

# Park Road Corridor Study



Prepared for:  
City of Charlotte Department of Transportation  
Charlotte, North Carolina

Prepared by:  
**HNTB**

July 2011



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# Acknowledgements



Park Road Corridor Study: City of Charlotte

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# Park Road Corridor Study



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City of Charlotte, North Carolina

## 1.0 BACKGROUND & OVERVIEW

Park Road is one of a few major arterials that connect many neighborhoods, shopping centers, employment centers, and civic destinations south of Uptown Charlotte. Recent changes in growth and development along this corridor prompted the City and neighborhoods between Kenilworth Avenue and Montford Drive to assess this corridor from a multi-modal transportation perspective.

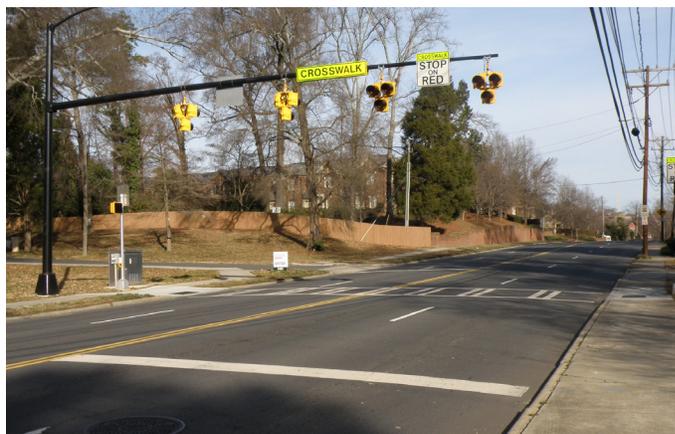
Since many residents utilize this corridor for a variety of purposes (i.e. local neighborhood connections, commuting, transit, pedestrian, bicycle, etc.), it was important for the City to understand the transportation issues that various users of this corridor are facing.

To reach out to the residents and users of this corridor, a Study Team was organized that included a Neighborhood Representatives Committee (NRC), City of Charlotte Department of Transportation staff (CDOT), and a consultant team (HNTB). Together they created a public involvement plan to engage the residents and seek input on transportation issues and work with them to identify solutions. The Core Study Team consisted of CDOT and HNTB, who facilitated the public involvement plan and the Corridor Study.

## 2.0 OBJECTIVES

The overall objective of this corridor study was to identify issues and generate solutions/ideas with the public to improve overall mobility. Since the focus of this study was related to transportation improvements, changes to land use were not considered as part of this study. The objectives specifically related to transportation were as follows:

- Ensure sufficient communication with the community to achieve a transparent process, active participation during the meetings and comments periods, and effective collaboration when determining the final outcome.



- Identify potential maintenance, operating, and capital improvement projects along the Park Road Corridor based on public feedback, preliminary assessments from CDOT staff, and the overall benefit to mobility for all users.

## 3.0 STUDY AREA

The study area, shown in Figure 1, was created in collaboration with the Study Team. The study area was defined to keep the focus of transportation issues shared by similar development patterns. The two (2) mile long study area boundary was between Kenilworth Avenue to the north and Montford Drive, just south of Woodlawn Road. The Study Area also included all residential neighborhoods, civic and institutional uses connected to Park Road between Kenilworth Avenue and Montford Drive.



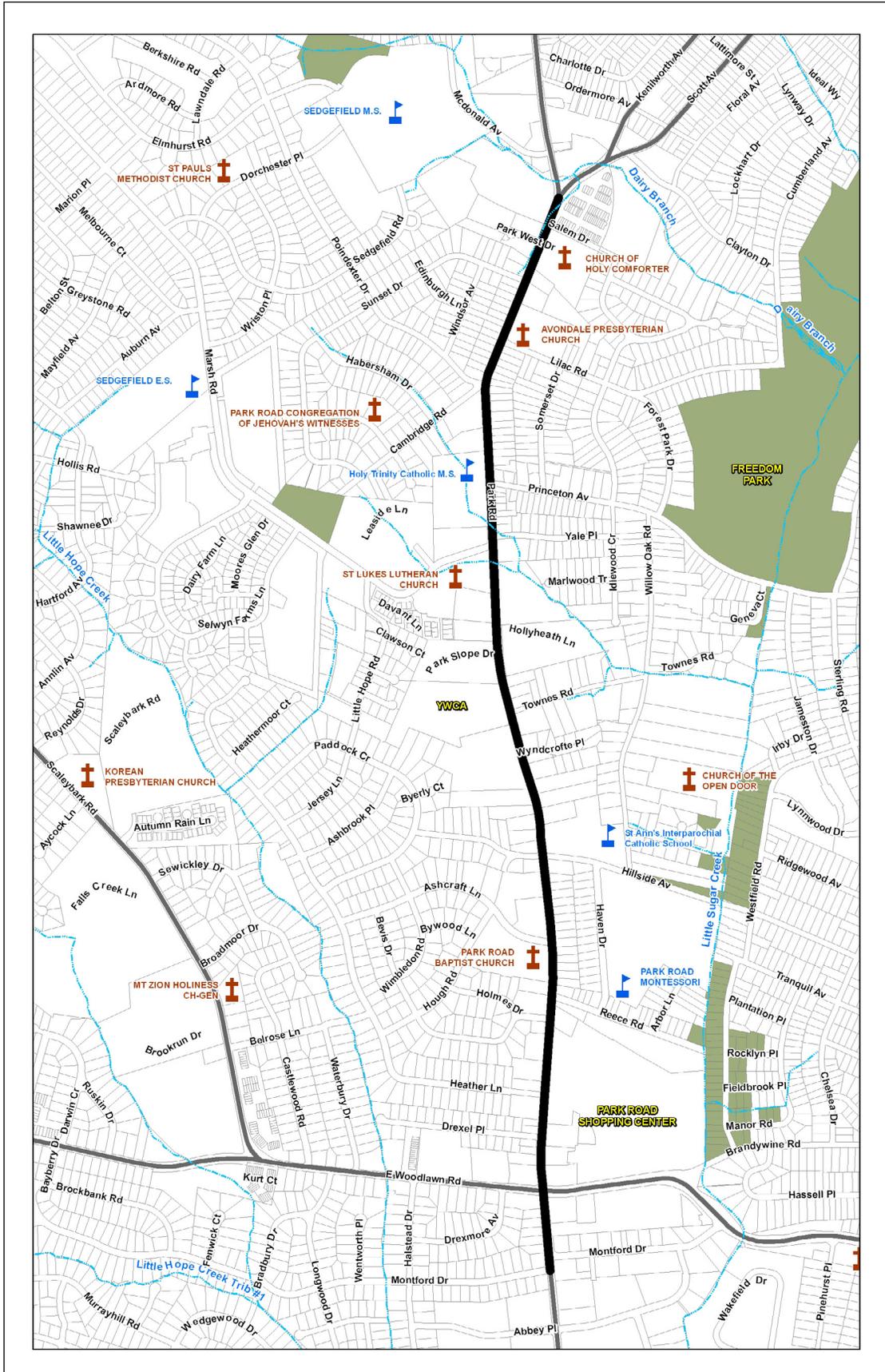


FIGURE 1: Study Area Map

## 4.0 PUBLIC INVOLVEMENT PLAN, ROLES, & RESULTS

The Study Team understood the importance of engaging the public from the onset. Because of this, a comprehensive public involvement plan was created to ensure the public engagement was transparent, effective, and inclusive. Three organizing principles were identified to create this public involvement plan. These principles included – Communication, Facilitation, and Participation.

### Communication

Communication was the first and most critical component to the public involvement process for this study. Having effective communication would ensure that the public was aware of this study and had a variety of ways to obtain information about the project, process, meeting schedule, and updates. The goals of this task were to:

- Ensure that information about the project was conveyed to the public in a timely and efficient way;
- Ensure that the public does not view this as a process that occurs “behind closed doors”; and
- Ensure that the public has proper notice to attend meetings and alternative ways to participate.

### Neighborhood Representative Committee (NRC)

Although broader public outreach was the main goal of the project, a need for a representative committee was identified at the onset. The City’s Neighborhood Statistical Areas (NSA) boundary information and Charlotte-Mecklenburg Planning Department’s Neighborhood Organization Contact List were used to identify and contact association representatives from each organized neighborhood adjacent to the corridor. CDOT requested these volunteers to serve on the committee to represent their respective neighborhoods. This committee was later called “The Neighborhood Representative Committee” (NRC). Responsibilities of the NRC included representing neighborhood’s views, drawing more people to public

meetings, and disseminating information to those who couldn’t attend. The following neighborhoods had representatives on the NRC:

- Ashbrook
- Collinswood
- Freedom Park
- Hope Creek
- Madison Park
- Sedgefield

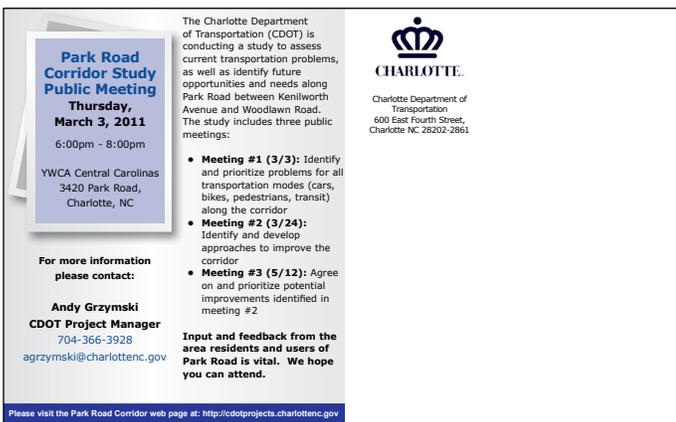
### Public Outreach

This section outlines the various methods that the Study Team utilized to communicate with the public. These methods include internet-based media, physical advertisement, and personal contact. The following provides an overview of each and how they were utilized to solicit feedback from the community.

- **Project Webpage**  
CDOT created and maintained an exclusive webpage on the City’s website (<http://cdotprojects.charlottenc.gov>) for this project. This webpage was utilized as a bulletin board to post project updates, meeting dates/times, meeting documents, presentations, and information reviewed at public meetings. The webpage was updated within a few days after each public meeting for viewing and to provide comments and feedback. A “Notify Me” function was also provided that enabled the public to register for webpage updates. Once the webpage was updated, those that registered received an email notification when new information was available for viewing.
- **Physical Advertisement**  
Since all members of the community do not have the ability to access the internet or email, physical advertisement was another important aspect of public outreach. The physical advertisement methods that were utilized during this project included postcards, flyers, monument signs, and yard signs.

### Postcard

A postcard designed by the Study Team was utilized to notify residents of scheduled public meeting dates, times, and location. The postcard also had information about whom to contact with project-related questions, as well as information to access the project webpage. The postcards were mailed to all residential addresses in the study area. The postcard design is shown below.



### Flyer

Whereas post cards were designed and distributed to communicate to individual home owners, flyers were used to target public places. Similar to the postcard, the flyers contained information to notify residents of scheduled public meeting dates, times, and location. They also had information about whom to contact for project-related questions within their neighborhood, as well as information

to access the project webpage. A digital version of the flyers was provided to each member of the NRC committee to provide to their neighborhood residents, local churches, schools, grocery stores, etc. A new flyer was created prior to each meeting for distribution, to supplement the postcard. Flyers were also posted on the project webpage, weeks prior to each public meeting.

### Monument Message Sign

All meetings were held at the YWCA Central Carolinas location on Park Road. A few days prior to each public meeting, the YWCA advertised the meeting date and time on their monument message sign in front of the facility on Park Road. This sign served as a reminder to residents and commuters in the neighborhood. This also served as an opportunity to communicate to those that did not receive other forms of communication, such as commuters who did not live in the study area, but utilize the corridor daily.

### Yard Signs

To supplement the monument message sign, yard signs were created and posted on the front lawn of the YWCA along Park Road a few days prior to each public meeting. Similar to the monument message sign, this served as a reminder and an opportunity to communicate to those that did not receive other forms of communication, such as commuters that were not part of the study area, but utilize the corridor daily.

- **Personal Contact**

Emails and phone calls were utilized as methods of personal contact to further ensure sufficient participation, communication, and public awareness for upcoming meetings.

### Emails & Phone Calls

In the first meeting with NRC, the Study Team asked each member to provide contact information of five individuals within the community who can be leveraged to spread the word about the project and public meetings.

It was asked that they select five individuals whom they consider active in the community whether within their HOA, church, schools, or businesses. The Study Team provided the NRC with personalized flyers with information to communicate to these individuals. The NRC was asked to email and make personal phone calls to these individuals prior to each public meeting. This also provided an opportunity for the NRC to communicate with the public and solicit any feedback that they may have back to the Core Study Team.

## Facilitation

A total of three public meetings were conducted throughout the Park Road Corridor Study. The goals of the public meetings were to:

- Solicit and Understand the issues and concerns of the residents,
- Engage citizens in discussions, and
- Develop a list of potential projects with the residents and meeting participants that will resolve the issues and concerns of the community.

As mentioned previously, the Study Team was a joint effort between the CDOT, the NRC, the public at large, and the consultant team (HNTB). Although each organization played a separate role during the study, all roles complemented each other. The foremost roles for each organization are outlined below:

- CDOT staff provided the leadership and management of the project. In addition, they provided technical expertise to evaluate the feasibility of various potential transportation solutions; took the lead in organizing meetings; and maintained the project webpage.
- The NRC's role was to review and provide feedback on the meeting agenda and materials to the Core Study Team, and encourage their neighborhood's residents to attend the upcoming meeting.
- HNTB's role was to provide ideas and refine these ideas once agreed upon by the CDOT and the NRC during the public involvement

process. In addition, HNTB was responsible for creating the format of each public meeting, executing that format, presenting and facilitating the meetings and presentations, assessing the feasibility of various projects, and documenting the results.

## Participation

The ultimate goal of communication and facilitation was to increase participation during public meetings. As previously mentioned, three public meetings were organized during this project.

### Public Meeting #1 "Kick Off"

The first public meeting "kicked off" the project by educating the community about the purpose of the project and solicited feedback regarding the major issues and opportunities in the Park Road Corridor. The meeting included the following elements:

- Sign-in
- Presentation
- Sticker Exercise
- Group Exercise

### Sign-in

To understand where meeting participants live in relation to the study area, participants were asked to place an orange sticker on a large aerial of the study area showing their place of residence. This map was called the "Where You Live" map (Figure 2). This visual reinforced that the initial public outreach methods worked as participants came from different parts of the study. In fact, a few came from outside the study area limits.



### **Presentation**

To foster unbiased discussion, each attendee was assigned a random table. This also allowed attendees to share their thoughts and listen to others whom they may not have in the past. The meeting began with a presentation (Appendix A) by the Core Study Team that provided a brief description and purpose of the project.

### **Sticker Exercise**

Near the end of the presentation a “sticker exercise” was facilitated by the Core Study Team. The point of this exercise was to uncover specific transportation issues along the study corridor. The attendees were given three red and three green stickers and were asked to walk up to two boards at the front of the room. Each board had a map of the study area. Participants were instructed to place their three red stickers on locations along the study corridor that they ‘dislike’ or have issues with. For example, if they thought that an intersection was not safe for pedestrians to cross they would put a red sticker at that intersection. Participants were asked to place their green stickers on the second board at locations along the corridor that they “like” and view as opportunities to build upon or ensure that these improvements remain. This exercise presented interesting results. For example, on one hand many participants placed stickers at the Park Road Shopping Center because they liked having the opportunity to easily access local stores for their everyday needs; on the other hand, many attendees placed red stickers at the Park Road Shopping Center drawing attention to the issues of poor pedestrian amenities, and confusing vehicular turning movements. The Core Study Team facilitated the discussion at each



of the boards to discuss the attendees’ issues and opportunities and encourage dialogue with others. The results of both boards are shown in Figure 3 and Figure 4.

### **Group Exercise**

At the conclusion of the ‘sticker exercise’, participants began the group exercises. In these exercises, each table was asked to review study area maps displayed around the room and discuss amongst each other at their table the major issues and concerns that the corridor faces related to transportation. The Core Study Team facilitated the discussions at each table. Each group was asked to designate one spokesperson to share the views of the group with other attendees.

After the discussion, the facilitator went around the room and asked each spokesperson to provide the larger group with general and specific issues/concerns that was discussed among their small table, which were then consolidated onto two lists. One list outlined ‘general’ issues and concerns that residents have while the second list outlined their ‘specific’ issues and concerns. A general issue, for example, was that most participants stated that vehicles travel too fast along the corridor. A specific issue, for example, was that the two-way left turn lane on Park Road between Harris Teeter, Holmes Drive, and Reece Road is poorly designed.

The result was two comprehensive lists of approximately ten (10) issues/concerns each. The lists were loaded into polling software by the Core Study Team and displayed on an overhead projector. Each participant was given a key pad polling device







FIGURE 3: Photo of Issues Map

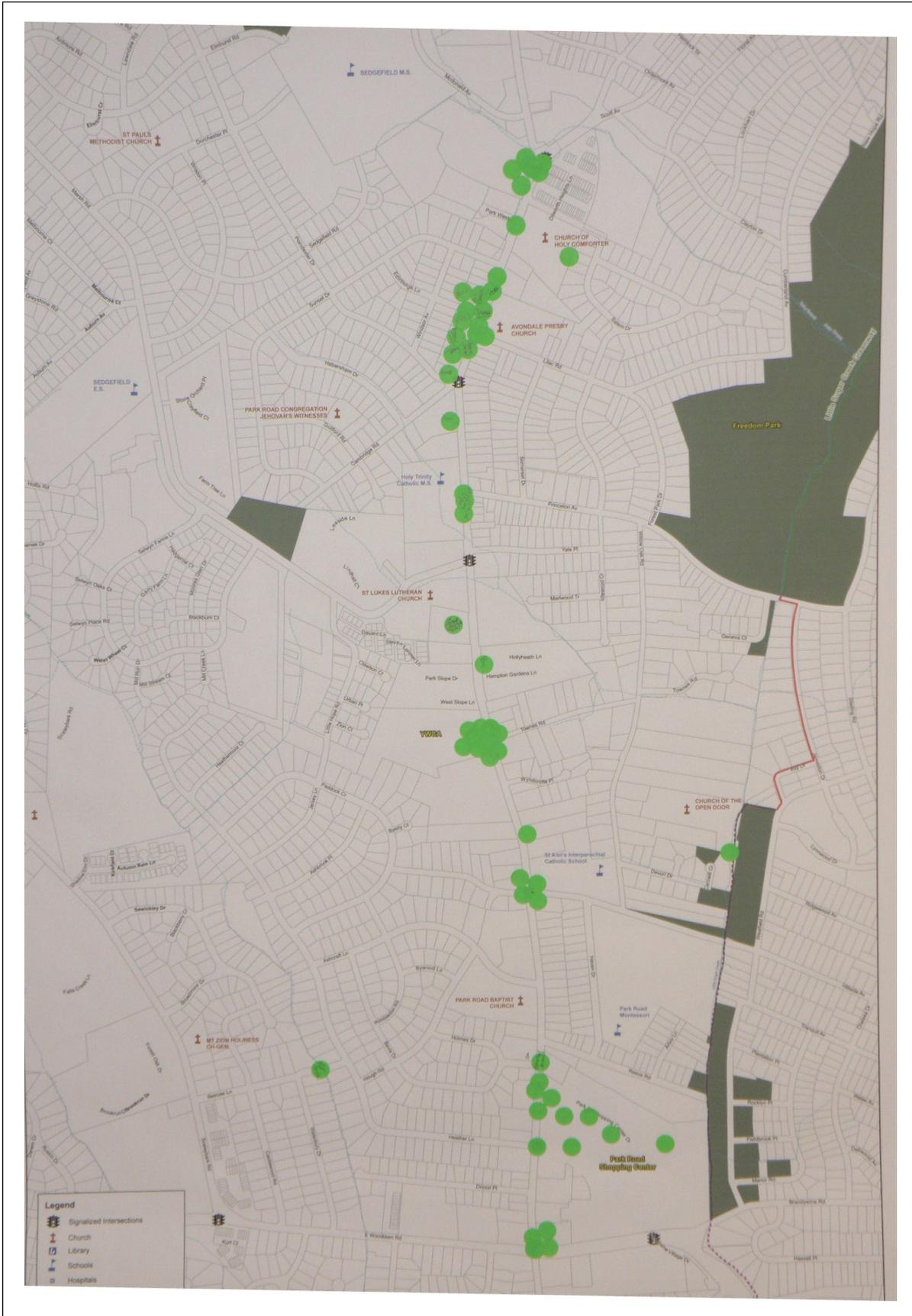


FIGURE 4: Photo of Opportunities Map

and asked to rate their top issue/concern for each list. This resulted in a weighted list of issues and concerns created by the meeting attendees. The list was consolidated and organized by category, as shown in Figure 5.

The results of the meeting were posted on the project webpage with contact information to send comments. In addition, a formal feedback form was also used, where residents provided comments to the Core Study Team as public input for the project. These results are shown in Appendix A.

### **Public Meeting #2 “Workshop”**

The second meeting was conducted to actively involve the Study Team and the community. To build on the prioritized issues and opportunities identified in the 1st Public Meeting, the 2nd Public Meeting was organized as a workshop. The purpose of this Workshop was to explore ideas/solutions that could address issues identified in the 1st Public Meeting with the residents. The Core Study Team resisted the idea of bringing solutions to the public, but rather adopted a more open forum to build ideas with the public. All interested citizens were invited to the Workshop to provide ideas that they feel will help resolve the prioritized list of issues/concerns identified in the first public meeting. The Workshop format was designed to be informal, allowing participants to “walk-in” and provide input as their schedules allowed.



The format of the meeting was tailored around three ideas:

- Educating the public on issues and opportunities identified in the 1st Public meeting,
- Exploring solutions with engineers and planners, and
- Documenting solutions in a way that enables participants to view what others are discussing and thinking. This was done by setting up three stations at the workshop, facilitated by the Core Study Team.

Station #1 listed all the issues, concerns, and opportunities identified at the first meeting. This ensured that attendees at the 2nd Public Meeting were educated on issues from the 1st Public Meeting, or refreshed their memory if they did attend the 1st Public Meeting.



*Station #1*

Station #2 consisted of several aerials of the study area and tracing paper to work with engineering and planning staff from the Core Study Team. Attendees were encouraged to work with staff to develop feasible solutions to their transportation issues. This provided the attendee one-on-one time with transportation professionals to discuss why some of their ideas may be feasible, while why some may not. Once a feasible solution was agreed upon and the participant was satisfied, the participant proceeded to document their solution at Station #3.

## 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

FIGURE 5: What We Heard Board



*Station #2*

Station #3 consisted of a large map of the entire corridor posted on the wall. To make this exercise intuitive and to be able to visualize solutions, Station #3 had pre-determined stickers that participants could use to document their solutions. This allowed participants to peel and apply their personal solution sticker to all locations they felt appropriate.

The Workshop resulted in a comprehensive list of potential maintenance and multi-modal projects based on input from the participants displayed on a large map.



*Station #3*

Before the Workshop was complete, the list of project ideas was compiled and presented back to the meeting participants during a formal presentation (Appendix B). This presentation was advertised ahead of time to ensure that those who couldn't come during the station breakouts had an opportunity to listen, discuss, and provide feedback during the wrap-up presentation.

Early in the process, it was felt that the Workshop was an important tool to engage residents on a one-on-

one basis. Therefore, the Core Study Team conducted a second Workshop on a Saturday for those who may not be able to attend the first one. The second Workshop was conducted in the same format for consistency. The Core Study Team requested that participants only attend one of the Workshops to avoid duplicate information.

It was made clear to the attendees during the presentation of potential ideas/solutions that even though many solutions were discussed during the workshop, it does not mean that all these solutions may be implemented. Workshop participants were informed that the Core Study Team would assess each solution/idea in detail and discuss the applicability/feasibility of these ideas in the 3rd Public Meeting.

The results of the Workshops were posted on the Project webpage with contact information to send comments. Similar to the 1st Public Meeting, feedback forms were used to document detailed input from workshop attendees.

### ***Public Meeting #3 "Final Meeting"***

Over forty (40) ideas/solutions were discussed and documented during the 2nd Public Meeting/Workshops. As mentioned previously, each of these ideas/solutions required further analysis by various City Departments to determine their feasibility and implementation potential. Prior to this analysis, no idea was considered unfeasible, non-implementable, or unrealistic.

The Core Study Team organized internal meetings with various City Departments to evaluate each idea/solution in detail. Since all solutions were considered feasible from an engineering/design standpoint, the conversations mainly revolved around three fundamental questions:

- Does the proposed solution agree with the City's transportation goals, objectives, and policies?
- Will the project require coordination with private property owners?
- Is there a currently funded program or existing project that can be utilized to fund and implement the solution?

