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 3\textsuperscript{rd}, 2011

• The majority of participants live within the study area
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
Opportunities for Feedback

- Sticker Exercise
- Group Discussions
- Keypad Polling
- 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 streets be better lit along the corridor.
3. Many participants complained that there is too much bus traffic, which interferes with leg traffic.
4. Some participants indicated that Park Road needs a pedestrian crossing. However, a greater number of participants indicated that they have improved over the past.
5. Many participants agreed that the one-way hustle and bustle along Park Road are not sufficiently posing danger as cause conflicts with pedestrians on the sidewalks.
6. Many participants noted that they would like Park Road to serve as a local neighborhood street with bike lanes and fewer vehicle travel lanes.

LOCATION SPECIFIC ISSUES/CONCERNS

Pedestrian Facilities
1. Park Road and South Avenue: pedestrian crossings not installed.
2. Avenue is cut off and pedestrian (also, less at crossings).
3. Park Road and Pembroke: pedestrian crossing need improvement.
4. Between Terminal Road and Middle Avenue: pedestrian crossing not exists.
5. Park Road and Park Avenue: street level for pedestrian has not been installed.
6. Park Road near Dixie Place: pedestrian crossing need improvements.

Transit Facilities
1. There were few comments by the participants stating that the location of the bus stop near Townes Road is inconvenient for transit users.
2. It was pointed out that the bus stop near Townes Road should be relocated closer to the HARRIX, a pedestrian signal to allow the current passengers waiting at the bus stop to wait here the bus.
3. It was pointed out that the bus stop near Holmes Drive, Paces Road, and Harris Dairy is not used much for passengers due to the existing location requiring passengers to cross the street.

Traffic Operations
1. Park Road and South Avenue (intervene and Park Road traffic opening means it difficult to turn into and out of South Drive)
2. Park Road and Pembroke (limited visibility and large vehicle mix) means to cross the intersection (on right way)
3. Park Road at Pembroke (low and moderate speeds) means to cross the intersection (on right way)
4. Pembroke at Pembroke (low and moderate speeds) means to cross the intersection (on right way)

