

Survey Question 5:

This question asks specifically about East Seventh Street (from Charlottetown Avenue to East Fifth Street). What transportation and streetscape elements do you think should be incorporated on East Seventh Street?

Answer Options	Response Percent	Response Count
Street trees	79.1%	159
Additional pedestrian crosswalks	63.7%	128
Wider planting strips	55.2%	111
Wider sidewalks	55.2%	111
Bicycle lanes	49.8%	100
Left-turn lanes	32.3%	65
Reversible travel lanes	30.8%	62
On-street parking	17.9%	36
Fewer driveway entrances	13.4%	27
Additional travel lanes	5.0%	10

Optional Responses

- I think that stretch of 7th should get a similar treatment as the section of 7th closer in that has the reversible lanes. Just add room (either on the sidewalks or on the street) for bicycles.
- Anything that can be done to **get commuters off of main thoroughfares** (and **use Independence**) is good. Same goes for Randolph.
- 7th street as you go toward firefighter tends to look **a little run down** and perhaps not as well kept and a **less safe vibe** too it.
- I think this section was once 4 lanes in the 50's between Independence and Laurel. **You could make it 4 lanes now with only about a foot of widening on either side.** There is a safety issue between Laurel and Ranier. People jump the single outbound lane before they cross Laurel, they speed up and suddenly they're right on the bumper of someone turning left onto Ranier. I was rear ended there and the driver kept going. The ECA will oppose widening 7th between Independence & Laurel. I would like to see a left turn lane on 7th at Ranier. There is a lot of Queen City Lumber traffic plus Chantilly neighborhood traffic.
- I would like to see something **similar to what happened on East Blvd...**but that could be a challenge b/c East Blvd probably doesn't get the same kind of peak hour volume that 7th street does.
- **Get rid of the reversible lane** and have **middle-turn lane**. Allow **dedicated left-turns** at all times at Pecan and Hawthorne.
- I would love to see **more roundabouts**, a **gateway into Elizabeth** and a clear CPCC campus boundary, Make all streets that border CPCC safer and **plant more trees**, slow down the traffic in that area, again I have more idea's that I would love to share.
- Keep the **mature trees along Seventh Street, VERY IMPORTANT**. We are losing our mature tree canopy. If possible **add wider planting strips** to accommodate those and future trees. **NO MORE LANES** on Seventh St. I'm a bicycle advocate, but bike lanes could be on side streets in my opinion, with alleyways to connect to Seventh mid block when possible.
- Traffic seems adequately managed even during busy periods. **The reverse lane can be confusing** and left turn restrictions are frustrating. The traffic light delay at 5th street is much too long for crossing traffic, and the crossing at Laurel is congested at times.
- Improve appearances of some of the dilapidated homes (and their front yards) between Ridgeway and East Fifth Streets (along East Seventh Street)...or remove those homes.

- This street currently is a HIGH and FAST traffic thoroughfare. This shouldn't be the case. This section of road should be slowed **urging motorists to use other corridors** better suited for higher and faster volumes of traffic (i.e. - Hwy 16 and Hwy 74). I would like to see improvements made to this road much like those that were completed on East Boulevard between Kings and Scott Ave (**one lane each way with a median with turn lanes**)
- I am very much **against widening 7th street**. It would only create more traffic and make it less pedestrian friendly.
- **The reversible lanes are a mistake** - many people are confused and they get messed up anyways because there always is someone trying to turn left. Just make the center lane a left turning lane. Plus those "**X**" **signs are insanely ugly**....think about it next time you see them. They look ugly and really serve no purpose when you make the center lane a turning lane.
- curb cuts in center lane to slow traffic. **Speeding is particularly bad** between Laurel and Firefighter.
- Seventh Street divides the neighborhood and it **should be a seam that ties it together**. Pedestrians feel unsafe on Seventh Street -- when walking you feel like a lower priority than the cars whizzing by. The buildings on Seventh St. are not of the nature that encourage strolling anyway -- they are set back too far with **big parking lots in front of them and many curb cuts**. There are **too few trees**.
- **Planted median**
- A **wide median down the middle** so that pedestrians could at least make it half way across. It is a **very difficult street to cross** by foot!
- Additional traffic control, either in the form of stop lights or police officers. **Traffic on 7th is WAY too fast**.
- 7th Street at Caswell has the opportunity to be improved as a center of Elizabeth, but it should not be "improved" at the expense of the adjacent single family homes on the adjacent streets such as Greenway and 8th. Elizabeth Avenue should get the bulk of retail and commercial development so that the critical mass for retailers is established in that location. The more you look at developing 7th Street, the more you will negatively impact the adjacent single family residences which may be an unrecoverable loss to the community. 7th Street is a main connector street for the community, but it cannot be the main "commercial" street - if developed, it cannot provide the retail parking needs or adequate "buffer" to the surrounding residential streets.
- **better attention to lighting**
- diversity - all aspects of it. Parking on the street is not big - but **having parking available to general public** that is close by.
- **On-street parking as long as it does not require widening 7th street to achieve**. I would have to be included in the current road bed. Street trees - mature canopied trees.. **Wider planting strips** as long as the additional land required does not take more from the current residents/businesses on 7th. Reversible travel lanes...I am assuming keeping what is there now is what is meant by that option. Certainly having **reversible travel lanes is more desirable than adding an additional lane** or two on 7th. Bicycle lanes only if they can be done safely.
- Sidewalks need a lot of clean-up and sprucing up along this stretch.
- **Left turns should be completely prohibited** in all directions at Hawthorne and 7th.
- **Pedestrian push buttons** that work accurately with traffic flow at 7th and Pecan would be a great safety improvement.
- I'd like to see it go to **3 lanes all the way to east 5th St**.
- **Bicycle lanes** would be great if they can be made safe and without wiping out any more land. **Trees, trees, trees**. Esthetically pleasing, historically flavored **street lighting** (see new Elizabeth Avenue). Al fresco dining, if done tastefully.
- **middle grass divider** breaking up the road for safety/ aesthetic improvement and **nice street lamps** like 7th street (closer to downtown) and East Blvd

