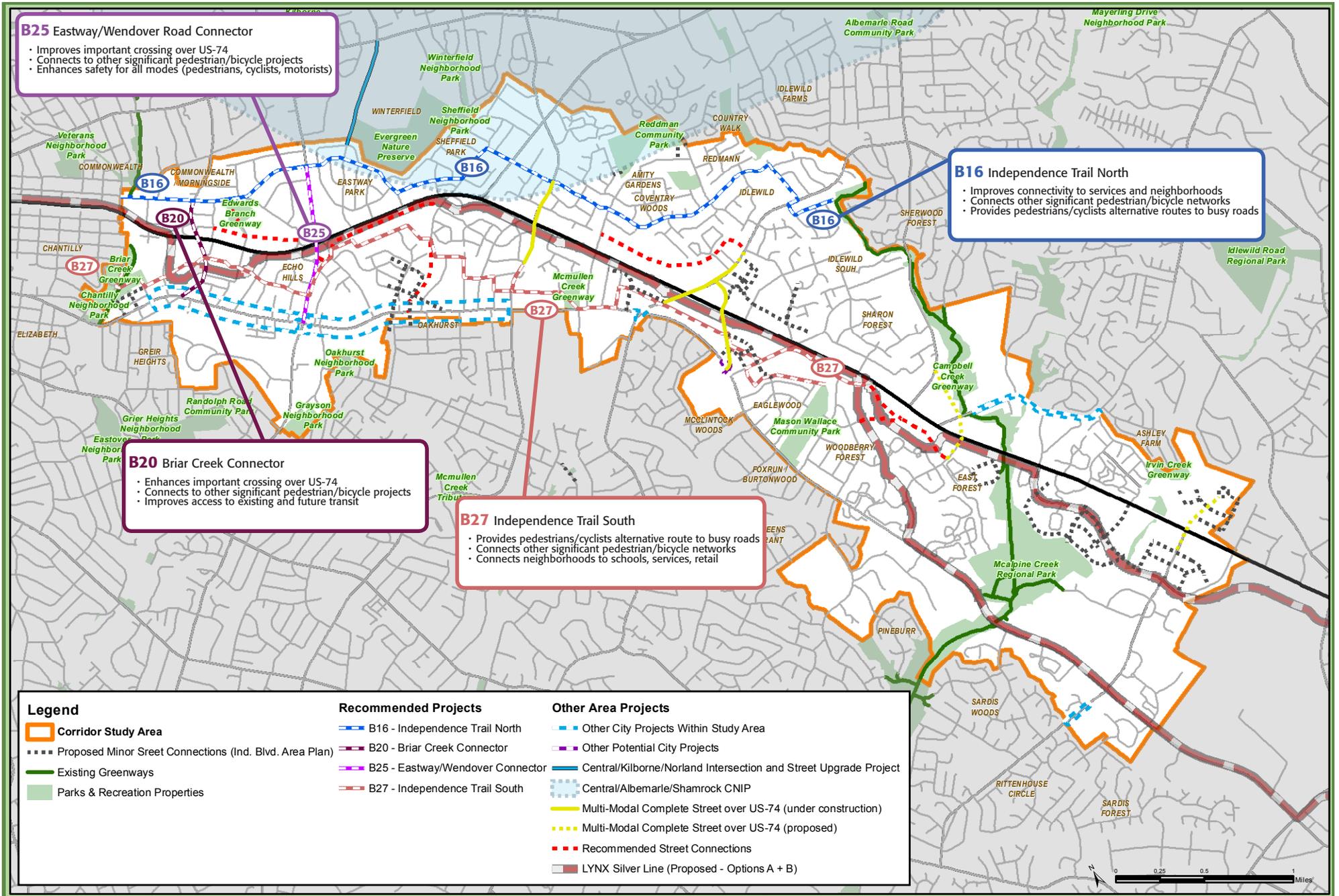


Figure 4. Recommended Projects—Proposed Limits



5. Recommended Projects

5.1 Project Descriptions

The following describes the recommended priority projects selected under the Independence Sidewalk and Bikeway Advance Planning program. Note that the scope, routing, and limits of these projects will be refined as the projects move into planning and design. **Figure 4** on the preceding page shows the proposed limits of the recommended projects.

B16 Independence Trail North

Description: This project will provide an east-west trail north of and parallel to US 74, from the Campbell Creek greenway to the east to the proposed Edwards Branch and Briar Creek greenways to the west. Connecting the communities of Idlewild South, Coventry Woods, Sheffield Park, Eastway Park, Commonwealth Morningside, and Plaza Midwood, the trail will provide safer and more pleasant connections for pedestrians and cyclists in these neighborhoods. At its western terminus at the Briar Creek Greenway, the project will connect to existing and proposed sidewalks and bicycle facilities in Chantilly and Elizabeth, allowing users to travel to Uptown. Once completed, Independence Trail North will allow residents to walk or cycle almost the entire length of the Independence Corridor, with no more than one crossing of US 74.

The trail will consist of a wide sidewalk and bicycle sharrows along local streets, with a joint walking/cycling trail and bicycle lanes in some areas. It will also allow safer crossing for pedestrians and cyclists at major streets, such as Idlewild Road, North Sharon Amity Road, Albemarle Road, Eastway Drive, and Briar Creek Road. The project will connect with proposed bike facilities and pedestrian improvements along Kilborne and Norland Drive, North Sharon Amity Road, Idlewild Road, Eastway Drive (B25), Briar Creek Road (B20), and new streets connections proposed under the SELASC program. The project also will include signage to direct pedestrians and cyclists to area anchors (e.g., schools, parks, retail, other trails and greenways).

Constraints include determining if signalized pedestrian crossings or a bridge on Albemarle Road and Sharon Amity Road is more feasible. Another potential constraint will be determining how this project connects with other trails, such as the proposed Cross Charlotte Trail. There is a potential for a temporary alignment or future rail trail coordinated with the proposed LYNX Silver Line alignments.* The preliminary route for the trail is depicted in **Figure 5**. The exact location and size of the trail will be determined in the next phase of planning and design.

Approximate Project Length: 25,100 feet
(4.75 miles)

Estimated Construction Cost: \$4.9 million

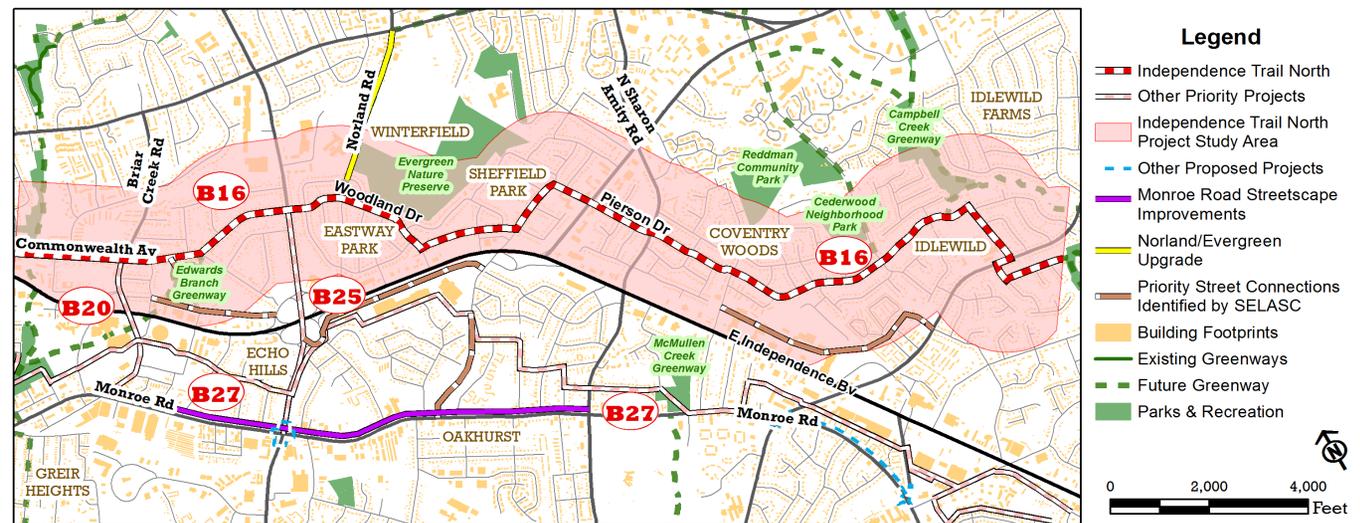


Figure 5. B16 Independence Trail North

* Alignments current as of final date of this report

B20 Briar Creek Road Connector

Description: This project extends from Commonwealth Avenue, south along Briar Creek Road, across Independence Boulevard, and onto Television Place and Washburn Avenue to Monroe Road. The project will include wider sidewalks on one or both sides and possible bicycle lanes and/or sharrows. The project will investigate reducing the number of lanes, particularly on the bridge over US 74, to widen the existing sidewalks and possibly add bicycle lanes. The Briar Creek Road Connector will provide a safer, more pleasant connection over Independence Boulevard and link the Briar Creek/Coliseum and Chantilly neighborhoods to the south with the Commonwealth-Morningside community to the north. The project will also connect with street improvements that may occur with the future redevelopment of the Bojangles Coliseum/Ovens Auditorium site. The Briar Creek Road Connector also will link with the future Briar Creek and Edwards Branch greenways, the proposed Independence Trail North (B16), and Independence Trail South (B27), as well as the proposed streetscape and bicycle improvements along Monroe Road. Finally, the Connector will provide safer access to the transit station in the Briar Creek Road/Coliseum area, which is planned as part of the LYNX Silver Line.

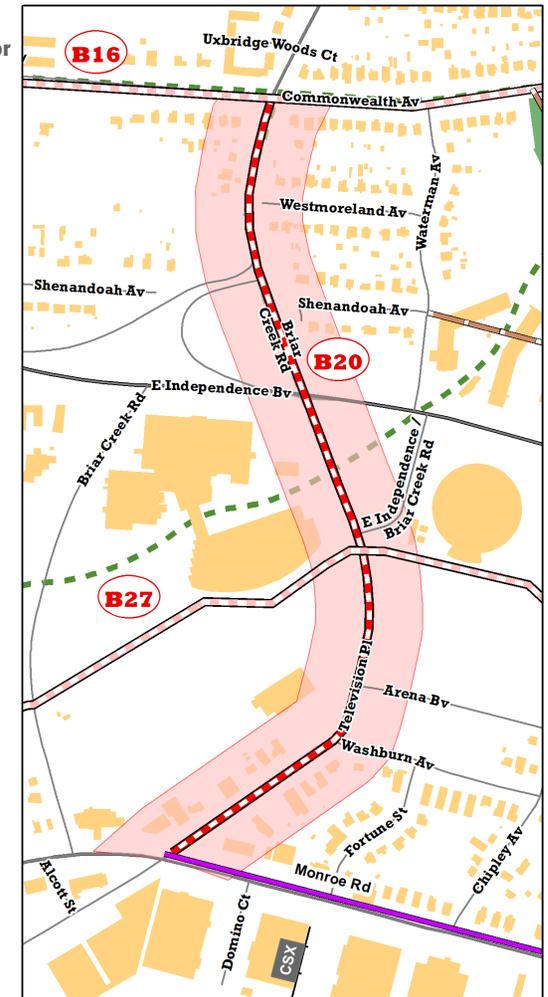
Constraints this project faces include the conversion of an existing crossing to accommodate bikes and pedestrians and connections to Independence Trails North and South.

The proposed limits for the Briar Creek Road Connector are depicted in **Figure 6**. An alternative southern project limit may be at the future Independence Trail South (B27). The specific locations and scope of the Briar Creek Road Connector will be determined in the next phase of planning and design; this design phase will include meetings with neighborhoods to review design alternatives.

Approximate Project Length: 3,000 feet

Estimated Construction Cost: \$2.5 million

Figure 6. B20 Briar Creek Road Connector



Legend

- Briar Creek Road Connector
- Other Priority Projects
- Briar Creek Road Connector Project Study Area
- Monroe Road Streetscape Improvements
- Priority Street Connections Identified by SELASC
- Building Footprints
- Future Greenway
- Parks & Recreation





B25 Eastway Drive/Wendover Road Connector

Description: This project provides a pedestrian and bicycle path across US 74 by modifying the current crossing. Currently this crossing is eight lanes with narrow sidewalks. This project will reduce the number of existing through lanes on Eastway Drive and Wendover Road, from Woodland Drive—part of the Independence Trail North (B16), to the future Independence Trail South (B27), by constructing either a multiuse path or wider sidewalks and bicycle lanes.

