

TRANSIT RIDERS' WISH LIST

MORE CROSSINGS

Signalized crossings, leading pedestrian intervals, pedestrian beacons, and refuge islands give bus riders a safer crossing experience.

GREAT SIDEWALKS

Only 42.5 % of the county's paved roads have sidewalks. Wide sidewalks buffered from traffic allow people of all ages and ability levels to safely reach bus stops.

SAFE DRIVER BEHAVIOR

Transit riders shouldn't have to face drivers' speeding, inattentiveness, failure to yield at crosswalks and intersections, and red light running.

BUS STOP AMENITIES

Bus riders welcome a place to sit, shelter from the weather, and good lighting.

WALK2TRANSIT: BETTER BUS STOPS

BY SUSTAIN CHARLOTTE

About 80 % of "all-purpose" bus riders reach their stops on foot.

Walk2Transit is Sustain Charlotte's project that gives transit riders a voice.

Throughout 2017, more than 250 volunteer participants helped collect observations around some of Charlotte's least walkable bus stops.

We're asking our local elected officials to work with CATS and CDOT to coordinate the timely funding, planning, and implementation of solutions to the transit walkability challenges identified in this project.

TransitCenter's *Who's On Board* 2016 report finds: "If someone can walk to transit, he or she is more likely to be a frequent transit rider."



ACKNOWLEDGEMENTS

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PROJECT SUPPORT

Centralina Council of Governments (CCOG), **Centralina Area Agency on Aging**, **Charlotte Area Transit System (CATS)**, and **Charlotte Department of Transportation (CDOT)** staff assisted with technical conversations.

Any errors or omissions in this document are solely attributable to Sustain Charlotte.

ELECTED OFFICIALS

We're grateful to **Dimple Ajmera** (City Council member, At-large), **Braxton Winston** (City Council member, At-large), and **Representative John Autry** (NC House District 100) for joining us as walking audit volunteers.

VOLUNTEERS

Sustain Charlotte thanks the hundreds of participants who volunteered for the walkability audits either as individuals or through their organizations, including:

Protiviti, **West Boulevard Neighborhood Coalition's Equitable Transportation Team**, **Youthquake PBC**, **AARP**, **Monroe Road Advocates**, **Southminster**, and **Mecklenburg County Public Health**.

INTERNS

Nhu Ho, **Jim Hemphill**, **Navami Jain**, **Raleigh Bryant**, **Jamie Lee**, and **Christine Diaz** helped to lead walkability audits, enter and interpret data, and recruit volunteers. Thank you, interns!



*A pedestrian refuge island (left) made participants feel safe at E 7th, Pecan & N Caswell.
Bus stops on E Seventh St overlapped with parking lots (right).*

E SEVENTH ST NEAR BASCOM ST

COUNCIL DISTRICT 1, COUNTY COMMISSION DISTRICT 4

THE AREA

The area includes retail, restaurants, and multi-family homes along E Seventh with single-family homes on the side streets.

Sidewalk Availability: 78.7% of paved streets in this area have sidewalks.

Transit Ridership: There are 5,929 total weekly boardings (78 per stop) in this area.

Proximity to Transit: 100% of housing units are within 1/2 mile of a transit stop.

TRANSIT ROUTES IN THE AREA

- Bus route 27 on E Seventh St

OBSERVED CHALLENGES

E Seventh St is difficult for pedestrians to safely cross, particularly at rush hour. There are bus stops near N Dotger Ave, but the spacing of traffic and poor lines of visibility often results in a long wait to cross four lanes with no median. Even at a marked crosswalk with bright yellow signage to alert drivers to pedestrian activity, few drivers yielded to participants as they waited to cross Seventh St. Along the northern side of Seventh St, several areas have parking lots without clear delineation from sidewalks.

FINDINGS + RECOMMENDATIONS

FOR E SEVENTH ST NEAR BASCOM ST

RECOMMENDATIONS

Increasing density in the surrounding neighborhoods and more multi-family properties are driving an interest in walkability in this area. With the coming expansion of the CityLYNX Gold Line streetcar nearby, better pedestrian access to the bus stops in this neighborhood is important.

