

Survey Question 3:

With regard to streets and transportation, the following issues have been identified as possible concerns within the plan area. Do you agree?

Answer Options	Yes, this issue is an important concern.	Yes, this somewhat concerns me.	I don't have a strong opinion one way or the other.	I do not think this issue is an important concern.	This issue is not a concern at all.
Adequate sidewalks	159	35	8	3	3
Pedestrian and bicyclist safety	144	47	14	4	0
Pedestrian crosswalks	135	47	15	9	1
Speeding	122	59	22	5	1
Traffic	108	69	24	5	3
Street widths/travel lanes	78	78	35	11	6
Dedicated bicycle lanes	74	59	46	19	8
Availability of transportation options	73	73	43	9	8
Quantity and location of traffic signals	68	89	37	10	3
On-street parking	47	77	63	14	6

Optional Comments

- There are some areas, like **Randolph and Monroe that have very different needs than the interior neighborhood areas**. Sidewalks and bike lanes are really important on those two main streets while trees and speeding are an issue in the interior areas. I feel strongly that they should be treated differently.
- Take away the highway aspect of Randolph and 7th St. **Make it hard for commuters to speed right through**.
- Also, **commuters cutting through neighborhood** (like down Kenmore Avenue).
- I just love the **quiet streets** and more importantly the **trees** so I don't want anything done that would involve cutting any down.
- **Choking down Hawthorne Lane from 2 lanes to one**, just to facilitate bike lanes and on street parking between Central and 7th St. **was a mistake**. The parking is rarely used during the day and you practically never see bikes in the lanes. Traffic flow on Hawthorne is heavy and needs the additional capacity of the extra 2 lanes.
- **Sidewalks need to be placed on ALL Elizabeth streets**. Sunnyside Avenue between Hawthorne and Louise should have sidewalks on both sides.
- Please **remake 7th like East blvd. Get rid of the reversible lane, and have a center turn lane**.
- Quality of the streets (**potholes**, etc)
- **7th Street does not need to be another Randolph Road**, it should not be considered a main road to get into or out of Uptown.
- **Pedestrian safety and walkability** of the neighborhood is most important with regard to streets. We live here to walk to amenities and don't need wider streets, which would invite more traffic. The **major transportation should go along Independence** which the neighborhood already planned around in the last three decades. Seventh Street should not be considered a MAJOR route into uptown with Independence just a couple blocks away.

- **Speeding and traffic** along the neighborhood avenues of Elizabeth **is out of control**. Especially speeding. Eliz is a very pedestrian oriented neighborhood with the residents biking walking running and kids playing an every day, all day occurrence. The speeding is dangerous for the residents and it will be only a matter of time before someone is hurt or killed.
- Mass non-bus transit is very important to me such as **light rail to uptown**.
- I do not mind that Elizabeth has traffic. It is an in-town neighborhood. Part of what makes it desirable to me is that its streets are well-connected -- we are not dependent on just a few arterial thoroughfares as later-developed suburbs are. But the nature of the traffic is a concern. First, I **want the automobile traffic** (and the infrastructure of the neighborhood) **to be more sensitive to other modes of travel -- especially pedestrian traffic**. Second, I want those passing through our neighborhood to respect our neighborhood. I feel like CDOT and NCDOT prioritize the desire of commuters from farther out (including people from Union County) to get through our neighborhood quickly at the expense of the safety and aesthetics of our neighborhood. **I'm fine if they want to cut through our neighborhood, but do so at a safe speed and do so on streets that are pleasant to look at and walk on.**
- **Remove blinking lights** on 5th street.
- **I like what was done with East Ave.** in Dillworth as well as Elizabeth Ave, potentially for 7th. I like the way the **pedestrian crosswalks have been updated on Randolph**, potentially for 7th & Caswell. Flashing red lights on Laurel between Randolph and Monroe seem unnecessary - redeploy elsewhere? Can we convince renters **not to park on the sidewalk**?
- It is **nearly impossible to safely cross 7th street** anywhere from the intersection of 5th and 7th to about Hawthorne and 7th. This needs to be fixed asap. **Sidewalks are in horrible shape** in much of our area.
- I think the **traffic in the neighborhood is very light**, and most people strongly overreact to the reality of what little traffic there is.
- Need to **maintain "walkable" character of the neighborhood**. In favor of density in general -- it's an urban environment -- but must **balance density with pedestrian friendly development**. Also, positive impact of density has its limits. For example, I think the proposed Winter Elizabeth development in its current iteration is too much -- 4 stories instead of 3, 390 units instead of 290. We need a consensus on how much is enough in different areas of the neighborhood.
- We need to **calm traffic on 7th Street - not widen it** or make it an expressway for people travelling from downtown to points farther South. I agree in theory with the concept of "**connecting the grid**" so that traffic is dispersed and less congested, but not at the expense of people living and committed to making the Elizabeth neighborhood a home, Therefore, make connections but **lower the speed, provide on street parking during non-rush hours**, keep traffic lanes and street widths on the smaller side to encourage slower rates of speed during rush hours, **provide "safe" sidewalks** on 7th Street, Hawthorne, Caswell, Kings, Independence, so that pedestrians do not have to walk adjacent to traffic by having planting strips or other means of separating them from traffic (on street parking can do this as well), **provide bike lanes on secondary streets** that run parallel to 7th Street.
- **I do not want to see bicycle paths installed in Elizabeth at all**. Riders make me nervous when driving in areas where the paths exist and I do not want to cause more congestion in my neighborhood.
- I think **speeding** is huge issue in our neighborhood. I would rather have more 4 way stops than speed humps. Unfortunately Elizabeth has many cut through streets between Randolph, Central, and 7th St.
- I am concerned for the safety of our children playing in their yards and riding bikes on our sidewalks and the number and **speed of cars and trucks cutting through our neighborhood streets**. I want to clarify that my concern for Street widths/travel lanes is that **7th Street not be widened** to accommodate the volume of cars trying to get into and out of uptown. Any additional lanes on 7th street should not be an option.
- Mentioning the width of streets/travel lanes and "adequacy" of sidewalks does NOT mean they need widening, just maintenance.