Based on the results of this evaluation, each solution was organized into one of the five following categories:

1. No Further Action at this time

Solutions in this category generally mean that the project does not agree with the City's transportation goals, objectives, and or policies. For example, if a solution consisted of restricting a vehicular turn movement to or from a side street, this idea conflicted with the City's Transportation Action Plan Policy 2.9.3 on connectivity. This policy states that "the City intends for existing and new residential developments to be connected by streets and/or bikeways and pedestrian networks to reduce vehicle miles of travel (VMT). This will help accommodate travel between new residential developments and nearby schools, neighborhood community centers, transit stops, parks, bikeways, commercial land uses, office developments and other compatible land uses and developable lands"

2. Requires coordination with private development

Solutions in this category were feasible, but not entirely in the City's control. For example, some of the transportation issues identified were related to Marsh Road. Solutions identified were to add sidewalks, install on-street parking, and improve sight distance at the Park Road/Marsh Road intersection. These solutions were categorized in this section because there is likely a future private development on the northeast corner of the Park Road/Marsh Road intersection. This development could potentially include the implementation of the proposed solutions.

3. Requires cooperation with property owners and/or an appropriate funding source

Solutions in this category would require cooperation with property owners, or a funding source needs to be identified that currently doesn't exist. For example, managing overgrown landscape near sidewalks. Since this is usually the responsibility of the property

owners, City staff will need cooperation from the property owner to implement these solutions. Alternatively, the City would require a funding source to maintain the landscaping.

4. Will be incorporated for consideration into currently funded projects

Solutions in this category could be combined with already planned and funded projects. These were identified at locations that have an ongoing improvement project under design. Therefore, the proposed solutions will be further evaluated and possibly implemented as part of the current design project. For example, a storm water project is currently under design at the Park Road/Kenilworth intersection. The proposed solution to improve pedestrian crossing amenities on the south side could be implemented as part of this project.

5. Will be completed under current operation and/or maintenance programs

The City manages several transportation improvement and maintenance programs within CDOT's Engineering and Operations Division and Street Maintenance Division. Several of the solutions brought up in the Corridor Study will be implemented under these programs. For example, several solutions were related to pedestrian crossing improvements. These improvements will be implemented under CDOT's Transportation Signals Systems and Operations Sections, through signal retiming and installing high visibility crosswalks at all signalized intersections.

Organizing ideas/solutions in this category allowed for better understanding of how these ideas can be implemented.

The meeting began with a presentation summarizing the process that the Core Study Team went through to assesses each project and develop next steps (Appendix C). This process led to the five categories of conclusions, previously discussed. In addition, a board was provided that matched each transportation

issue with their potential solution provided in the 2nd Public Meeting (Figure 6).

The results of the final meeting were posted on the Project webpage with contact information to send comments. Similar to the first two Public Meetings, feedback forms were used to document detailed input from workshop attendees. However, the feedback forms for this meeting also collected feedback on which three projects the participant would like to see implemented first. This feedback resulted in a list of prioritized projects.

## 5.0 SUMMARY OF RESULTS

The public involvement process was designed with a goal to achieve effective collaboration with the public and Study Team during each phase of this process. Each public meeting involved various techniques to obtain feedback on the public's priority issues/concerns (Public Meeting #1) and what types of solutions the public would like the City to implement (Public Meeting #2). After the City assessed the feasibility of implementing these solutions related to engineering, construction cost, and other impacts, a final list of projects was presented to the public (Public Meeting #3).

The final project list was a result of the collaboration of both the public and Study Team's efforts in determining maintenance and multi-modal projects that can be implemented along the Park Road Corridor Study Area.

### *Participants*

A total of approximately 100 residents attended all three meetings. They represented various neighborhoods, were of all ages, and use Park Road in a variety of different ways (i.e. walking, biking, transit, and vehicular). To get a broader view of the issues from different neighborhoods and users, reaching out to a wider cross-section of participants was very important. The polling results can be seen in Figure 6.

### *Summary of Feedback Forms*

At the end of each meeting, the participants were asked to fill out feedback forms. The forms were

designed to allow the public another opportunity to provide feedback. The questions on the form pertained to meeting process and facilitation, and provided opportunities to expand on their explanation.

The results of these forms provided a range of responses. After the first meeting many of the responses were positive, indicating that the meetings were well-organized and executed. Other responses were less positive, commenting that the meetings were just a façade and implying that the City had no intention to take the process seriously. However, after the final meeting, those that were initially skeptical about this study responded that they became unexpectedly pleased with the process and outcome and look forward to seeing their solutions implemented. In addition, the forms also provided opportunity for the public to document new issues and solutions that were not communicated in the public meeting.

### *Major Issues identified at Public Meeting #1*

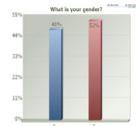
The first meeting was well-attended by residents in the Study Area. As the meeting unfolded, it was apparent that several attendees were under the impression that the purpose of the Corridor Study was to explore alternatives to constructing a planned sidewalk project along Park Road between Sunset Drive and Poindexter Drive. There was also the impression that a feasible alternative to constructing this sidewalk project could be the conversion of Park Road from a four lane, undivided street to a three lane street with one lane in each direction and a center turning lane (road conversion). The residents felt that by narrowing the roadway, sidewalks could be constructed within the City right-of-way, and thus not require land acquisition. It was also thought that a road conversion would address the perceived speeding issue that was articulated by the majority of the group. Residents also believe that a road conversion would reduce the number of heavy trucks traveling on Park Road by making it more of a residential street. Because it was clear that these issues represented a strong feeling among many of the participants, the Core Study Team took time after the 1st Public Meeting to develop a clear and concise

# WHAT WE HEARD

## KEY PAD POLLING RESULTS

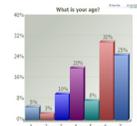
### What is your gender?

- Female
- Male



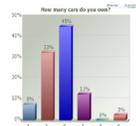
### What is your age?

- Younger than 15
- 15-19
- 20-34
- 35-44
- 45-54
- 55-64
- 65 or better



### How many cars do you own?

- None
- One
- Two
- Three
- Four
- More



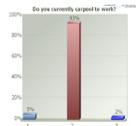
### How many vehicle trips to/from your house do you make per day?

- None
- More than 1
- More than 3
- More than 5



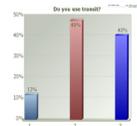
### Do you currently carpool to work?

- Yes
- No
- Sometimes



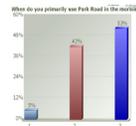
### Do you use transit?

- Yes
- No
- Sometimes



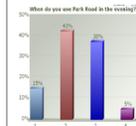
### When do you primarily use Park Road in the morning?

- 5-7 AM
- 7-9 AM
- 9-12 AM



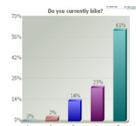
### When do you use Park Road in the evening?

- 12-4 PM
- 4-6 PM
- 6-8 PM
- After 8 PM



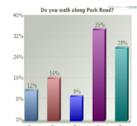
### Do you currently bike along Park Road?

- Daily
- A few times a week
- A few times a month
- Occasionally
- Never



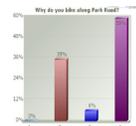
### Do you walk along Park Road?

- Daily
- A few times a week
- A few times a month
- Occasionally
- Never



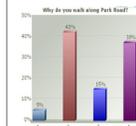
### Why do you bike along Park Road?

- Work - Transportation
- Recreation / Exercise
- Daily Errands
- Don't bike



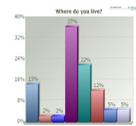
### Why do you walk along Park Road?

- Work - Transportation
- Recreation / Exercise
- Daily Errands
- Don't walk



### Where do you live?

- Ashbrook / Clawson Village
- Dilworth
- Myers Park
- Park Road / Freedom Park
- Sedgefield
- Madison Park
- Hope Creek
- Outside the Study Area



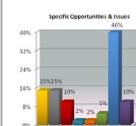
### General Opportunities and Issues

- Traffic is too fast on Park Road; lack of traffic calming measures
- Traffic volumes are too high on Park Road
- U-Turns should not be allowed along Park Road
- There is too much noise from traffic on Park Road
- Widening of Park Road would be an issue for property owners along Park Road
- The pedestrian and bicycle environment along Park Road between neighborhoods and commerce is unsafe
- The pedestrian and bicycle environment along Park Road is unattractive
- Park Road does not serve as a local/neighborhood street
- There is a lack of left turn signals and left turn lanes along Park Road



### Specific Opportunities and Issues

- The center two-way left turn lane along Park Road between the Harris Teeter, Holmes Dr, and Reece Road is poorly designed
- It is difficult to turn left from Park Road onto Poindexter Drive and from Park Road onto Marsh Road
- It is difficult for pedestrians to cross Park Road safely near Harris Teeter and near Sunset Drive
- It is difficult for traffic from Holy Trinity Middle School to access Park Road
- It is difficult to turn left from Park Road to Heather Lane
- It is not safe for pedestrians to cross Park Road at Hillside Avenue that want to access the greenway.
- Park Road has too many traffic lanes, too many trucks, no bike lanes, and no on-street parking
- The southbound left turn traffic signal from Park Road to Runnymede Lane (Woodlawn Road) is too short
- It is difficult to turn left from southbound Park Road to Salem Drive
- Sidewalks are too close to Park Road
- Park Road does not serve as a local/neighborhood street
- There is a lack of left turn signals and left turn lanes along Park Road



Public Meeting #1 - Summary Results

CHARLOTTE

**HNTB**

Park Road Corridor Study

CITY OF CHARLOTTE, NORTH CAROLINA

FIGURE 6: Polling Results

response to address these concerns during the 2nd Public Meeting.

The outcome and results of the 1st public meeting was a prioritized list of both general and specific transportation issues and concerns.

The feedback provided directly during the meeting, through feedback forms, and email was compiled and organized as follows (Figure 7):

- General Issues/Concerns
- Location Specific Issues/Concerns
  - Pedestrian Facilities
  - Transit Facilities
  - Traffic Operations
- Positive Elements

### ***Solutions/Ideas Identified in the 2nd Public Meeting***

The second Public Meeting consisted of a Workshop, and concluded with a presentation of the Workshop results. The presentation also provided further information to address the misconceptions brought up in the first meeting regarding the purpose of the Corridor Study and the proposed road conversion alternative.

The presentation of results further explained that the purpose of the meeting was to identify potential maintenance, operation, and capital improvement projects along the Park Road Corridor. The results of this Corridor Study would not have any effect on the sidewalk project between Sunset Drive and Poindexter Drive.

It was further explained that although the City of Charlotte is a proponent of road conversions, it can only be done under appropriate circumstances. Based on the fact the Park Road experiences a high volume of traffic (approximately 28,000 vehicles per day), converting the road by reducing the number travel lanes is not appropriate.

Since many residents believed that Park Road is experiencing a significant increase in traffic volume compared to 15-20 years ago, the Core Team researched historic traffic count data. It was found that Park Road has been experiencing the same traffic volumes for the past 20 years. In fact, existing

traffic volumes have only increased by 5% compared to 20 years ago. In comparison, other similar corridors experience a 5% increase every few years.

The Core Study Team also researched the travel speeds and the volume of heavy trucks on Park Road, which were both issues discussed in the first meeting. The results of the research indicated that the average speed on Park Road is 42 mph, which is 7 mph above the posted speed limit. In comparison, average speeds on Charlotte streets are typically 5 – 9 mph above the posted speed limit. Research also indicated that 1% of all vehicles on Park Road are heavy trucks, buses, or tractor trailers. In comparison, 2% of all vehicles typically consist of heavy vehicles on Charlotte streets.

The result of the Workshops was an organized list of solutions compiled by both the documentation map (Station #3) and feedback forms (Figure 6).

### ***Analysis of solutions/ideas generated during the 2nd Public Meeting***

After the City assessed the feasibility of implementing the list of solutions determined in the Workshops through engineering, construction cost, and other impacts, a final list of projects was presented to the public (Appendix C).

A presentation was also developed and shared with the participants to further explain the results of the City's Assessment of their proposed solutions. A summary of the results were presented as follows:

- Nine (9) Projects = No Further Action at this time
- One (1) Project = Requires coordination with private development
- Seven (7) Projects = Requires cooperation with property owners and/or an appropriate funding source
- Five (5) Projects = Will be incorporated for consideration into currently funded projects
- Twenty-Two (22) Projects = Will be completed under current operation & maintenance programs

## WHAT WE HEARD

General Issues / Concerns		Conclusion
1.	Most participants stated that traffic volumes are too high on Park Road	Park Road currently experiences 27,900 Average Annual Weekday Traffic (AAWDT). In 1988 the AAWDT was 26,500. Over the last 23 years, these traffic volumes have not dramatically increased.
2.	Most participants stated that vehicles travel too fast along the corridor.	The average speed on this corridor is 42 mph. 85% of the vehicles are currently traveling at or below 48 mph. Typically average speeds are 5 – 9 mph above the posted speed limit. CDOT will work with the Police Department's Providence Division to identify potential staging points to enforce the speed limit. This will likely require negotiations with both property owners and neighborhood organizations.
3.	Many participants stated that there is too much truck (heavy vehicle) traffic utilizing Park Road.	Typically, 2% of all vehicles consists of heavy vehicles on similar Charlotte roads. 1% of all vehicles on Park Road consists of heavy vehicles (i.e. Heavy Trucks, Buses, Tractor Trailers). Park Road experiences half of the typical truck traffic compared to similar Charlotte roads.
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.	On-street parking is not feasible due to the roadway width limitations. On-street parking is prohibited along Park Road with the exception of a curb section near Holy Comforter Church that is limited to Sundays.
5.	Many participants agreed that the overhead utilities lines and poles along Park Road are not aesthetically pleasing and/or can cause conflicts with pedestrians on the sidewalk.	CDOT will explore options to relocate poles or install sidewalk around poles through coordination with property owners.
6.	Many participants stated they would like Park Road to serve as a local / neighborhood street with bike lanes and fewer vehicular travel lanes.	Roads that have been converted (road diet) experience traffic volumes ranging from 5,300 – 21,400 AAWDT. Park Road experiences 27,900 AAWDT. Over the last 23 years these traffic volumes have not dramatically increased. Due to the high traffic volumes a road diet is not feasible.
7.	Crossing time at all signalized intersections should be looked at to ensure sufficient time for people with disabilities to cross.	The entire Park Road corridor is to be retimed this summer/fall by CDOT staff.

Pedestrian / Bicycle Issues		Conclusion
1.	Park Road and Scott Avenue (pedestrian crossings need improvement)	The City will re-time all traffic signals and install high visibility crosswalks at all signalized intersections.
2.	Park Road at Sunset Drive (lack of pedestrian crosswalks)	
3.	Park Road near Drexel Place (pedestrian crossings need improvement)	
4.	Park Road and Woodlawn Avenue (improve pedestrian crossings to accommodate new elderly public housing located on Woodlawn)	
5.	Park Road and Kenilworth (auto traffic is very fast - hard to cross Park Road on foot or bike)	
6.	Park Road and Poindexter/Cambridge Road (pedestrian crossings need improvement)	The City is currently constructing sidewalks at this location
7.	Between Sunset Drive and Poindexter Drive (lack of sidewalks)	
8.	Between Townes Road and Hillside Avenue (sidewalks too close to the road)	CDOT will explore opportunities to cost-share with the private property owners along Park Road, such as Park Road Shopping Center, to improve existing sidewalks.
9.	Sidewalks on the east side of Park Rd between Park Rd Shopping Center driveways are too close to the roadway	
10.	Park Road and Hillside Avenue (poor visibility for pedestrian to see vehicles due to vertical curve on Park Road)	The roadway is designed for vehicles to drive within the posted speed limit. Curves in the roadway become an issue when vehicles drive at excessive speeds. Police Department's Providence Division will work with neighborhood residents and CDOT to identify potential staging points for speed enforcement.
11.	Between Park Road Shopping Center and Hillside Avenue (sidewalk obstructions)	
12.	Park Road across from Park Road Shopping Center (sidewalk gap)	CDOT has an ongoing sidewalk and pedestrian crossing project in this area, which will address these concerns.
13.	Park Road at Heather/Holmes (crossing is needed in this area for better access to Park Road Shopping Center)	
14.	Park Road (overgrown shrubbery encroaching on sidewalk, especially at Hillside Avenue)	City staff will work with property owners and neighborhoods to develop long-term solutions to address this issue.
15.	Marsh Road (no sidewalks)	
16.	Park Road near Holy Trinity (broken sidewalk)	As part of the City's maintenance program citizens can call 311 at any time to report deficient sidewalks by identifying the closest street address where they exist. All reported damaged sidewalk panels will be inspected and determined if the panels need to be repaired, replaced, or can remain.
17.	Park Road and Yale Place (broken sidewalk)	
18.	The pedestrian environment needs improvement along Park Road, south of Marsh	If a project comes up in the future, CDOT will reassess the feasibility of adding trees in this area at that time and coordinate with the property owner. More information is needed regarding additional pedestrian deficiencies in this area
19.	Drivers do not respect bicyclist riding in travel lanes	
		City staff will install "Share the Road" signs where appropriate.

Transit Facilities Issues		Conclusion
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.	City staff is aware of this issue and has been working on it for several years. Agreements with property owners at the proposed location have not been successful. CDOT will continue to explore alternative bus stop locations.
2.	It was pointed out that the bus stop near Townes Road should be relocated closer to the 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	CDOT has an ongoing sidewalk and pedestrian crossing project in this area. The project includes evaluating the location of bus stops, crosswalks, and aesthetics.



**Public Meeting #3 - Issues and Conclusions**

**Park Road Corridor Study**

CITY OF CHARLOTTE, NORTH CAROLINA

FIGURE 7: Issues and Conclusions

## WHAT WE HEARD

### Traffic Operations Issues

### Conclusion

1.	Park Road and Salem Drive (northbound Park Road traffic queuing makes it difficult to turn into and out of Salem Drive)	Turn restrictions limit local route choices and street network benefits to the neighborhood. There is no indication of significant traffic delay or congestion. There is no demonstrated safety issue. No further action will be taken at this time.
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)	The City will re-time all traffic signals and install high visibility crosswalks at all signalized intersections. Left turn signals are not feasible at this location.
4.	Park Road and Princeton Avenue (lack of left turn signal)	Left turn signals are not feasible at this location. There is no indication of significant traffic delay or congestion. There is no demonstrated safety issue. No further action will be taken at this time.
5.	Park Road and Heather Lane (lack of left turn signal)	
6.	Park Road and Marsh Road (right turns onto Park Road are difficult due to poor visibility)	The poor visibility is due to the high elevation at the northwest property. This property is currently being evaluated for residential development. CDOT will address this as part of the redevelopment of the site.
7.	Allowing "right turns on red" from Marsh Road to Park Road is a safety issue	
8.	Park Road and the Hampton Gardens Development (lack of a traffic signal)	The traffic volumes at this intersection do not warrant a traffic signal. CDOT will continue to monitor traffic volumes for increases that warrant a traffic signal. No further action will be taken at this time.
9.	Park Road and Hillside Avenue (poor visibility for drivers to see pedestrians crossing)	All crosswalks in Park Road corridor are being upgraded to a high visibility crosswalk pattern. Other improvements may be considered as necessary.
10.	Holmes Drive, Reece Road, and Harris Teeter driveway (unsafe for vehicles due to two way left turn lane)	CDOT will consider alternative design options for the existing 2-way left turn lane between Reece Road and the Park Road Shopping Center.
11.	The two-way left turn lane on Park Road between Harris Teeter, Holmes Drive, and Reece Road is poorly designed.	
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	CDOT has an ongoing sidewalk and pedestrian crossing project in this area, which will incorporate these solution ideas into the process.
13.	Park Road and Woodlawn Road (lack of adequate southbound left turn green time)	The City will re-time all traffic signals and install high visibility crosswalks at all signalized intersections.
18.	Park Road and Hillside Avenue (signal timing for pedestrian and automobiles)	
19.	Park Road and Cambridge/Poindexter lacks adequate signal timing.	
20.	Allowing northbound Park Road "U-Turns" at the intersection of Park Road and Woodlawn Road is a safety issue	CDOT will continue to monitor this issue and look for ways to address this movement while not impacting businesses. Redevelopment of the southwest corner would be an opportunity to enhance the intersection for all users, such as wider space for U-turning motorists, as well as a median pedestrian refuge to help mitigate the increased crossing distance.
21.	Park Road and Lilac Road (turning left onto Park Road from Lilac Road is difficult)	The entire Park Road corridor is to be retimed this summer/fall by CDOT. The new timing scheme may provide more gaps in traffic both upstream and downstream from this location.
22.	Marsh Road (no on-street parking currently on Marsh Road)	This property is currently being evaluated for residential development. CDOT will address this as part of the redevelopment of the site.
23.	Park Road and Drexel Place (no access to northbound Park Road from Drexel Place)	CDOT has an ongoing sidewalk and pedestrian crossing project in this area, which will incorporate these solution ideas into the process.
24.	Park Road and Marsh Road (north of Marsh - turning left into day care at Catholic School is causing a backup)	This issue is currently address by utilizing policeman to direct traffic in the peak condition, which is the most feasible option at this time. No further action will be taken at this time.
25.	Vehicles queue up on Sunset waiting to turn left on Park Road, which causes high delays on vehicles waiting to turn right onto Park Road	Turn restrictions limit local route choices and street network benefits to the neighborhood. There is no indication of significant traffic delay or congestion. There is no demonstrated safety issue. No further action will be taken at this time.
26.	Roadway alignment between Yale Place and Marsh Road needs to be improved	
27.	Access to Montford Drive from southbound Park Rd should be allowed.	This would require reducing the size of the northbound left-turn lane at Woodlawn. Traffic volume at the Park/Woodlawn intersection requires all of the storage currently available in the northbound left turn lane. No further action will be taken at this time.
28.	It is difficult for vehicles to turn left turning exiting the YWCA	CDOT will discuss aligning Townes Road with the YMCA driveway with the YWCA staff to determine interest.
29.	It is too dark along the sidewalk near the Park Road shopping center causing a safety issue	CDOT will explore improving lighting by working with Park Road Shopping Center and incorporating this as a recommendation in the forthcoming Park/Woodlawn Area Plan.
30.	Parking signs on Park Road in front of the Church of Holy Comforter are hard to read and worn out	CDOT is currently in the process of replacing these parking signs.
31.	Traffic queuing from Chic-fil-a drive through spills onto Woodlawn	CDOT is aware of this issue and is in the process of determining whether signage or other methods can be implemented to alert drivers of traffic backing up onto Woodlawn.

FIGURE 7: Issues and Conclusions (continued)

It should be noted that although nine (9) proposed solutions/ideas will not receive any further action at this time, a vast majority (35) of proposed solutions/ideas could advance through coordination with property owners and other City Programs.

## 6.0 CONCLUSION

The effectiveness of the Corridor Study was based on whether the original goals of the study were met. The first goal was to ensure that there was sufficient communication with the community to achieve a transparent process, active participation during the meetings and comments periods, and effective collaboration when determining the final outcome. The second goal was to identify potential maintenance, operating, and capital improvement projects along the Park Road Corridor based on public feedback, preliminary assessments from CDOT staff, and the overall benefit to mobility and livability.

It was concluded the project goals were successfully met based on the following:

- Consistently positive verbal and written feedback forms collected after each public meeting
- The overall public meeting participation of roughly one hundred participants, and
- The development of thirty-five (35) solutions discovered through the collaboration of the Study Team and public that can be implemented throughout the corridor.

The feedback forms provided in the Final Public Meeting specifically asked participants if they were satisfied with the public involvement process, if they felt their views had been heard, and if they felt the process was transparent. Each participant answered “yes” to these questions.

The City recognizes that many solutions identified would not have been possible without this study. These solutions in tandem will address many of the broader issues that were raised in the first public meeting, such as high traffic speeds.

## 7.0 NEXT STEPS

Although the public involvement phase of this study is complete, this is just the beginning. The next step is the implementation of these solutions, which will be an on-going process.

As the City implements projects, the corridor webpage will be updated to communicate this information to the public. Interested residents can either periodically check the corridor webpage or sign onto the “Notify Me” list, as previously explained, for notifications as to when the webpage was updated.

The City appreciates the hard work of the NRC and all the residents, and is thankful for their participation in this successful Corridor Study.

