

FONTAINE AVENUE STREETScape IMPROVEMENTS PROJECT

Public Workshop Feedback



Date: February 18, 2019

Introduction

The following sections are the comment responses solicited by the Fontaine Avenue Streetscape Improvements Project Public Workshop held on January 31st from 5:30 p.m. to 7:30 p.m. Responses were collected at the meeting, as well as via an online form found on the project website. Citizens were also invited to mail in their survey responses, though none were received.

Public Meeting Exercise to Identify Problematic Existing Conditions

Common Feedback Summary:

- Want safe pedestrian connection at Piedmont/ Appletree/ Mimosa
- Add/ widen sidewalks is desired
- Site distances onto Fontaine are currently poor
- More green space/ trees and/ or maintain existing tree canopy
- Safety for bicycles is needed

All Feedback Received:

- What can be done to help residents get out from their driveways/roads?
- Permit Parking on Summit, Plateau and Westerly.
- Crosswalk on Fontaine at Mimosa.
- Bike/Pedestrian connection between piedmont facility/staff housing and Fontaine & Fry's Spring.
- Please keep sidewalk where it is at Appletree and Fontaine (2501 Fontaine).
- Consider limiting access for Piedmont and/or Appletree.
- Piedmont = The never-ending stop and wait.
- Improve sight-distance for Summit/Fontaine intersection.
- Safe bicycling (TMU) access non-existent.
- Needs sidewalk.
- Sidewalks need lighting.
- Lower speed limit needed.
- Sidewalk too narrow.
- Preserve canopy.
- Better Pedestrian/Bike access to Fontaine Research Park.
- Need to fill gap to Ray C. Hunt Drive.
- Sidewalks throughout
- Please minimize the expansion of Fontaine's width – sidewalk and bike lanes are needed but increased vehicular emissions and noise levels would degrade quality of life for residents.

- Is/Has the public ever been adequately made aware that a perfectly good parking garage has been made available here?
- Rapid flashing beacons at all crossings
- Diesel soot and particulate matter from the road are now a nuisance and a hazard to health so how much will traffic increase with this project?
- Not enough business parking (Fry's Station especially)
- Tow-away zones (individual businesses)
- Dangerous intersection
- Right turn onto JPA allows pedestrian walk and vehicle traffic at the same time.
- Improve pedestrian safety: cars from Fontaine that turn right (south) onto JPA endanger pedestrians.
- More bike & scooter parking
- Keep the trees when possible.
- Maximize green spaces.
- Remove on-street parking where possible to reduce congestion.
- Parking for small businesses is limited
- Maintain as many trees as possible.
- Is a Stribling connection being considered?

Comment Form: Current Conditions in the Neighborhood

Common Feedback Summary:

- Biking is dangerous
- On street parking is not a neighborhood benefit (Primarily used by UVA)
- Site distances onto the street

All Feedback Received:

- Backlog traffic, confliction traffic and pedestrian signals at Wayside. Poor visibility when exiting businesses.
- On street parking does not benefit neighborhood and is an eyesore.
- Biking is dangerous on Fontaine to get out to Ray C. Hunt Dr.
- At least there is a sidewalk on one side. Bike lanes come and go and it can be an area of fast traffic right where the road narrows. The Canopy toward the city line is nice.
- Current route is lacking canopy trees for continuous shade.
- Walking or biking on Fontaine is dangerous. Bus service would be great, too.
- Sidewalks and bike lanes end abruptly, area has neat character that will be only enhanced with this project.
- Transit/On-Street Parking – non-existent except UTS to Fontaine Park.
- Lanes by location on the corridor.
- Existing conditions are acceptable, but there is much room for improvement. Especially, better sidewalks and bike lanes are needed on Fontaine Ave. Bike lanes on JPA leading away from the Fontaine/JPA intersection are excellent, and connecting to these excellent bike lanes would greatly help cyclists and the cars that must now share the road.

- JPA/Fontaine prioritizes on-street parking over bicycle and pedestrian safety. Most of the cars on JPA are used for students to store their cars long term. (The street clears out on winter breaks). Would be more efficient and equitable to city residents and UVA employees to remove student parking and have safe bike lanes and wider sidewalks. I'm an experienced bicycle commuter, and JPA terrifies me as I have been hit there multiple times and have close calls almost weekly because of car centric design. Not safe for children to bike. If UVA ever wants to increase bike/ped commuting rates to Grounds, it will require safe infrastructure on this corridor.
- I own a house on Summit St, and the inadequate sight-distance is a huge issue when turning from Summit onto Fontaine.
- Provide designated bicycle lanes I'd say is important. Enhancing trail connections would also be a nice thing to do, but not essential. People need to park their cars on their property or the businesses need to provide the spaces. Streets or public commons should be used to move multimodal traffic in the most efficient and safe manner possible. The street shouldn't be seen as a parking lot for UVA workers.
- Would like to see designated areas for buses to load/unload as opposed to blocking bike lanes.

Comment Form: Design Development Recommendations

Common Feedback Summary:

- Want safe pedestrian connection at Piedmont/ Appletree/ Mimosa
- Avoid reducing existing front lawns; Maintain existing Right-of-Way
- Include streetlighting
- Follow Streets at Work guidelines
- Include protected bike lanes
- Consider how to best utilize the paper alleys (parking or access)
- Preserve trees and include green infrastructure

All Feedback Received:

- Currently we have a sidewalk and no parking where our home fronts on Fontaine. We would like to keep it that way. (2501 Fontaine).
- More efficient redirection of traffic away from JPA/Maurie/Fontaine intersection. For example, better left turns. Also, reconsider the Lewis/Maurie intersection. I understand this is not officially in the study area.
- Unprotected bike lanes are no longer national standard. If this is a forward-looking project, please only employ forward-looking solutions.
- I'm more concerned about the noise and smell of car/truck exhaust. Firetrucks blast horn/siren late at night also. I don't want to see traffic closer to my home. I would rather see buried utilities, so I can get into my driveway without fear of getting rear ended. Re-route traffic. I'm 3rd generation owner so I'm worried about the changes.
- Widening of Fontaine should be minimized – decreasing residents' distance from noise and vehicular emissions will seriously affect quality of life. Anyone with a driveway onto Fontaine will have greater difficulty getting onto the road.