The IBAP recommends reconfiguring these two interchanges and this recommendation will be investigated as part of the new street connections in the area that is being studied by the Southeast Land Acquisitions and Street Connections program. This crossing will provide users with a safer, pedestrian and bicycle friendly crossing over US 74 that allows for a connection between the Eastway Park/Winterfield neighborhoods and the Echo Hills neighborhood.

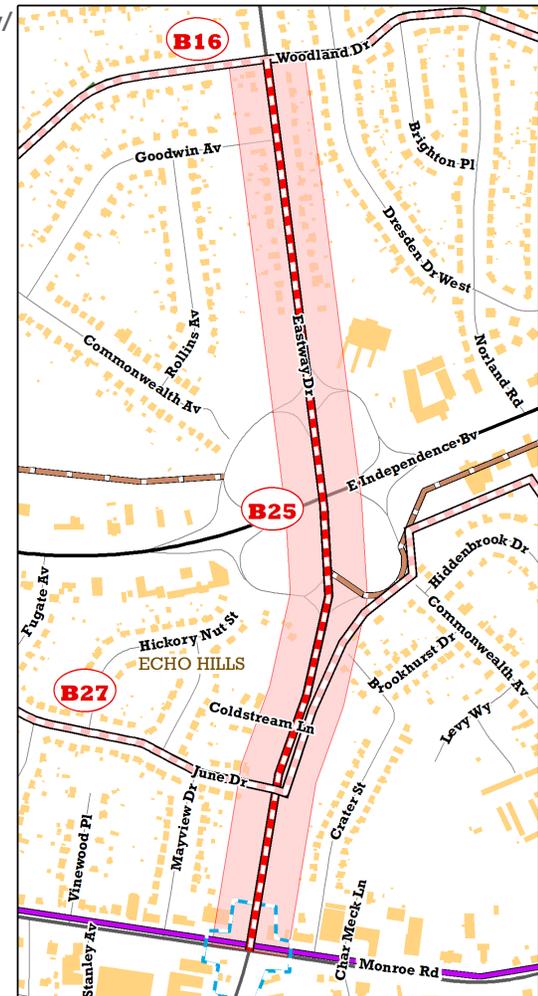
Two constraints that may be encountered are the feasibility of making modifications to the Wendover Road interchange to signalized crossings and the feasibility of reducing vehicular travel lanes on Eastway Drive and Wendover Road to accommodate multimodal Complete Street improvements. There is a potential for a temporary alignment or future rail trail coordinated with the proposed LYNX Silver Line alignments.*

This connection is depicted in **Figure 7**. The exact scope of the project will be determined in the next phase of planning and design.

Approximate Project Length: 4,700 feet (4.74 miles)

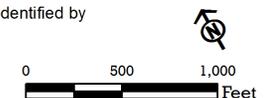
Estimated Construction Cost: \$3.4 million

Figure 7. B25 Eastway/Wendover Connector



Legend

- ▬ Wendover Road/Eastway Drive Connector
- ▬ Other Priority Projects
- ▬ Wendover Road /Eastway Drive Connector Project Study Area
- ▬ Other Proposed Projects
- ▬ Monroe Road Streetscape Improvements
- ▬ Priority Street Connections Identified by SELASC
- Building Footprints
- ▬ Future Greenway



* Alignments current as of final date of this report

B27 Independence Trail South

Description: The project will consist of a multiuse trail that provides an east-west parallel as an alternative to Monroe Road and US 74. The project proposes a connection at the existing Briar Creek Greenway to existing sidewalks along Arena Boulevard that will head toward the Echo Hills neighborhood. The trail then will continue in the direction of the Oakhurst neighborhood by way of a multiuse path along Edwards Branch Creek and continue through the sidewalks and sharrows that will be installed. The Trail will make its way toward the McMullen Creek Greenway over to the Meridian Place development, toward Wallace Road, and end at Mason Wallace Park.

The Independence Trail South will allow residents to safely travel along the Independence Boulevard corridor so pedestrians and cyclists can easily get to Uptown, local retail and parks, and East Mecklenburg High School. Through the Briar Creek Road Connector (B20) and Eastway Drive/Wendover Road Connector (B25) this trail will provide multiple opportunities to safely cross US 74.

Some potential project constraints will be determining how this project connects to other trails, such as the proposed Cross Charlotte Trail, how to safely travel along a portion of Monroe Road, and the need for signalized pedestrian crossings of Wendover Road and North Sharon Amity Road. There is a potential for a temporary alignment or future rail trail coordinated with the proposed LYNX Silver Line alignments.*

The proposed limits for the Independence Trail South are depicted in **Figure 8**. The specific locations and scope of the Trail will be determined in the next phase of planning and design; this design phase will include meetings with neighborhoods to review design alternatives.

Approximate Project Length: 20,000 feet (3.8 miles)

Estimated Construction Cost: \$5.8 million

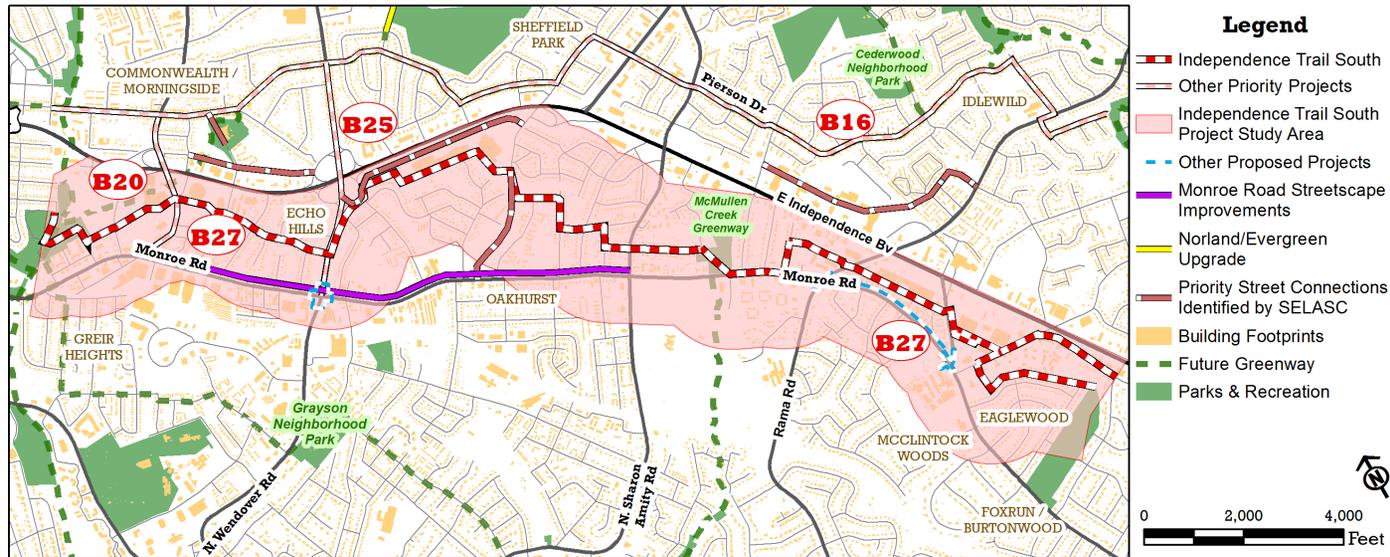


Figure 8. B27 Independence Trail South

* Alignments current as of final date of this report



5.2 Phasing of Recommended Projects

The proposed funding for the projects identified during this study includes public improvement bonds totaling \$8 million over the course of three bond cycles. However, the recommended projects exceed total funding. Therefore, they have been broken into phases to accommodate the \$8-million budget. These projects are:

1. B16 Independence Trail North
 - Morningside Drive to Edwards Branch to Eastway Drive (including B6) —\$1,150,000
 - Eastway Drive to Albemarle Road—\$1,450,000
2. B20 Briar Creek Road Connector—\$2,500,000
3. B27 Independence Trail South
 - Chantilly Lane to Wendover/Eastway—\$1,900,000
 - Wendover/Eastway to Shade Valley—\$750,000

TOTAL: \$7,750,000

5.3 Coordination and Connections with Other Projects

The recommended projects under the ISB program will interface with several other street, pedestrian, and bicycle improvements along the Independence Corridor. Coordinating and linking these projects creates a larger overall pedestrian and bicycle network and will ensure more transformative investments for the Independence Corridor. These connections can be seen in **Figure 4** and are as follows:

B16 Independence Trail North

Connects with the existing and proposed greenways along McAlpine Creek/Campbell Creek, Edwards Branch, and Briar Creek, as well as the pedestrian and bicycle improvements on Norland Road as recommended by the Shamrock/Central/Albemarle NIP. This trail has the potential to be further coordinated with the proposed LYNX Silver Line project as well as the Waterman/Eastway and Idlewild/Glendora Street Connection projects.

B20 Briar Creek Road Connector

Connects with the proposed greenways on Briar Creek and Edwards Branch, the proposed bike lanes and streetscape improvements on Monroe Road, the Independence

Trails North and South, and the future LYNX Silver Line station near Briar Creek.

B25 Eastway Drive/Wendover Road Connector

Connects with new streets (Coliseum Drive Extension and Waterman/Eastway Frontage Road and Wendover/Pierson Frontage Road) proposed under the SELASC program, as well as to the Monroe Road streetscape project and the Independence Trails North and South.

B27 Independence Trail South

Connects with the proposed greenways on Briar Creek, Edwards Branch and McMullen Creek, the Pierson Drive extension and Wallace Road extension under SELASC, the Monroe Road streetscape, new sidewalk and bicycle lanes on Idlewild Road and North Sharon Amity Road. Long term, it will connect with the McAlpine Creek greenway and a new overpass over Independence Boulevard near W.T. Harris Boulevard. This trail also has the potential to be realigned based on the proposed LYNX Silver Line alignment options.*

5.4 Next Steps

The City will begin planning and design of the top projects as part of the 2016 bond cycle. This will include:

- Evaluating alternative routes and design options for trails, sidewalks, and bicycle facilities
- Creating a pedestrian and bicycle network by connecting with other multimodal corridor improvements, including the CATS LYNX Silver Line light rail project, Monroe Road Streetscape improvements, and the Central/Albemarle/Shamrock neighborhood improvements
- Conducting workshops with neighborhoods and businesses and holding community open house meetings
- Developing cost estimates and construction schedules

Updates on the ISB program will be shared on the www.charlottefuture.com website and via social media.

* Alignments current as of final date of this report



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Appendix B—Community Engagement Summary A-2



