

To: Dean Bloch, Town of Charlotte  
Larry Lewack, Town of Charlotte  
Sai Sarepalli, CCRPC

Date: February 6, 2023

Project #: 58644.04

From: Jenn Conley  
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Re: East Charlotte Traffic Calming Preferred Alternatives

## INTRODUCTION

In collaboration with the Chittenden County Regional Planning Commission (CCRPC) and the Town of Charlotte, the East Charlotte Village Traffic Calming Study was conducted to identify potential countermeasures intended to reduce vehicle speeds and increase safety by establishing a sense of place and creating a more comfortable environment for all modes within the Village Center. This memorandum outlines the process through which alternatives were developed, evaluated, vetted through public forums, and supported. This memorandum also provides an overview of the preferred alternatives inclusive of preliminary cost estimates, conceptual level designs, and next steps to implementation.

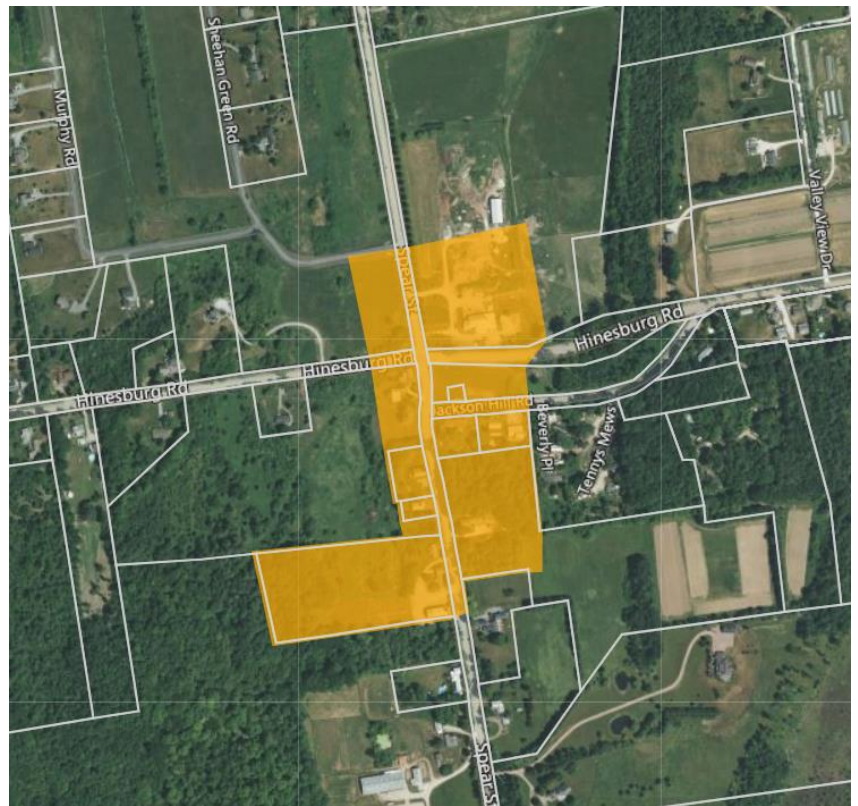
In the rural context, emphasis is placed on identifying and designating transition zones between areas with higher speed, longer distance travel and community areas with more development and density of residences or businesses than the surrounding areas. For the Village of East Charlotte, the center of the community area is in the vicinity of the Spear Street and Hinesburg Road intersection.

**FIGURE 1.** Village Designation Area

## EXISTING CONDITIONS

The East Charlotte Village Traffic Calming Study focuses on improvements to the Village Center of East Charlotte which is centered around the intersection of Hinesburg Road at Spear Street. The East Charlotte Village Center recently obtained village center designation which will help support revitalization and thus financial incentives and technical assistance to attract new business and vitality to Vermont's smaller communities. In addition to the Village Center designation, village planning efforts in East Charlotte have proposed a Village Commercial District delineation that extends to include additional parcels along Hinesburg Road to the east beyond the Jackson Hill Road intersection.

The intersection of Hinesburg Road and Spear Street is all-way stop controlled via stop signs and an overhead flashing beacon. Both Hinesburg Road and Spear



Street are classified as Class II Town Highways. Outside of the Village Center, Hinesburg Road and Spear Street are located within low-density, rural areas with higher speed travel. Upon entering the Village Center, land use is slightly more developed with denser residential uses and a few commercial enterprises, including the Spears Corner Store and Tenney’s Snack Bar & Redemption Center located on Jackson Hill Road. The area is currently void of any pedestrian or bicycle facilities, however, development consistent with the Village Commercial District in the future may encourage more multimodal uses thus emphasizing the need to slow down motor vehicles as they approach the Village Center.