More pedestrian crossings across E Seventh are needed to give safe access to and from bus stops.

Better bus stops should be built on the northern side of E Seventh when redevelopment occurs so waiting areas for transit riders are buffered from traffic.

WHAT PARTICIPANTS SAID

Bus stops on E Seventh St near Dotger:

“Fix sidewalks, add safe crossing from other side of street.”

“Very narrow sidewalk, close to street in someone’s yard. Add buffer and more acceptable waiting area.”

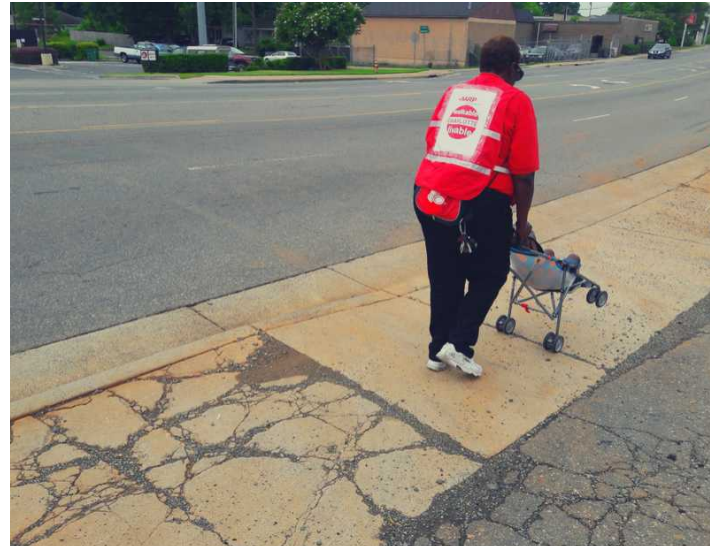
“Worst/most dangerous stop on the audit. Needs to be reconsidered.”

Walking along E Seventh St towards Clement Ave:

“Stop is very close to road, no shelter or bench to wait.”

“Reduce lane width/speed limit and redevelop parking lot.”

“Add signal/light to crosswalk so that drivers will yield.”



Bus stops adjacent to the roadway and freight rail tracks were uncomfortable for participants (left). Cracked, narrow back-of-curb sidewalks and long sidewalk gaps were abundant (right).

ROZZELLES FERRY RD NEAR S HOSKINS RD

COUNCIL DISTRICT 2, COUNTY COMMISSION DISTRICT 2

THE ROUTE AND AREA

The area includes retail, restaurants, and houses of worship along Rozzelles Ferry Rd. Single-family and multi-family homes lie to the west, with industrial uses to the east. A freight rail line borders the area to the north and runs along Rozzelles Ferry Rd, including adjacent to bus stops.

Sidewalk Availability: 30.2% of paved streets in this area have sidewalks.

Transit Ridership: There are 2,885 total weekly boardings (38 per stop) in this area.

Proximity to Transit: 100% of housing units are within 1/2 mile of a transit stop.

TRANSIT ROUTES IN THE AREA

- Bus route 1 on Rozzelles Ferry Rd
- Bus route 30 on N/S Hoskins Rd

OBSERVED CHALLENGES

The low availability of sidewalks rose to the top of participants' observations in this area. Many sidewalk panels are badly cracked and/or uneven. Large portions of the eastern side of Rozzelles Ferry Rd lack sidewalks. The western side of Rozzelles Ferry Rd has a bus stop with a waiting area uncomfortably close to freight rail tracks. With only two lanes of traffic on Rozzelles Ferry, crossing the street was not too difficult. However, some of the pedestrian crossing paint is worn out.

FINDINGS + RECOMMENDATIONS

FOR ROZZELLES FERRY RD NEAR S HOSKINS RD

RECOMMENDATIONS

This area presents unique challenges because it contains such a diverse mix of uses in close proximity, most notably industrial and heavy rail.