POSSITIVE ELEMENTS

1. Have a single bus stop, pedestrian between Pembroke Drive and South Drive
2. "Pedestrian crossing" at Pembroke Drive
3. Add bus shelter to the Park Road through"
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.
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…
<table>
<thead>
<tr>
<th>Converted Street</th>
<th>Limit 1</th>
<th>Limit 2</th>
<th>Before</th>
<th>After</th>
<th>Year Implemented</th>
<th>Resurfacing/CIP</th>
<th>Volume Before</th>
<th>Volume After</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colony Road</td>
<td>Runnymede</td>
<td>Roxborough Rd</td>
<td>4 lanes divided</td>
<td>2 lanes divided</td>
<td>2003</td>
<td>Resurfacing</td>
<td>15,800</td>
<td>15,700</td>
</tr>
<tr>
<td>Selwyn Ave</td>
<td>Park Rd</td>
<td>Runnymede</td>
<td>4 lanes</td>
<td>2 lanes, wide OSP</td>
<td>2003</td>
<td>CIP</td>
<td>8,700</td>
<td>8,200</td>
</tr>
<tr>
<td>30th St</td>
<td>The Plaza</td>
<td>N. Davidson St</td>
<td>4 lanes</td>
<td>2 lanes, bike, OSP</td>
<td>2004</td>
<td>Resurfacing</td>
<td>5,000</td>
<td>5,200</td>
</tr>
<tr>
<td>Clanton</td>
<td>West Blvd</td>
<td>Sargeant Dr</td>
<td>4 lanes</td>
<td>3 lanes, bike</td>
<td>2005</td>
<td>CIP</td>
<td>11,700</td>
<td></td>
</tr>
<tr>
<td>Remount Rd</td>
<td>South Blvd</td>
<td>Light Rail</td>
<td>4 lanes</td>
<td>2 lanes, bike</td>
<td>2006</td>
<td>CIP</td>
<td>12,200</td>
<td>10,500</td>
</tr>
<tr>
<td>Tuckasegee Rd</td>
<td>Tennyson Dr</td>
<td>Berryhill Rd</td>
<td>4 lanes</td>
<td>3 lanes, bike</td>
<td>2007</td>
<td>CIP</td>
<td>21,400</td>
<td>17,600</td>
</tr>
<tr>
<td>East Blvd</td>
<td>Scott Ave</td>
<td>Kings Rd</td>
<td>4 lanes</td>
<td>3 lanes, bike</td>
<td>2008</td>
<td>CIP</td>
<td>12,600</td>
<td>8,400</td>
</tr>
<tr>
<td>Rozelles Ferry Rd</td>
<td>Corcoran Way</td>
<td>Beatties Ford Rd</td>
<td>4 lanes</td>
<td>2 lanes, bike, wide painted median</td>
<td>2009</td>
<td>Resurfacing</td>
<td>15,600</td>
<td>15,300</td>
</tr>
<tr>
<td>Morehead St</td>
<td>Freedom</td>
<td>I-77 ramp</td>
<td>4 lanes</td>
<td>3 lanes, shoulder</td>
<td>2009</td>
<td>CIP</td>
<td>10,400</td>
<td>10,600</td>
</tr>
<tr>
<td>Hawthorne Lane</td>
<td>8th St</td>
<td>Central Ave</td>
<td>4 lanes</td>
<td>2 lanes, bike, OSP</td>
<td>2009</td>
<td>Resurfacing</td>
<td>6,900</td>
<td></td>
</tr>
<tr>
<td>Oaklawn Ave</td>
<td>Beatties Ford Rd</td>
<td>I-77 ramp</td>
<td>4 lanes</td>
<td>2 lanes, bike, OSP</td>
<td>2009</td>
<td>Resurfacing</td>
<td>13,700</td>
<td>19,100</td>
</tr>
<tr>
<td>Oaklawn Ave</td>
<td>I-77 ramp</td>
<td>Statesville Ave</td>
<td>4 lanes</td>
<td>3 lanes, bike</td>
<td>2009</td>
<td>Resurfacing</td>
<td>10,000</td>
<td>12,200</td>
</tr>
<tr>
<td>Remount Rd</td>
<td>Light Rail</td>
<td>S. Tryon St</td>
<td>5 lanes</td>
<td>3 lanes, bike, OSP</td>
<td>2009</td>
<td>CIP</td>
<td>17,300</td>
<td>15,500</td>
</tr>
<tr>
<td>Nations Ford Rd</td>
<td>Arrowood Rd</td>
<td>Forest Pointe Dr</td>
<td>4 lanes</td>
<td>3 lanes, bike</td>
<td>2009</td>
<td>Resurfacing</td>
<td>17,300</td>
<td>15,500</td>
</tr>
<tr>
<td>Arrowood Rd</td>
<td>Fawnbrook</td>
<td>Hebron Rd</td>
<td>4 lanes</td>
<td>3 lanes, bike</td>
<td>2009</td>
<td>Resurfacing</td>
<td>13,700</td>
<td>19,100</td>
</tr>
<tr>
<td>Arrowood Rd</td>
<td>Hebron Rd</td>
<td>Nations Ford Rd</td>
<td>4 lanes</td>
<td>3 lanes, bike</td>
<td>2009</td>
<td>Resurfacing</td>
<td>10,000</td>
<td>12,200</td>
</tr>
<tr>
<td>Tuckasegee Rd</td>
<td>Berryhill Rd</td>
<td>4th Street Ext</td>
<td>4 lanes</td>
<td>2 lanes, bike</td>
<td>2009</td>
<td>Resurfacing</td>
<td>5,300</td>
<td></td>
</tr>
<tr>
<td>East Blvd</td>
<td>Cleveland Ave</td>
<td>Dilworth Rd West</td>
<td>4 lanes</td>
<td>2 lanes divided, bike, OSP</td>
<td>2010</td>
<td>CIP</td>
<td>17,200</td>
<td></td>
</tr>
<tr>
<td>Mint Street</td>
<td>Palmer</td>
<td>West Blvd</td>
<td>4 lanes</td>
<td>2 lanes, bike, OSP</td>
<td>2010</td>
<td>Resurfacing</td>
<td>6,100</td>
<td></td>
</tr>
<tr>
<td>Selwyn Ave</td>
<td>Queens Rd West</td>
<td>Colony Rd</td>
<td>4 lanes</td>
<td>3 lanes, shoulder</td>
<td>2010</td>
<td>Resurfacing</td>
<td>19,600</td>
<td>20,400</td>
</tr>
<tr>
<td>South Tryon</td>
<td>Stonewall</td>
<td>College</td>
<td>5 lanes</td>
<td>3 lanes, bike</td>
<td>2010 (temp)</td>
<td>CIP</td>
<td>10,400</td>
<td></td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>Solutions:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide more ‘WALK’ time for people with disabilities and are elderly to cross at the following intersections –</td>
</tr>
<tr>
<td>• Park Rd / Scott-Kenilworth Intersection</td>
</tr>
<tr>
<td>• Park Rd / Hillside</td>
</tr>
<tr>
<td>• Park Rd / Princeton</td>
</tr>
<tr>
<td>• Park Rd / Marsh</td>
</tr>
<tr>
<td>Replace damaged sidewalks on Park Rd south of Poindexter, along Poindexter, and throughout Park Rd</td>
</tr>
<tr>
<td>Provide sidewalk along Marsh Rd (northern side)</td>
</tr>
<tr>
<td>Improve landscape maintenance (managing overgrown shrubs, trees etc) along Park Rd just north of Hillside Ave</td>
</tr>
</tbody>
</table>

