

5th – Ridge – McIntire Multimodal Corridor Study: Community Meeting 1 Summary

Introduction

The City of Charlottesville held a public information workshop for the 5th / Ridge / McIntire Corridor Study on January 17th at City Space. This document contains a summary of the public feedback received at the meeting.

Description

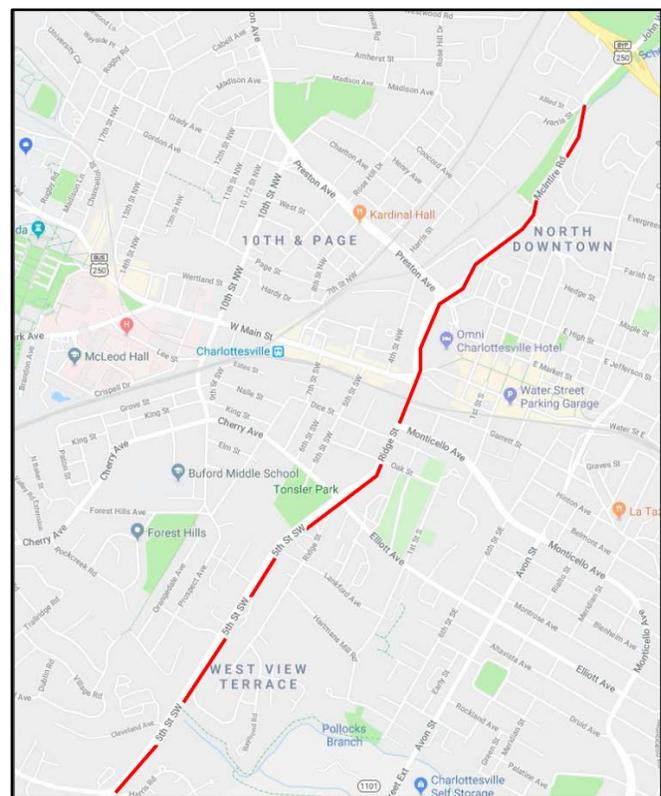
This study will assess current auto-traffic conditions and investigate roadway improvements to accommodate all users - pedestrians, cyclists, transit users, and vehicles.

Purpose

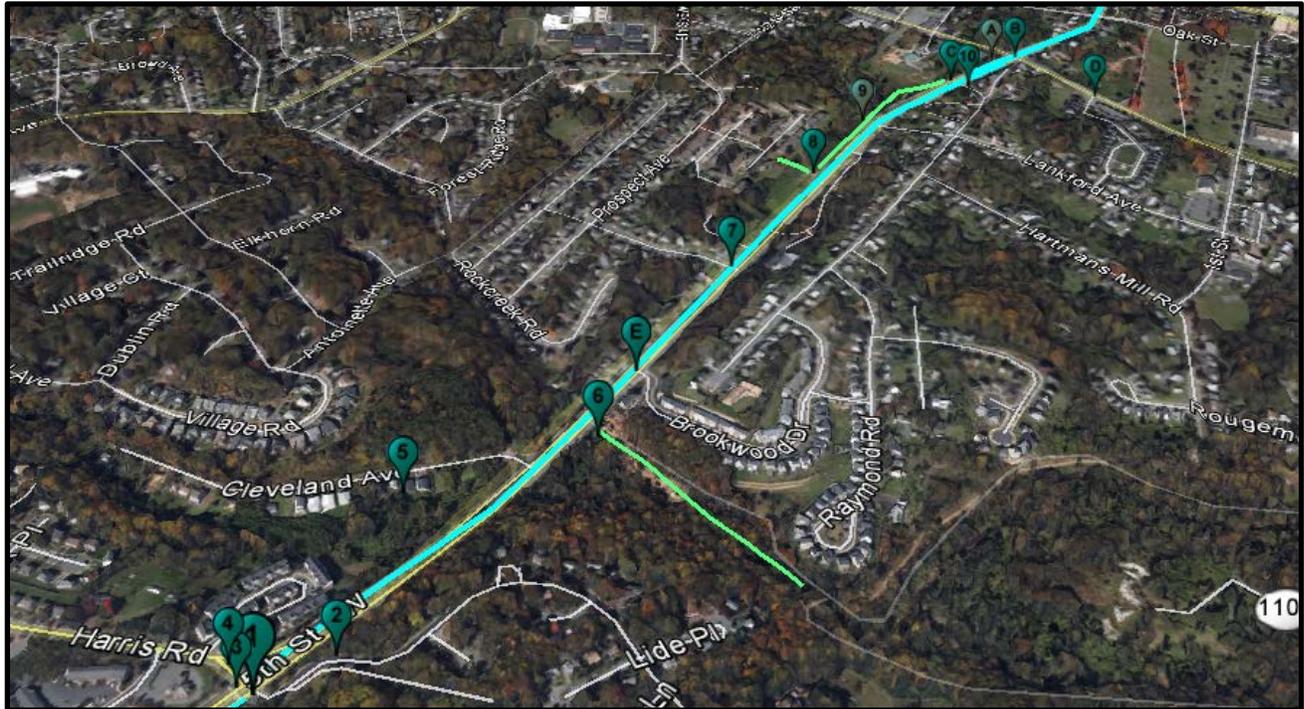
A list of short and long-term recommendations will be compiled based on findings of the study and feedback from the community to aid the City in project prioritization and implementation when grant and other funding opportunities arise.