# APPENDIX

PUBLIC MEETING #1

# A



# Park Road Corridor Study

First Public Meeting

March 03, 2011

Charlotte, North Carolina



# Introductions

# Agenda

- Project Description and Goals
- Public Involvement Plan Review
- Overview of Past Studies and Plans
- Study Area Overview
- Issues and Opportunities Exercises
- Questions & Answers





## Project Description and Goals

# Goals for Today

- Clearly understand the Purpose of this Study
- Identify Park Road Corridor issues and opportunities
- Hear multiple points of view
- Build public engagement moving forward

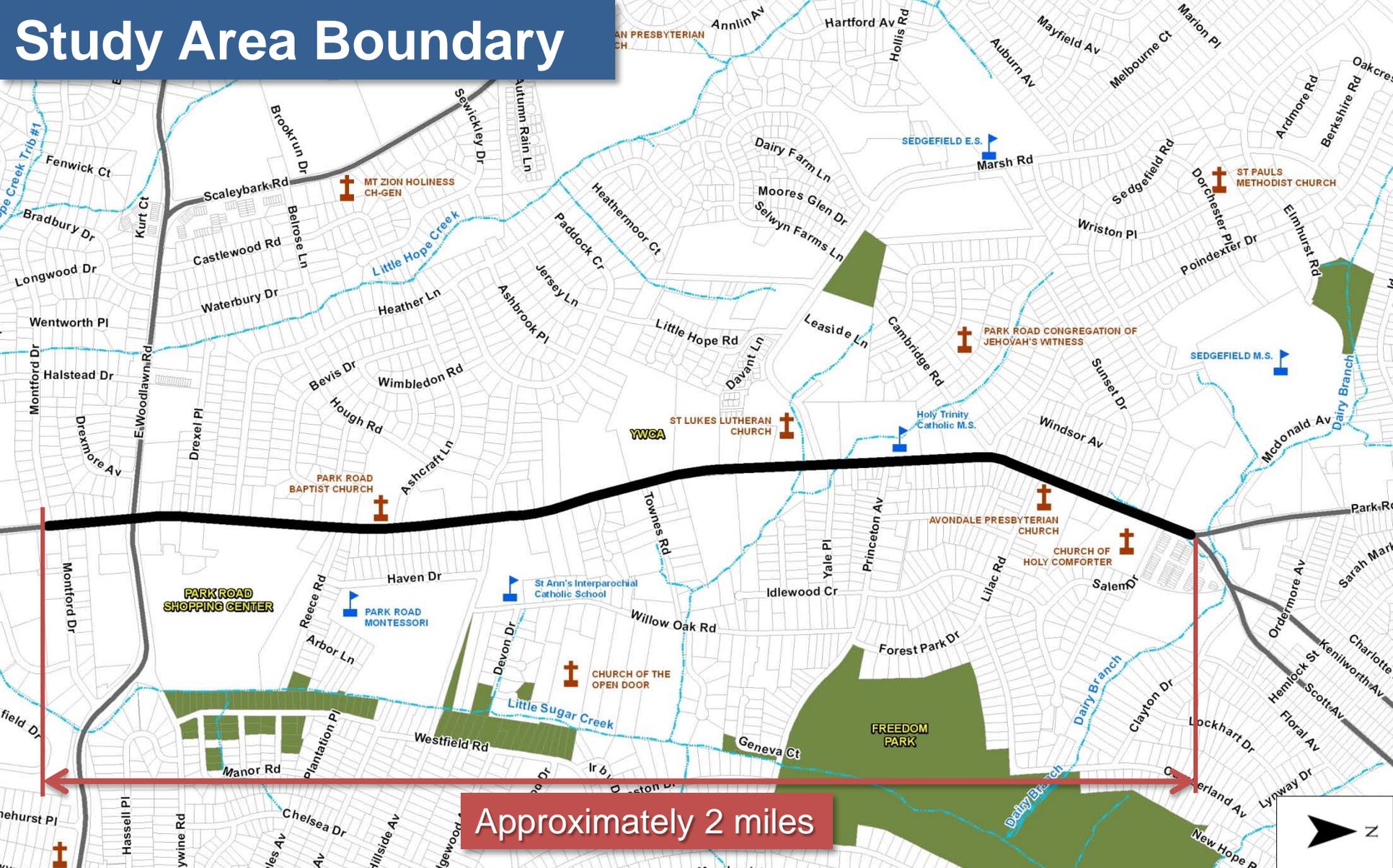


# Project Description

- Study Area Boundary
- Context and Purpose of this Project
- Why Now?



# Study Area Boundary



Approximately 2 miles



# Context of the Study Area

- Primarily...

Residential and Institutional

Multi Family Residential  
Single Family Residential

Churches  
Schools  
YWCA

- Anchored by Commercial on both ends



# Transportation Context of the Corridor

- Used as Thoroughfare
- Links various neighborhoods
- Provides access to Parks, Schools, Churches and Retail
- Striving to be Multi-modal
  - Pedestrians
  - Transit
  - Vehicular



# Purpose of the Project

- Understand Transportation Related Issues along Park Road
- Work with Citizens to come up with Potential Solutions
- Build Consensus on a Variety of Transportation Solutions



# Why Now?

- Last Plan for this corridor was developed in 1992
- The needs of the corridor have changed over the last 20 years
- To respond to these changes, and to look at the corridor holistically, all future transportation improvements need to be tied in one study
- Public buy-in into all improvements is important to the City





## Review of Public Involvement Plan

# Public Involvement Plan Review

- Communication

- Postcards
- Flyer
- Website
- NRC Contacts

- Participation

- Three Public Meetings
- NRC Meetings

- Collaboration

- Finding Common Ground & Building Consensus

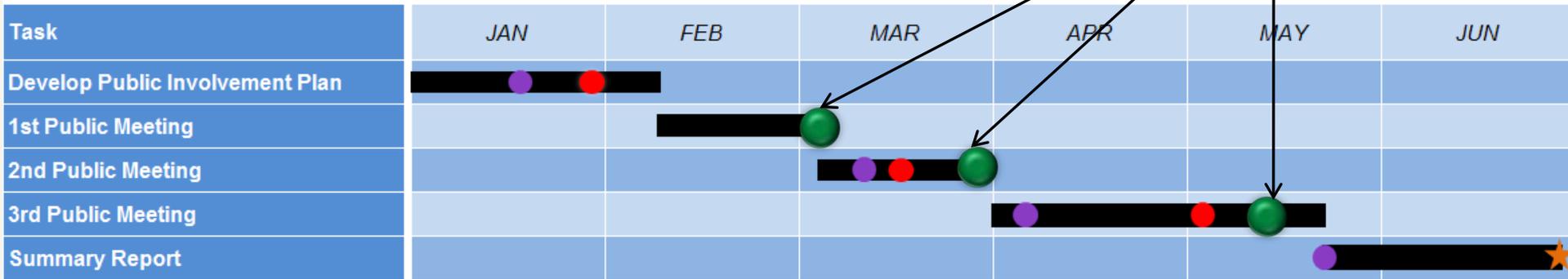
Park Road Corridor Study



# 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



## Overview of Past Studies and Plans

# Past Studies and Plans

- 1992 Park Road Corridor Plan
- Central District Area Plan
- Kenilworth / Scott Study



# 1992 Park Road Corridor Plan

## Purpose

“To consider land use related issues affecting the vitality and livability of the neighborhood.”

**PARK ROAD CORRIDOR PLAN**

prepared by

**The Freedom Park Neighborhood Association**

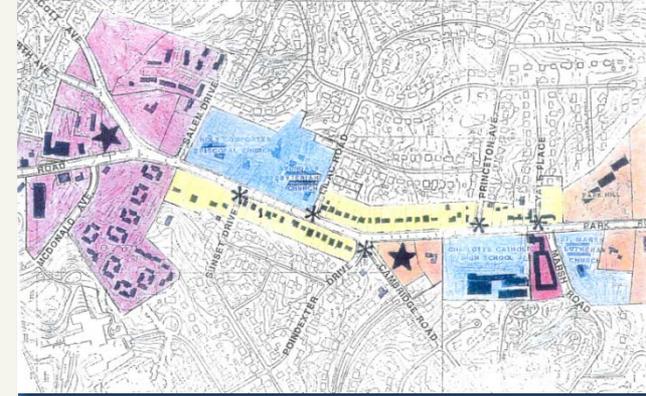
**Task Force**

**February 7, 1992**

# 1992 Park Road Corridor Plan

## • Policy Objectives

- Encourage community-wide input and cooperation
- Encourage home ownership
- Retain housing diversity and character, and preserve established single family neighborhoods
- Establish guidelines for orderly infill development
- Provide opportunities and guidelines for higher density development to be compatible with existing residential development
- Establish open space and lot coverage guidelines



# Central District Plan - 1993

- 1992 Park Road Corridor Plan was folded into Central District Plan in 1993
- CDP provided Policies and Strategies for the entire Central District
- Sub-Area 2 of CDP includes Park Road corridor



# Scott-Kenilworth Study

- Study conducted in 2007
- Moderate travel speeds while still processing traffic
- Improve Bike / Ped crossings
- Improve sight distance
- Improve on-street parking conditions



# Upcoming Plans and Studies

- Scaleybark Traffic Calming Study
  - Study to reduce average travel speed along the corridor
  
- Park Road Area Plan
  - Land Use Study

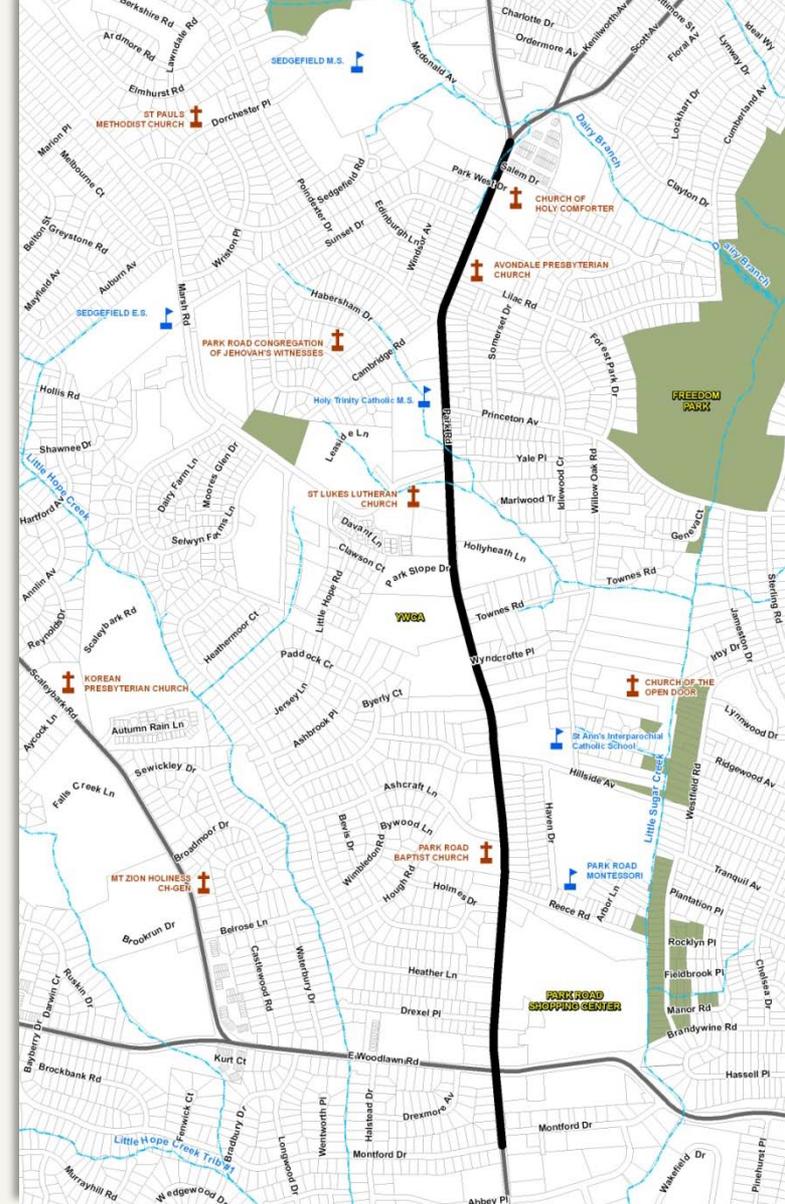




## Study Area Overview

# Study Area Overview

- Physical Characteristics
- Traffic Counts
- Crash Data
- Traffic Signals
- Bike and Pedestrian facilities
- Transit stops
- Pedestrian Crossings





10 Feet

10 Feet

10 Feet

10 Feet

- Four Lane
- Sidewalks – Both Sides in Most Places
- 35 mph Posted Speed Limit
- Sidewalk width varies (5-6 feet in most places)

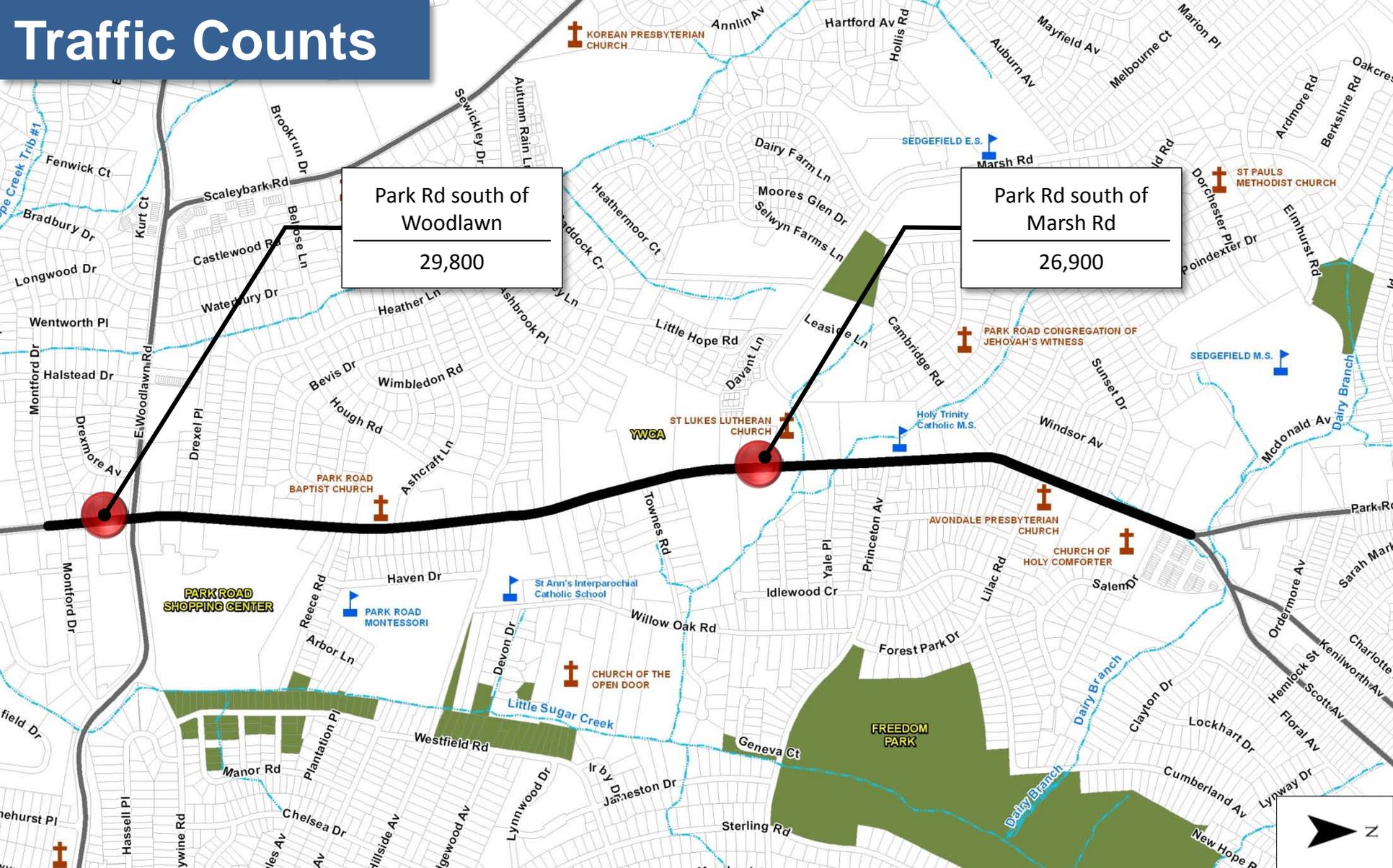


WALMART

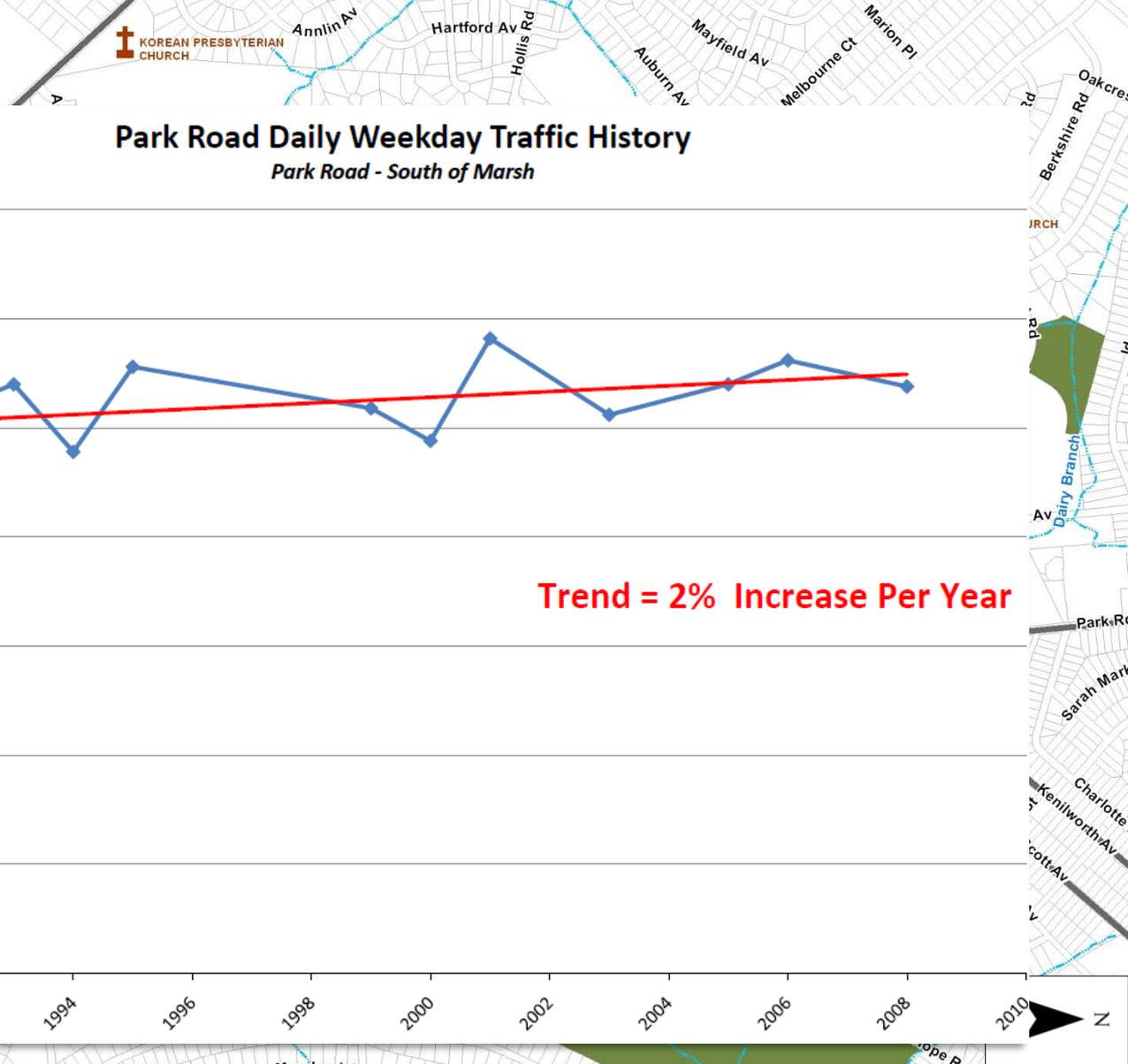
WALMART

HARTER CENTER

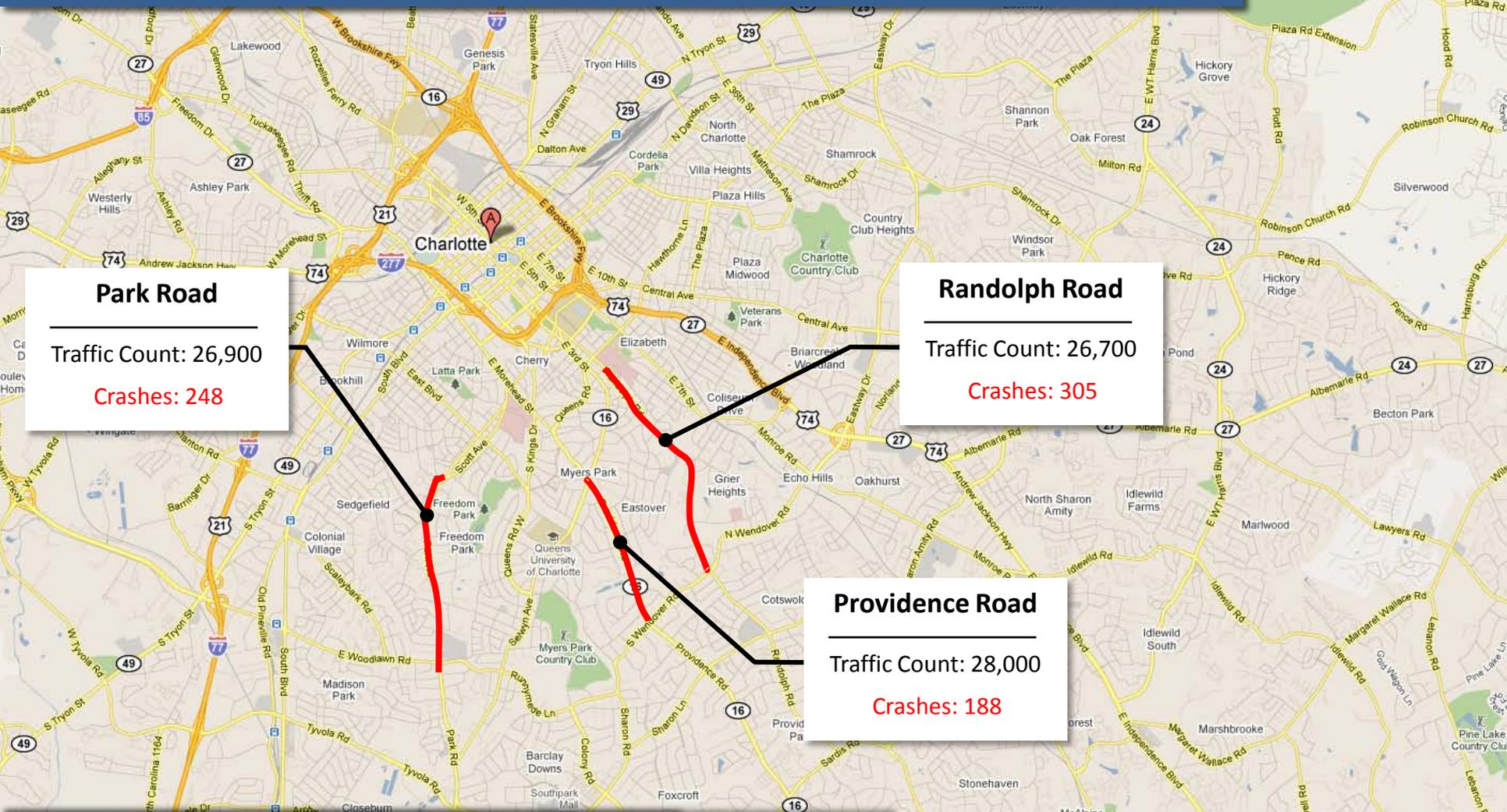
# Traffic Counts



# Traffic Counts



# Crashes – How does this compare?



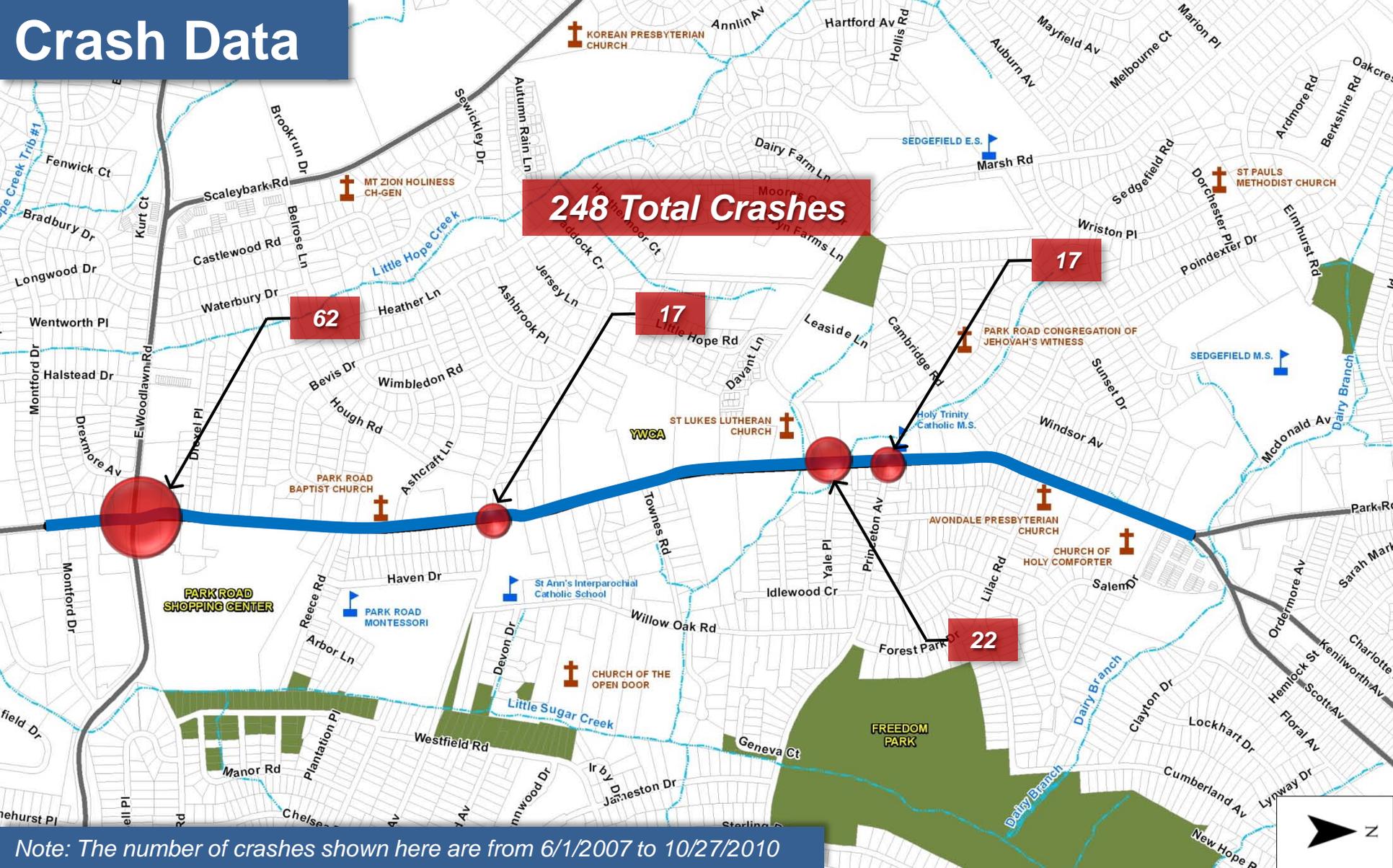
**Park Road**  
Traffic Count: 26,900  
Crashes: 248

