

Survey Question 6:

Where are traffic conditions an issue in the Elizabeth area? These may include high traffic volume, congested streets or intersections, pedestrian and bicyclist safety, etc. Please be as specific as possible.

Responses

- Need left arrows for Charlottetowne to turn on 4th and for 4th to turn on Queens.
- All major intersections in the area of Charlottetowne and Hawthorne, 4th and 3rd. Trying to make a left turn on anywhere on Randolph is near impossible during the business hours. Perhaps it would be better to make 3rd and 4th street one way down to Colonial
- Randolph Rd. is AWFUL. As a pedestrian, there is no safe crossing opportunity for me between Laurel (barely safe as it is, being a 5-way intersection) and Caswell. I almost have to get in my car in order to cross the street.
- 7th Street (congestion, commuting, speeding). Also, Kenmore Avenue as people use it to cut through to/from Laurel. Kenmore (between Laurel and Osbourne) does not have any speed reduction devices (e.g. Stop sign or speed bumps).
- On Dotger a lot of people cut through from 7th to Randolph and they drive extremely fast and ignore stop signs. Maybe we need some speed bumps like there are on Laurel.
- Speeding between Pecan Ave between train tracks and 7th AND very unsafe conditions for peds/bicycles; speeding on Caswell between 7th & 5th AND no crosswalks at Park/Greenway; no crosswalks & traffic calming on 7th between Caswell/Pecan & Hawthorne; overall POOR bicycle safety in neighborhood; unclear/need better signage at Hawthorne/7th and Charlottetowne/7th for turning cars during reversible lane periods.
- speeding esp. along "Monroe Road"
- I think something like the East Boulevard 3 lane section with pedestrian islands and planting strips would work better than those reversible lanes there now from Independence to Laurel.
- No left turn from Hawthorne onto Central. High traffic volume on Hawthorne.
- East Seventh Street, Central Avenue, Charlottetowne Avenue, Hawthorne Lane, Elizabeth Avenue. Heavy traffic volume during peak hours. Not enough left turn arrows at major intersections.
- Pedestrian and bicyclist safety are a huge concern for me.
- Hawthorne at 7th. Some options: Left turn lanes with left turn signals. NO left turns during rush hour.
- People driving the wrong way in the reversible lane, and backups at Hawthorne to make left turns when there is only 1 lane in that direction.
- High cut-through traffic. Need more pedestrian connectivity.
- People cutting through Elizabeth is a huge problem since they can't turn left on Pecan off of 7th.
- As we own a home on E 7th we would love to see a two lane road with a middle left turn lanes. Along the lines of East Blvd near Freedom Park. As traffic progresses east on 7th, most drivers including some CATS buses drive as if it were a freeway.
- 7th & caswell/pecan. Hawthorn & 7th
- 7th and Pecan
- "Rush Hour is what it is".....better signage over all would be great and slow down traffic coming across the Hawthorne St. bridge. People come to the Hospital's and are clearly confused with the area, i.e., Hawthorne Rd. turns into Queens Rd. always confusing for people who don't live in the area.
- I cannot identify any issues with traffic in the Elizabeth area. Perhaps this is because I am away from Elizabeth for the work day and only return in the evening. Whenever possible, I try to walk, rather than drive.
- almost saw a head-on today because of the reversible signals on 7th
- 7th street from Hawthorne to approximately Laurel. Too many folks turning left during high traffic hours. This causes cars to back up into intersections and a lot slower movement through the area (cars idling too

much). Also, 4th street at N. Kings. Cars back up into intersection during red lights blocking traffic coming from other direction.

