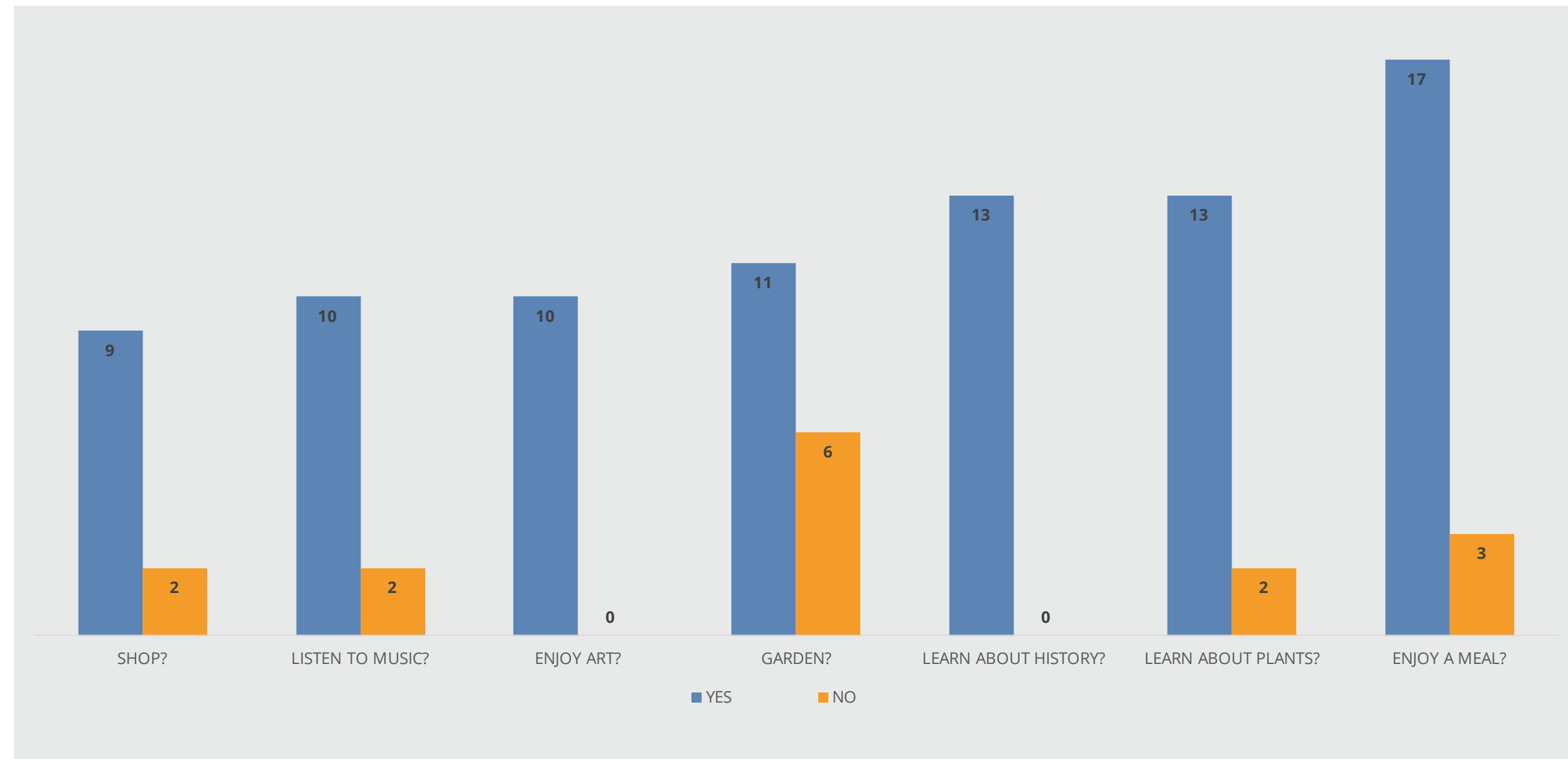


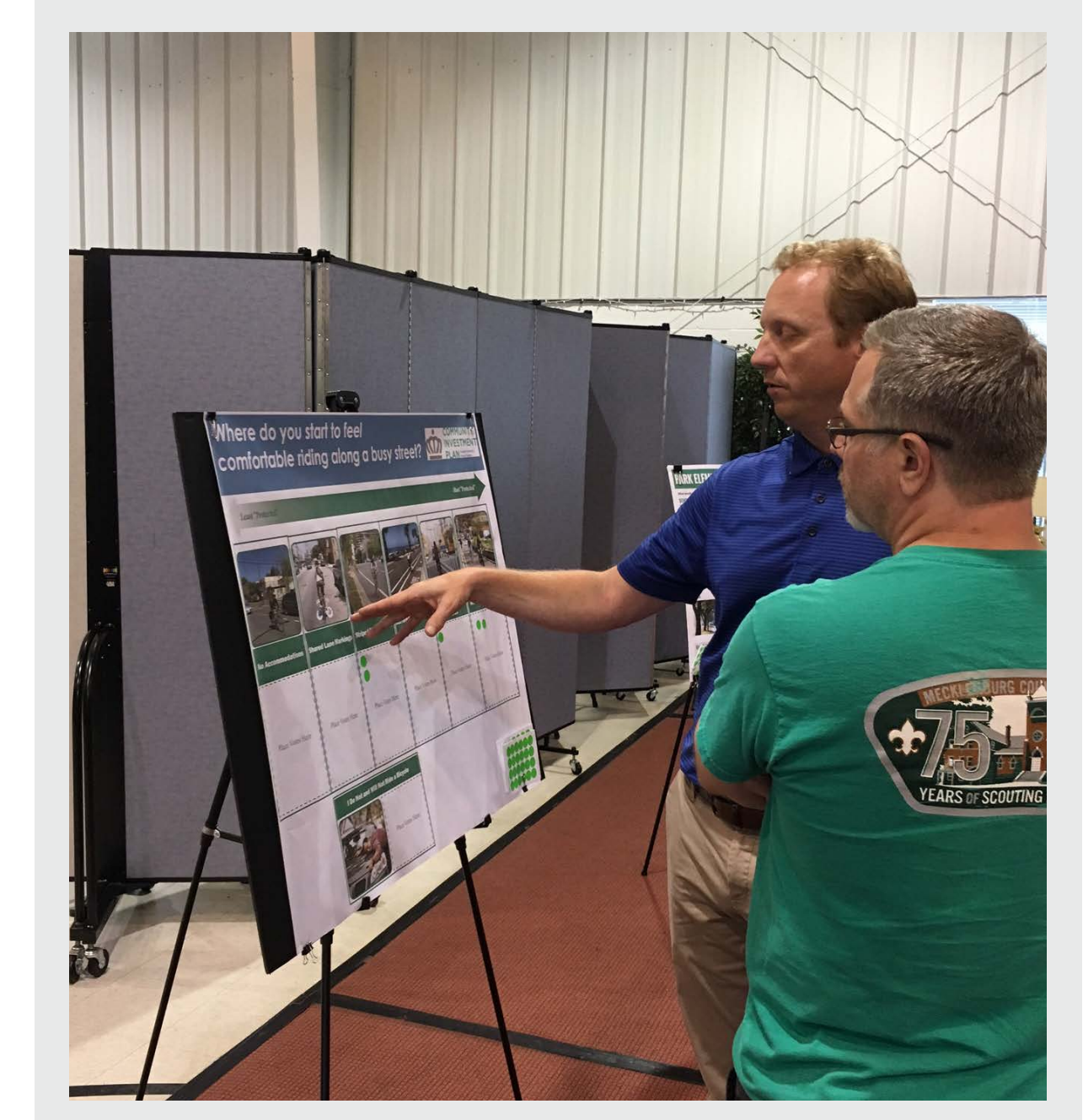
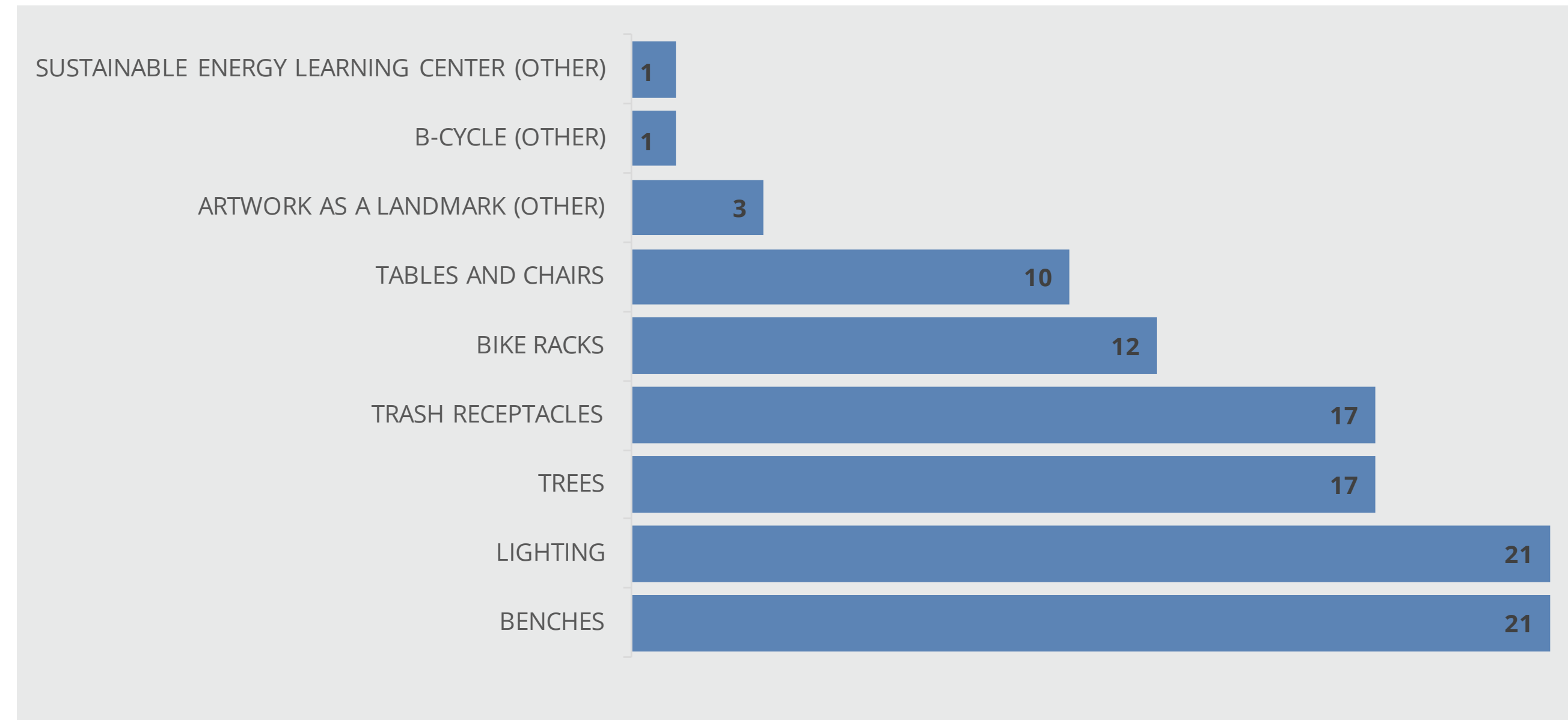
PUBLIC MEETING SUMMARY

PARK ELEMENTS

WOULD YOU COME HERE TO...



WHAT WOULD YOU MOST LIKE TO SEE AT THE PARK?



ART

WHAT IS IMPORTANT TO YOU?

Element	Count
Neighborhood Identity	16
Neighborhood History	12
Natural Elements	12
Neighborhood Diversity	5

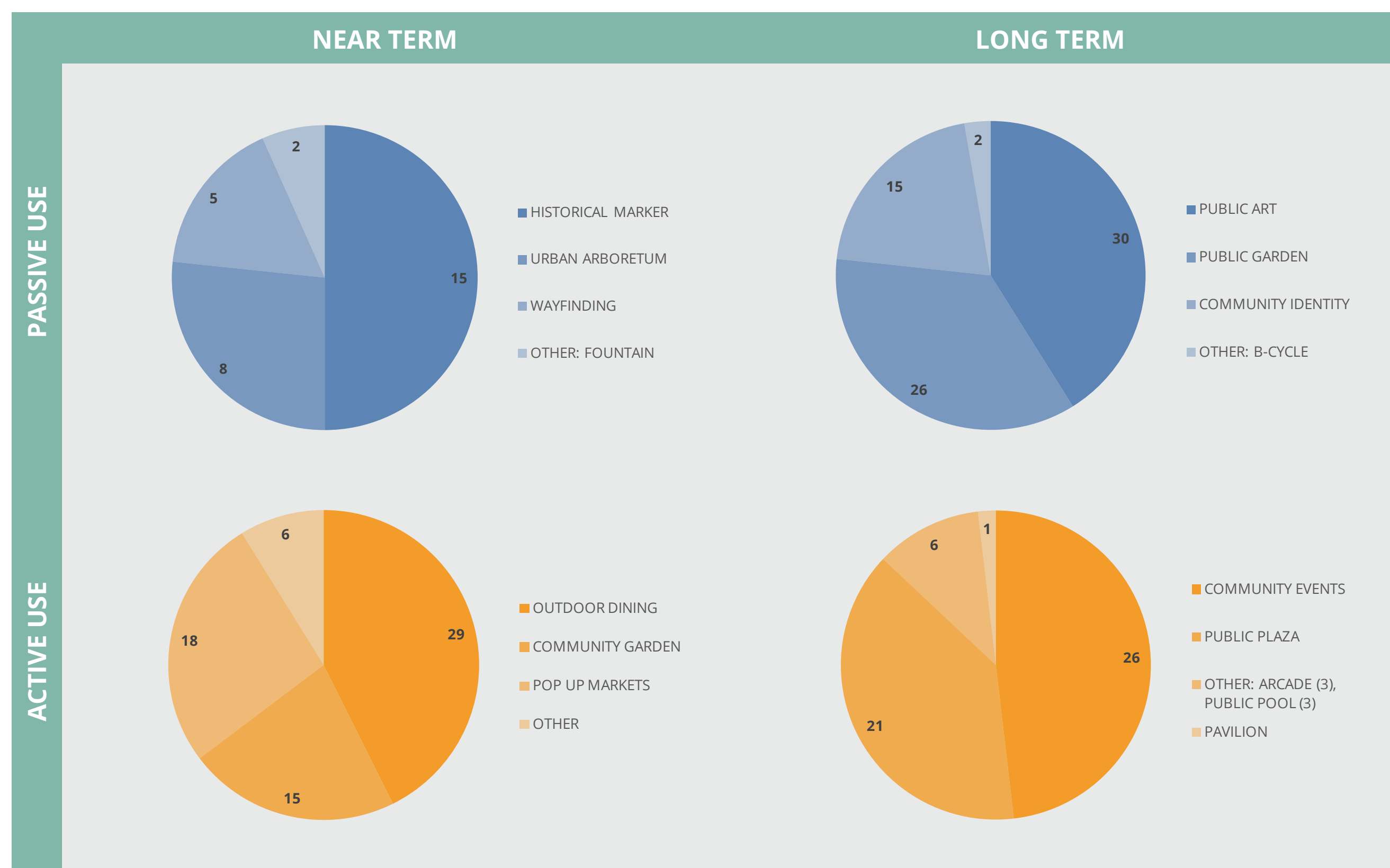
WHAT KIND OF ART APPEALS TO YOU?

Kind of Art	Count
Functional	24
Sculptural	22
Integrative	18
Kid-Friendly	15
Interactive	11
Informational	9

IS COMMUNITY IDENTITY IMPORTANT?

Response	Count
Yes	10
No	1

WHAT DO YOU ENVISION AT THE PARK?



CONCERNS

- Who will maintain and program the park?
- Kid's safety at risk with busy street and intersection.
- What happens when the retail area surrounding the park redevelops?
- Will park be in conjunction with intersection redesign?
- High traffic congestion and traffic noise.
- Pollution from traffic.
- Small site.
- Insufficient parking.
- Not pedestrian friendly to access.