**Speed + Volume**

Vehicle speed can have a detrimental effect on pedestrian safety. In vehicle crashes involving pedestrians, the faster a vehicle operates the more likely a pedestrian would sustain a severe injury, or worse yet, the crash could result in a fatality. Statistics highlighted in *Impact Speed and Pedestrians’ Risk of Severe Injury or Death*<sup>1</sup> indicates that if a vehicle strikes a pedestrian at 40 mph, there is a 77% likelihood that the pedestrian would suffer severe injury or death. Conversely, if a vehicle strikes a pedestrian travelling at 25 mph, there would be an 18% likelihood that the pedestrian would suffer severe injury or death. These statistics depict the importance of slowing down vehicles within the Village Center, especially as multimodal activity continues to rise given nearby development.

To assess existing traffic conditions, traffic volume and speed data were evaluated as collected from various locations along the study roadways in 2021. Speed and volume data were collected via Automatic Traffic Recorders (ATRs) at approximately 1000 feet from the intersection on each leg. The following table provides a summary of the speed and volume data collection.

**TABLE 1.** Study Area Speed + Volume Information

Location	AADT (vpd)	Posted Speed Limit (mph)	85 <sup>th</sup> Percentile Speed (mph)
<b>Hinesburg Road</b> <i>West of Spear Street</i>	2,200	50	49
<b>Hinesburg Road</b> <i>Between Spear Street and Jackson Hill Road</i>	2,200	45	49
<b>Spear Street</b> <i>North of Hinesburg Road</i>	1,850	45	50
<b>Spear Street</b> <i>South of Hinesburg Road</i>	1,650	30	46

As Table 1 depicts, the 85<sup>th</sup> percentile speeds are generally higher than the posted speed limit, specifically along Spear Street south of Hinesburg Road, indicating motorists are driving over the speed limit. Therefore, it is important to identify traffic calming measures that will slow speeds to enhance safety for all users.

**Safety + Crash History**

In addition to the evaluation of speed and volume data for the study area, a review of recent crash history was conducted. Over the 5-year period from the beginning of 2018 through the end of 2022, there were seven crashes in

<sup>1</sup> Tefft, B.C. (2011). *Impact Speed and a Pedestrian’s Risk of Severe Injury or Death* (Technical Report). Washington, D.C.: AAA Foundation for Traffic Safety.

the study area. Two of the crashes occurred at the intersection of Spear Street and Hinesburg Road, one broadside crash with property damage only and one head on collision with injury resulting. One rear end crash was reported on Spear Street at the intersection of Sheehan Green resulting in property damage only. In addition, there were four crashes reported on the segment of Hinesburg Road from the intersection of Jackson Hill Road to about 1000' east of the intersection. One of these crashes was a left turn and through angle broadside crash occurring at the intersection with Jackson Hill Road and resulting in property damage only. Two of these crashes involved heavy trucks, one single vehicle crash resulting in injury and one property damage only crash in slushy conditions. The remaining crash on Hinesburg Road was a single vehicle crash involving a deer.

## LOCAL CONCERNS MEETING

A Local Concerns Meeting was held on April 28<sup>th</sup>, 2022 in East Charlotte. Prior to the meeting, community members and the project team walked the site to discuss the Village area and identify issues and opportunities. During a presentation following the site walk, the project team introduced a wide variety of traffic calming and speed management practices to the group. These countermeasures included roadway narrowing techniques, vertical and horizontal deflection methods, intersection modifications, and roadway markings. The meeting then opened for discussion on the Village Center and surrounding areas, identifying issues and opportunities, and the potential for employing some of the engineering countermeasures. The project team gathered information from the discussion to inform the key areas for change and potential public support for treatments.

## ALTERNATIVES DEVELOPMENT + PRESENTATION

The alternatives assembled for the East Charlotte Traffic Calming Study were based on existing conditions and best practices. The VHB team looked to previous studies including the CCRPC Speed Limit Study conducted in 2013, data collected in 2021 for the area, information gathered from the site walk and Public Meeting, and guidance from the Federal Highway Administration (FHWA) including resources like the *Speed Management ePrimer for Rural Transition Zones and Town Centers*, *Traffic Calming ePrimer*, and *Small Town and Rural Multimodal Networks*. By definition, traffic calming involves the application of mostly physical measures to reduce potential negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized users. Traffic calming, when applied in an appropriate and justified manner, has proven to be an effective means to reduce vehicle speeds and improve safety for all roadway users.

A memorandum dated October 19<sup>th</sup>, 2022 provides a summary of the different traffic calming alternatives investigated for the East Charlotte Village Area. The alternatives were also depicted in a series of conceptual diagrams, shared with the Town and CCRPC, and refined based on feedback from the Town and CCRPC. Through these discussions, a set of recommended treatments were identified. The alternatives and recommendations were presented at the Charlotte Selectboard Meeting on October 24, 2022, where community members had the opportunity to provide comment and feedback. Following the comment and discussion, the Selectboard motioned to support advancing the short- and long-term recommended improvements unanimously. The recommendations described hereinafter reflect the recommended traffic calming treatments as preferred by the community.