**Randolph Road**  
Traffic Count: 26,700  
Crashes: 305

**Providence Road**  
Traffic Count: 28,000  
Crashes: 188

Note: The number of crashes shown here are from 6/2007 to 11/2010

# Crash Data



Note: The number of crashes shown here are from 6/1/2007 to 10/27/2010



# Crash Data (Cyclists and Pedestrian)

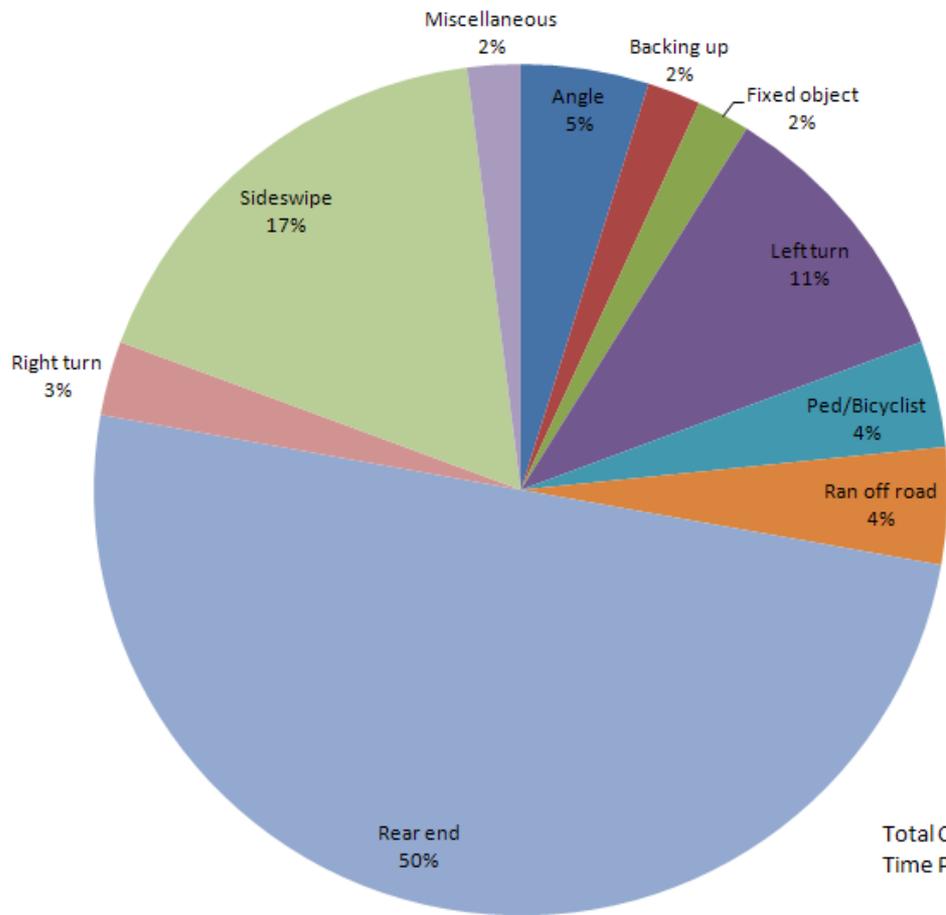


-  Pedestrian
-  Cyclist

Note: The number of crashes shown here are

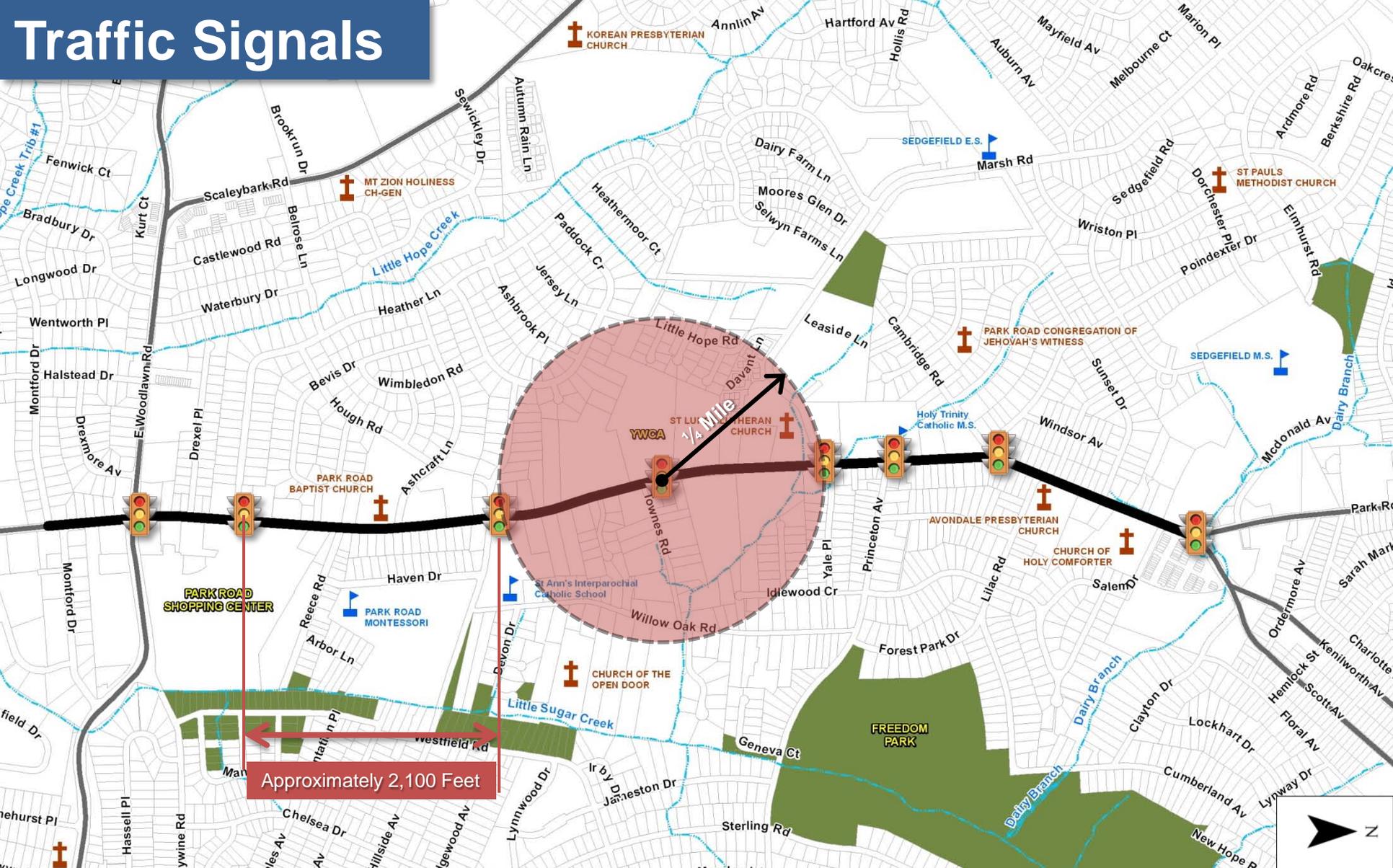
## Frequency by Crash Type

Park Road: Woodlawn - Kenilworth/Scott

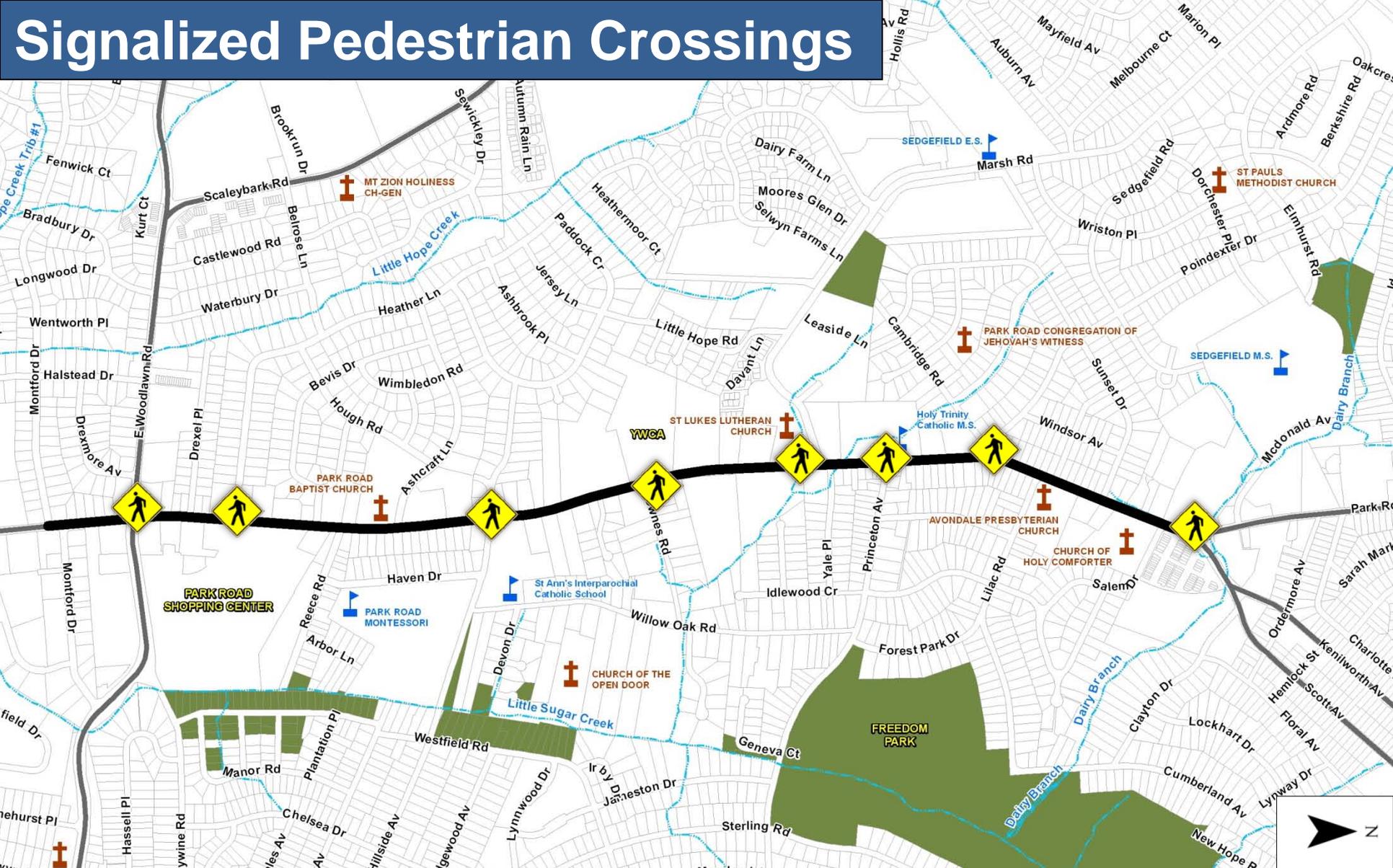


Total Crashes: 248  
Time Period: 6/01/07 - 10/27/10

# Traffic Signals



# Signalized Pedestrian Crossings

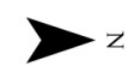




# Bike / Pedestrian Facilities



-  Existing Greenway
-  Overland Connectors
-  Existing Signed Bike Routes
-  Existing Bike Lanes
-  Existing Sidewalks

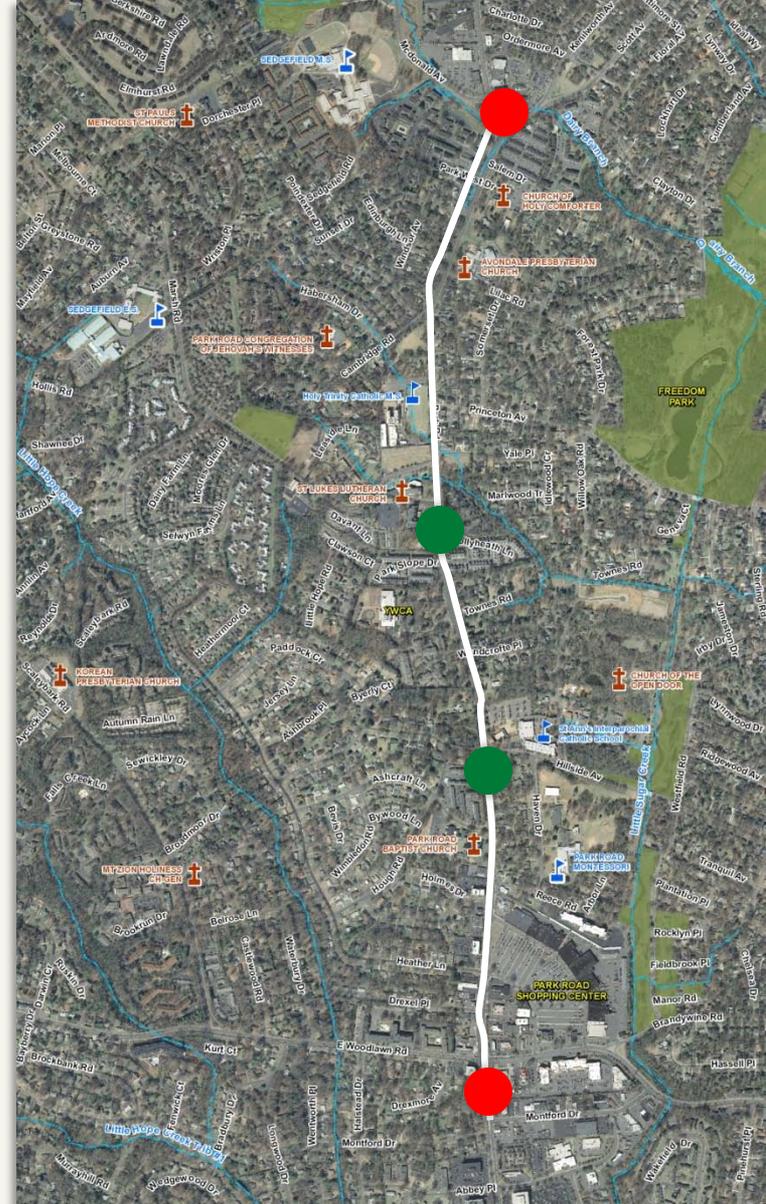




## Issues and Opportunities Exercise

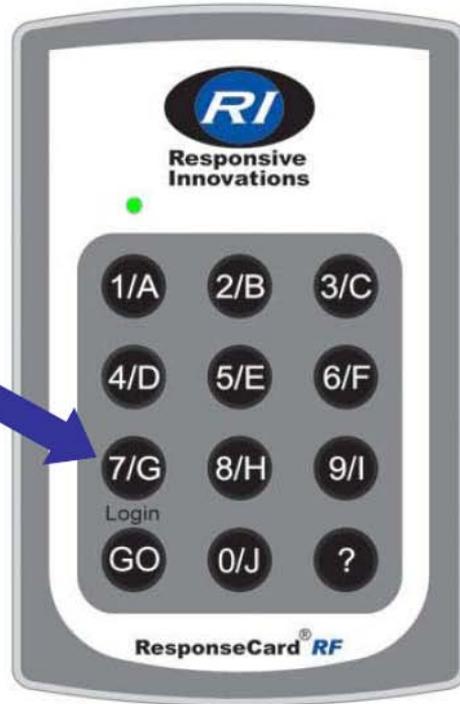
# Sticker Exercise

- Two Red Dots – Dislikes
- Two Green Dots - Likes
- We'll Get Back Together in 20 mins



# Who is in the Room?

**Press the  
button  
corresponding  
to your  
choice...**



**If You Make a  
Mistake, Just  
Vote Again!**

# Have you ever lied to your mother?

1. Never
2. Only Once
3. A Few White Lies
4. More Than I'd Like to Admit
5. Too Many Times to Count
6. I Have No Comment at this Time

# What is your gender?

1. Female
2. Male

# What is your age?

1. Younger than 15
2. 15-19
3. 20-34
4. 35-44
5. 45-54
6. 55-64
7. 65 or better

# 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

# Do you currently carpool to work?

1. Yes
2. No
3. Sometimes

# Do you use transit?

1. Yes
2. No
3. Sometimes

# When do you primarily use Park Road in the morning?

1. 5-7 AM
2. 7-9 AM
3. 9-12 AM

# When do you use Park Road in the evening?

1. 12-4 PM
2. 4-6 PM
3. 6-8 PM
4. After 8 PM

# Do you currently bike?

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

# 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 bike along Park Road?

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

# Why do you walk along Park Road?

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

# 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

# Issues and Opportunities Discussion

- Discuss Issues and Opportunities at your table
- Agree Upon your Top General Issues and Specific Issues
- Report the Top General Issue / Opportunity from Your Table
- You Have 15 mins

# APPENDIX

PUBLIC MEETING #2

# B



# Park Road Corridor Study

Second Public Meeting

March 26, 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

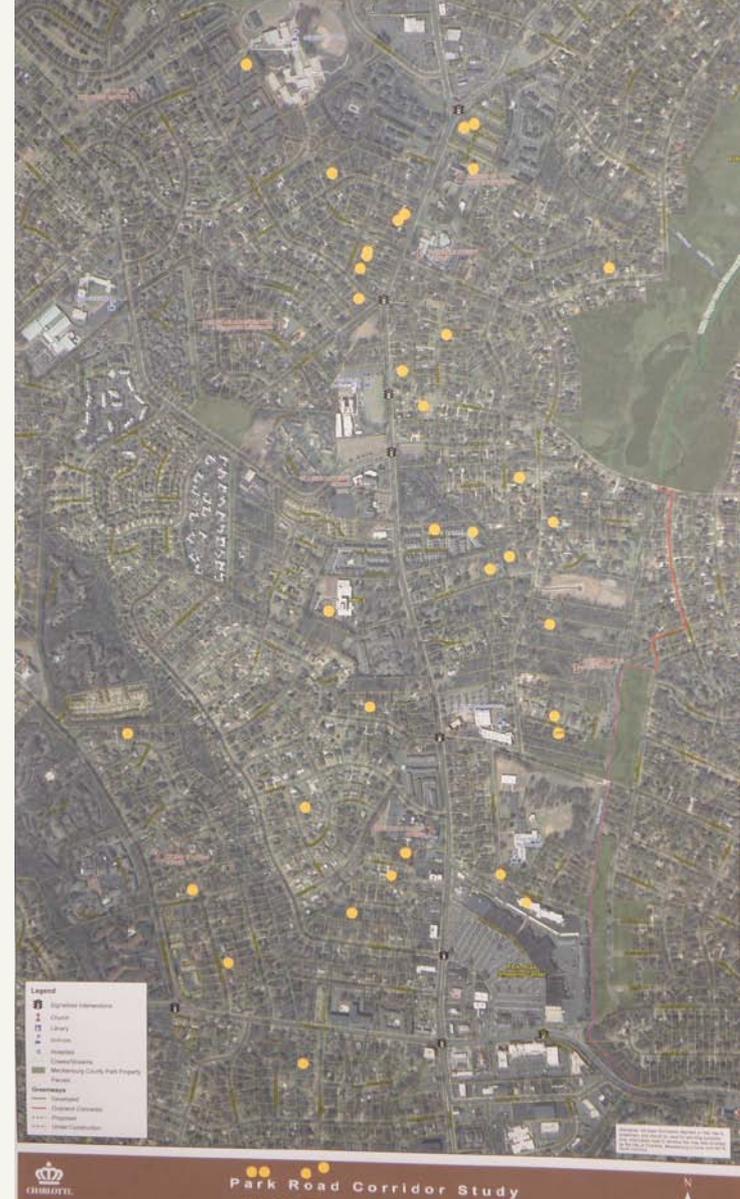
# Public Participation

## Where You Live Map

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



Park Road Corridor Study

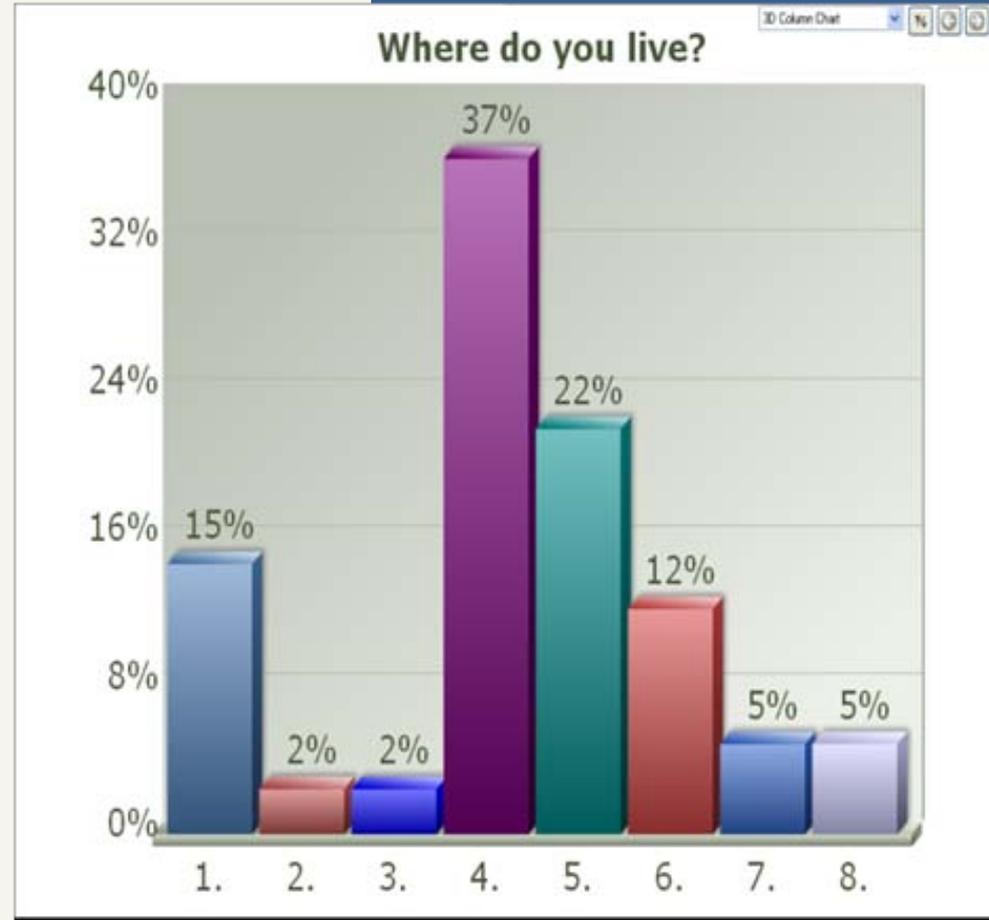


# Public Participation

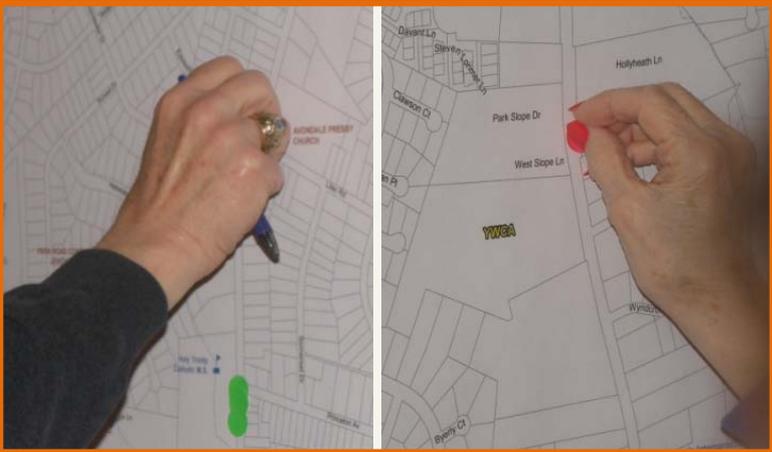
## Where do you live?