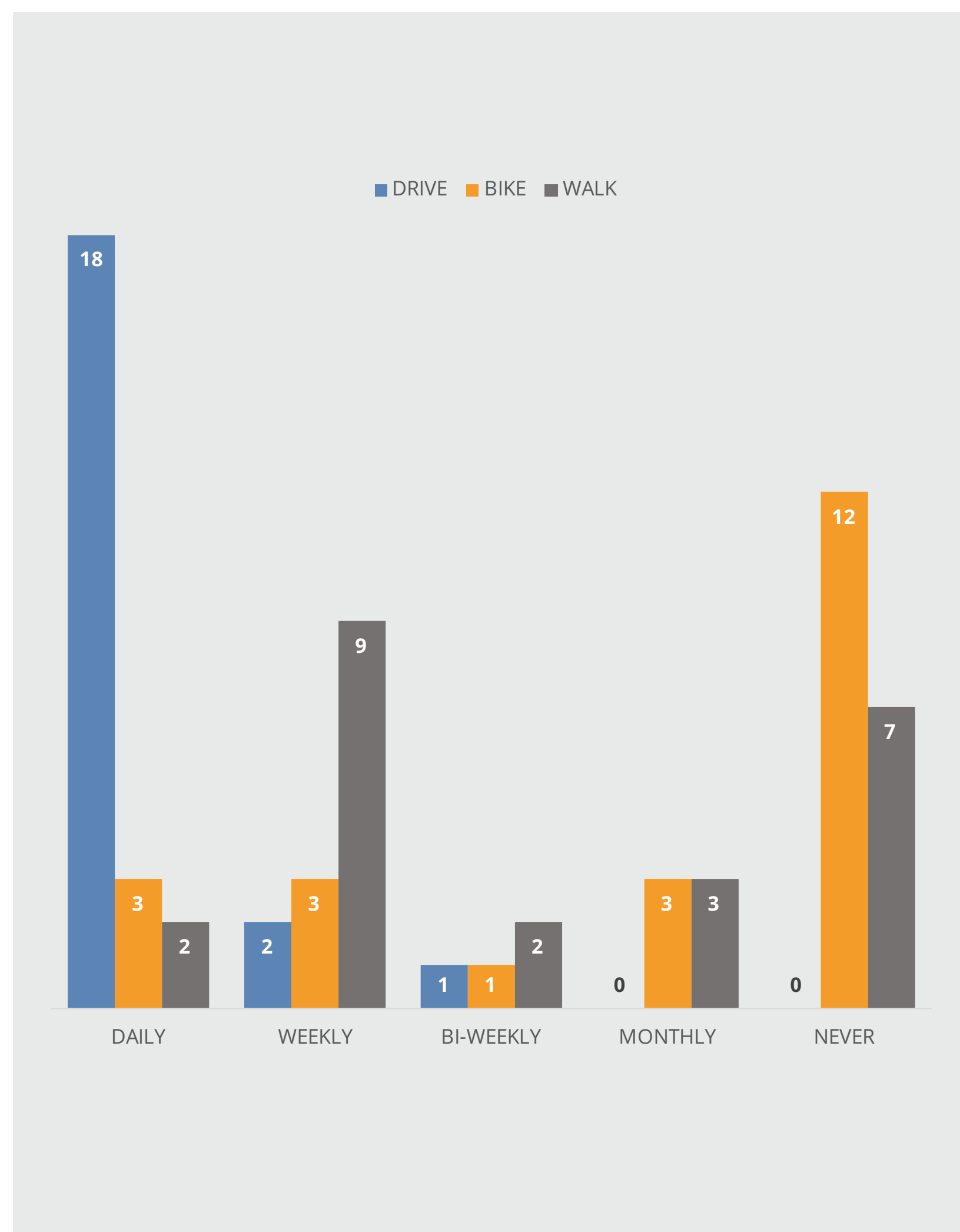
INTERESTS

- Opportunity to celebrate the diverse, multi-cultural neighborhood.
- Best ethnic food in Charlotte. Easy to walk to many different food options.
- History is knowledge. It would bring awareness and identity to the area.
- Art could be a landmark and create a sense of pride for the neighborhood.
- Beautiful trees are a great asset for an arboretum.
- Park events would encourage more walking in the neighborhood.
- Plants would be fun and educational.
- Great spot for food carts.
- Want to embrace and display positive community identity.
- Harness the funky, vibrant energy of the neighborhood.

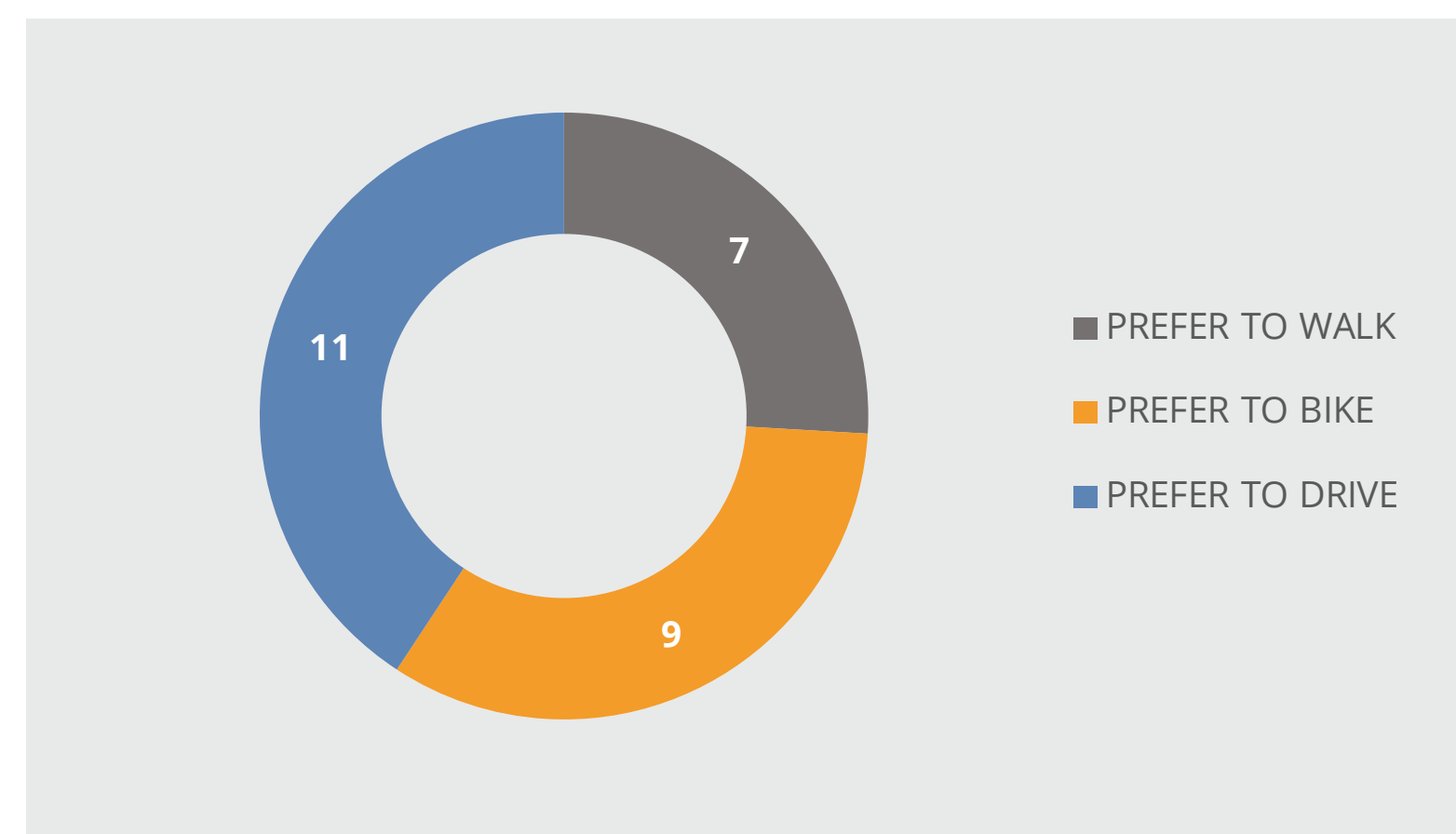
PUBLIC MEETING SUMMARY

BICYCLE & PEDESTRIAN CONNECTIONS

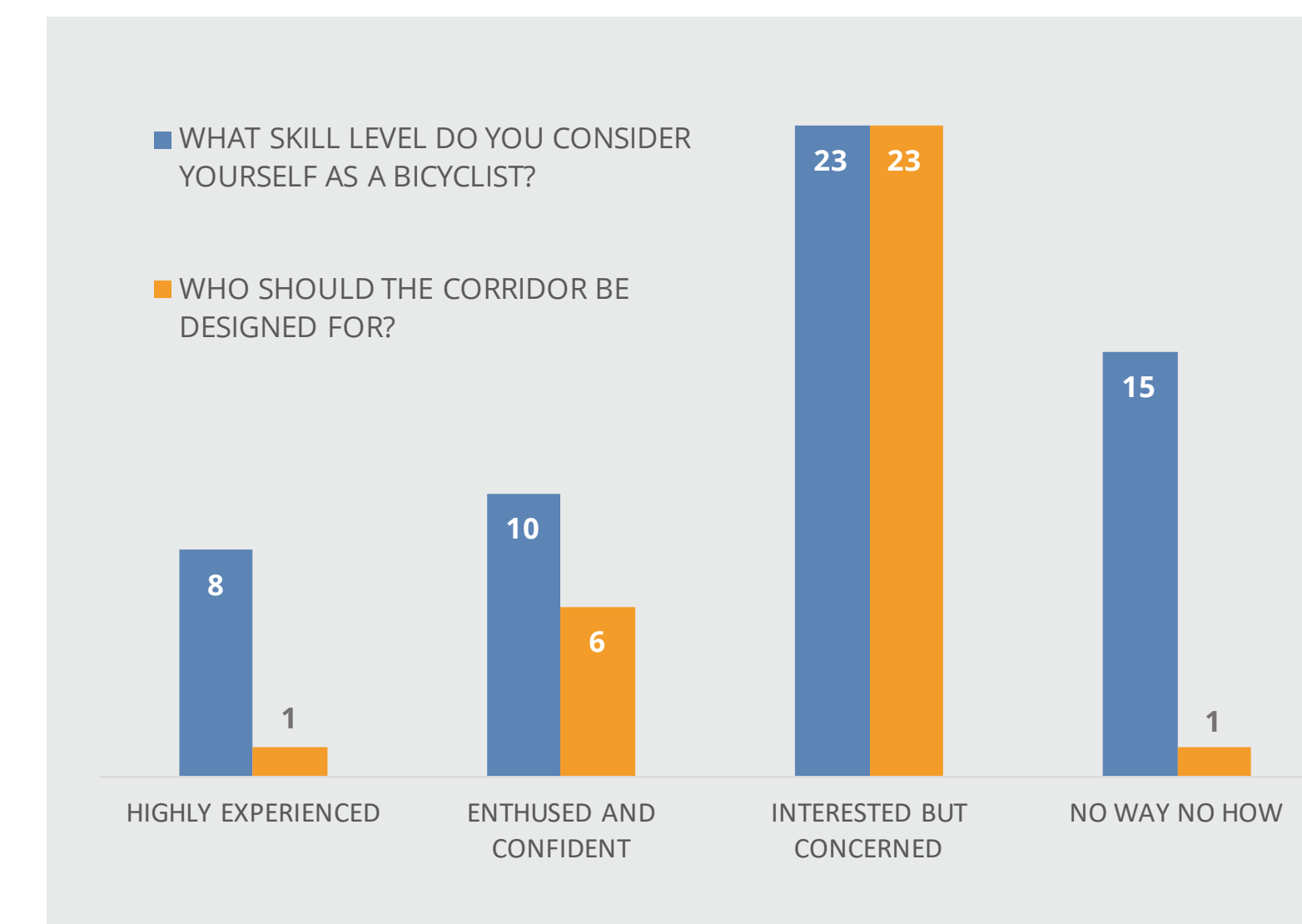
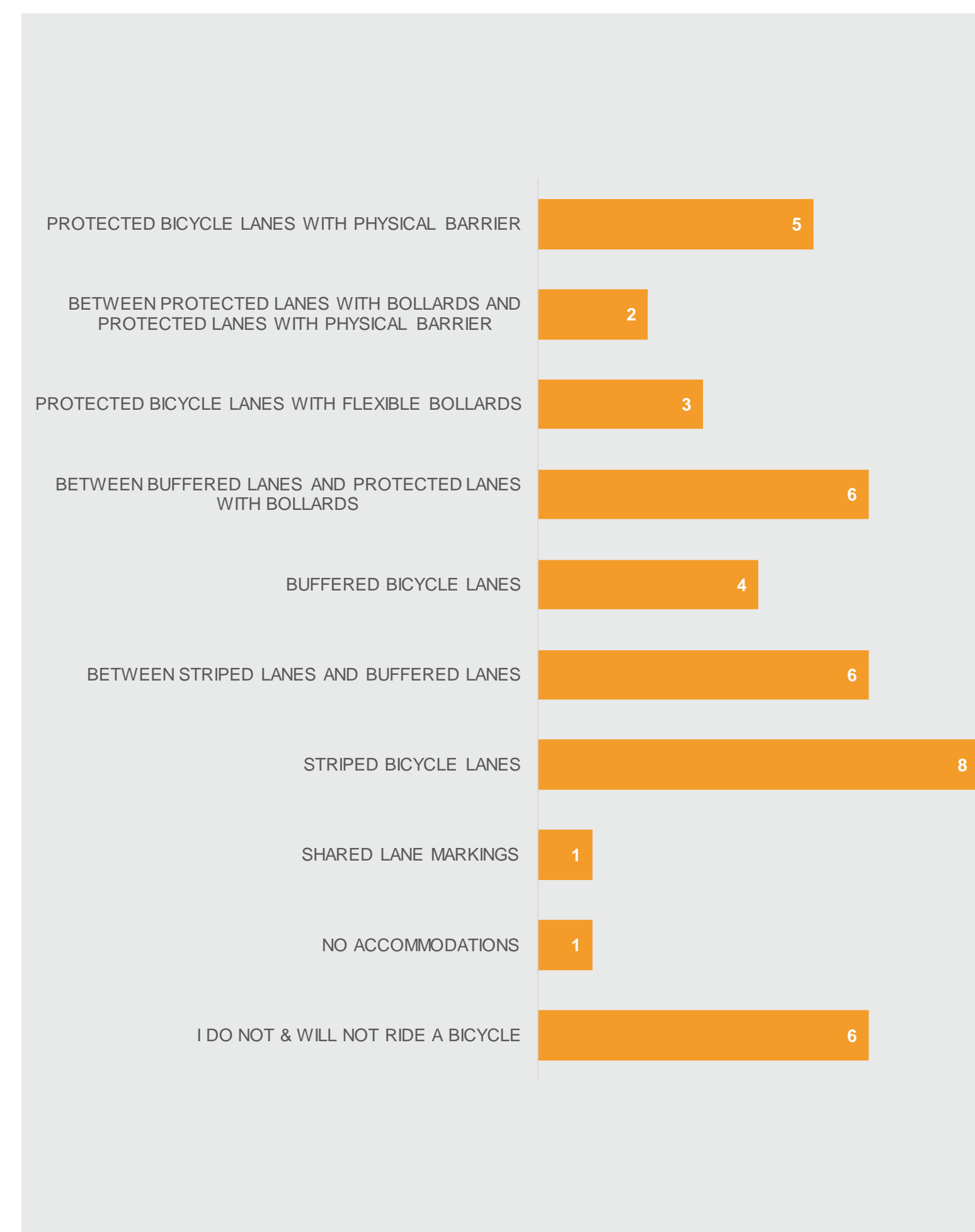
HOW OFTEN DO YOU WALK, BIKE, & DRIVE ALONG THE CORRIDOR?



HOW WOULD YOU PREFER TO USE THE CORRIDOR?



WHEN WOULD YOU START TO FEEL COMFORTABLE RIDING ON A BUSY ROAD?



TOP 3 BARRIERS TO WALKING MORE ALONG THE CORRIDOR

1. Concerns about personal safety
2. Sidewalks in poor conditions
3. Streets and driveways difficult to cross



WHAT WOULD ENCOURAGE MORE WALKING ALONG THE CORRIDOR?

1. Safer intersection crossing
2. Shopping, parks, restaurants closer
3. Better street lighting



TOP 3 SPECIFIC IMPROVEMENTS TO IMPROVE WALKING

1. Better sidewalks
2. Safer intersections/crossings
3. Lighting

TOP 3 BARRIERS TO BIKING MORE ALONG THE CORRIDOR

1. Lack of bicycle lanes
2. Difficult streets to cross
3. Not interested in biking



WHAT WOULD ENCOURAGE MORE BIKING ALONG THE CORRIDOR?

