



COMMENT SHEET

Emmet Streetscape Project

PROJECT NUMBER: U000-104-297, PE-101, RW-201, C-501

Tuesday, December 3, 2019

Walker Upper Elementary School

1564 Dairy Road

Charlottesville, VA 22903

Name: NAT PERKINS

Address: P.O. BOX 41021

CHARLOTTESVILLE, VA Zip Code: 22904

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians, and motorists?

Please explain.

Yes No Not Sure Explain Why:

POTENTIAL CONFLICT FOR PEDESTRIANS BY NOT HAVING AN ACCESS POINT
TUNNEL ON THE EAST SIDE OF EMMET STR UNDER THE
RAILROAD TRESSLE.

2. Do you agree that the following project features are attractive while providing a connecting corridor from Ivy to Arlington Blvd?

Landscaping:

Agree Neutral Disagree Comment:

Lighting:

Agree Neutral Disagree Comment:

I DID NOT SEE LIGHTS/POLES ON THE PLANS.

Flip over for more opportunity to comment

Sidewalk, Shared-use path, Crosswalks:

Agree Neutral Disagree Comment:

NEED A MID-SLOW CROSSWALK @ TRESSER OR THUNDER
ON EAST SIDE.

Public Spaces:

Agree Neutral Disagree Comment:

3. Did the visual information (typical sections, plans, etc.) on display at the hearing help your understanding of the project?

Yes No Not Sure If No, please explain why:

4. Do you have any comments on the environmental document or comments regarding potential environmental issues?

NO.

5. Please use the following space for any additional comments.

- R/W TAKING @ CORNER OF UNIVERSITY AVE & EMMET, IT APPEARS THE EXISTING WALL WILL BE IN CONFLICT.
- WHAT IS HAPPENING w/ THE R/W @ THE INTX. OF EMMET & UNIVERSITY AVE.

Please leave this comment sheet at the designated location or mail to the addressee below on or before December 13, 2019. You can also submit your comments electronically via e-mail by sending to motscht@charlottesville.org. Thank you.

Mr. Tim Motsch, Transportation Project Manager
City of Charlottesville, City Hall
610 E. Market Street
Charlottesville, Virginia 22902

Emmet Streetscape Project

Response to Public Hearing Comments

N. Perkins Comment Sheet (12/3/19)

Comment 1. Response

A detailed study for determining the best location of the shared-use path tunnel was conducted early in the project design including a public input process. As a result of this study, the west side of Emmet Street was determined to be the optimal location of a shared-use path. In addition to unfavorable conditions on the east side of Emmet Street such as the existing hotel directly on the south side of the railroad, public safety personnel that have served on the Technical Committee for the project expressed significant concerns about public safety for an east side location.

Comment 2. Responses

Lighting

Lighting plans are included in the proposed design plans provided at the public hearing on sheets 15(1) through 15(8). Pedestrian lighting is proposed throughout the project.

Sidewalk, Shared-Use Path, Crosswalks

The Goodwin pedestrian bridge provides pedestrian access across Emmet Street. One shared-use path tunnel is proposed for the project in keeping with the approved SmartScale funding which is currently proposed on the west side of Emmet Street. Funding limitations do not allow for the installation of tunnels on both sides of Emmet Street.

Comment 5. Responses

- a. The proposed sidewalk will be constructed at a grade to minimize impacts and retain the existing wall in the NE quadrant of the Emmet/Ivy/University intersection will not be impacted.*
- b. The existing right-of-way area where the existing right-turn slip lane in the SW quadrant is being eliminated will remain City ROW. This can be evaluated to transfer to UVA and addressed during the right-of-way acquisition process.*



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PROJECT NUMBER: U000-104-297, PE-101, RW-201, C-501

Tuesday, December 3, 2019

Walker Upper Elementary School

1564 Dairy Road

Charlottesville, VA 22903

Name: KRISTA RAND

Address:

Zip Code:

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians, and motorists?

Please explain.

Yes No Not Sure Explain Why:

Recommend grouping cyclists & scooters together to increase safety for pedestrians. Consider how Ivy & Emmet intersection can accommodate more safely scooters heading S. on Emmet and taking a left onto University

2. Do you agree that the following project features are attractive while providing a connecting corridor from Ivy to Arlington Blvd?