Due to the poor condition of sidewalk panels and several blocks of missing sidewalk, this area's narrow back-of-curb sidewalks should be replaced with **continuous wider sidewalks with planting strips**.

Recognizing the need to provide bus stops on the western side of Rozzelles Ferry Rd and also meet railroad right-of-way requirements, we encourage the **city to work with the railroads to provide a more comfortable bus stop for transit riders** waiting at these inbound stops just yards from the tracks.

Worn crosswalk and pedestrian marking paint needs to be re-striped to help increase visibility of crossings.

WHAT PARTICIPANTS SAID

Crossing Rozzelles Ferry at Hoskins St:

"Repaint crosswalk."

"Make bike lane."

"Make crossing signal longer."

Bus stops at Rozzelles Ferry Rd and Hoskins Rd:

"Add benches and overhang (shelter)."

"Sidewalk cracks may be improved on."

"Clean debris on sidewalk."

"More lighting and seating."



Even with a crosswalk, the intersection at Clanton Rd and West Blvd felt uncomfortably wide (left). The young participants loved the amenities at the bus stop near the Arbor Glen Rec Center (right).

CLANTON RD NEAR WEST BLVD

COUNCIL DISTRICT 3, COUNTY COMMISSION DISTRICT 2

THE ROUTE AND AREA

The area along Clanton Rd is residential with single-family and multi-family homes. Arbor Glen Rec Center is on the east side of Clanton Road. Near the intersection of Clanton Rd and West Blvd, there is a library, a YMCA, and a child development center.

Sidewalk Availability: 44.7% of paved streets in this area have sidewalks.

Transit Ridership: There are 3,208 total weekly boardings (55 per stop) in this area.

Proximity to Transit: 100% of housing units are within 1/2 mile of a transit stop.

TRANSIT ROUTES IN THE AREA

- Bus route 25 on Clanton Rd
- Bus routes 25 and 10 on West Blvd

OBSERVED CHALLENGES

Pedestrian refuge islands and painted crosswalks on Clanton Rd have made it more comfortable for pedestrians to cross. But the narrow back-of-curb sidewalks combined with encroaching vegetation and organic litter make it very difficult for two people to walk side-by-side. Participants liked the availability of seating and shelter at the bus stop near the Arbor Glen Rec Center, and noted the contrast between this comfortable stop and others nearby that have only sign poles.

FINDINGS + RECOMMENDATIONS

FOR CLANTON RD NEAR WEST BLVD

RECOMMENDATIONS

We recommend timely funding and implementation of **all the improvements in CDOT's recently completed West Blvd Corridor Study Findings Report**.

CDOT staff should continue to work with residents to **pursue long-term traffic calming solutions** in the corridor.

The West Blvd Corridor Small Area Plan that was completed in 1998 is now 20 years old. The **vision and zoning tools to protect neighborhood character and achieve safe walkability need to be included in the new Unified Development Ordinance (UDO)**. This will require coordination with Planning.

More crossings and additional benches and shelters at the bus stops on Clanton Rd would improve these stops.

WHAT PARTICIPANTS SAID

Walking on Clanton Rd toward West Blvd:
"Sidewalks are too narrow with fences next to them and piles of dirt on sides of the sidewalks."

"Some cars are speeding."

"We had to walk single file."

"Two cars turned *after* the light turned red." (at intersection of Clanton Rd and West Blvd)

This area would be a better place for bus riders if it had:

"More space on the sidewalk."

"More ramps for disabled people."

"More shelters for riders."

"More lighting."

"Maintain/clean sidewalks; fix cracks."

"Speed bumps (slower cars/traffic)."

"Larger seats for the overweight."



*Pedestrian refuge islands (left) made participants feel safer.
We saw several pedestrians crossing South Blvd at Grover (right, marked by arrows).*

SOUTH BLVD NEAR TYVOLA STATION

COUNCIL DISTRICT 3, COUNTY COMMISSION DISTRICT 2

THE AREA

The area includes retail, entertainment (breweries, restaurants, etc.) and light industrial uses. There is a large shopping center on the east side of South Blvd. A multi-family property lies to the southeast, and there are single-family homes to the north and east.