1. Separation from traffic
2. Shopping, parks, restaurants closer
3. Better street lighting

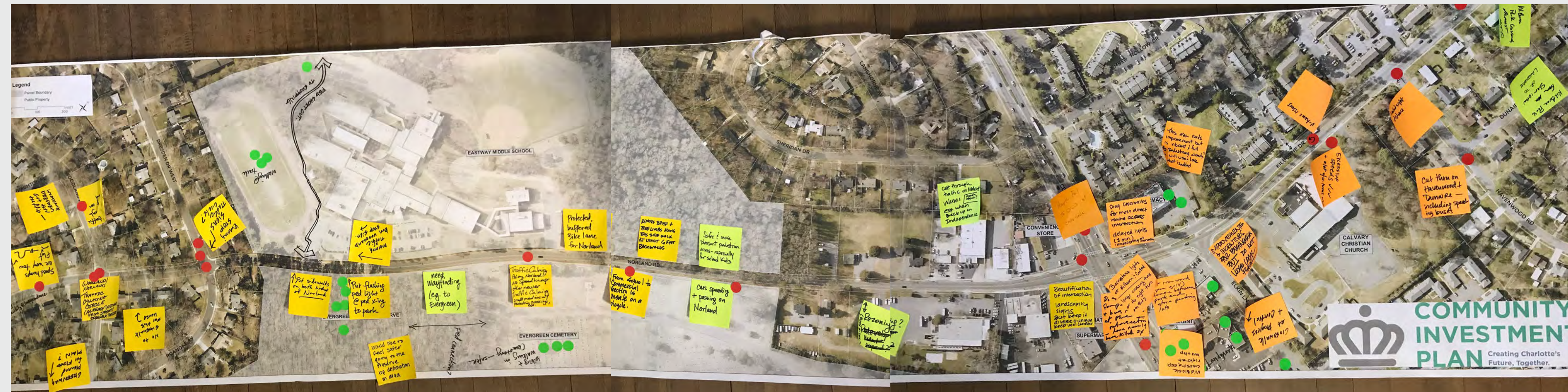


TOP 3 SPECIFIC IMPROVEMENTS TO IMPROVE BIKING

1. Bike lanes
2. Lighting
3. Slow traffic

PUBLIC MEETING SUMMARY

CORRIDOR IMPROVEMENTS



WHAT IMPROVEMENTS AT THE INTERSECTION OF NORLAND ROAD AND CENTRAL AVENUE WOULD IMPROVE BICYCLING AND WALKING ALONG THE CORRIDOR?

- More bright features that cause car drivers to look at the right side of the road.
- Art
- Median
- Protective barriers on corners
- Lighting
- Sidewalks with ample crosswalk time
- Safe zone or buffer so pedestrians aren't sitting ducks
- Go back to old light configuration instead of the yellow on Central to Kilborne
- Make sure the crossing signals are working
- Better crosswalks and safety bike lanes
- Arrogance of some people who try to walk in front of people driving. Perhaps better education/language to accommodate the multi-cultural neighborhood.
- Better connection for bikes and visibility
- Wider bike lanes that are clearly marked
- Traffic calming – medians and islands
- Auto sensor for stop light extension for pedestrians crossing especially middle school children
- Signage reminding drivers to yield to pedestrians

THEMES FROM PROJECT AREA MAP

Traffic Calming

Both along Norland Road and Kilborne Drive, residents witness excessive speeds and a high volume of cut through traffic creating a dangerous environment for pedestrians and bicyclists. Suggestions include round-a-bouts and center medians with pedestrian and bicyclist safety islands.

Safety Enhancements

Walking and biking to destinations is a part of the neighborhood fabric. Residents, however, do desire enhancements that foster a safer, more enjoyable multi-modal environment. Lighting, wider sidewalks, sidewalks on both sides of the corridor, additional protected bike lanes, widening of the existing bike lanes, lighted mid-block crossings at the Preserve, Kilborne Park and bus stops along Central Avenue are all ideas commonly expressed among residents to create a more holistic and connected multi-modal network.

Local Character

Many residents admire the unique and diverse character of the surrounding neighborhood. While infrastructure improvements are certainly welcomed and desired, it is important to reflect, celebrate and harness the local character.

Intersection Improvements

The Central/Kilborne/Norland intersection received many comments on the need for bicycle and pedestrian improvements. Overall the intersection is currently viewed as unsafe and unwelcoming. Suggestions for improvements include landscaping, beautification, no right on red, Barnes Dance (pedestrian scramble) crossing, wider bike lanes, wider sidewalks, medians with a pedestrian refuge, enhanced crosswalks, and sufficient crossing time. Other intersections along the corridor also create conflict between motorists, bicyclists and pedestrians, including Norland Road and Dresden Drive, Norland Road and Woodland Drive, and Kilborne Drive and Havenwood Road.



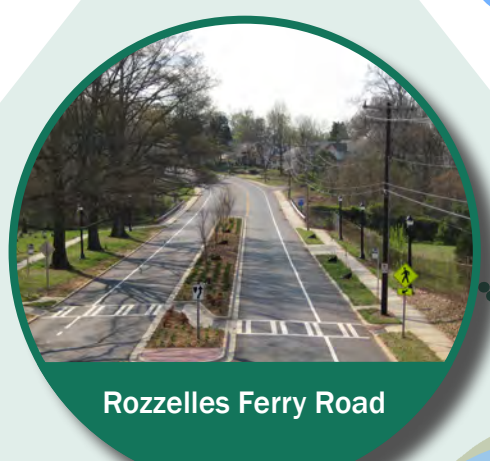
TOP 5 DESTINATIONS

1. Restaurants
2. Pharmacy
3. Nature Preserve
4. Park
5. School / Grocery Store (tie)

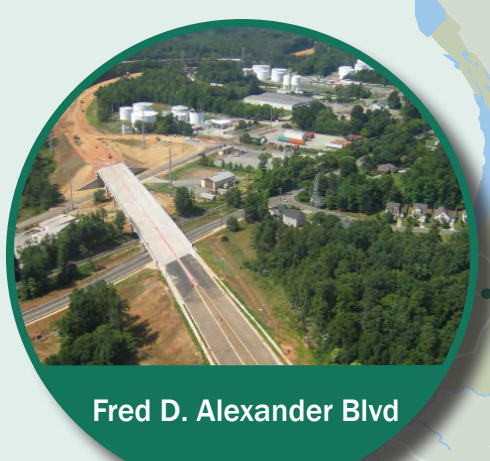
Charlotte Bicycle Facilities



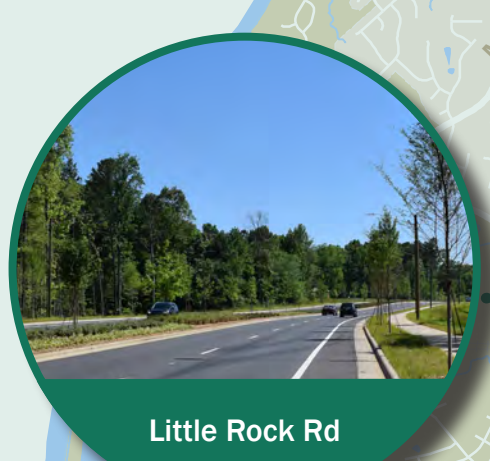
COMMUNITY INVESTMENT PLAN
 Creating Charlotte's Future, Together.



Rozzelles Ferry Road



Fred D. Alexander Blvd



Little Rock Rd



Freedom Dr



W 4th St Extension



B-Cycle System



Remount Rd



Rail Trail & Bike Share



Sedgefield Park Pathway



Old Pineville Rd



Community House Rd



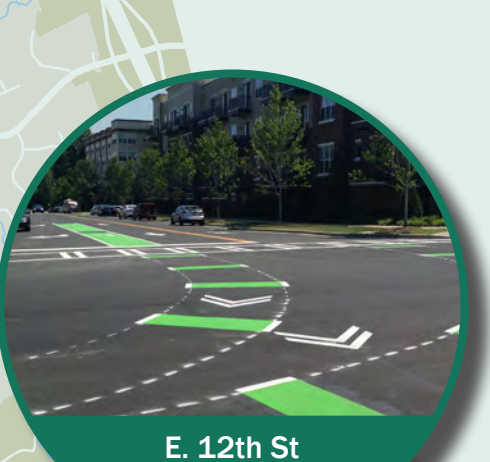
Prosperity Church Rd



University City Blvd Path



Green Bike Lanes on E. 4th St



E. 12th St Cycle Track



Charlottetown Dr Ped/Bike Tunnel



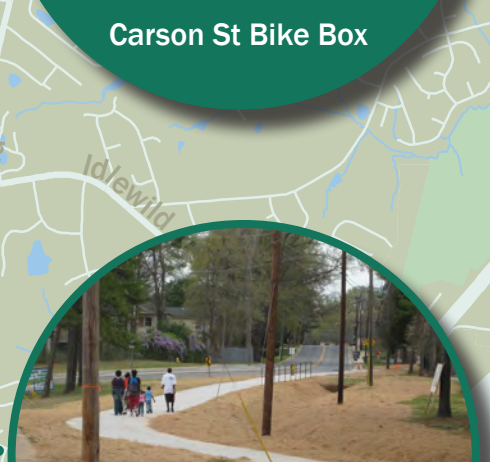
Hickory Grove Rd



Central Ave



Carson St Bike Box



Beal Street Connector



Bike Route 1



Shared Lane Markings



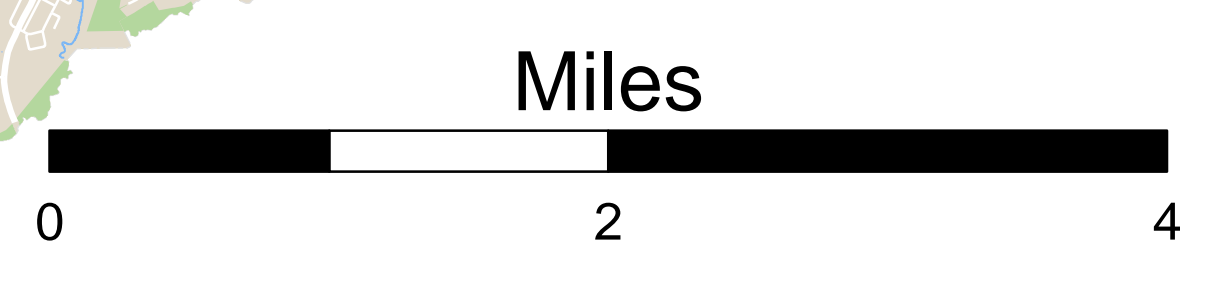
Ballantyne Commons Py & Elm Ln

ABOUT THIS MAP:
 Since the city first began planning for bicycles in 1999, the network has grown to:

- Over 90 miles of bicycle lanes
- 55 miles of signed bicycle routes
- 44 miles of off-street paths
- Bicycle-specific detection at select traffic signals
- Green pavement markings in select conflict zones