Landscaping:

Agree Neutral Disagree Comment:

Lighting:

Agree Neutral Disagree Comment:

Flip over for more opportunity to comment

Sidewalk, Shared-use path, Crosswalks:

Agree Neutral Disagree Comment:

There are frequent (weekly) near-misses btwn. ped. + car
at intersection w/MASSE Rd. LTI will be very important
here.

Public Spaces:

Agree Neutral Disagree Comment:

3. Did the visual information (typical sections, plans, etc.) on display at the hearing help your understanding of the project?

Yes No Not Sure If No, please explain why:

4. Do you have any comments on the environmental document or comments regarding potential environmental issues?

Runoff and erosion on shared use path?

5. Please use the following space for any additional comments.

Please leave this comment sheet at the designated location or mail to the addressee below on or before December 13, 2019. You can also submit your comments electronically via e-mail by sending to motscht@charlottesville.org. Thank you.

**Mr. Tim Motsch, Transportation Project Manager
City of Charlottesville, City Hall
610 E. Market Street
Charlottesville, Virginia 22902**

Emmet Streetscape Project

Response to Public Hearing Comments

K. Rand Comment Sheet (12/3/19)

Comment 1. Response

Pedal bikes and scooters are allowed to be ridden on streets and shared use paths, but not on sidewalks or trails per the current City ordinance. The proposed Emmet/Ivy intersection is designed to accommodate the safe movement of all transportation users including bicycles and pedestrians.

Comment 4. Response

A detailed hydraulic and stormwater analysis has been completed for the project and will fully address any increases in stormwater runoff generated by the new shared-use path as part of the proposed improvements. Runoff from the project is being collected and treated via a modular, underground bioretention system along the project that utilizes the capacity of soils for stormwater management and integrated into the landscaping. An erosion and sediment control plan that meets all current environmental requirements is included in the design and will be implemented during construction.

John Stuart

From: Ruth Mason <ruth.mason@law.virginia.edu>
Sent: Wednesday, December 4, 2019 2:56 PM
To: Motsch, Timothy P
Subject: Emmet Streetscape planning

WARNING: This email has originated from **outside of the organization**. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Motsch,

I am writing about the planning for the Emmet Streetscape. I just want to voice my hope that the bike lanes can be separated from vehicular traffic for safety reasons. As I understand it, this is the growing trend worldwide, and it makes a lot of sense. The current plans suggest the “in the road” bike lanes will remain after the project. Maybe the bike lanes could be deleted from the road and added to the multi-modal path?

Ruth Mason
Edwin S. Cohen Distinguished Professor of Law and Taxation
Class of 1957 Research Professor of Law
University of Virginia School of Law
<https://ssrn.com/author=481310>

RESPONSE

The proposed design includes “in the road”, also termed “conventional”, bike lanes on the south end of the project on the east and west sides of Emmet Street between Ivy Rd. /University Ave. and the railroad trestle for approximately 600’. New dedicated and separate bike lanes are proposed to start north of the railroad trestle. Removing the bike lanes from the road and placing them next to the sidewalk or shared-use path on this segment would require larger and/or additional tunnel structures under the existing railroad which the project does not provide funding for.

John Stuart

From: Hughes, Mary V (mvh2t) <mvh2t@virginia.edu>
Sent: Wednesday, December 4, 2019 3:00 PM
To: Motsch, Timothy P
Cc: Perkins, Walter N (wp2t)
Subject: Good public meeting!

WARNING: This email has originated from **outside of the organization**. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Tim,

Congratulations on making it through the public meeting milestone for the Emmet St. Smartscale project! Looking ahead I had a couple questions:

1. Will we receive a written response to the comments we sent you on the 60% design documents? That would be very helpful.

RESPONSE: Yes. Written responses have been provided.

2. Should we go ahead and schedule a coordination meeting in January (egad—are we really heading into 2020?)? I fear that the remaining weeks in December will vanish quickly as we head into the holidays.

RESPONSE: January meeting was scheduled and executed.

Thanks for your help in keeping our projects in sync. Btw we submitted revised 100% utility drawings in response to the City's comments. VHB will send Clark Nexsen the latest files.

