



Park Road Corridor Study

Second Public Meeting

March 24th and March 26th, 2011

Charlotte, North Carolina



Introductions

Agenda

- Feedback from Public Meeting # 1
- Feedback Based Corridor Assessment
- Potential Solutions Gathered Today
- Next Steps
- Q & A





Feedback from Public Meeting # 1

Public Participation

Where You Live Map

- 50 people participated in the First Public Meeting on March 3rd, 2011
- The majority of participants live within the study area



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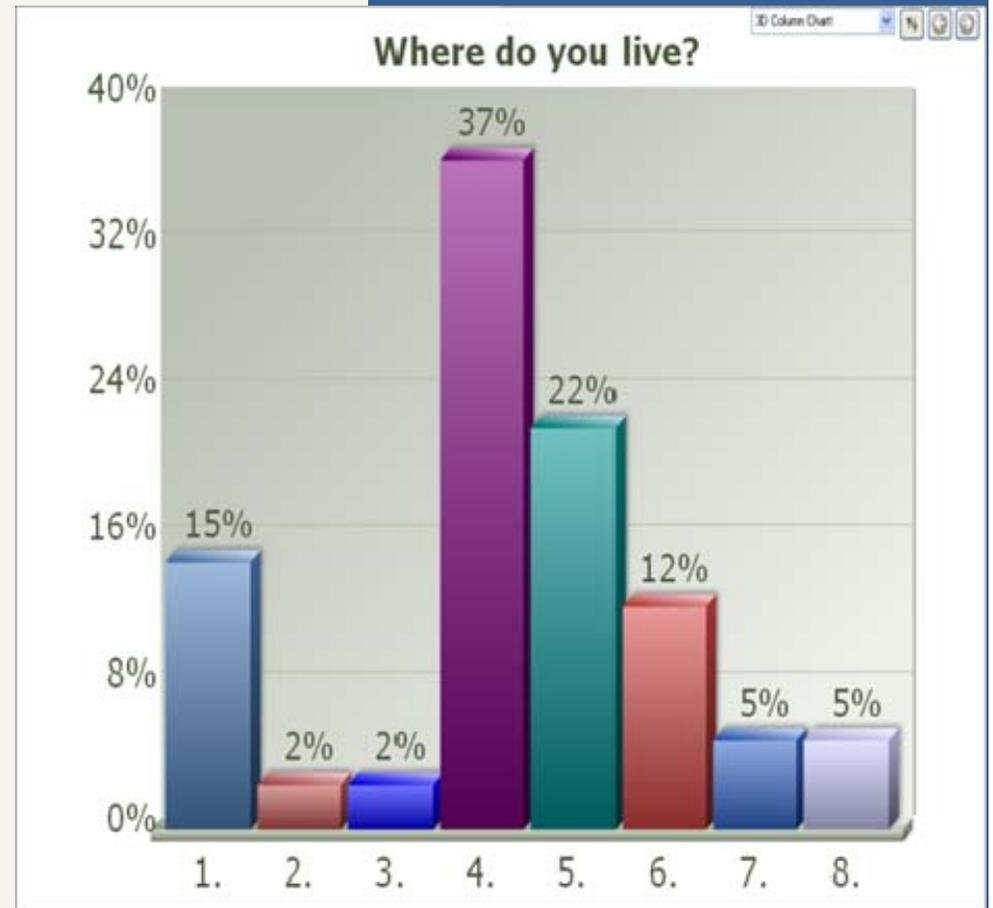


Public Participation

Where do you live?

1. Ashbrook / Clawson Village
2. Dilworth
3. Myers Park
4. Park Road / Freedom Park
5. Sedgefield
6. Madison Park
7. Hope Creek
8. Outside the Study Area

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Opportunities for Feedback



- Sticker Exercise



- Group Discussions

- Keypad Polling

Park Road Corridor Study
Public Meeting Feedback Form
March 3rd, 2011: 6pm - 8pm

1. How did you hear about the meeting?
2. Do you like the meeting location?
3. Was the meeting time (date) okay for you?
4. Do you like the meeting room?
5. How can we improve future public meetings for this project?
6. Comments? Suggestions? Feedback?

