

## Bike/Ped Final Master Plan Update Public Open House

### *Questionnaire Comments*

#### **1. Which facility, policy, or program recommendations in the final Plan Update are most important to you?**

- Separated lanes on W. Main
- Climbing lane on Barracks Road
- Bike lane on 29
- Integrated bike lanes
- Better marked and connected trails
- More protected/buffered bike lanes
- W. Main Street (#94)
- JPA (#87)
- Improved snow clearance (or any snow clearance) on bike lanes
- City's project vision maintains, "Adjacent to the City." This needs to be improved. Where are the connections to many of the County neighborhoods?
- Safety was the first priority? Why are off-road facilities not integrated as well as they could be?
- Why do your arteries not follow the stream valleys?
- Pedestrian crossings and sidewalk continuity, especially along 29 and Hydraulic
- Bike improvements would be good
- Connecting the segments of the various Rivanna trails would also help
- Protected bike lanes on major corridors
- Greater bike parking options
- Bike education beginning in elementary schools
- Corridor through Woolen Mills
- Plan trails parallel to E. Market and complete sidewalks on E. Market
- Continue to improve W. Main

- Although sidewalk connectivity was addressed, sidewalk lighting is extremely important to enhance pedestrian safety (especially along Roosevelt Brown Blvd. and Cherry Ave)
- Separated bike lanes/paths along primary arterial streets (W. Main, Emmett, Bypass, Preston, 5th St SW, Barracks, and McIntire Rd)
- Buffered bike lanes on high stress collector routes
- Wayfaring
- Increased, safe, sheltered bike parking
- W. Main bike lanes are not safe as it stands
- Bike lanes on 29
- More bike triggered lights at intersections
- That we fund implementations ASAP
- Fitting bike facilities to street type
- Connecting bike routes
- Completing trail connectivity
- Meadow Creek Valley from Barracks to JW Warren Parkway multi-use trail—all tunnel bridges and underpasses
- NS route through City and Rio Rd via Warren Parkway, McIntire...street project, 6th St
- 5th St station, Biscuit Run State Park—major N-S corridor

**2. What would be the first recommended action that you would encourage the City to implement to make Charlottesville more bicycle and pedestrian friendly?**

- City wide speed limit of 25 MPH
- Separated bike lanes on W. Main
- Bike boxes and more obvious (green) printing on lanes, buffered, etc.
- Get Public Works onboard with a Complete Streets approach. Not sure this was reflected in the policies
- Over or underpass at Rt. 29 and Hydraulic—both Stonefield and Seminole Sq between the Downtown route down Emmett

- More trees on sidewalks to provide shade and beauty
- Bike parking enhancers—Many businesses that have reasonable bike access have poor bike parking options. Forced to park bike in locations/on structures that are inconvenient for other pedestrians—doesn't improve public image of cycling/cyclists
- Look @ what works in places like Portland, OR
- Protected bike lanes along priority routes i.e. Emmett St and W. Main
- Increased sidewalk lighting
- Pilot project with separated, protected bike lanes on each side of W. Main St combined with reduced pedestrian obstructions
- Make some big changes using heat map data from U Bike
- Include measures to build a cultural change
- Protected bike lanes on W. Main
- Fund projects in existing Meadow Creek Valley trails plan. Restore money that had been designated for this but that was redirected to Tonsler Park. Move paperwork for Hydraulic and 250 underpasses that have been sitting on City staff desks.

### 3. General comments:

- Great work! A couple of things to look at again:
  - Rugby Ave does not have a bike lane, the map on 3.1 is incorrect
  - 3.8 map—some trails are not shown on this map yet they are for commuting. UVA trails are on?
  - JPA/Emmett—Item #1 on priority list has already been built
- I love this plan!
- I want the detailed spreadsheet of projects—what is actually proposed for each block?
- Tiger grants have been used in other communities. It is not on your list.
- A lot of what you are discussing is already belated. With Stonefield, people were pointing out problems before it was even built. Long before that, I'd given up on biking the town because 29 was so hostile. Taking my bike on a bus to get downtown was missing the point.
- Why didn't the original Water Street extended path include any trees? Who wants to walk or bike in the blazing sun in the summer? Who wants to walk on an ugly trail? How could trees not

have been part of the original solution?

- When implementing bike infrastructure, make sure bikes are equal users (esp. can set off signals to switch light—sensor does not pick up bikes at many intersections)
- Sidewalk network doesn't mean much if it's not passable. Many sidewalks are too narrow overtaken by landscaping
- Going from Schouk's Greenway trail to Perry Dr by bike is poorly designed—crossing needs to be moved other side/outlet of Perry
- Let's continue the conversation
- I'm surprised Millmont St was suggested for bike lanes. Since I work along Millmont, I have not sensed a general demand for bike infrastructure because there are not many desirable bike destinations along this route; however there is great demand for a pedestrian crossing to connect ped traffic from the pavilion and the Shops at Millmont to the Barracks Road Shopping Center
- Pilot cycle track project on Preston from Harris to Washington Park
- Need policy on bike parking to remove "abandoned bikes"—This makes parking unusable if junked bikes remain parked
- Vision..."Adjacent to the City." The plan fails to talk about connections to the County. The City and the County must work together to improve biking in both areas. County residents are driving into the City to work. City residents have jobs and want to go to shopping destinations in the County..."larger system..." the City's plan needs to fit into a regional plan.
- Old Carlton Rd. shown as stressed? It is one way, no stress. Rt. 20 between City Limits and Rt. 53...That is stress!
- Ped Network Map—Add Kelly Ave sidewalk, check mulched trail @ Kelly/Evergreen, crosswalk Monticello @ Gleason, use of sidewalk fund
- Bike Facility Rec. Map—Connection from Michie Dr. along Hydraulic, 14<sup>th</sup> St. on-street bike lanes, concentrate improvements near UVA
- LTS Map—How does this stress map reflect # of bikes?; Has there been a traffic count for bikes? (e.g. lots of bikes on E. Market in Woolen Mills→not stress?)
- HTS Map—Avon out to Mill Creek bike and/or ped
- Need safe connection to Pantops
- Bicycle vision network

- Bike Lanes on 29
- W. Main needs separated, safer lanes