Best,
Mary

Mary Hughes FASLA, LEED AP
University Landscape Architect
The University of Virginia
434-924-6020

John Stuart

From: Jehle, Eberhard <evkjehle@gmail.com>
Sent: Wednesday, December 4, 2019 11:15 PM
To: Motsch, Timothy P
Subject: Emmet Streetscape

WARNING: This email has originated from **outside of the organization**. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Tim,

Thanks for taking extra time yesterday evening to extensively lay out your thinking vis-a-vis the placement of the Emmet St RR tunnel. Much appreciated !

My thoughts:

1. Yes, events such as UVa football, UVa basketball, and concerts @ JPJ create enormous, overflow pedestrian traffic almost exclusively on the west side of Emmet. Just as extra traffic police are required to manage the traffic flow at these events, additional police (CSO's really) can and should help manage pedestrian traffic at such times. (A tunnel on either side of Emmet would help with only a small fraction of that excessive pedestrian volume.)

RESPONSE:

A detailed study for determining the best location of the shared-use path tunnel was conducted early in the project design including a public input process. As a result of this study, the west side of Emmet Street was determined to be the optimal location of a shared-use path. In addition to unfavorable conditions on the east side of Emmet Street such as the existing hotel directly on the south side of the railroad, public safety personnel that have served on the Technical Committee for the project expressed significant concerns about public safety for an east side location.

2. UVa employees who park near JPJ during work hours also primarily use the western sidewalk. However, this is mostly limited to the morning and evening rush hours.

RESPONSE:

The parking facilities adjacent to the project generate pedestrian traffic that utilize non-vehicular facilities along the Emmet Street corridor which have been accounted for in the pedestrian count data.

3. Otherwise, at all other times, pedestrian traffic north of the RR tracks is much heavier on the east side of Emmet. The northern points of origin/destinations for these (student) pedestrians are University Gardens and Lambeth. For these folk, an eastern tunnel would make so much more sense.

RESPONSE:

Pedestrian count data for the multimodal corridor analysis completed for the project indicates a general balance of pedestrian volume between the east and west sides of Emmet Street with variables including when classes are in session at the UVA and events at JPJ arena. Per the response provided for comment 1. above, the west side was determined to be the optimal location for the shared-use path that is to be constructed for this project.

4. The high-rise, high-density development you expect on the University Gardens and Afgan restaurant sites will only increase the numbers of pedestrians using Emmet St's eastern sidewalk.

RESPONSE:

As noted in the responses to the comments above, the shared-use path tunnel is being placed on the west side after a detailed review of multiple factors. The pedestrian facilities on the east side of Emmet Street are being reconstructed including a new 7-foot wide sidewalk between the railroad and Massie Road and new 8-foot wide sidewalk from Massie Road to Arlington Boulevard.

5. The University's plans for the block circumscribed by Alderman, Massie, Emmet and the RR envision much reduced parking, and therefore, there would be many fewer commuter pedestrians on the west sidewalk of Emmet, at least north of the RR.

RESPONSE:

As noted in the responses to the comments above, the shared-use path tunnel is being placed on the west side after a detailed review of multiple factors.

6. Yes, the University's eventual development of the Emmet, Ivy Rd, Alderman, RR superblock will create substantial additional pedestrian demand on the west side of Emmet. But won't that primarily be driven by special events ? And in 2025 (?), how many of these patrons-of-the-arts pedestrians are likely to be coming on foot from north of the RR tracks ??

RESPONSE:

An accurate projection of future pedestrian traffic is highly unlikely. The proposed multi-modal improvements are intended to accommodate and encourage increased non-vehicular traffic on the corridor.

7. The real obstacle to adopting an eastern tunnel are Mr Patel's plans on how to renovate his hotel.

Ideally, the City and the University should be able to find some way to incentivize the hotel owner(s) to incorporate a commercial, street-level arcade as an extension of an eastern tunnel. If he absolutely refuses to sell, an attractive, commercially viable, pedestrian friendly arrangement would be in the best interests of all parties. That would provide an elegant solution to the question East or West.

RESPONSE:

The hotel site is being redeveloped per the property owners discretion and in keeping with City and industry requirements. Expanded multi-modal access on Emmet Street with another share-use path tunnel on the east side of the railroad trestle could be beneficial if the factors noted in the comment could be achieved as well as funding and engineering considerations.