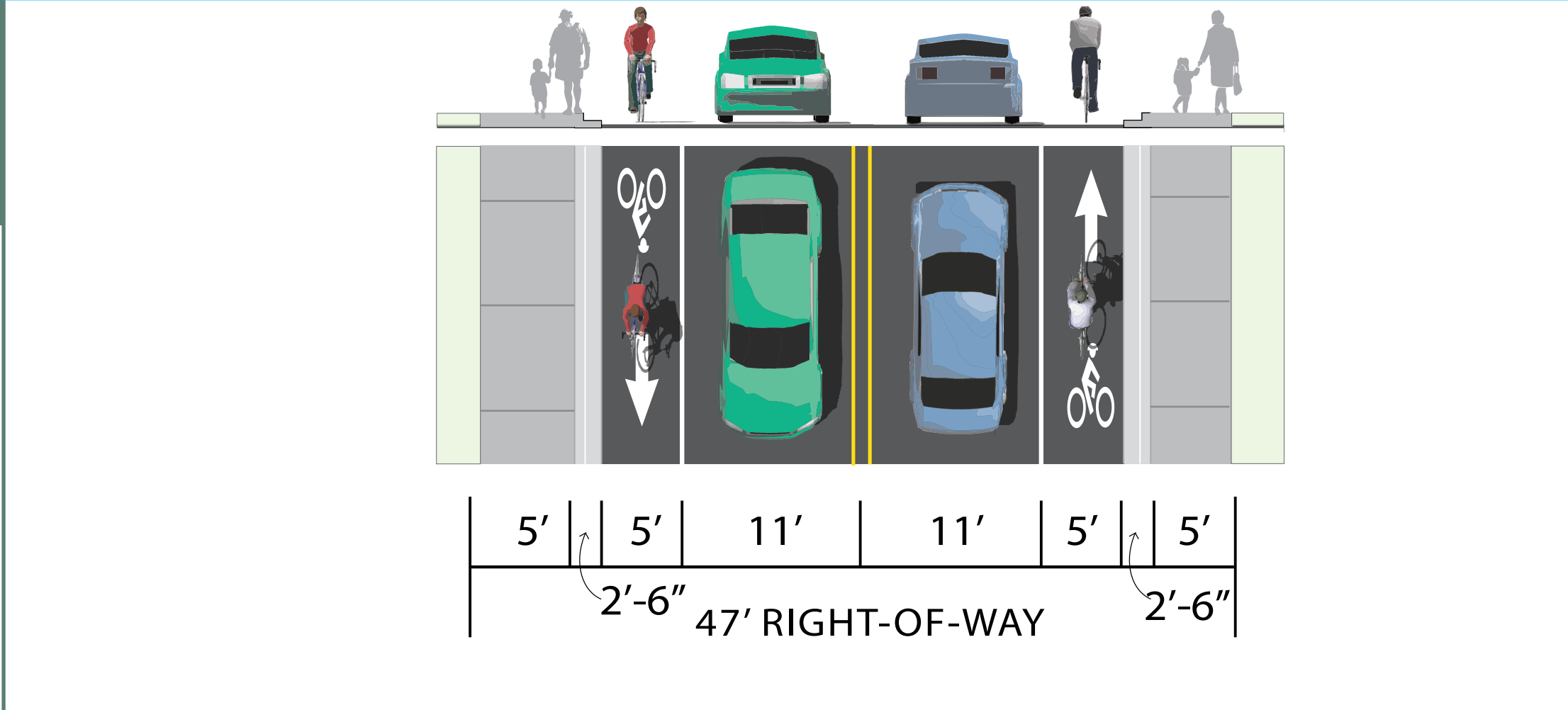
LEGEND

- Suggested Routes
- Signed Routes
- Bike Lanes
- Off-Street Path



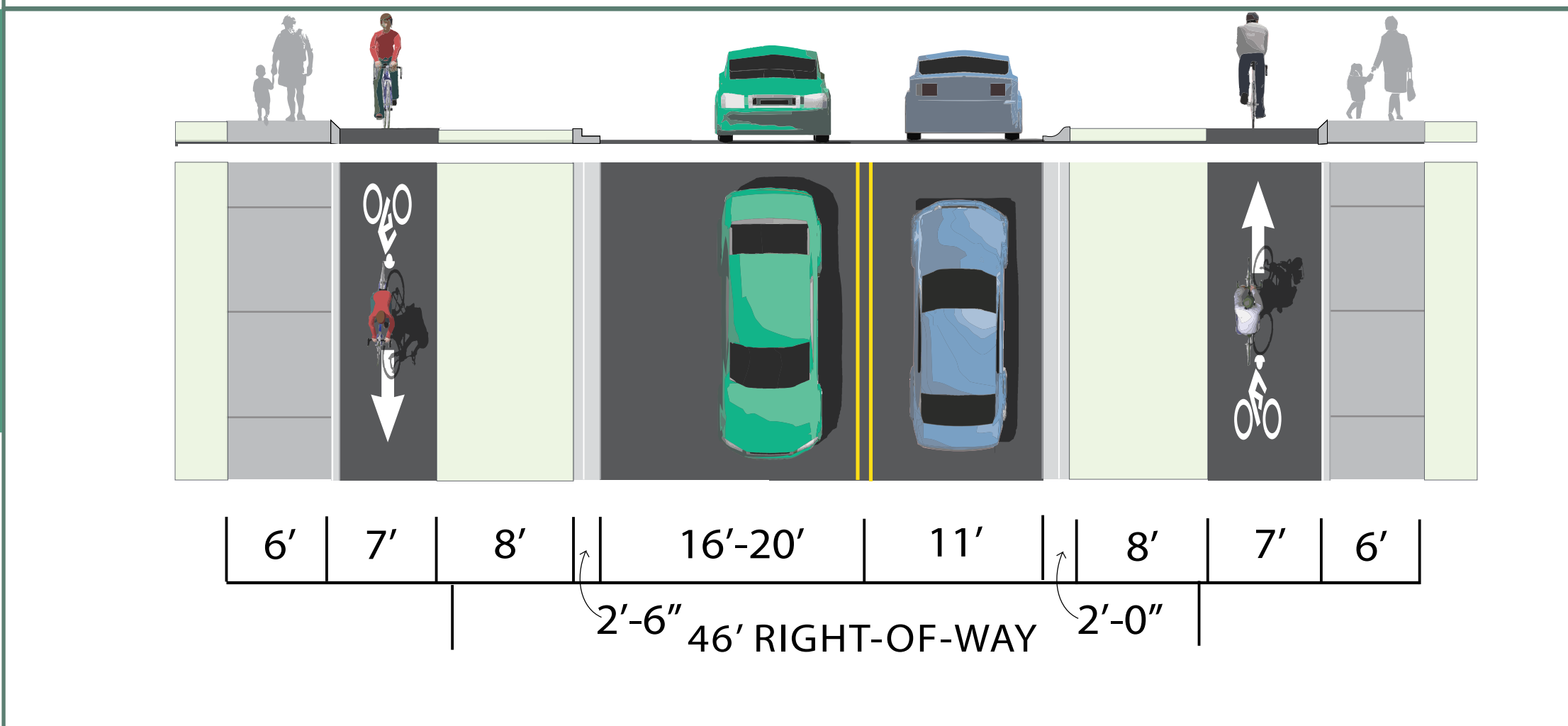


a BIKE LANE AND SIDEWALK



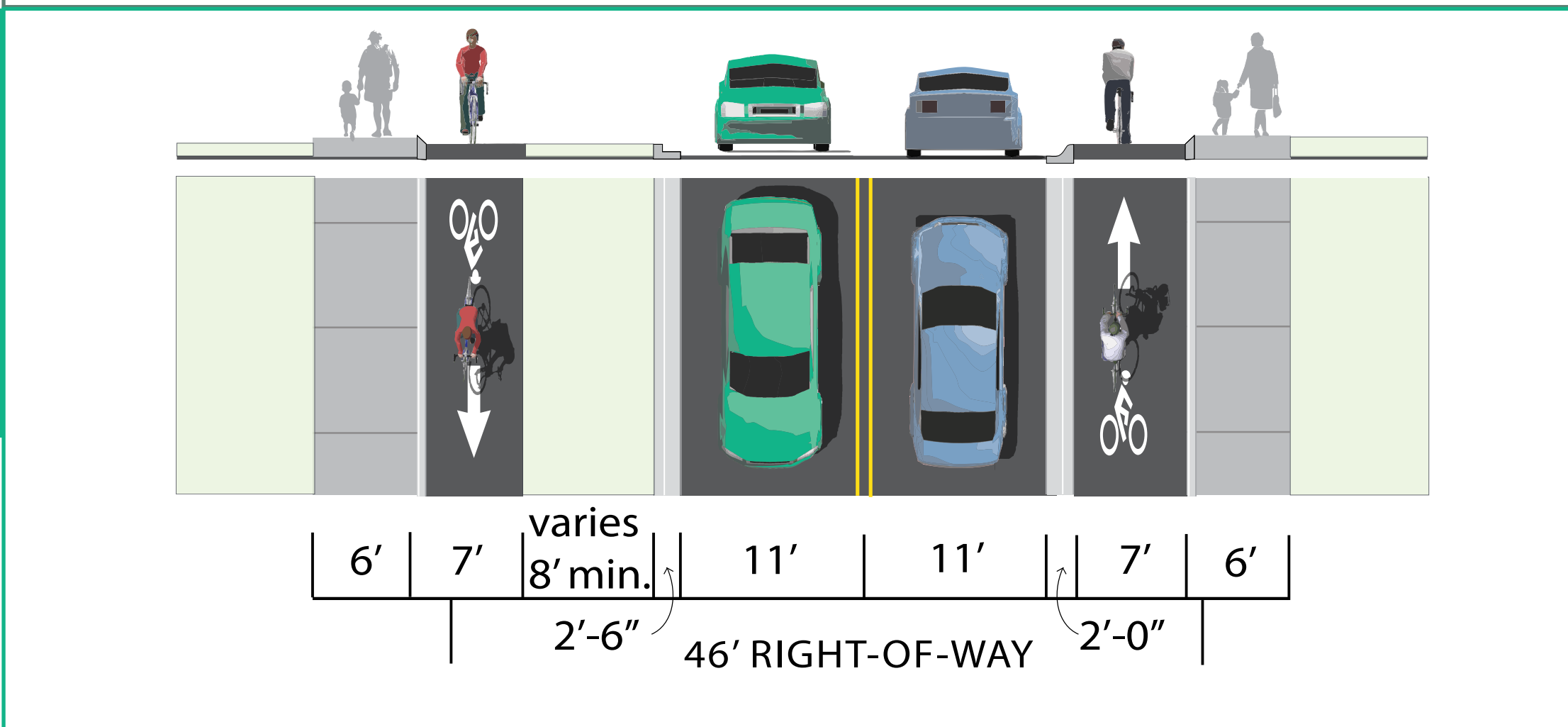
BIKE LANE AND SIDEWALK **a**

b SEPARATED BIKE LANE AND SIDEWALK WITH GRASS BUFFER



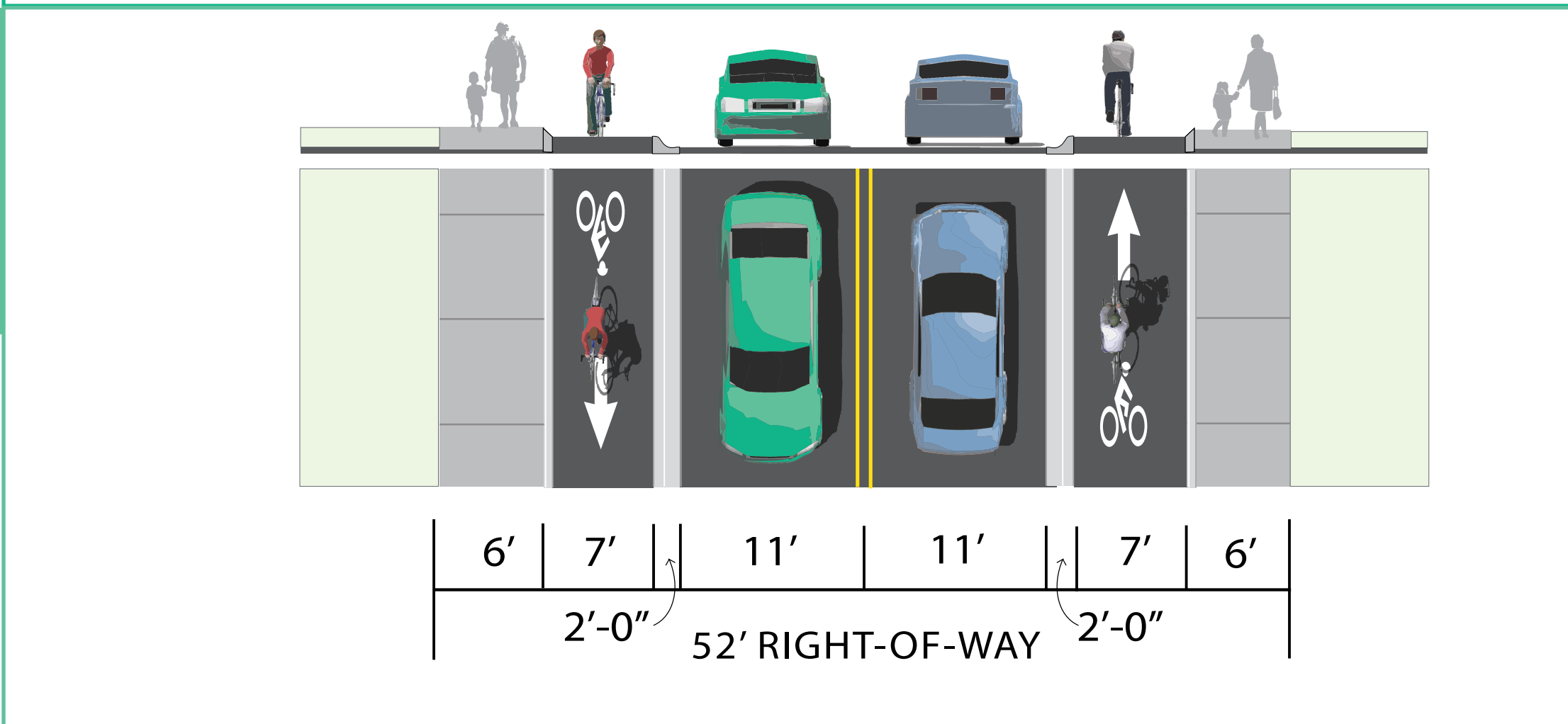
SEPARATED BIKE LANE AND SIDEWALK WITH GRASS BUFFER **b**

c SEPARATED BIKE LANE AND SIDEWALK WITH GRASS BUFFER



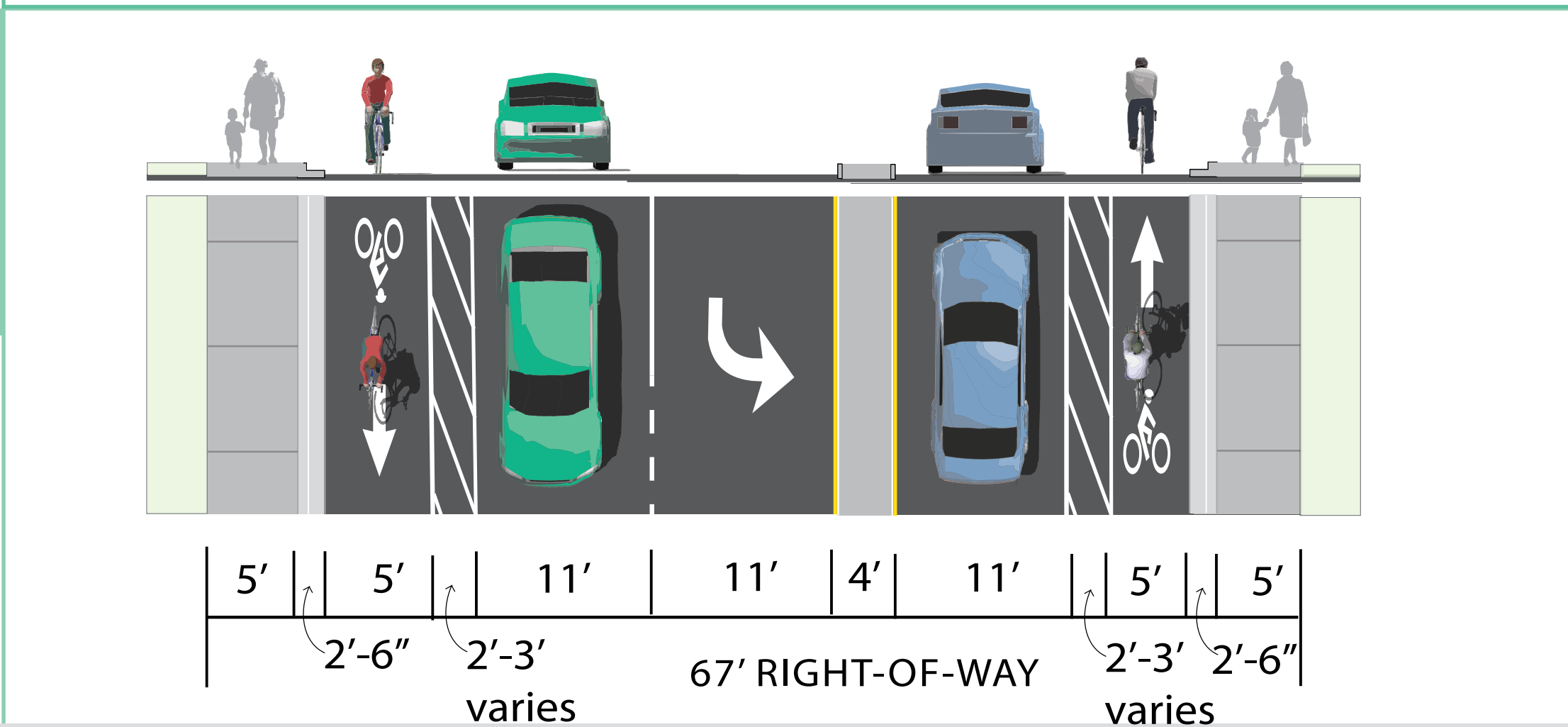
SEPARATED BIKE LANE AND SIDEWALK **c**

d SEPARATED BIKE LANE AND SIDEWALK



SEPARATED BIKE LANE AND SIDEWALK **d**

e BUFFERED BIKE LANE AND EXISTING SIDEWALK

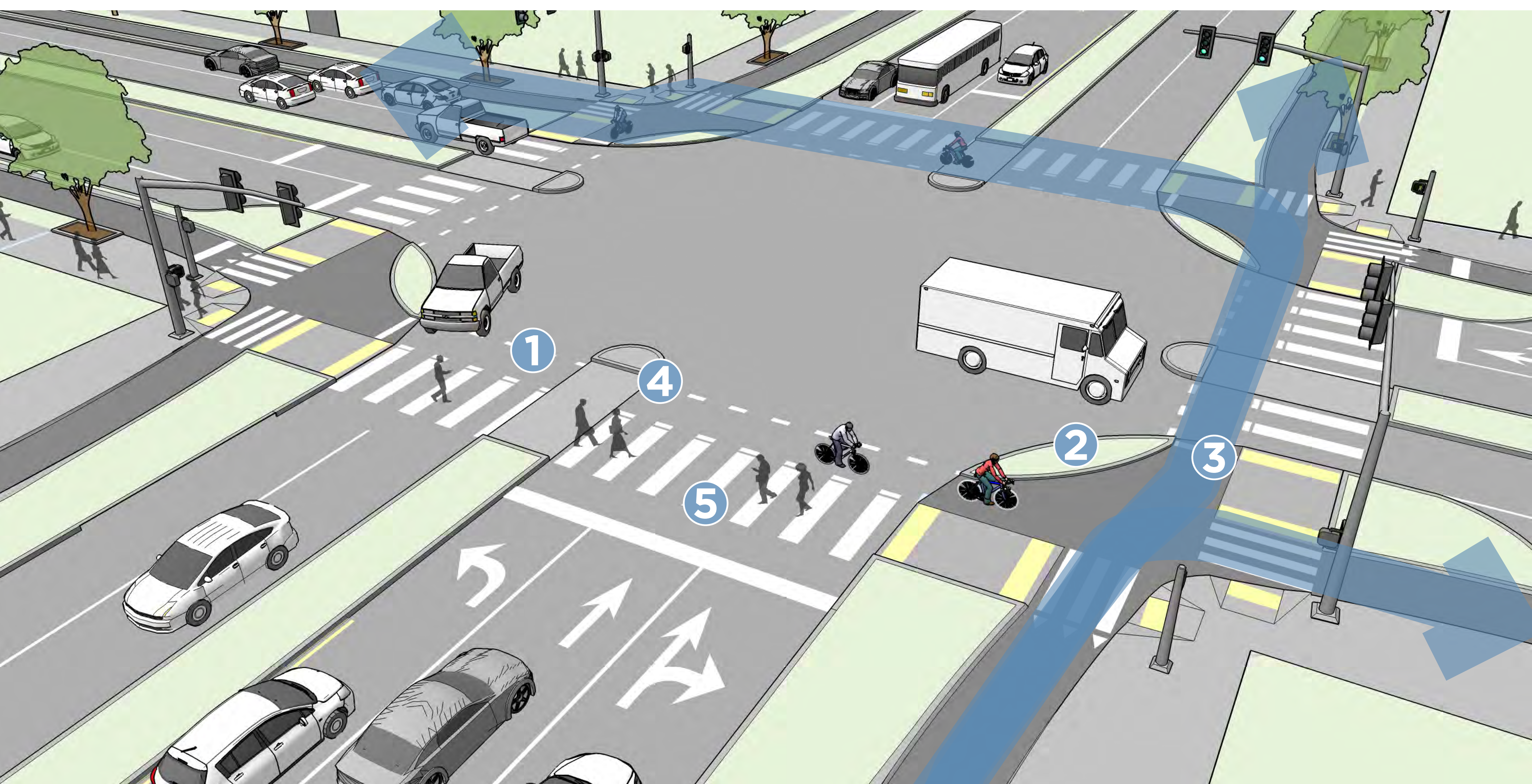


BUFFERED BIKE LANE AND EXISTING SIDEWALK **e**

Protected Intersection

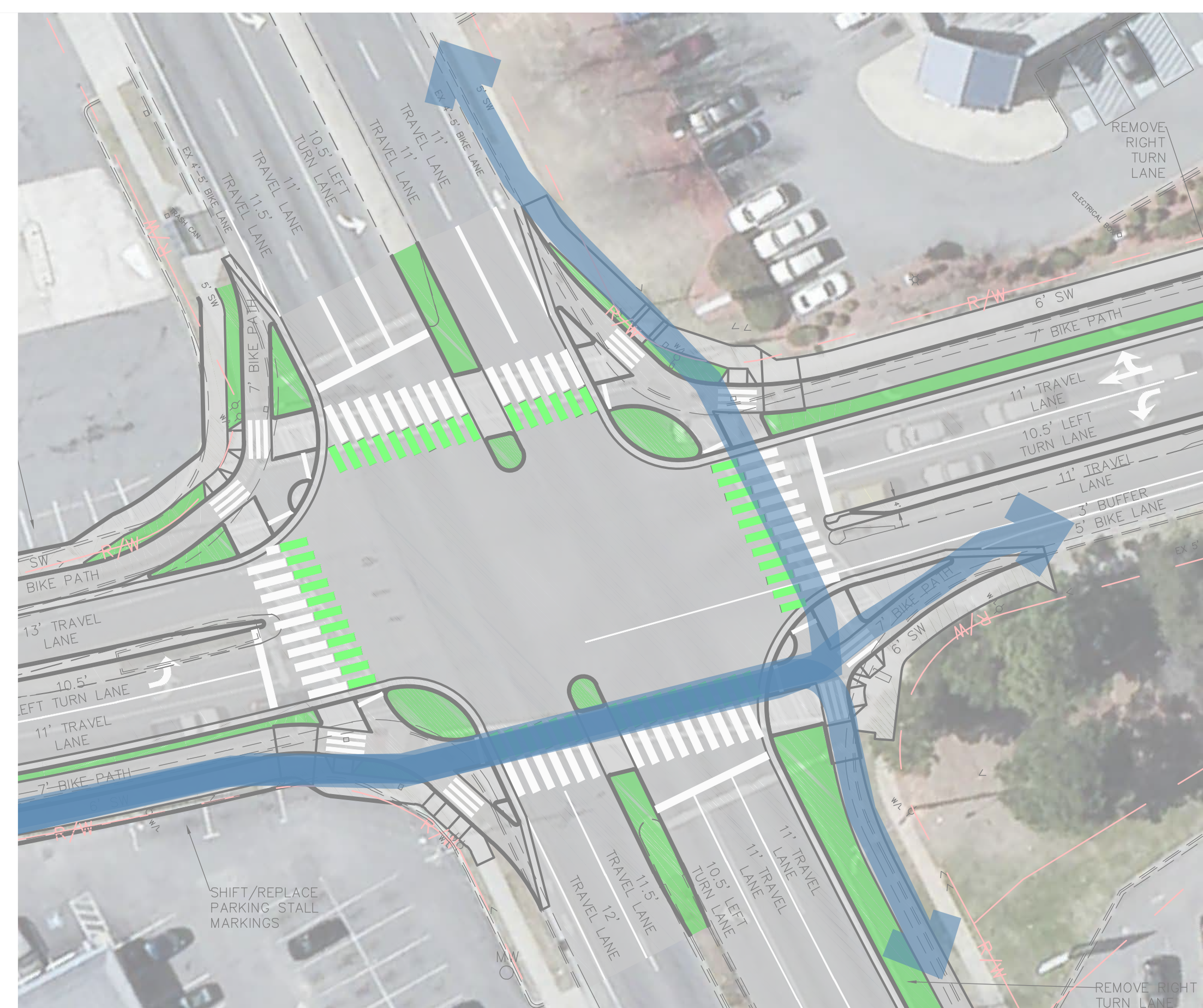
A protected intersection maintains physical separation within the intersection to:

- Define the turning paths of motor vehicles
- Slow vehicle turning speed
- Offer a comfortable place for people bicycling to wait at a red signal



A number of features make this intersection safer.

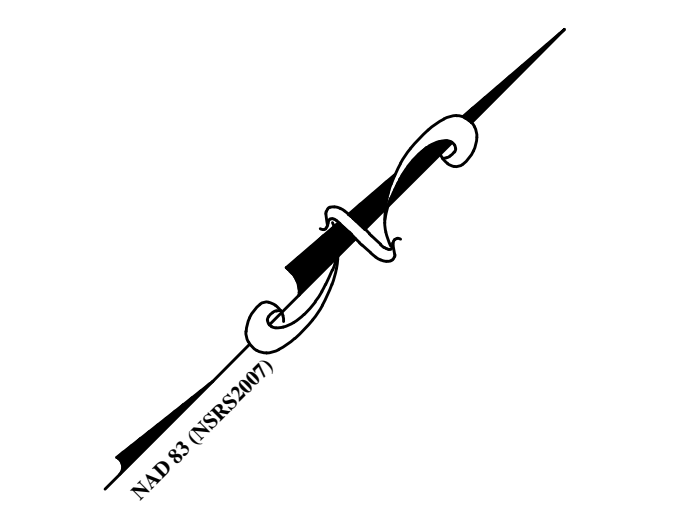