- Mostly on the Pecan/Caswell and Seventh Street crossing. Neighbors have been hit when they had right of way without prosecution of the vehicle hitting them, inexcusable.
- Crossing of 7th street at Laurel with change in traffic pattern of reverse lane and ppl turning left out of Laurel Lane or crossing 7th at Laurel. Bicycles seem to add to traffic confusion in this area and should be restricted to 5th street. A pedestrian crossing S of Laurel near the bus stop seems needed.
- 7th Street. Pecan Ave from 7th to Central (speeding). Bay between Pecan and Hawthorne (speeding). Hawthorne is greatly improved by the parking and narrowing to two lanes.
- Speeding on Pecan Ave and Bay Street. I would like speed bumps on Bay Street. People use it as a cut-thru from Pecan to Hawthorne
- 8th St. and Clement Ave: Safety issue with cars not stopping completely. A median planted in the center of the intersection is desirable.
- Traffic and more importantly SPEEDING is a MAJOR concern on Greenway Ave and Cameron Ave. These streets are used daily as cut throughs by nonresident motorists. running of stop signs is also rampant.
- 7th and Pecan. The crosswalks are difficult to navigate and the reversible travel lane is confusing. Also would like to see a left turn arrow at 4th and Hawthorne for people heading home (away from downtown) after work.
- Laurel Ave between Randolph and 7th. High traffic volume with mostly cut-through drivers and drivers that go over the speed limit as well as run stop signs.
- Difficult crossing 7th on foot from Caswell to 5th. Difficult crossing Randolph on foot at Laurel intersection. Difficult crossing Randolph by car or on foot from Dodger or Cranbrook.
- I have concerns about people turning from 7th St (in the am) onto Ridgeway and then Greenway to get to Caswell/Hospital/CPCC area and avoid the light at 7th and Pecan/Caswell. In the afternoon/evening the high traffic volume is reversed. People use Caswell to Greenway to Ridgeway to avoid the light at 7th and Pecan/Caswell. Since there are so many entrances into Elizabeth from 7th Street (Dodger, Cameron, Laurel and Ridgeway) it would be nice if Ridgeway could either have a no turn sign into the neighborhood during rush hour.
- Caswell and 5th is an interesting intersection...multiple accidents have happened there including my wife getting hit when someone turned out of the hospital. The intersections around the hospital are dangerous because many people going to the hospital don't know the area and are on their cell phones.
- Pecan/Caswell/ Seventh intersection- difficult for pedestrians to cross & long wait
- Vail avenue- hospital and cut through traffic off of Randolph and Laurel avenue speeding.
- Are flashing red/yellow lights still necessary in residential areas of neighborhood? Crosswalks could be better marked.
- E. 7th Street and Laurel, where it changes from one lane to two. I live on 7th and can't tell you how many times I have almost been rammed from people changing lanes as I turn into my driveway, regardless of the fact that I signal almost immediately after I pass Laurel.
- Ranier - accidents caused by people trying to enter 7th Street who aren't familiar with the directional changes in traffic/4 lanes that begins after Laurel. Laurel intersection - no left turn sign no effective; people drastically increase speed at Laurel intersection where lanes change to 4. Would like to see curb cut / traffic calming on 7th between Pecan and Firefighter. Too many bus stops on East Seventh. Frequent stops by buses and 4 lanes allows drivers to speed around buses creating potentially dangerous situations.
- Cut-through traffic is not a problem -- even high volume cut-through traffic. The problem is the speed of travel through Elizabeth. I would like to see more traffic circles at intersections on the purely residential streets (Clement at 8th St. could use one for sure and many others could). I live on 8th between Laurel and Ridgeway and I don't mind that people drive on my street, but I want them to do so safely. Having a roundabout at 8th and Laurel or Ridgeway or Clarice would break up the visual straightaway and force people to drive more slowly. Pecan and Hawthorne are also lacking visual cues that tell drivers to slow down. Both should have on-street parking and street lights or trees that jut out to the edge of the

parking. They could also use more clearly designated crosswalks to make sure that drivers know these streets are also places for walkers, bikers, strollers, etc. I want people from other neighborhoods to come to and through Elizabeth, but they need to do so respectfully.

