

# WHAT WE HEARD

## GENERAL ISSUES/CONCERNS

1. Most participants stated that traffic volumes are too high on Park Road
2. Most participants stated that vehicles travel too fast along the corridor.
3. Many participants stated that there is too much truck (heavy vehicle) traffic utilizing Park Road.
4. Some participants indicated that Park Road needs on-street parking, however a greater number of participants indicated that they are opposed to this idea.
5. Many participants agreed that the overhead utilities lines and poles along Park Road are not aesthetically pleasing and/or can cause conflicts with pedestrian on the sidewalk.
6. Many participants stated they would like Park Road to serve as a local/neighborhood street with bike lanes and fewer vehicular travel lanes.

## LOCATION SPECIFIC ISSUES/CONCERNS

### Pedestrian Facilities

1. Park Road and Scott Avenue (pedestrian crossings need improvement)
2. Park Road at Sunset Drive (lack of pedestrian crosswalks)
3. Between Sunset Drive and Poindexter Drive (lack of sidewalks)
4. Park Road and Poindexter/Cambridge Road (pedestrian crossings need improvement)
5. Between Townes Road and Hillside Avenue (sidewalks too close to the road)
6. Park Road and Hillside Avenue (poor visibility for pedestrian to see vehicles due to vertical curve on Park Road)
7. Park Road near Drexel Place (pedestrian crossings need improvement)

### Transit Facilities

1. There were a few comments by the participants stating that the location of the bus stop near Townes Road is inconvenient for transit uses.
2. It was pointed out that the bus stop near Townes Road should be relocated closer to the H.A.W.K. pedestrian signal to allow for easier pedestrian crossing of Park Road to and from the bus stop.
3. It was pointed out that the bus stop near Holmes Drive, Reece Road, and Harris Teeter driveway is unsafe for pedestrians due to bus stop locations requiring pedestrians to cross mid-block

### Traffic Operations

1. Park Road and Salem Drive (northbound Park Road traffic queuing makes it difficult to turn into and out of Salem Drive)
2. Park Road and Poindexter Drive (lack of adequate sight distance due to horizontal curve on Park Road)
3. Park Road at Poindexter Drive and at Cambridge Road (lack of adequate signal timing, and lack of left turn signal)
4. Park Road and Princeton Avenue (lack of left turn signal)
5. Park Road and Marsh Road (right turns onto Park Road are difficult due to poor visibility)
6. Allowing "right turns on red" from Marsh Road to Park Road is a safety issue
7. Park Road and the Hampton Gardens Development (lack of a traffic signal)
8. Park Road and Hillside Avenue (poor visibility for drivers to see pedestrians crossing)
9. Holmes Drive, Reece Road, and Harris Teeter driveway (unsafe for vehicles due to two way left turn lane)
10. The two-way left turn lane on Park Road between Harris Teeter, Holmes Drive, and Reece Road is poorly designed.
11. Park Road and Heather Lane (lack of left turn signal)
12. Many participants agreed that the section of Park Road between Heather Lane and Drexel Place is not aesthetically pleasing due to the lack of trees
13. Park Road and Woodlawn Road (lack of adequate southbound left turn green time)
14. Allowing northbound Park Road "U-Turns" at the intersection of Park Road and Woodlawn Road is a safety issue.

## POSITIVE ELEMENTS

1. Trees along Park Road, particularly between Poindexter Drive and Sunset Drive
2. The pedestrian signal crossing in front of the YWCA
3. Access to the Park Road Shopping Center