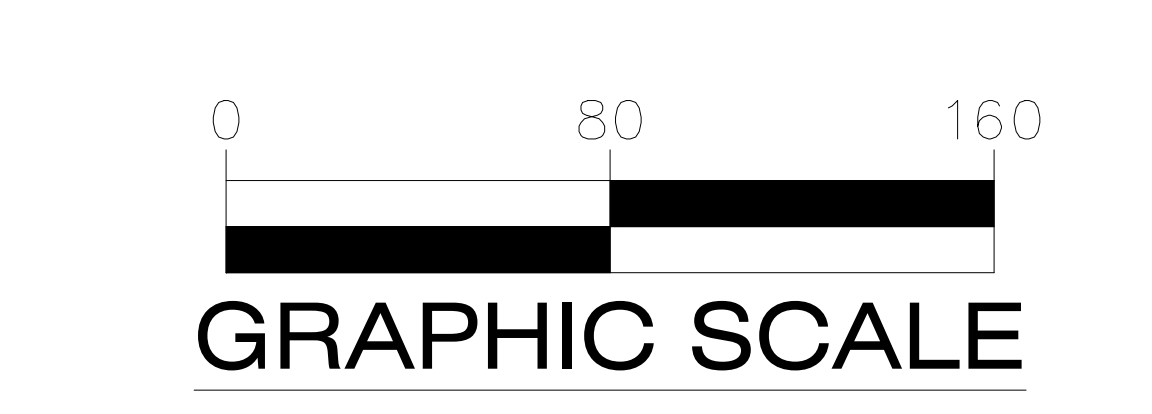
- 1** Setback bicycle crossing of 20ft allows for one passenger car to queue while yielding.
- 2** Tighter corner radius slows motor vehicle speeds.
- 3** A forward stop bar indicates the area for people bicycling to wait at a red signal.
- 4** A median island extending into the intersection is used to channelize and direct left turning motor vehicles.
- 5** Crossing markings are mode specific. White for pedestrians, and Green for bicycles.





THE DODD STUDIO

CENTRAL / KILBORNE / NORLAND IMPROVEMENTS CONCEPTUAL LAYOUT PLAN



SEATING (ASIENTOS)



BIKE PARKING + AMENITIES (BICICLETA APARCAMIENTO + SERVICIOS)



INSPIRATIONAL ELEMENTS (ELEMENTOS DE INSPIRACIÓN) City of Charlotte

HISTORY STORY TELLING (HISTORIA)



PLAZA

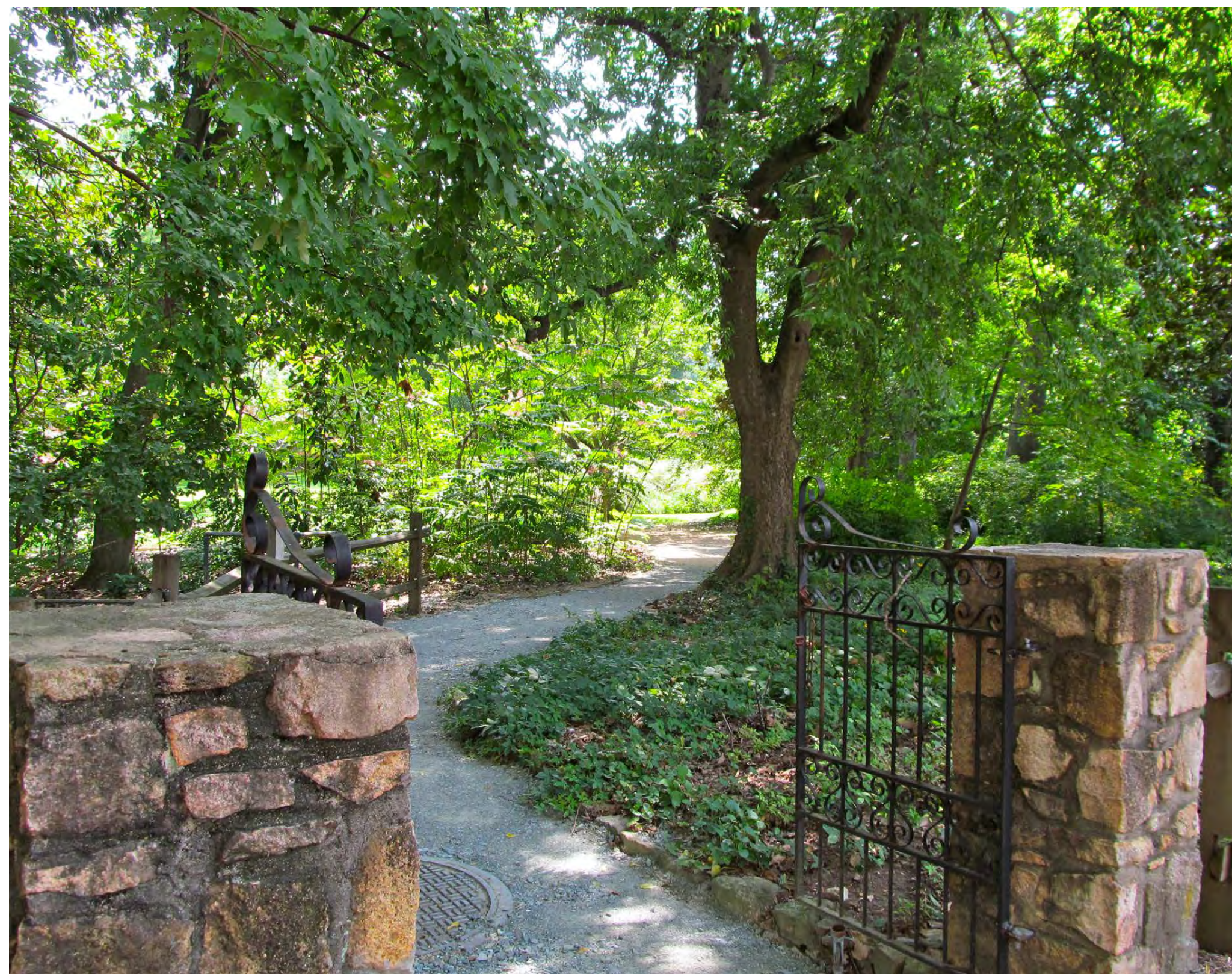


INSPIRATIONAL ELEMENTS (ELEMENTOS DE INSPIRACIÓN) City of Charlotte

LANDSCAPING (PAISAJISMO)



ARBORETUM (ARBORETO)



INSPIRATIONAL ELEMENTS (ELEMENTOS DE INSPIRACIÓN) City of Charlotte



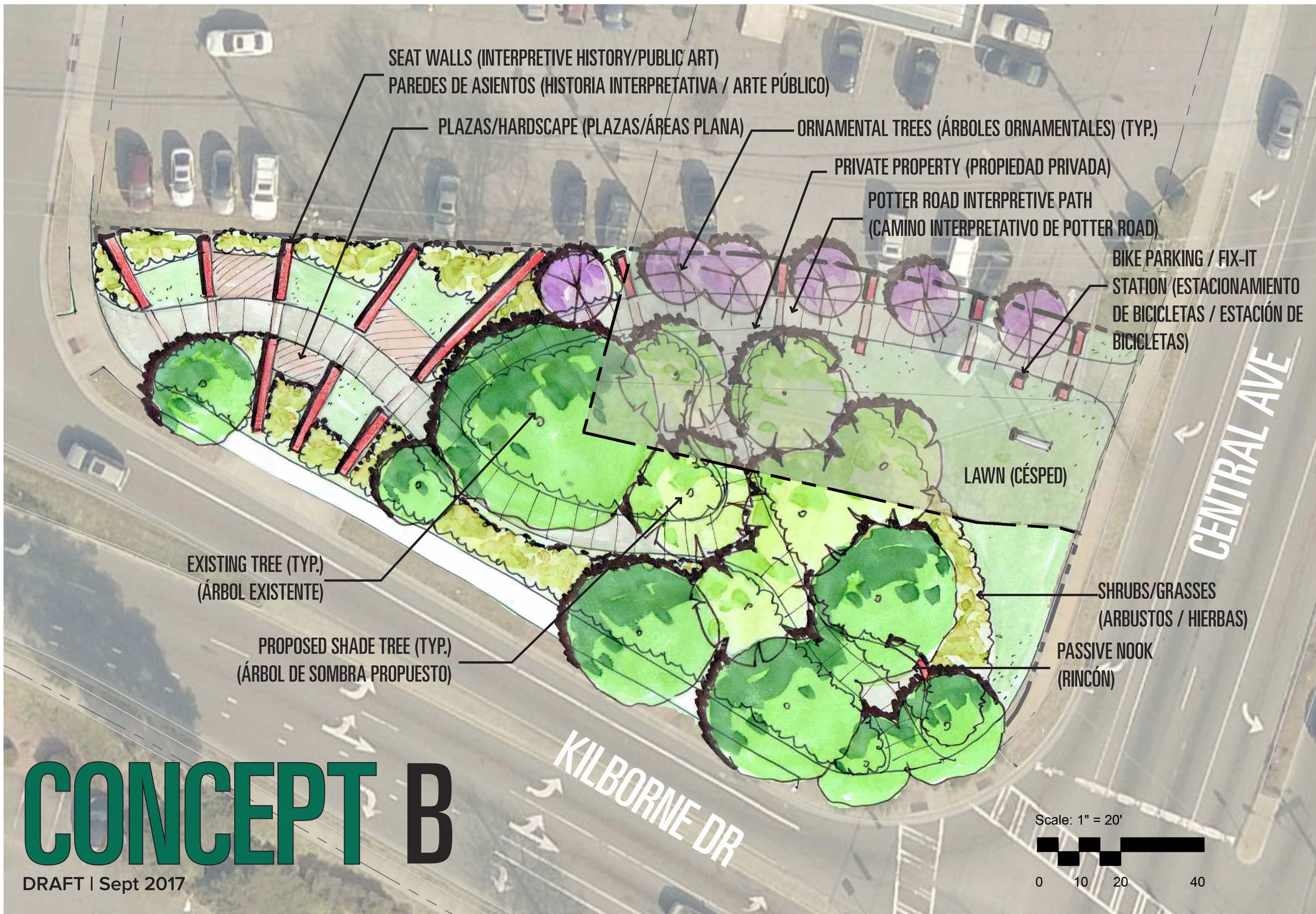
WHAT DO YOU LIKE?
¿QUÉ LE GUSTA?

WHAT DO YOU DISLIKE?
¿QUÉ NO LE GUSTA?