Sidewalk Availability: 47.4% of paved streets in this area have sidewalks.

Transit Ridership: There are 19,121 total weekly boardings (75 per stop) in this area.

Proximity to Transit: 100% of housing units are within 1/2 mile of a transit stop.

TRANSIT ROUTES IN THE AREA

- Bus route 12 on South Boulevard
- LYNX Blue Line light rail

OBSERVED CHALLENGES

The most urgent need is for better pedestrian access across South Blvd adjacent to the Tyvola LYNX station at Grover St. There is no marked crosswalk here, yet numerous pedestrians cross South Blvd by crossing two lanes of traffic at a time, then pausing in the raised median before completing their crossing. No pedestrians were observed walking north to cross at the nearest signalized intersection at Tyvola Rd and South Blvd. At the intersection of Old Pineville Rd and Tyvola Rd, turning drivers were failing to yield to pedestrians.

FINDINGS + RECOMMENDATIONS

FOR SOUTH BLVD NEAR TYVOLA STATION

RECOMMENDATIONS

Like many parts of Charlotte, this area has undergone significant changes due to increasing development, population shifts, and growth of ridership on the LYNX light rail since it opened in 2007. With increased pedestrian activity between the light rail station, bus stops, and retail locations, the need for a better walk to transit stops is clear.

CDOT is planning to add a **pedestrian crossing at Grover St** to help people safely navigate South Blvd. We support the timely construction of this crossing.

We recommend an **improved pedestrian crossing at the intersection of Old Pineville Rd and Tyvola Rd**.

Adding **benches and shelters to the #12 bus stops on South Blvd** would improve these stops.

WHAT PARTICIPANTS SAID

South Blvd and Grover St:

“This is an extremely busy street, and so adding pedestrian signal lights for motorists to stop would be good.”

“Widen the pedestrian landing in the middle of the street.”

“The median was too small and very uncomfortable.”

“Cars seemed too close when standing in median.”

“There were no stop signs or pedestrian signals to cross a busy road.”

Old Pineville Rd and Tyvola Rd:

“Length to cross was only 22 seconds.”

“Longer crossing time for elderly, disabled, and children.”

“Limit ability for cars to turn when people are walking.”

“Large manhole near wheelchair ramps, seems difficult for wheelchairs.”



Speeding traffic and few crossings made South Tryon uncomfortable for participants (left). Disjointed sidewalks in this shopping center made it hard to access bus stops on foot (right).

SOUTH TRYON NEAR W ARROWOOD RD

COUNCIL DISTRICT 3, COUNTY COMMISSION DISTRICT 2

THE AREA

The area includes a small shopping center south of Thornfield Rd, multi-family and single-family homes, and a large shopping center at Whitehall Commons.

Sidewalk Availability: 46.7% of paved streets in this area have sidewalks.

Transit Ridership: There are 5,929 total weekly boardings (78 per stop) in this area.

Proximity to Transit: 100% of housing units are within 1/2 mile of a transit stop.

TRANSIT ROUTES IN THE AREA

- Bus route 16 and 41x on S. Tryon
- Bus route 56 on W. Arrowood

OBSERVED CHALLENGES

The most urgent need is for better pedestrian access across S Tryon St and for safer major intersections. Participants observed a high incidence of speeding. This is particularly problematic because there are 4 lanes of traffic with not even a raised median to help pedestrians cross. Traffic signals north of W Arrowood Rd are widely spaced and there are bus stops on both sides of S Tryon St without crossing opportunities. Participants observed a bus rider run across four lanes of traffic after disembarking at a southbound stop.

FINDINGS + RECOMMENDATIONS

FOR SOUTH TRYON NEAR W ARROWOOD RD

RECOMMENDATIONS

The popularity of several large anchor stores at Whitehall Commons has resulted in increased vehicular traffic. We are aware that the shopping center is outside of CDOT's jurisdiction, but note that participants found it hard to walk through it due to disjointed sidewalks and no crosswalks.