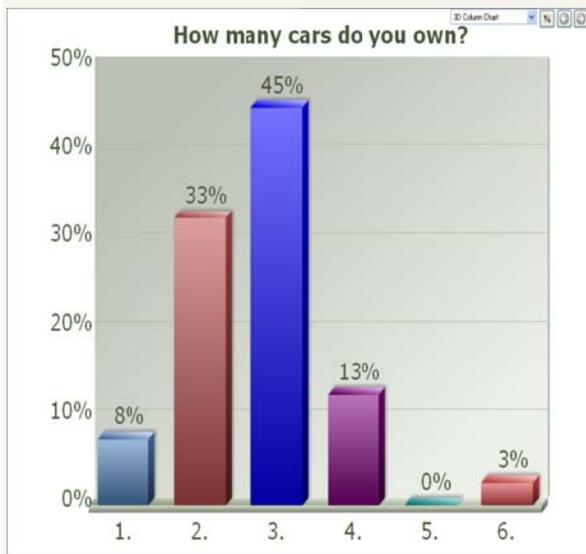
- Feedback Forms

- Emails

Keypad Polling Results

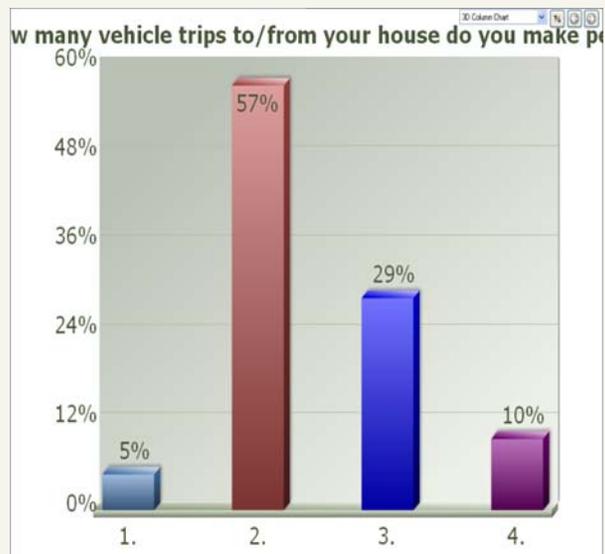
How many cars do you own?

1. None
2. One
3. Two
4. Three
5. Four
6. More



How many vehicle trips to/from your house do you make per day?

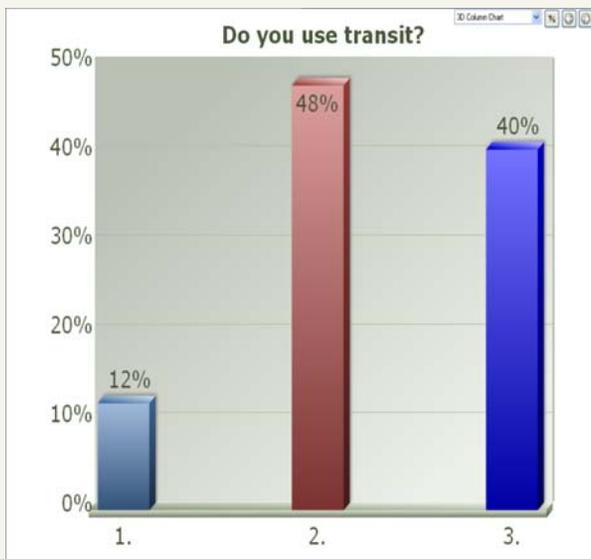
1. None
2. More than 1
3. More than 3
4. More than 5



Keypad Polling Results

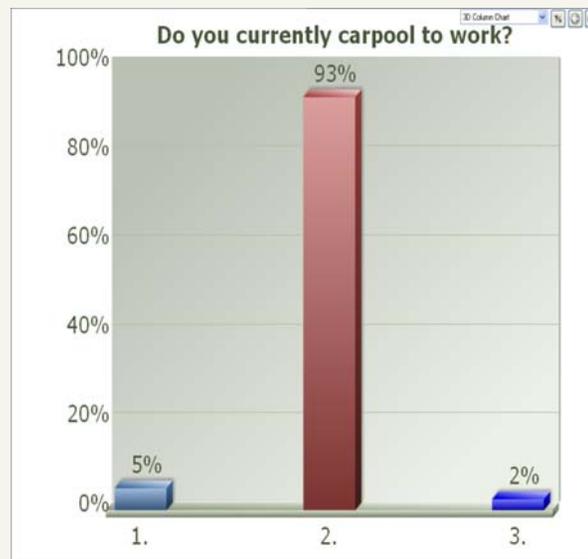
Do you use transit?