CONCEPT A

DRAFT | Sept 2017

OPEN SPACE CONCEPTS (CONCEPTOS DE ESPACIO ABIERTO)
City of Charlotte

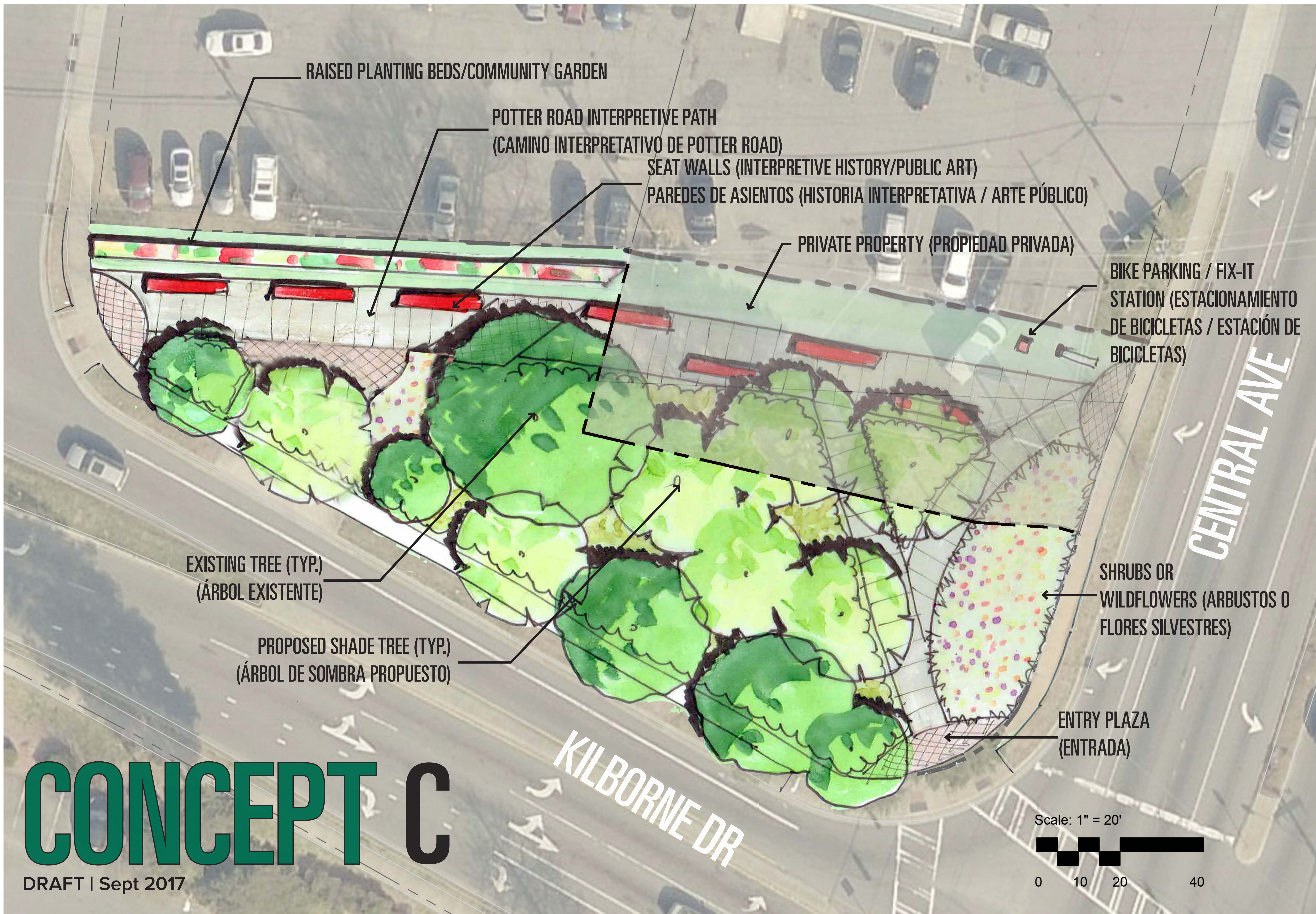


WHAT DO YOU LIKE?
¿QUE LE GUSTA?

WHAT DO YOU DISLIKE?
¿QUE NO LE GUSTA?

CONCEPT B

DRAFT | Sept 2017



WHAT DO YOU LIKE?
¿QUÉ LE GUSTA?

WHAT DO YOU DISLIKE?
¿QUÉ NO LE GUSTA?

CONCEPT C

DRAFT | Sept 2017



WHAT DO YOU LIKE?
¿QUÉ LE GUSTA?

WHAT DO YOU DISLIKE?
¿QUÉ NO LE GUSTA?

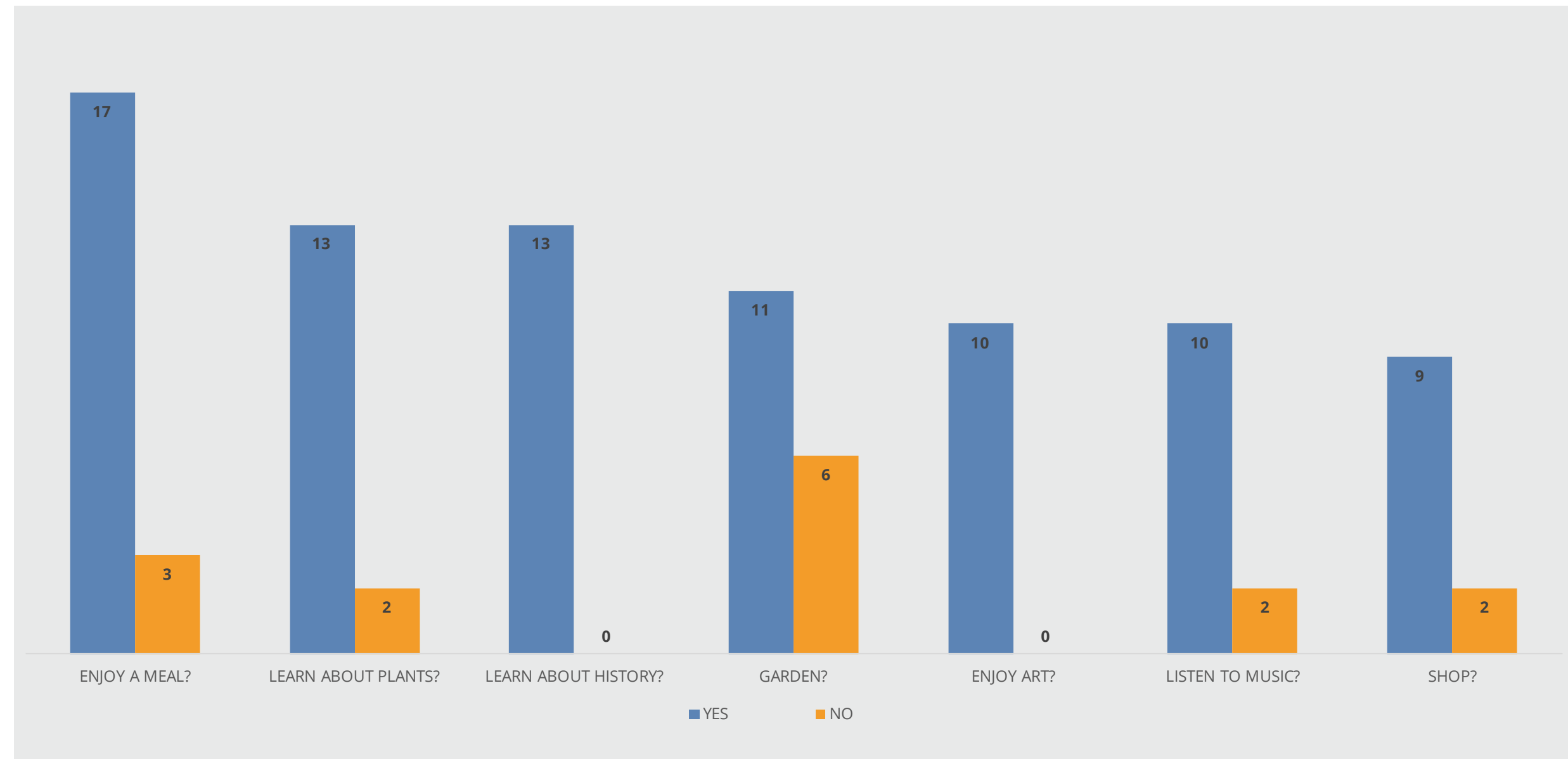
CONCEPT D

DRAFT | Sept 2017

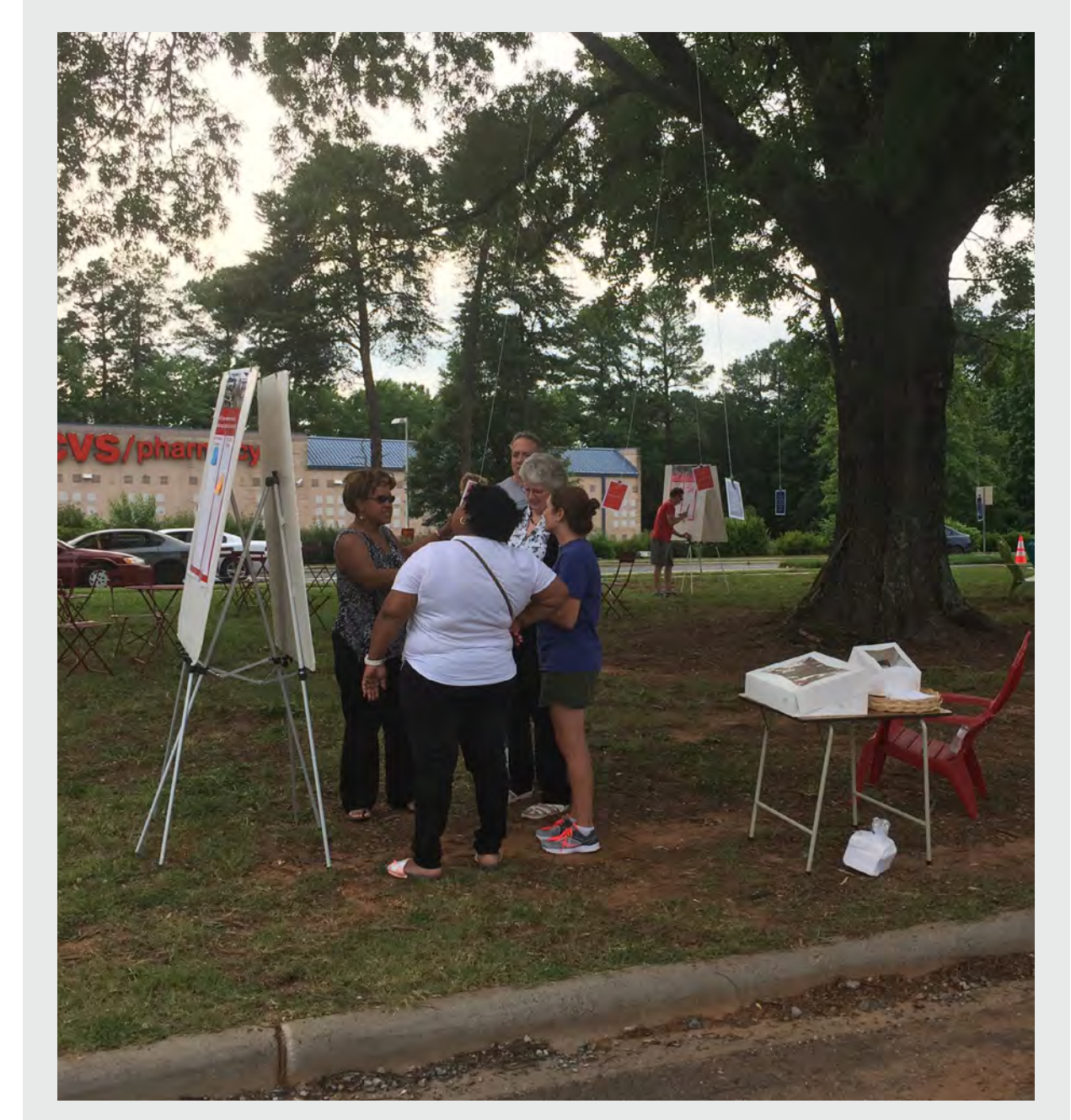
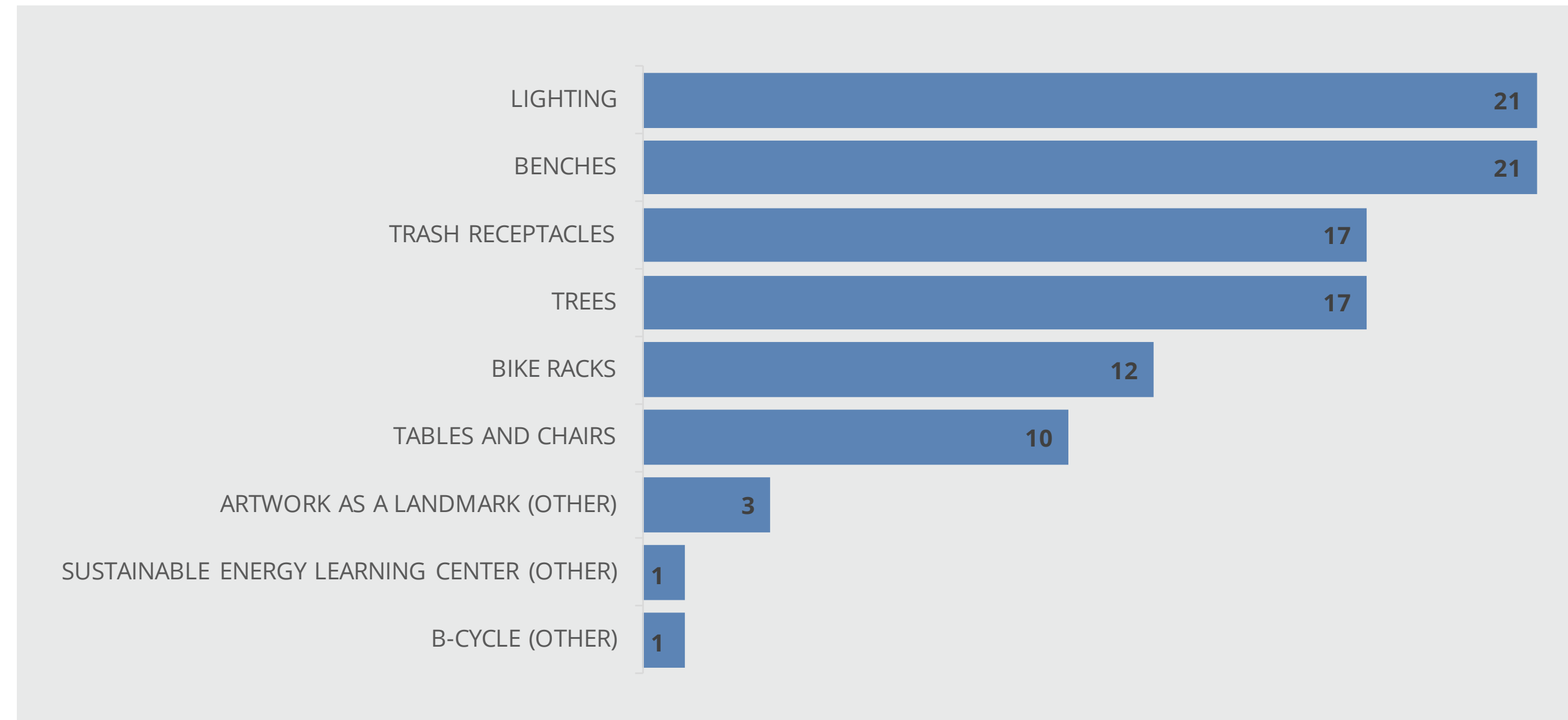
WHAT WE HEARD ON JUNE 1ST

PUBLIC SPACE ELEMENTS

WOULD YOU COME HERE TO...



WHAT WOULD YOU MOST LIKE TO SEE IN THE SPACE?



PUBLIC ART

WHAT IS IMPORTANT TO YOU?

Category	Count
NEIGHBORHOOD IDENTITY	16
NEIGHBORHOOD HISTORY	12
NATURAL ELEMENTS	5
NEIGHBORHOOD DIVERSITY	12

WHAT KIND OF ART APPEALS TO YOU?

Art Type	Count
FUNCTIONAL	24
SCULPTURAL	22
INTEGRATIVE	18
KID-FRIENDLY	15
INTERACTIVE	11
INFORMATIONAL	9

IS COMMUNITY IDENTITY IMPORTANT?

Response	Count
YES	10
NO	1

WHAT DO YOU ENVISION?

