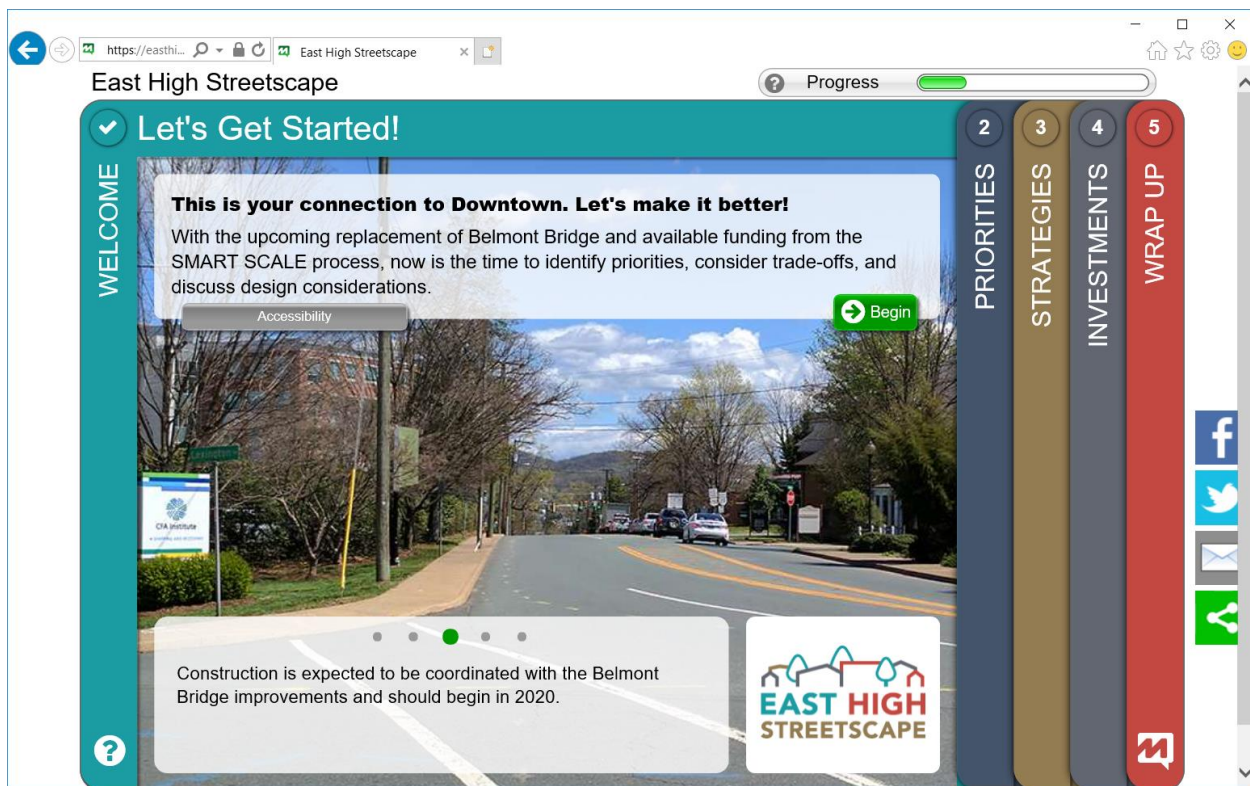


The East High Streetscape MetroQuest survey was active from April 18, 2018 to May 31, 2018. A total of 530 participants provided 13,495 data points and 380 written comments. The document provides an unedited list of comments collected in the survey. Comments are organized according to the five screens used in the survey.

Screen 1 - Welcome



Comments

This was an informational screen and no data or comments were collected.

Screen 2 – Priority Ranking



Comments

Bicycle Facilities

- "Best option is lightly separated lanes (by narrow region with poles, slightly raised median, or raised lanes) moving in the same direction as traffic.

I OPPOSE TWO-WAY PATHS in most streetside cases: cyclists will have to continue their trip on the correct side of the road, and having to cross the street repeatedly to access a path is a nuisance. Unless there is a longer through path to connect to (unlikely in this part of the city), those will not be used as intended.

However, if a single two-way path is implemented on the bridge, it MUST be connected thru to a longer path at least as far as 10th/Locust. Disjointed facilities that change flow every few blocks are the worst for everyone.

Bicycle paths/lanes MUST NOT share lane space with pedestrians (bikes/peds on the same path is OK but must be separate lanes).

Attention MUST be paid to safety of high-volume right turn movements both for bike lanes and paths. Lanes should end or merge prior to points where motorized traffic is likely to turn right across them."

- this is our top priority

- we need to start favoring any method of getting around that doesn't involve fossil fuels
- Yes
- Need bike lanes to 250, length of High Street
- Place less emphasis on bike issues and more on addressing efficient traffic management and COST!
- facilities should be for all ages and abilities
- ok so free bridge to the jail-- need a bike track completely separated from the road. dont say we dont have the money you know this city has tons of money. at Free bridge remove the sidewalks get another traffic lane and put a separate bike/walk bridge over to the new stuff on pantops. Get all the people on pantops to bike downtown spend money build up city. got it? east east high st is currently a treeless disgrace of an entrance corridor. We all know it. Also we do have a river in this town but who would know?
- Safe bicycling
- We need a physical barrier separating the bike lanes and the road. The city's current bike lanes are separated only by a strip on the road which are ignored by drivers. More bike lanes like this all but guarantee more fatal collisions. Thanks!

Bus Stops & Amenities

- Traffic both vehicle, bicycle and pedestrian are more important than art and landscaping..
- again here we need to favor more efficient and environmentally friendly ways of living in our city.
- Covered stops. Also closer than currently — as I recall the stop is near market and then not another for several blocks of e high as you walk toward hospital.
- bridge deck over weights bicycle traffic use to vehicle use resulting in a flawed design
- Electronic updates with covered seating.
- Cville must get rid of inner city cars. Buses are vital to so many people. If we really wanted to make Cville truly spectacular we'd put in streetcars. I know, I know...\$\$\$. But where there's a will there's a way.
- x
- and by speeding bus travel through queue jumps or other appropriate treatments where feasible
- Convenience and safety
- We must make public transit attractive and prompt

Landscaping

- Lots of trees please- real trees with mature heights over 40'
- Please find way to move utility lines UNDERGROUND.
- I would LOVE to see naturalized landscaping and landscaping that requires NO MOWING OR WEED WACKING.
- The ROW should be designed to favor pedestrians. So, narrower road widths, reduced curb radii... wider sidewalks, more street trees and furniture. Period
- medians between cars and bikes, not in the middle of the street
- great opportunity to make that area more attractive with shrubs and greenery
- Please do not use forgiving design for vehicular traffic, slow it down instead to make it safer for people/bicycles.