## IMPLEMENTATION PLAN

This study focuses on an incremental implementation plan as the area may develop over time. In the past several years, there has been an influx of residential uses in the area and the Town wishes to foster a "village" feel through increased community uses and placemaking – thus encouraging multimodal uses in the area. Therefore, improvements were

designed to meet the needs of the present context but may be built upon as future funding becomes available to serve the future uses envisioned for the area.

Therefore, improvements have been categorized into short-term and long-term improvements. Short-term improvements designate improvements that may be implemented within 1-3 years while long-term improvements are those that require additional scoping and/or planning and are likely within the 3-10 year timeframe. It is recommended that upon implementing the short-term improvements, a speed study be conducted to measure the effectiveness of the short-term traffic calming measures.

## SHORT TERM IMPROVEMENTS

### Gateway Treatments

In the rural context, emphasis is placed on identifying and designating transition zones between areas with higher speed, longer distance travel and community areas with more development and density of residences or businesses than the surrounding areas. For the Village of East Charlotte, the center of the community area is in the vicinity of the Spear Street and Hinesburg Road intersection. As such the transition zones from the rural land uses into the community can be defined by gateway treatments on each of the four legs of this intersection. Guidance indicates these gateway treatments are often placed 0.2 to 0.3 miles from the community area and provide the visual cue for roadway users that they are entering a place with different characteristics and should slow down. FHWA resources note that gateway signage has been shown to reduce mean speeds by an average of 5 mph and up to 15 mph when coupled with other treatments.

At the Alternatives Presentation and Selectboard Meeting, the Town of Charlotte offered support for a gateway treatment that considers gateway signage, raised center median islands, and adjacent roadside fencing. Although the recommendation is to implement the elements of the gateway treatment package bundled together, they can be implemented in phases as budgets allow. Should the preference be a phased approach, the suggested phasing would be to implement the median treatment first and then signage and fencing. This approach would allow for proper placement of signage and fencing following any necessary sliver widening to accommodate the median treatment. A typical concept of the bundled treatment is illustrated in Figure 2.

- **Gateway Signage** – Gateway signs provide an indication to motorists that they are leaving a rural area and entering a different land use context (such as a Village Center) where multimodal and motor vehicle activities may be more concentrated and present more points of conflict. Motorists, should in turn, respond by slowing down. Gateways signs can also help to create a sense of arrival to the community area. Each gateway sign is expected to cost approximately \$7,000.00, inclusive of foundations and contingencies, but may vary depending on materials used and complexity of design. The all-in cost for four gateway signs is anticipated to be approximately \$28,000.00.
- **Raised Median** - Center islands are raised medians along the roadway centerline. Within this design, the raised medians will introduce a visual cue of roadway narrowing and slight travel path deflection, causing motorists to slow down to navigate the change. The point of deflection requires slivers of pavement widening along all four approaches to the Village Center. Each curbed median is expected to cost approximately \$74,500.00 which is inclusive of required roadway widening and approaching pavement marking tapers. A breakdown of the anticipated material costs can be found within the Appendix. The all-in cost for four medians treatments, one on each approach to the Village Center, is anticipated to be approximately \$298,000.00.

An interim median treatment could be implemented within the existing pavement width as a first step towards this countermeasure. Though likely not as effective as a median treatment that provides more significant horizontal deflection and lane narrowing, there are options for low-cost treatments like painted and/or stamped pavement or temporary curbing that could be utilized in a narrower design configuration. The cost of an interim, low-cost median would depend on chosen materials, but could be implemented in the short-term and monitored for speed reduction prior to construction of a wider raised median treatment in the long-term.

- Roadside Fencing** – Roadside fencing adjacent to the gateway area will act as a vertical and linear cue that provides the perception of a narrower roadway, thus potentially reducing travel speeds. In addition to the speed reduction benefits, roadside fencing can be aesthetically pleasing, offering an opportunity for placemaking and a sense of arrival as one approaches the Village Center. For the gateway treatment, it is envisioned that these sections of fence would be installed within the roadway right-of-way. It is recommended that low-maintenance wood fencing be installed for a span of 120 feet with posts located 8’ on-center on either side of the roadway. Each run of fencing is anticipated to cost approximately \$4,500.00 inclusive of hardware and necessary foundations. The all-in cost for eight runs of fencing (2 per each gateway location) is \$36,000.00.

