



Community Information Meeting 1 – Summary

The first community meeting for the Emmet Streetscape project occurred on May 12, 2018 at the Cavalier Inn in Charlottesville. A total of 21 people signed into the meeting.

The purpose of this project is to redesign Emmet Street between Ivy Road/University Avenue and Arlington Boulevard, transforming it into a “complete street,” which means it will safely accommodate all people, regardless of their abilities or means of travel.

The purpose of the meeting was to gather ideas to help the design team develop concepts for the future of the street. The meeting yielded information on common destinations for Emmet Street users, issues related to walking and bicycling, needs that the design could address, and preferences for various improvements that could be implemented through the project.

Following a brief presentation, the meeting followed an open house format, with three stations where people shared their ideas and preferences. The meeting also featured a facilitated walking tour from Ivy Road to the Goodwin Bridge and back. Participants recorded their observations on the existing conditions during the tour. The input provided by meeting attendees is summarized in the following sections.

The original display boards used at the meeting and referenced in this summary are posted on the project website (<http://www.emmetstreetscape.com/resources/>)

An on-line survey will be available on the project website through June 8, 2018. The survey has nine questions about preferences and use of the street. A summary of results from the survey will be compiled after it closes.

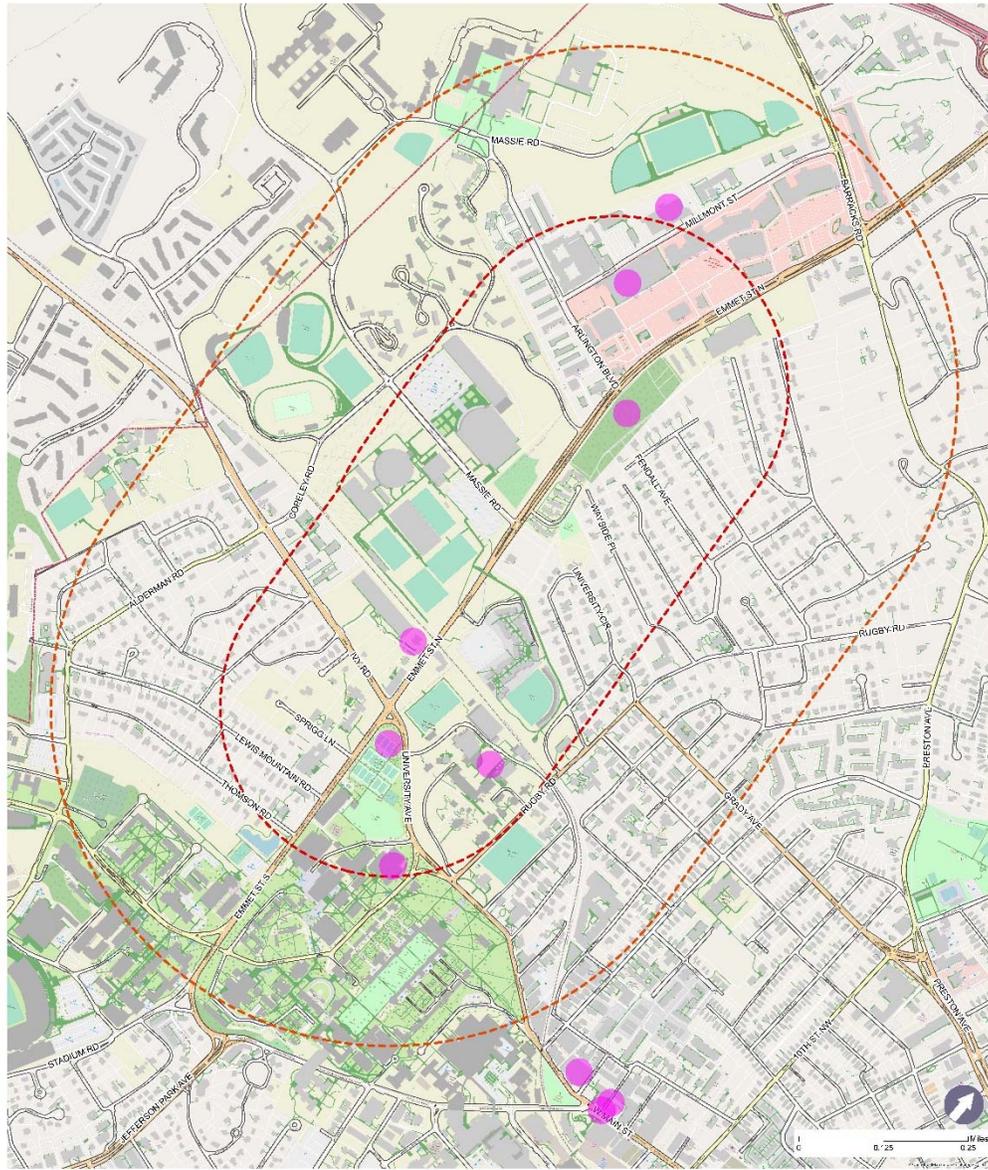
Table of Contents

Activity 1 – How Do You Use Emmet Street?.....	2
Activity 2 – Now and Then.....	3
Activity 3 – How is Emmet Street Working for You?	4
Activity 4 – Design Principles	5
Activity 5 – Visual Preference Survey.....	6
Activity 6 - West Side / East Side Shared Use Path	7
General Comments	8
Activity 7 – Walking Tour Summary	8

Activity 1 – How Do You Use Emmet Street?

Meeting attendees marked their common destinations in and around Emmet Street on a base map.

Emmet Streetscape Project | HOW DO YOU USE EMMET STREET?



LEGEND

- Charlottesville City Boundary
- Half Mile (10 min walk) of Corridor
- Quarter Mile (5 min walk) of Corridor
- Pedestrian paths/areas
- Buildings
- Common Destinations

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Activity 2 – Now and Then

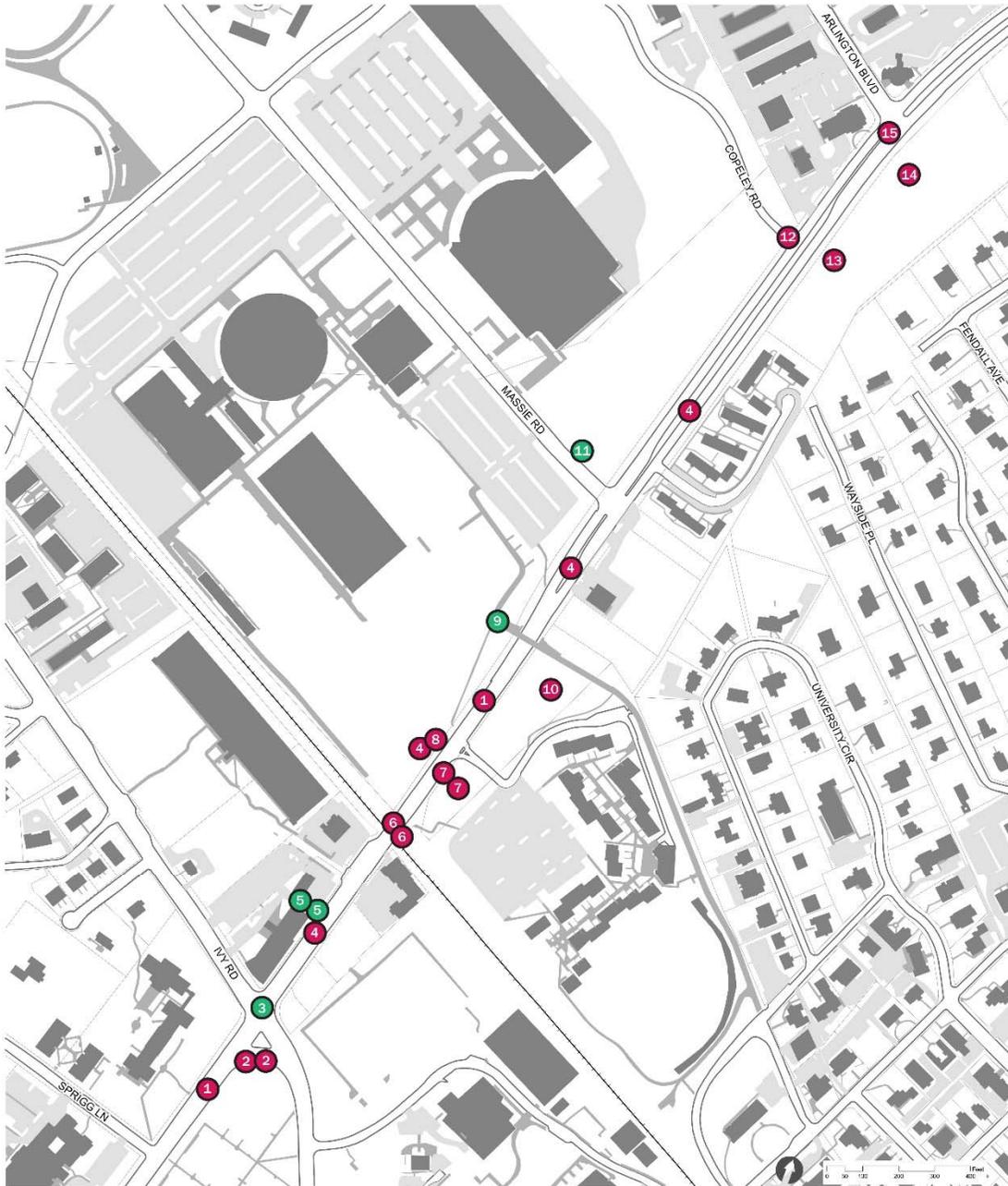
Meeting attendees shared their opinions about Emmet Street now and what it should be in 2023 when the Emmet Streetscape project is complete. Listed below are their responses.