- evergreen trees and hardy trees needed, bulbs and flowers, too
- Please find a way to move utility lines UNDERGROUND. Thanks.
- Please find way to move utility lines UNDERGROUND.
- Landscaping is absolutely essential to any city & neighborhood. I'd put this first if we didn't have such awful traffic issues.
- shade trees, landscape buffers and a lushness in the landscape are all key to a good urban experience but also signal to its citizens and those visiting that this is a place that is civil and cared for and good behavior will follow.
- I consider landscaping to be the most important priority because it can tie together a large urban landscape and provide shade for pedestrians.
- I would rather spend the money on education
- I support street trees at the sides, but median landscaping is not likely viable in this limited space and shouldn't be done at the cost of bike lanes, sidewalks, or traffic flow.

Lighting

- Please find way to move utility lines UNDERGROUND.
- Very important for lighting to be low levels, warm in color, and interesting. Want to look beyond typical street lights.
- Attractive and ample lighting
- Needs to be well light for pedestrians, bicyclists and cars
- Please find way to move utility lines UNDERGROUND.
- x
- Can be artistic and safe. Great opportunity to be original.
- As someone who work in this corridor lighting is crucial if you want to encourage pedestrians
- this is very important priority as well, particularly the need to avoid further light pollution.
- lighting can be both for safety although I do not believe research bears this out, and for ambient feel and utility. All are helpful in building a sense of a good place.
- Lighting should be different to suit different parts of the corridor. The portions east of Locust, as well as south of the Monticello Rd terminus, are MIXED USE with RESIDENTIAL and much brighter streetlights at night, even directed toward the ground, are NOT welcome.
- Lighting should be different in suitable parts of the corridor. The portions east of Locust, as well as south of the Monticello Rd terminus, are MIXED USE with RESIDENTIAL and much brighter streetlights at night, even directed toward the ground, are NOT welcome.

Pedestrian Facilities

- Walking is dangerous near Tarleton Oaks. Need better pedestrian access to downtown from Locust Ave.
- I agree with this
- It is difficult for two people to walk together when there are telephone poles in the middle of the sidewalks.
- If you walk this road you understand the insanity of where there is no sidewalk and where one has to cross over to continue. If you drive it you understand how well it works except for all the folks turning into diner

off of 250 before light onto Meade. Biking is just going to screw up this major artery. All biking could be done one or 2 streets over

- See my comment above. Got to get a way to not walk next to high speed dump trucks heading down to river road. come on guys this stuff is easy
- We need more SIDEWALKS all the way down East High Street! The sidewalk currently ENDS on the North side of the street about halfway down, which is very dangerous.
- Safe and enjoyable
- This area should connect neighborhoods, not divide them.
- Pedestrian friendliness is priority
- a walkable city implies all sorts of things including continuity of sidewalks and ease of street crossings which should favor pedestrians over vehicles. This balance should increasingly favor the pedestrian the closer one gets to the center of town.
- What's the difference between pedestrian facilities and bus stops and amenities? What is a pedestrian facility anyway?
- Downtown living and shopping MUST have lots of options for pedestrians. Will help reduce cars! (I would've included bikes but I ran out of room.)
- Walking is fundamental to personal and social health.
- x
- Moving traffic in and around downtown most important
- of course and it should take precedence over private vehicles

Public Art & Branding

- Great opportunity to beautify this area with art and better sidewalks and lighting.
- the Art in Place project is of poor quality in my opinion and yet it makes a positive difference in our town. public art is a signal to everyone that we care about our place and a quality of life that is beyond the money and utilitarian aspects of our shared civil experience.
- x

Signage & Wayfinding

- Clear and large fonts
- Charlottesville's wayfinding system is disjointed, consisting of signs put up in many separate projects. For example, signs directing to UVa often direct people onto congested routes, or into areas where there is no further signage. Instead of a wayfinding project here, the City should revisit gaps in its overall system and handle it as a citywide project at reasonable cost and with the ability to update and move around signs as needed. Pittsburgh's wayfinding sign system should be taken as a model; it is MUCH more coherent than ours.
- "Charlottesville's wayfinding system is disjointed, consisting of signs put up in many separate projects. For example, signs directing to UVa often direct people onto congested routes, or into areas where there is no further signage.

Instead of another disjointed wayfinding project here, the City should revisit gaps in its overall system and handle it as a citywide project at reasonable cost (i.e. not insisting on the most expensive ""street furniture"" mountings where signs might have to be moved around later) and with the ability to update and move around signs as needed.

Pittsburgh's wayfinding sign system should be taken as a model; it is MUCH more coherent than ours."

- x
- Directions to local business and places of interest.
- Yes important for a tourist and newcomer destination
- the graphic design has been improving but has a long way to go
- As a resident who walks these sidewalks often and a husband who bikes to work, my priorities are safe bike lanes and pedestrian sidewalks.
- Pedestrian crossings with blinking lights, coordinated traffic light, pedestrian lights that work all the time (many break several times a month)

Traffic & Travel Times

- New bridge to Pantops shopping center.
- Roundabout at east market, east high"
- "The corridor does not likely need all the car lanes it has, but the following are likely to remain chokepoints: — Northbound 9th from Market to Lexington carries two lanes of traffic from multiple sources (Market, Jefferson, Belmont Bridge) into High St W, Lexington, and High St E. Same in the opposite direction: from High St & Lexington onto Market west, Market east (important towards Water St) The terminus of Lexington is at a dangerous angle with low visibility and inadequate sight distance toward the south. Traffic turning left from 9th/High onto Lexington is particularly likely to make dangerous turns, interfering both with traffic going west on High and traffic turning left from Lexington. This should be corrected to be a T-junction at an exact 90° angle, using eminent domain on the CFA parking lot as necessary to correct this angle."
- This is a main entrance to town. A lot of the traffic should be directed to avoid side streets and neighborhoods. This happens a lot right now. Motorists looking to avoid traffic lights go through our neighborhood streets at fast speeds.
- Do you mean less traffic and less waiting at lights? What do you mean by branding?
- I don't care about this as I believe that we should not favor making it easier to do everything in a car. I favor more density and variety of residential opportunities in the downtown area so that more people can walk and bike, share rides, uber, take buses
- Traffic in Cville has gotten worse and worse. So many people have moved here. So much new housing BUT the roads are inadequate to accommodate all the cars. I dream of the day when inner city cars are restricted to a certain perimeter BUT there are but loads of options for EASY, FREE public transportation, biking and walking, including innovative ideas for the handicapped.
- It's very important to prioritize speedbumps on surrounding streets. Little High Street will become a passthrough with high speed drivers.