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

Park Road Corridor Study



# Opportunities for Feedback



- Sticker Exercise



- Group Discussions  
- Keypad Polling

**Park Road Corridor Study**  
Public Meeting Feedback Form  
March 3<sup>rd</sup>, 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

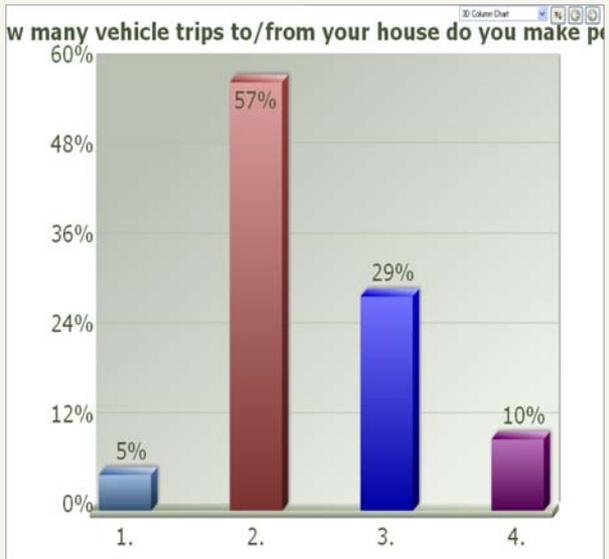
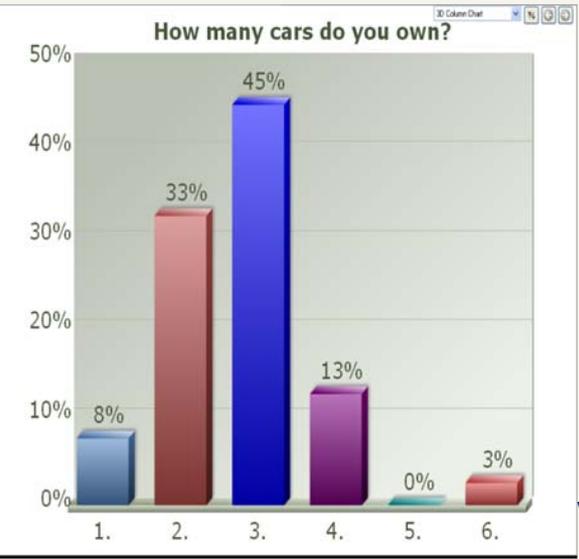
# Keypad Polling Results

## 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



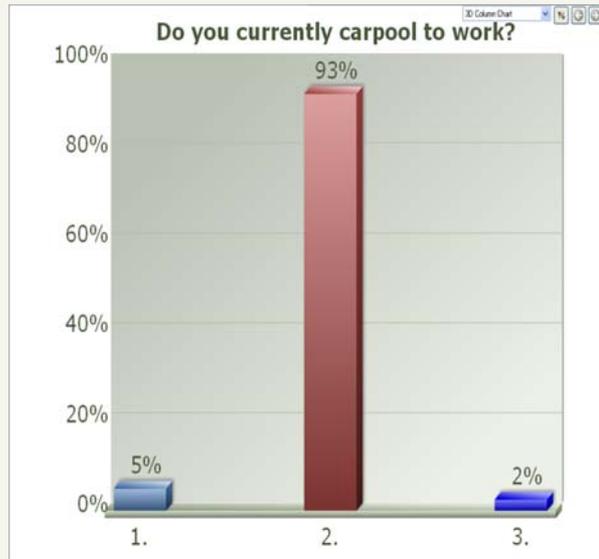
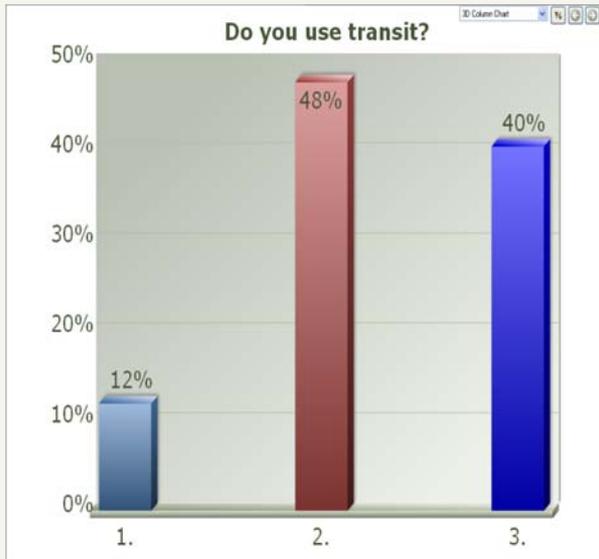
# Keypad Polling Results

## Do you use transit?

- 1. Yes
- 2. No
- 3. Sometimes

## Do you currently carpool to work?

- 1. Yes
- 2. No
- 3. Sometimes



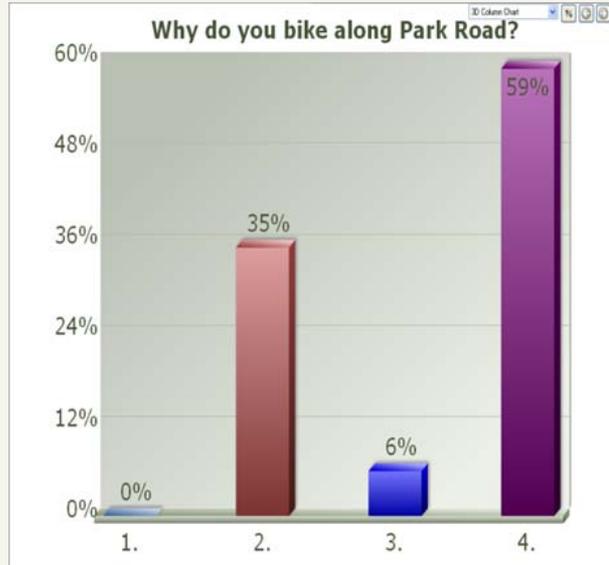
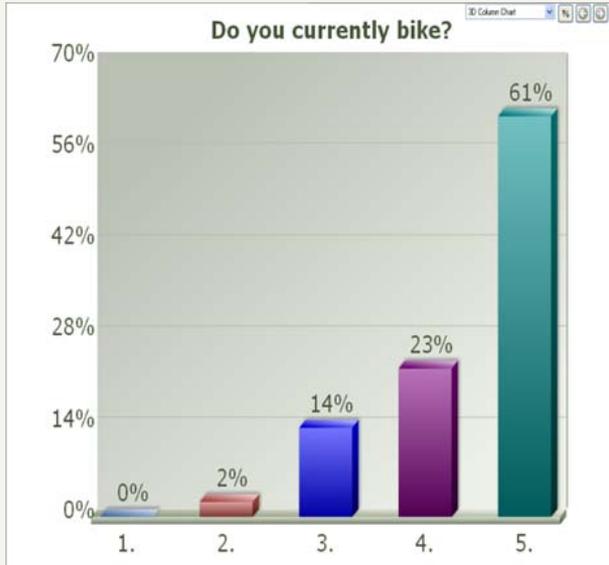
# Keypad Polling Results

## 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 YWCA
3. Access to the Park Road Shopping Center



Summary of Feedback



## 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...



Converted Street	Limit 1	Limit 2	Before	After	Year Implemented	Resurfacing/C IP	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	
Tuckasegee 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
Tuckasegee 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

Park Road Corridor Study



# 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



# 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



# 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



# 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



# Potential Traffic Operations Solutions

## Solutions:

Prohibit left-turn from Park Rd Shopping Center Dr onto Park Rd

Prohibit U-turns at Park Rd and Woodlawn Rd intersection

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

Solution 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

Park Road Corridor Study



# 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



# 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

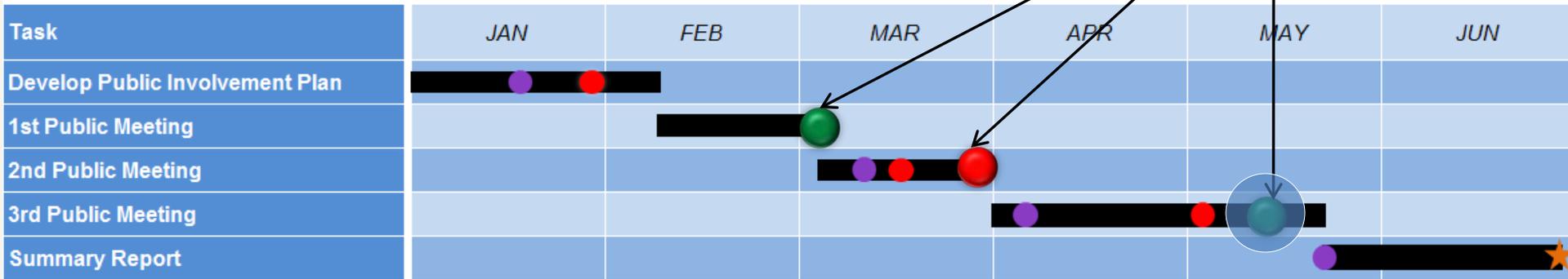
- The **Potential** solutions gathered today are not guaranteed to be feasible for implementation
- CDOT will **Further Investigate** the feasibility of all potential solutions
- Pros and Cons of each potential solution will be examined and documented
- We will present findings of that investigation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



# 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

# 3<sup>rd</sup> Public Meeting on May 12<sup>th</sup>, 2011



## Questions & Answers

# APPENDIX

PUBLIC MEETING #3

# C



# Park Road Corridor Study

Final Public Meeting

May 12, 2011

Charlotte, North Carolina



# Introductions

# Agenda

6:00 – 6:45 PM

- Introductions and Overview
- Feedback from the Workshops (Public Meeting # 2)
- Summary of CDOT's Findings
- Future Updates

6:45 – 8:00 PM

- Questions and Answers
  - One-on-one with City Staff





Process so far...

# PARK ROAD CORRIDOR STUDY

## Project Schedule

2011



### 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)
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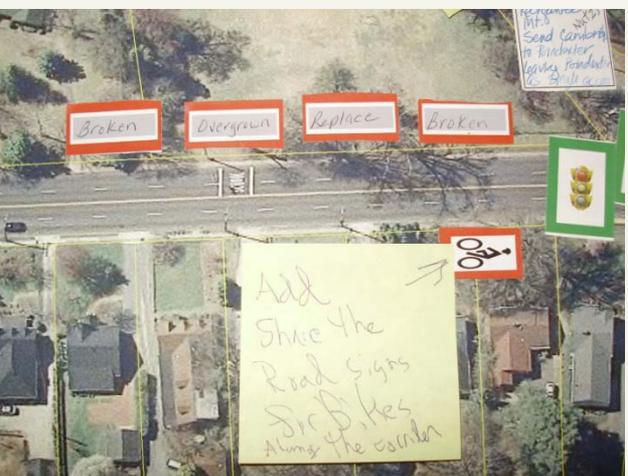
The schedule is subject to change to meet the specific needs of the project, as agreed to by the client and HNTB.  
 This schedule was revised on 1/28/2011

# Process So Far...

- Two workshops were conducted on March 24<sup>th</sup> and 26<sup>th</sup>
- 35 residents attended
- 40+ solutions were identified



# Process So Far...



# Process So Far...

Improve crosswalk visibility at  
Heather Ln and Park Rd

Install sidewalk  
between Holmes Dr  
and Drexel Pl

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

Install "Share the Road" sign (Bicycles)  
throughout Park Rd

Increase police  
presence to enforce  
speeding on Park Road

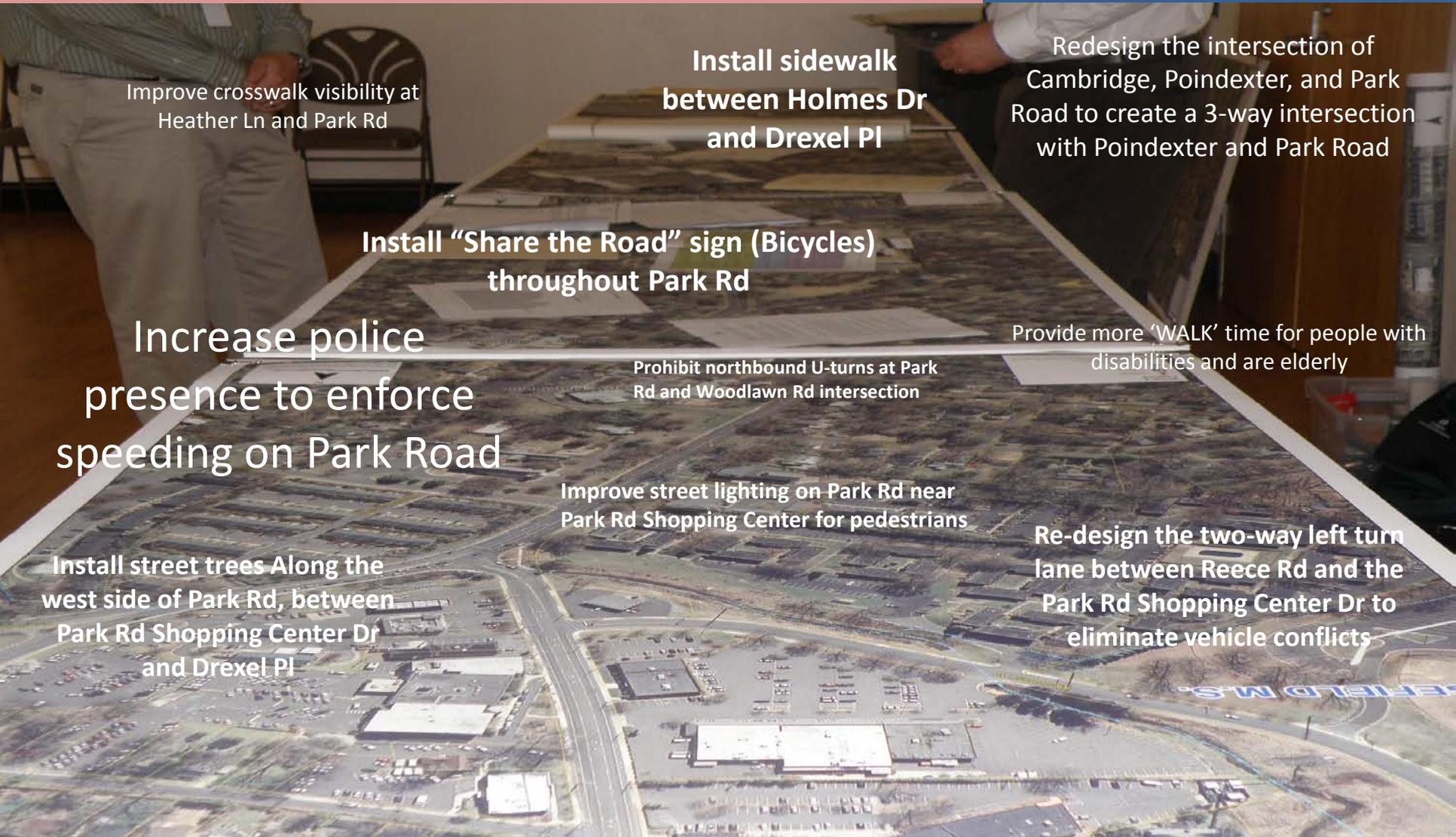
Prohibit northbound U-turns at Park  
Rd and Woodlawn Rd intersection

Provide more 'WALK' time for people with  
disabilities and are elderly

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

Install street trees Along the  
west side of Park Rd, between  
Park Rd Shopping Center Dr  
and Drexel Pl

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





## Summary of CDOT's Findings

# Solutions / Ideas Assessment Process

- Each solution / idea was carefully assessed by the City (CDOT)
- Many of the solutions / ideas are feasible, but will require coordination and collaboration with property owners and or an appropriate funding source
- Some solutions cannot be implemented at this time



# Conclusion Categories



No further action at this time



Requires coordination with private development



Requires cooperation with property owners and/or an appropriate funding source

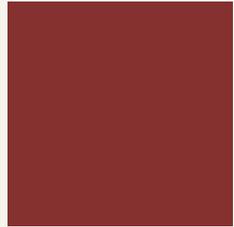


Will be incorporated for consideration into currently funded projects



Will be completed under current operation & maintenance programs





No further action at this time

**ISSUES:** Lack of vehicular turn prohibitions to and from side streets along Park Road

**Public's Recommendations:**

- Prohibit southbound left turns to/from Park Road at Salem Drive during peak periods
- Prohibit left turns from Sunset Drive onto Park Road between 7am-7pm
- Prohibit left turns to/from Reese Road onto Park Road
- Prohibit left turns from Park Road Shopping Center Drive onto Park Road

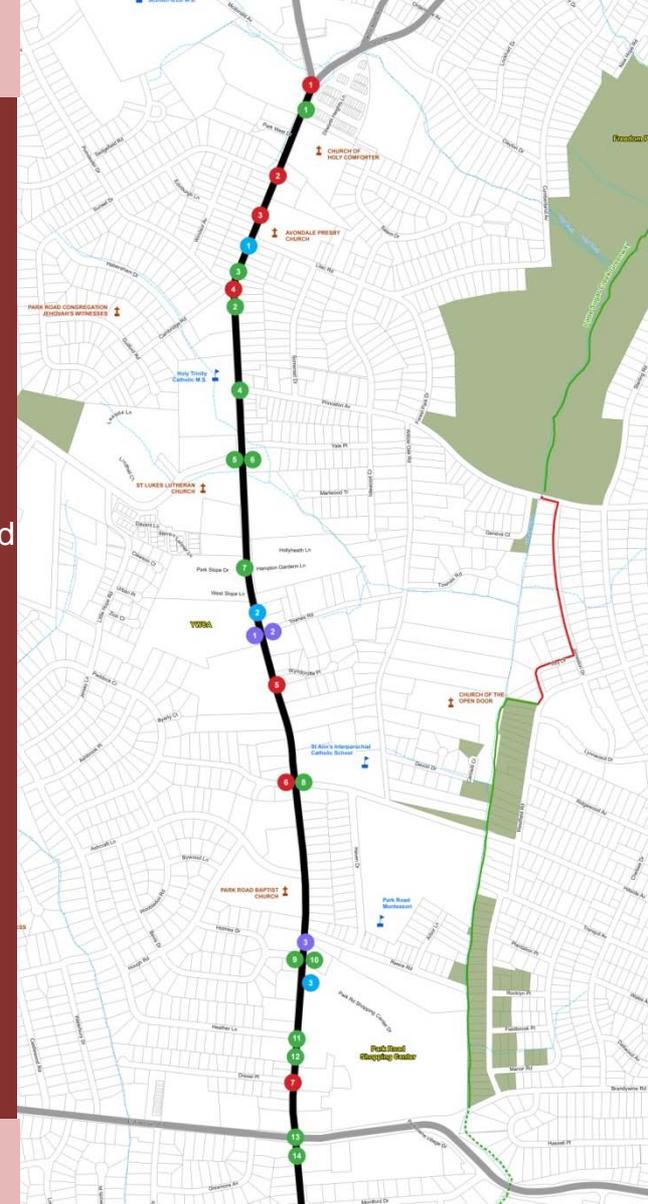
**CDOT's Assessment:**

- Turn restrictions limit local route choices and street network benefits to the neighborhood
- There is no indication of significant traffic delay or congestion
- There is no demonstrated safety issue

**Conclusion:**

No further action at this time.

**Recommended Signing Improvements**



# ISSUE: Access to Montford Drive from southbound Park Rd needs improvement



**Public's Recommendation:** Construct a southbound left turn lane on Park Rd to access Montford Drive

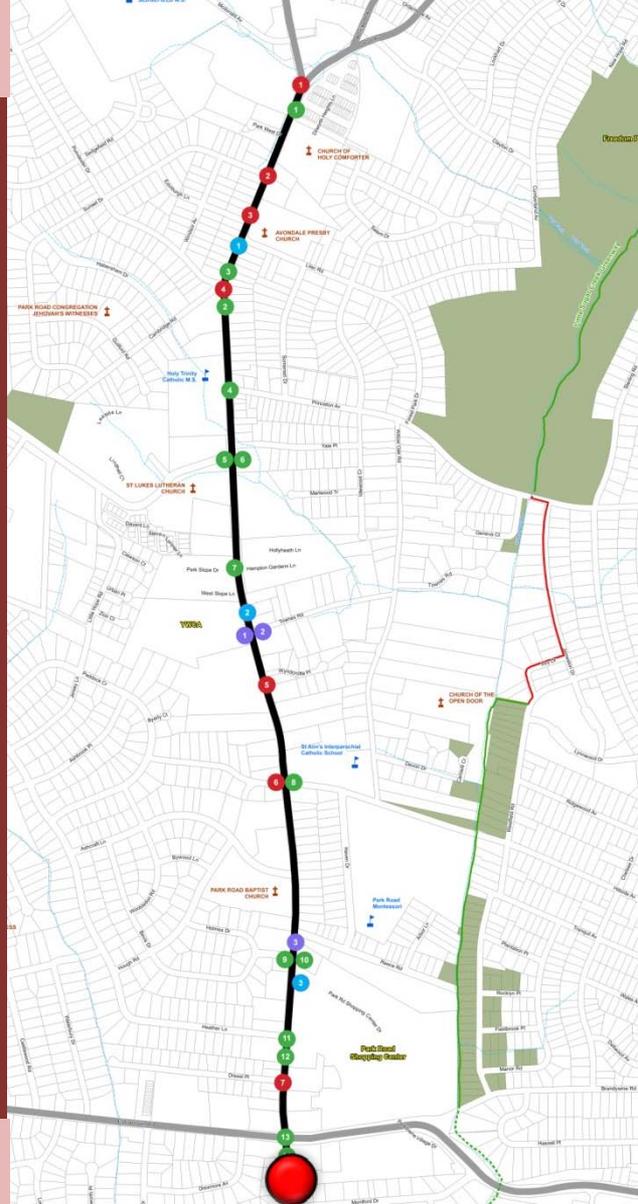
**CDOT's Assessment:**

- Require reducing the size of the northbound left-turn lane at Woodlawn
- Traffic volume at the Park/Woodlawn intersection requires all of the storage currently available in the northbound left turn lane

**Conclusion:**

No further action at this time.

## Recommended Corridor Improvement



# ISSUE:

Roadway alignment between Yale Place and Marsh Road needs to be improved



**Public's Recommendation:**  
Design Yale Pl to align with Marsh, and explore the construction of a 'jug handle' from Park Rd to Yale Pl

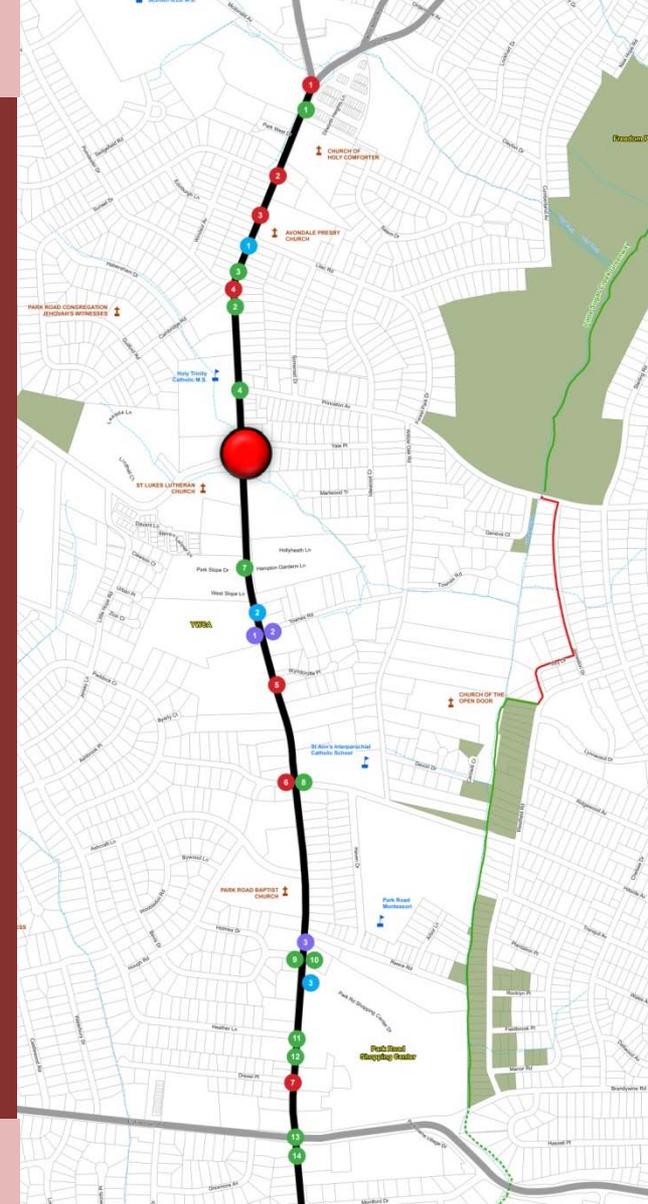
## CDOT's Assessment:

- Acquisition of significant private properties will be needed
- There are no safety or significant operational issues that would warrant this construction

## Conclusion:

No further action at this time.