Represented Organizations

- City Council
- C'ville Area Trail Runners
- Neighborhood Development Services
- Charlottesville Fire Department
- Willoughby HOA
- Ridge St. Neighborhood Association
- Martha Jefferson Neighborhood Association
- Piedmont Environmental Council
- Fifeville Neighborhood Association
- Belmont
- Charlottesville Area Mountain Bike Club
- Bicycle and Pedestrian Advisory Committee
- Chenille Media
- Charlottesville-Albemarle Metropolitan Planning Organization
- RSNA
- North Downtown Residents Association
- NOS-City



Section 1: Harris Road to Cherry Avenue



Themes

- Increase safety for all users at Harris and Cherry-Elliot intersections
- Connect key destinations for bicycles and pedestrians (downtown, Tonsler, 5th Street Station)
- Reduce or slow cut-through traffic
- Allocate more of the 5th Street right-of-way to pedestrians and bicycles
- Plan for trail connections

Principle Ratings

Meeting participants voted on what they think are the most important principles for this segment of the street. The results of their voting are listed below:

Principles	Voting
Improve Safety	25
Reduce Traffic Congestion	4
Improve Bike Facilities	24
Improve Pedestrian Facilities	20
Beautification	13
Public Transit	8
(Other) Traffic Calming	1

Pinpoint Suggestions

1. Extend left hand turn lane past Harris Road into 5th St. Station - Willoughby/Harris - needs a 2nd egress lane (protected left)
2. Multi-use trail connections (Harris Road)
3. Dangerous intersection (1 fatality and many more accidents since presented- 2016 data was collected - Difficult to exit from Willoughby - need opposing traffic to yield to those exiting Willoughby straight or right)
4. Improve crossing for pedestrians (visibility)... lots of kids
5. Bike/Ped from Cleveland Ave. needed (5th Str. to Fry's Spring)
6. Multi-use trail via Stream Valley + Increase visibility - heavily used access point
7. Traffic light during morning rush hour exiting Orangedale from Bailey Rd. - turning left, exiting is dangerous, cars get frustrated and dart out onto 5th. It's not just residential traffic; hospital traffic uses Prospect/Bailey at shift changes - needs better signage for no U-turns. Traffic light needed
8. Bike/Ped egress from apartments
9. Bike connection to Tonsler Park
10. Very difficult left turn so instead people go through Brookwood to go South
 - A. Dedicated right turn lane needed
 - B. Intersection Cherry/Elliott & 5th: 3 different speeds → confusion; bike lane ends with lots of turning traffic → dangerous; Better and larger signage needed for the right-turn only lane at Cherry/Elliott heading North on Ridge. Many cars try to merge (left turn) and slows down traffic
 - C. Excess road: potential to reuse
 - D. Use this section to cross Elliott (pedestrians) to downtown through cemetery
 - E. Better signage for no U-turns at Brookwood & 5th street.