- I only listed "Traffic & Travel Times" because I think that is by far the highest priority and worry that many of the other factors would take away from/impact that. Traffic is currently way worse than it should be for such a small city.
- x
- Steps should be taken to minimize car and truck traffic and encourage bikes, walking, and busses. There are too many large developments happening east of downtown and their cumulative effects need to be considered.
- I read in a recent article that one of the options being considered is removing the traffic light at 7th st NE and E Market St. I strongly oppose this as detrimental to pedestrian and traffic safety. Look at the number of vehicles passing through that intersection, and the number of pedestrians. I would support adding a coordinated traffic signal at 6th ST NE and Market for traffic exiting the 7th st/Rec Center route. It can be difficult and dangerous to make a left turn there at busy times. That is also a main route for pedestrian traffic leaving the Pavillion in large numbers (or entering for events not barricaded at Market) and pedestrians cross there without traffic controls or a marked crosswalk. Please look at where the traffic and pedestrians are. Thank you.
- It gets very bogged down near Locust going towards free bridge in the evenings and towards Belmont near Tarleton Oaks in the mornings and evenings. Need better traffic flow somehow or expand the street.
- Discourage traffic diversion into neighborhood streets and off main arteries



Screen 3 – Strategies

Comments

Bicycle Facilities

Conventional Bike Lanes

- Better than nothing
- This is a poor example of a bike lane. The bike lane should be level and uniformly constructed, not a half-gutter, half-asphalt afterthought built on the road drainage area.
- Bike lane should not include gutter and storm drains.
- The current piecemeal approach to bike lanes is frustrating. I can sometimes put together a safe route because I've lived here for over 30 years and have a knowledge of back roads and cut-throughs. While living in Portland, OR, I preferred established Bike Routes that were on secondary streets over bike lanes on primary streets (see Portland's Bike / Walk Maps).
- I prefer a safer bike lane than this one.
- Although better than nothing, it's time for Cville to move into the 21st Century with bike safety.
- They need to be wider

- This style of bike lane is extremely dangerous. I am a daily bike commuter and I never use a lane like this. Without a protected lane it is safer to just take the whole car lane.
- these are ignored.
- SO dangerous.
- Better than no bike lanes
- Not safe enough
- they often feel unsafe for cyclists
- Drivers are used to this design - no matter where the drivers come from.
- lane is not entirely flat- has line of tile on the side; is it slip-proof in wet weather?
- In my experience, there are often vehicles driving or parked in these lanes. I end up riding in the car lane most of the time.
- Appropriate near intersections where lanes need to merge with / cross right turning traffic.

Buffered Bike Lanes

- Don't really understand what the driver is expected to do.
- Like the strong separation between vehicles\bicycles with extra lane area
- Very slightly better the conventional bike lanes. Vehicles still use these lanes as loading and drop off zones. I still end up riding in the car lane.
- maybe 'lanes' instead of other markings; cars very close to bike lane; is it wide enough?
- However, no on-street parking is appropriate directly within this corridor.
- If we have the space for this, it's great.
- what is shown in picture is problem for cars parking in bike lane as well as doors opening into bike lane
- Concern about people in cars opening doors on bikers.
- Street parking next to a bike lane can be very dangerous, as drivers do not look before opening the car door into the lane. I've been in or witnessed several bike accidents caused by drivers exiting cars.
- better, but still hoping for what they did in NYC what the cars parked between the bike paths and moving traffic.
- Much better but not nearly as good as curb to separate car and bike traffic.
- need to have them separated with planters or whatever. See DC/NYC etc. You can do this!!
- Physical buffers are HIGHLY preferred to painted ones
- It may be best to place parking and door buffer to the left of cyclists with openings for left turns.
- This is a poor example of a buffered bike lane. proximity to the parked cars "door zone" can be as dangerous as the moving vehicles. the painted buffer provides little protection - a TRUE physical buffer is more appropriate.
- "This is a poor example of a buffered bike lane. proximity to the parked cars ""door zone"" can be as dangerous as the moving vehicles. the painted buffer provides little protection - a TRUE physical buffer is more appropriate.
Where is the completely separated 2-way bicycle facility option? Such an option would generate a Strongly Like from me."

Intersection Bike Boxes

- There should be a physical barrier between the autos and bikes. A line of paint can't stop a car!
- It's impossible to rank these without knowing where they are going to be put. For example bike boxes have a function completely different from a bike lane
- there needs to be a physical barrier that prevents cars from jumping on the bike lane for most of the route, most motorists don't obey the bike lane signage
- "Particularly needed at:
Market St eastbound turning onto 9th northbound
9th northbound turning onto High westbound
Market St westbound turning onto the Belmont Bridge"
- "Particularly needed at:
Market St eastbound turning onto 9th northbound
9th northbound turning onto High westbound"
- I see some cyclists confused by this, but for me personally, I know how to use it and I works well for me.
- Don't like having a bicycle in the same lane as traffic...lights change their startup time is slower and people will be rushing to get by them before the light changes and they don't get thru..dangerous

Bus Stops & Amenities

Pole & Sign

- No bench?
- If you have to wait for 15-30 minutes how would you like not to have a cover to stand under in bad weather
Public transportation areas should be inviting and accommodating not just a sign or bench stuck somewhere...and it should be identifiable from a distance so you don't have to go looking for it
- The link to the picture is broken. As long as signage includes route and schedule information I would like it.
- Hard to read.
- large sign impedes walkers; could bump into; bus sign seems out in nowhere. sidewalk?--narrow--lane with picket fence and tree seems to have no purpose; height of sign for traffic seems very high
- There are some bus stops in the area under discussion where it is hard to be visible as a potential rider to the approaching bus.
- Need a shelter along this corridor.
- It is tough to tell much of anything from this
- Signs needed that are readable from cars.
- like that the sidewalk is farther from street don't know about pole
- signage needs to be discreet and consistent. Preferably designed by a designer
- Not very attractive
- does not create a welcoming environment for bus users
- Which pole and sign are you referring to? Also, you are complicating this choice by including the horrible permeable pavers.