Appendix A—Project Ranking and Prioritization

PROJECT ID	LOCATION	NORTH/SOUTH	IMPROVEMENT	PROPOSED PROJECT	LENGTH (FT)	CONNECTIVITY			SAFETY				MOBILITY			COMMUNITY INTEREST		SCORE	PRIORITY	9/23 Workshop Notes	Concept. Cost Est.
						Improves connections between neighborhoods	Improves connections to anchors and services	Connects to or extends other significant ped/bike facilities	Speed limit over 35 MPH	High vehicular traffic volume	Potential for high pedestrian traffic	Provides alt. route to heavy vehicular traffic	Within sub-area 1, 2, or 4	Connects across US-74	Improves connections to transit (existing & future)	Top survey votes	Suggested by public				
B1	Monroe Road Bike Facilities	South	Bicycle	Stripe bike lanes from N. Sharon Amity (end of Monroe Rd. Streetscape Project to McAlpine Creek Greenway; Both sides of road through lane narrowing	36,960	X	X	X	X	X	X	X	X	X	X	X	10	High	Piggyback onto Monroe Streetscape project. This should be a separated facility, not bike lanes, but bike lanes on Monroe would be in addition to parallel route. Segment project for evaluation.	\$ 13,300,000	
B2	Pedestrian Bridge at Dresden Drive	North	Sidewalk	Construct pedestrian bridge over US-74 from approximately Norland Rd to Coliseum Shopping Center, or at Westchester Dr (B12), connect to new street proposed under SELASC	300	X	X		X	X		X	X		X	X	9	High	Consider connecting with B12, and tie into B11/B27 and B16.	\$ 2,500,000	
B5	Wallace Lane Sidewalk	South	Sidewalk	Extend small portion of sidewalk on east side to Independence; infill on west side, multiple segments	2200	X	X	X			X						4	Mid	Could be combined with SELASC Project S6 (extend Wallace Road); connect with B27.		
B6	Commonwealth Avenue Bike Facilities	North	Bicycle	Install bike lanes on Commonwealth from Morningside Drive to Woodland Dr and on Woodland Dr to Eastway Dr. Improve curb on east side. Project overlaps with B16.	5800	X	X				X			X	X	X	6	High	Rated high when considered as first phase of B16. Review if no on-street parking allowed.	\$ 375,000	
B8	Beechdale Drive Sidewalk Path	South	Sidewalk	Short multiuse path/sidewalk approximately 10' wide (would cut through private property; technically outside of project boundary)	300		X				X					X	3	Medium	ROW is available		
B9	Oakhurst Sidewalks	South	Sidewalk	Residential street, project is providing City of Charlotte standard sidewalk connecting to Walmart sidewalk on Pierson	3200		X		X		X		X		X	X	6	Low	Consider achieving goal of this project through constructing a portion of B27 instead		
B9	Oakhurst Sidewalks	South	Sidewalk	Residential street, project is providing City of Charlotte standard sidewalk along Unaka Ave. connecting to Walmart; requires steps/ramp with switchbacks at the end of Unaka Dr.	5280		X		X		X		X		X	X	6	Low	Consider achieving goal of this project through constructing a portion of B27 instead		
B10	Oakhurst Bicycle Lanes	South	Bicycle	Lanier Drive (Monroe to Independence)-requires bike lane striping	5280		X		X		X		X		X	X	6	Low	Consider achieving goal of this project through constructing a portion of B27 instead		
B10	Oakhurst Bicycle Lanes	South	Bicycle	Lanier Drive - Install bike lanes (striping?) on Buena Vista; and lane reconfiguration on N. Sharon Amity	6400		X		X		X		X		X	X	6	Low	Consider achieving goal of this project through constructing a portion of B27 instead		
B11	Edwards Branch Greenway	South	Greenway	Greenway with connection Edwards Creek at Walmart over to Wendover Road (overlaps with B27 - Independence Trail)	3000	X	X	X			X		X		X	X	8	High	May be first phase of B27.	\$ 750,000	
B12	Westchester Boulevard Sidewalk	North	Sidewalk	Add sidewalk on west side between US-74 and Woodland Dr; add striped crosswalk on Westchester at US-74 (sidewalk installed on east side in 2013).	1100								X		X		2	Low	Might be combined with B2.		
B13	Winfield Drive Sidewalk	North	Sidewalk	Add sidewalk on south side from Woodland Dr to Pierson Dr; upgrade sidewalk on Pierson and Woodland between US-74 and Winfield Dr (sidewalk installed on north side in 2013).	3000								X		X		2	Low			
B14	Driftwood Drive Sidewalk	North	Sidewalk	Add sidewalk on west side from Campbell Dr to existing sidewalk.	1200		X						X				2	Low	May be alternate route for B16 for crossing Albemarle Road.		
B15	Farmingdale Drive Sidewalk Improvements	North	Sidewalk	Upgrade substandard sidewalk/ extend new sidewalk on southeast side from US-74 to Amity Pl; install highly visible crosswalk at Amity Pl intersection	1100								X				1	Low	Request that street maintenance repair existing sidewalk.		

PROJECT ID	LOCATION	NORTH/SOUTH	IMPROVEMENT	PROPOSED PROJECT	LENGTH (FT)	CONNECTIVITY			SAFETY				MOBILITY			COMMUNITY INTEREST		SCORE	PRIORITY	9/23 Workshop Notes	Concept. Cost Est.
						Improves connections between neighborhoods	Improves connections to anchors and services	Connects to or extends other significant ped/bike facilities	Speed limit over 35 MPH	High vehicular traffic volume	Potential for high pedestrian traffic	Provides alt. route to heavy vehicular traffic	Within sub-area 1, 2, or 4	Connects across US-74	Improves connections to transit (existing & future)	Top survey votes	Suggested by public				
B16	McAlpine Creek/Edwards Branch Connector Greenway Phase a: Morningside Dr Edwards Branch to Eastway Dr (incl. B6) Phase b: Eastway Dr to Albemarle Rd Phase c: Albemarle Rd to McAlpine Creek	North	Greenway/Overland Connector	Upgrade sidewalk to 8-ft path along multiple streets (Boston Av, Amity Pl from Boston Av to Farmingdale Dr), add 8-ft sidewalk/path on Amity Pl from Farmingdale Dr to N. Sharon Amity Rd; add 8-ft sidewalk/path on Pierson Dr from N. Sharon Amity Dr to Albemarle Rd; add 8-ft sidewalk/path on Winfield Dr; install hawk signals at Amity Pl/Pierson Dr and Sharon Amity Rd; install hawk signal at Pierson Dr and Albemarle Rd; add sharrows entire length; add signage at key locations	25100	X	X	X	X	X	X	X	X	X	X	X	X	10	High	Segment. Look at alternate routing to cross Albemarle Rd, such as via B14.	Phase a: \$1,150,000 Phase b: \$1,450,000 Phase c: \$2,300,000 Total: \$4,900,000
B17	Woodberry Road Sidewalk	South	Sidewalk	Standard sidewalk from Monroe to Wallace (hilly residential street) (two sides)	7000		X						X				4	Low	Portions of B17 may be accomplished through B27		
B18	Sharon Forest Drive/Laura Drive Sidewalk	North	Sidewalk	Upgrade standard sidewalk on Sharon Forest Dr from US-74 to Briardale Dr; add sidewalk on both sides from Briardale Dr to Dorn Cir; add sidewalk on one side of Dorn Cir; add sidewalk on Laura Dr on south side from Dorn Cir to Wallace Ln; add crosswalk across Briardale Ln at Sharon Forest Dr	1700								X					1	Low		
B19	Margaret Wallace Road Sidewalk	North	Sidewalk	Improve sidewalk from US-74 to Campbell Creek greenway; add highly visible crosswalk at greenway (note: coordinate with possible Harris Bv/Village Lake Dr interchange planned here).	400		X	X		X			X				4	Low	Sidewalk will be rebuilt via reconfiguration of Harris Boulevard interchange.		
B20	Briar Creek Road Sidewalk and/or Bike Facilities	North/ South	Sidewalk	Road reconfiguration from Commonwealth Av to just west of the Arena to connect to future B27 greenway. Reduce lanes via restriping, add bike facilities, possibly wider sidewalks. Investigate extending reconfiguration along Television Pl and Washburn Av to Monroe Rd. Investigate traffic circle at Briar Creek Rd and Commonwealth Av. No new bridge or bridge widening over US-74 (est. cost of new ped bridge: \$4M).	2000	X	X			X	X	X	X	X	X	X	10	High	Consensus was this was feasible.	\$ 2,500,000	
B21	Bojangles Coliseum/Ovens Auditorium Sidewalk Improvements	South	Sidewalk	Sidewalk Infill and rehab, approximately ## LF	3000		X	X			X				X	X	6	Mid	Need to coordinate with redevelopment.		
B22	Pedestrian Bridge at Wallace Lane	North/ South	Pedestrian bridge	Construct ped bridge over US-74 on southern side of Wallace Ln; upgrade sidewalks on both side of Wallace Ln; improve sidewalks approaching ped bridge on US-74; add highly visible crosswalks across Wallace Ln at Briardale Dr	300	X	X		X	X	X		X	X	X		8	Mid-High	Consider some location between B22 and B23. Consider as connection to B27 and then extend via local streets to Campbell Creek Greenway. Long-term.	\$ 1,000,000	
B23	Pedestrian Bridge at Sharon Forest Drive	North/ South	Pedestrian bridge	Construct ped bridge over US-74 at Sharon Forest Dr, either with ramps/stairs on each side of US-74 or extend to Wallace Rd/Woodberry Rd on southwest side	300	X	X		X	X			X	X			6	Mid	Combine with B22. Serves similar goals as B22.		
B24	Pedestrian Bridge at Cross Point Circle	North/ South	Pedestrian bridge	Construct ped bridge over US-74 at Cross Point Cir; connect with sidewalk improvements (B26) and thus to future Irvin Creek greenway and to existing Campbell Creek greenway/McAlpine Creek greenway	300	X			X	X				X	X		6	Mid	Revise scope to combine with B26 as a possible Pedestrian Hybrid Beacon at this location. Coordinate with NCDOT.		

PROJECT ID	LOCATION	NORTH/SOUTH	IMPROVEMENT	PROPOSED PROJECT	LENGTH (FT)	CONNECTIVITY			SAFETY				MOBILITY			COMMUNITY INTEREST		SCORE	PRIORITY	9/23 Workshop Notes	Concept. Cost Est.
						Improves connections between neighborhoods	Improves connections to anchors and services	Connects to or extends other significant ped/bike facilities	Speed limit over 35 MPH	High vehicular traffic volume	Potential for high pedestrian traffic	Provides alt. route to heavy vehicular traffic	Within sub-area 1, 2, or 4	Connects across US-74	Improves connections to transit (existing & future)	Top survey votes	Suggested by public				
B25	Eastway Drive/Wendover Road Bike Facilities	North/ South	Bicycle	Road reconfiguration from Woodland Dr to Monroe Rd. Reduce from 6 to 4 lanes and add separated bike facility each side. Evaluate reconfiguring ramps to/from US-74 from free-flow to signalized intersections.	4700	X	X		X	X	X	X	X	X	X		X	10	High	Look to combine with SELASC projects S2 and S3.	\$ 3,400,000
B26	US 74 Sidewalk	North	Sidewalk/Trail	Construct 8-ft shared use path on each side of US-74 in conjunction with U-2509 improvements	3000				X	X	X				X		X	5	Mid	Add pedestrian hybrid beacon at B24 location.	
B27	Independence Trail Phase a - Chantilly Lane to N Wendover/Eastway Interchange Phase b - Wendover/Eastway Interchange to Shade Valley Phase c - Shade Valley to Mason Wallace Park	South	Sidewalk/Greenway	requires sidewalk in multiple places; requires cut through connections at Glendora to Lantana, Lantana to Eaton and June Dr to Arena; implements crossings at N. Sharon Amity and at Wendover Rd. (HAWK); requires new sidewalk/bike lanes and new multiuse path off streets	20,000	X	X	X	X	X	X	X	X	X	X		X	10	High	Segment. Look to combine with SELASC Project S6 (extension of Wallace Road) to connect with McAlpine Greenway.	Independence Trail Phase a - \$1,900,000 Phase b - \$750,000 Phase c - \$3,150,000 Total - \$5,800,000
B28	McAlpine Creek Sidewalk	North	Sidewalk/Trail	Construct connections from existing/proposed sidewalks and shared-use paths to McAlpine Creek greenway; construct shared-use paths with bridge replacement over McAlpine Creek as part of U-2509					X	X	X			X				5	Low	Coordinate this with NCDOT as they replace the bridge as part of US-74 improvements.	



Appendix B—Community Engagement Summary

Appendix B: Summary of Community Engagement Activities Independence Sidewalk and Bikeway Program

1. Program Overview

The purpose of the City of Charlotte’s Independence Boulevard Sidewalk and Bikeway (ISB) program is to provide pedestrian and bicycle improvements that will enhance neighborhood mobility and accessibility to transit, and community and economic resources throughout the Independence Boulevard corridor. The ISB program evaluates the existing pedestrian and bicycle conditions within the study area and recommends infrastructure projects to improve connectivity, transportation choices, and supports revitalization and well being. More specifically, the ISB program will help meet the goals of the City’s Community Investment Plan and implement the recommendations of the 2011 Independence Boulevard Area Plan (IBAP). The ISB program will help meet these goals by identifying pedestrian and bicycle improvements along existing or proposed streets and greenways. Examples of proposed bicycle and pedestrian projects include:

- New sidewalks and improvements to existing sidewalks
- Bicycle routes, bike lanes, and dedicated bikeways (i.e., cycle tracks)
- Multiuse paths
- Pedestrian hybrid beacon crossings

- Signage to direct pedestrians and cyclists to area anchors (e.g., schools, retail, parks) and other bicycle and pedestrian facilities (e.g., greenways, trails)

The proposed improvements will be designed to meet the City’s Urban Street Design Guidelines.

2. Purpose of Community Engagement

Consulting with the public is crucial to understanding the community’s values and needs, gathering information, and building consensus on transportation programs. Most importantly, public participation makes for better, more informed decisions. The community engagement goals for the study are as follows.

- a. To educate the public on the study’s purpose and process and show them how the results will affect their communities’ infrastructure.
- b. To proactively seek the participation and views of the community so that recommended projects reflect the residents’ desires and needs for bicycle and pedestrian connections.
- c. To integrate community knowledge and experience into the data collection process.
- d. d.) To better understand desired destinations and priorities.
- e. To incorporate citizen feedback, preferences, and input at all levels of the decision making process.
- f. To enhance the current level of public support for the City project.