1. Yes
2. No
3. Sometimes



Do you currently carpool to work?

1. Yes
2. No
3. Sometimes



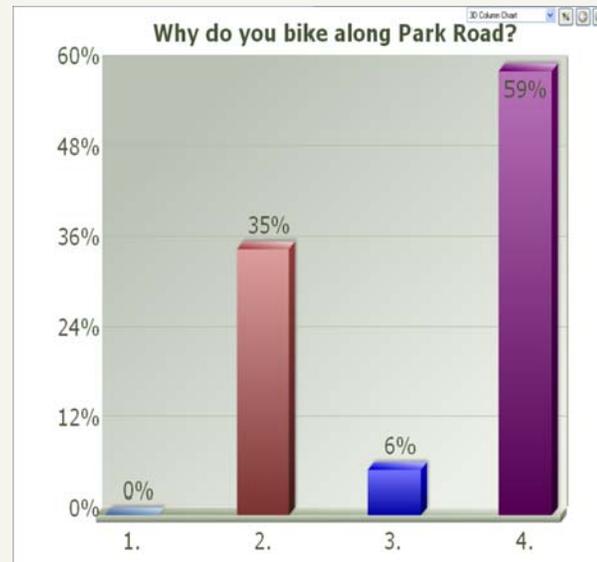
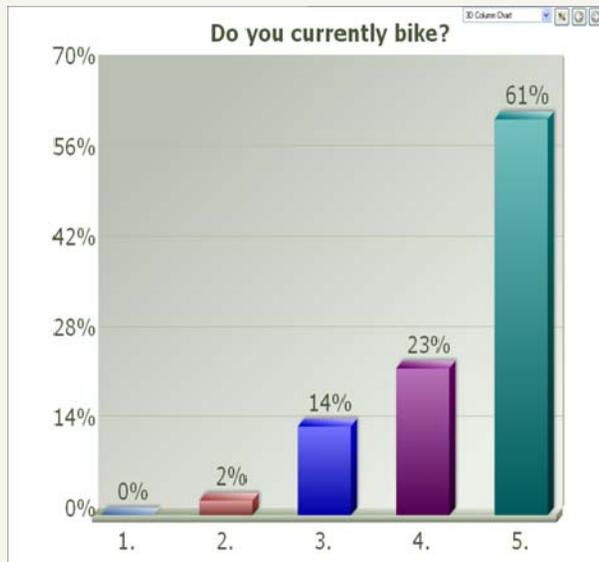
Keypad Polling Results

Do you currently bike along Park Road?

1. Daily
2. A few times a week
3. A few times a month
4. Occasionally
5. Never

Why do you bike along Park Road?

1. Work – Transportation
2. Recreation / Exercise
3. Daily Errands
4. Don't bike



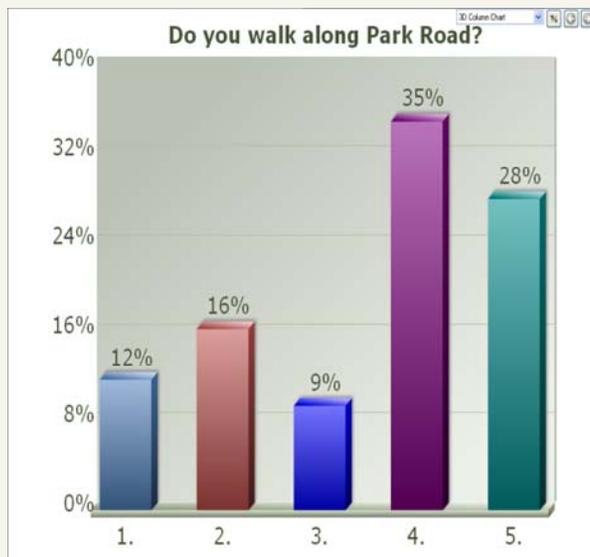
Keypad Polling Results

Do you walk along Park Road?