General Comments

- Reduce width of traffic lanes and traffic speed
- Move bike/ped off the street on both sides (separated) - flexi-posts, intermittent rumble strips, and/or mini-barriers (2" high/2' long)
- Before asking Willoughby for common land for trail - first ask 5th St. Station to honor their proffer of trail along their side of Moore's Creek.
- Safe bike infrastructure → alternative: cycle path from Harris/Fry's Spring to downtown
- Cherry Ave: congestion makes ingress/egress difficult from neighborhood + Tonsler Park → perhaps 'don't block' box with stripings
- Put bike lane onto other streets - more scenic, safer, and more likely to be used - Don't put one on McIntire-Ridge unless it's the only portion of road where this is possible - zigzag is good.
- Connect to Biscuit Run Trail
- Please, focus on quality of experience over speed for all modes of travelers - Beautification!!!
- Real sidewalks for pedestrians with better lighting
- History Walk (applicable to section 1-4): signs that mark where African-American communities once stood but were displaced or physically isolated for the construction of the corridor

- Your grade for southbound Harris Rd. traffic must be old data. Since 5th St. Station opened this lane in PM traffic is regularly backed up from HW 64 as far as Harris Rd. and beyond (sometimes taking multiple light cycles). Please, let us know when you have new data for this intersection.
- Shared lanes are useless and dangerous - not respected by drivers - separate w/o buffer is okay up to 25 mph
- Do Not Widen roads for cars - already too many
- Connecting to trails and greenways = the best way to increase bicycle use
- Trail to Tonsler via Stream Valley

Harris/5th Street Intersection Comments



Themes

- Increase safety for all users
- Improve egress from Willoughby
- 5th Street Station left turn backing up; look at signal timing
- Reduce speeds on 5th

Harris/5th St. Intersection Comments

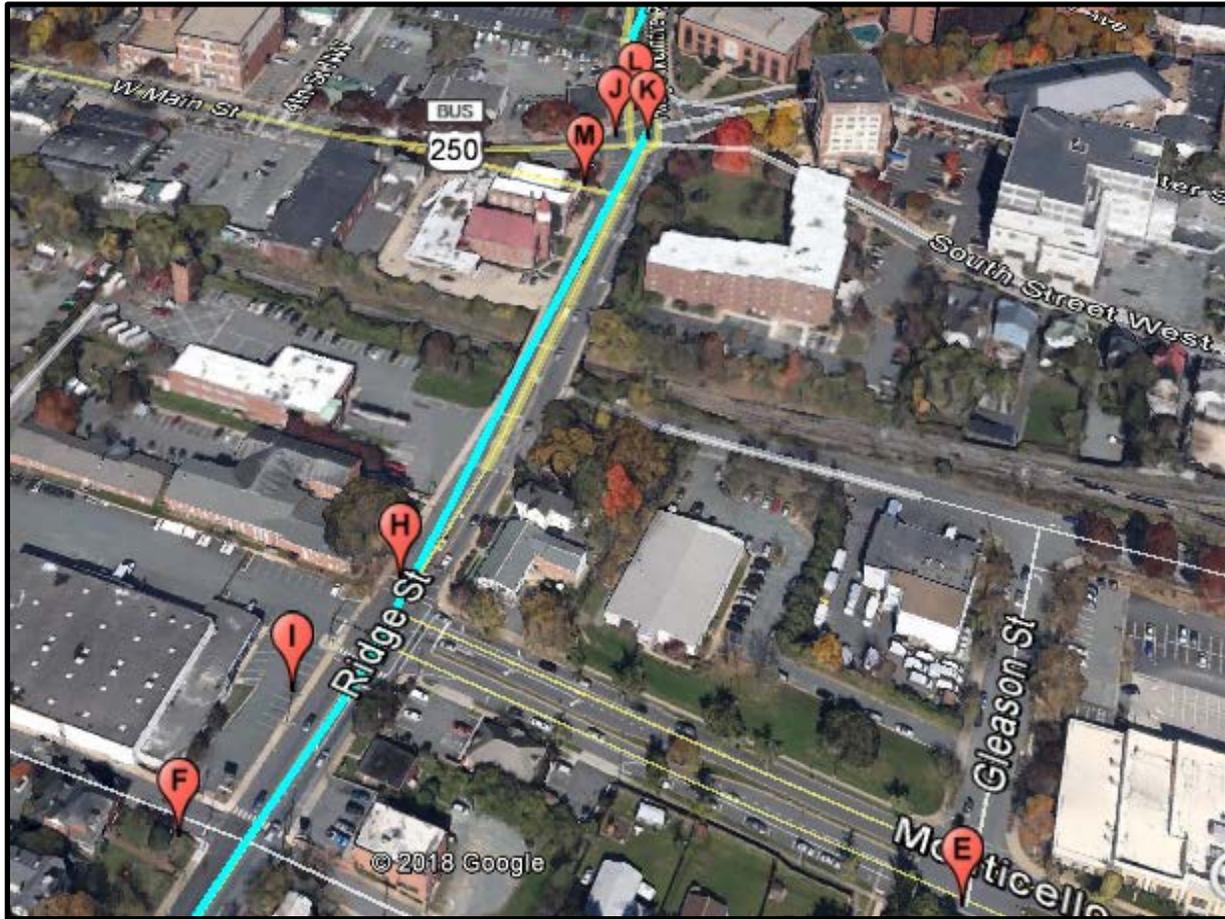
- Dangerous intersection (1 fatality and many more accidents since presented- 2016 data was collected - Difficult to exit from Willoughby - need opposing traffic to yield to those exiting Willoughby straight or right
 - Extend left hand turn lane past Harris Road into 5th St. Station - Willoughby/Harris - needs a 2nd egress lane (protected left)
 - Please, post meeting materials on website so those who could not attend can provide input
1. Cars traveling from the Jackson Via side of Harris Rd. making a left turn onto 5th heading towards downtown (north) do not yield to traffic coming out of Willoughby traveling straight (west) and towards Jackson Via. --> Suggestion: Red turn signal for the Jackson Via side. The new flashing yellow arrow signals around town do not seem to work. It appears most drivers do not understand 'flashing yellow.'