3. Community Engagement Plan

As a first step, the City and Consultant team developed a community engagement plan, which ensured appropriate actions were undertaken to provide residents and other stakeholders with comprehensive outreach and timely distribution of information. This plan was developed to include these activities to engage the community:

1. Public information materials
2. Event participation
3. Outreach campaign (e.g., social media, surveys)
4. Local leadership and advocacy
5. Council briefings

4. Stakeholder Interviews

Early in the planning process the city and consultant team developed a list of the neighborhood associations within the corridor study area using a list of the contacts from the city's previous planning efforts in the corridor. The neighborhoods were divided into groups based on their proximity to each other and the City and consultant team held stakeholder meetings with community representatives from the respective neighborhoods (e.g., neighborhood association board members) between February and May 2015. At each meeting, City or consultant staff gave an overview of the Community Investment Plan (CIP) goal and SELASC and ISB programs and asked questions of the meeting attendees to receive input on strengths and challenges of living or working in the area as well as opportunities for improvement along the corridor. Representatives from the following neighborhoods participated in the small group interviews:

- | | |
|---|---|
| <input type="checkbox"/> Commonwealth Park | <input type="checkbox"/> Eastway/ Sheffield |
| <input type="checkbox"/> Briar Creek - Commonwealth | <input type="checkbox"/> Woodberry Forest |
| <input type="checkbox"/> Brighton Woods | <input type="checkbox"/> Cedars East |
| <input type="checkbox"/> Wallace Lane | <input type="checkbox"/> Sharon Forest |
| <input type="checkbox"/> Idlewild South | <input type="checkbox"/> Amity Gardens |
| <input type="checkbox"/> Wallace Woods | <input type="checkbox"/> Coventry Woods |
| <input type="checkbox"/> Woodburn Parkview East | <input type="checkbox"/> McClintock Woods |
| <input type="checkbox"/> Fox Ridge | <input type="checkbox"/> Idlewild Farms |
| <input type="checkbox"/> Sheffield Park | <input type="checkbox"/> Winterfield |
| <input type="checkbox"/> Oakhurst Community | <input type="checkbox"/> Burtonwood |

Stakeholders were asked the same questions at each meeting to create consistency in the process and to allow the team to identify themes in responses. Listed below are the small group interview questions along with a summary of the responses:

1) *What do you value/enjoy most about being a part of the Independence Boulevard area?*

- Overwhelmingly, residents enjoy the easy access to downtown and other areas of the City
- The variety of restaurants in the area

2) *What are your major concerns about this corridor?*

- Safety:
 - Cut-through traffic from Independence into neighborhoods along the corridor
 - High speed of traffic at intersections leading into and through neighborhoods

- Neighborhood Sustainability:
 - Community sustainability and stability (property values, homes turning over to rentals, etc.)
 - Removing barriers to improve accessibility and neighborhood stability

3) Are there businesses along Independence Boulevard you would patronize if you had alternative access other than Independence?

- Not many provided answers, but some noted the Super G near Harris Boulevard, Healthy Home Market near Idlewild

4) Are there other improvements you would like to see in the corridor?

- Additional mixed used development
- Improved sidewalks between neighborhoods and safer pedestrian crossings on high volume roads
- More bike lanes and improved bike connectivity
- Traffic calming through the neighborhoods
- Increased focus on economic development along Independence Boulevard
- Safe facilities for neighborhood youth during out-of-school time

Information from these stakeholder sessions was used to develop the list of possible projects, and the city and consultant team used the stakeholder input to help rank and prioritize the projects.

Summaries of the stakeholder meetings were provided to the city by consultant staff of the SELASC program and are included in the

Land Acquisitions and Street Connections Advanced Planning Summary Report (2015).

5. Youth Engagement (East Mecklenburg High School)

On March 6 and May 21, 2015, representatives from the City of Charlotte and the consultant team met with students from two engineering classes to receive input on both the SELASC and ISB programs. The purposes of workshops were to: 1) acquaint the students with the SELASC and ISB programs, 2) help define possible projects in the study area, which includes East Mecklenburg High School, and 3) prioritize the projects to meet the goals of the programs.

At the March 6 workshops, students were asked to break into groups around tables with aerial maps of the project study area. Facilitators (city and/or consultant staff) at each group reminded students that the process was an opportunity to provide recommendations that could impact their daily lives in the area.

Questions that were asked to facilitate discussion included:

- Consider how you get to school and other places you visit within the corridor, and identify street connections that you think would make your trip safer and/or faster.
- Are there places in your neighborhood or on your route to school that are missing sidewalk, or where crosswalk improvements are needed?
- Are there places you visit by car or walking where you would take a bike if you had a safe place to ride?

- Are there other improvements you would like to see in the corridor?

Students marked on the maps the following:

- New street connections
- Sidewalk improvements
- Bike facility needs
- Crossing needs
- Area destinations or other key locations
- Other ideas on improvements in the corridor

A total of 10 small groups were engaged between the morning and afternoon classes. The following projects or themes were noted by at least three of the ten student small groups:

1. Improve crossings on Monroe Rd near East Mecklenburg High School
2. New street/pedestrian connections from neighborhoods southeast of East Mecklenburg High School
3. Better places to eat, go, etc. on Monroe Rd near the high school
4. Bike lanes on Monroe Road
5. Crossings over Independence Boulevard near Glendora (to Wal-Mart) and at Sardis Road North
6. Redevelopment of businesses along Independence Boulevard
7. More parks/recreation/new YMCA near McAlpine Park

The city and consultant staff used the information from the East Mecklenburg High School sessions to help develop potential projects for both the ISB and SELASC programs.

The City and consultant team met with the East Mecklenburg students again on May 21, 2015. At this workshop, the students reviewed maps showing the possible projects suggested by not only the students, but also those identified in the Independence Boulevard Area Plan and those suggested by other stakeholders during this planning process.

The students were again placed in small groups with city or consultant staff as facilitators in each group. The facilitator then marked projects receiving the most votes in the group, and initiated small group discussions on why those projects seemed to be most important. Each small group then presented their priorities to the class. The following Street Connections projects received the top votes across all student groups:

- S3 Wendover Pierson Frontage Road
- S4 Pierson Drive Extension
- S5 Idlewild Farmingdale Frontage Road
- S13 Wheeler Drive/Burtonwood Circle Connector
- S11 McAlpine Park Drive Extension
- S10 Northeast Parkway
- S12 Rocky Falls Road Extension

The following Sidewalk and Bikeway project received top votes from the students:

- B1 Monroe Road Bike Lanes
- B3 Sharon Amity Road Bike Lanes
- B7 Sardis Road and Sardis Road North Bike Lanes
- B8 Beechdale Drive Sidewalk Path

(Subsequent to the student workshops, projects S12, B3 and B7 were redirected for evaluation under other City programs since these projects were outside of the ISB study area.)

Summaries of the workshops with the East Mecklenburg High School students were provided to the city by consultant staff and are attached to this document as Attachment CE-1.

6. City Website, Social Media

The City of Charlotte maintains a program website for ISB that includes information on the ISB program, links to other east area capital programs, announcements and summaries of public workshops, and contact information for citizens to reach the City program managers. The ISB website is also part of the Charlottefuture.com webpage. In addition, the website hosted online surveys that helped obtain more detailed input from residents and businesses. The ISB website is also part of the Charlottefuture.com webpage. Announcements of open house public meetings in June and October were also made on the City of Charlotte Twitter account (@CLTgov) and the Charlotte Department of Transportation Twitter account (@CharlotteDOT).

Consultant staff and city staff distributed emails to the neighborhood stakeholders as part of the outreach efforts outlined

in Section 1 above, requesting that they and their neighbors attend the open house public meetings.

7. Spanish Language Outreach

City of Charlotte staff conducted interviews with Spanish radio stations and the program was featured in local Spanish newspapers. Spanish speaking staff was also available at the open house meetings and at other public meetings. Public meeting materials, such as handouts and surveys, were also translated into Spanish.

8. Community Meetings (Open House Meetings)

The city held two open house meetings – one in June 2015, and the other in October 2015 – to review project planning and prioritization with community stakeholders. Both open house meetings were conducted jointly by SELASC and ISB staff and featured information on other city and state transportation projects such as the Monroe Road streetscape, the CATS Silver Line study, and NCDOT’s improvements to US-74. Summaries of these workshops are included in Attachment CE-2.

First Open House Community Meeting

The first open house was held on June 23, 2015, and was conducted jointly with the ISB program. The purpose of the June open house was to: 1) acquaint the public on the SELASC and ISB programs, 2) present the preliminary list of projects and collect community feedback on what are the top projects that meet the goals of the programs, and 3) identify additional projects for consideration in the programs.

The city mailed over 10,000 postcards advertising the open house to addresses in the project study area. Approximately 130 to 150 individuals attended. Attendees were given the opportunity to provide input on their desired routes for walking and cycling, review maps showing potential new street connections and pedestrian and bikeway improvements, and complete a survey that asked them to identify their top project to improve connectivity, economic development and safety. Information from the surveys conducted at the open house was combined with a similar online survey conducted by the city during the same period (see section 9 below)

Overall, attendees gave the open house high marks in exit surveys. Bicycle and pedestrian projects B1 (Monroe Road Bicycle Facilities), B16 (McAlpine Creek/Edwards Branch Connector Greenway¹), B6 (Commonwealth Avenue Bicycle Facilities) were highly ranked by the open house participants. Project B2 (Pedestrian Bridge over US-74 near Dresden Drive) was the only bicycle/pedestrian project that was rated as undesirable by the open house participants.

A summary of the June 23, 2015 open house was provided to the city and is provided as Attachment CE-2. Information from the June open house was used to add new projects to be evaluated, and to help rank and prioritize the projects.

Second Open House Community Meeting

A second open house was held on October 27, 2015. The purpose of the October open house was to present the recommended projects that most closely align with the program goals. As with the June

¹ Project B16 was later renamed Independence Trail North

meeting, the city mailed over 10,000 postcards advertising the open house. Approximately 95 people attended.

A summary of the October 27, 2015 open house was provided to the city as is included in Attachment CE-2. Information from the October open house will be used to develop concepts and refine the community outreach efforts as the various projects move into planning and design.

9. Surveys

During the June 23, 2015 open house, participants were asked to review the potential street connection and sidewalk and bicycle projects and select up to five projects they believed were best for:

- improving connectivity,
- promoting economic development,
- enhancing safety, and
- most important overall.

At the June open house, multiple attendees asked that the project prioritization survey be included online to allow those who could not attend the open house an opportunity to provide their input. The survey was modified to include a copy of the project map with potential projects, and to include a final question on which projects people liked or did not like, similar to the question on the exit survey from the June 23 open house.

Between July 7 and July 27, 118 individuals completed the online survey. The data from this survey were combined with the data from the June 23 open house project prioritization and exit surveys, for a total of nearly 200 surveys submitted. Projects B1 (Monroe

Road Bicycle Facilities), B16 (McAlpine Creek/Edwards Branch Greenway Connector), B6 (Commonwealth Avenue Bicycle Facilities), B2 (Pedestrian Bridge over US-74 near Dresden Drive), B11 (Edwards Branch Greenway) and B9 (Oakhurst Sidewalks) were ranked as most important by the respondents. Project B2 was the only bicycle/pedestrian project noted by multiple survey respondents as **not** desired. Survey respondents also recommended sidewalk and bicycle enhancements along Briar Creek Road and improved connections to Ovens Auditorium and Bojangles Coliseum. The information from these surveys was used by both the SELASC and ISB programs as one criterion to rank the projects.

Results and findings for each question from the survey were included in the consultant summary of the June 23, 2015 open house submitted to the city, and are included in Attachment CE-2.

10.Coordination with Other East Projects

City staff and their consultants also coordinated with other City of Charlotte projects, such as having static displays and staff available at other public events. This included the Charlotte bicycle festival, public meetings for the CATS Silver Line, as well as the Central/Albemarle/Shamrock Community Neighborhood Improvement Program public meetings.

11.Use of Community Input

As noted, projects suggested by the public were included and evaluated under the ISB program. Public feedback was used to rank and prioritize the projects. Finally, the feedback will be used to further refine the community outreach efforts as the recommended projects proceed into planning and design.

Moreover, for projects outside of the scope of the ISB (either beyond the project limits, or covered by another city capital program or department), the information was forwarded to the appropriate parties for their consideration.

Attachment CE-1

East Mecklenburg High School Workshops Summary



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704 553 6151 fax



Southeast Land Acquisitions and Street Connections
East Mecklenburg High School Workshops Summary
Page 2

Workshops Summary

Date: June 9, 2015

To: Chris Johnson, American Engineering – Southeast

From: Travis Pollack, AECOM

Subject: Southeast Land Acquisitions and Street Connections (SELASC) and Independence Sidewalk and Bikeway (ISB) – East Mecklenburg High School Workshops, March 6, 2015 and May 21, 2015

Below is a summary of workshops held with two engineering classes of Mr. Mariano and Mr. Ngyuyen at East Mecklenburg High School, as part of the SELASC and ISB projects. City and consultant staff met with morning and afternoon classes. Each class was divided into five small groups with approximately 5 to 6 students in each group.