NEAR TERM

LONG TERM

PASSIVE USE

Category	Item	Count
NEAR TERM PASSIVE USE	HISTORICAL MARKER	15
	URBAN ARBORETUM	8
	WAYFINDING	5
	OTHER: FOUNTAIN	2
LONG TERM PASSIVE USE	PUBLIC ART	30
	PUBLIC GARDEN	26
	COMMUNITY IDENTITY	15
	OTHER: B-CYCLE	2

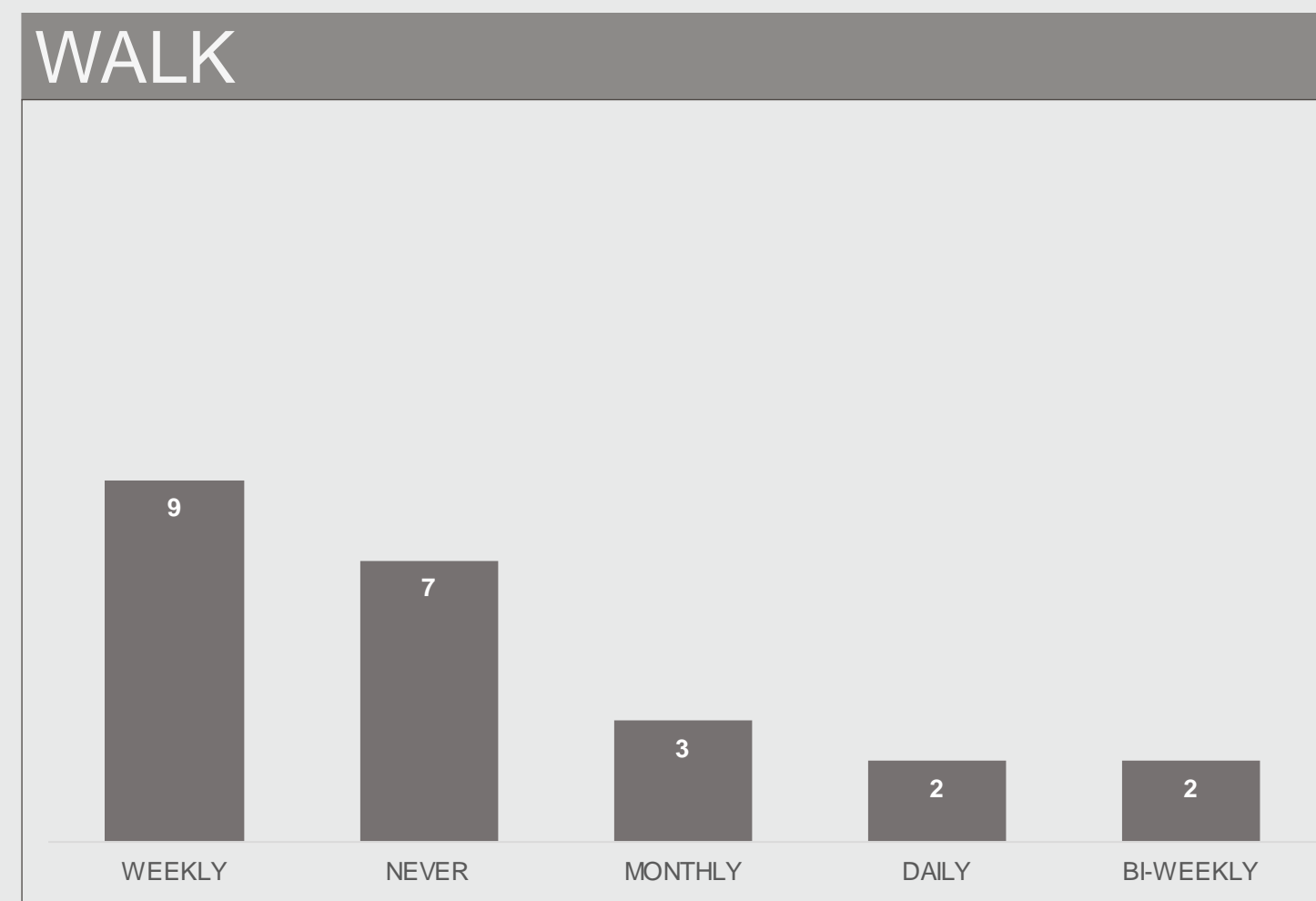
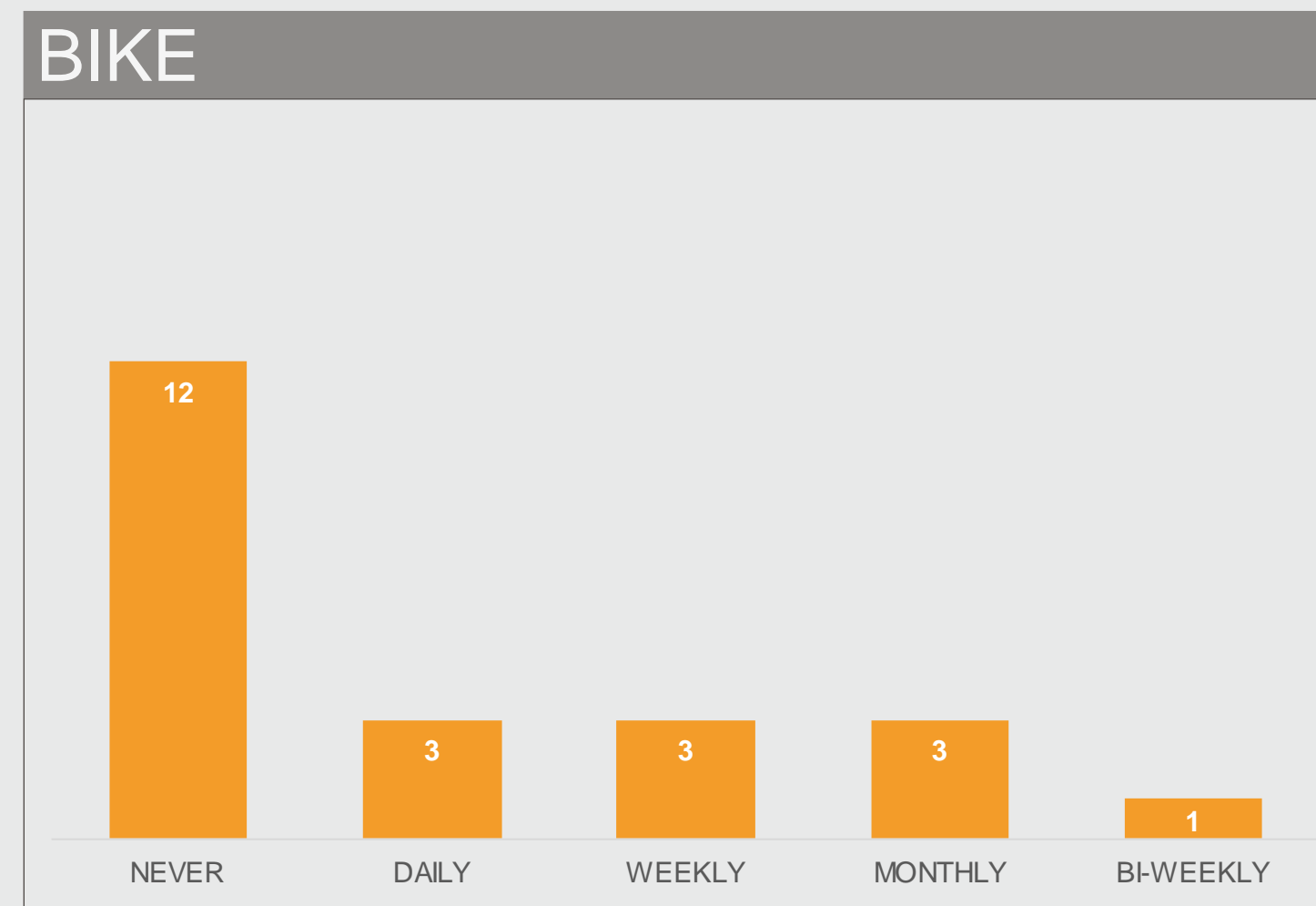
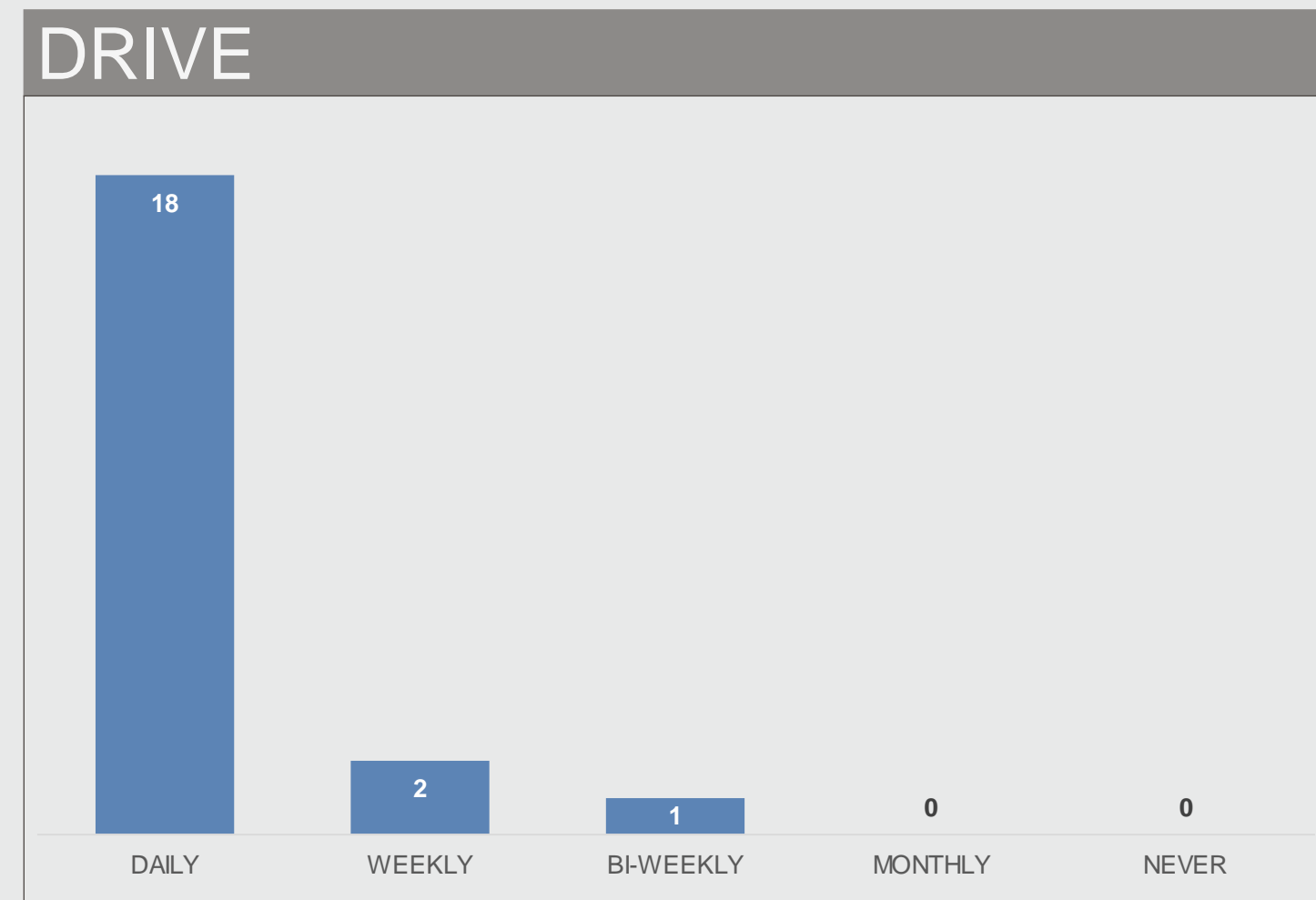
ACTIVE USE

Category	Item	Count
NEAR TERM ACTIVE USE	OUTDOOR DINING	29
	COMMUNITY GARDEN	18
	POP UP MARKETS	15
	OTHER	6
LONG TERM ACTIVE USE	COMMUNITY EVENTS	26
	PUBLIC PLAZA	21
	OTHER: ARCADE (3), PUBLIC POOL (3)	6
	PAVILION	1

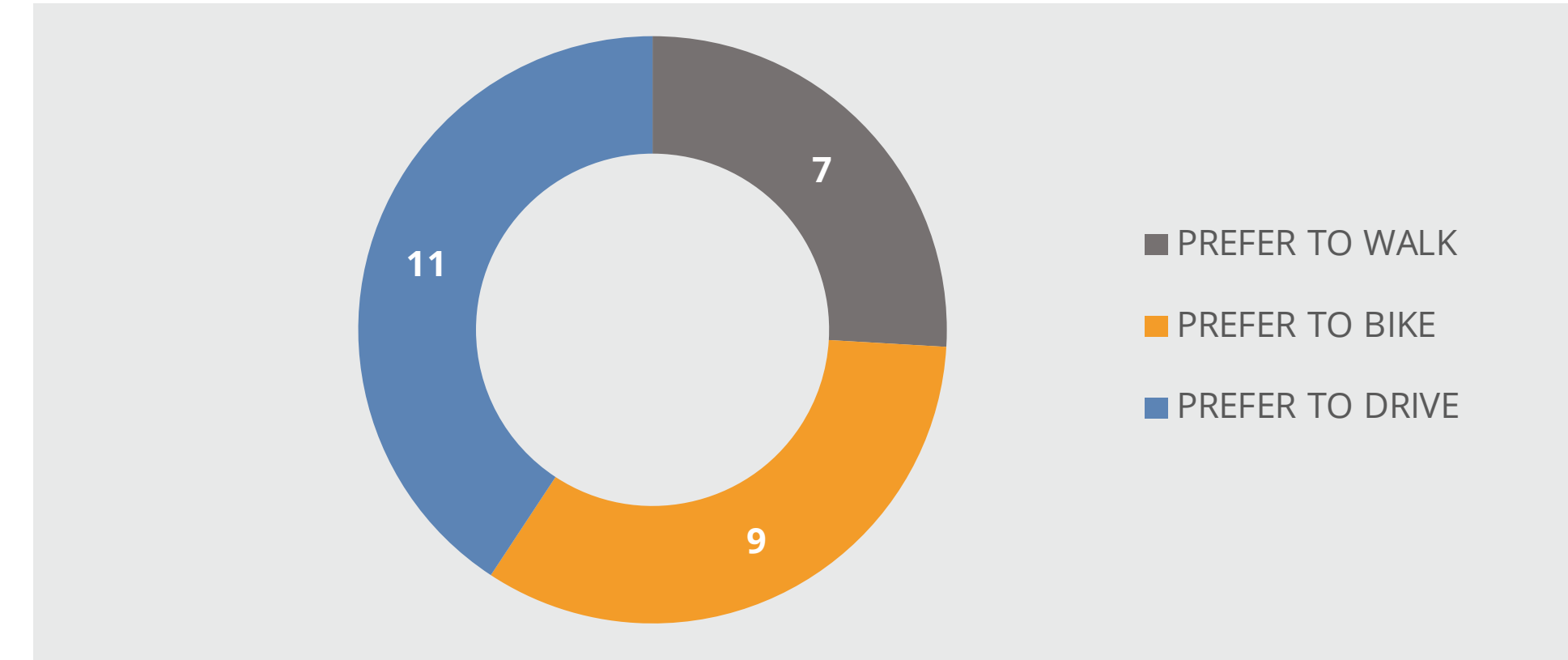
WHAT WE HEARD ON JUNE 1ST

BICYCLE & PEDESTRIAN CONNECTIONS

HOW OFTEN DO YOU WALK, BIKE, & DRIVE ALONG THE CORRIDOR?