Emmet Street Today Is:	In 2023 Emmet Street Should Be:
<ul style="list-style-type: none">• A lot of traffic, not very attractive, my connection to commercial activity• Traffic, cars, traffic• Non-place, car-centric, suburban• Auto-centric, congested, unsafe• Cars, cars, cars• Auto-centric, unsafe (especially for bicycles and pedestrians)• Bad, bridge, busy• Busy at rush hour, pretty reasonable at other times	<ul style="list-style-type: none">• Better traffic flow, more attractive• Prioritize pedestrians• Place, urban, walkable• Friendly to long-term residents• Save the greenspaces!• Safe for all (slower), comfortable, green• Separation of bike, pedestrians, and cars• Walkable, bikeable, transit friendly• Bike and pedestrian friendly• Bike friendly, please!• Place/identify, walkable, wayfinding

Activity 3 – How is Emmet Street Working for You?

Meeting attendees used a base map of the study area to identify issues and opportunities on Emmet Street. The green dots represent things people like. The red dots represent things people dislike. The table that follows the map provides details on what each dot represents.

Emmet Streetscape Project | HOW IS EMMET STREET WORKING FOR YOU?



LEGEND

- What You Like
- What You Don't Like

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Table 1 - Legend for the “How is Emmet Street Working for You?” Activity

Number	Category	Description
1	Dislike	Sidewalks are too narrow
2	Dislike	Difficult for motorists to see pedestrians at the channelized turn lane
3	Like	Pedestrian phase at the Emmet/Ivy intersection that allows all pedestrians to cross at once
4	Dislike	Street trees are inconsistent
5	Like	Add a bicycle lane on the west side of Emmet south of the railroad bridge
6	Dislike	Poor bicycle access beneath the railroad bridge
7	Dislike	Bicycling safety is lacking in both directions
8	Dislike	Motorists are confused north of the railroad bridge about which lane is the through lane; consider marking the through lane north of the bridge
9	Like	The Goodwin Bridge and the asphalt paths for bicycles and pedestrians
10	Dislike	Circuitous bicycle and ADA access to the Goodwin Bridge on the east side
11	Like	Innovative stormwater management design in front of JPJ Arena
12	Dislike	Need a flashing light for the crossing of Emmet Street at Copeley Road
13	Dislike	Do not pave or illuminate informal trails connecting neighborhoods to Emmet
14	Dislike	Save the green space of Emmet Woods
15	Dislike	Protected left turn phase; consider changing to flashing yellow arrow