<b>Planning Level Cost Estimate</b>	\$362,000.00 (\$90,500.00 per location)
<b>Satisfies Purpose + Need</b>	Yes- Slows vehicles through visual cue and slight deflection / providing perception of narrower roadway and creates sense of arrival and place for Village Center
<b>ROW Impact</b>	Minimal
<b>Utilities Impact</b>	Minimal
<b>Drainage</b>	Minimal
<b>Maintenance</b>	Moderate
<b>Stakeholders</b>	Town of Charlotte
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>1. Identify funding opportunities.</li> <li>2. Design gateway sign treatment artwork and assembly.</li> <li>3. Develop final plans for construction.</li> <li>4. Construction.</li> <li>5. Conduct before and after speed study to evaluate measures of effectiveness.</li> </ol>

### Transition Treatments

Transition treatments refer to improvements between the gateways and the core village area (intersection of Hinesburg Road at Spear Street). The following transition treatments were supported by the community at the October 24, 2022, Alternatives Presentation and Selectboard Meeting.

- Intentional Tree Planting** – Although providing clear zones along both sides of the roadway improves safety should a vehicle leave the pavement by allowing a recovery zone, this clear zone also provides the appearance of a wide roadway, which can lead to higher travel speeds. Installing street trees provides a vertical element along the edge of the roadway, thus providing the appearance of a narrower roadway which can provide traffic calming benefits. It is important to be sure that any landscaping will not interfere with sight lines for drivers looking in either direction when exiting side streets or driveways onto the main road. In addition to traffic calming benefits, intentional tree planting can also act as a beautification tool and increase the quality of life for the community. The Town of Charlotte should carefully select tree species to match the physical environment.

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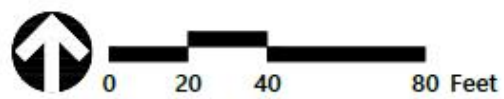
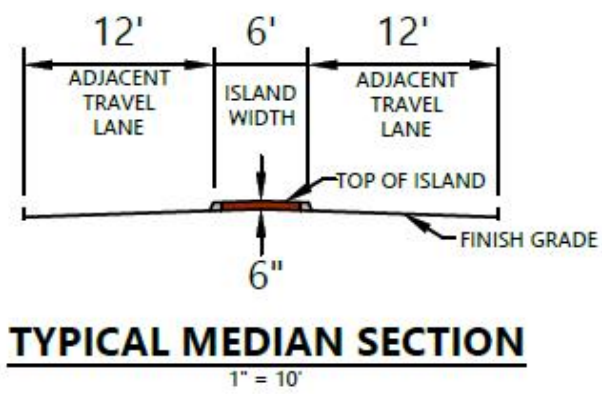
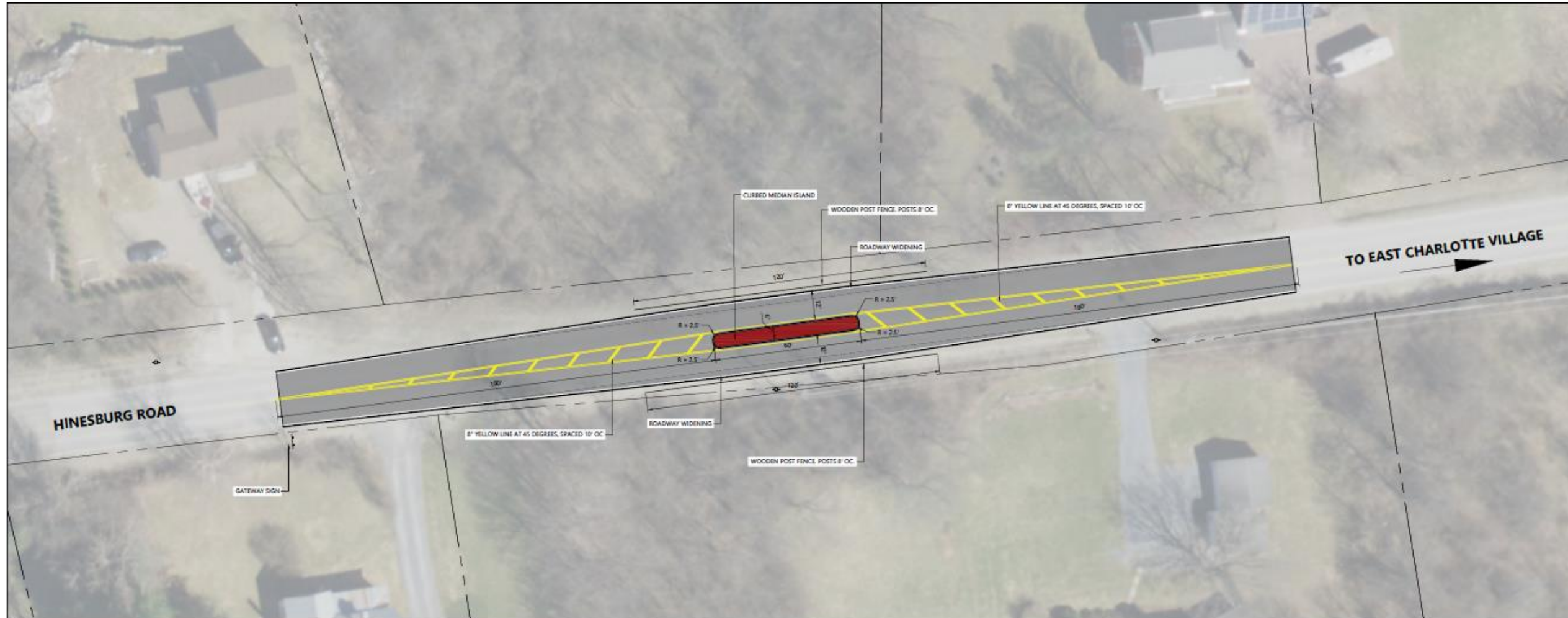
The ideal roadside tree should be tolerant of pruning, resistant to drought and pollution, and must also be neat and tidy in its nature.

