






Overview

August 15, 2018 | 5:00 p.m. to 7:00 p.m. | CitySpace

The Open House was held on August 15, 2018 to allow the public and stakeholders to view the streetscape concept that was developed based on previous engagement events, including the Streetscape Summit, MetroQuest Survey, and Steering Committee meetings. The event was designed as an informal meeting with large plots of the concept, illustrative cross sections, traffic exhibits, and a summary of engagement results. In addition to collecting general comments, the Open House collected specific feedback on priority considerations (as identified in earlier engagement efforts) and access control at two locations along the corridor. Attendees received a worksheet to make it easier for them to weigh in on these elements.

**EAST HIGH
STREETSCAPE** 

Worksheet and Comment Form

Priority Considerations	The community engagement process identified several priority considerations. Please assess how well the refined alternative addresses these considerations (on a scale of 1 to 5) and provide an optional comment.
Pedestrian Facilities 	Optional Comment
Bicycle Facilities 	Optional Comment
Traffic & Travel Speeds 	Optional Comment
Landscaping 	Optional Comment
Alternatives	
The East High Streetscape is considering two alternatives for the Lexington Avenue intersection and CFA Institute entrance. Please select a preferred alternative and provide an optional comment.	
Lexington Avenue Intersection <input type="radio"/> Option A – Left-in / Right-in / Right-out <input type="radio"/> Option B – Full access	Optional Comment
CFA Institute Entrance <input type="radio"/> Option A – Left-in / Right-in / Right-out <input type="radio"/> Option B – Full access	Optional Comment
Comments	
Please use the space below and the back of the worksheet for any additional comments	

Open House – August 15, 2018

Common Themes and Key Takeaways

- Participants have differing opinions on how to distribute the constrained space, specifically whether space should be allocated to bicyclists (bike lane and bike lane buffer) or the planting strip.
- Pedestrian crossings are important, particularly at East Jefferson Street.
- Participants supported limited access (left-in / right-in / right-out) at Lexington Avenue. Participants also supported limited access at the CFA Institute Entrance, however several comments expressed a lack of opinion.

Summary

The following summarizes the responses received at the Open House.

Priority Considerations

The community engagement process identified several priority considerations. Participants were asked to rate on a scale of 1 to 5 how well the streetscape concept addressed these considerations. An optional comment also was requested.

Pedestrian Facilities

Score

The average rating for Pedestrian Facilities was 2.7.

Comments

- Please retain both crosswalks at East Jefferson. Lexington is so dangerous. We cross there and sight lines are terrible. More crosswalks are better.
- East High feels unchanged.
- 9th Street much improved. East High feels unchanged.
- Sidewalks on Market should be wider.
- 9th Street from Market to Jefferson will urbanize eventually. Treegrates and wider sidewalks would be more appropriate and have potential for larger trees.

Bicycle Facilities

Score

The average rating for Bicycle Facilities was 3.1.

Comments

- Reduce 7' bike lane to 5' or 6'. Prefer 6' planting strip with a project goal of enhancing a gateway street.
- Heaven for bikes – compromises other important dimensions.
- 6' bike lane including buffer is adequate.
- Very good on 9th, not so good on High – need buffers or separation/raised bike lane
- Section A should be able to be squeezed to allow two 5' bike lanes. If anything, the non-shared 14' lane should be artificially narrowed.

Sketches

I think this is safer:

Optional Comment

PEDESTRIAN
BIKE
BUFFER = GRASS
CAR

Traffic & Travel Speeds

Score

The average rating for Traffic & Travel Speeds was 3.0.

Comments

- I hope your traffic models have included Charlottesville's explosive growth.
- Maintains existing conditions reasonably well. What's with the 14' and 13' foot travel lanes on Market?
- I have a strong preference for keeping as much access as possible, even if traffic may eventually slow.
- Keep the speeds as low as possible absolutely.

Landscaping

Score

The average score for Landscaping was 2.3.

Comments

- Strongly recommend a vegetated median from E. High St to Locust Ave (Section D). Recommend reducing bike lane buffer from 2' to 1' to accommodate a 5' street tree planting area (Section C) instead of a 4' which is inadequate.
- Plant the 7' median. 5-foot (five) street trees at 9th Street are essential. Large canopy trees are valuable and lower maintenance.
- Section C – 9th St – Strongly recommend increase planting strip to 5' by reducing bike buffer by 1'; Section D – Strongly recommend vegetated median strip
- Adds some trees on 9th but High and Market remain desolate. Consider stormwater BMP like on Richmond's 9th St by Capital Square.
- Trees along 9th should be at least Zelkova sized (like West Main). The grass strip is not really urban.
- Wider landscape buffers near Market for taller trees. Or treegrates?

Alternatives

Lexington Avenue Intersection

Score

Option A (left-in / right-in / right-out) was preferred by more than 70% of participants.

Comments

- Option A is safer, better for walking, reduced queueing



CFA Institute Entrance

Score

Option A (left-in / right-in / right-out) was preferred by approximately 63% of participants.

Comments

- Must accommodate semi for FedEx CFA deliveries to keep semis out of residential. CFA also uses Lexington heavily.
- Selected Option A but I don't really care – if it's a big deal, let them have full access.
- No opinion – I don't know enough about CFA traffic flow to know if this is an issue. If cars make left turns out of there now, they will add traffic to other streets.
- No opinion – maybe let CFA decide?

Additional Comments

Participants also provided the following comments:

- Please retain both crosswalks on East Jefferson. When crossing from north to south, the sight lines are terrible at the crosswalk you would retain. You really need to be on the other side to see the oncoming traffic.
- Streets That Work guidelines for “Downtown Street” call for a 4' planting zone with 6' preferred, especially for large trees. Reducing the bike lane and buffer zone would allow a more preferable 5'-6' planting strip to allow shade trees.
- Large canopy trees define all great world cities. The four-foot “compromise” for tree pits forces the issue, results in a small-medium planting mediocre. A major missed opportunity. Please hold the line at five feet!
- Streets That Work guidelines for a “Downtown Street” call for a 4' planting zone, with 6' preferred for large trees. Reducing bike buffer zone by 1' would allow a more preferable 5-6' planting strip to all shade trees.
- How can striped medium be interesting?
- Intersection of 9th/High/High (and 9th/Market) should have SB bike lane conflict zone markings like at the unsignalized intersections.; Narrow the 7' painted median between 9th and Locust as much as possible – provide bike lane buffer instead.
- Market St travel lanes should be narrowed to 10' WB and turn 14' EB (bus route) + remaining width reallocated for wider sidewalks, trees (apparently not needed on this block), or EB bike lane.
- Is high near Locust being narrowed as shown on the aerial? Why not use the space for a tree buffer? (I am told it's a glitch of the aerial.)
- Show bus stop treatments. 8' wide sidewalk or 8' wide ADA landing areas are required at bus stops.
- Consider switching trees to between sidewalk and bike lane by Lucky 7/Guadalajara.

Sketches