Activity 4 – Design Principles

Meeting attendees shared their thoughts on a set of draft design principles. The purpose of these design principles is to guide the design of improvements to Emmet Street.

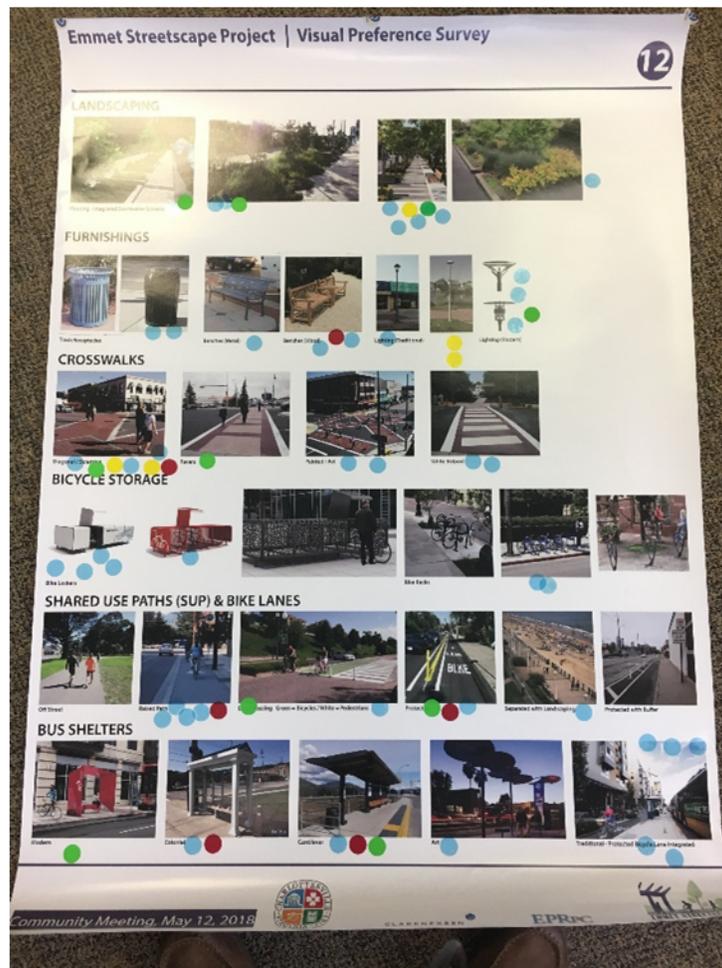
	Design Principles	Public Comments
Make a Complete Street	<ul style="list-style-type: none"> Improve pedestrian, bicycle, and transit accommodations while maintaining vehicle flow Balance the needs of each travel mode 	<ul style="list-style-type: none"> Walkers come 1st Reduce average speed to 20/25mph Reduce speed – walking is important
Increase Safety and Comfort for Pedestrians and Bicyclists	<ul style="list-style-type: none"> Provide a buffer between the roadway and pedestrian and bicycle facilities Where feasible, separate and buffer pedestrian and bicycle facilities Provide safe crossings of Emmet Street for pedestrians and bicyclists 	<ul style="list-style-type: none"> Agree with all – bike and peds are important Safe crossings with lights
Beautify the Corridor as an Appropriate Gateway	<ul style="list-style-type: none"> Provide landscaping and hardscape materials that provide shade, comfort, safety, and increase the attractiveness of the gateway 	<ul style="list-style-type: none"> Increasing socio-ecological health should also be a goal of this design principle

	Design Principles	Public Comments
		<ul style="list-style-type: none"> • Street trees are more than “attractive” – they are ecological infrastructure • Street trees need more than 3 x 3 tree pits to survive • Street trees absorb air pollution and decrease air temperature

Activity 5 – Visual Preference Survey

Meeting attendees shared their preferences for various possible landscape, hardscape, and transportation facility options. The board with all dots applied by the attendees is shown in Figure 1. Beneath Figure 1 are the images from each row that received the most dots.