- I appreciate the large, legible sign aspect of this. Cville bus system is difficult to represent clearly graphically in one sign because routes are so tightly packed in the center and then disperse over a wide geographic area.
- Needs seating and protection from the weather.
- I don't like the sign taking up sidewalk room.

Seating with Bench

- Better, but what do you do in the rain or snow, or heat of summer?
- What is difference between seating with bench or without???
- please add covers that provide shade from sun and protection from the rain.
- there needs to be some kind of protection for shade/rain above the bench
- Would STRONGLY prefer with shelter
- seating seems useful - would like more of that
- a shelter or at least more trees would help
- why not a covered bus stop?
- Needs to be protected from rain.
- A cover for sun and rain is very important
- A cover/shade provider over the seating bench would be needed, especially during the summer months.
- move bench entirely off sidewalk; rain cover? why do people sit there?
- Would like an option for a covering in bad weather (rain or snow).
- With that amount of space.a.covered but not enclosed shelter might be an appropriate addition.
- Better than others-at lease you can sit down but still no covering

Hybrid Bench/Pole

- OK if only option...no covering and everyone other than 2 have to stand. You must not be planning on very many bus riders at these locations Just a thought
- Acceptable in narrow areas * IF * buffered from the road / thru traffic lanes (e.g. by wide bus pull-off)
- Acceptable in narrow areas * IF * buffered from thru traffic lanes (e.g. by wide bus pulloff)
- Acceptable in narrow areas * IF * buffered from the road (e.g. by wide bus pull-off)
- While this option is a space saver, it may not be feasible for those who travel by bus with children.
- seats only 2 people? person on street side has feet in traffic; why not a horizontal bench; kinda ugly
- A shade/rain cover would be nice to have.
- covered bus shelters needed.
- That looks incredibly uncomfortable and can barely accommodate anyone.
- "Looks too low for mobility limited people to.get up, no supports to grab to help.yourself up.n Pokes need space for schedules."
- To cozy and needs to be covered
- "would prefer with shelter of some kind"
- We need covered bus stops!

- This is awful. It makes waiting for a bus a punishment. Bus stops are an opportunity to create charming, pleasant places to support our people and support public transport
- cover from rain would be even better. Amount of seating should be an analysis of how much each stop is used.
- cover from rain would be even better. Amount of seating should be an analysis of how much each stop is used. One size may not fit all.
- You confuse the issue by showing the seating close to the road.
- Why are there are no shelter options?
- The type of bus stops & amenities needs to depend on the usage i.e. we do not need to spend money on benches for 1 or 2 people if buses come frequently.

Landscaping

Planted Median

- Planted median OK but only if there is enough room and it doesn't take away from the buffered sidewalks which add safety.
- This is great, but I'd prefer plantings adjacent to the sidewalk if I had to choose between the two.
- there needs to be more abundant planting with more full grown trees and bird and insect friendly plants
- Should have avoided showing the stormwater inlet--this could sway many people.
- Trees would be ideal for the median as well as insect friendly plants
- Fine if it doesn't take up space for another car lane
- Trees planted along the sides must be NON-DECIDUOUS and LARGE enough to BLOCK NOISE from the Pavillon.
- off-setting pavement with plants as possible is great
- Keep the plants at LOW height. Cville uses some plants that are too tall and block our views when making turns.
- doesn't seem appropriate for such narrow streets
- Too expensive to maintain if planted with ornamentals
- Lack of space given traffic and bike/ped needs, reduces visibility & inappropriate for low speed street. Might be appropriate in isolated areas at edge (e.g. east of Lexington)
- any median between opposing motor vehicle lanes encourages higher speeds and a false sense of security for the motorist at the expense of bicyclists and pedestrians.
- ditto. how are these questions meaningful? what's the diff between "planted" and "enhanced"?
- We need to focus on keeping people safe. An enhanced sidewalk buffer does that, a planted median does not.
- if the pedestrian crossings are limited planted median and enhanced sidewalk buffer only prevent pedestrians from crossing street when traffic is low
- with trees
- The best sidewalk buffer is a parked car.
- But would prefer to use space for bike lane or buffered sidewalk or wide sidewalk.



Enhanced Sidewalk Buffer

- Especially when it includes trees
- Where is the option for a buffer between the cars and the bicycles? Such an option would generate a "Strong Like"
- all these designs would be improved with street trees
- If this buffer area has large shade trees, it is strongly preferred.
- but as relates to buffered sidewalks in general, needs to consider actual pedestrian patterns and be buffer b/t people and other forms of transport but not an impediment to people reaching destinations.
- If parking is important, then this type of planting may not be best.
- the grasses are not pretty- we need flowers and trees that are green and lush. These already look dead

Street Furniture

- I like the benches but the rest is too much cement and no plants
- In general, like this strategy but don't really see it as necessary for High Street.
- Need TREES for shade at the benches.
- Not clear as to whether this is a vote for specific street furniture or the concept.
- There is a lot of potential in street furniture both good (seating for bus stops, places for pedestrians to pause or enjoy surrounding) and bad (over enforcement of 'loitering' and harassment of homeless population). I feel concerned about the city's ability to do this well related to recent decisions about backless benches on the downtown mall
- Well I like street furniture but hate those prissy metal benches.
- we need trees
- If there are shaded seated areas, that's fine but this precedent looks like a miserable place to stop and sit.
- Looks hot with no trees.
- I would like this to be an option I just don't like the benches that are pictured they are so ugly ! I like Artsy/industrial Not big bland ugly benches
- Again, too much solid concrete, no trees neara benches, why so many benches there?

Lighting

Pedestrian-Scale Lighting

- Seriously like but make certain these lights have the projection downward. I know UVA put in many types before they got it right...the lights they had did not project down so all the light was in the air. Maybe lights with the top light and also a light at bottom of pole to better light the walking sidewalks
- I like this where the University uses this on grounds. It doesn't provide a sense of safety next to heavily wooded spaces like Arlington blvd. to Massie Rd.
- I like this;however, the lighting needs to be effective but not harsh bright enough to illuminate but no glaring. Sometimes this makes it hard for the pedestrians walking but it is also difficult for drivers to see if the lighting is off. Take a look at the intersection of Cherry and 9th Street where in the early morning it is almost impossible to see oedestrians due to the lighting.