**Park Road Corridor Study**
## Potential Bike and Pedestrian Solutions

<table>
<thead>
<tr>
<th>Solutions:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve pedestrian crossing between the bus stop on the west side of Park Rd and the Park Rd Shopping Center</td>
</tr>
<tr>
<td>Widen sidewalks on the east side of Park Rd between Park Rd Shopping Center driveways</td>
</tr>
<tr>
<td>Install sidewalk between Holmes Dr and Drexel Pl</td>
</tr>
<tr>
<td>Improve crosswalk visibility at Heather Ln and Park Rd</td>
</tr>
<tr>
<td>Improve crosswalk visibility at Woodlawn Rd and Park Rd</td>
</tr>
<tr>
<td>Install “Share the Road” sign (Bicycles) throughout Park Rd</td>
</tr>
</tbody>
</table>

_Park Road Corridor Study_
## 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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**Park Road Corridor Study**
## Potential Bike and Pedestrian Solutions

### Solutions:

1. 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.

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

3. 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
**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:**

<table>
<thead>
<tr>
<th>Solutions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prohibit southbound left turns from Park Road onto Salem Drive during peak periods</td>
</tr>
<tr>
<td>Redesign the intersection of Cambridge, Poindexter, and Park Road to create a 3-way intersection with Poindexter and Park Road.</td>
</tr>
<tr>
<td>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</td>
</tr>
<tr>
<td>Design Yale Pl to be perpendicular with Park Rd, and explore the construction of a ‘jug handle’ from Park Rd to Yale Pl</td>
</tr>
</tbody>
</table>
### Potential Traffic Operations Solutions

**Solutions:**

<table>
<thead>
<tr>
<th>Solutions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prohibit left-turns from Park Rd Shopping Center Dr to Park Rd</td>
</tr>
<tr>
<td>Prohibit northbound U-turns at Park Rd and Woodlawn Rd intersection</td>
</tr>
<tr>
<td>Construct a southbound left turn lane on Park Rd to access Montford Dr</td>
</tr>
<tr>
<td>Solutions for the raised median on Park Road near Drexel Pl:</td>
</tr>
<tr>
<td>– Improve its aesthetics</td>
</tr>
<tr>
<td>– Remove it completely or partially</td>
</tr>
<tr>
<td>– Allow left turn from Drexel Pl onto Park Rd</td>
</tr>
<tr>
<td>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</td>
</tr>
</tbody>
</table>
## Potential Traffic Operations Solutions

<table>
<thead>
<tr>
<th>Solutions:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Re-design the two-way left turn lane between Reece Rd and the Park Rd Shopping Center Dr to eliminate vehicle conflicts</td>
</tr>
<tr>
<td>Align YWCA driveways with Townes Rd to create a 4-way intersection with Park Rd and install a traffic signal</td>
</tr>
<tr>
<td>Increase police presence to enforce speeding on Park Road</td>
</tr>
<tr>
<td>Improve the Park Rd and Scott/Kenilworth intersection operations by constructing a roundabout</td>
</tr>
<tr>
<td>Install driver feedback signs along Park Road to encourage slower vehicle speeds</td>
</tr>
<tr>
<td>Re-time the traffic signal at Poindexter/Cambridge and Park Rd intersection to improve efficiency</td>
</tr>
</tbody>
</table>

**Park Road Corridor Study**
## 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
## 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.
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.
# PARK ROAD CORRIDOR STUDY

## Project Schedule

<table>
<thead>
<tr>
<th>Task</th>
<th>JAN</th>
<th>FEB</th>
<th>MAR</th>
<th>APR</th>
<th>MAY</th>
<th>JUN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop Public Involvement Plan</td>
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<tr>
<td>1st Public Meeting</td>
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<tr>
<td>2nd Public Meeting</td>
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<tr>
<td>3rd Public Meeting</td>
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<tr>
<td>Summary Report</td>
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</tbody>
</table>

Legend:
- □: Meetings with CDOT from 10am-12pm on the following dates: 1/21/11, 3/11/11, 4/7/11 & 5/25/11
- ☺: Meeting with Neighborhood Representative Committee from 7-9pm on the following dates: 1/31/11, 3/1/11 & 5/5/11
- ☩: Public Meetings: 3/3/11 (6-8pm), 3/24/11 (4-8pm), 3/26/11 (1-5pm) & 5/12/11 (6-8pm)
- ⭐: Summary Report (5/16/11)

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 1/26/2011
3\textsuperscript{rd} Public Meeting on May 12\textsuperscript{th}, 2011

Questions & Answers