Figure 1 - Visual Preference Survey with Dot Votes from the Public



Community Information Meeting 1 – Summary

Landscaping



Furnishings



Crosswalks:

Diagonal/Scramble



Bicycle Storage:

Bike Lockers



Shared Use Paths & Bike Lanes:

Raised Path



Bus Shelters:

Protected Bicycle Lane Integrated



Activity 6 - West Side / East Side Shared Use Path

Meeting attendees used dots to indicate on which side of Emmet Street they would prefer to use a shared-use path, and post-it notes to explain why they selected a particular side. The results can be viewed in Figure 2. Eleven people expressed a preference for the west side and three expressed a preference for the east side.

- East side lends itself to shortcuts to Culbreth
- East side pathway would be unsafe going behind a new hotel
- Shared-use path on west side connects with commercial spaces and entertainment venues
- Path should be on west side because the Lambeth students are a minor issue – the bulk of UVA students that go to Barracks live in the dorms by the football stadium
- Preference for ped on East side but under the overpass, not through a tunnel

General Comments

Meeting attendees also shared the following comments. They were not provided in response to any of the activities and are listed below as general comments.

- Bike crashes tend to be under reported
- Several people report that they jaywalk at mid-block, using the median for safety
- Concern about roundabouts being difficult for pedestrians
- Support for coordinated signal timing
- Support for leading pedestrian intervals (head start for pedestrians at signalized intersections)
- Desire for hawk beacons at Copeley and Arlington connections with Emmet
- Desire for rapid flashing beacon at intersections in front of student housing
- Commuter Parking at JPJ
- Need more convenient ped connections between neighborhoods and Emmet
- Confusion about the usefulness of bike boxes – claim that the bike box on Rugby is “rarely used”
- Future hotel rendering shows very narrow sidewalks.
- Don’t put dense development at Lambeth beta field.
- Stop densification of Emmet – we don’t another West Main

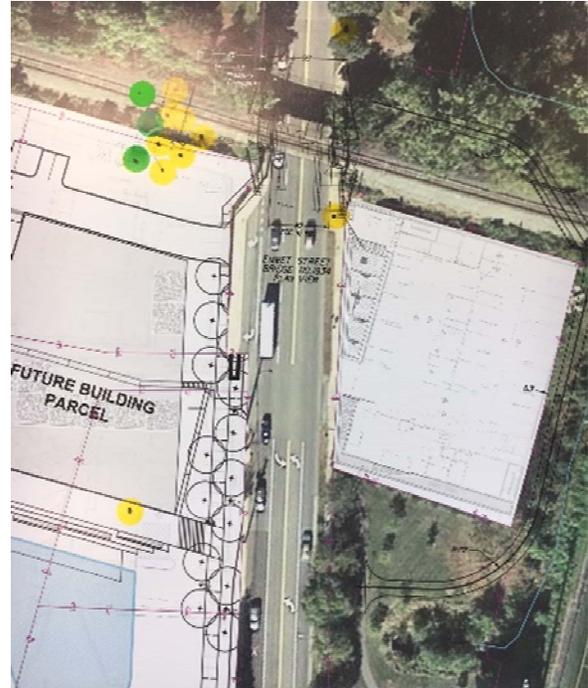


Figure 2 - Dot Preferences for East or West Side Shared Use Path

Activity 7 – Walking Tour Summary

Overview

The first Community Information Meeting featured a walking tour of the study area between the Goodwin Bridge and the intersection of Emmet/Ivy/University. About a dozen people participated and recorded their observations related to comfort, safety, user behaviors, and overall impression at three stopping points during the tour – the intersection of Emmet/Ivy/University, the Railroad Bridge, and the Goodwin Bridge. Among the concerns frequently noted by walking tour participants are high vehicle speeds, noise, a lack of bicycle facilities, inadequate crosswalks, and the lack of a wide curbside buffer for much of the street. The conditions during the walking tour were sunny and warm.