# Recommended Intersection Improvement



**ISSUE:** Traffic turning left into the Catholic School is causing traffic to back-up onto Park Road



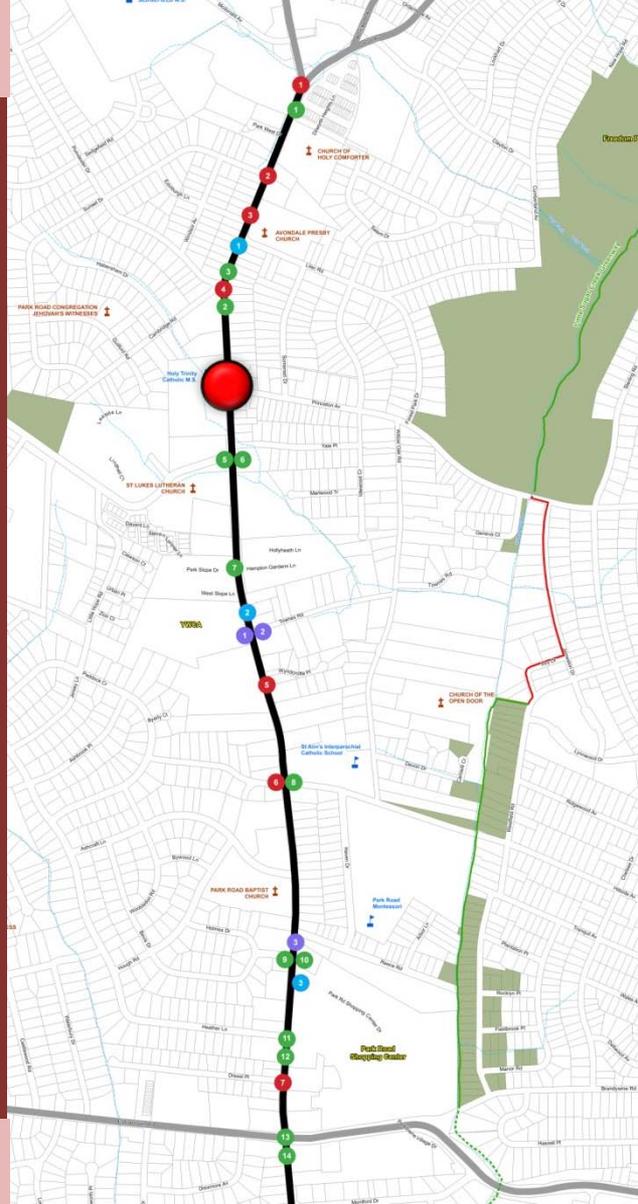
**Public's Recommendation:** Install northbound left turn lanes on Park Road to access Holy Trinity School

**CDOT's Assessment:**

- A minimum of 1,000 linear feet of roadway widening in this area would be needed, which would require:
  - Acquisition of multiple private properties
  - Reconstructing intersections and roadways
- This issue is currently addressed by utilizing policeman to direct traffic in the peak condition, which is the most feasible option at this time.

**Conclusion:** No further action at this time

**Recommended Corridor Improvement**



# ISSUE:

Turning into the KinderCare on Park Road is causing a backup



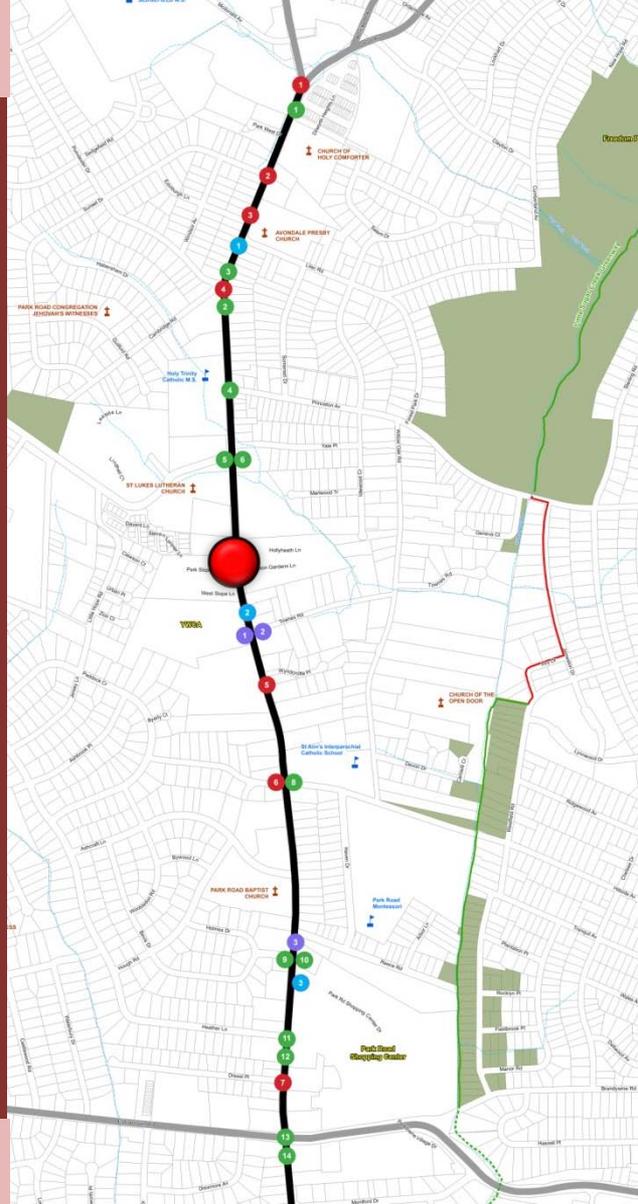
**Public's Recommendation:** Install northbound left turn lanes on Park Road to access KinderCare

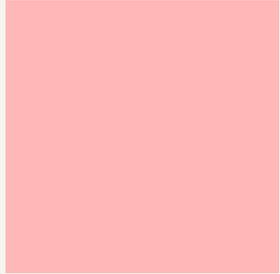
**CDOT's Assessment:**

- A minimum of 1,000 linear feet of roadway widening in this area would be needed, which would require:
  - Acquisition of multiple private properties
  - Reconstructing intersections and roadways

**Conclusion:** No further action at this time

## Recommended Corridor Improvement

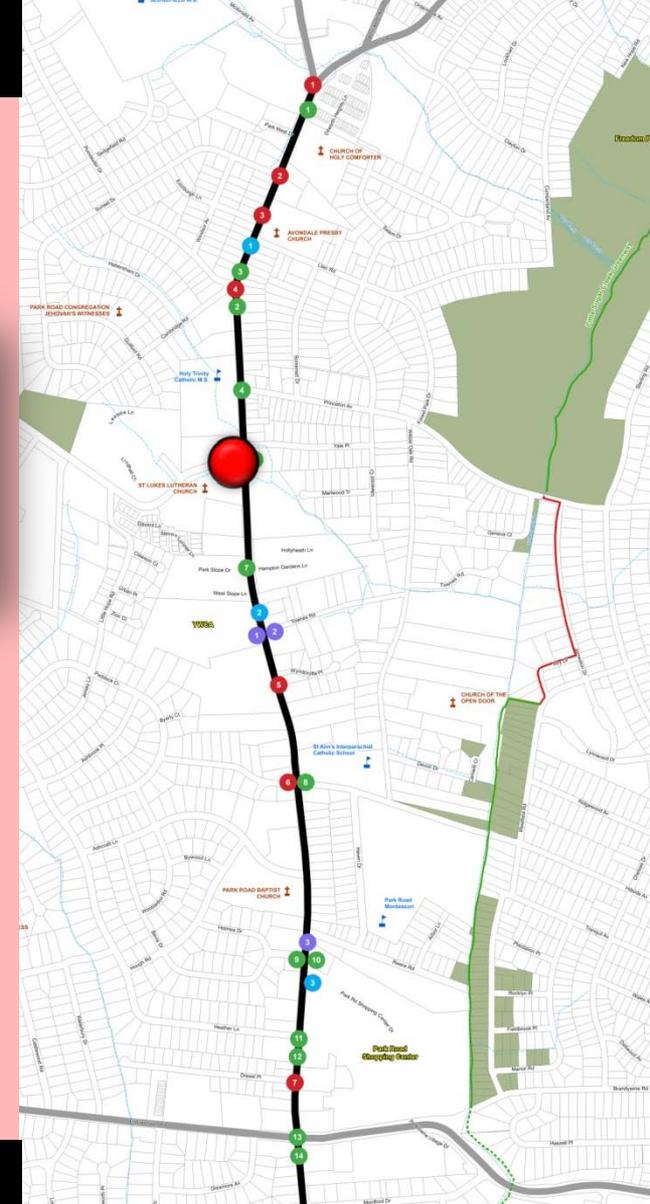




Requires coordination with private development

# ISSUE:

Marsh Road lacks sidewalks; lacks on-street parking; and right turns onto Park Rd are difficult



## Public's Recommendation:

- Provide sidewalk along Marsh Rd (northern side)
- Install on-street parking on the north side of Marsh Rd, between Park Road and the existing sidewalk on Marsh Rd
- 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

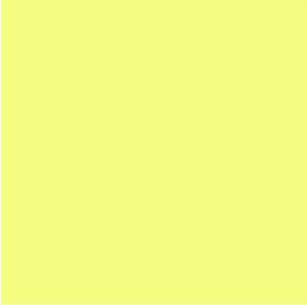
## CDOT's Assessment:

- This property is currently being evaluated for residential development
- CDOT is in favor of adding sidewalks and trees

## Conclusion:

- CDOT will address these issues as part of the redevelopment of the site.

# Recommended Sidewalk and Side Street Improvements



Requires cooperation with property owners and/or an appropriate funding source

# ISSUE: Lack of street trees on Park Road corridor



**Public's Recommendation:** Install street trees along Park Road Corridor, such as south of Marsh Rd

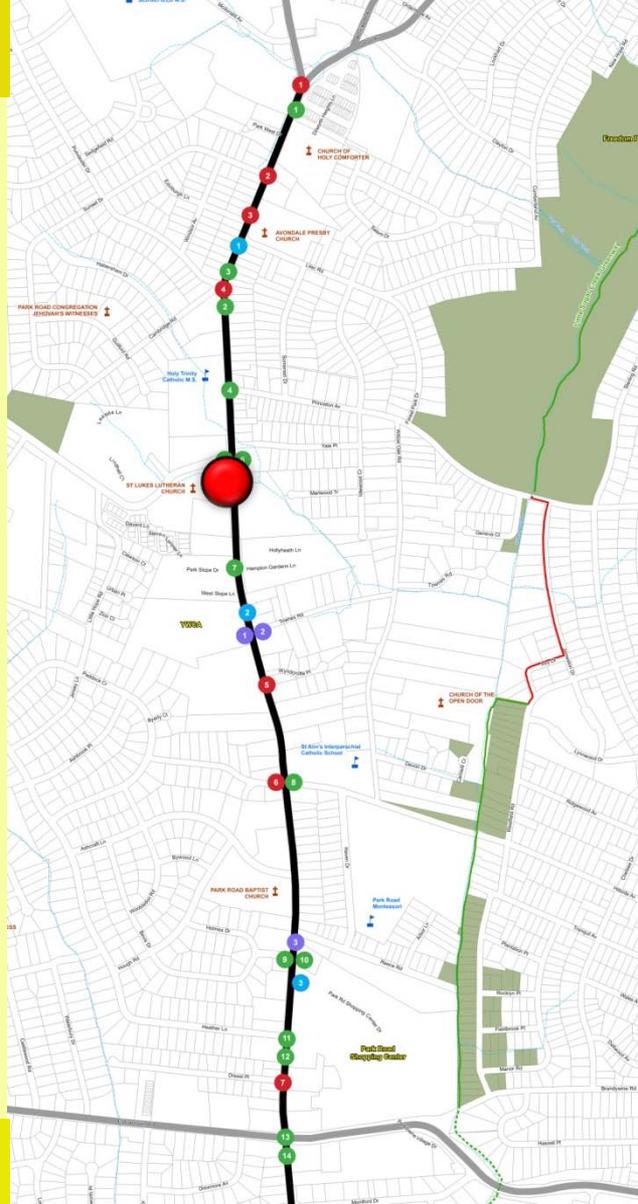
**CDOT's Assessment:**

- No funding program in place to install & maintain trees on private property
- There is a process to do this when private property is within the limits of a planned funded project.

**Conclusion:**

If a project comes up in the future, CDOT will reassess the feasibility of adding trees in this area at that time and coordinate with the property owner.

## Recommended Landscape Improvement



# ISSUE:

It is difficult for vehicles to turn left exiting the YWCA



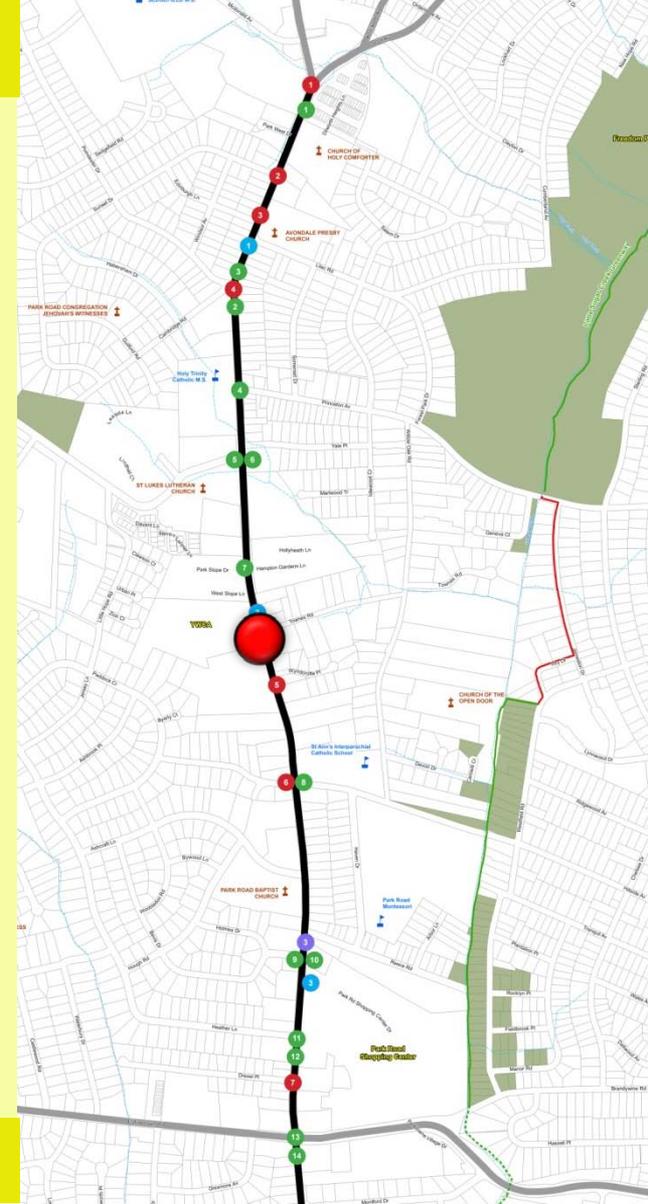
**Public's Recommendation:** Align YWCA driveways with Townes Rd to create a 4-way intersection with Park Rd and install a traffic signal

## **CDOT's Assessment:**

- Adding a new signal at this location would require the addition of turn lanes, necessitating the need for additional right-of-way.
- The relocated driveways and grade issues would have an impact on the existing house on the YWCA property.

## **Conclusion:**

CDOT will discuss this issue with YWCA staff to determine interest.



# Recommended Corridor Improvement

# ISSUE:

Sidewalks on the east side of Park Rd between Park Rd Shopping Center driveways are too close to the roadway



**Public's Recommendation:** Widen sidewalks on the east side of Park Rd between Park Rd Shopping Center driveways

**CDOT's Assessment:**

- CDOT is in support of this solution,
- CDOT does not currently have program in place to relocate existing sidewalks.

**Conclusion:**

CDOT will explore opportunities to cost-share with the private property owners, such as Park Road Shopping Center, to implement these projects

## Recommended Sidewalk Improvement

# ISSUE:

Overgrown shrubs and bushes are not aesthetically pleasing and/or can cause conflicts with pedestrian on the sidewalk



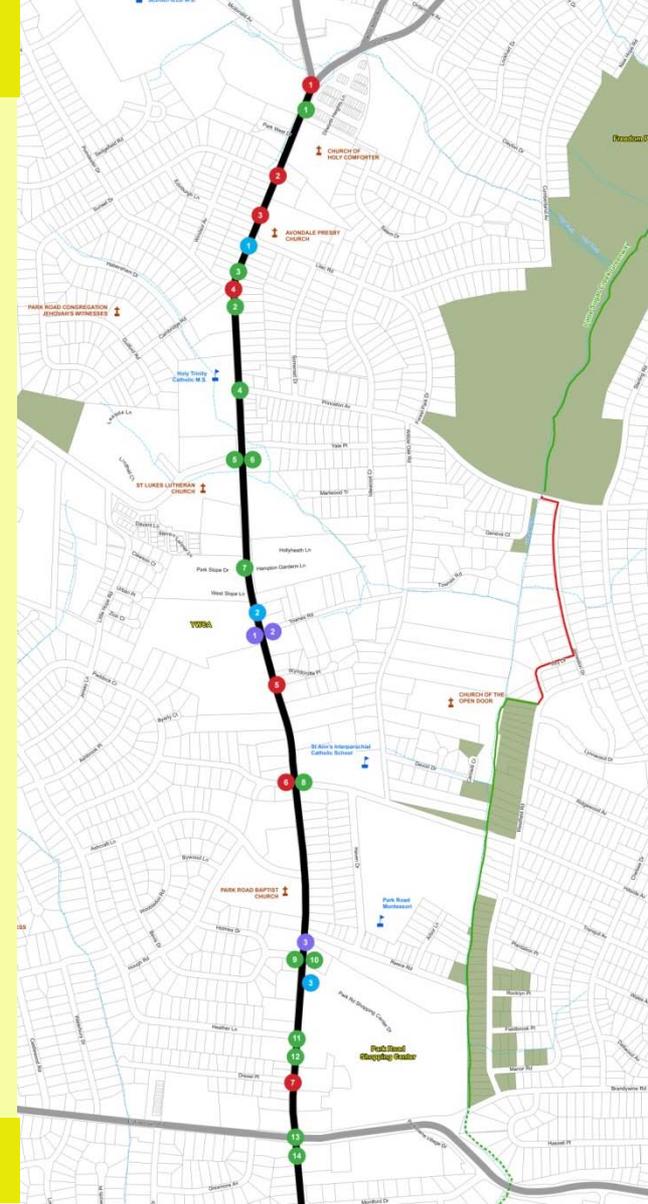
**Public's Recommendation:** Improve landscape maintenance by managing overgrown shrubs, trees etc. along Park Road

## **CDOT's Assessment:**

City staff notifies property owners to trim vegetation away from sidewalk.

## **Conclusion:**

City staff will work with property owners and neighborhoods to develop long-term solutions.



# Recommended Sidewalk Improvement

# ISSUE:

Utility poles along Park Road are not aesthetically pleasing and/or can cause conflicts with pedestrian on the sidewalk



**Public's Recommendation:**  
Remove utility poles, or, install sidewalk around them to provide better sidewalk connectivity for pedestrians and especially wheelchairs.

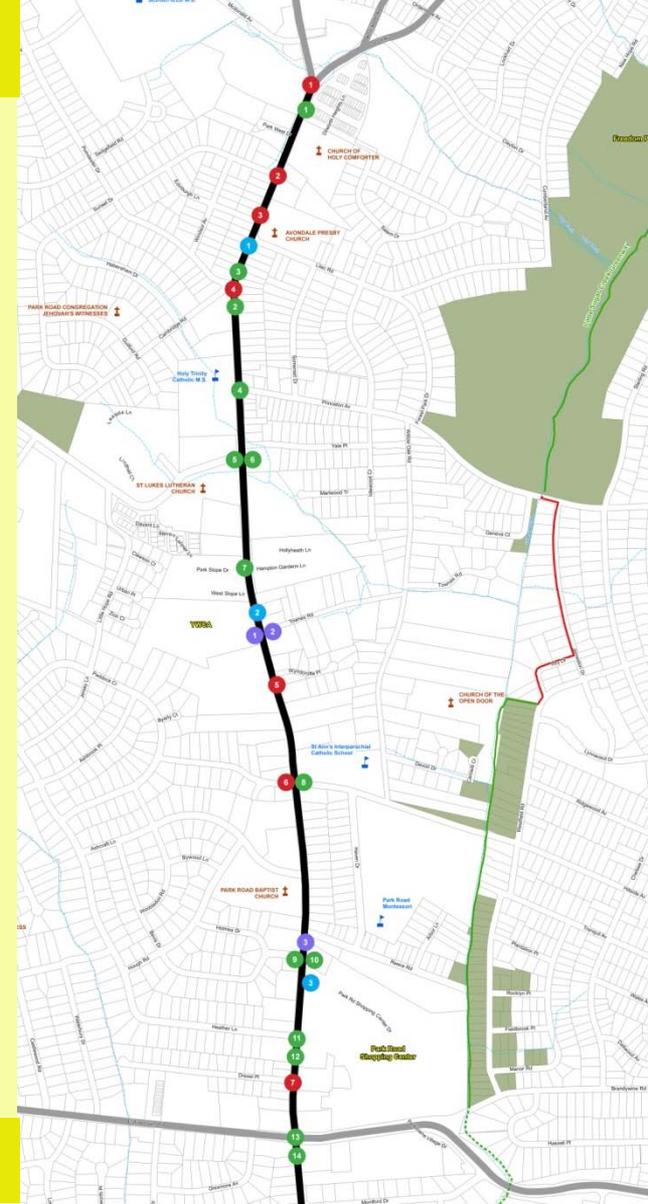
## CDOT's Assessment:

- CDOT will identify if any of the poles can be eliminated or relocated to joint use poles.
- Adding new sidewalk around the poles is reasonable alternative option, but requires purchasing right-of-way from neighboring properties.

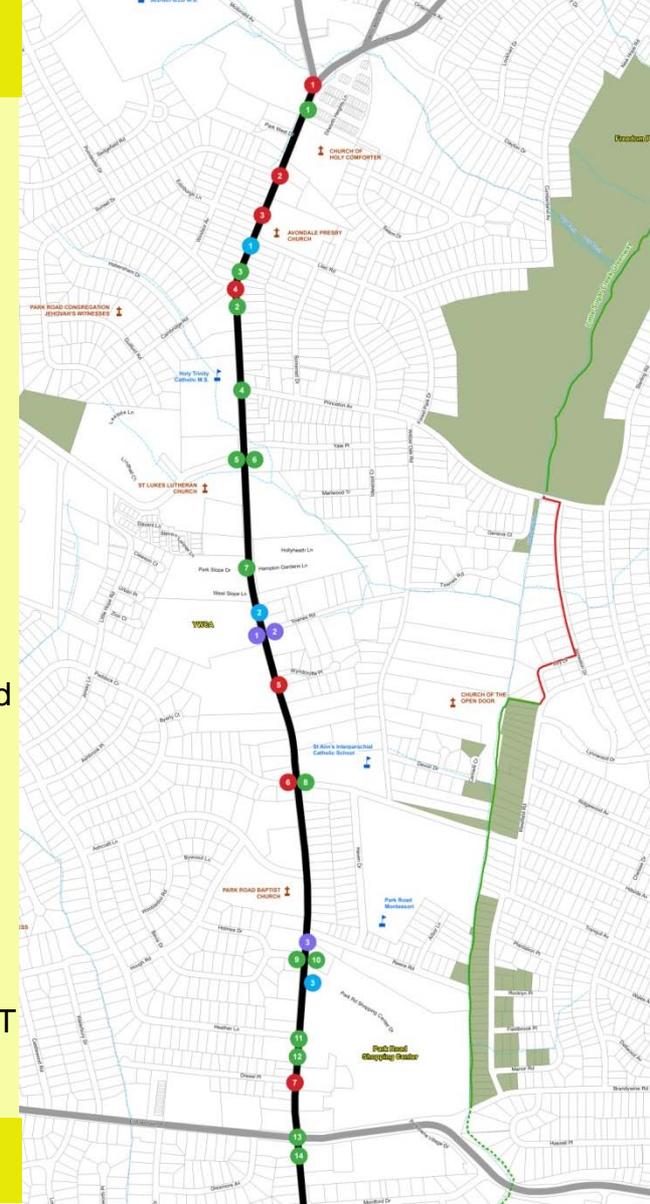
## Conclusion:

CDOT will explore options to relocate poles or install sidewalk around poles through coordination with property owners

# Recommended Sidewalk Improvement



# ISSUE: Vehicles travel too fast on Park Road



**Public's Recommendation:** Increase police presence to enforce speeding on Park Road

## **CDOT's Assessment:**

- Staging areas on public property to enforce speeding is very limited on Park Road.
- This will likely require negotiations with both property owners and neighborhood organizations.

## **Conclusion:**

Police Department's Providence Division will work with neighborhood residents and CDOT to identify potential staging points for speed enforcement.

# Recommended Enforcement

# ISSUE: Two-way left turn lane is confusing to drivers

## Public's Recommendation:

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

## CDOT's Assessment:

CDOT agrees to consider this recommendation

## Conclusion:

CDOT will consider alternative design options for the existing 2-way left turn lane between Reece Road and the Park Road Shopping Center.