- Fontaine needs to be widened with continuous bike lanes, sidewalks, flashing cross walks and left turn lanes where necessary. Also, more parking could be available at Fontaine (parking structure?) and people could be shuttled to the University instead of parking on the street.
- The project will go more smoothly if the project team can work within the existing ROW. Trees and/or Rain Gardens/Green infrastructure should be considered.
- Please meet Streets That Work requirements for planter width and soil volume for shade trees.
- Please consider improving land usage to provide a more family and community friendly neighborhood. Work with UVA to encourage them to make better use of their space instead of encroaching on neighborhoods.
- Recommend looking into whether on-street parking is used by residents. If majority is for UVA commuters, lets get rid of it and have more space for walk/bike/vehicle lanes.
- We either need on street parking for tenants/residents (up to 4 cars per house or the “paper” alley between Fontaine and Price needs to be built as a proper alley for residents/owners to have access. Also, on street parking is used by residents.
- Crossing at Mimosa is frequently requested.
- Need to connect project to the intersection (logical termini argument).
- Please do not build over our outdoor Patio! Lots of business generated by outdoor seating.
- This is no street lighting between fire department and Fontaine Research. Sidewalks too narrow/close to road. Need crossing signals (pedestrian) at intersections.
- Engage people better by holding meetings in more accessible locations.
- Has any consideration been given to opening the paper road/alley between Fontaine and Price to allow entry to properties along Fontaine from the rear?
- I would prefer to bike or bus commute to work, but I live in Belmont and don’t have a cross-town bus and I don’t feel like the strip between JPA and Fontaine is safe at all for biking. Would love some dedicated bike lanes to Fontaine!
- There are NO STREET LIGHTS between Ray C. Hunt and the fire station. It is very dark and very dangerous to walk on the sidewalk for these several blocks. Any upgrades must include lighting to make the area pedestrian friendly.
- This is an extremely dangerous corridor for bicyclists and one of the highest stress routes in the city. Increasingly, UVAHS employees are required to travel between UVA Hospital and Fontaine frequently for work and often biking is the only time efficient option.
- With an AADT of 11000-15000, a separated or protected bike lane is really the only responsible option for this road. (recommendation is >6000). Additionally, the route services the popular O Hill mtn biking area thus increasing the need to separate motorists and bikes on this route.
- Ideally, a multi-use path should be placed along the railroad connecting Fontaine to Downtown, but within the scope of the project, a protected bike lane is required for cyclist safety.
- Future development should have more density
- Parking should have a buffered bike lane
- Remove parking
- Add a crossing of Fontaine at the Fire Station
- Add street trees

- Navigating on bike through the Fontaine "canyon" just beyond the fire station is a harrowing experience - although I live fairly close, I almost always drive to Fontaine due to this one section. I have two suggestions. First, expand the roadway so that there's dedicated space for slower moving bicyclists. Secondly, and perhaps most importantly, slow the cars down! The speed limit is 30, but 40 is pretty typical, as drivers are zooming to/from 250. A lower speed limit would be great, as would engineering the road to reduce the likelihood of speeding. Thanks for your work on this project, Tray Biasioli Fry's Spring neighborhood Charlottesville, VA
- Large canopy trees wherever possible. 6' planting strips and soil volume as provided for in Streets That Work
- Landscaped Buffer with Street trees
- add protected bike lanes or seperated path as this is busy cooridor for mtn bikes getting to Ohill/Rivanna Trail. Design it so you would be comfortable with your children biking there during rush hour. We have to drive and park at FRP when my family wants to visit Ohill because Fontaine Ave is not safe for anyone, much less children/families.
- Remove on street parking on Maury Ave Northbound just past Fry Springs Station. Forces bikes well into road. Dangerous with traffic and busses.

Comment Form: Additional Information to Include at Future Meetings

Common Feedback Summary:

- Coordinate with the County to include Fontaine Research Park and the Route 29 ramps
- Is UVA contributing to the solution?
- Will Environmental Assessments be completed?
- Production of sections, noting that multiple sections for the street might be required

All Feedback Received:

- More defined areas along Fontaine. What works on one section might not be best for another section – Topography for example would affect my choice of side walk crossings.
- Better indication of coordination with County.
- What is UVA contributing to the solution – given that UVA is a major contributor to the problem?
- Alternatives!
- Environmental Assessment Impact must include current air quality/pollution levels (data) from samples taken on Fontaine during high use periods – ie, we have diesel soot falling onto the property.
- Computer generated mock-ups.
- Bike, pedestrian, scooter counts.
- More information as plan takes form. Keep neighborhood informed.
- Further detail of the Corridor. Who owns what. Critical Issues (i.e. utilities that can't be moved/pinch points, etc.)
- Better explain how you are meeting STW and the goal of providing continuous shade for pedestrians.
- Updates on progress.
- Looking forward to seeing schemes.

- How far outward specifically streets/lanes/sidewalks will expand?
- Bus stop/bus schedule info – exp. UTS – available by phone, text or app at all bus stops.
- How do we get the on-off ramps for 250 also included? Can we do a roundabout type arrangement in front of Fontaine research campus intersection (and JPA-Fontaine)? Thanks!