Workshop facilitators included representatives from American Engineering, AECOM, the Lee Institute, Charlotte-Mecklenburg Planning, Engineering and Property Management, and Charlotte Department of Transportation.

The purposes of workshops were: 1.) to acquaint the students about the SELASC and ISB programs, 2.) help define possible projects in the study area, which includes East Mecklenburg High School, and to prioritize the projects to meet the goals of the programs.

March 6, 2015 Workshop

After an overview of the City's programs, students were asked to break into groups around tables with aerial maps of the project study area. Facilitators (City and/or consultant staff) at each group reminded them that this is an opportunity to provide recommendations that impact their daily lives in the area.

Questions that were asked to facilitate discussion included:

- Consider how you get to school and other places you visit within the corridor, and identify street connections that you think would make your trip safer and/or faster.
- Are there places in your neighborhood or on your route to school that are missing sidewalk, or where crosswalk improvements are needed?
- Are there places you visit by car or walking where you would take a bike if you had a safe place to ride?
- Are there other improvements you would like to see in the corridor?

Students marked on the maps the following:

- New street connections
- Sidewalk improvements
- Bike facility needs
- Crossing needs

- Area destinations or other key locations
- Other ideas on improvements in the corridor

After approximately 30 minutes, each student group presented their findings.

A total of 10 small groups were engaged between the morning and afternoon classes. The following projects or themes were noted by at least three of the ten student small groups:

1. Improve crossings on Monroe Rd near East Meck HS
2. New street/pedestrian connections from neighborhoods southeast of East Meck HS
3. Better places to eat, go, etc. on Monroe Rd near HS
4. Bike lanes on Monroe Rd
5. Crossings over Independence Bv near Glendora (to Wal-Mart) and at Sardis Road North
6. Redevelopment of businesses along Independence Boulevard
7. More parks/recreation/new YMCA near McAlpine Park

The following are all of the projects/ideas from the students at the workshop.

- Improve crossings on Monroe Road near East Meck HS
- Sidewalk connections to neighborhoods leading into region/better direct street connections
- Direct street connections from McMullen Road, Rama Road, Old Lantern Way (SW of East Meck HS)
- Heavy traffic at peak hours (before/after school, before/after events)
- Parks not used by students
- No sidewalks, heavy traffic near Randolph Middle School, Water Oak Rd
- Crosswalks needed Water Oak Road, Sharon Amity Road
- Walking -- Woodberry Road near Monroe
- Bike Lane Usage -- Sardis Road
- No walking mostly driving to shopping center--Sardis Rd North, Monroe
- Midblock crossing safety concern, Kids don't use crosswalk Near Independence Shopping Center
- Full Sidewalk on 1 side, partial sidewalk on other side-- Wallace Rd & E Independence Blvd
- Better places to go (eat, etc.) on Monroe -- Near East Meck HS
- Better pedestrian crossings on Monroe
- Crosswalk on Monroe (EZ Mart, Captain Steve's Fish Camp) near Timber Springs Drive
- Add bike lanes to Monroe, 2 groups noted Rama as well
- Potential HAWK signal, difficult to cross 4 lanes (near Valley Haven Drive)
- Street Connections -- Rocky Falls Rd & Thermal Rd, Piccadilly Rd & Burtonwood Cr
- Add Signal, Improve Sidewalk, Bike Lanes -- Monroe Road & Statewood Rd
- Crossing improvements along Sharon Amity Rd
- Crossings over Independence Bv near Glendora, Sardis Rd North
- Sidewalk improvements on Monroe Road

- New Streets to parallel Independence (location not clear)
- Bike Lane on Sharon Amity Road between Randolph and Delane
- Alleviate congestion on Sardis Rd North
- Alleviate congestion at Monroe Rd/Wendover intersection
- Alleviate conditions and Sharon Amity/Independence intersection
- Improve access to Oakhurst Park
- Continuous sidewalk near car dealerships -- Independence Bv northeast of Idlewild
- Improve access to Bojangles Coliseum
- Movie theatre
- Connection to new Wal-Mart (via Pierson Dr from Monroe Rd)
- Redevelopment of businesses along Independence corridor
- More parks/recreation, things to do after school - new YMCA near McAlpine Park
- New streets parallel to Monroe Rd connect to Sardis Rd North
- Update school traffic flow at East Meck HS
- Traffic congestion on Monroe Rd near East Meck HS
- Neighborhood street lighting
- Planting strips/buffers
- New bridge crossing over US-74 Location unclear, perhaps near East Meck HS
- Bowling alley near Briar Creek Rd
- Bridge over US-74 near WT Harris - connect to streets SW of US-74
- CATS train - on CSX
- Fill in sidewalk gaps along Rama Road
- Speed limit change at Idlewild Rd near Drifter Dr
- Congestion at Margaret Wallace/Idlewild Rd
- Extend Sardis Rd North (NE of Independence Bv)
- Sidewalk on Independence Bv near Krefeld Dr
- Left turn lanes on Idlewild Rd (between WT Harris and US-74)
- Traffic calming on Pinecrest (Plaza/Commonwealth Area)
- Parking/bike lanes on Commonwealth Dr
- Right turn lane on Monroe Road in front of East Meck HS

May 21, 2015 Workshop

The City and consultant team met with the East Mecklenburg students again in May. At this workshop, the students reviewed maps showing the possible projects suggested by not only the students but also those identified in the Independence Boulevard Area Plan and those suggested by other stakeholders during this planning process.

The students were again placed in small groups of 5 to 6 with city or consultant staff as facilitators in each group. Each student was provided a sheet with all of the projects shown in Map 1. Students marked on the sheets up to 10 projects they considered to be most important for the corridor. The facilitator then marked which projects had received the most votes in the group, and the group discussed why those projects seemed to be most important. Each group then presented their findings to the class.

The top projects selected by each group are listed in Table 1. The total votes for all projects are shown in Table 2. The Street Connection projects with the most votes include S3, S4, and S5. The other Transportation Projects with the most votes include T1, T2, and T3. Bicycle and Sidewalk projects with the highest votes include B1, B7 and B3.

Table 1. Top Projects by Group, AM and PM Class Groups

AM 1	AM 2	AM 3	AM 4	PM 1	PM 2	PM 3	PM 4	PM 5
S4	S13	S13	S3	S3	T1	S5	S4	S3
S3	S12	T1	S1	S4	T2	S11	S5*	T1
S15	B1	B1	T1	S10	T3	T1	T1*	T2
T2	B4	B5	B8	T3	B1	B1	T2*	B1
B5	B7	B8		B1	S5	B2	B1*	B7
							B3*	
							B7*	

*All tied

Table 2. Total Votes, All Possible Projects

Votes – AM Class	Votes – PM Class	Total Votes	Street Connections
4	2	6	S1 Coliseum Drive Extension
3		3	S2 Waterman/Eastway Frontage Road
11	11	22	S3 Wendover Pierson Frontage Road
10	10	20	S4 Pierson Drive Extension
5	12	17	S5 Idlewild Farmingdale Frontage Road
2	5	7	S6 Wallace Road Extension
3	6	9	S7 Dwight Street Extension
1	2	3	S8 Piney Grove Road Extension
	1	1	S9 Whitfield Drive Extension
4	6	10	S10 Northeast Parkway
7	5	12	S11 McAlpine Park Drive Extension
6	4	10	S12 Rocky Falls Road Extension
10	3	13	S13 Wheeler Drive/Burtonwood Circle Connector
3	2	5	S14 Pleasant Drive/Fox Run Drive Connector

Votes – AM Class	Votes – PM Class	Total Votes	Street Connections
6	2	8	S15 Green Gable Court Extension
1	2	3	S16 Dion Avenue – Remove Closure
			Transportation Improvements
10	15	25	T1 Left Turn Lanes/Idlewild Road
10	19	29	T2 Conference Drive/Monroe Road
9	16	25	T3 Monroe Road Right Turn Lane @ Englewood Avenue
1		1	T4 Fugate Avenue Closure @ Independence Blvd
1	10	11	T5 Traffic Calming on Pinecrest Avenue
			Pedestrian/Bikeway Improvements
10	19	29	B1 Monroe Road Bike Lanes
1	5	6	B2 Pedestrian Bridge @ Dresden Drive
4	12	16	B3 Sharon Amity Road Bike Lanes
4	5	9	B4 Rama Road Bike Lanes
8	6	14	B5 Wallace Lane Sidewalk
	3	3	B6 Commonwealth Avenue Bike Lanes
18	10	28	B7 Sardis Road and Sardis Road North Bike Lanes
5	5	10	B8 Beechdale Drive Sidewalk Path





Attachment CE-2
Community Workshop Summaries



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**Southeast Land Acquisitions and Street Connections (SELASC) and
 Independence Sidewalk and Bikeway (ISB) Programs**

June 23, 2015 Open House Public Meeting Summary

On June 23, 2015 the City of Charlotte and their consultants conducted an open house meeting for the Southeast Land Acquisitions and Street Connections (SELASC) and Independence Sidewalk and Bikeway (ISB) Programs.

The purposes of open house were: 1.) to acquaint the public on the SELASC and ISB programs, 2.) to present the preliminary list of projects and collect community feedback on what are the top projects that meet the goals of the programs, and 3.) determine additional projects for consideration in the programs.

1. Meeting Logistics

1.1. Project Team

The city and their consultants -- American Engineering, Lee Institute, AECOM, Kimley-Horn and Associates, and Amy Steinmetz -- planned the open house meeting. Staff and consultants had name tags and staffed specific stations, acted as meeting ambassadors, or were floaters to help answer questions as needed. The project team included the following people.

City of Charlotte

Sonji Mosley
 Derrel Poole
 Felix Obregon
 Tim Greene
 Alysia Osborne
 Bette Frederick
 Denise Coleman

Consultants

Chris Johnson
 Lori Molitor
 Marianne Moseley
 Greg Evans
 Ben Pickering
 Meredith Schaub
 Anna Dale
 Chrystal Joy
 Travis Pollack
 Dylan Turner

In addition the following were present to answer questions about other city or state transportation projects in the study area.

- Jason Lawrence, Charlotte Area Transit System (Southeast Corridor)
- Scott Correll, Charlotte Department of Transportation (Charlotte Walks)
- Sam Barber, Charlotte Engineering & Program Management (Monroe Road Streetscape)
- Stuart Basham, NC Department of Transportation (US-74 Improvements)

1.2. Meeting Announcements

The city mailed over 10,000 postcards to addresses in the project study area advertising the open house. The open house was also advertised on the respective program web pages. The consultants also sent emails to approximately 30 neighborhood leaders advertising the meeting, allowing those individuals to send additional emails and make post on social media to their neighborhoods. Finally, the city created and posted approximately 40 road signs in the corridor 48 hours before the open house.

1.3. Meeting Format

The meeting was an open house format where stakeholders could drop in anytime between 5:00 PM and 7:30 PM. The meeting was held at Ovens Auditorium (2700 East Independence Boulevard).

2. Open House Proceedings

The Welcome station was located in the lobby of Ovens Auditorium, where attendees were asked to sign in, take handouts on the project, and wait for an Ambassador to take them upstairs. After signing in, attendees were escorted by an Ambassador to the main open house floor and escorted to each of the open house stations. Some stations were for information only, while others were for interaction with staff and to provide input.

112 individuals signed in to the meeting. However, staff noted that several people attended as a couple or as a family, and not every person signed in. Staff estimate that approximately 130 to 150 people attended the open house.

2.1. Room Layout and Stations

The upstairs area at Ovens Auditorium had six stations related to the two programs, along with four additional stations with information on other projects. The table below provides additional information for each station.

Table 1. Open House Stations

Station	Information Provided and/or Feedback Collected
1. Welcome	Sign-in, program information, map of potential projects, exit survey
2. Program background	Board describing the two programs, map of the program study area
3. What We Have Heard So Far	Bullets on high level themes heard during the stakeholder outreach process
4. Where Do You Go? Where Do You Want to Go?	Interactive mapping exercise where residents note where they currently walk or bicycle or where they wish to walk or cycle
5. East Mecklenburg High School Students Input	Board with information on ideas heard from sessions with East Mecklenburg High School students
6. Project Prioritization	Attendees select the projects they think are most important
7. What Else Do We Need to Know?	Map where residents can add notes on additional input, also complete exit survey and place in survey box
8. Monroe Road Streetscape	Information on other City/State projects within study area
9. Charlotte Walks	
10. NCDOT U-209 Improvements	
11. CATS Southeast Corridor Transit Study	

2.2. Bicycle and Pedestrian Station Feedback

At this station, the sidewalk and bicycle advance planning program staff interacted with the open house attendees to get feedback on where they walk and cycle today, and where they would like to go in the future. This information will help with developing and prioritizing the sidewalk and bicycle facility projects.

Attendees could note their origins and destinations by both an interactive map via a touch screen, and/or on a static map. The following notes were developed from the community input at this station.