- need to be in combination with street lighting.
- I like the short streetlights but hate the bollard lights. If that's what you're showing.

Over Street Lighting

- Cars have headlights - are cobra-heads really necessary for safety if the sidewalks and bike lanes are lit?
- needs to be in combination with pedestrian scale lighting
- lame
- see previous comment- this lighting looks like it would be harsh.
- prefer yellow light (not the pale white ones :))
- This project should consider light pollution while meeting pedestrian safety needs.
- looks like a big ugly streetscape- outside of human proportions
- Looks like Chesapeake Bay bridge tunnel
- Like in general, but overkill for much of the corridor being planned. Needed where pedestrian scale lighting isn't adequate to feel safe walking alone.

Decorative Lighting

- Problems for future. Leaking gaskets in the surface lights, broken and anything ground level aligned is going to be a problem...
- Someone is likely to trip over it and hurt themselves
- In a park trail, fine. Along a sidewalk these look like a joke and a maintenance problem we would rip out in 10 years.
- This particular style is awful and disruptive to foot traffic but the idea isn't bad.
- This is great, but only when used in very special locations - Charlottesville does not do well maintaining things like this.
- lighting should be for functionality and safety. aesthetics come a distant second
- can be prettier?
- I like the idea of decorative lighting but I wonder about this specific design and the abuse it might have to sustain.
- might be too expensive?
- The decorative lighting will be subject to vandalism IMHO.
- ditto, diff between pedestrian scale & decorative?
- This is a waste of money and electricity.
- this seems like a waste of space and resources

Pedestrian Facilities

Standard Sidewalks

- it is not clear the difference between standard sidewalks and buffered sidewalks. i assume a standard sidewalk can be built at the curb edge, but the picture misleads the user to think they are "liking" a better option than presented.



- Many sidewalks are not handicap accessible. This size sidewalk only allows for limited and not multimodal use (stroller, dogs, humans)
- Why would you put a picture of a buffered sidewalk as the example of a standard one... totally invalidates the survey
- This photo looks buffered to me. Is confusing. Most of our sidewalks are NOT buffered and have the cement right up to the curb. This photo shows a grass buffer.
- would sidewalks be continuous? would there be ada compliant width and curb cuts? that would be great.
- Standard sidewalks are too narrow. Two people cannot walk side by side. Especially when there are obstructions like poles and fire hydrants.
- I love the safe bike land.
- they are good, but we need better
- Would prefer wider where space allows. Would prefer street trees closer to the sidewalk to provide shade for walkers.
- Like as shown here, with a grassy strip in between. Sidewalks directly adjacent to traffic should be avoided where possible.
- Like if as shown here, with a grassy strip in between. Sidewalks directly adjacent to traffic should be avoided where possible.
- Don't take up too much landscape with extra wide sidewalks...make the smaller ones attractive and small 50 people will not be walking on the sidewalk at a time in this area
- Your standard sidewalk picture is just the same as the buffered sidewalk, but from the terminology and existing conditions, I am assuming standard means directly abutting the street.
- These would be OK if they didn't have obstacles such as utility poles in pavement.
- There's no essential difference between standard and buffered sidewalks as pictured here.
- Excellent value all around. Staple.
- edge grass so sidewalk is defined; is it standard size? how close is it to fast cars passing; doesn't look comfortable but don't know why
- need to have sidewalks in some places
- sidewalks need to be much wider; by the time sign posts and electrical poles are imbedded, there's no sidewalk left. If this shot means separating the sidewalk with a grass strip from the road, then GREAT.
- This has least stormwater runoff.
- This has least stormwater runoff and least maintenance costs.

Buffered Sidewalks

- "This buffer not much larger than current one in previous pic!"
- Like the standard I like the green space between the road and sidewalk but on this one don't see any bike lanes...if they are sharing the sidewalk-strongly dislike
- Tree selection will be the key. Junk ornamental - forget it. Pick something that provides a tree canopy over our heads. And if we aren't going to maintain them properly, don't bother.
- sidewalk is wide enough with no poles/signs taking up space.
- better; where does cross panel lead to? drain along buffer?
- The "buffer" needs to be on the traffic side

- these seem like a waste of valuable space to me. I'd rather a bike lane or wider sidewalks
- I like the wide sidewalk but I think the buffer will require high maintenance. The clear roadway encourages driver to go too fast.
- but is this feasible?
- "needs attention to actual patterns of pedestrian movement so that 'buffers' don't become an impediment."

Wide Sidewalks

- It's a balance, convenient street parking where appropriate and wide enough planting strips to allow large trees to mature matter too.
- for this area-total waste of real estate...would rather see wider roads and bike lands
- None of the sidewalk pictures relate much to the corridor. Context helps.
- remove flowerpot-trip hazard; dogs will 'mark' it; is wide sidewalk really 'needed' at this location? and interior sidewalk keeps people far from store front; does wide sidewalk extend to next block--is it worth giving up this space for this area of business?
- My number 1 priority -- wide sidewalks!
- Wide sidewalks make sense along some of corridor consistent w/urban condition.
- However, sidewalks should NOT be used as bike paths.
- However, sidewalks should NOT be used as bike paths or in lieu of bike lanes/paths.
- Needs more green.
- With tree pits
- Good for more urban places.
- Wide sidewalks are great, but not needed on the blocks covered by this grant.
- more accomadation should be made for rainwater to get into the graound rather than run off
- Many existing sidewalks in Charlottesville are so narrow that it would be difficult to maneuver a stroller or wheelchair— much less two people walking together. It seems particularly silly/irritating where telephone poles take up a large bit of sidewalk space.
- Make the sidewalks as wide as possible by reducing travel lane widths.
- these are ideal
- Like in general. Not sure East High Street needs wider sidewalks than it already has ... I've never seen it congested.
- would rather space for other forms of transport like bike lanes than extra wide sidewalks
- of course everyone would "like" wide sidewalks. but please don't tear down a whole block of buildings to provide them.
- either buffered or wide sidewalks would encourage more pedestrian traffic and make it safe for everyone
- NO ROOM!!!!!!!!!!!!!!
- Is there sufficient space in the ROW for these larger sidewalks? If not, then they are not viable options for the survey.
- Where appropriate in commercial areas.

