

Project Name
Park Road Corridor Study

Date of Public Meeting
3/03/2011

Project Manager
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704-336-3928

Time
6:00 PM -8:00 PM

Location
YWCA – 3420 Park Road,
Charlotte, NC



PUBLIC MEETING #1 – FEEDBACK SUMMARY

Final Summary

The following is the summary of consensus on a variety of feedback received during the first public meeting for the Park Road Corridor Study at the YWCA on March 3, 2011.

Public Involvement Participation and Facilitation

- 50 people signed-in and participated during the meeting
- There was a good balance of people representing various neighborhoods
 - The “where you live map” results are attached to this document
- There was a good balance of people representing various age groups
 - Most of the attendees (55%) were over the age of 55
 - The “35-44” age group represented 20% of the attendees, which is considered well attended for this age group
- Many participants stated that the meeting was well organized, generated many ideas, and was well facilitated.
- Public feedback forms indicated that all attendees liked the location of the meeting
- Public feedback forms indicated that the majority of attendees liked the time of the meeting (6-8pm)
- Many participants complained that they did not like the sidebar conversations occurring at various attendee’s tables during the meeting
- Some participants suggested providing more public outreach prior to the meeting to increase the number of attendees.
 - Public outreach methods utilized for this meeting were:
 - Meeting announcement postcards mailed to individual property owners in the study area;
 - Meeting announcement flyers provided to local HOA’s for emailing and posting;
 - Physical signs placed on the front lawn of the YWCA; and
 - Personal contact by each of the local HOA’s to their neighbors.
 - 45% of the participants were first notified of the meeting via postcards

- 39% of the participants were first notified of the meeting via personal contact
- Many of the participants indicated that they were notified of the meeting by multiple outreach methods.

Pedestrian Facilities along Park Road

- Over two-third of the participants indicated that they use the pedestrian facilities along Park Road, mainly for recreational needs and to partake in daily errands
- Many of the participants agreed to the following:
 - Sidewalks are too narrow in many places
 - Gaps in sidewalks result in poor connectivity
 - The pedestrian environment along Park Road is unsafe.
 - This was ranked the third highest General Issue (with Bike facilities) during key-pad polling
- Participants indicated that the following areas are uncomfortable for pedestrians –
 - Park Road at Sunset Drive (lack of pedestrian crosswalks)
 - Between Sunset Drive and Poindexter Drive (lack of sidewalks)
 - Park Road and Poindexter/Cambridge Road (pedestrian crossings need improvement)
 - Between Townes Road and Hillside Avenue (sidewalks too close to the road)
 - Park Road and Hillside Avenue (poor visibility for pedestrian to see vehicles due to vertical curve on Park Road)
 - Park Road near Drexel Place (pedestrian crossings need improvement)
 - Park Road and Scott Avenue (pedestrian crossings need improvement)

Bike Facilities along Park Road

- Over a third of the participants indicated that they bike along Park Road, mainly for recreational purpose
- Some participants raised concerns over the lack of bike lanes along Park Road
- Some participants indicated that they do not want bike lanes if the number of vehicular travel lanes would be reduced, as a result.
- Many participants agreed that Park Road is unsafe for bicyclists.
 - This was ranked as the third highest General Issue (with Pedestrian environment) during key-pad polling