Several **pedestrian refuge islands are recommended to improve safety of people crossing S Tryon north of W Arrowood Rd.** We support the timely funding and construction of these crossings.

Intersection improvements at W Arrowood and S Tryon, and at Whitehall Commons and S Tryon are recommended to prioritize pedestrian safety and remedy unsafe turning by drivers.

Adding **benches and shelters to the higher-ridership inbound #16 bus stops** would improve comfort for riders on this high-frequency route..

WHAT PARTICIPANTS SAID

Walking along S Tryon:

"A good 75% of drivers turning right onto W Arrowood clearly saw us in the crosswalk but failed to yield."

"Ttraffic is steady and it's hard to cross.

Need sidewalks on both sides consistently."

Bus stop on S Tryon at Thornfield Rd:

"The crosswalk is far away and the intersection is very busy at rush hour."

"Not many choices for pedestrians. We saw drivers going South not stop for a school bus with red lights flashing, even though there is no median."

"Add shelter, bench, and crosswalk to get from the other side of street. Also needs more lighting."

"Needs a crossing and shelters."



*Uninviting backs of buildings and mechanical equipment face the Blue Line at JW Clay Station. (left; photo by Martin Zimmerman via Charlotte Agenda) .
Will better transit access reduce the need to build expensive parking decks on campus? (right)*

UNC CHARLOTTE CAMPUS AREA

COUNCIL DISTRICT 4, COUNTY COMMISSION DISTRICT 3

THE AREA

Major changes are coming to the area with the LYNX Blue Line Extension (BLE) light rail and the Bus-Rail Integration Plan. Transit fares are now included in student fees, so the 1,000-acre campus with almost 30,000 students is well-situated for a major shift in commuting patterns as transit use becomes easier.

Sidewalk Availability: 24.9% of paved streets in this area have sidewalks.

Transit Ridership: There are 8,967 total weekly boardings (109 per stop) in this area.

Proximity to Transit: 93% of housing units are within 1/2 mile of a transit stop.

TRANSIT ROUTES IN THE AREA

- LYNX Blue Line light rail on campus and JW Clay Station
- Bus routes 11, 29, 47x, and 59 on perimeter of campus

OBSERVED CHALLENGES

The area surrounding campus is heavily auto-oriented. The wide lanes and high vehicle speeds on N Tryon St and University City Blvd create challenges for pedestrians. The N Tryon St side has new infrastructure to help pedestrians access the Blue Line light rail, including improved crossings and sidewalk. Unfortunately, auto-oriented development is occurring in the immediate vicinity of the new stations. This pattern threatens the area's long-term prospects for improving walkability.

FINDINGS + RECOMMENDATIONS

FOR UNC CHARLOTTE CAMPUS AREA

RECOMMENDATIONS

The UNCC campus is well positioned to convert a large percentage of driving trips by students, faculty, and staff to transit trips. But for this to happen, stops must be highly walkable.

There is a sidewalk set back and buffered from traffic on University City Blvd near campus, but **sidewalk improvements are still needed farther north** to improve pedestrian access to the large number of student apartments near E Mallard Creek Church Rd and University City Blvd.

Since so many changes are about to be implemented with the Bus-Rail Integration Plan and opening of the BLE, **education and marketing of new transit opportunities** would introduce potential riders to these services.

WHAT STUDENTS SAID

The UNC Charlotte Campus walkability audit was a virtual one, in which students from several classes shared their feedback about the area during in-class mapping exercises. Popular answers are summarized and paraphrased:

"Build better sidewalks and close sidewalk gaps along University City Blvd north of campus."

"Only allow development near the BLE station that supports a walkable vision for the area."

"Situate bus stops so students can wait safely back from traffic while also being visible to the bus driver."

"Good lighting is needed at all stops. Students often work late into the night or attend evening classes. They need to feel safe walking to and waiting at bus stops."