- Desire for east/west greenway running in between Monroe Rd. and Independence Blvd.

- Bike and Pedestrian crossings for Independence Blvd. was heard multiple times
- Conflicting opinions as to whether or not Monroe Road should have bike lanes, preferred by some, others would prefer bike lanes on side streets
- Activity at meeting focused on area nearest Owen’s Auditorium
- Pedestrian access to Chantilly Montessori school was a priority for many
- Many people wanted bike access along Monroe Road or just off of Monroe Road all the way into uptown
- Desire for bike and Pedestrian access over to Central/Plaza Midwood area

More specific, neighborhood street requests are shown on the map attached to the end of this summary.

2.3. Project Prioritization Survey Station

At the open house, attendees were asked to select up to five projects they believed were best for:

- improving connectivity,
- promoting economic development,
- enhancing safety, and
- most important overall.

Participants were allowed to skip questions, and participants could also note additional projects they wished to be considered. Attendees used a touch screen to select projects; however, due to the large number of attendees at the open house, paper copies of the project survey were also distributed. 32 individuals completed the survey using the touch screen, while an additional 45 paper surveys were submitted, for a total of 77 surveys submitted. (It should be noted that four paper surveys included sheets with more than five projects selected, and were not included.) Table 2 shows the 10 projects that received the most selections with the prioritization survey for each category listed above.

Table 2. Top Projects Selected by Open House Participants (June 23, 2015)

Rank	Connectivity	Economic Development	Safety	Most Important
1	B1 (Monroe Rd Bike Fac)			
2	L3 (Fugate Ave)	L3 (Fugate Ave)	L3 (Fugate Ave)	L3 (Fugate Ave)
3	B16 (McAlpine Crk/Edwards)	L2 (Coliseum Dr)	B6 (Commonwealth Ave Bike Fac)	L2 (Coliseum Dr)
4	B6 (Commonwealth Ave Bike Fac)	B6 (Commonwealth Ave Bike Fac)	B16 (McAlpine Crk/Edwards)	B16 (McAlpine Crk/Edwards)
5	S1 (Coliseum Dr Ext)	B11 (Edwards Branch)	L2 (Coliseum Dr)	B6 (Commonwealth Ave Bike Fac)
6	B11 (Edwards Branch)	B16 (McAlpine Crk/Edwards)	B4 (Rama Rd Bike Fac)	S3 (Wendover/Pierson Frontage)
7	L2 (Coliseum Dr)	L5 (Sharon Amity Interchange)	B3 (Sharon Amity Rd Bike Fac)	S1 (Coliseum Dr Ext)
8	S3 (Wendover/Pierson Frontage)	S3 (Wendover/Pierson Frontage)	B11 (Edwards Branch)	L1 (Chesterfield Ave)
9	S4 (Pierson Dr Ext)	S1 (Coliseum Dr Ext)	S4 (Pierson Dr Ext)	B4 (Rama Rd Bike Fac)
10	B4 (Rama Rd Bike Fac)	B10 (Oakhurst Bike Lanes)	S1 (Coliseum Dr Ext)	B2 (Ped Bridge/Dresden Dr)

Projects with fewer than 10 selections in italics. Projects in **red** are top ten projects in all four categories. Includes only projects selected during the open house and does not include results from online survey.

Because several individuals requested that the project survey be placed online, the City placed a link to a modified version of the project survey on the SELASC website. The full results of both the online and June 23 open house project surveys are discussed in Section 3 below.

2.4. Map and Post-It Notes Feedback

The last station (“What Else Do We Need to Know?”) included a map of the project corridor along with several sticky note pads where residents could add any additional suggestions, questions, or comments. Nearly all of the comments were also noted in project prioritization surveys, exit surveys, and at the sidewalk and bicycle feedback station. Comments transcribed from the map are attached at the end of this summary.

2.5. Exit Survey

Open House participants were requested to complete an exit survey to determine their satisfaction with the information presented, what additional projects they would like to be considered, and what projects

they do not like. Findings from the exit survey are listed below.

- 78 Exit Surveys submitted
- 40 percent learned of the meeting from the mailer
- 37 percent learned of meeting through neighborhood website/email
- Some noted road signs and word-of-mouth
- Nearly all live in corridor
- Less than half work/attend school in corridor
- Average score for the meeting: “Well” (6 on a scale of 1 through 8)

Additional projects that were noted on at least five exit surveys include:

- Close Fugate Avenue
- Bicycle and pedestrian connections to Bojangles Coliseum
- Sidewalk and bicycle improvements on Briar Creek Road over US-74
- Light rail transit
- Redevelopment around Ovens Auditorium and Bojangles Coliseum
- Traffic calming on Rama Road
- Monroe Road sidewalk and streetscape improvements

Projects that multiple attendees noted as undesirable on their exit survey:

- Dwight Street Extension (S7)
- Pedestrian Bridge at Dresden Drive (B2)
- Wheeler Drive/Burtonwood Circle Connector (S13)

2.6. Online Survey

Multiple open house attendees asked that the project prioritization survey be included online to allow those who could not attend the open house an opportunity to provide their input. The survey was modified to include a copy of the project map with potential projects, and to include a final question on projects that people did not like, similar to the question on the exit survey from the June 23 open house.

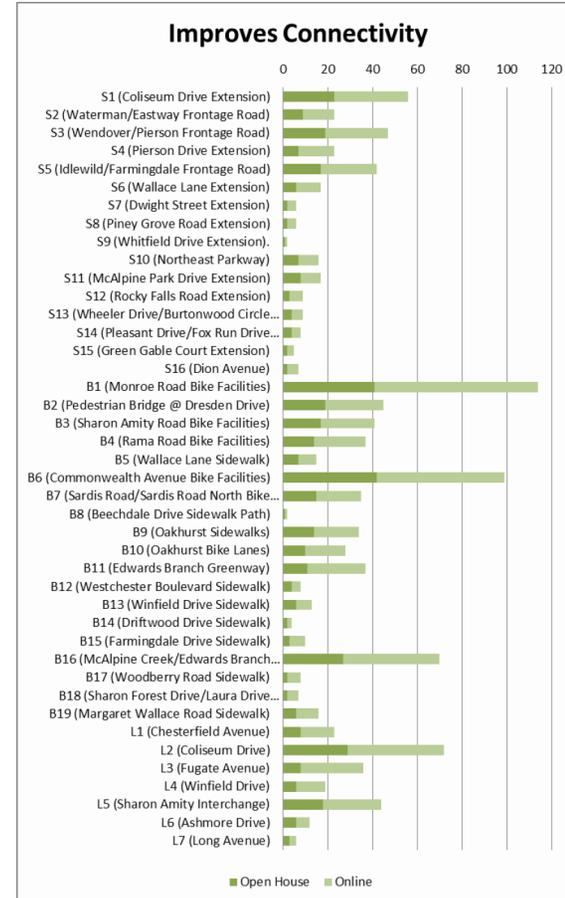
Between July 7 and July 27, 118 individuals completed the online survey. The online survey results were similar to the results from the June 23 open house, except that far more individuals included information on projects they did **not** wish to see. The data from this survey were combined with the data from the June 23 open house project prioritization and exit surveys (see Section 3 below).

3. Results from All Surveys

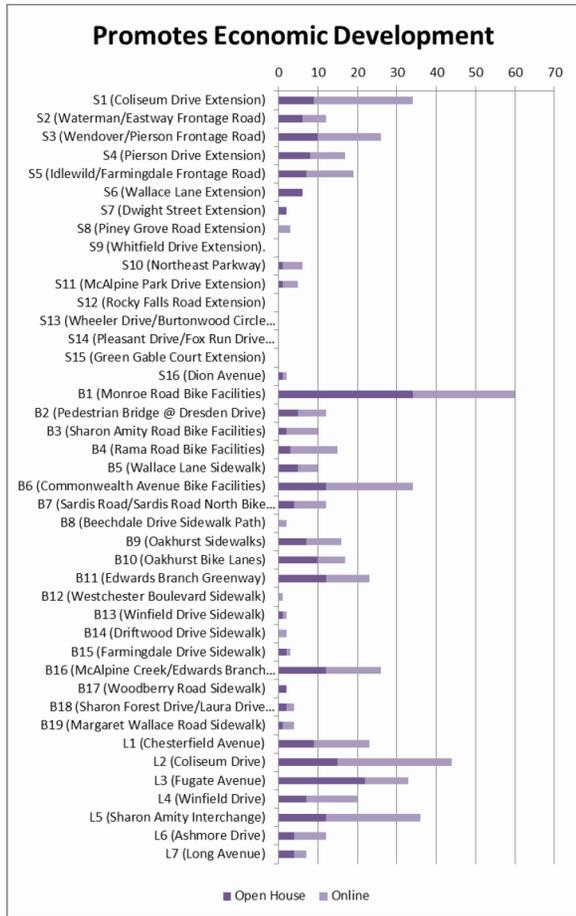
The data from the open house project prioritization survey, exit survey, and the online project prioritization survey were evaluated. Below are the data from the surveys in bar graphs.

It should be noted that participants were allowed to skip questions. Moreover, at least one Open House participant completed both an electronic and hardcopy survey. Some open house attendees may have completed the survey at the meeting and then again online. However, the online survey was set to only allow one survey per IP address, thus reducing the possibility of “ballot stuffing”.

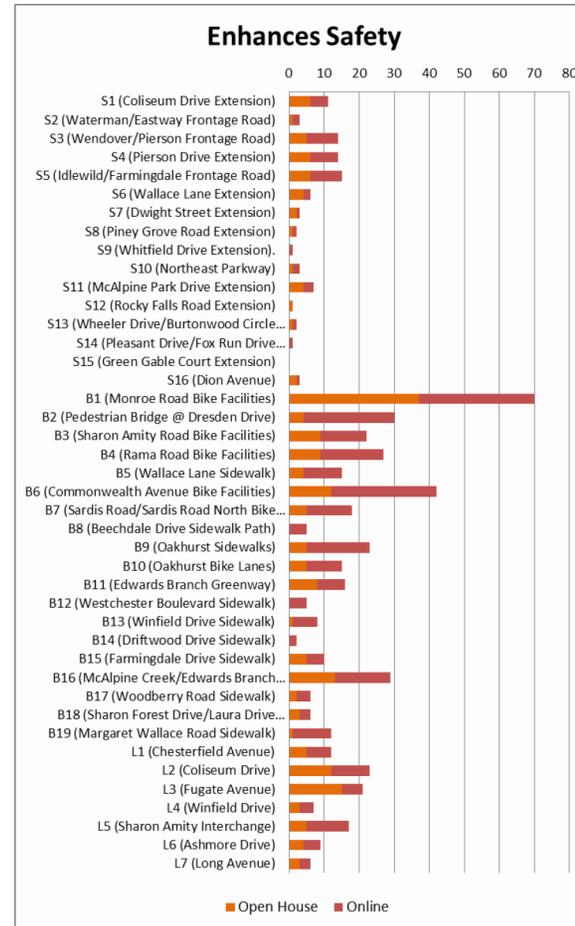
Improving Connectivity: “Looking at the project map, please select up to five (5) projects that you think are best for improving connectivity. Please remember that there are three different categories of projects -- you may select from all three categories, or just one or two categories. S = New street connections B = Bicycle and Sidewalk improvements L = Land acquisitions”



Promoting Economic Development: "Looking at the project map, please select up to five (5) projects that you think are best for promoting economic development. Please remember that there are three different categories of projects -- you may select from all three categories, or just one or two categories. S = New street connections B = Bicycle and Sidewalk improvements L = Land acquisitions"



Enhancing Safety: "Looking at the project map, please select up to five (5) projects that you think are best for enhancing safety. Please remember that there are three different categories of projects -- you may select from all three categories, or just one or two categories. S = New street connections B = Bicycle and Sidewalk improvements L = Land acquisitions"



Most Important for the Community: "Looking at the project map, please select up to five (5) projects that you think are most important for the community. Please remember that there are three different categories of projects -- you may select from all three categories, or just one or two categories. S = New street connections B = Bicycle and Sidewalk improvements L = Land acquisitions"

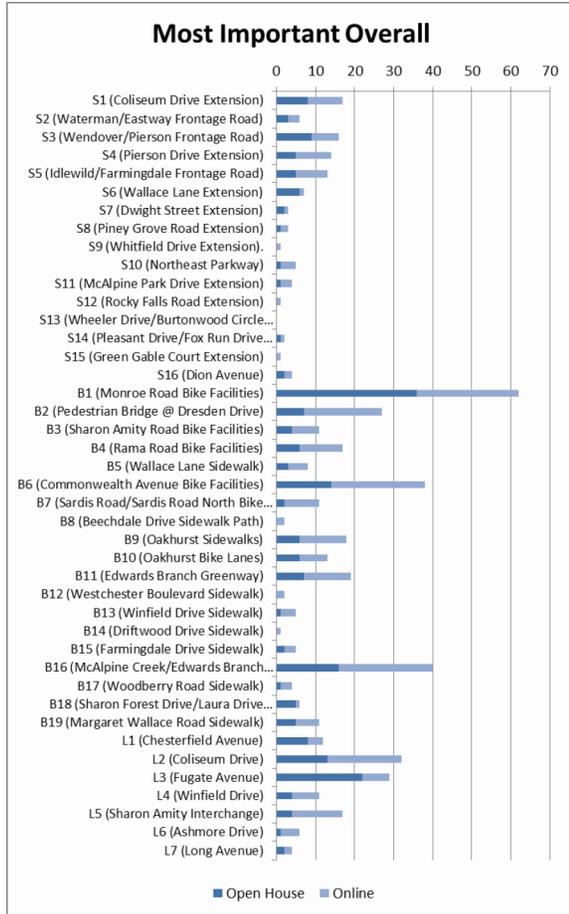


Table 3 lists the top 10 projects in all four categories from both the Open House and online surveys.