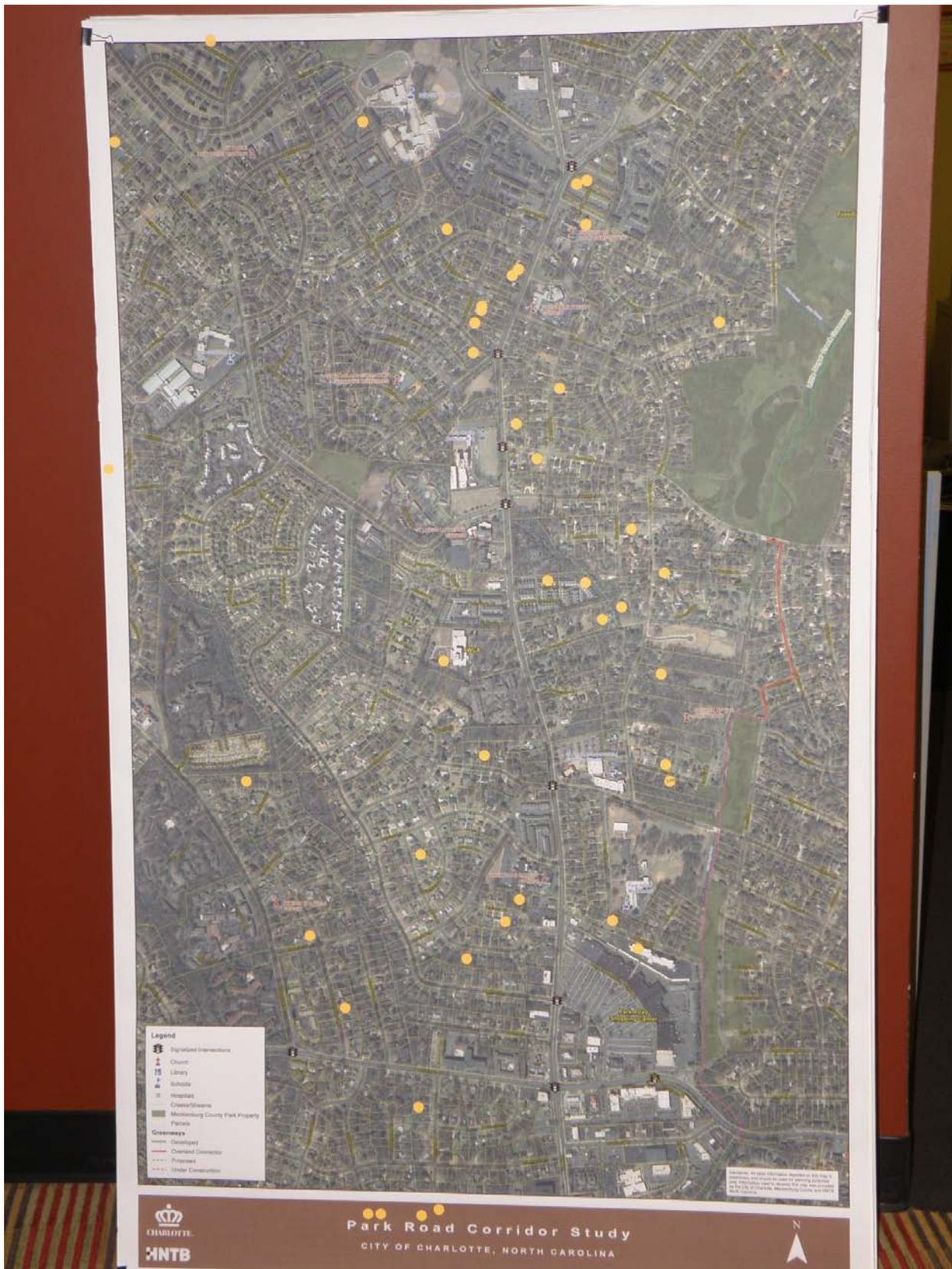
Transit Facilities along Park Road

- 40% of the people indicated that they sometimes use transit.
- There were a few comments by the participants stating that the location of the bus stop near Townes Road is inconvenient for transit uses.
- It was pointed out that the bus stop near Holmes Drive, Reece Road, and Harris Teeter driveway are unsafe for pedestrians due to bus stop locations requiring pedestrians to cross mid-block
- 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.

Traffic Operations along Park Road-

- 65% of the participants indicated that they own two or more cars
- 39% of the participants indicated that they make three or more vehicular trips per day to and from their home.
- 93% of the participants indicated that they never carpool to work
- In the weekday morning, 53% of the participants indicated that they typically drive on Park Road between 9am-12pm
- In the weekday afternoon/evening, 43% of the participants indicated that they typically drive on Park Road between 4pm-6pm
- Most participants agreed that traffic volume is too high on Park Road
- Many participants stated they would like Park Road to serve as a local/neighborhood street with bike lanes and less vehicular travel lanes
 - This ranked as the top General Issue during key-pad polling
- Most participants agreed that vehicles travel too fast along the corridor.
 - This was ranked as the second highest General Issue during key-pad polling
- Many participants agreed that there is too much truck (heavy vehicle) traffic utilizing Park Road
- Some participants indicated that Park Road needs on-street parking, however a greater number of participants indicated that they are opposed to this idea
- Participants identified the following areas as needing improvement:
 - Park Road and Salem Drive (northbound Park Road traffic queuing makes it difficult to turn into and out of Salem Drive)
 - Park Road and Poindexter Drive (lack of adequate sight distance due to horizontal curve on Park Road)
 - Park Road and Princeton Avenue (lack of left turn signal)
 - Park Road and Marsh Road (right turns onto Park Road are difficult due to poor visibility)
 - Allowing “right turns on red” from Marsh Road to Park Road is a safety issue
 - Park Road and Woodlawn Road (lack of adequate southbound left turn green time)
 - Park Road and Hillside Avenue (poor visibility for drivers to see pedestrians crossing)
 - Holmes Drive, Reece Road, and Harris Teeter driveway (unsafe for vehicles due to two way left turn lane)
 - Park Road and Heather Lane (lack of left turn signal)
 - Park Road at Poindexter Drive and at Cambridge Road (lack of adequate signal timing, and lack of left turn signal)
 - Turning left from Park Road to Poindexter Drive and to Marsh Road ranked as the second highest specific issue in key-pad polling
 - Park Road and the Hampton Gardens Development (lack of a traffic signal)
 - The two-way left turn lane on Park Road between Harris Teeter, Holmes Drive, and Reece Road is poorly designed.
 - This ranked as the second highest specific issue during key-pad polling

- 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
 - Many participants agreed that the overhead utilities lines and poles along Park Road are not aesthetically pleasing
- Many participants agreed to “liking” the following elements on Park Road:
 - Trees along Park Road, particularly between Poindexter Drive and Sunset Drive
 - The pedestrian signal crossing in front of the YWCA
 - Access to the Park Road Shopping Center



Where you live Map