Many students used this bus stop near East Meck High School (left). With 5 lanes of traffic and few marked crosswalks, pedestrians lack choices for crossing busy Monroe Rd (right).

MONROE RD: EAST MECK HIGH SCHOOL TO SARDIS RD N

COUNCIL DISTRICTS 5 AND 6, COUNTY COMMISSION DISTRICTS 4 AND 5

THE AREA

This report summarizes two walkability audits that covered a large area from East Meck High School south along Monroe Rd to Sardis Rd N. The northern area includes single-family and multi-family homes. McAlpine Creek Park is farther south, Closer to Sardis Rd N, retail and office uses line the corridor. Several multi-family properties have been built recently.

Sidewalk Availability: 49.5% of paved streets in this area have sidewalks.

Transit Ridership: There are 2,394 total weekly boardings (61 per stop) in this area.

Proximity to Transit: 99% of housing units are within 1/2 mile of a transit stop.

TRANSIT ROUTES IN THE AREA

- Bus routes 27 and 65x on Monroe Rd

OBSERVED CHALLENGES

The most urgent need is for better pedestrian access across Monroe Rd. The corridor has four to five lanes and few signalized crossings. There is also a lack of pedestrian refuge islands. Participants observed some drivers misusing a center turning lane at the southern part of the audit area by driving in it for too long instead of making turns properly. Narrow back-of-curb sidewalks dominate in this area. In the residential area south of East Meck High School, there are extremely long stretches of Monroe Rd with no crossing opportunities at all.

FINDINGS + RECOMMENDATIONS

FOR MONROE RD: EAST MECK HIGH SCHOOL TO SARDIS RD N

RECOMMENDATIONS

Many more safe crossing opportunities are needed for pedestrians to travel between the bus stops and destinations on opposite sides of Monroe Rd.

Narrow back-of-curb sidewalks should be replaced with wide sidewalks buffered with a planting strip to give pedestrians more protection from traffic.

The **long, straight stretches and wide lanes of Monroe Rd need modifications** to reduce speeding and other unsafe driver behaviors.

Intersection improvements along the corridor are recommended to prioritize pedestrian safety and remedy unsafe turning behaviors by drivers.

Addition of **benches and shelters at the higher-ridership bus stops** would improve comfort for riders and allow them to wait farther from passing traffic.

WHAT PARTICIPANTS SAID

Bus stop on Monroe Rd at Conference Dr:
“Create a buffer between the road and the street.”
“Reduce/enforce speed limit around bus stop.”
“Widen sidewalk around shelter.”

Monroe Rd at Lumarka and Thermal Dr:
“Remove overgrowth on sidewalk.”
“Fix uneven sidewalk.”
“Reduce speed limit.”
“Clear sidewalk of debris.”

Monroe Rd near Orchard Lake Dr:
“Widen sidewalks, fix broken panels.”
“Add buffer strip in form of grass or a designated bike lane.”
“Needs median, traffic lights, traffic enforcement.”
“Slow down cars.”



This bus stop at E Woodlawn and Brandywine Rd needs improvement to prevent standing water (left). The pedestrian refuge on Park Rd near Holmes Dr makes it safer to cross to the shopping center (right).

E WOODLAWN RD NEAR BRANDYWINE RD

COUNCIL DISTRICT 6, COUNTY COMMISSION DISTRICT 5

THE AREA

The area includes a large shopping center at Park Rd and E Woodlawn Rd anchored by a grocery store. Single-family homes lie to the west of Park Rd. The Little Sugar Creek Greenway runs behind the shopping center, allowing access to the trail for recreation and transportation. The Montford Rd area is a popular destination for nightlife and dining.

Sidewalk Availability: 46.7% of paved streets in this area have sidewalks.

Transit Ridership: There are 5,929 total weekly boardings (78 per stop) in this area.

Proximity to Transit: 100% of housing units are within 1/2 mile of a transit stop.