My two cents, (feel free to share with the consultant)

Eberhard

John Stuart

From: Motsch, Timothy P <motscht@charlottesville.org>
Sent: Wednesday, December 11, 2019 4:03 PM
To: John Stuart
Subject: FW: comment on Emmet streetscape proposal

FYI

From: Johnson, William R (wrj8y) <wjohson@virginia.edu>
Sent: Wednesday, December 11, 2019 3:51 PM
To: Motsch, Timothy P <motscht@charlottesville.org>
Subject: comment on Emmet streetscape proposal

WARNING: This email has originated from **outside of the organization**. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As someone who uses the Emmet-Ivy intersection as a pedestrian twice a day, I am interested in making that intersection safer for pedestrians. The biggest problem, in my view, comes for pedestrians who cross Emmet going west on the north side of the intersection. Cars going west on University Avenue wanting to turn right to go north on Emmet want to turn right on red and often pay little or no attention to the presence of pedestrians in the crosswalk. The timing of the lights doesn't help because typically just when it is clear for the cars to turn right, the walk light comes on and pedestrians start crossing.

I see that the crosswalk on the proposed plan has been moved somewhat and that may help. Short of banning right turn on red at that location, perhaps one could have a red right arrow light that goes on when the walk light comes on to at least give the pedestrians a head start.

I notice also that the sidewalk at the northwest corner will be widened which is good because currently there is very little space for pedestrians to wait at that corner (often there are several pedestrians waiting) and vehicles turning west on Ivy from southbound Emmet come very close to standing pedestrians.

.....

William R. Johnson
Economics Department
University of Virginia

US Mail and UVA messenger mail:
Box 400182, Charlottesville, VA 22904

Private delivery (Fedex, UPS, etc.):
Monroe Hall, Room 237,
235 McCormick Rd, Charlottesville, VA 22903

(434) 924-3251

Emmet Streetscape Project

Response to Public Hearing Comments

W. Johnson E-mail (12/11/19)

Comment 1. Response

The proposed improvements at the Emmet/Ivy/University intersection includes the installation of new traffic and pedestrian signalization. A pedestrian safety countermeasure that is being employed on the project signals entails the use of leading pedestrian intervals on the signal timing which gives pedestrians the opportunity to enter an intersection 3-7 seconds before vehicles are given a green indication. With this head start, pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn. Ultimately, vehicles turning right are always expected to yield to pedestrians and non-vehicular traffic.

John Stuart

From: Motsch, Timothy P <motscht@charlottesville.org>
Sent: Friday, December 13, 2019 1:11 PM
To: John Stuart
Subject: FW: Emmet Streetscape comments

From: Peter Ohlms <pohlms@gmail.com>
Sent: Friday, December 13, 2019 12:52 PM
To: Motsch, Timothy P <motscht@charlottesville.org>
Cc: Bicycle and Pedestrian Advisory Committee <bikeandpedcommittee@charlottesville.org>
Subject: Emmet Streetscape comments

WARNING: This email has originated from **outside of the organization**. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Tim,

I saw that comments on the Emmet Streetscape plans are due today. This is an exciting project that will make major improvements in walkability and, especially, bikeability along this corridor. I have the following comments on the various materials I found under the Dec. 3 public hearing section at <http://www.emmetstreetscape.com/resources/>.

Plan (image and plan sheets):

- Emmet/Ivy intersection:
 1. I was wondering why three approaches have bike boxes and green bike lane extension markings but the fourth (Ivy Rd eastbound) does not. Should it be added?
 2. Straighten the bent crosswalk across the west leg of Emmet. Crosswalks that bend, even slightly, are not so good for people with low or no vision.
- All intersections: Ensure that directional ADA ramps are provided at all corners (i.e., two ramps per corner so there's one ramp per crosswalk direction) rather than shared diagonal ramps. This wasn't clear to me from the plans.
- All driveways crossing a raised bike lane:
 1. Consider raising driveway crossings to the level of the sidewalk and/or bike lane for safety.
 2. Consider also bending the bike lane out adjacent to the sidewalk at these driveways so bicyclists are not in the blind spot of a right-turning driver. NYC has found these "offset crossings" to be preferable. At Lambeth, this would also enable a more robust diverter island shape.