- 5th street speeding, stop sign running. look for better way to guide hospital employee parking away from Caswell, volume is too much for that road. Left turn signals at Caswell/Randolph(4th). Improve crosswalk at Pecan/Caswell/7th with median.
- Hawthorne at 7th
- The light at Laurel and Randolph is long for folks coming out of the neighborhood via Laurel. Traffic volume related to hospital construction has subsided significantly since summer.
- Randolph and Laurel needs Turn lights...too many potential accidents there
- 7th st is too fast between Pecan and 5th. A crosswalk is needed across Caswell from Greenway to enter the park. Traffic turning left onto Randolph from Laurel is very backed up at times.
- Cameron between 7th and Kenmore. Traffic FLIES off 7th and through the neighborhood at alarming pace. Greenway - the entire distance, people drive far too fast and ignore the stop signs... we either need to get rid of the signs or enforce the law and start ticketing those who run them. I believe it is only a matter of time before someone (hopefully not a child) is hit by a car in the area between Cameron / Kenmore / Caswell / 7th. The intersection of 5th and Caswell - something needs to be done about the turn lane on 5th heading out of the city.
- ONLY on 7th street. It is the only street with over 15,000 cars per day.
- Pecan and 7th always seems congested. but the size of the intersection is much better than the intersection of Hawthorn and 7th. That intersection is too large for a comfortable pedestrian experience. also the inbound lane of 7th street needs to be adjusted to follow the lane more accurately at Louise street. If you are standing at the intersection of Louise and 7th as a pedestrian, the traffic is coming right at you. the traffic turns of course, but the curb line along 7th was never adjusted so there is extra pavement in this location and the curb does not follow the lane, it dies into the Louise intersection. that may not make sense, but go look at it and you will see what I mean.
- I've heard many residents complain about specific issues in the residential areas, but the only real issue I've observed is 7th Street. The volume and speed of traffic is a real threat to the neighborhood, and we've suffered multiple instances of vehicle/pedestrian accidents at 7th/Pecan and 7th/Hawthorne.
- Motorists cutting through from 7th st to Randolph on N Laurel Ave.
- It is nearly impossible to get across Hawthorne and down into independence park with kids and a stroller. There needs to be a better way or more handicapped access to the park area with the playground. I would strongly prefer that a small play area be put in the other part of independence park that was more for Elizabeth than for all the kids from the schools by the existing playgrounds. I think that traffic needs to be stopped in the back streets by making the stop signs more obvious. Some you can't even see until you are right there. One of these days someone is going to get hurt by a vehicle.
- One area is along the "side streets" (like 8th Street) when cars cut off of the traffic of 7th Street to use the side streets as an alternate route (often at very high rates of speed). With on-street parking, small children, etc., this presents a safety issue.
- Crossing 7th Street is difficult at almost every point except the pedestrian crosswalk at Hawthorne and 7th. With the expansion of the hospitals, the Caswell and Vail intersection is getting more congested and because of its design and resulting blind spots, I expect to see more accidents as volume increases. Crossing Pecan is difficult because most drivers seem to speed on Pecan. Trash trucks cutting through on Sunnyside. There is congestion in rush hours, but it disappears relatively quickly.
- 7th and Hawthorne. The Left turn lane going South on 7th turning left on Hawthorne Lane turns from yellow to red immediately. There is no delay and I have witnessed near misses at this intersection a number of times.
- Laurel Ave and 5th street People turn onto 5th and speed down to 7th / Monroe. People are barely stopping at stop signs on either street.
- There is no safe place to cross on 7th st. between Hawthorne & 5th. Pecan intersection is dangerous, even with the improved signage. Laurel is a heavy pedestrian crossing area, but you are at your own risk.