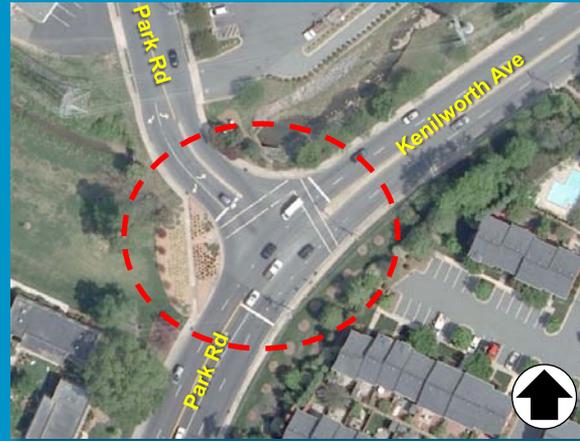


# Recommended Corridor Improvement



Will be incorporated for consideration into currently funded projects

# ISSUE: Unconventional intersection geometry



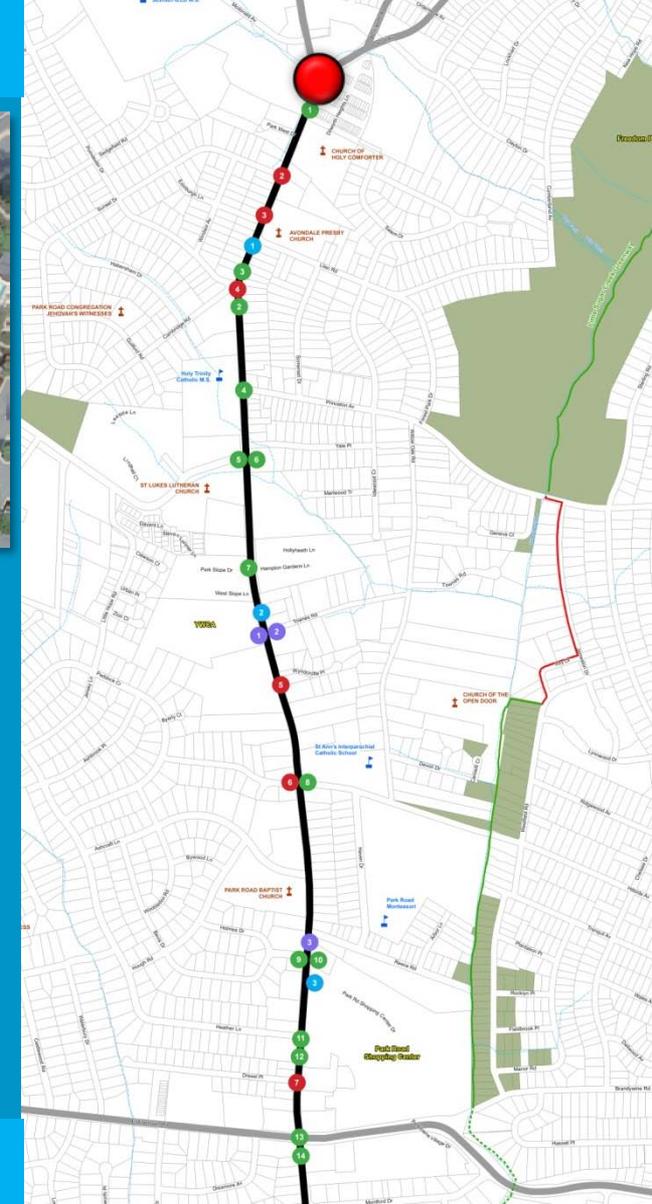
**Public's Recommendation:** Construct a roundabout at the Park Rd, Scott & Kenilworth intersection

**CDOT's Assessment:** This Intersection did not score high on City's Intersection Upgrade Program, which assesses following factors:

- High Accident List (Pedestrians/Vehicles)
- Intersections with the worst volume/capacity ratios and delay
- Pedestrian and Bicycle Level of Service
- NCDOT TIP List
- Land development project near an existing CIP intersection

## **Conclusion:** .

City will continue to reassess the feasibility of a roundabout or some other physical improvements if any of the above factors change



# Recommended Intersection Improvement

# ISSUE:

Pedestrian crossing needs improvement on the south leg of Park Road/Kenilworth

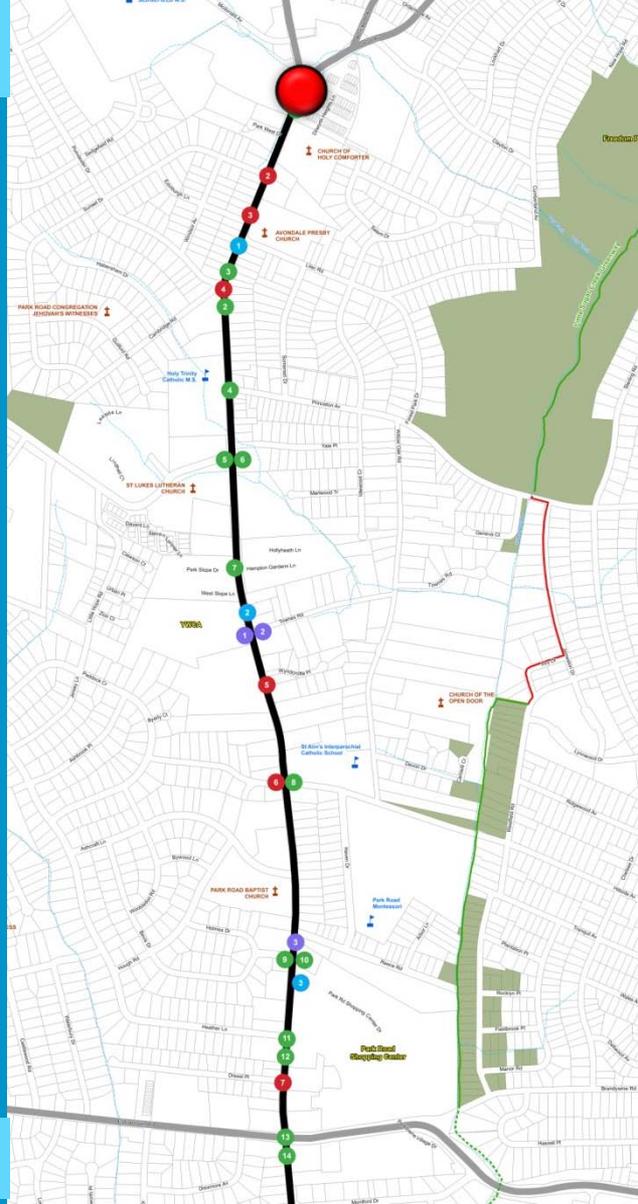


**Public's Recommendation:** Install a crosswalk on the southern leg of the Park Rd and Kenilworth intersection. Design it to be cautious of high speed right turn movements from southeast-bound Park Rd to southbound Park Rd

**CDOT's Assessment:**  
CDOT is in agreement with this solution

**Conclusion:**  
This intersection will be evaluated for improvement as part of a storm water project currently under design.

## Recommended Pedestrian Crossing Improvement



# ISSUE: Allowing northbound Park Road "U-Turns" at the intersection of Park Road and Woodlawn Road is a safety issue



**Public's Recommendation:** Prohibit northbound U-turns at Park Rd and Woodlawn Rd intersection

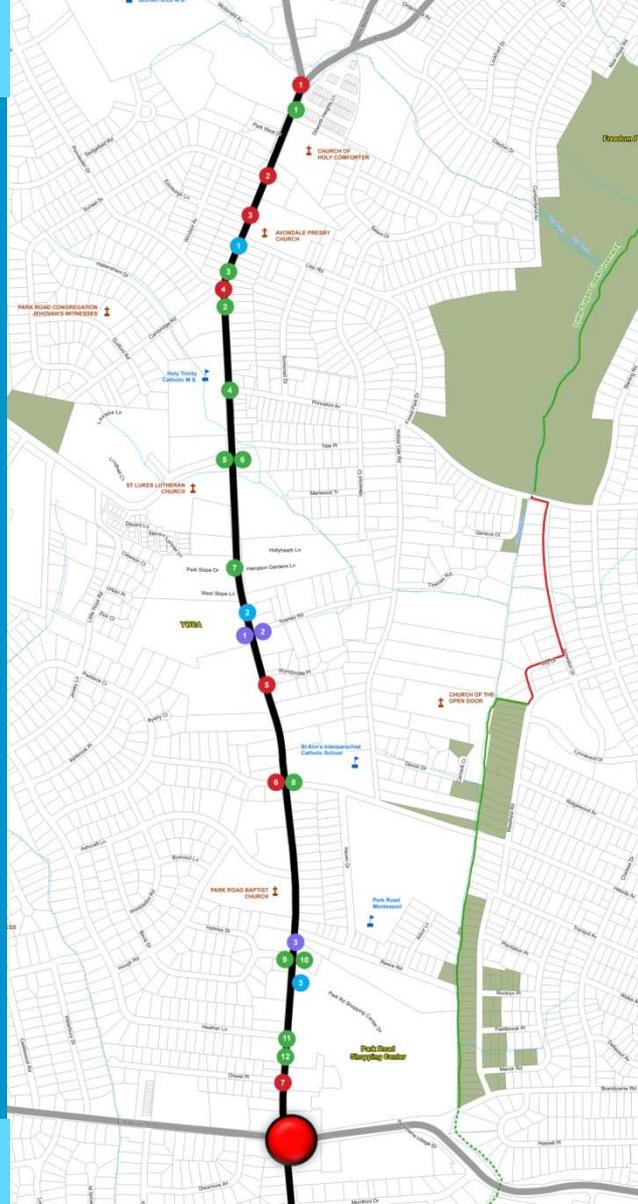
## CDOT's Assessment:

- There is no demonstrated safety issue
- There is no indication of a significant traffic operations issue
- Prohibiting this movement would restrict access to businesses south of Woodlawn

## Conclusion:

CDOT will continue to monitor this issue and look for ways to address this movement while not impacting businesses. Redevelopment of the southwest corner would be an opportunity to enhance the intersection for all users, such as wider space for U-turning motorists, as well as a median pedestrian refuge to help mitigate the increased crossing distance.

# Recommended Signing Improvement



**ISSUE:** Lack of sidewalks between Holmes and Drexel; Can't access northbound Park Rd from Drexel Pl

**Public Recommendation:**

- Install sidewalk between Holmes Dr and Drexel Pl
- Install street trees – Along the west side of Park Rd, between Park Rd Shopping Center Dr and Drexel Pl
- 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

**CDOT's Assessment:**

- CDOT is currently designing this sidewalk for construction.
- The project includes evaluating the raised median at Drexel Place for aesthetics improvements

**Conclusion:**

CDOT has an ongoing sidewalk and pedestrian crossing project in this area, which will incorporate these solution ideas into the process.

**Recommended Sidewalk and Landscaping Improvements**



**ISSUE:** Need better crossing; Bus stop location requires mid-block crossing

**Public's Recommendation:**

- Improve pedestrian crossing between the bus stop on the west side of Park Rd and the Park Rd Shopping Center
- Relocate the bus stop near Holmes Dr further south to align with Park Rd Shopping Center Drive

**CDOT's Assessment:**

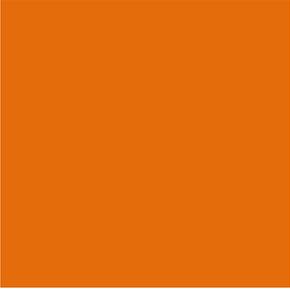
CDOT is in agreement with this solution

**Conclusion:**

CDOT has an ongoing sidewalk and pedestrian crossing project in this area, which will incorporate these solution ideas into the process.

*Bus Stop at Homes Drive*





Will be completed under current operation & maintenance programs

**ISSUE:** It is too dark along the sidewalk near the Park Road shopping center causing a safety issue



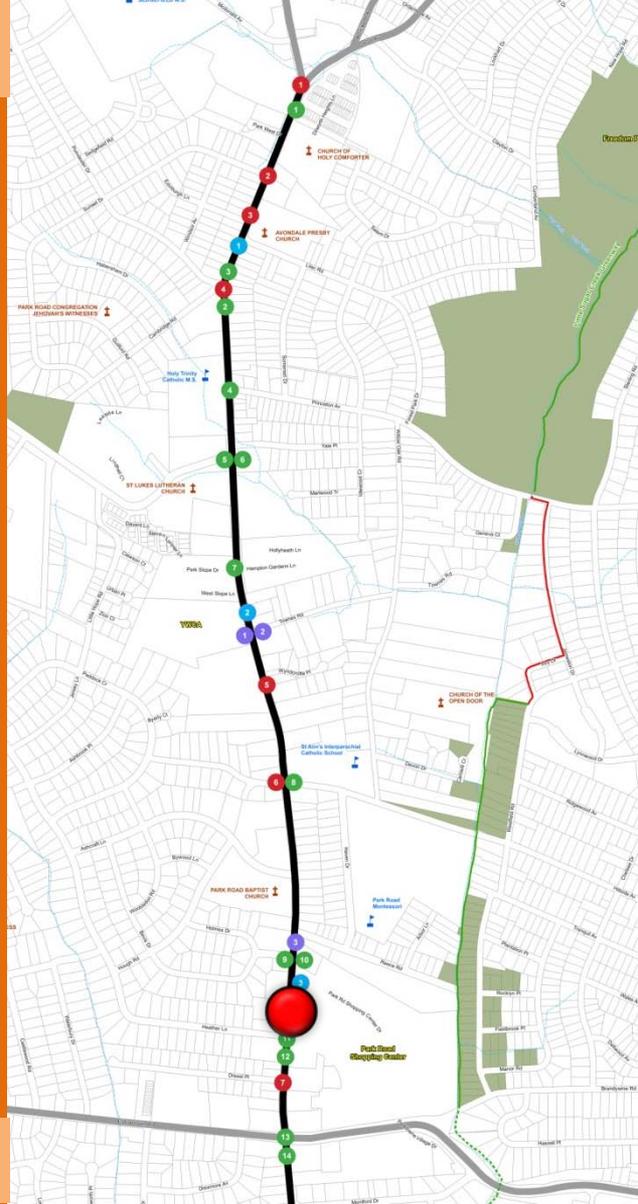
**Public's Recommendation:** Improve lighting on Park Rd near Park Rd Shopping Center for pedestrians and vehicles.

**CDOT's Assessment:**

- CDOT is in support of this solution

**Conclusion:**

CDOT will work with Duke Energy to investigate whether there is proper illumination with the existing street lights, if not, CDOT will consider upgrading the lights, or consider installing additional street lights or pedestrian lights.



**Recommended Sidewalk Improvement**

# ISSUE:

Parking signs on Park Road in front of the Church of Holy Comforter are hard to read and worn out



## Public's Recommendation:

Replace parking signs on Park Road in front of the Church of Holy Comforter

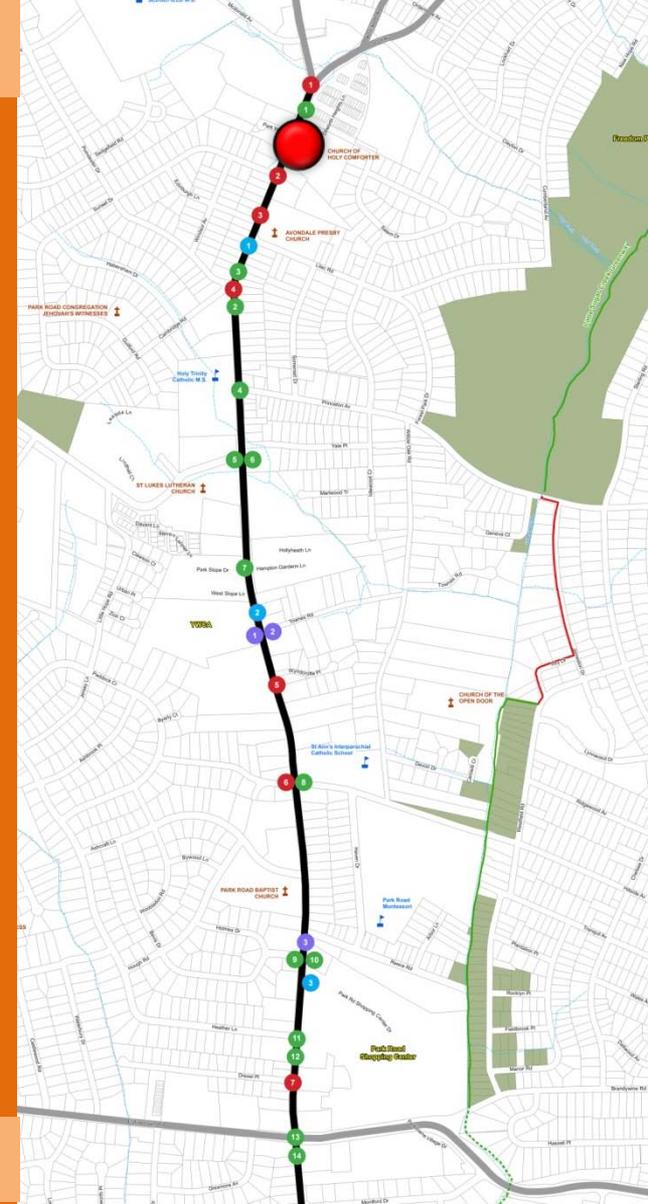
## CDOT's Assessment:

CDOT agrees with this solution

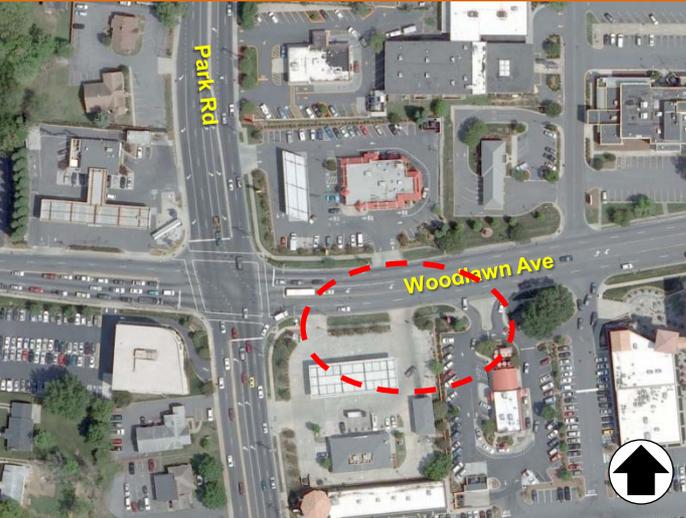
## Conclusion:

CDOT is currently in the process of replacing these parking signs.

# Recommended Signing Improvement



# ISSUE: Traffic queuing from Chic-fil-a drive through spills onto Woodlawn



## Public's Recommendation:

Notify drivers of lunchtime curb lane congestion

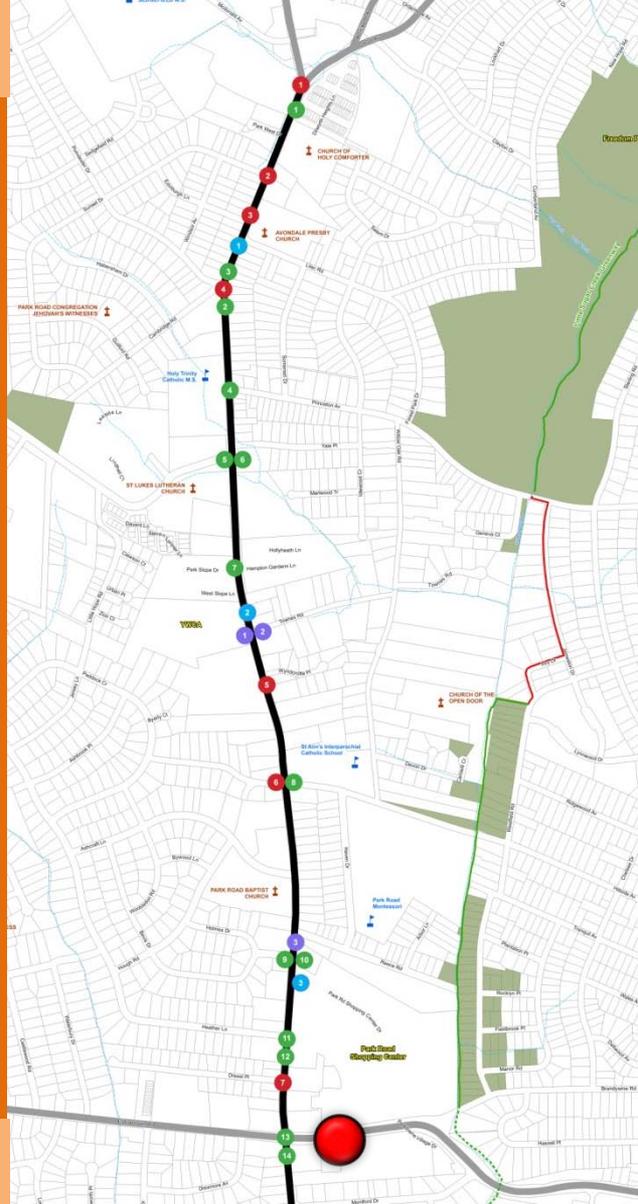
## CDOT's Assessment:

CDOT is aware of this issue

## Conclusion:

CDOT is in the process of determining whether signage or other methods can be implemented to alert drivers of traffic backing up onto Woodlawn.

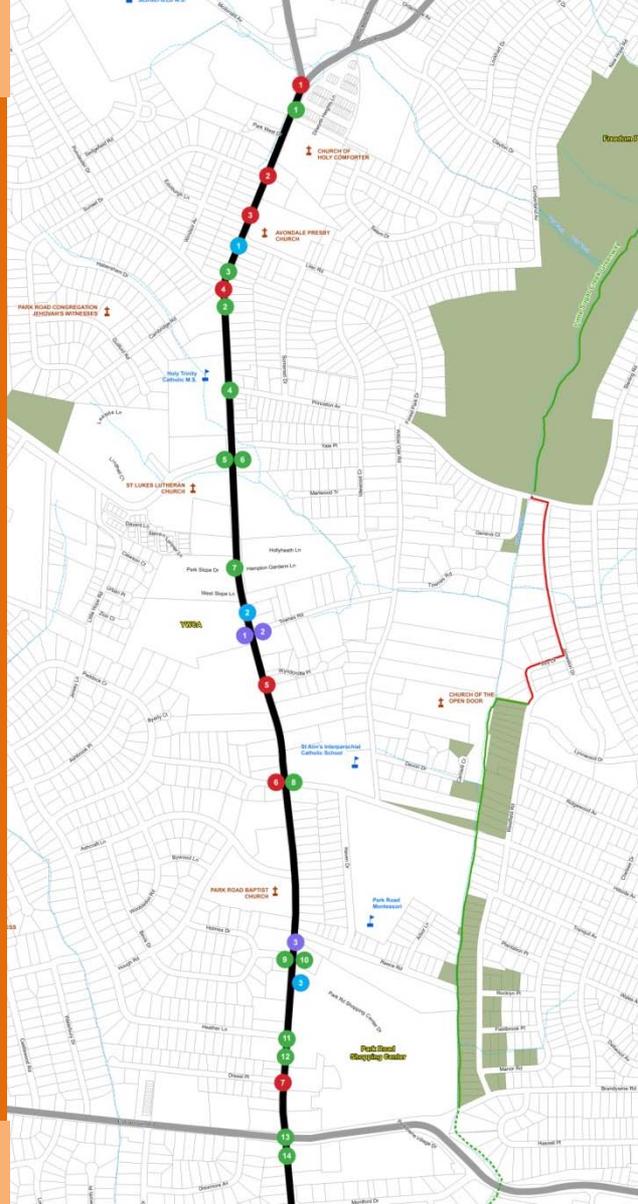
# Recommended Signing Improvements



# ISSUE: Drivers do not respect bicyclist riding in travel lanes



Providence Rd, west of Wendover Rd



## Public's Recommendation:

Install "Share the Road" sign (Bicycles) throughout Park Rd

## CDOT's Assessment:

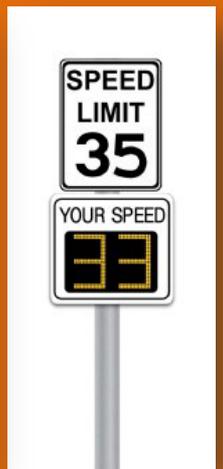
City staff will analyze the appropriateness of these signs and determine the ideal location for these signs.

## Conclusion:

City staff will install "Share the Road" signs where appropriate.