TRANSIT ROUTES IN THE AREA

- Bus route 19 on Park Rd
- Bus route 30 on E Woodlawn Rd

OBSERVED CHALLENGES

This area lies at the intersection of bus routes 19, 30, and the Little Sugar Creek Greenway. Despite many retail and entertainment uses in the area, it is difficult to cross E Woodlawn Rd on foot. The road is curved with limited visibility for both drivers and pedestrians. This makes it difficult for pedestrians to time their crossing of the four lanes.

FINDINGS + RECOMMENDATIONS

FOR E WOODLAWN NEAR BRANDYWINE RD

RECOMMENDATIONS

The city has a Montford Drive Parking and Circulation Study underway, which included a meeting in 2017 with business owners and other area stakeholders. We urge that the following recommendations be included:

Improved drainage at the sidewalk on E Woodlawn Rd and Montford Dr to prevent standing water and accumulation of mud at the bus stop.

Improved timing of the pedestrian signal at E Woodlawn west of Brandywine Rd to allow more time to cross.

A protected crossing opportunity at or near E Woodlawn and Montford Dr would help pedestrians cross between the current lights.

WHAT PARTICIPANTS SAID

E Woodlawn at Montford Dr:

"Needs street lights."

"Fast cars."

"There should be a safe way to access the restaurants across from the street."

"Feels like cars don't stop for pedestrians."

"Hard to see incoming cars past curve in road."

Crossing at E Woodlawn into Park Rd Shopping Center (west of Brandywine Rd):

"Needs push-to-walk button."

"Needs longer pedestrian light."

"Add median."



Tree branches obscured this crossing signal (left). With turn lanes increasing Park Road's width in this area, it is not safe for pedestrians to cross outside of signalized intersections (right).

PARK RD NEAR SOUTH MECK HIGH SCHOOL

COUNCIL DISTRICT 6, COUNTY COMMISSION DISTRICT 5

THE AREA

A large shopping center anchored by a grocery store lies to the north of the area on the west side of Park Rd. The Southminster retirement community is on the east side of Park Rd and South Meck High School is on the west side.

Sidewalk Availability: 51.9% of paved streets in this area have sidewalks.

Transit Ridership: There are 497 total weekly boardings (26 per stop) in this area.

Proximity to Transit: 92% of housing units are within 1/2 mile of a transit stop.

TRANSIT ROUTES IN THE AREA

- Bus routes 20 and 43 on Park Rd

OBSERVED CHALLENGES

The large populations of senior adults on the east side of Park Rd and the large population of high school students on the west side present a unique challenge. Senior adults may not be able to cross safely or quickly due to limited vision, hearing, and/or mobility. A small group of students was observed darting across the four lanes of traffic far from the nearest signalized intersection. This risky crossing behavior among students is likely common. Many cars on Park Rd were clearly exceeding the 35 mph posted speed limit by at least 10 to 15 mph.

FINDINGS + RECOMMENDATIONS

FOR PARK RD NEAR SOUTH MECK HIGH SCHOOL

RECOMMENDATIONS

Heightened enforcement of the posted 35 mph speed limit is needed, especially near Southminster and South Meck High School.

A **protected crossing opportunity across Park Rd** would allow safer and more convenient pedestrian access between South Meck High School and Southminster, and between the bus stops.