- Could we consider something **similar to what's been done on East Blvd.** in Dilworth, near the Caribou/Big Daddy's end of the street, where a planting strip was added in the median, crosswalks added and lanes reduced -- yet somehow traffic seems to flow just as easily and quickly as ever, if not more so.
- There is a gentleman who is quadriplegic who transports himself in a motorized wheelchair from Plaza Midwood. I worry about his safety, and safety of other handicapped people, because the **sidewalks are not continuous and often not wheelchair-safe.**
- I like what was created on East Boulevard in Dilworth with **one lane each direction and a median/turning lane in the middle**
- I do not care for the new street entrance to Bascom.
- **No more lanes**, please. Also, East Seventh already has reversible travel lanes.
- I think it would be **dangerous to add bicycle lanes**. Unless you speak of off-off-off-traffic hours, **on street parking would cause a traffic snarl**. Absolutely NOT additional car lanes. I'm sorry I don't have more time to think carefully about this, but your meeting is tomorrow.
- If not wider sidewalks, at least **good sidewalks**, consistent throughout this corridor.
- (I don't know what "Street trees" or "planting strips" are.) My concerns with 7th Street are (a) the **dangerous nature of the reversible lanes** (I almost drove headlong into traffic when I first arrived here and it scared the heck out of me) and (b) the speed with which cars heading toward Uptown hit upon Laurel Avenue. I think a traffic light towards the East Fifth Street end might slow traffic as it approaches Laurel Avenue where the lanes constrict.
- **Bicycle lanes ONLY if it does not require additional paved width**. Additional pedestrian crosswalks to allow connectedness. **Wider planting strips** behind the curbs but careful to not create uniformity. On-street parking controlled by time. I can imagine **parking on 7th Street during some times of day**. Reversible lanes should be maintained IF we can maintain the current curb-curb dimension.
- **East Boulevard** and the current redevelopment of Elizabeth Avenue to pedestrian friendly, low speed streets (not thoroughfares). Would like to see 7th Street developed in a similar fashion. **Decorative street lamps, benches, bicycle racks** in front of stores, small pocket parks.
- It is an absolute necessity in my opinion that **7th Street remain three lanes** from Charlottetown to Laurel (the current four lane). Widening 7th would destroy not only the architectural feel and numerous buildings along 7th, but a four-lane road is a much more daunting road for pedestrians and would lead to severing the neighborhood in half. I understand that it's only one additional lane from a pure physical perspective, but the psychological impact and safety factors would create a great rift in the neighborhood. Although bicycle lanes are a nice idea, I don't see how you squeeze three lanes of traffic plus a bicycle lane onto 7th. I think not widening 7th is more important than adding bike lanes. 5th Street could accommodate a bike lane as an alternative.
- **Streetcar tracks**.
- I would say **wider sidewalks**, but sidewalks aren't safe or pleasant to walk on if there is dirt, grass, weeds, and trash on them, never mind dog poop. I was always taught to care for the sidewalk in front of our home when I was growing up. My grandparents owned 2 lots on Beaumont Ave., and my grandmother swept all the sidewalk and walkway to their house every morning. My grandfather mowed the planting strip and raked up the piles and piles of oak leaves from the trees lining the street. I had other relatives in Elizabeth who did the same in front of their homes. My parents would never allow us to throw any trash anywhere except in a trash can, and we were to pick up trash where we found it and dispose of it properly. There was a pride in one's property and surroundings, then, and a pleasure in keeping them nice for whoever might walk/ride by. Our Elizabeth neighborhood has become so beautiful in the last 15 years that it ought to shine, not be tarnished.
- 7th is a busy street. **Coordinating the lights** so a car traveling the speed limit could move through would avoid stopping and waiting using fuel and polluting the air. **Turning lanes** also help make traffic move more freely. We do **need more lanes not fewer**. No obstacles like on East Blvd. or Selwyn.

- Nothing that would worsen traffic and split the neighborhood -- like widening the road!!
- The parking deck CPCC is now constructing must be in scale to what traffic & pedestrian levels will be seen as well as storm drainage issues and right-of-way concerns. The natural state of Independence park is to ponding and this must be addressed with construction that is going on right now. A 7/8 level parking deck may create a bottle neck that cannot be undone easily especially if nature deals a rough blow to this area.
- Trees, trees, trees! **More bikes and pedestrians**, less CARS.
- I would like to see our commerce area become even **more pedestrian friendly** than it is now.
- **Do NOT want to see 7th Street turned into another hi-speed boulevard** for drivers to utilize as a way to get to and from downtown FASTER.
- It depends on how aggressively you try to slow the traffic.
- The current center lane which changes directions depending on the time of day is the best method for handling traffic rather than widening the street which would devastate the neighborhood.
- what about the streetcar?
- **I like the change in East Blvd** with the bike lanes and the access to newer condo's being off the side streets
- We already have reversible travel lanes, from what I can tell. The street needs to be recognized for what it is; a major artery for people traveling into downtown from points along Monroe Road. I wouldn't try to encourage more traffic by widening it or adding lanes, but at the same time it **seems silly to try to turn it into some sort of pedestrian paradise**. It is what it is -- a busy street -- let's try to make it as safe as possible given what it is.
- **Slow traffic down**. Add bike lane. Add **better crosswalks**.
- I don't want 7th to become another Independence
- **Make it easier to cross 7th at Laurel**
- **on street parking**
- **Street wonderful just as it is**