Public Art & Branding

Integrated Public Art

- ART IS GREAT!
- Prefer more subtle art
- I like integrated art, just not this specific example.

Branded Hardscapes

- these are terrible

Branded Amenities

No comments

Signage & Wayfinding

Pedestrian Wayfinding

- The design looks too busy to me.
- too cutesy
- Too busy. Could be clearer.
- hard to read; too busy; is it on sidewalk? why? put it in the grass; separate places - too hard to see; type/arrows, etc all need to be redesigned. are these places on sign really nearby?
- Looks like a theme park. Too little information. Add a map on the other side and you could change my mind.
- I want abundant ped signage but this example is way more invasive than necessary.
- A little tacky for my taste and the home of a president. (Well, not 45 - he likes tacky...)
- Signs are too busy; I like our existing sign strategy
- Might be suitable for pedestrians. Too busy, with print too small, to read while driving. Would be more distracting than useful.

Vehicle Wayfinding

- Like them, but there are too few in town.
- Text needs to be larger and easier to read. Otherwise good.
- See my general comments about the existing vehicle wayfinding system being a disjointed patchwork.
- boring: make type larger; what is straight ahead? fill the sign; are all such signs the same color and design?
- sign is too easy to miss

Monuments

- looks pretentious
- lower panel too wordy and hard to read; unimaginative typeface and spacing odd at top. cement structure doesnt seem to match. Not easy to read; is the park behind the sign?



- All of this signage is crap. Just put the facts on concise, well-placed signs and skip the windings.
- As if we don't have enough trouble with monuments already in C'ville! Please, unless it's related to something directly in that immediate area (like Tarleton's oak), no new monuments. City Council will get nothing else done all year than argue about them!
- As if we don't have enough trouble with monuments already in C'ville! Please, unless it relates to something in the immediate area (i.e. in that block, like Tarleton's oak), no new monuments. City Council will get nothing else done all year than argue about them!

Traffic & Travel Times

Traffic Safety

- Don't understand the question -- safety is highly standardized so how is it a design strategy?
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- Do not need parking on both sides of the street.
- Trees planted in the center will hinder sight lines as pedestrians don't always cross in crosswalk, rather they walk out in between parked cars. No trees!
- no walk/dont walk signs; bus stops? lights from here seem very high (traffic) no signage; middle 'tree' not useful and a distraction;
- more attractive with trees
- too busy; simplify
- What is this image conveying? Crosswalks without stripes, some with stripes or a central planter option?
- Confused - this image as compared with what??
- too much going on around a narrow street
- This photo does not convey what the traffic safety design strategy is.
- it looks a bit chaotic with people in the street
- I like when bicyclists are protected in the center of the lanes & have their own "crosswalks" for making right/left turns.
- "Sidewalks are mostly cropped from this image. Why?
- Curb-to-curb, the exiting corridor lacks the space for what is portrayed. Unless the City condemns some adjacent commercial property, your picture is selling a pipe dream. Why?"
- Lots of bike lanes in a community where people drive in from areas where they can afford to live and cannot bike to town.
- What exactly are you pointing out with this one? Yes, traffic lights are good, intersections are necessary, I like zebra crosswalks and medians for traffic calming?
- In NYC they put the bike path between the sidewalk and the parked cars so not in traffic. Could we do that here?
- what happens to the bike lane on the left side of photo?
- I don't see where this is applicable in the corridor EXCEPT east of Lexington: virtually all left-turn movements have a corresponding movement from the other direction.
- I don't see where the strategy pictured in this image is applicable in the corridor EXCEPT east of Lexington: virtually all left-turn movements have a corresponding movement from the other direction.

- Instead of bicycle traffic lanes on both sides could they share a common bike lane-wider in the center with streetscaping
- Unclear what is meant by "traffic safety."
- Grassed median totally inappropriate in urban setting. 1982 called and wants its road section back.
- It's very pleasing to the eye, but my current experience with the traffic in the area is that there needs to be more than one lane for cars and this gives us space for a parking lane and a bicycle lane which I think will take up needed space. If you can find space/land to add a second car lane in each direction I would like this more.

Signal Timing

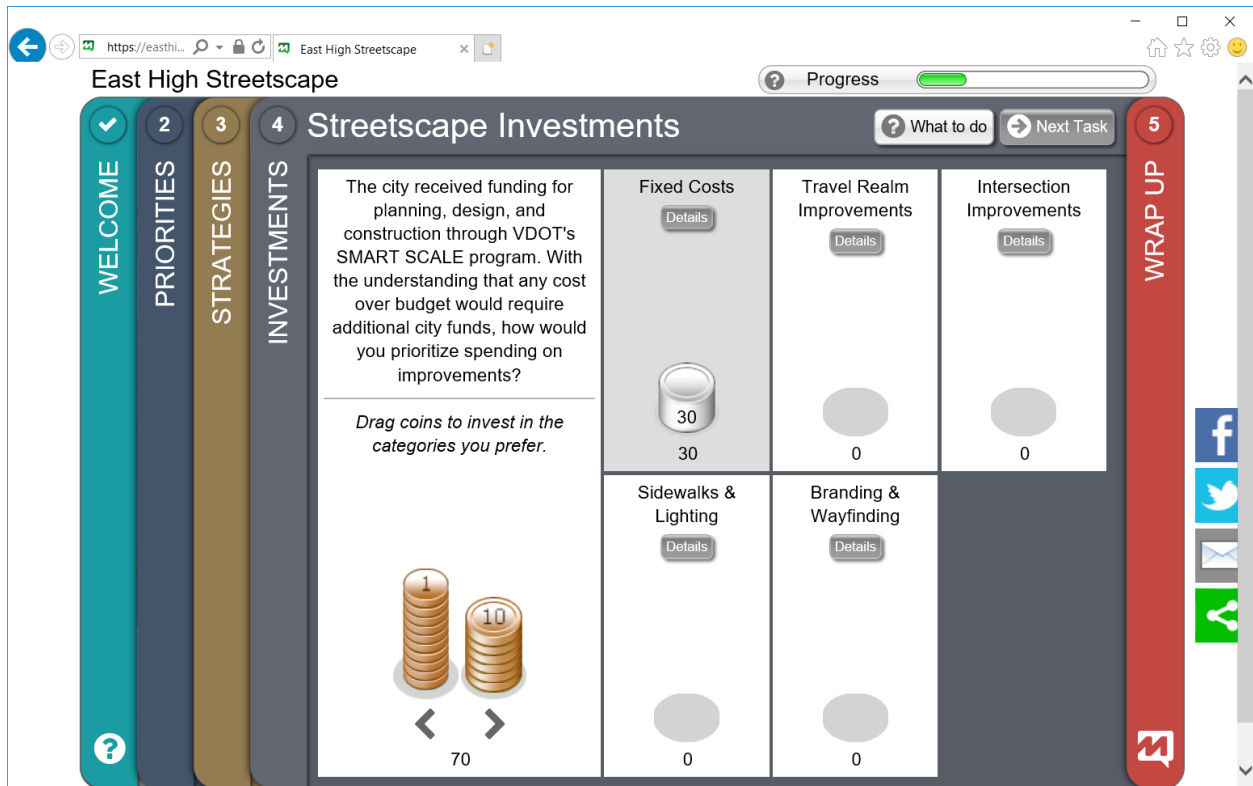
- I have no idea what I'm seeing here.
- We can do better-looks like C'ville now. outdated
- how can we tell anything about signal timing from this photo?
- There is way too much going on here. Simplicity is both more engaging, and more attractive.
- this looks like the existing intersection
- This photo does not convey what the strategy is regarding timing.
- Don't understand.
- Sometimes turning left from 10th St NE onto High Street is impossible/difficult...as so many cars are coming from Locust. Also, Avon St. gets really backed up in the afternoons. Maybe light timing would help.
- How can I evaluate signal timing from a picture?
- Turn lanes (opposite oncoming traffic) should be at all intersections.
- I can't tell anything about signal timings based on this picture. What is it trying to demonstrate?
- signage; need markings for turns on street; corners are too smooth for turns; where are cross street traffic lights; why are traffic lights spaced like they are
- What are you asking about here? This question is too vague.
- prefer motion-activated but timers are good for bikes
- I'm not quite sure what this means as I would hope signal timing is a strategy already in place.
- Why wouldn't we want the signals timed correctly?
- This is super vague. Signal timing for whom? Green wave for bikes = strongly like. Transit signal priority = strongly like.