2. Cars traveling from the Jackson Via side of Harris Rd. making a right or left turn do not stay in closest lane --> Suggestion: Paint solid white line for a given distance to keep cars in appropriate lane when turning onto 5th Street in both directions.
3. During evening rush hour on 5th Street, it backs up north towards Cleveland with cars trying to enter the left turn lane on the 5th St. Station/Avon cut through. Often during this time, when the Willoughby light turns green for the residents, 5th St. is blocked southbound and it prevents us from exiting. --> Suggestion: adjust timing of light during rush hour
4. A 45-mph speed limit may no longer be appropriate as cars approach the Willoughby intersection at a high rate of speed. Often, 2 or 3 cars pass after the light has turned red. --> suggestion lower the speed limit to 35 mph and enforce
5. Traffic on the 64E taking Exit 120 (5th Street) during rush hour backs on I-64's travel lane --> suggestion peak adjust timing of light to allow the ramp to clear.

Willoughby Neighborhood Concerns

- Turn lights needed for all 4 directions
- There are two stop lights signaling to drivers leaving Willoughby. If the City would either remove or cover one of those stop lights, then perhaps drivers would not form two lanes of traffic where there should be only one.
- There is enough room on Harris for 3 lanes to be striped in order to allow one for protected left turns (via a left turn light) and one for drivers going straight or turning left.
- The REAL problem is that traffic in the opposite direction doesn't yield to oncoming traffic, leaving Willoughby → which is a problem no matter how many lanes there are
- People flying through red lights.
- Food Lion customers don't allow traffic from Willoughby to turn right on a green before they turn left onto 5th.
- Suggestion: paint a solid white line through the intersection to discourage lane changes near the intersection and other location.