- Except for a few hours each morning and afternoon, traffic is not that bad. It could be a lot worse all day and all weekend - like
- Bay St., 9th and 8th streets between Pecan and Clement where people cut through often speeding and ignoring Stop signs. Left turn from Hawthorne onto 7th street going out of town...drivers turning quite often just about run over pedestrians trying to cross the street, Pecan/ Seventh/ Caswell....here again the pedestrian crossings are very difficult often with cars trying to turn cutting off those walking.
- Laurel Ave. Laurel/Randolph intersection
- Speed on E. 5th, speed on E. 7th, speed on Randolph, cut-through traffic on all cross streets off 7th going toward Randolph and the hospitals, failure to honor stop signs on E. 5th, peak hour backups on Pecan/Caswell, running the stoplight at Hawthorne and E. 7th. A huge number of pre-school and elementary children now live in Elizabeth and play at risk near sidewalks and streets which have speeding traffic.
- Pecan and 7th
- 7th Street. Intersection of 7th & Pecan- crosswalk safety- crosswalk rarely works. Amount of cars using 5th street instead of 7th street to get into/out of town. Speed on Laurel.
- Crossing Randolph is difficult
- 7th, but it's manageable and bearable b/c we are so close to Uptown. Prefer dealing with congestion as opposed to blasting a 6 lane highway through for the convenience of Union county folks.
- Starbucks intersection scares me on foot.
- Pecan, 7th Street, Hawthorne between 8th and Elizabeth Ave. - frequent accidents at 7th and Hawthorne, and excessive speeding along Hawthorne.
- During the afternoon rush hour cars will go away from town too fast on Greenway Ave.
- We need a better way for bicycles to cross Randolph at Laurel. Sidewalks are often congested and there is no room on the road for bikes there. The bridge over the creek on Laurel (between Randolph and 5th) has VERY narrow sidewalks for pedestrians and LOW visibility for motorists, who are likely to speed down the hill -- that's a bad spot for cyclists, strollers, dog walkers, etc.
- 5 way intersection at the corner of Dotger and Randolph Rd. high traffic volume and lack of sidewalk on Dotger leads to dangerous conditions for bicyclist and pedestrian safety. Lack of sidewalks on all of Dotger Ave combined with high speed since it is used as a cut through makes it dangerous for pedestrians and bicyclists, combined with it being high foot traffic for both bus stops for houses and Martha Washington apt residents, as well walkers from the hospitals as part of their employee fitness program.
- Both pedestrian and bicyclist safety. Also reduction of litter in the shopping center with Starbucks, Dollar General. This is VERY unsightly!!
- Primarily intersections on Laurel where many people tend to run the stop signs both going down Laurel and coming from the intersecting streets. Also - Elizabeth Park - parking lot is often full from students and nurses to the point that I as a park visitor have no where to park. I have complained to the Parks department to no avail.
- Pecan avenue between the water tower and the tracks. There are parked cars on parts of the road, lots of driveways, and fast-moving traffic. Often, the traffic backs up almost to 7th when the train comes.
- Randolph Road
- The 'highways' that divide our community.
- N. Laurel Ave speeding vehicles as they rocket down the hill
- East Fifth St traffic, parking situation, with not enough room for cars to travel the street crossing the center line. Every 3rd car on an average does not stop at the stop sign at Osborne and Fifth. Crossing, even at the crosswalks at 7th and Pecan is a challenge.
- As noted earlier, please do something about traffic using Bay/9th/8th Street area as a cut through to avoid the Pecan and 7th Street light. I have no problem with 7th Street traffic or the use of reverse lanes -- would rather that street be kept at three lanes than expanded to four.
- Trying to cross 7th on foot or bicycle is extremely dangerous. The only place that is safe is the Hawthorne crosswalk. The crosswalk at the Pecan intersection is not adequate, I've had close calls there many times.

- Vail Avenue (between Laurel and Dotger Ave) High volume and speed is a major concern, especially during rush hour. Speed bumps would be very beneficial!!
- 7th Street can be an issue during the afternoon rush hour. People get in the middle lane and try to turn on to Hawthorne when it's a through lane according to the reversible lanes. Also there is sometimes a back up headed out of town that is caused by the Pecan stop light.
- 7th street is busy during rush hour.
- The pedestrian crosswalk to go from Caswell to the shopping center with Starbucks/Dollar General makes no sense. You have to cross around three streets to do it legally and the walk signal from the Caswell side to the Pecan side over 7th hasn't worked in a while. And people turning right onto 7th from Caswell often don't stop for walkers. Most people just ignore the "legal" crossing and just dart across from the parking lot behind Philosopher's stone to the parking lot of Dollar General.
- I live on 8th St. and as a parent, I am concerned about the speeders who use our street as a "short cut" around 7th St. I also think 7th St. at Laurel is difficult to cross as a pedestrian as a motorist.
- Where Monroe turns into 7th and up to the Pecan Light, people drive too fast. I think people coming in from Monroe should be encouraged to travel Independence.
- Bicycle safety on 7th and 4th.
- It is difficult for pedestrians to cross wide streets like Charlottetowne, E. 7th and Kings. Walk lights are not long enough and drivers making right turns are a concern.
- Laurel between Randolph and 7th. Vail between Laurel and Caswell (hospital traffic)
- Seventh and Hawthorne is dangerous because of drivers go too fast and the sidewalks are right up against the street. Improvements to the Central side of Hawthorne helped a great deal, but trying to walk with children on Hawthorne is a nightmare because of how close the narrow sidewalks are to the street and how fast people go.
- Probably everywhere; however, we are on the path to downtown, so I'm not sure that can really be done.
- 7th St/Pecan intersection. The crosswalk signals take forever. It's also aggravating that you can't turn left onto Pecan from 7th St.
- People cutting through Louise off 7th and on to 7th. They are all speeding through and it is unsafe for our children and pedestrians. Also, trying to cross 7th street to go to the park is dangerous. There are far too many car wrecks at that intersection of 7th & Hawthorne to feel safe to even walk my dog much less take my kids to school at Elizabeth Traditional.
- The most dangerous place is Laurel and 7th Street. 7th Street should be designed as a local traffic artery, NOT a major thoroughfare! Not many traffic conditions that are troublesome after my 24 years here!!!!
- Commuter traffic associated with the hospitals. Would like to see commuter traffic on E. 7th Street encouraged to use Independence Boulevard (Charlottetowne Boulevard). The left turn lanes on N. Laurel Avenue at Randolph Road and Caswell at Randolph Road need to be protected left turns to allow more cars to get thru the light.
- Turning left onto 7th St. from Cameron Ave. is a hazard. There are serious sight line issues. I know this intersection doesn't warrant a light, but the City should consider raising the bushes that block the view. Sections of Kenmore Avenue are too congested with parking on both sides. I worry that a fire truck could find it impassable in the event of a fire.
- I use to think Hawthorne Lane and 7th street have high traffic volume. Along the Hawthorne Lane, there are big apartment complex built and many more to go in the future. I am glad that the two lanes on both directions are now down to 1 lane for each direction and bike lane is added. I do not want to see widen street happen on 7th street instead add sidewalks and bike lanes instead.
- cars speeding through Elizabeth from Randolph or 7th (using Elizabeth as a cut-through). I would like more no left/right turn options from 7th specifically. The stop signs have helped but there are still those who run right through them. I would also like to see more pedestrian friendly crossings. Traffic on Randolph and 7th make it hard to cross as an adult--when you have kids in tow it can be frightening. And the fact that cars can still turn (they have a green arrow) when the crosswalk is lit is completely ridiculous.
- Pecan/Caswell @ Seventh Street. Traffic back-ups on Caswell at the Randolph intersection and the 3rd Street intersection. The travel lanes on Randolph become too narrow near the hospitals.