Table 3. Top Projects Selected (from Open House and Online Surveys)

Rank	Connectivity	Economic Development	Safety	Most Important
1	B1 (Monroe Road Bike Facilities)			
2	B6 (Commonwealth Avenue Bike Facilities)	L2 (Coliseum Drive)	B6 (Commonwealth Avenue Bike Facilities)	B16 (McAlpine Creek/Edwards Branch Connector Greenway)
3	B16 (McAlpine Creek/Edwards Branch Connector Greenway)	L5 (Sharon Amity Interchange)	B2 (Pedestrian Bridge @ Dresden Drive)	B6 (Commonwealth Avenue Bike Facilities)
4	L2 (Coliseum Drive)	S1 (Coliseum Drive Extension)	B16 (McAlpine Creek/Edwards Branch Connector Greenway)	L2 (Coliseum Drive)
5	S1 (Coliseum Drive Extension)	B6 (Commonwealth Avenue Bike Facilities)	B4 (Rama Road Bike Facilities)	L3 (Fugate Avenue)
6	S3 (Wendover/Pierson Frontage Road)	L3 (Fugate Avenue)	B9 (Oakhurst Sidewalks)	B2 (Pedestrian Bridge @ Dresden Drive)
7	L3 (Fugate Avenue)	S3 (Wendover/Pierson Frontage Road)	L2 (Coliseum Drive)	B11 (Edwards Branch Greenway)
8	B2 (Pedestrian Bridge @ Dresden Drive)	B16 (McAlpine Creek/Edwards Branch Connector Greenway)	B3 (Sharon Amity Road Bike Facilities)	B9 (Oakhurst Sidewalks)
9	B11 (Edwards Branch Greenway)	B11 (Edwards Branch Greenway)	L3 (Fugate Avenue)	S1 (Coliseum Drive Extension)
10	L5 (Sharon Amity Interchange)	L1 (Chesterfield Avenue)	B7 (Sardis Road/Sardis Road North Bike Facilities)	B4 (Rama Road Bike Facilities)

Projects in red are top ten projects in all four categories. Includes surveys completed at the open house and online.

Additional Projects: The survey also allowed participants to select “other” under the above questions to include other projects they wished to be considered. The following projects were noted by multiple persons both at the June 23 open house and via the online survey:

- Close Fugate Avenue
- Improve pedestrian and bicycle amenities on Briar Creek Road over US-74
- Acquire businesses along Commonwealth Drive near Pinecrest
- Better pedestrian connections to Ovens Auditorium and Bojangles
- Acquire empty businesses along Independence Boulevard

Projects Not Liked: Both on the Exit Survey at the open house and on the online Project Prioritization Survey, participants were asked to list any projects they did **not** like, and to include an optional explanation. Below is a list of the projects noted by at least five survey participants.

- S2 (Waterman/Eastway Frontage Road) -- 21
- S1 (Coliseum Drive Extension) -- 17
- S12 (Rocky Falls Road Extension) -- 12
- S13 (Wheeler Drive/Burtonwood Circle Connector) -- 11
- S14 (Pleasant Drive/Fox Run Drive Connector) -- 8
- S7 (Dwight Street Extension) -- 7
- B2 (Pedestrian Bridge @ Dresden Drive) -- 6

4. Next Steps

The information from the Open House and online Project Prioritization Survey will be used by the programs to determine projects that might be included for evaluation, and to help evaluate and rank the projects.

After project evaluation and ranking, the City will conduct another public meeting to inform the public of the projects that have been selected for implementation.

Attachments:

1. Project Map and List
2. Mapped data from Sidewalk and Bicycle Interactive Station
3. Notes from Map/Sticky Note Comment Station
4. Photos from Open House

Suggest Projects as of June 2015



NEW STREET CONNECTIONS

- S1 (Coliseum Drive Extension)** - Project would upgrade Coliseum Drive to include sidewalk & bike facilities (complete street) and extend the road to connect to Commonwealth Avenue.
- S2 (Waterman/Eastway Frontage Road)** - Project would create a new street connection from Eastway Drive to Waterman Avenue.
- S3 (Wendover/Pierson Frontage Road)** - Project would create a new street connection from Eastway Drive thru Walmart parking lot to Pierson Drive.
- S4 (Pierson Drive Extension)** - Project would extend Pierson Drive from dead-end at Walmart to Monroe Road.
- S5 (Idlewild/Farmingdale Frontage Road)** - Project would create new connection from Idlewild Road to Farmingdale Drive.
- S6 (Wallace Road Extension)** - Project would extend Wallace Lane south to create new connection to Village Lake Drive.
- S7 (Dwight Street Extension)** - Project would extend Dwight Street to create new connection to Independence.
- S8 (Piney Grove Road Extension)** - Project would extend Piney Grove Road to create new connection to Margaret Wallace Lane via St. Peter's Lane.
- S9 (Whitfield Drive Extension)** - Project would extend Whitfield to connect to Independence Square Shopping Center.
- S10 (Northeast Parkway)** - Project would create new connection from the future extension of Sardis Road to Wallace Lane.
- S11 (McAlpine Park Drive Extension)** - Project would extend McAlpine Park create new connection to Monroe Road.
- S12 (Rocky Falls Road Extension)** - Project would extend Rocky Falls Road to Jodhpur Court to complete a new neighborhood street connection to Monroe Road.
- S13 (Wheeler Drive/Burtonwood Circle Connector)** - New road would create a neighborhood street connection.
- S14 (Pleasant Drive/Fox Run Drive Connector)** - New road would create a neighborhood street connection.
- S15 (Green Gable Court Extension)** - Project would extend Green Gable Road from Sardis Road to Covedale Drive to provide alternative route to Monroe Road.
- S16 (Dion Avenue)** - Project would remove existing street closure to reconnect neighborhoods.

SIDEWALK/BIKEWAY PROJECTS

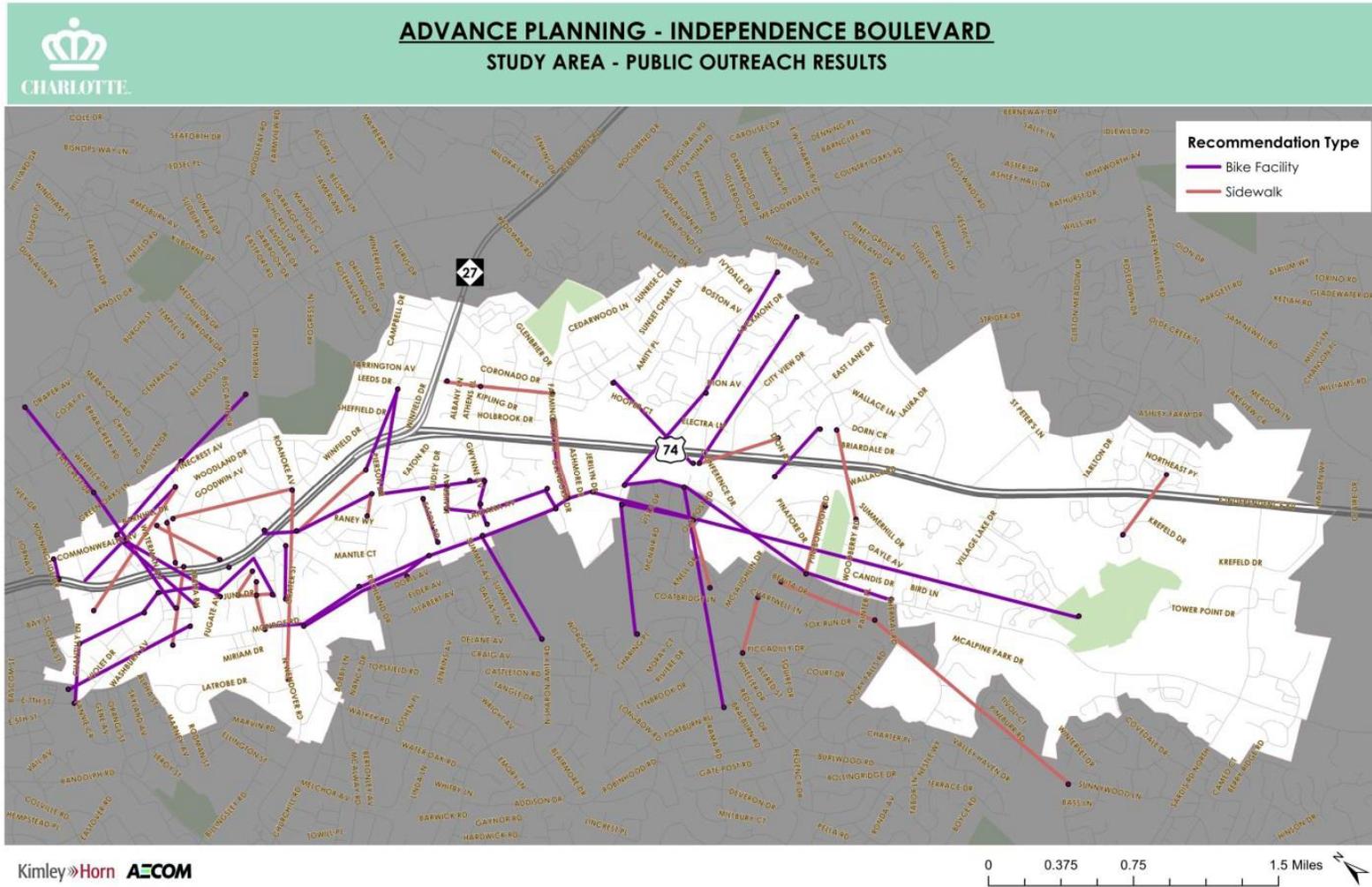
- B1 (Monroe Road Bike Facilities)** - Project would add bike facilities on Monroe between Chantilly Park to McAlpine Creek Park.
- B2 (Pedestrian Bridge @ Dresden Drive)** - Project would add a pedestrian bridge crossing over Independence. Provides alternative route versus Eastway Drive.
- B3 (Sharon Amity Road Bike Facilities)** - Project would add bike facilities on Sharon Amity from Randolph Road to Independence.
- B4 (Rama Road Bike Facilities)** - Project would add bike facilities on Rama from Sardis Road to Monroe.
- B5 (Wallace Road Sidewalk)** - Project would add missing sidewalk along Wallace Road (State Road 3333) between end of existing sidewalk and Independence.
- B6 (Commonwealth Avenue Bike Facilities)** - Project would add bike facilities on Commonwealth from Morningside to Eastway.
- B7 (Sardis Road/Sardis Road North Bike Facilities)** - Project would add bike facilities on Sardis Road/Sardis Road North from Rama to Monroe.
- B8 (Beechdale Drive Sidewalk Path)** - Project would add sidewalk path from neighborhood to East Mecklenburg High School.
- B9 (Oakhurst Sidewalks)** - Project would add sidewalk on Unaka between Pierson and Lanier (utilizing existing sidewalk tie in between Pierson and Unaka), Lanier between Independence and Monroe, Buena Vista between Lanier and Sharon Amity, and along Kistler Avenue between Pierson and Dudley.
- B10 (Oakhurst Bike Lanes)** - Project would add bike lanes on Unaka between Pierson and Lanier (creating new bike lane tie in between Pierson and Unaka), Lanier between Independence and Monroe, and Buena Vista between Lanier and Sharon Amity.
- B11 (Edwards Branch Greenway)** - Project would add multiuse path along Edwards Branch in Oakhurst and Wendover areas.
- B12 (Westchester Boulevard Sidewalk)** - Project would add sidewalk on Westchester between Woodland and Independence.
- B13 (Winfield Drive Sidewalk)** - Project would add sidewalk on Winfield between Woodland and Pierson.
- B14 (Driftwood Drive Sidewalk)** - Project would add sidewalk on Driftwood between Campbell and Albemarle.