<b>Planning Level Cost Estimate</b>	Varies depending on tree selection and length of tree planting
<b>Satisfies Purpose + Need</b>	Yes – Creates sense of arrival and place for the Village Center, and can slow vehicles by providing perception of narrower roadway
<b>ROW Impact</b>	Minimal
<b>Utilities Impact</b>	Minimal
<b>Drainage</b>	Minimal
<b>Maintenance</b>	Moderate - High
<b>Stakeholders</b>	Town of Charlotte
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>1. Identify potential source of funding.</li> <li>2. Select tree treatment and develop tree maintenance plan</li> <li>3. Plant trees.</li> <li>4. Deploy maintenance strategies.</li> </ol>

- **Pole Banners** – Pole banners may be mounted on utility poles (with consent from Green Mountain Power) approaching the Village Center along Hinesburg Road and Spear Street. Pole banners are highly customizable and can enhance the village setting by creating a sense of place while simultaneously attracting and increasing both local and visitor engagement. Pole banners come in a variety of sizes, but it is recommended that the Town of Charlotte implement 24” by 48” vinyl double-sided banners. The Town of Charlotte may choose to leverage the services of a local artist to highlight the unique features of the Village Center or engage the community in the creation of a design or designs that suit the Village, like was done recently in the Village of Richmond. Pole banners, inclusive of mounting hardware, can be anticipated to cost approximately \$300.00 per sign.

<b>Planning Level Cost Estimate</b>	\$300.00 per sign
<b>Satisfies Purpose + Need</b>	Yes – creates sense of arrival/pace for the Village Center
<b>ROW Impact</b>	Minimal
<b>Utilities Impact</b>	Moderate
<b>Drainage</b>	Minimal
<b>Maintenance</b>	Moderate - High
<b>Stakeholders</b>	Town of Charlotte Green Mountain Power
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>1. Contact Green Mountain Power for permission to mount banners on their infrastructure.</li> <li>2. Identify potential funding for pole banners.</li> <li>3. Design banner artwork through artist commission or community led volunteer efforts.</li> <li>4. Work with sign manufacturer to print banners.</li> <li>5. Install banners.</li> </ol>

A rendering of the gateway and transition treatments is illustrated in Figure 4 as compared to the existing conditions in Figure 3.



**FIGURE 3.** Existing Conditions – Looking south on Spear Street towards Village Center



**FIGURE 4.** Rendering of Proposed Conditions – Looking south on Spear Street towards Village Center



### Village Treatments – Intersection Curb Treatments

The installation of curbing at strategic locations within the Village Center garnered community support at the Alternatives Presentation. Curbing is recommended to be installed along the turning radii at the intersections of Hinesburg Road at Spear Street, Hinesburg Road at Jackson Hill Road, and Spear Street at Jackson Hill Road as depicted in Figure 5 and Figure 6. Providing curbing in these areas in addition to tightening up the turning radii increases visibility and reduces the speeds of turning vehicles. These features will also lend themselves to future development of pedestrian facilities via curb ramps and crosswalk development. The installation of curb will clearly define the road and prevent vehicles from parking at corners. Figure 7 shows existing conditions at the intersection of Hinesburg Road and Spear Street. As depicted, the intersection feels very wide and the edge of pavement is poorly defined. Figure 8 shows a rendering of the potential improvements. As illustrated, by tightening up the turning radii and installing curbing, the roadway becomes clearly delineated and the intersection creates a sense of arrival.

Figure 9 depicts existing conditions at the intersection of Spear Street at Jackson Hill Road. Currently, the Jackson Hill approach to the intersection has a yield condition and the intersection offers a wide expanse of pavement – encouraging high vehicle speeds through the turns. Figure 10 provides a rendering of the proposed improvements which includes tightening the turning radii to slow turning speeds, installing curb to clearly define the roadway, and establishing a stop control for the Jackson Hill approach. The improvements also create a safer and more aesthetically pleasing environment for patrons of the Spears Corner Store and Tenney’s Snack Bar & Bottle Redemption. The same treatment is proposed at the intersection of Hinesburg Road at Jackson Hill Road.