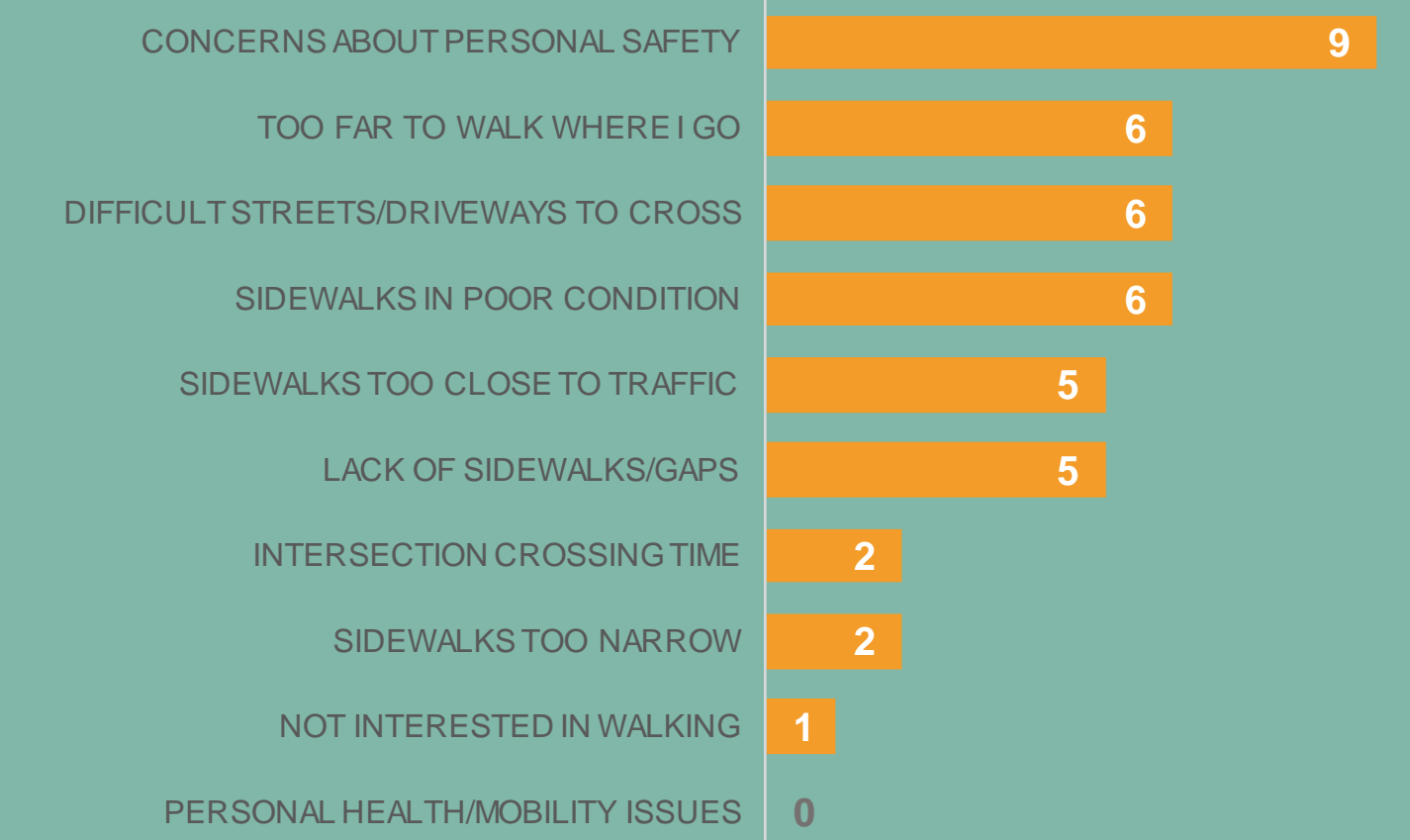


HOW WOULD YOU PREFER TO USE THE CORRIDOR?

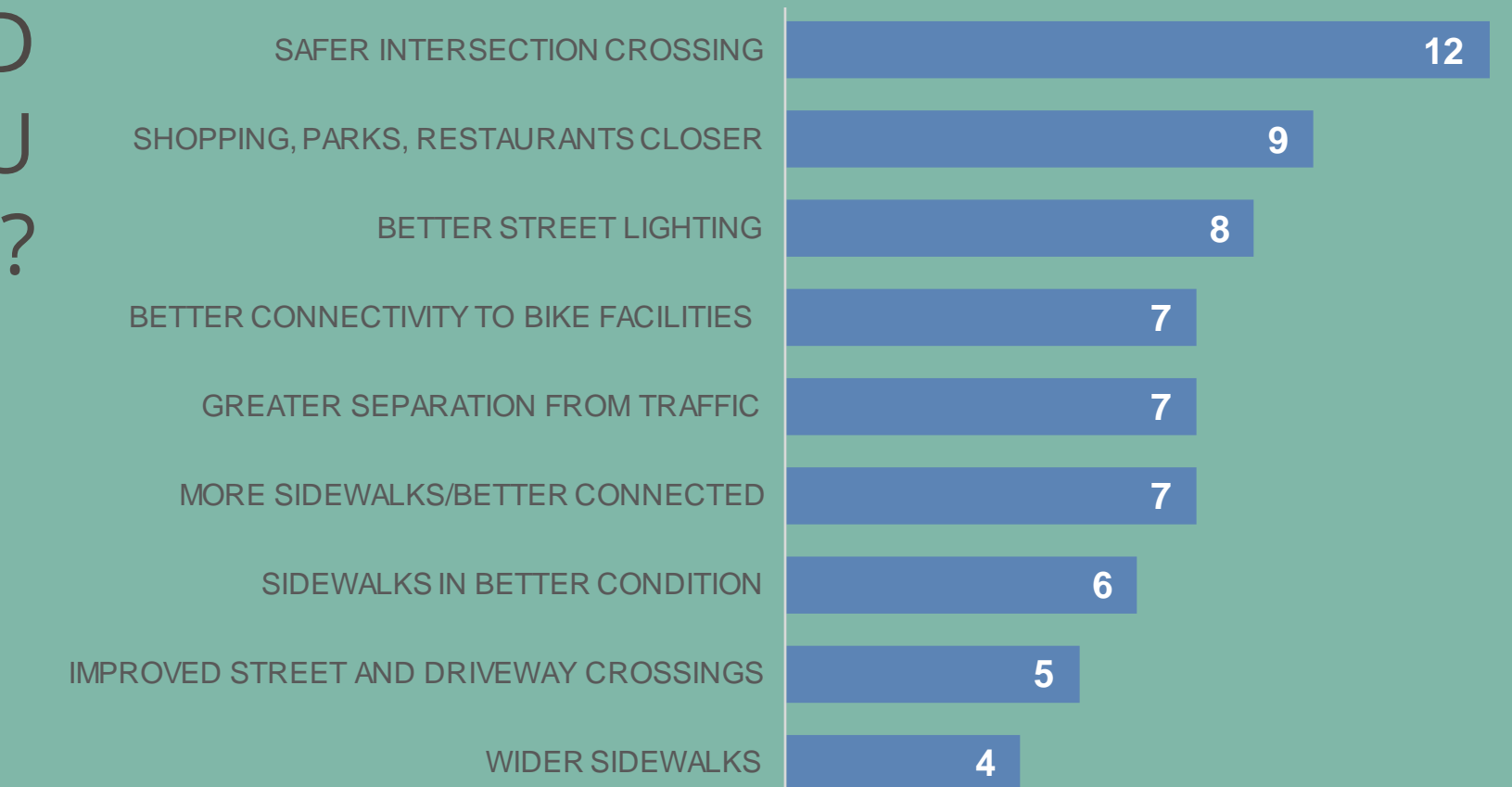


WALKING

WHAT PREVENTS YOU FROM WALKING MORE OR AT ALL?

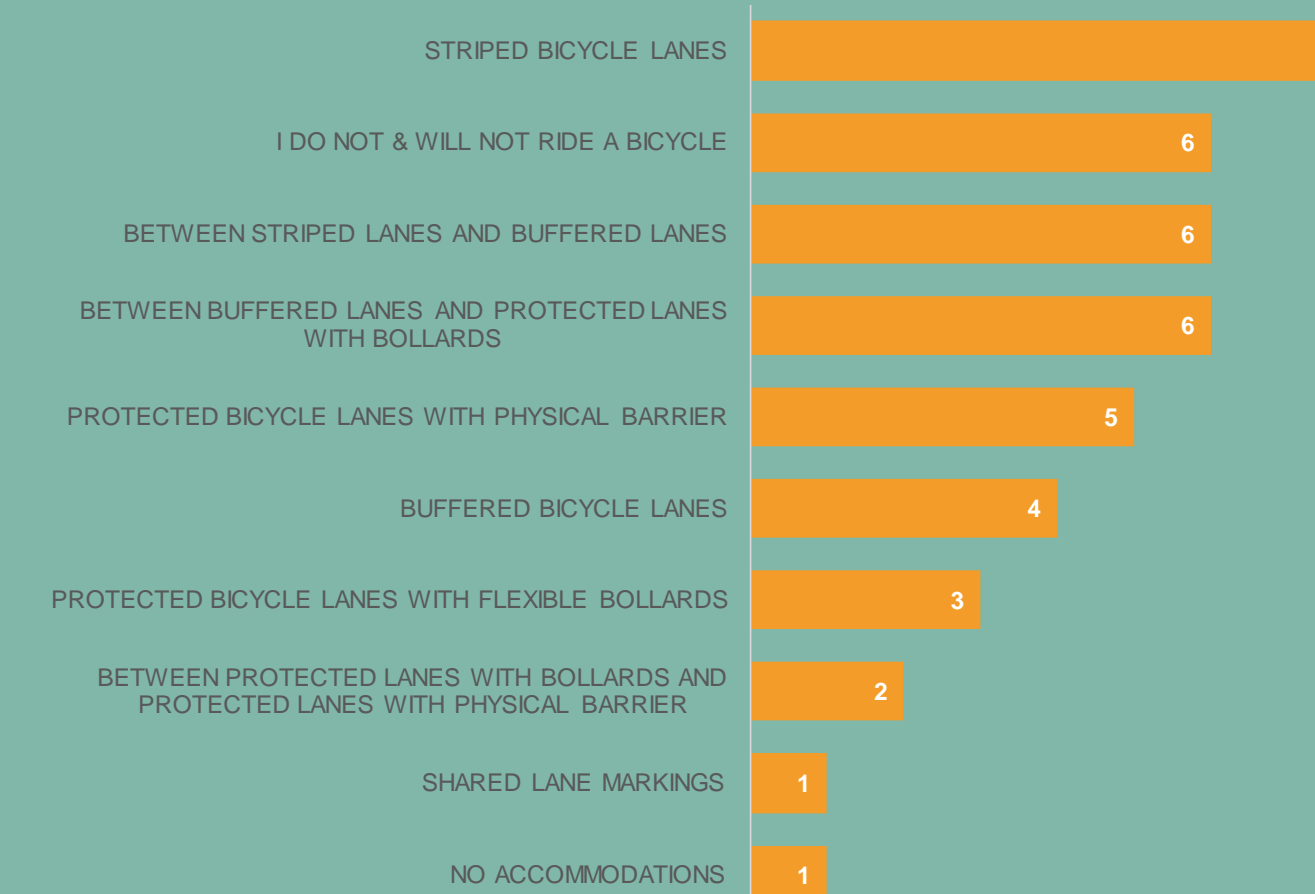


WHAT WOULD ENCOURAGE YOU TO WALK MORE?

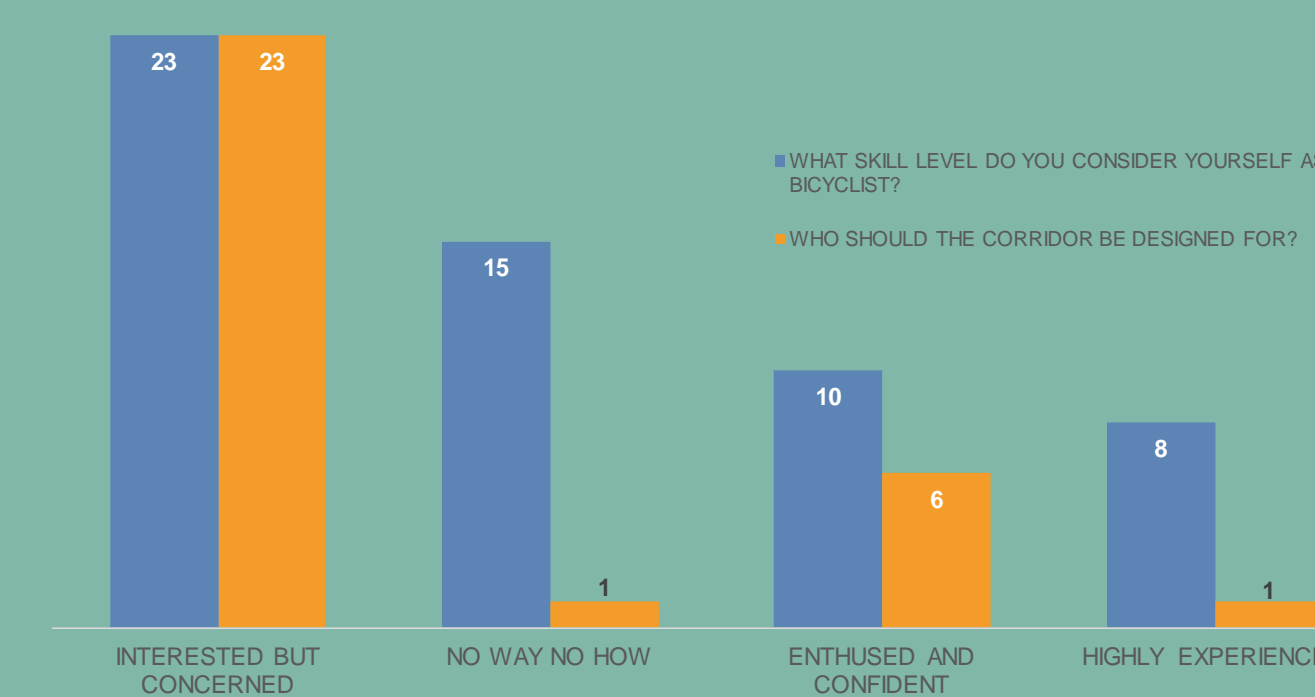


BIKING

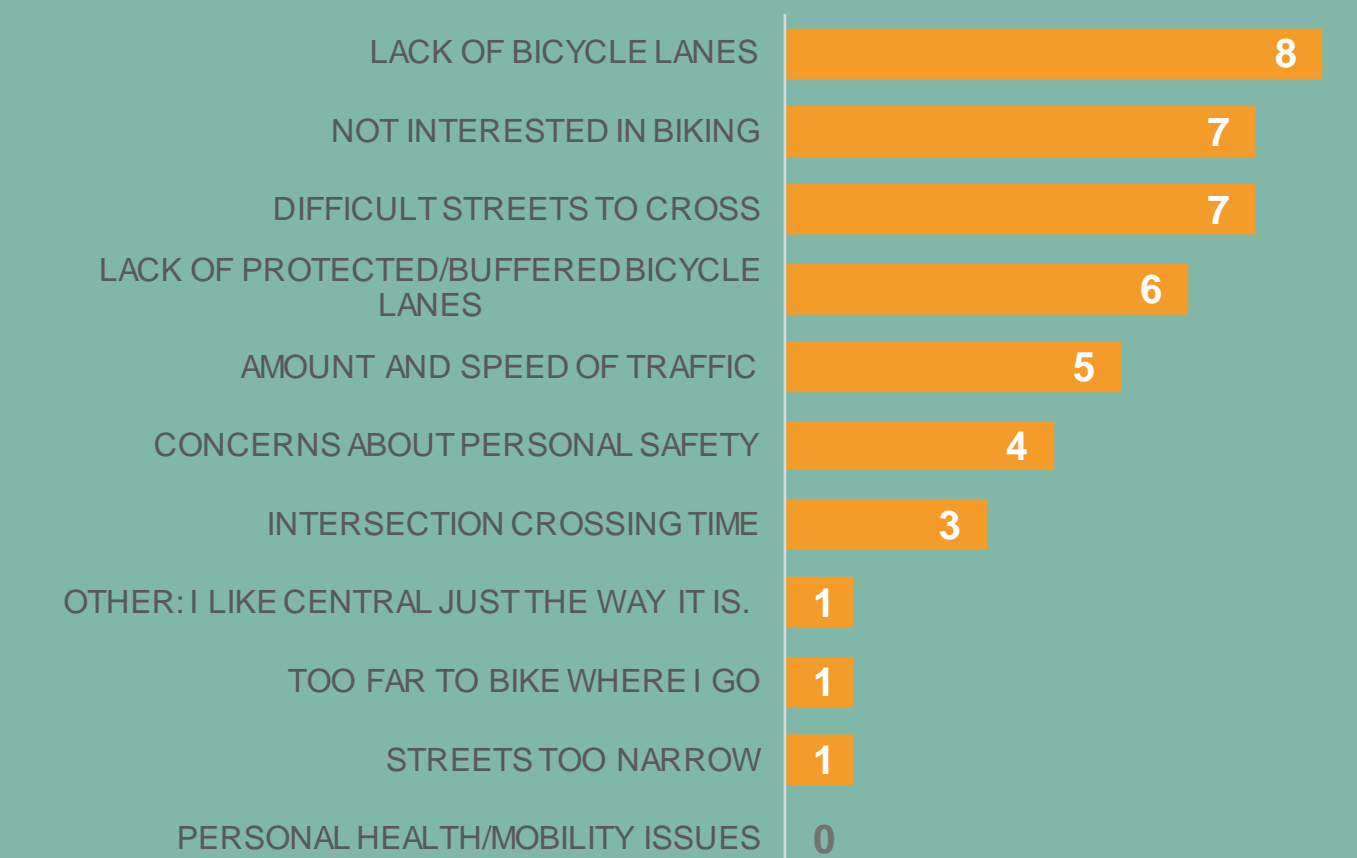
WHEN WOULD YOU START TO FEEL COMFORTABLE RIDING ON A BUSY ROAD?



WHAT KIND OF RIDER ARE YOU & WHO SHOULD THE CORRIDOR BE DESIGNED FOR?



WHAT PREVENTS YOU FROM BIKING MORE OR AT ALL?



WHAT WOULD ENCOURAGE YOU TO BIKE MORE?