# Recommended Signing Improvement

# ISSUE: Drivers travel too fast on Park Road



## Public's Recommendation:

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

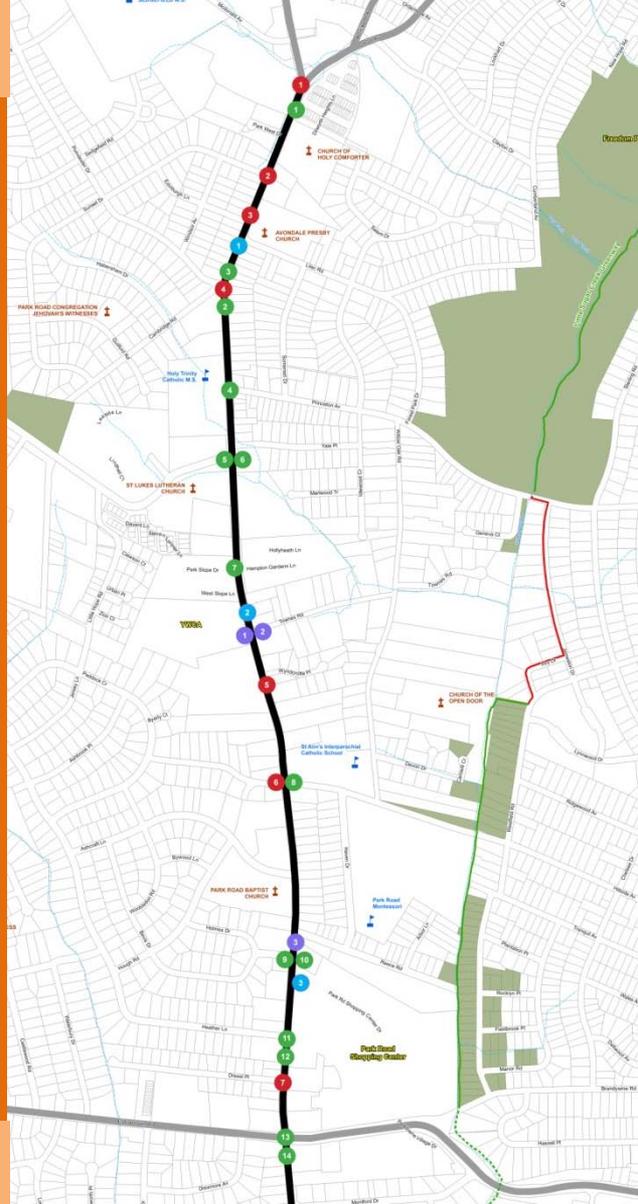
## CDOT's Assessment:

These signs have traditionally been used only in school zones. City staff will identify if these signs are appropriate for the school zone on Park Road (Holy Trinity) as well as other locations.

## Conclusion:

City staff will install driver feedback signs where appropriate.

# Recommended Enforcement



# ISSUE:

Various sidewalks on Park Road Corridor have broken panels.



## Public's Recommendation:

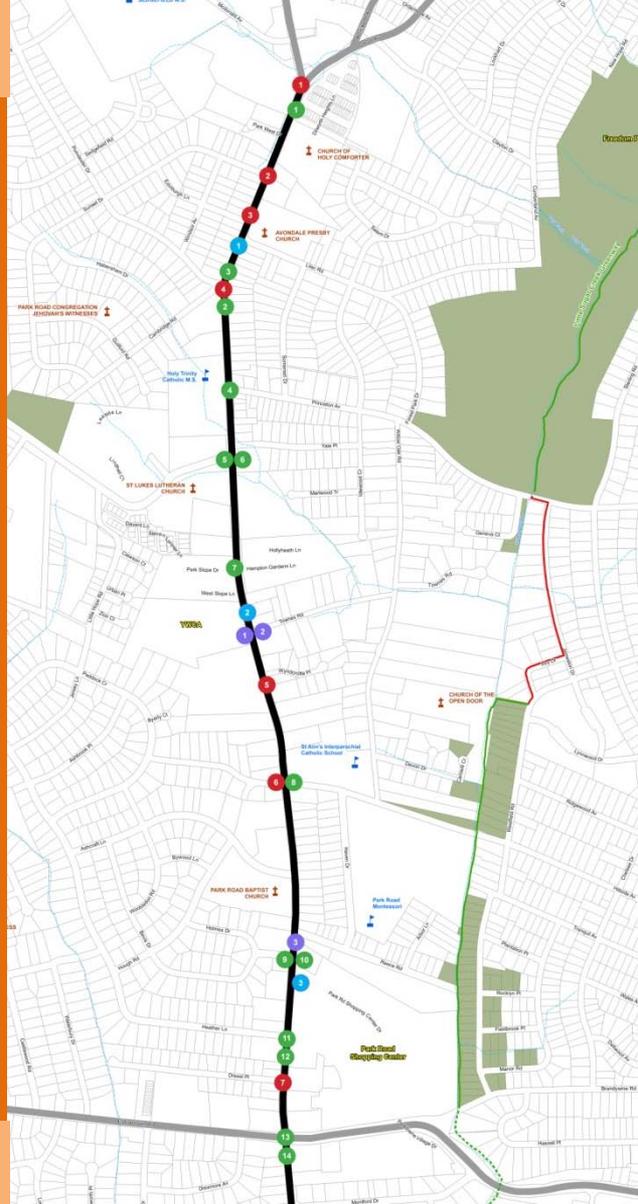
Replace damaged sidewalks throughout Park Road

## CDOT's Assessment:

As part of the City's maintenance program citizens can call 311 at any time to report deficient sidewalks by identifying the closest street address where they exist.

## Conclusion:

All reported damaged sidewalk panels will be inspected and determined if the panels need to be repaired, replaced, or can remain.



# Recommended Sidewalk Improvement

# ISSUE: Signal timings and Pedestrian Crossings needs improvement along the Park Road Corridor

## Public's Recommendation :

- Re-time the traffic signals to:
  - Be more efficient for vehicles on the side streets
  - Create gaps in traffic to allow for vehicles to turn onto Park Rd from unsignalized side streets
  - Allow for more time to cross the street, especially for aged and disabled people
- Improve pedestrian crossings at signalized intersections in the following way:
  - Improve visibility
  - Add crosswalks where they do not exist

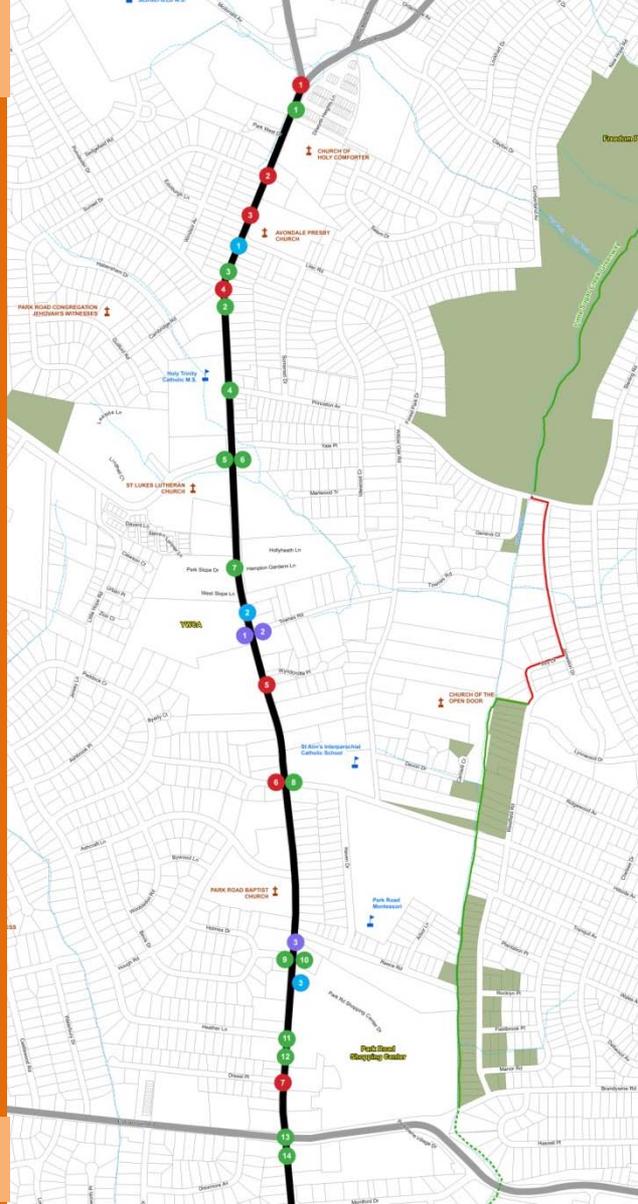
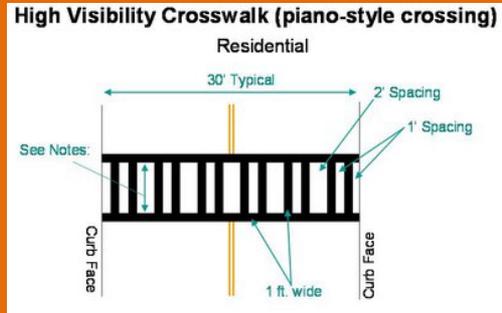


## CDOT's Assessment:

The entire Park Road corridor will be re-timed this summer/fall.

## Conclusion:

The City will re-time all traffic signals and install high visibility crosswalks at all signalized intersections.



# Recommended Signal Timing Improvement

# Conclusions

9

No further action at this time

1

Requires coordination with private development

7

Requires cooperation with property owners and/or an appropriate funding source

5

Will be incorporated for consideration into currently funded projects

22

Will be completed under current operation & maintenance programs



# Summary of Issues and Solutions...

## WHAT WE HEARD

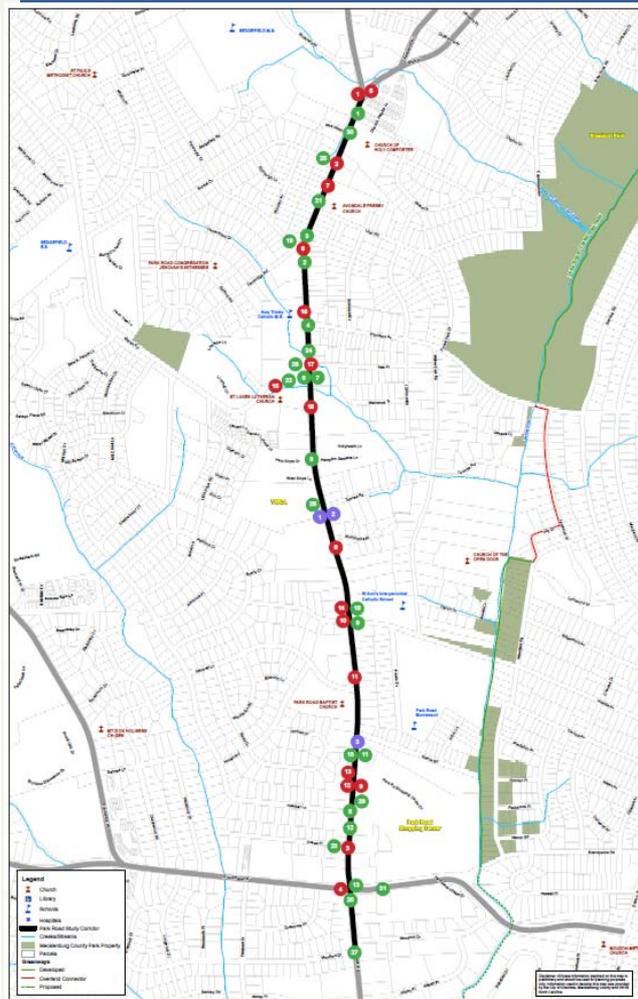
General Issues / Concerns	Conclusion
1. Most participants stated that traffic volumes are too high on Park Road	Park Road currently experiences 27,900 Average Annual Weekday Traffic (AAWDT) in 2018. The AAWDT was 26,000. Over the last 23 years, these traffic volumes have not dramatically increased.
2. Most participants stated that vehicles travel too fast along the corridor.	The average speed on this corridor is 42 mph. 85% of the vehicles are currently traveling at or below 40 mph. Typically average speeds are 45-50 mph above the posted speed limit. CODOT will work with the Police Department's Providence Division to identify potential staging points to enforce the speed limit. This will likely require negotiations with both property owners and neighborhood organizations.
3. Many participants stated that there is too much truck (heavy vehicle) traffic utilizing Park Road.	Typically, 2% of all vehicles consists of heavy vehicles on similar Charlotte roads. 1% of all vehicles on Park Road consists of heavy vehicles (i.e. Heavy Trucks, Buses, Tractor Trailers). Park Road experiences half of the typical truck traffic compared to similar Charlotte roads.
4. Some participants indicated that Park Road needs on-street parking; however, a number of participants indicated that they are opposed to this idea.	On-street parking is not feasible due to the maximum width limitations. On-street parking is prohibited along Park Road with the exception of a curb space near Holy Comforter Church that is limited to Sundays.
5. Many participants agreed that the overhead utility lines and poles along Park Road are not aesthetically pleasing and/or can cause conflicts with pedestrians on the sidewalk.	CODOT will explore options to relocate poles or install sidewalk around poles through coordination with property owners.
6. Many participants stated they would like Park Road to serve as a local / neighborhood street with bike lanes and fewer vehicular travel lanes.	Roads that have been converted (road diet) experience traffic volumes ranging from 3,500-21,400 AAWDT. Park Road experiences 27,900 AAWDT. Over the last 23 years, these traffic volumes have not dramatically increased. Due to the high traffic volume a road diet is not feasible.
7. Crossing time at all signalized intersections should be looked at to ensure sufficient time for people with disabilities to cross.	The entire Park Road corridor is to be reviewed this summer/fall by CODOT staff.

Pedestrian / Bicycle Issues	Conclusion
1. Park Road and Scott Avenue (pedestrian crossings need improvement)	The City will re-time all traffic signals and install high visibility crosswalks at all signalized intersections.
2. Park Road at Burnet Drive (lack of pedestrian crosswalks)	The City will re-time all traffic signals and install high visibility crosswalks at all signalized intersections.
3. Park Road near Drexel Place (pedestrian crossings need improvement)	The City will re-time all traffic signals and install high visibility crosswalks at all signalized intersections.
4. Park Road and Woodlawn Avenue (improve pedestrian crossings to accommodate new elderly parking located on Woodlawn)	CODOT will explore options to relocate poles or install sidewalk around poles through coordination with property owners. CODOT will also contact property owners where landscaping is interfering on the sidewalk.
5. Park Road and Kiriwath (auto traffic is very fast - hard to cross Park Road on foot or bike)	CODOT will explore options to relocate poles or install sidewalk around poles through coordination with property owners. CODOT will also contact property owners where landscaping is interfering on the sidewalk.
6. Park Road and Ponderdrive/Cambridge Road (pedestrian crossings need improvement)	CODOT will explore options to relocate poles or install sidewalk around poles through coordination with property owners. CODOT will also contact property owners where landscaping is interfering on the sidewalk.
7. Between Sunset Drive and Ponderdrive (lack of sidewalks)	The City is currently constructing sidewalks at this location.
8. Between Towers Road and Hillside Avenue (sidewalks too close to the road)	CODOT will explore opportunities to coordinate with the private property owners along Park Road, such as Park Road Shopping Center, to improve existing sidewalks.
9. Sidewalks on the east side of Park Rd between Park Rd Shopping Center driveway are too close to the roadway.	CODOT will explore opportunities to coordinate with the private property owners along Park Road, such as Park Road Shopping Center, to improve existing sidewalks.
10. Park Road and Hillside Avenue (good visibility for pedestrian to see vehicles due to vertical curve on Park Road)	The roadway is designed for vehicles to drive within the posted speed limit. Curves in the roadway become an issue when vehicles drive at excessive speeds. Police Department's Providence Division will work with the private property owners and CODOT to identify potential staging points for speed enforcement.
11. Between Park Road Shopping Center and Hillside Avenue (sidewalk obstructions)	CODOT will explore options to relocate poles or install sidewalk around poles through coordination with property owners. CODOT will also contact property owners where landscaping is interfering on the sidewalk.
12. Park Road access from Park Road Shopping Center (sidewalk gap)	CODOT has an ongoing sidewalk and pedestrian crossing project in this area, which will address these concerns.
13. Park Road at Heather/Kirans (crossing is needed in this area for better access to Park Road Shopping Center)	CODOT will explore opportunities to coordinate with the private property owners along Park Road, such as Park Road Shopping Center, to improve existing sidewalks.
14. Park Road (overgrown shrubbery encroaching on sidewalk, especially at Hillside Avenue)	City staff will work with property owners and neighborhoods to develop long-term solutions to address these issues.
15. Marsh Road (no sidewalks)	This property is currently being evaluated for residential development. CODOT will address this as part of the redevelopment of the site.
16. Park Road near Holy Trinity (broken sidewalk)	As part of the City's maintenance program citizens can call 311 at any time to report damaged sidewalks. By identifying the closed street address where they exist, all reported damaged sidewalk projects will be inspected and determined if the projects need to be repaired, replaced, or can remain.
17. Park Road and Vale Place (broken sidewalk)	As part of the City's maintenance program citizens can call 311 at any time to report damaged sidewalks. By identifying the closed street address where they exist, all reported damaged sidewalk projects will be inspected and determined if the projects need to be repaired, replaced, or can remain.
18. The pedestrian environment needs improvement along Park Road, south of Marsh	If a project comes up in the future, CODOT will assess the feasibility of adding trees in this area at that time and coordinate with the property owner. More information is needed regarding additional pedestrian deficiencies in this area.
19. Drivers do not respect bicyclist riding in travel lanes	City staff will install "Share the Road" signs where appropriate.

Transit Facilities Issues	Conclusion
1. There were a few comments by the participants stating that the location of the bus stop near Towers Road is inconvenient for travel lanes.	City staff is aware of this issue and has been working on it for several years. Agreements with private owners at the proposed location have not been successful. CODOT will continue to explore alternative bus stop locations.
2. It was pointed out that the bus stop near Towers Road should be relocated closer to the pedestrian signal to allow for easier pedestrian crossing of Park Road and from the bus stop.	This property is currently being evaluated for residential development. CODOT will address this as part of the redevelopment of the site.
3. It was pointed out that the bus stop near Holmes Drive, Reese Road, and Harris Teeter driveway is unsafe for pedestrians due to bus stop locations requiring pedestrians to cross mid-block.	CODOT has an ongoing sidewalk and pedestrian crossing project in this area. The project includes evaluating the location of bus stops, crosswalks, and aesthetics.

## WHAT WE HEARD

Traffic Operations Issues	Conclusion
1. Park Road and Salem Drive (northbound Park Road traffic signaling makes it difficult to turn into and out of Salem Drive)	Turn restrictions limit local route choices and street network benefits to the neighborhood. There is no indication of significant traffic delay or congestion. There is no demonstrated safety issue. No further action will be taken at this time.
2. Park Road and Ponderdrive (lack of adequate sight distance due to horizontal curve on Park Road)	The City will re-time all traffic signals and install high visibility crosswalks at all signalized intersections. Left turn signals are not feasible at this location.
3. Park Road at Ponderdrive and at Cambridge Road (lack of adequate sight triangle, and lack of left turn signal)	Left turn signals are not feasible at this location. There is no indication of significant traffic delay or congestion. There is no demonstrated safety issue. No further action will be taken at this time.
4. Park Road and Princeton Avenue (lack of left turn signal)	The poor visibility is due to the high elevation at the northeast property. This property is currently being evaluated for residential development. CODOT will address this as part of the redevelopment of the site.
5. Park Road and Heather Lane (lack of left turn signal)	The traffic volumes at this intersection do not warrant a traffic signal. CODOT will continue to monitor traffic volumes for increases that warrant a traffic signal. No further action will be taken at this time.
6. Park Road and Marsh Road (right turns onto Park Road are difficult due to poor visibility)	CODOT will consider alternative design options for the existing 2-way left turn lane between Reese Road and the Park Road Shopping Center.
7. Allowing "right turns on red" from Marsh Road to Park Road is a safety issue	All crosswalks in Park Road corridor are being upgraded to a high visibility crosswalk pattern. Other improvements may be considered as necessary.
8. Park Road and the Harpington Gardens Development (lack of a traffic signal)	CODOT will consider alternative design options for the existing 2-way left turn lane between Reese Road and the Park Road Shopping Center.
9. Park Road and Hillside Avenue (poor visibility for drivers to see pedestrians crossing)	CODOT has an ongoing sidewalk and pedestrian crossing project in this area, which will incorporate these solution ideas into the process.
10. Holmes Drive, Reese Road, and Harris Teeter driveway (unsafe for vehicles due to two way left turn lane)	CODOT will continue to monitor this issue and look for ways to address this movement while not impacting businesses. Redevelopment of the southeast corner would be an opportunity to enhance the intersection for all users, such as wider space for turning vehicles, as well as a median pedestrian refuge to help mitigate the increased crossing distance.
11. The two-way left turn lane on Park Road between Harris Teeter, Holmes Drive, and Reese Road is poorly designed.	The entire Park Road corridor is to be reviewed this summer/fall by CODOT. The new timing scheme may provide more gaps in traffic both upstream and downstream from this location.
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	This property is currently being evaluated for residential development. CODOT will address this as part of the redevelopment of the site.
13. Park Road and Woodlawn Road (lack of adequate southbound left turn green time)	CODOT has an ongoing sidewalk and pedestrian crossing project in this area, which will incorporate these solution ideas into the process.
14. Park Road and Hillside Avenue (signal timing for pedestrian and automobiles)	The City will re-time all traffic signals and install high visibility crosswalks at all signalized intersections.
15. Park Road and Cambridge/Ponderdrive lacks adequate signal timing.	CODOT will continue to monitor this issue and look for ways to address this movement while not impacting businesses. Redevelopment of the southeast corner would be an opportunity to enhance the intersection for all users, such as wider space for turning vehicles, as well as a median pedestrian refuge to help mitigate the increased crossing distance.
16. Allowing northbound Park Road "U-Turns" at the intersection of Park Road and Woodlawn Road is a safety issue	CODOT will continue to monitor this issue and look for ways to address this movement while not impacting businesses. Redevelopment of the southeast corner would be an opportunity to enhance the intersection for all users, such as wider space for turning vehicles, as well as a median pedestrian refuge to help mitigate the increased crossing distance.
17. Park Road and Ulic Road (turning left onto Park Road from Ulic Road is difficult)	The entire Park Road corridor is to be reviewed this summer/fall by CODOT. The new timing scheme may provide more gaps in traffic both upstream and downstream from this location.
18. Marsh Road (no on-street parking currently on Marsh Road)	This property is currently being evaluated for residential development. CODOT will address this as part of the redevelopment of the site.
19. Park Road and Drexel Place (no access to northbound Park Road from Drexel Place)	CODOT has an ongoing sidewalk and pedestrian crossing project in this area, which will incorporate these solution ideas into the process.
20. Park Road and Marsh Road (north of Marsh - turning left into day care at Catholic Church is causing a backup)	This issue is currently addressed by allowing policemen to direct traffic in the peak condition, which is the most trouble-free at this time. No further action will be taken at this time.
21. Park Road and Burnet turning to turn left on Park Road, which causes high speeds along vehicles waiting to turn right onto Park Road	Turn restrictions limit local route choices and street network benefits to the neighborhood. There is no indication of significant traffic delay or congestion. There is no demonstrated safety issue. No further action will be taken at this time.
22. Roadway alignment between Vale Place and Marsh Road needs to be improved	This would require reducing the size of the northbound left-turn lane at Woodlawn. Traffic volume at the Park/Woodlawn intersection requires all of the storage currently available in the northbound left turn lane. No further action will be taken at this time.
23. Access to Marlford Drive from southbound Park Rd should be allowed.	CODOT will discuss signing Towers Road with the YMCA driveway with the YMCA staff to determine interest.
24. It is difficult for vehicles to turn left turning exiting the YMCA	CODOT will explore improving lighting by working with Park Road Shopping Center and incorporating this as a recommendation in the forthcoming Park/Woodlawn Area Plan.
25. It is too dark along the sidewalk near the Park Road shopping center creating a safety issue	CODOT is currently in the process of replacing these parking signs.
26. Parking signs on Park Road in front of the Church of Holy Comforter are hard to read and worn out	CODOT is aware of this issue and is in the process of determining whether signage or other methods can be implemented to alert drivers of traffic backing up onto Woodlawn.
27. Traffic queuing from Chieftan's drive through spills onto Woodlawn	



# Find future project updates through the webpage... <http://cdotprojects.charlottenc.gov>

Charlotte > Transportation > Plans and Projects > Park Road Corridor Study

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## Park Road Corridor Study



The Charlotte Department of Transportation (CDOT) is conducting a study to assess current transportation problems, as well as identify future opportunities and needs along Park Road between Kenilworth Avenue and Woodlawn Road. The study includes three public meetings:

**Public Meeting 1: March 3, 2011**  
6:00 - 8:00 p.m.  
YWCA Central Carolinas

Identify and prioritize problems for all transportation modes (cars, bikes, pedestrians, transit) along the corridor.

[First Public Meeting Presentation & Results](#)

[First Public Meeting Summary](#)

[What We Heard Text](#)

[What We Heard Map](#)

**Public Meeting 2: March 24 & 26, 2011**  
YWCA Central Carolinas

[Public Meeting Flyer](#)

Identify and develop approaches to improve the corridor.

[Second Public Meeting Presentation](#)

**Public Meeting 3: May 12, 2011**  
6:00 - 8:00 p.m.  
YWCA Central Carolinas  
3420 Park Road  
Charlotte, NC

Agree on and prioritize potential improvements identified in meeting 2.

**Input and feedback from the area residents and users of Park Road is vital. We hope you can attend.**

For more information, please contact:  
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## Park Road Corridor Study



Please Stay for the Question and Answer Period



Thank you for Participating

