



Elizabeth Area Plan

Elizabeth Area Plan Citizen Advisory Group Traffic Analysis Presentation

Noon – 1:00 p.m.

**October 27, 2010 Uptown Conference Room, Charlotte-Mecklenburg Government Center
600 East Fourth Street, Charlotte, NC 28202**

Meeting Notes

The meeting began at Noon. The following Citizen Advisory Group members were present:

Thorn Baccich, Micki McDonough, Monte Ritchey, Rich Rosenthal;
Nina Lipton, Yolanda Johnson (Planning Commission).

City and County staff present were:

- Alan Goodwin, Planning Department - Project Manager
- Kathy Cornett, Planning Department
- Brian Horton, CDOT
- Dan Gallagher, CDOT
- Jim Kimbler, CDOT
- Norm Steinman, CDOT

Alan Goodwin began the meeting with introductions and general housekeeping items. Alan then turned the meeting over to Brian Horton, who presented information on the traffic analysis prepared as part of the area plan effort and draft recommendations.

Brian provided technical information on the traffic analysis including the baseline scenario, conversion scenarios, lane assumptions, the challenge of the Pecan/7th/Caswell intersection and scenarios considered. The scenarios considered included the following:

- Alternative A – Eliminating Lefts;
- Alternative B – Partial Widening;
- Alternative C – Keeping the Reversible Lanes;

Staff had presented these concepts at the June 2010 CAG meeting, and the CAG supported adjusting the signal timing, but retaining lefts on 7th Street. Brian then summarized the alternatives – a Road Diet without any signal phasing adjustments and two alternatives that adjust the signal cycle and retain or eliminate lefts from Pecan and Caswell onto 7th Street. He discussed how intersection delays and queue lengths for each of these alternatives affect performance and travel time. He also discussed challenges to the Road Diet alternative and the draft recommendations, which include the following:

- Adjusting signal timing to provide more time for pedestrians to cross E. 7th at Pecan/Caswell;
- Adding additional crosswalks within the corridor;
- Holding E. 7th Street to existing curbs;
- Implementing the PED Overlay.

Brian then quickly reviewed conceptual locations for additional crossings and the draft future street cross-sections. He was asked to provide additional information, as a follow-up, about the traffic counts and any factors that may have influenced the counts; where recessed parking will occur – perhaps with a graphic. Brian was also asked to add language about the importance of pedestrian safety to future presentations and the plan document.

The meeting ended at approximately 1:30p.m.

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