The planning level cost estimate for this effort is approximately \$190,000.00 and includes the necessary curbing, pavement excavation, loam and seed and pavement markings and signage. A breakdown of the anticipated material costs can be found within the Appendix.

<b>Planning Level Cost Estimate</b>	\$190,000.00
<b>Satisfies Purpose + Need</b>	Yes- Slows down vehicles
<b>ROW Impact</b>	Minimal
<b>Utilities Impact</b>	Minimal
<b>Drainage</b>	Minimal
<b>Maintenance</b>	Minimal
<b>Stakeholders</b>	Town of Charlotte Jackson Hill Road Businesses
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>1. Engage business owners on Jackson Hill Road to engage interest in project</li> <li>2. Identify funding opportunities.</li> <li>3. Develop final plans for construction.</li> <li>4. Construction</li> </ol>

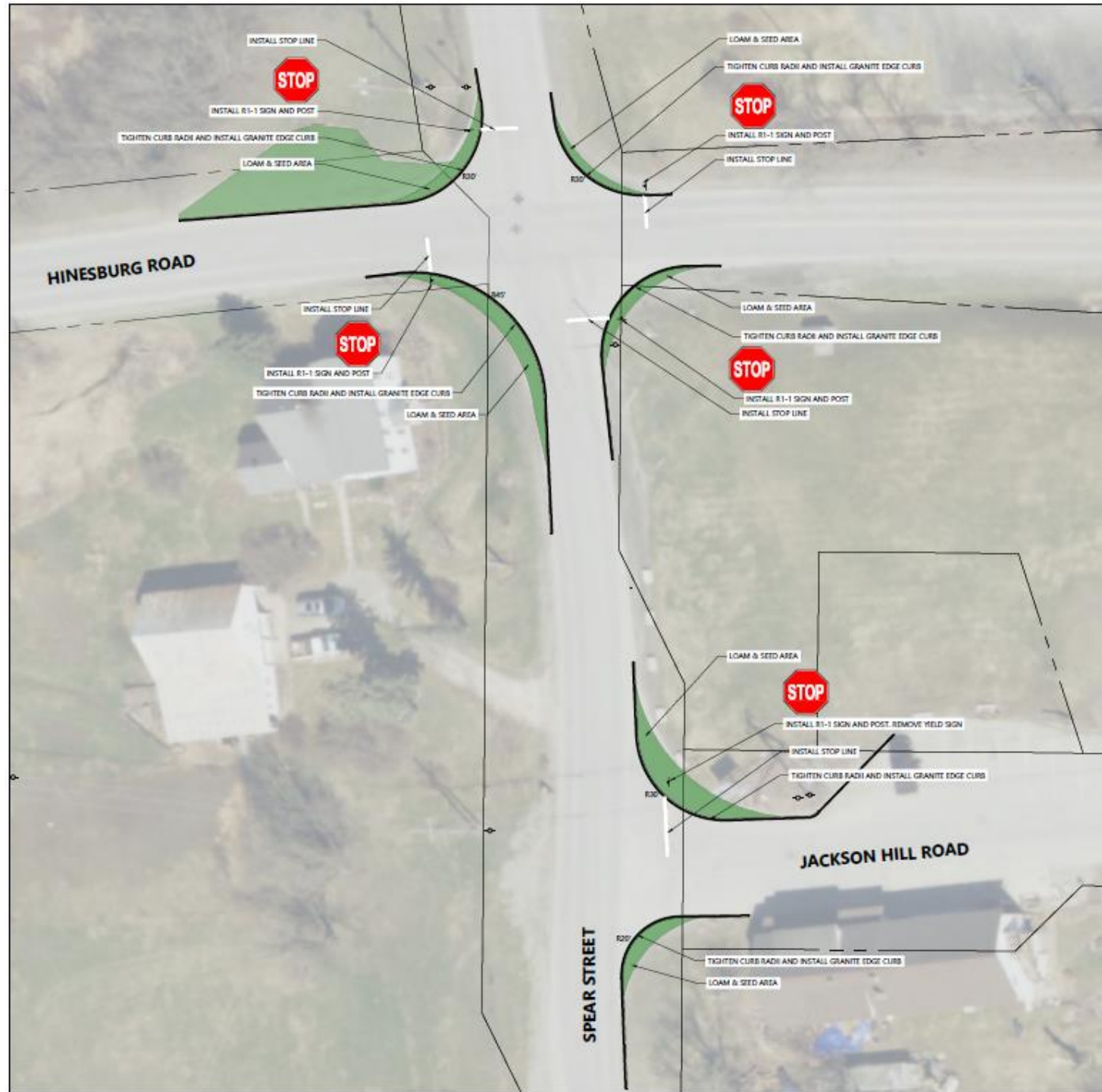


FIGURE 5  
STRATEGIC CURB INSTALLATIONS AT  
HINESBURG ROAD / SPEAR STREET AND  
SPEAR STREET / JACKSON HILL ROAD

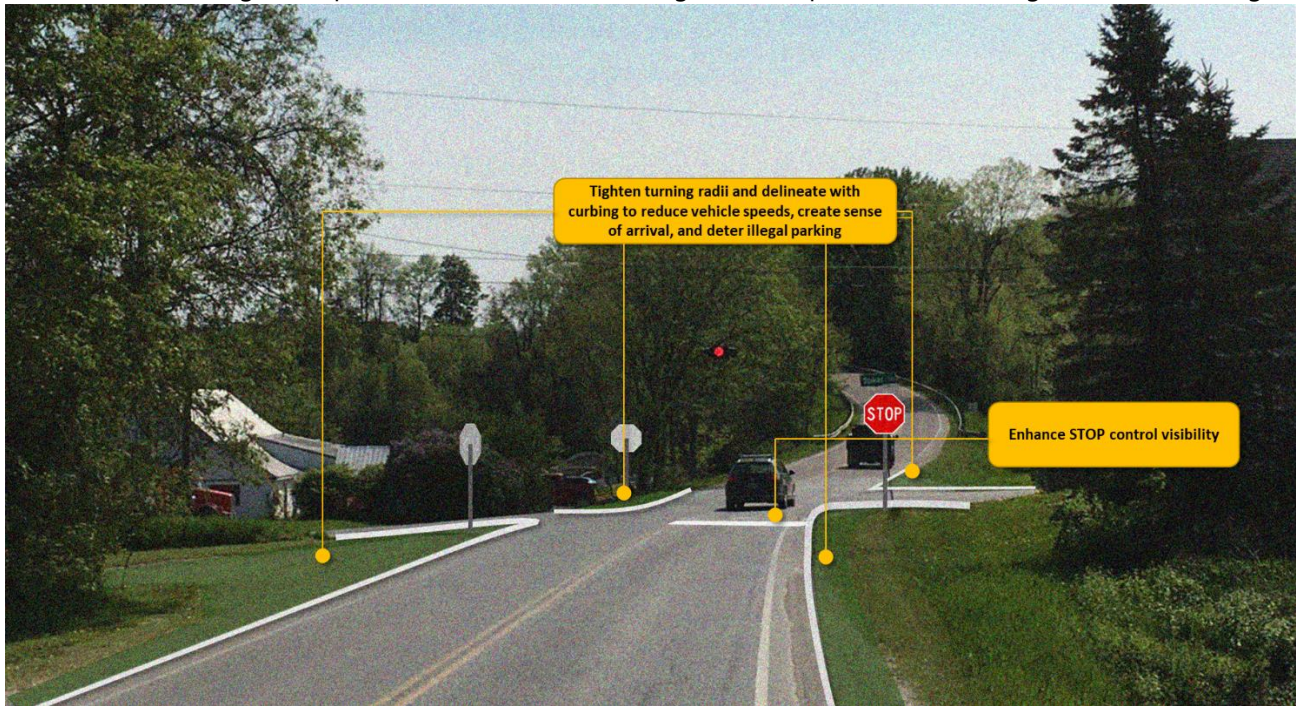


FIGURE 6  
STRATEGIC CURB INSTALLATIONS AT  
HINESBURG ROAD / JACKSON HILL ROAD

**FIGURE 7.** Existing Conditions – Hinesburg Road at Spear Street (looking east on Hinesburg Road)



**FIGURE 8.** Rendering of Proposed Conditions – Hinesburg Road at Spear Street (looking east on Hinesburg Road)



**FIGURE 9.** Existing Conditions – Hinesburg Road at Jackson Hill Road (looking east to Jackson Hill Road)



**FIGURE 10.** Rendering of Proposed Conditions – Hinesburg Road at Jackson Hill Road (looking east to Jackson Hill Road)



## LONG TERM IMPROVEMENTS

### Village Treatments – On-Street Parking with Sidewalk

To promote activation within the Village Center, it is recommended that on-street parking with adjacent sidewalk be implemented along the green area to the north along Hinesburg Road and to the west along Spear Street – an implementation effort that was supported at the Alternatives Presentation and Selectboard Meeting on October 24, 2022. On-street parking is a commonly used traffic calming tactic and can encourage slower speeds by increasing positive friction along a street (vehicles slow down to get in and out of spaces, etc.). Parking in this area will provide local residents and visitors alike a place to get out of their vehicles and interact with the space. While the green area is currently not public space, some agreements, easements, or right-of-way acquisitions may be required to move forward with this plan. The approximate cost estimate for this treatment is \$320,000.00 which includes excavation, curbed sidewalk, and pavement markings.