General Comments

- Need better crosswalks (III)
- Need crosswalk at Lambeth parking lot entrance (II)
- Traffic is too loud
- Emmet/Ivy intersection wait time to cross too long
- Need wider sidewalks

Tour Stop Comments

Emmet/Ivy

- **Comfort**
 - Pedestrians not visible enough while crossing (IIII)
 - Too loud (IIII)
 - Cavalier Inn not to pedestrian scale
 - Carr's Hill field side better because it's more open and sidewalk has a green buffer
 - Cars not completely stopping to turn right from University to Emmet Street north
 - Cav Inn sidewalk bushes growing into sidewalk
- **Safety**
 - Northbound Emmet to eastbound University slip lane too dangerous to cross (IIII)

Community Information Meeting 1 – Summary

- Cars driving too fast **(II)**
- Crossing toward Carr’s Hill feels unsafe because the crosswalk markings aren’t clear
- Low visibility for pedestrians
- Continental crosswalks feel safer than standard crosswalks
- **Behaviors**
 - Cars are aggressive, and make right turns too close to crossing peds **(III)**
 - Pedestrians prefer the path between Carr’s Hill field and the sidewalk
- **Overall Impressions**
 - Should be more lighting at night
 - North of RR bridge better because the curbside buffer is much wider
 - Unpleasant for pedestrians
 - Cars are too close to pedestrians
 - Inaccessible to differently abled people and parents with strollers
 - Need more space for peds to queue at SW corner
 - Need better bike lane continuity on Ivy/University through intersection
 - Add ped crossing signs
 - Would like path to be behind trees

Railroad Bridge

- **Comfort**
 - Sidewalks too narrow **(II)**
 - Under the RR bridge is too narrow and too close to cars
 - Uncomfortable for pedestrians, felt like pedestrians were an afterthought
 - Uncomfortable for cyclists
 - Not enough lighting
 - Too loud
 - Needs shelter for bus stop
- **Safety**
 - Felt protected from cars by pillars under bridge, but endangered on either side of the bridge **(II)**
 - Felt most unsafe under RR bridge as cars were so close
 - Felt too congested
- **Behaviors**
 - Peds frequently must step into street to pass one another **(III I)**
 - Runner had to move onto street to pass tour group under the bridge
 - Cars driving too fast
- **Overall Impressions**
 - Unsafe and unpleasant
 - Speed should be lowered to 25 or 30 mph
 - Pleasant amount of green space in front of Lambeth; should be extended past Goodwin
 - Too loud
 - Light posts on Goodwin Bridge are awkwardly placed

Emmet at Goodwin Bridge

- **Comfort**

Community Information Meeting 1 – Summary

- Pleasantly more open **(IIII)**
- Getting on Goodwin hard for bikes, wheelchairs or any wheeled vehicle **(II)**
- Goodwin bridge is great
- Pedestrians are well accommodated for
- Too dangerous to bike on road
- **Safety**
 - Small buffer between road and sidewalk feels unsafe **(III)**
 - Overall felt safe
 - Pleasant amounts of green space on Lambeth side of Emmet
- **Behaviors**
 - Cars drive too fast **(IIII)**
 - Drivers stay closer to centerline than curb
 - More peds on West side
- **Overall Impressions**
 - Could use wayfinding/signage (especially on desire lines)
 - Road slopes too far downward toward curb to bike safely
 - Better than Emmet/Ivy and RR bridge across the board
 - Speed should be lowered to 25 or 30mph
 - Too car friendly, not ped friendly
 - Need trash cans