Turn Lanes

- Traffic **MUST** be encouraged to yield to bikes before intersections so that bikes are not subject to crashes from right-turning cars.
- I think this can be dangerous with cars having to merge over the bicycle lane to turn. Bicycles are often difficult to see in such congested traffic when drivers are trying to watch out for numerous factors.
- The bike lane is SCARY!!!
- If there is an option for roundabouts I think they are great !
- "this is such a poor survey- where??? do you mean.
- At 250 end turn lanes need to be in middle of road, not at sides"

- The turn lanes leave cyclists exposed to traffic on both the left and right sides. Also, where do the cyclists turn right to avoid getting right-hooked?
- bike/rt turn lane cant share car w/bike; not enough arrows on ground; signs for turn on right? trees in the way of line of sight. no left turn I assume? where is lane for cars turning on the right
- It makes the best of a bad situation. Cars crossing over bike lanes are an invitation to bike/car collisions.
- A bike going straight is in danger of a car moving to the right hand turn lane.
- wasted space in the end, they get blocked of if you are not one of the first few cars.
- This is very important! Traffic in this area headed to 64/Monticello Ave causes extreme delays. Longer (or new) turn lanes and better traffic light planning can ameliorate this. The reduction of 9th street from two lanes to one over the Avon bridge is a significant factor in the congestion.
- For the love of God, better signal timing and ticket people who fail to go on green because they're on their freaking phones.
- dangerous to bikers
- Left turn lanes are more important than right turn lanes.
- The picture is perfectly abstract; a small part of a generic intersection. How this depiction relates to anything going on in the corridor, now or by 2021, is anybody's guess. The only issue in question here is represented by the current fad of moving the fundamental problem of integrated bike lanes back from the intersection by a few car-lengths: same problem, different location. I suspect that traffic cognoscenti probably know the "right" answer here, which is probabl "Strongly Like".
- This corridor is one of the city's few north-south routes. We need turn lanes at the intersections to keep traffic moving through downtown. These can be designed to still be ped friendly
- the turn lane only loads 2-3 cars - the rest will back up traffic