1. Daily
2. A few times a week
3. A few times a month
4. Occasionally
5. Never

Why do you walk along Park Road?

1. Work – Transportation
2. Recreation / Exercise
3. Daily Errands
4. Don't walk



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

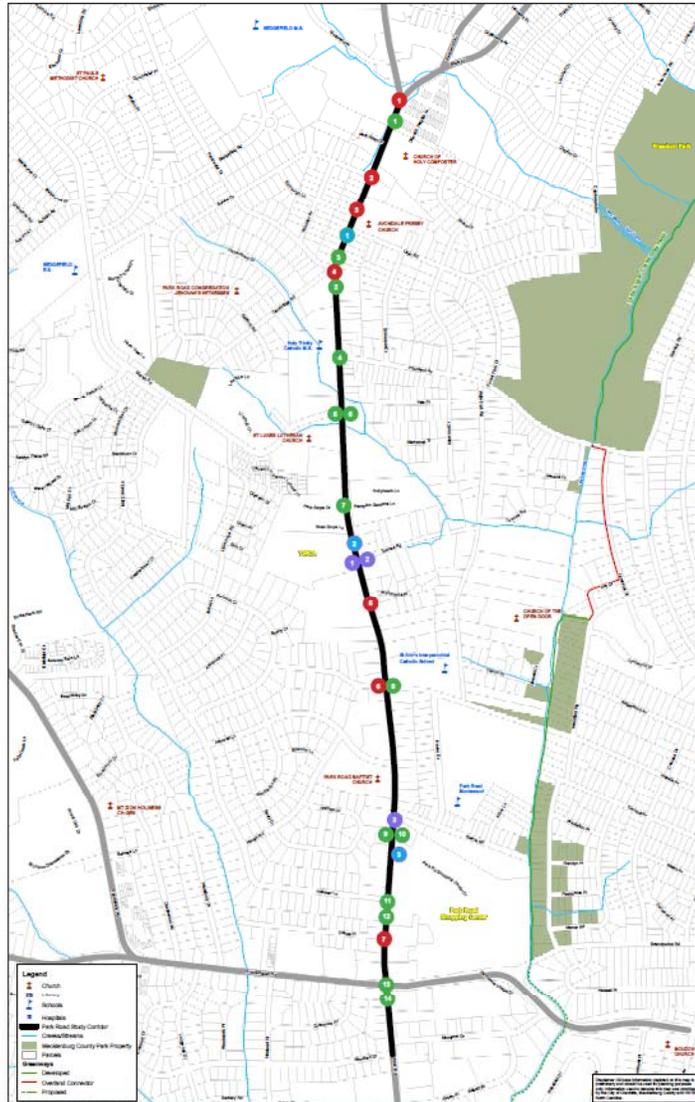
1. There were a few comments by the participants stating that the location of the bus stop near Townes Road is inconvenient for transit uses.
2. It was pointed out that the bus stop near Townes Road should be relocated closer to the H.A.W.K. pedestrian signal to allow for easier pedestrian crossing of 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 WYCA
3. Access to the Park Road Shopping Center



Summary of Feedback



Public Meeting #1 - Summary Results

Park Road Corridor Study
CITY OF CHARLOTTE, NORTH CAROLINA



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Park Road Corridor Study
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Feedback Based Corridor Assessment

Analysis of Summary Comments

Concern: Vehicle Speed

Conclusion from Data:

- 85% of the vehicles are currently traveling at or below 48 mph
- The average speed on this corridor is 42 mph
- Typically average speeds are 5 – 9 mph above the posted speed limit



Analysis of Summary Comments

Concern: Heavy Vehicles (Truck Traffic)

Conclusion from Data:

- 1% of all vehicles on Park Road Consists of heavy vehicles-
 - Heavy Trucks
 - Buses
 - Tractor Trailers
- Typically, 2% of all vehicles consists of heavy vehicles on Charlotte roads



Analysis of Summary Comments

Concern: Traffic Volumes

Conclusion from Data:

- The Annual Average Weekday Daily Traffic (AAWDT) on Park Rd is currently 27,900
- In 1988 the AAWDT was 26,500
- In the last 23 years traffic volumes have not dramatically increased



Analysis of Summary Comments

Concern: Need for a Road Conversion (“road diet”)

Conclusion from Research & Analysis:

- City of Charlotte is proactive in assessing and implementing road conversion projects
- A number of considerations go into assessing a road for conversion such as:
 - Traffic Volumes
 - Cross Street & Driveway locations
 - Impacts on Overall System Operations.