<b>Planning Level Cost Estimate</b>	\$ 320,000.00
<b>Satisfies Purpose + Need</b>	Yes- slows vehicles by means of creating positive friction and creates sense of place for Village Center
<b>ROW Impact</b>	Moderate - High
<b>Utilities Impact</b>	Minimal
<b>Drainage</b>	Moderate
<b>Maintenance</b>	Moderate
<b>Stakeholders</b>	Town of Charlotte Jackson Hill Road Businesses
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>1. Engage with property owners and businesses owners to determine interest and support for this project.</li> <li>2. Right-of-way acquisition</li> <li>3. Develop final plans for construction</li> <li>4. Construct improvements</li> </ol>

### Village Treatments – Speed Humps

Speed humps are treatments that were explored for the Village Area and recommended along the Spear Street approaches to the intersection of Hinesburg Road and Spear Street. Speed humps are rounded, raised areas placed horizontally across the roadway. Speed humps are typically 3 to 4 inches high and are approximately 10 to 14 feet long (in the direction of travel). The length of the speed hump allows both tires of a vehicle to mount the speed hump before the front tire exits. This prevents the vehicle from straddling the speed hump and “bottoming” out. Speed humps are very effective in reducing travel speeds as they provide a vertical deflection. Typically, speed humps work best when placed in a series, though it is recognized in this context that the speed humps would work similarly in conjunction with the stop control at the intersection.

Speed humps constructed within the East Charlotte Village Center will also implement adjacent curbing to deter motorists from trying to avoid the speed humps and negatively affecting roadside features. Advance warning signage will also be provided to increase awareness of the traffic calming feature. The approximate cost for each speed hump,

inclusive of curbing, pavement markings, and advance warning signage is \$25,000.00. This results in an approximate all-in cost of \$50,000.00 (two recommended speed humps). An interim speed hump treatment could be piloted as a step towards the implementation of this countermeasure. There are rubber speed hump devices that can be anchored in place in a temporary configuration to test the potential implementation and effectiveness of the speed hump ahead of a more permanent installation.

<b>Planning Level Cost Estimate</b>	\$ 50,000.00
<b>Satisfies Purpose + Need</b>	Yes- slows vehicles through means of vertical deflection
<b>ROW Impact</b>	Minimal
<b>Utilities Impact</b>	Minimal
<b>Drainage</b>	Minimal
<b>Maintenance</b>	Moderate
<b>Stakeholders</b>	Town of Charlotte
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>1. Identify potential funding for treatment.</li> <li>2. Develop final plans for construction.</li> <li>3. Construct improvements.</li> <li>4. Conduct before and after speed study to evaluate measure of effectiveness.</li> </ol>

### Village Treatments – Pedestrian Network

As density and destinations increase in the area over time, it is recommended that dedicated pedestrian infrastructure be implemented to enhance the safety of pedestrians. Adjacent pedestrian facilities provide a visual cue of potential pedestrian activity which in turn lowers vehicle speeds. As development and growth continue in the Village of East Charlotte, it is recommended the Town coordinates with the CCRPC to conduct a Pedestrian and Bicycle Feasibility Study to determine needs and identify important connections based on future land use planning. Providing residents with dedicated facilities will only increase quality of life and encourage activation of the Village Center.

<b>Planning Level Cost Estimate</b>	Varies depending on extent of pedestrian network.
<b>Satisfies Purpose + Need</b>	Yes – creates sense of arrival and place for the Village Center and slows vehicles by providing visual cue of potential pedestrian conflict
<b>ROW Impact</b>	Moderate
<b>Utilities Impact</b>	Moderate - High
<b>Drainage</b>	Moderate - High
<b>Maintenance</b>	Moderate
<b>Stakeholders</b>	Town of Charlotte CCRPC
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>1. Conduct a pedestrian network feasibility study.</li> <li>2. Conduct a scoping study.</li> <li>3. Develop engineering design documents for construction.</li> <li>4. Construct pedestrian facilities in an incremental manner to slowly build out network.</li> </ol>

### Village Treatments – Public Art and Activation in Green Space

While the existing green area is not currently public space, it is recommended that the Town of Charlotte work with property owners to development agreements or easements in pursuit of public art installations and community events within the green space. Public art and events will contribute to creating a sense of place and community for the East Charlotte Village Center. The Town of Charlotte may leverage the services of a local artist to highlight the unique features of the Village Center, contributing to sense of place.

<b>Planning Level Cost Estimate</b>	Costs vary depending on complexity of installation
<b>Satisfies Purpose + Need</b>	Yes – creates sense of arrival and place for the Village Center
<b>ROW Impact</b>	Moderate
<b>Utilities Impact</b>	Moderate - High
<b>Drainage</b>	Moderate - High
<b>Maintenance</b>	Moderate
<b>Stakeholders</b>	Town of Charlotte Adjacent Land Owners CCRPC
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>1. Engage with community and property owners to determine interest and support for this project</li> <li>2. Work with local artist to develop public art installments</li> <li>3. Work to develop community activation in space through event planning, etc.</li> </ol>

