



Agenda

Citizen Advisory Group Meeting 5: Land Use

Thursday, April 14, 2011, 6 pm

Pleasant Hill Baptist Church, 517 Baldwin Avenue

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1. Background Review
 2. Transportation Follow-up
 3. PED Overlay Approach
 4. Land Use Mapping
 5. Group Exercise
 6. Wrap-up and Next Steps
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REVISED Tentative CAG Meeting Schedule (3 week increments)

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|---------------|------------------------------------|
| ✓ Thu, Jan 20 | Vision |
| ✓ Thu, Feb 10 | Vision & Land Use |
| ✓ Thu, Mar 3 | Economics/Market Study |
| ✓ Thu, Mar 24 | Transportation |
| ✓ Thu, Apr 14 | Land Use |
| ○ Thu, May 5 | Community Design |
| ○ Thu, May 26 | Parks, Environment, Infrastructure |
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Midtown Morehead Cherry Area Plan
CAG Meeting #4 – Transportation – March 24, 2010
Summary of Citizen-Identified Issues and Concepts

Morehead/McDowell/Dilworth Intersection Group Exercise

- Shorten pedestrian crossing of northwestern leg of Morehead Street via a curb extension or refuge island in place of low-volume right-turn lane to Dilworth Road
- Improve pedestrian comfort on narrow, back-of-curb sidewalk along Morehead Street by striping edge line in advance of right-turn lane to McDowell Street
- Address vehicle queues blocking nearby right-in/out intersection of Oriole Avenue by closing or converting part of this side street to one-way operation
- Address paved aesthetic of intersection by adding street trees and/or landscaped screening of parking lots

Morehead/Kings/Henley Intersection Group Exercise

- Calm right-turning traffic from eastbound Morehead Street to southbound Kings Drive by painting or building a curb extension
- Reduce confusion of intersection by closing unnamed street serving former ABC store and CMC parking lot
- Provide visual cues for motorists to look for pedestrians by installing high-visibility crosswalks
- Increase time for pedestrians to cross by installing leading-pedestrian-interval signals and put the signals on recall instead of push button-activated.
- Address queued vehicles entering farmers market and backing up onto Kings Drive by moving driveway and/or relocating parking
- Calm speeds on Kings Drive by considering a street conversion (Note: staff analysis supports calming via techniques other than a formal reduction in travel lanes, such as off-peak parking, recessed parking, street trees, and pedestrian refuge islands)
- Enhance intersection by considering a roundabout (Note: analysis would be needed to assess operations and right-of-way impacts; larger stakeholder involvement of broader traveling public may also be needed)

Cherry Neighborhood Breakout Group Exercise

- Calm traffic, provide more turning opportunities for motorists, and improve crossings for pedestrians via a street-conversion of Charlottetowne Avenue
- Calm internal neighborhood traffic (Particularly on Baxter, Torrence, and Baldwin) by installing traffic circles at Baldwin/Baxter and Torrence/Baxter (Note: subsequent concerns by CATS for their #6-route using a 40' bus may be a design barrier; alternate locations, such as Baldwin/Luther and Torrence/Luther, may address similar north-south traffic; east-west traffic on Baxter has actually diminished since Baxter Street bridge was replaced with Pearl Park Way)
- Reduce crashes at non-signalized intersections of 3rd Street by restricting turns or building traffic islands
- Reduce delay for left-turning motorists at 3rd/Hawthorne by providing left-turn signal phases
- Improve crossing of Queens Road by pedestrians at median openings (Note: subsequent check of volumes and operating speeds on Queens Road does not meet warrants for crosswalks)
- Complete sidewalk network within Cherry
- Improve the intersections of Cherry/Baxter and Main/Luther for pedestrians
- Many of the same concerns for Kings Drive corridor (speeding) and the intersection (pedestrians) with Morehead Street as above breakout group
- Improve pedestrian connectivity between Cherry, Greenway, and Metropolitan