- I want to know why the street lights on Queens/Hawthorne are not timed so that cars can proceed through more than one light at a time?
- We are an inner city neighborhood. Contrary to some of my neighbors I don't have a problem with cut-through traffic. We all pay for our streets and have a right to use them. Frankly, if people don't want traffic and congestion they need to just move out into the suburbs.
- The surprisingly heavy pedestrian use of Pecan between Central Avenue and East 7th Street probably indicates the need for a transit route through there.
- Laurel Dr can be scary for bikers, walkers, children. so much traffic cuts through this neighborhood- can anything be done?
- Intersection of Cameron & Greenway - it needs a 3 way stop sign! It is used as a cut-through with many speeders. There are many families with young children around there who are at risk everyday!
- Congested Intersections: Hawthorne and Seventh. Pecan, Caswell, and Seventh. All streets which intersect Charlottetowne. Central and Pecan. Central and the Plaza. Pecan and Commonwealth. All can be dangerous for people turning, pedestrians, and bicyclists who don't obey the traffic rules. High Traffic Volume: On Elizabeth near CPCC. On Seventh, most of it. On Central, most of it.
- 7th and Hawthorne
- Parking on both sides of the street on Greenway and Vail. Streets are too narrow for a car to pass.
- Cut through traffic (causing speeding) is a concern throughout most of the neighborhood.
- Pecan and 7th. The pedestrian lights are confusing and the traffic flow is organized in a confusing way.
- No left turns at Central/Louise/10th intersection is a problem - such an odd intersection. I saw a pedestrian get hit by a car, probably because he was confused about the traffic pattern, so there is a safety issue too. Also, people cut through the Sunnyside area to go from Central to Hawthorne (and vice versa). Not sure if there's a way to reduce that.
- We need: (1) pedestrian crosswalk extended on Greenway Ave. across Caswell, heading toward upper Independence Park; (2) improved pedestrian crosswalks at the intersection of Pecan & 7th Streets. It is very dangerous walking across either of these intersections.
- Seventh, E. 8th Street, E. 5th Street, Pecan, Central
- 7th street is so busy. It takes a long time to cross from either side, regardless of walking or driving.
- I have the largest problem turning left onto Randolph at the intersection at Laurel. I would like to see left turn arrows more consistently on 7th St. where backups happen...Caswell, Hawthorne.
- East 7th Street: speed, volume, safety of traffic. Laurel: some cut-through traffic.
- Laurel and Randolph seems to get congested - only one car may be able to turn Left onto Randolph from Laurel (heading away from town).
- Speeding on Pecan Avenue and cut through traffic.
- The intersection of Seventh and Charlottetown is so confusing to many drivers. Inbound traffic on Seventh turning left onto Charlottetown is often in the wrong lane; they just don't understand how the lanes shift during rush hour. And outbound traffic does not realize that the passing lane between Kings and Charlottetown becomes a left turn only lane at Charlottetown (onto Independence Blvd.). This intersection needs to be redesigned, with better signage warning outbound drivers in non-rush hour traffic to get in the right lane prior to Charlottetown.
- Crosswalks and crossing lights are really helpful. High traffic volume and speed on 7th, Central, and Pecan are problems.
- High volume traffic (comparatively) at and near hospital (Hawthorne & 4th/3rd). 4th as a whole also seems congested
- speed on street-parking streets, such as 8th, where we see cars going too fast.
- Pecan/Caswell and Seventh; Randolph and Laurel; Hawthorne and Seventh; Laurel and Seventh; Clement and Seventh; Randolph and Caswell
- Pecan Avenue between 7th Street and the railroad tracks. The speed limit is 25 mph, but none of the cars follow that speed limit or are even aware that the limit is 25 mph. During rush hour or a train stoppage, the traffic flows through the side streets (Bay St., 9th, 8th) in an attempt to pass through the