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Analysis of Summary Comments

Concern: Need for a Road Conversion (“road diet”)

Road Conversions may...

- Direct traffic to nearby local roads
- Make it difficult to serve cross streets and driveways due to limited gaps
- Cause issues at intersections



Analysis of Summary Comments

Conclusion from Research & Analysis (cont'd):

- Charlotte has implemented various road conversions throughout the City...



Converted Street	Limit 1	Limit 2	Before	After	Year Implemented	Resurfacing/CIP	Volume Before	Volume After
Colony Road	Runnymede	Roxborough Rd	4 lanes divided	2 lanes divided	2003	Resurfacing	15,800	15,700
Selwyn Ave	Park Rd	Runnymede	4 lanes	2 lanes, wide OSP	2003	CIP	8,700	8,200
36th St	The Plaza	N. Davidson St	4 lanes	2 lanes, bike, OSP	2004	Resurfacing	5,800	5,900
Clanton	West Blvd	Sargeant Dr	4 lanes	3 lanes, bike	2005	CIP		7,600
Remount Rd	South Blvd	Light Rail	4 lanes	2 lanes, bike	2006	CIP	11,700	
Tuckaseegee Rd	Tennyson Dr	Berryhill Rd	4 lanes	3 lanes, bike	2006	CIP	12,200	10,500
East Blvd	Scott Ave	Kings Rd	4 lanes	3 lanes, bike	2007	CIP	21,400	17,600
Rozzelles Ferry Rd	Corronet Way	Beatties Ford Rd	4 lanes	2 lanes, bike, wide painted median	2008	CIP	12,600	8,400
Morehead St	Freedom	I-77 ramp	4 lanes	3 lanes, shoulder	2008	CIP	16,600	15,300
Hawthorne Lane	8th St	Central Ave	4 lanes	2 lanes, bike, OSP	2009	Resurfacing	10,400	10,600
Oaklawn Ave	Beatties Ford Rd	I-77 ramp	4 lanes	2 lanes, bike, OSP	2009	Resurfacing	6,900	
Oaklawn Ave	I-77 ramp	Statesville Ave	4 lanes	3 lanes, bike	2009	Resurfacing		
Remount Rd	Light Rail	S. Tryon St	5 lanes	3 lanes, bike, OSP	2009	CIP	10,700	
Nations Ford Rd	Arrowood Rd	Forest Pointe Dr	4 lanes	3 lanes, bike	2009	Resurfacing	17,300	15,500
Arrowood Rd	Fawnbrook	Hebron Rd	4 lanes	3 lanes, bike	2009	Resurfacing	13,700	19,100
Arrowood Rd	Hebron Rd	Nations Ford Rd	4 lanes	3 lanes, bike	2009	Resurfacing	10,000	12,200
Tuckaseegee Rd	Berryhill Rd	4th Street Ext	4 lanes	2 lanes, bike	2009	Resurfacing	5,300	
East Blvd	Cleveland Ave	Dilworth Rd West	4 lanes	2 lanes divided, bike, OSP	2010	CIP	17,200	
Mint Street	Palmer	West Blvd	4 lanes	2 lanes, bike, OSP	2010	Resurfacing	6,100	
Selwyn Ave	Queens Rd West	Colony Rd	4 lanes	3 lanes, shoulder	2010	Resurfacing	19,600	20,400
South Tryon	Stonewall	College	5 lanes	3 lanes, bike	2010 (temp)	CIP	10,400	

Analysis of Summary Comments

Conclusion from Research & Analysis (cont'd):

- Roads that have been converted experience traffic volumes ranging from 5,300 – 21,400 AAWDT
- *Park Road = 27,900 AAWDT*
- Typically, road conversions have not dramatically affected traffic volumes after they were implemented
- It is not a feasible solution for Park Road



Analysis of Summary Comments

Concern: Crashes

Conclusion from Data:

- The frequency of crashes along the Park Road study corridor have been decreasing in past three years
 - June-2007 to May 2008 = 111 (9/month)
 - June-2008 to May 2009 = 74 (6/month)
 - June-2009 to May 2010 = 48 (4/month)
 - June-2010 to Oct 2010 = 15 (3/month)





Potential Solutions Gathered Today

Potential Bike and Pedestrian Solutions

Solutions:

Provide more 'WALK' time for people with disabilities and are elderly to cross at the following intersections –

- Park Rd / Scott-Kenilworth Intersection
- Park Rd / Hillside
- Park Rd / Princeton
- Park Rd / Marsh

Replace damaged sidewalks on Park Rd south of Poindexter, along Poindexter, and throughout Park Rd

Provide sidewalk along Marsh Rd (northern side)

Improve landscape maintenance (managing overgrown shrubs, trees etc) along Park Rd just north of Hillside Ave

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Potential Bike and Pedestrian Solutions

Solutions:

Improve pedestrian crossing between the bus stop on the west side of Park Rd and the Park Rd Shopping Center

Widen sidewalks on the east side of Park Rd between Park Rd Shopping Center driveways

Install sidewalk between Holmes Dr and Drexel Pl

Improve crosswalk visibility at Heather Ln and Park Rd

Improve crosswalk visibility at Woodlawn Rd and Park Rd

Install “Share the Road” sign (Bicycles) throughout Park Rd

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Potential Bike and Pedestrian Solutions

Solutions:

Install a pedestrian signal on Park Rd, near Sunset Dr

Remove utility poles, or, install sidewalk around them to provide better sidewalk connectivity for pedestrians and especially wheelchairs.

Install street trees –

- Along the west side of Park Rd, between Park Rd Shopping Center Dr and Drexel Pl
- Along the west side of Park Rd, south of Marsh

Improve street lighting on Park Rd near Park Rd Shopping Center for pedestrians

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Potential Bike and Pedestrian Solutions

Solutions:

Install a crosswalk on the southern leg of the Park Rd and Kenilworth intersection. Design it to be cautious of high speed right turn movements from southeast-bound Park Rd to southbound Park Rd

Install a sidewalk buffer on the west side of Park Road, north of Hillside Avenue

Install a pedestrian refuge on the south leg of the Park Road and Hillside Ave intersection



Potential Transit Solutions

Solutions:

Relocate the bus stop near Holmes Dr further south to align with Park Rd Shopping Center Drive

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Potential Traffic Operations Solutions

Solutions:

Re-time the following intersections to create gaps in traffic to allow for vehicles to turn onto Park Rd from the side streets:

- Park Road and Scott/Kenilworth
- Park Rd and Poindexter

Install northbound center left turn lanes on Park Road to access Holy Trinity School

Prohibit left turns from Sunset Drive onto Park Rd between 7am and 7pm

Install on-street parking on the north side of Marsh Rd, between Park Road and the existing sidewalk on Marsh Rd

Prohibit left-turns from Reece Rd to Park Road



Potential Traffic Operations Solutions

Solutions:

Prohibit southbound left turns from Park Road onto Salem Drive during peak periods

Redesign the intersection of Cambridge, Poindexter, and Park Road to create a 3-way intersection with Poindexter and Park Road.

Improve sight distance at the intersection of Park Road and Marsh Road by reducing the land elevation of the parcel on the northeast corner of the intersection

Design Yale Pl to be perpendicular with Park Rd, and explore the construction of a 'jug handle' from Park Rd to Yale Pl

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Potential Traffic Operations Solutions

Solutions:

Prohibit left-turns from Park Rd Shopping Center Dr to Park Rd

Prohibit northbound U-turns at Park Rd and Woodlawn Rd intersection

Construct a southbound left turn lane on Park Rd to access Montford Dr

Solutions for the raised median on Park Road near Drexel Pl:

- Improve its aesthetics
- Remove it completely or partially
- Allow left turn from Drexel Pl onto Park Rd

Replace parking signs on Park Road in front of the Church of Holy Comforter and analyze safety enhancements to avoid collisions with parked vehicle and drivers on Park Road



Potential Traffic Operations Solutions

Solutions:

Re-design the two-way left turn lane between Reece Rd and the Park Rd Shopping Center Dr to eliminate vehicle conflicts