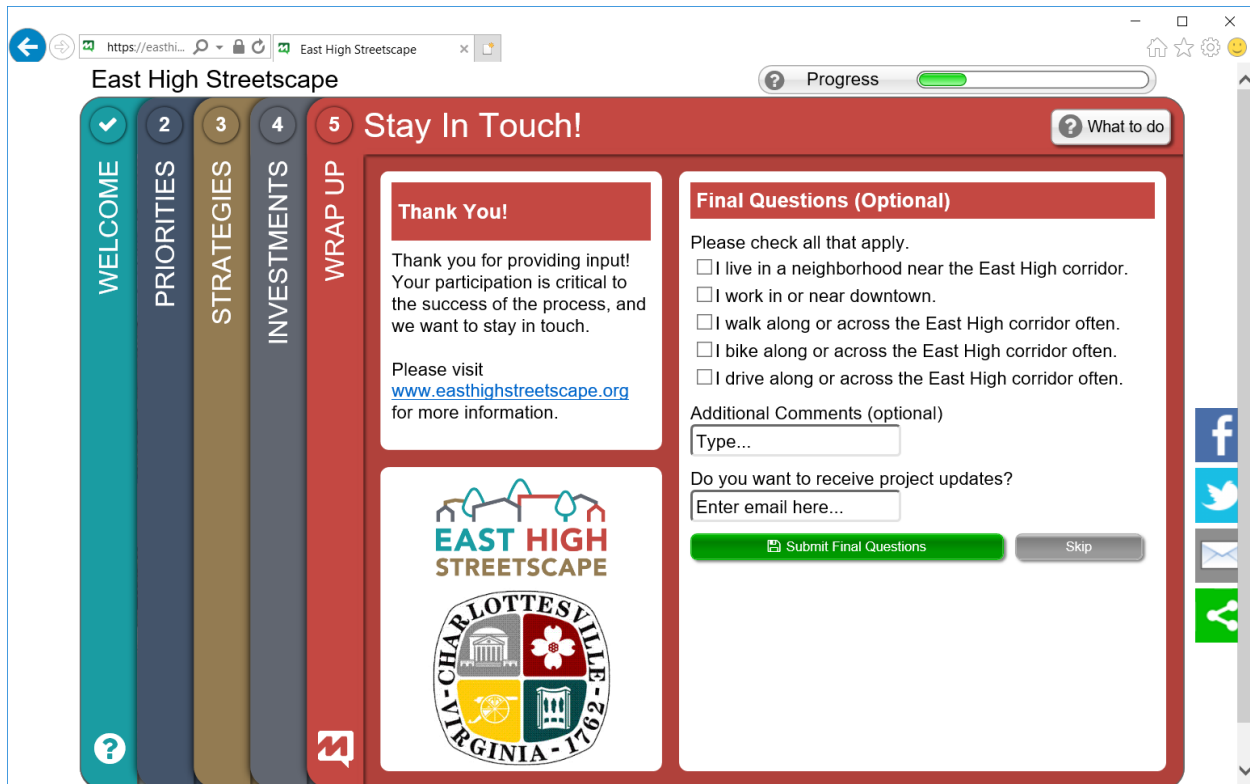
Screen 4 – Investments



Comments

This screen was not set up to collect comments.

Screen 5 – Wrap Up



East High Streetscape

Progress

What to do

WELCOME

PRIORITIES

STRATEGIES

INVESTMENTS

WRAP UP

Stay In Touch!

Thank You!

Thank you for providing input! Your participation is critical to the success of the process, and we want to stay in touch.

Please visit www.easthighstreetscape.org for more information.

Final Questions (Optional)

Please check all that apply.

☐ I live in a neighborhood near the East High corridor.

☐ I work in or near downtown.

☐ I walk along or across the East High corridor often.

☐ I bike along or across the East High corridor often.

☐ I drive along or across the East High corridor often.



Additional Comments (optional)

Type...

Do you want to receive project updates?

Enter email here...

Submit Final Questions Skip

Comments

- abolish setbacks on south side so new development can occur on the street instead of so far back.
- Am curious about the context, given all the other projects underway. Also, projects should pay, too
- biking should have buffered/protected lanes
- Can we please address the ped and traffic issues in this corridor before we spend money on artwork?
- CFA Employee
- Cosner Brothers sends too much trash into the river and is an eyesore. Would love to see it change.
- Could not complete because some options not available
- Could traffic rotaries be employed at some intersections?
- difficult to cross East High & Lexington; fast traffic does not expect peds/bikers; low visibility
- E. High St. intersection with 9th St. should be included as that intersection is a major congestion
- Glad you're incorporating space for TREES
- Great survey but it misses many citizen voices who aren't tech advance enough to manage it.
- Great website!
- I am disabled and walk with a walker. Your designs for the elderly and disabled and insufficient.
- I believe that at least 2000 more people will be living in housing in this area. Traffic is going t

- I don't think this questionnaire asked enough about need for increased tree canopy —no more loss.
- I live and walk everyday. I am most concerned about reducing speed and easing congestion.
- I live close to the intersection. Traffic is usually easy, only times are morning and evening work.
- I live directly on the corridor and get around by walking. Pedestrian improvements are high priority
- I occasionally cycle in this area and it really needs a better connection to pantops too
- I often walk my dog in this area so it would be nice for it to be pet friendly as well
- I oppose the proposed hi rise complex at 10th and E. Jefferson. Travesty!
- I travel this area frequently. I am a City resident
- I used to bike downtown, but it's too crowded with rude bikers.
- I walk & drive very frequently in the area with my family. I am terrified to bike with my child here
- I want boulder-scaping. drag as many large boulders in as possible to create public spaces, seating
- I was unable to get speedbumps on a dangerous street with several blind driveways and children.
- I work and own property ON the East High corridor.
- I work at CFA Institute so this project impacts employees 5 days a week
- I work on the corridor.
- I'd bike more if it were safe
- In neighborhood since 1985
- Just add some better crosswalks and refuges, keep traffic moving, but slow. Its not rocket science.
- LETss do this! Put some trees in there also East High is such a disgrace. The time is now we know it
- Live in Belmont, work directly on EHS. I commute by bike or walk quite often to work.
- Lived on High Street for many years (but not currently)
- Lots of cyclists in Charlottesville, we need to make it more bike-friendly!
- Make it better for walking. Include zoning changes that push activity to the street
- Make it easy to get in/out of CFA Institute.
- More bike friendly and good traffic flow are key
- much more passerby
- Need for better lighting.
- No more developement. Only benefits UVA. Ruins the neighborhoods. I should know. It has ruined mi
- other than attempting to get citizen engagement i don't see any value in this survey.
- Own an office nearby on e jefferson
- please prioritize bike and pedestrian safety, which encourages these modes and reduces traffic
- Please find ways to move utility lines UNDERGROUND, and enhance tree canopy.
- Please make this beautiful and supportive of the future needs of our city- support bikes, buses
- Please prioritize long-term planning and accessibility for low-income and/or disabled neighbours.
- protected bike lanes!
- raised or more prounounced crosswalks are needed and to slow traffic, more pedestrian friendly
- Safety must be our first priority - everything else is less important.
- SIDEWALKS all the way down East High Street NEED to be a priority. THANK YOU!
- Strategies section did not show up and there was no mention of landscape/trees in the investments se
- Thank you for this work.
- Thank you for your hard work to make Cville gorgeous!

- Thank you!
- The air quality is very poor and getting worse a parking deck should be provided at each entrance to
- The area along east side of High Street from Free Bridge to Meade should be a brewery.
- The bridge needs to be highly functional for additional traffice that is coming to the area.
- The current intersection is confusing and dangerous.
- The part of High Street that desperately needs these funds is the northern section near Rt. 250
- The thing with the coins. Too time consuming and silly--I just ignored it.
- The traffic travel times must be addressed
- There are citizens of C-ville who don't want downtown to become grid locked. Keep 4 lanes.
- This is a hot, uncomfortable stretch of road. Room for canopy trees and generous sidewalks, please.
- This really should have been the stretch of road from Locust to 250.
- This survey could have benefited with a focus group to work out the glitches.
- Traffic should not be this big of problem for a town this size.
- Turning onto Lexington Ave after crossing Belmont bridge is very risky!!!!
- Very poorly designed survey. :(
- We need a dog park area so people don't let dogs loose in the cemetery.
- We really need work on High St from Locust to Bipass.
- Who's funds are you asking me to prioritize? The VDOT allocated funds or additional city funds?
- Would walk more if it was more conducive