- B15 (Farmingdale Drive Sidewalk)** - Project would add sidewalk on Farmingdale between Coronado and Independence.
- B16 (McAlpine Creek/Edwards Branch Connector Greenway)** - Project would add overland connector bike facility on Woodland, Winfield, Briarfield, Pierson, Amity, Boston, Idlewild, Flintridge, and Lockmont until it reaches Campbell Creek future greenway.
- B17 (Woodberry Road Sidewalk)** - Project would add sidewalk on Woodberry between Monroe and Independence.
- B18 (Sharon Forest Drive/Laura Drive Sidewalk)** - Project would add sidewalk on Sharon Forest and Laura between WT Harris and Briardale.
- B19 (Margaret Wallace Road Sidewalk)** - Project would add sidewalk on Margaret Wallace at Independence Square Shopping Center.

LAND ACQUISITIONS

- L1 (Chesterfield Avenue)** - These proposed parcel acquisitions would create potential redevelopment opportunity.
- L2 (Coliseum Drive)** - These proposed parcel acquisitions would create potential redevelopment opportunity.
- L3 (Fugate Avenue)** - These proposed acquisitions would create green space buffer for Echo Hills Neighborhood.
- L4 (Winfield Drive)** - These proposed parcel acquisitions would create potential redevelopment opportunity.
- L5 (Sharon Amity Interchange)** - These proposed parcel acquisitions includes properties impacted by interchange construction, creates potential redevelopment opportunity and/or green space buffer.
- L6 (Ashmore Drive)** - These proposed parcel acquisitions would create potential redevelopment opportunity and/or green space buffer for neighborhood.
- L7 (Long Avenue)** - These proposed parcel acquisitions would create potential redevelopment opportunity and/or green space buffer for neighborhood.

Input from Sidewalk and Bicycle Station
("Where Do You Go? Where Do You Want to Go?")





**Input from Final Map Station
 (“What Else Do We Need to Know?”)**

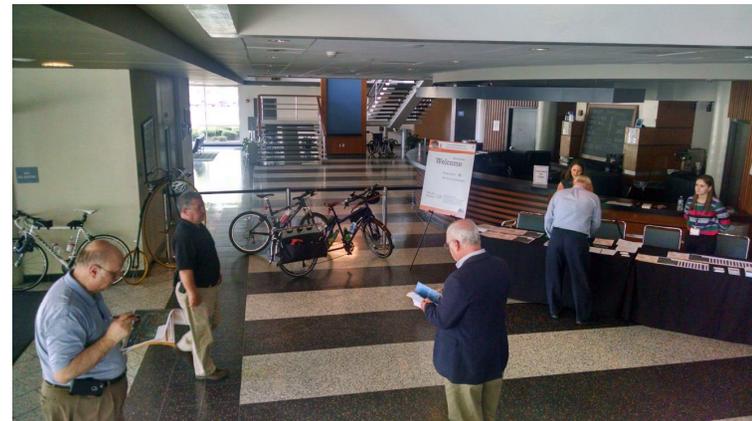
Road or Key	Simple Comment	Detailed Comment
Biscayne to Norland	NO extension	A road or path would destroy the wildlife in the area. The extension would be a cut thru that would impact Eastway Middle School negatively
Brighton Brook Dr.		Need walking & bike connections to Independence
Cardinal Dr.	Need sidewalk	
Central & Norland		Install cameras to document offensive driving against cyclist
Chantilly Park		When will park improvements take place?
Chippendale to Pearson Dr. Ext.	Connect	
Chippendale to Pearson Dr. Ext.	Do NOT connect	
Commonwealth		Love the bike paths & would love to see access to Chantilly for Morningside & Commonwealth neighborhoods via a culvert under Independence by Morningside & Chantilly
Commonwealth Park	Less access is better	Neighborhood Associate has noted issues with high speed cut thru traffic on Woodland, Briar Creek & Pinecrest. WANT cut thru on major roads.
Dwight Extension		PLEASE do not make our neighborhood a WT Harris cut though!
Eastway/N. Sharon Amity		Create a dog park between Eastway & N. Sharon Amity or at the Old Eastland mall area
Echo Hills	Need sidewalks	
Fugate Ave.	Close	
Fugate Ave.	Close	
Fugate Ave.	Close	
Fugate Ave.	Business Improvements	
Fugate Ave.	Close	Also: create synergy w/Cross Charlotte Trail & new development at Coliseum Shopping Center



Road or Key	Simple Comment	Detailed Comment
Fugate Ave.	Close	Do not use fire access as an excuse to keep open. Independence Fire Trucks can more quickly cut thru at Wendover, Briar Creek or by Owens Auditorium.
Golden Green	Find a better use for it	
Golden Green	Tear Down	
Golden Green	Tear Down	
Golden Green	Acquire	
Golden Green	Acquire	Clear it out
Hickory Nut St.	Need sidewalk	
Hwy 74		Extend Lynx - forget the toll lane!!
Hwy 74 South Side		Acquire blighted parcels between Arena and Wendover. Use this as buffer/greenway connection between Oakhurst & Chantilly, along with city owned parcels on Wendover between Monroe & 74
Hwy 74/N. Sharon Amity		Greenspace between N. Sharon Amity to Amity Place (2800 block on even side)
Hwy 74/Randolph Rd.	Dog Park	
Idewild	Bike lanes	
Idlewild	Sidewalk improvements	
Idlewild		YES to left turn lanes
Independence		Make greenway continue across @Briar Creek, under railroad tracks @Monroe
Independence		Pedestrian/Bike bridges to cross over at major connect areas (i.e. Briar Creek)
Independence	do not open	Do not open to Independence before Shade Valley - No frontage road
June Dr.	Need sidewalk	
June Dr.	Need sidewalk	
June Dr.	Need sidewalk	
Library	Close or move	East Meck HS kid hangout
Library		More safety and less rental property in the area.
Midwood/Elizabeth	Provide bikeable facilities	
Monroe Rd.	Sidewalk improvements	
Monroe Rd.	Less traffic	
Monroe Rd.		Cars travel very fast and it is dangerous to walk. Increase the road to move sidewalk back and add a section for a planting strip on back of curb.

Road or Key	Simple Comment	Detailed Comment
N. Sharon Amity & Kipling		2800 block: make a dead end / closed road so that it will decrease traffic going into neighborhoods.
Oakhurst to Chantilly	Put up a sound barrier	
Oakhurst/Echo Hills/Chantilly		Connections between
Pinecrest Ave.	Traffic calming	I have lived on Pinecrest Ave. for 17 years and believe that traffic calming is a need. The neighborhood is home to young children and cut-thru speeders are a danger to them.
Rama Rd.		Needs traffic calming / road diet - VERY dangerous as-is
Rama Rd.		Needs traffic calming / road diet
Reddman Rd.	do NOT reopen	Not just no, but HELL NO
Reddman Rd.	do NOT reopen	
S1		Extend street thru WTVI but no cars from Independence please
S1, S2	NO connections	Our neighborhood is struggling enough with too much traffic
S11, S12, S13, S14	NO connections	Do not want increased traffic through the pedestrian friendly neighborhood
S11, S12, S13, S14	NO connections	Would want to carefully think through and anticipate all the positive & negative consequences
Sardis Road North/Arequipa Drive/Northeast Parkway		Please make decision as to possible acquisition. We have waiting a long time. We are interested in selling this entire property. Thank you.
Village Lake Dr.		Tear down Reflections (???) It is falling apart and we think it would be a beautiful area for a park or something other than what is there now.
Waterman and Coliseum	Do not connect	
Wendover/Monroe Intersection		Make it pleasing to look at
Woodland & Commonwealth		Great opportunity for walkable strip of retail, food, shops, walking space. Afraid it will be demolished to build more condos.
		Identify & purchase land/facilities for a YMCA. It's great for building community, health & wellness :)

June 23, 2015 Open House



Welcome Station/Sign In



Program Overview Map



Sidewalk and Bicycle Program Station



Sidewalk and Bicycle Program Station



East Mecklenburg HS Poster and Project Survey Stations



Project Survey Station with Touch Screen input



Program Overview Station with Ambassador



Additional Comments and Exit Survey Station



AECOM
 5925 Carnegie Boulevard 704 553 6150 tel
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 Charlotte, North Carolina 28209
 www.aecom.com



Southeast Land Acquisitions and Street Connections
 Independence Sidewalk and Bicycle Advance Planning
 October 27, 2015 Open House Summary
 Page 2

**Southeast Land Acquisitions and Street Connections (SELASC) and
 Independence Sidewalk and Bikeway (ISB) Programs**

October 27, 2015 Open House Public Meeting Summary

On October 27, 2015 the City of Charlotte and their consultants conducted an open house meeting for the Southeast Land Acquisitions and Street Connections (SELASC) and Independence Sidewalk and Bikeway (ISB) Programs.

The purposes of open house were: 1.) to acquaint the public on the SELASC and ISB programs, 2.) to present the recommended projects that best met the goals of the programs and which will move forward to planning and design.

1. Meeting Logistics

1.1. Project Team

The city and their consultants -- American Engineering, Lee Institute, AECOM/URS, and Kimley-Horn and Associates -- planned the open house meeting. Staff and consultants had name tags and staffed specific stations, or were floaters to help answer questions as needed. The project team included the following people.

City of Charlotte

Sonji Mosley
 Derrel Poole
 Felix Obregon
 Tim Greene
 Bette Frederick
 Catherine Mahoney

Consultants

Chris Johnson
 Travis Pollack
 Marianne Moseley
 Greg Evans
 Ben Pickering
 Allison Neputsky
 Chrystal Joy
 Dylan Turner
 Todd McAulliffe
 Michael Pham

In addition the following were present to answer questions about other city or state transportation projects in the study area.

- Jason Lawrence, Charlotte Area Transit System (Silver Line)
- Sam Barber and Lori Gardner, Charlotte Engineering & Program Management (Monroe Road Streetscape)
- Stuart Basham, NC Department of Transportation (US-74 Improvements)

1.2. Meeting Announcements

The city mailed over 10,000 postcards advertising the open house to addresses in the project study area. The open house was also advertised on the respective program web pages. The consultants also sent emails to approximately 30 neighborhood leaders advertising the meeting, allowing those individuals to send additional emails and make posts on social media to their neighborhoods. Finally, the city created and posted approximately 40 road signs in the corridor 48 hours before the open house.

1.3. Meeting Format

The meeting was an open house format where the public could drop in anytime between 5:30 PM and 7:30 PM. The meeting was held at Ovens Auditorium (2700 East Independence Boulevard).

2. Open House Proceedings

The Welcome station was located in the lobby of Ovens Auditorium, where attendees were asked to sign in and were provided handouts on the projects. After signing in, attendees went upstairs to the open house to review the project recommendations. City staff and consultants were available to explain the findings and answer questions.

95 individuals signed in to the meeting. However, attendance was higher, since some attended as a couple or as a family, and thus not every person signed in.

2.1. Room Layout and Stations

The upstairs area at Ovens Auditorium had a board with information and a map showing recommendations from both programs. Staff greeted the public as they came up the stairs, gave them an overview of the programs and the open house format, and instructed the public to either first review the SELASC findings, or the ISB findings (the public were encouraged to review the findings from both programs).

For the ISB, the information presented included a board on what was heard during the public outreach, a map of potential projects, a map of recommended projects, and a next steps board. For SELASC, the information presented consisted of maps showing the recommended street connection projects, the recommended land acquisitions projects, and a board showing next steps. Both program stations included information on the criteria used to rank and prioritize the projects.

2.2. Exit Survey

Open House participants were requested to complete an exit survey to determine their satisfaction with the information presented, and to give feedback on the recommended projects. Findings from the exit survey are listed below.

- 59 Exit Surveys were submitted
- 66 percent of the attendees learned of the meeting from the mailer
- 27 percent of the attendees learned of meeting through neighborhood website/emails

- Some attendees noted road signs and word-of-mouth as how they learned of the meeting
- A majority of attendees live in the corridor
- Less than half of the attendees work/attend school in corridor
- Average score for how well the meeting provided information: 8 on a scale of 1 through 10
- Many attendees were pleased with the information provided, but several noted concerns with potential cut-through traffic with new street connections; others wanted to see the projects implemented more quickly.

An Excel spreadsheet with all of the exit survey responses and scans of the exit surveys were provided to the city.

Subsequent to the meeting, some meeting attendees emailed city staff to request additional information.

3. Next Steps

The information from the Open House will be used to help refine the outreach efforts as the projects move forward under both ISB and SELASC.

October 27, 2015 Open House Photos