- Intersections at Massie and Arlington: Consider designing these as protected intersections rather than with bicycle turn boxes (one example is the 2019 redesign of Spring St & 2nd Ave in Silver Spring, MD).
- Ensure that all sidewalk/path closures during construction are planned and designed carefully to follow best practices for providing ADA-accessible, detectable, reasonable alternative routes. The best route is always on the same side of the street as the closed sidewalk or path.
- I see a "Bike Lane Ends" sign where the northbound bike lane transitions from standard to raised near Lambeth. I would omit this sign given that the raised bike lane is immediately adjacent to a general purpose travel lane.
- Add a paved connection (about 5 ft wide) through the buffer strip from the raised southbound bike lane to the shared use path just north of the new tunnel. This would be for bicyclists who would rather go that route than take the narrow on-street bike lane. If this is not done, a worn path will likely develop as bicyclists find their own way across the planted buffer.

Railroad Tunnel Underpass typical section: Balance multimodal conditions in this pinch point by narrowing all three auto lanes to 10 ft and widening the bike lanes to 5 ft. Buses and other large vehicles have plenty of straightaway leading to this pinch point to position themselves within a short stretch of 10-ft lane.

Minor notes on the Multimodal Existing Conditions display: UTS Green Route is now called the Blueline. (and typo on middle word of Central Grounds Shuttle)

Thank you for the opportunity to comment on this important project.

Peter Ohlms

Emmet Streetscape Project

Response to Public Hearing Comments

P. Ohlms E-mail (12/13/19)

Plan (image and plan sheets):

- Emmet/Ivy intersection:

1. I was wondering why three approaches have bike boxes and green bike lane extension markings but the fourth (Ivy Rd eastbound) does not. Should it be added?

This is being evaluated for incorporation into the design.

2. Straighten the bent crosswalk across the west leg of Emmet. Crosswalks that bend, even slightly, are not so good for people with low or no vision.

This will be evaluated but may not be viable due to the configuration of the intersection.

- All intersections: Ensure that directional ADA ramps are provided at all corners (i.e., two ramps per corner so there's one ramp per crosswalk direction) rather than shared diagonal ramps. This wasn't clear to me from the plans.

Two ramps are employed where it is feasible, in this case at two of intersection the corners. The NE corner, though shown as a continuous corner, essentially serves as two curb ramps.

- All driveways crossing a raised bike lane:

1. Consider raising driveway crossings to the level of the sidewalk and/or bike lane for safety.

This is being employed on the project (where feasible).

2. Consider also bending the bike lane out adjacent to the sidewalk at these driveways so bicyclists are not in the blind spot of a right-turning driver. NYC has found these "offset crossings" to be preferable. At Lambeth, this would also enable a more robust diverter island shape.

This is being employed on the project (where feasible).

- Intersections at Massie and Arlington: Consider designing these as protected intersections rather than with bicycle turn boxes (one example is the 2019 redesign of Spring St & 2nd Ave in Silver Spring, MD).

This has been evaluated and deemed not a viable alternative due to constrained right-of-way conditions on the corridor and a significant detrimental impact to vehicular turning movements at the intersections.

- Ensure that all sidewalk/path closures during construction are planned and designed carefully to follow best practices for providing ADA-accessible, detectable, reasonable alternative routes. The best route is always on the same side of the street as the closed sidewalk or path.

This is being carefully evaluated and taken into consideration as part of the maintenance of traffic (vehicular and non-vehicular) plan.

- I see a "Bike Lane Ends" sign where the northbound bike lane transitions from standard to raised near Lambeth. I would omit this sign given that the raised bike lane is immediately adjacent to a general purpose travel lane.

This is intended to advise bicyclists of the termination of the on-street bike lane. Alternative signing will be evaluated.

- Add a paved connection (about 5 ft wide) through the buffer strip from the raised southbound bike lane to the shared use path just north of the new tunnel. This would be for bicyclists who would rather go that route than take the narrow on-street bike lane. If this is not done, a worn path will likely develop as bicyclists find their own way across the planted buffer.

This will be evaluated for incorporation into the design.

- Railroad Tunnel Underpass typical section: Balance multimodal conditions in this pinch point by narrowing all three auto lanes to 10 ft and widening the bike lanes to 5 ft. Buses and other large vehicles have plenty of straightaway leading to this pinch point to position themselves within a short stretch of 10-ft lane.

This has been evaluated and deemed not viable due to the requirements for a larger vehicles (buses).

- Minor notes on the Multimodal Existing Conditions display: UTS Green Route is now called the Blueline. (and typo on middle word of Central Grounds Shuttle)

This will be corrected for the final plans.