- Above responses tempered by practicalities of what's feasible: **don't think we should bulldoze more of the area to create bike lanes** (which would be great to have) or travel lanes.
- The "issue" with "on-street parking" is not defined. Is the issue there shouldn't be as much or is there not enough. Or is the issue referencing personalized parking, which I oppose
- **My husband bikes** to work when weather allows and we have definite **concerns about safety**. My whole family uses the sidewalks on a daily basis, whether walking the dog, walking for (human) exercise, or heading to the bus stop for school. Where **sidewalks are broken or blocked by overgrown shrubs** -- or sometimes, as with the new condos on Laurel and Randolph, blocked by a dozen garbage cans -- this is a serious issue.
- I would like to see **complete sidewalks** on Sunnyside between Hawthorne and Louise as well as storm drains on Sunnyside to decrease street flooding.
- We need to focus on **making Elizabeth much more pedestrian/cyclist friendly**. Elizabeth needs to make a positive statement that it is going to do things differently, not simply react to the vehicle-based culture of so much of Charlotte and the surrounding areas.
- It may very well be time for **residential permits for street parking**, given the expansion of Mercy Hospital, Kings college, Presbyterian nursing and CPCC.
- Please do something about the people **cutting through** the Bay Street/9th Street/8th Street area **to avoid the traffic light at Pecan/7th Street**. Please ask the **police to patrol Pecan more often for speeders**.
- The traffic coming up and down Vail Avenue, especially during commute times, is a big concern. The individuals who are using Vail as a cut through are **constantly speeding down Vail** (between Laurel and Dotger) Avenue since there is a lack of speed bumps to slow down these drivers.
- I live on the corner of 7th and Laurel. It seems that people coming in from Monroe **think 7th street is an interstate**.
- Let's not get bogged down with traffic signals. It just stalls the traffic more.
- I don't think we need any additional **on street parking**, but I **do not want to lose what we have**, including the recent additions. Traffic is a reality in inner-city neighborhoods. I don't think it's realistic to "eliminate non-neighborhood traffic", but we do not need to make it easy for folks to speed through on their way to the 'burbs.
- The use of the word "concerns" me is vague and not useful to this survey. Does "concern" mean that I think this is a positive quality and it should be improved or does it mean I have concerns over why this is not addressed? **How am I to understand this set of questions**. I have answered this set with the position that these issues are presented as possible focus points for improvement in the planning process. For example, "Traffic" is not a concern at all since it is hardly a problem we deal with!
- **E. 7th Street must NOT be widened!** It is a vital link that **serves as a pedestrian bridge** for our neighborhood.
- Although I understand that 7th Street is a major artery into Uptown, it is absolutely **critical that 7th Street maintain a neighborhood feel**, even in the retail nodes on 7th Street. This means **significant setbacks, height requirements and architectural requirements**. I'm not opposed to density or traffic, but these things are important to maintain the character of Elizabeth.
- This section is confusing and I think it can be interpreted to suit the area plan composers. For example, we park on both sides of my street. That is good in my opinion, so do I check this issue is not a concern, or because I support it do I check this issue is an important concern. **You blew it on this question**.
- **The wording in this section is ambiguous**. For example, if I mark that 'adequate sidewalks' is an important concern, does that mean that adequate sidewalks are important to me or does that mean that the neighborhood's sidewalks are inadequate and it's important to improve them?
- I am especially concerned with the **busy intersection of Cameron & Greenway**

- I live on Laurel and need to travel **on Greenway**, Cars park on both sides sometimes making it almost impossible to drive through the street. I think **one side parking would be an improvement**. Also **residents should make use of their driveways**.
- We definitely **need more transportation options** incl. trolley, bike lanes, busing to/from uptown to decrease single commuter traffic.
- **Roundabouts** are the best for slowing down traffic.
- I **regret that parking is being allowed on BOTH sides of E. 5th street** between Caswell and 7th. It has turned this formerly nice street into an obstacle course. If I didn't live on thiis street I would avoid it.
- Need **better crosswalk on 7th Street**. Need to **restore sidewalks/planting strips on 8th Street**.
- The Sunnyside Pedscape and land use are does **not have sidewalks throughout**
- We **already have adequate sidewalks**