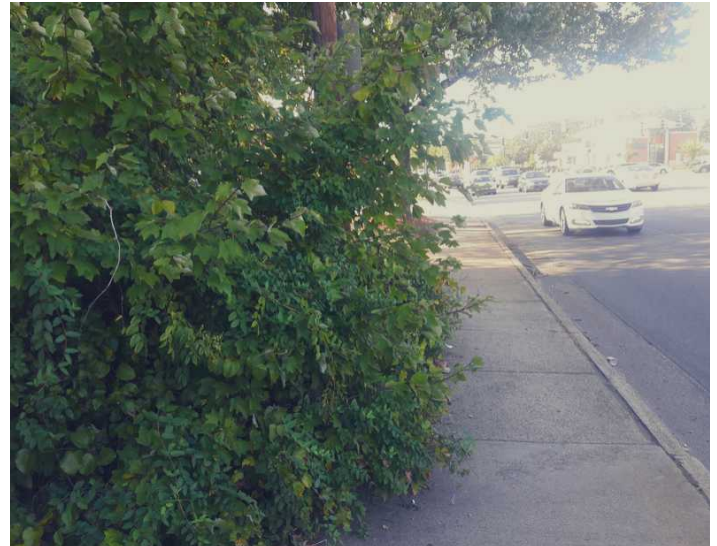
WHAT PARTICIPANTS SAID

Walking along Park Rd:

"We witnessed students crossing at a place without a crosswalk. Very unsafe."

"Quite a walk to the crosswalk."

"Trees and bushes need to be trimmed way back going south on Park Road."



Participants found it hard to cross 4 lanes of traffic with no median on S Sharon Amity Rd (left). Vegetation overhanging the sidewalk created an obstacle for pedestrians (right).

S SHARON AMITY RD AND RANDOLPH RD

COUNCIL DISTRICT 6, COUNTY COMMISSION DISTRICT 5

THE AREA

A large shopping center anchored by a grocery store lies at the northwest corner of S Sharon Amity Rd and Randolph Rd, with another supermarket under construction on the west side of Randolph Rd. The high intensity of restaurants and retail uses, coupled with a transfer opportunity between bus lines, makes this an area of concern for pedestrians.

Sidewalk Availability: 49.4% of paved streets in this area have sidewalks.

Transit Ridership: There are 1,041 total weekly boardings (31 per stop) in this area.

Proximity to Transit: 100% of housing units are within 1/2 mile of a transit stop.

TRANSIT ROUTES IN THE AREA

- Bus routes 15 and 45x on Randolph Rd
- Bus route 29 on S Sharon Amity

OBSERVED CHALLENGES

Drivers were cutting across parking lanes in the shopping center. Narrow back-of-curb sidewalks line the shopping center along S Sharon Amity Rd. Overgrown vegetation further limits accessibility on the sidewalks. Both S Sharon Amity Rd and Randolph Rd have four lanes of traffic. The hilly slope of S Sharon Amity across from the shopping center makes it difficult for pedestrians to see vehicles coming over the hill. Although some pedestrian improvements have been made along Randolph Rd, residents are concerned that the growing traffic from new development will intensify walkability challenges.

FINDINGS + RECOMMENDATIONS

S SHARON AMITY RD AND RANDOLPH RD

RECOMMENDATIONS

Safe pedestrian crossings adjacent to the shopping center are needed:

1) across Randolph Rd, and 2) especially at S Sharon Amity Rd.

A crossing opportunity at Randolph Rd near Gaynor Rd would allow riders of the 45x bus (stops on both sides) to cross to and from the Randolph Park Apartments without having to walk north to the signal at S Sharon Amity Rd.

Narrow back-of-curb sidewalks should be replaced with **wider sidewalks with planting strips**.

Encroaching vegetation needs to be trimmed or relocated, including some of the landscaping and shrubbery at the entrances of the shopping area that makes it hard to see approaching traffic and pedestrians.

The shopping center owner could make pedestrian improvements in the lot to **prevent drivers from cutting through parking lanes**.

WHAT PARTICIPANTS SAID

S Sharon Amity Rd near IHOP & UPS:

“Car turned left out of shopping center even though it’s not legal.”

“Need a crosswalk [with light] or median.”

“No crosswalk. No pedestrian island.

No ramp on other side to walk up if you have a stroller.”

“Not comfortable with the speed of the drivers.”

Randolph Rd near Gaynor Rd:

“Driver that was turning was pulled into crosswalk and backed up once he saw us.”

“People are going to cross the street at Randolph Apartments with no crosswalk.”

“Pedestrians are situated too close to passing traffic.”

“It’s scary. I avoid this intersection and end up crossing in middle of road where I can clearly see traffic and it’s only going 2 directions.”