neighborhood. It presents a very dangerous and continuous problem for pedestrians (especially our children).

- 1). crosswalks at pecan/caswell and 7th remain very difficult to navigate as pedestrian. 2).crosswalk/light needed at intersection of 4rth and colonial-my office nearly abuts this intersection and I am auditory/visual witness to many accidents and near-accidents as inbound traffic is often traveling quickly and outbound vehicles are trying to turn left to get to Mercy Hosp. or other medical facilities. Crossing at this intersection as a pedestrian (as many people from medical facilities wish to do) is treacherous!!!!
- The intersection of Laurel/Vail with the blinking light - the streets do not line up. The traffic from Laurel Ave coming from Randolph Road accelerate rapidly onto Vail Ave heading towards the hospital. Also, cars heading south on Vail towards Laurel do not stop before entering Laurel Ave. Some sort of median, calming device needs to be installed. This would force the vehicles on Laurel to slow down before navigating the left turn onto Vail Ave. Also it would give some direction to the vehicles entering Laurel.
- 7th Street and Caswell/Pecan can be a bit of a mess, but no clear what can be done to clarify. People speed on Pecan to and from Plaza-Midwood/Chantilly and speed down 8th, 9th and Bay when they're trying to beat a train or cut through to avoid 7th/Pecan. Suppose you could put speed bumps along those streets or try lowering speed limit along Pecan or stepping up police enforcement.
- My biggest concern is pedestrian safety. Charlotte drivers appear, in general, to be unaware of pedestrians. We need to have more ped friendly crossings, especially at the pecan/ 7th/ caswell and 7th and Hawthorne. one suggestion is to do an all traffic stop when peds are in the intersection. bicycle safety is also an issue.
- Hawthorne - 7th intersection pedestrian safety
- The WORST place in the neighborhood is the old Stanley Drugs parking lot and to a barely lesser extent the parking lot behind Starbucks. It's a mess, with narrow egress from one to the other and hodge podge parking.
- Pecan - safety for pedestrians (no crosswalks, people speed, etc.) 7th Street - no crosswalks except at major intersection to travel to business on other side
- The intersection of 7th, Pecan and Caswell Streets is difficult for pedestrians all times of the day but particularly during rush hour. Crosswalks are virtually nonexistent, combined with the manner in which lights are configured, it is very cumbersome trying to cross from side to side of the same street and to traverse from one street to another.
- 7th and Pecan.
- It is hazardous to cross at 7th and Pecan, despite crosswalks and signals. Traffic is heavy and fast-moving. People turning right from Caswell to head East on 7th do not look for pedestrians. Drivers habitually speed down Kenmore Avenue between Osborne and Laurel. I see this every day, although I know there are other streets too.
- Hawthorne then left at 7th street (need arrow to turn)
- Laurel and Randolph road, 5th street must cars run through the stop signs, Caswell and 78th Street
- Pecan Street taking a left onto 7th traffic gets tied up on 7th and backed up onto Pecan, which gets more complicated and people try to pull in and out of Starbucks/Crisp lot
- The lights need to be on sensors rather than timed - specifically at 5th & Caswell and 5th and Hawthorne
- The new street markings on Hawthorn Lane from 7th street to the bridge have created a congestion at Hawthorne and 7th Street that was not there before. The street "improvements" on Elizabeth Ave, Kings Drive to Hawthorne have are awful and to me dangerous. Crossing at CPCC has so many places to catch a shoe in, requiring looking down and not observing traffic. The part from Charlottetowne to Hawthorne have is too narrow and the parking spots silly!! Why do the tracks run in the same lanes as cars?