

ATTACHMENT A

Public Open House — Charlottesville Bicycle and Pedestrian Plan Update

City Space

June 18, 2014

The notes below are transcribed from flip charts and public comment shared at the meeting. The comments are organized into three categories – programs, policy, network, general comments – to provide context. A series of maps were also marked up at the meeting identifying potential barriers, challenges and route suggestions. Information from the maps will be incorporated into the network development phase of the project.

Programs

- Financial support to buy MTB bikes for low income residents in coordination with the Charlottesville Racing Club Juniors Mountain Bike Team. Contact Nedormsby@hotmail.com
- Implement a bike share system, including a base for mountain bikes, for tourists and citizens to ride to Monticello
- Design speed and user awareness programs
- Take this show on the road to African American churches and community centers, public housing and other lower income neighborhoods
- Work with PVCC and CATEC, work with local elementary/middle/high school to promote bike groups.
- Wayfinding for routes, example- Ped/Bike Bridge (JPA) over Emmett Steet

Policy

- Legislature: Develop enabling legislation that gives protected/equal status to bicycle and pedestrian users of the R.O.W. (Not on the interstate!) when that ROW has a speed limit less than or equal to 25mph
- Pavilion events- whenever there is a \$\$ concert at the pavilion, the public sidewalk is blocked and no way to get from Belmont to Downtown, this is a disgrace.
- Move street signs to inside of sidewalk.
- Construction companies should not be allowed to fence off long sections of sidewalk
- Need to coordinate with county
- We should consider parking garages around the edges of town so that people can park and ride in. The current garages are central to downtown and UVA and do not encourage biking or using mass transit.
- Pedestrian snow plowing policy - pedestrian safety issue when snow is not cleared.
- McIntire Park- Hot spot
- Shower/Locker facilities and key designations. Even with fee comparable to parking, maybe business supported?
- Prioritize snow removal at bus stops on main lines

Network

- Preston Avenue and 10th Street NW is a difficult intersection.
- Elliott Avenue has difficult intersections.
- It would be nice if pressing the cross-walk button at Market/Carlton/Meade activated the walk sign more quickly.
- Prefer elevation separation between bike and pedestrians
- Take Down the fence on the Belmont Bridge!
- School connectivity important!
- Hospital roads need bike lanes University to JPA/Emmett
- Elliott/Cherry and 5th street intersection is very dangerous
- UVA needs to accommodate cyclist bike lanes-JPA coordination with City
- A bike box is needed at Emmet Street and Barracks Road (from eastbound Barracks Road). Cars are jockeying and moving quickly because there is a long red light sequence and they want to get through the green cycle. Bicyclists have a difficult time getting into position to make turns or even go straight
- The bike lanes on Rose Hill Drive are un-usable because the bike lane is in the washboard section of the street and contains much debris. Many bikers choose to ride in the vehicular travel lanes to avoid this problem and dooring issues, but feel that they are not supposed to be there and upset motorists
- Trail or bike facility from city to Barracks Rd. Shopping center
- Pedestrian sign location in sidewalks
- Bike tracks on the side of stairways for rolling bikes up and down.
- Railroad underpasses/bridges –need plan for future fixes
- Level sidewalks with cars in driveways and streets having to go up and over.
- Tools for walking and biking. The Naked Street, Flush Street, no mounting, no sidewalks
- Connect a trail/bike facility from city to Wes Maus
- Emmett St.-parallel/separated route and or trail
- Ventilate well with trails
- Connect to existing trail network
- Connection to Saunders Trail/ Monticallio
- Connection to Biscuit
- Connect to M.Cello visitor's center via a pedestrian bridge at the east end Market Street over Moore's creek and thence, up M.Cello on an "Appalachian Trail Style" trail.
- Look at multi-use trail in the eastern part of Boulder, CO for examples of intersection design
- There are too many too big intersections. Trying to cross at staggered intersections such as Jefferson Park Avenue/Sunset Avenue/Cleveland Avenue is very difficult.
- Biscuit run corridor
- I would like a cycletrack on Ridge/McIntire from the Meadow Creek Parkway (under construction) into the southern part of town
- Consider separated/parallel route along RT.250
- Purchase 19 acre "circus grounds" to complete linear park from RT 250 south to I 64

- Develop a connected, safe and user friendly network with the County - the County currently has a 10 year old Greenways plan
- Free bridge and 250 east and South Pautops to I-64. (Especially South- eastbound lane)
 - o 250 W- Bloowfield Rd.
 - o 20 S past Avon Exteuded
 - o Avon Exteuded
 - o N→ (Emmett/Moaican, Hillside, Bukmar Dr.)
- There is no crosswalk at Rio Road and Greenbrier Drive for children traveling to and from Greenbrier Elementary School. Bicyclists are not able to trip the signal at this location and sometimes must wait for a car to approach.
- Make sure to prioritize connections for bicyclists over cars. The 250 Bypass, railroad tracks, and steep topography create broken connections that may not be possible to complete with traditional roads, but may be connected with facilities for bicyclists
- Look for opportunities on city-owned land (easements included) to make connections for bicyclists and pedestrians
- I would like to see more roundabouts.

General Comments

- Light at Markey/10th Northeast doesn't respond to a bike (or scooter) neither does the light at 10th and High
- Open up city yard-Page Street underpass to 10th and Page neighborhood
- West Main Street needs LPIs and NRTOR
- I don't like HAWK signals because they feel like a retrofit solution. I would rather see a full signal. *After some discussion:* Rapid Flashing Beacons seem like a better option.
- I really like having bike signals at traffic lights so that bicyclists understand what to do
- Bike tracks on the side of stairways for rolling bikes up and down are badly needed especially at UVA. Also, in the city, on the stairway near the transit center from Water Street up to the Mall.
- West Main Street is dangerous to bicycle on due to dooring and traffic