Align YWCA driveways with Townes Rd to create a 4-way intersection with Park Rd and install a traffic signal

Increase police presence to enforce speeding on Park Road

Improve the Park Rd and Scott/Kenilworth intersection operations by constructing a roundabout

Install driver feedback signs along Park Road to encourage slower vehicle speeds

Re-time the traffic signal at Poindexter/Cambridge and Park Rd intersection to improve efficiency

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Potential Traffic Operations Solutions

Solutions:

Install a left turn lane on northbound Park Road to access the KinderCare Daycare center

Improve sight distance for vehicles turning into the YWCA

Prohibit left turns into and out of the Park Road Shopping Center Drive

Install signs on the south side Woodlawn, west of Park Road to alert drivers of curb lane congestion during lunch time

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Additional Ideas... But Not Feasible

Ideas

Construct intersection improvement at the Park Rd and Woodlawn intersection similar to the South Blvd and Woodlawn intersection (ped refuge, plantings, landscaping, etc)

Align the Marsh Rd and Yale Pl roadways to create a 4-way intersection with Park Rd

Reconfiguring the Park Rd Shopping Center parking lot to improve vehicular connectivity between Woodlawn and Park Rd

Redevelop parcels on the west side of Park Road between Drexel Pl and Heather Ln and create a roadway connection to allow vehicles on Drexel Pl to access the traffic signal on Heather Lane and Park Road.

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Next Steps

Next Steps

- The **Potential** solutions gathered today are not guaranteed to be feasible for implementation
- CDOT will **Further Investigate** the feasibility of all potential solutions
- Pros and Cons of each potential solution will be examined and documented
- We will present findings of that investigation at the 3rd and Final Public Meeting tentatively scheduled for May 12th, 2011

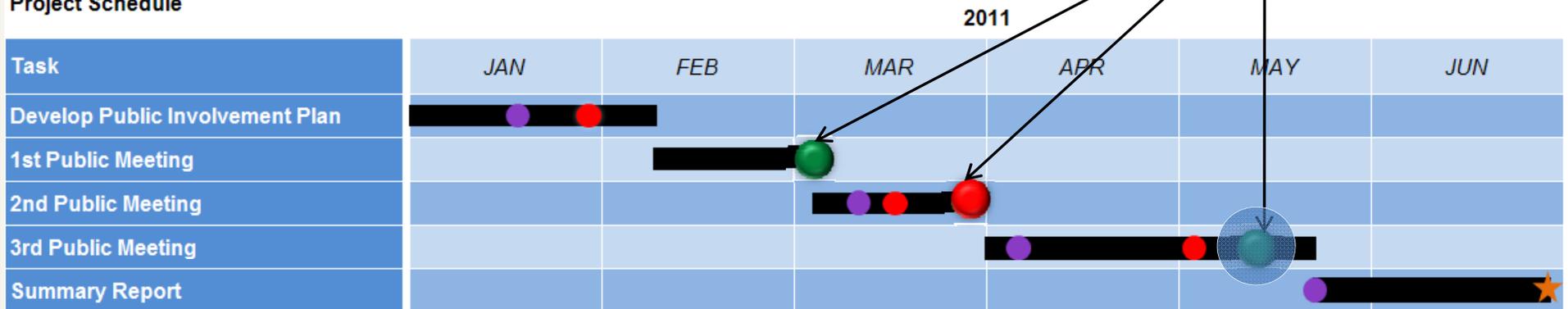
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Public Meetings

PARK ROAD CORRIDOR STUDY

Project Schedule



Legend

- Meetings with CDOT from 10am-12pm on the following dates: 1/21/11, 3/11/11, 4/7/11 & 5/26/11
- Meeting with Neighborhood Representative Committee from 7-9pm on the following dates: 1/31/11, 3/17/11 & 5/5/11
- Public Meetings: 3/03/11 (6-8pm), 3/24/11 (4-8pm), 3/26/11 (1-5pm) & 5/12/11 (6-8pm)
- ★ Summary Report (6/16/11)

The schedule is subject to change to meet the specific needs of the project, as agreed to by the client and HNTB.

This schedule was revised on 1/28/2011

3rd Public Meeting on May 12th, 2011



Questions & Answers