Section 2: Ridge Street – Cherry to West Main Street



Themes

- Improve safety and comfort for pedestrians and bicyclists
- Dedicated space for bicycles and pedestrians with strong separation from traffic
- Emphasize traffic calming

Principle Ratings

Meeting participants voted on what they think are the most important principles for this segment of the street. The results of their voting are listed below:

Principles	Voting
Improve Safety	13
Reduce Traffic Congestion	4
Improve Bike Facilities	20
Improve Pedestrian Facilities	20
Beautification	11
Public Transit	6
(Other) Traffic Calming	1

Pinpoint Suggestions

- A. Use curb extensions/bump outs to make crosswalk safer for park access.
- B. Create protected bike lane and curb extensions to improve access to protect cyclists and increase pedestrian access to park.
- C. Street painting or landscaping for median improvement
- D. Improve signage and striping where right turn is made onto Ridge towards City.
- E. Need a crosswalk & pedestrian signage across Monticello + traffic calming devices - consider spot where parking is not allowed (2 spots)
- F. Nearly impossible to cross Ridge on bike here at rush hour. Otherwise, it would be good to have parallel route for bikes.
- G. Signed bike route on secondary street
- H. Cyclists need a way to safely turn left from Ridge to Monticello
- I. Use parked cars to protect cyclists
- J. Need bike boxes on Ridge Street to enter W. Main - remove some parking to provide continuous bike lane. Consider 1 side of Ridge w/ 2-way bike lane.
- K. Roundabout Here --> why?
- L. Subterranean ped xing
- M. Right hand turn from W. Main to Ridge St. causes backups on W. Main to traffic going straight or turning left

General Comments

- BMUFL signs - Bikes May Use Full Lane
- Separate/buffered bike lanes needed for rider safety and car speed reduction
- More bike parking (Cherry-Preston)
- The idea to take away the right-turn lane in front of the bus station is nuts!

Section 3: Ridge-McIntire: West Main to Preston



Themes

- Calm traffic
- Improve pedestrian and bicycle connectivity
- Improve safety and traffic flow
- Recognize history of the area

Principle Ratings

Meeting participants voted on what they think are the most important principles for this segment of the street. The results of their voting are listed below:

Principles	Voting
Improve Safety	13
Reduce Traffic Congestion	4
Improve Bike Facilities	21
Improve Pedestrian Facilities	19
Beautification	7
Public Transit	2
(Other) Traffic Calming	0

Pinpoint Suggestions

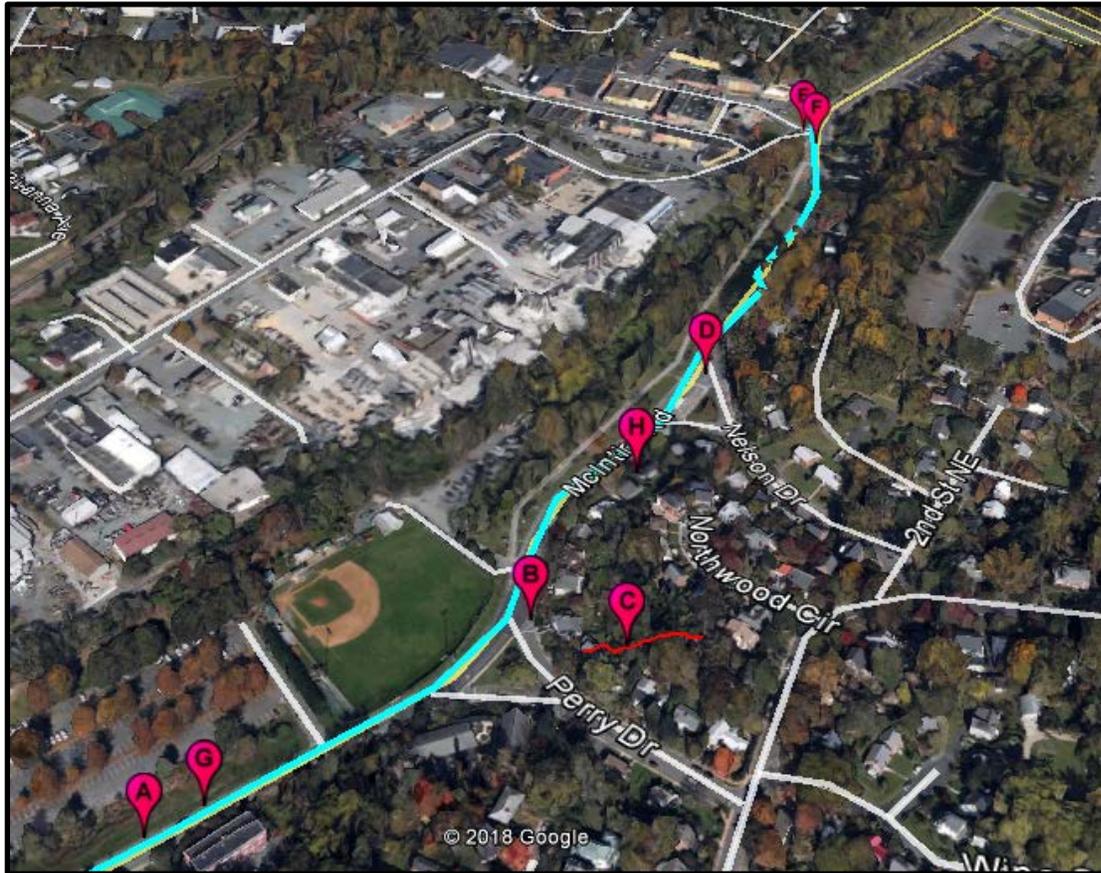
1. Recognize history of Vinegar Hill - razed as part of urban renewal - as part of corridor improvements

2. Crossing is difficult but essential. It represents natural urban grid and will be used. Might as well make them safe.
 - 4-lane traffic between Preston & W. Main causes very dangerous crosswalks at Omni & McDonald's. Reduce to 2 lanes - Traffic speed is very high. Cars stopping in one lane cause blind spots for cars in the other lane as pedestrians are hidden to traffic. Solution: Reduce this section to 1-lane in each direction or have pedestrian fly-over bridges (but these have ADA complaints)
3. Remove channelized right turns
4. Roundabout would improve safety for all.

General Comments

- Counterflow on all narrow downtown one-way streets (Woonerf): 8th NE, 2nd W, 4th E, 3rd E
- Allow bikes to enter downtown mall from all sides
- Narrow sidewalks and high speeds make pedestrians feel unsafe
- Hotel was permitted zero-setback → so how is a bike lane possible?
- Improve lighting
- Continue Schenk's Greenway all the way down to Downtown Mall or Old Preston

Section 4: McIntire Road – Preston Avenue to Harris Street



Themes

- Close the gap in pedestrian and bicycle connectivity
- Provide safer bicycle and pedestrian crossings of McIntire
- Calm traffic

Principle Ratings

Meeting participants voted on what they think are the most important principles for this segment of the street. The results of their voting are listed below:

Principles	Voting
Improve Safety	9
Reduce Traffic Congestion	1
Improve Bike Facilities	12
Improve Pedestrian Facilities	12
Beautification	8
Public Transit	6
(Other) Traffic Calming	1

Pinpoint Suggestions

- A. Missing sidewalk
- B. Consider adding a crossing to connect McIntire Park to the start of Schenk's Greenway
- C. Connect to rail trail - bike connection Perry and Northwood
- D. Crosswalk lights for pedestrians or lighted crosswalk
- E. Crosswalk + pedestrian light should be improved in front of C'ville Coffee. A button at the corner between the 2 crossings is also needed. Connect Schenk's Greenway to C'ville Coffee
- F. Roundabout here
- G. Improve sidewalks. Village School uses Babe Ruth field for P.E.
- H. Limited off street parking for McIntire houses - avoid taking away on-street parking [small alley used for improvised parking for some homes]

General Comments

- (420 Almont/2 lots) --> Requests traffic calming; concerned about traffic speed and congestion: huge trucks, ambulances, and sirens --> noise pollution, has gotten markedly worse since Warner Parkway increased geometrically. Please do not widen road or add more lanes; resident plans to build on McIntire (understands curb cuts are allowed in their zoning)
- Corridor to Preston by railway conversion to trail
- Make speed limit 25 mph to give pedestrians time to cross
- McIntire Rd. will have increased bike/ped use when McIntire East is developed and the shared-use trail and railroad bridge to McIntire West are built (this year?). This will become a prominent bike/ped artery and emphasis should be made for continuity, ease of use, and safety.
- Better turn options into Recycling Center and Baseball Field
- Better transit options
- Great opportunity for public art and sculpture park
- Traffic calm by other methods besides speed limits. Use external cues, design features