

Pantops Master Plan 2018 Update

Focus Area Topic Meeting: Traffic & Transportation 3/26/2018

Community Feedback

Current Plans & Prioritization Feedback (Facilitator: Kevin McDermott)

- Look at regional solutions
 - Bypass?
- Corridor improvements along 250
 - Turn reductions?
- Enforcement- need more
- Reduce the speed limit on 250
- There are no bike lanes on 250
- Signal coordination at Fontana
- Fontana sidewalks
- Lighting on 250
- Sign for I-64 on 250 E is too early
 - Drivers go onto Hansens Mountain Road
 - Hanses Mountain Road
- Development of grid network
- New crossing of Rivanna from S. Pantops
- Development of grid network
- New crossing of Rivanna from South Pantops
- Don't block the box → to allow left turns
- More roundabouts
- Multimodal accommodations in DD
- Vehicles stopping on Route 20 at 250 intersection
 - Difficult and confusing movements at this intersection
 - Merge difficulties on NB 20
- Access into Goodwill (remove turns)
- Right turn lanes at 250/20
- U-Turn movement at EB 250/20
 - Yield sign for U-Turns and sign improvement
 - No U-Turn at peak hours (or anytime)
- Reduced speed on 250- disagreement
- Trucks must use center lane sign at 20 → 250
- Pedestrian bridge
- Network improvements beyond Pantops
- Access control
- Separation of thru traffic using access loads

Alternative Transportation (Facilitator: David Fox)

Where would you like to walk/bike to and from?

- Ashcroft > Darden Towe by bike/foot
- Rivanna Trail > Greenbelt across river > Riverview Park
- Tip Top/Starbuck's > Ashcroft by bike
- Multi-use paths into and out of Darden Towe Park
- Along Lego Drive to North Pantops Drive
- Lego Drive to Peter Jefferson Parkway
- Fontana > Pantops by foot
- Riverside Village > Giant by bike
- Fontana sidewalks >Darden Towe Park by foot/bike
- RiteAid > Giant
- Ride from Broadus Memorial Baptist Church to Wilton Farm Rd
- City> Pantops by bike path
- Franklin Dr > River by foot
- Franklin > Ashcroft/Highland Ridge by foot
- Franklin > downtown Cville by bike
- Franklin > Pantops Shopping Center by bike
- If I was going to bike I would use Ashcroft trails that hook up with Fontana
- I work out at ACAC Pantops. I want to walk in areas before or after as part of my fitness. If biked, I'd like to bike in and around fitness center
- Connect sidewalks on Verona > Pavilions and Fontana
- City > Darden Towe Park by bike/foot
- Sidewalks within Fontana community
- Sidewalks in Fontana (minimum: Fontana Dr)
- Connect trails to Rivanna
- Riverside Village > Pantops/Giant by foot/bike
- Walking bridge across river from Darden Towe westward.
- Free Bridge Lane 250 > Darden Towe
- Elks Drive > Darden
- Giant > Starbucks by foot
- Giant > Fontana
- South side of 250 > north side of 250
- Key West > Free Bridge by bike/foot
- South Pantops > Darden Towe > Fontana Dr > South Pantops (maybe a stop at Starbuck's) by foot
 - I currently take the Rivanna Trail through the woods to the Park > cross Rt20, cut through an apartment complex to get to the road behind Guadalajara to go through Pavilions

Barriers to alternative transportation in Pantops?

- Need bike lanes/trails
- Neighborhood trail connectivity
- Darden doesn't have wide enough sidewalks for bikes
- There is no sidewalk so I have to walk on grass or road
- 250 is terrible and unsafe
- Cannot cross 29 safely to get to Stonefield
- Afraid that bike might get stolen
- Traffic is awful
- 250 intersection is too dangerous
- No bike lanes
- New 250 pedestrian crossing sign is confusing
- Pedestrian access across 250 is a non-starter
- Topography and traffic
- Unsafe crossings of 250
- Crossing 250 is a problem
- Can't cross 250. It is unsafe
- Private property between Key Wet & Darden Towe
- On S.Pantops: Southside of road is a problem > "broken" sidewalk/partial sidewalk
- 250 heading east: south side of road is a problem > sidewalk ends at Applebees
- Darden Towe/Elks Lodge a problem: no sidewalk. There is a pedestrian crosswalk at light
- Sidewalk up Fontana Dr ends
- Is the walking trail along the river safe? Is it maintained? Where are the access points?
- Can a bridge from the trail tie into the Rivanna Trail?

What would you like to see?

- Senior citizen friendly paths
- Better sidewalks in Fontana
- A trolley to deal with slopes + auto traffic to get across 250
- A pedestrian bridge especially with the node design at both nodes
- Sidewalk on Peter Jefferson Parkway
- Sidewalk on 250 south side between bank and auto sales
- Bike trail down Rt20
- Better/safe bike routes/MU trails from Pantops to anywhere (Cosco/Trader Joes/Barracks Rd/Stonefield)
- Connect Old Mills Trail to Riverview Park/Trail
- Sidewalks on Fontana and others that cut over to Olympia
- Convince Fontana to open its bike paths – assist with liability/safety
- Do not want sidewalks in Glenorchy

- more bus stop and more sidewalks
- bus stop on S.Pantops
- Put sidewalk ay Elk's Club, on Elks Club side
- I'm living in Ashcroft. I do not see a need for sidewalks
- Complete the existing projects before starting on a pedestrian bridge. Too much money for a pedestrian bridge
- Multiple safe pedestrian crossings of 250
- Safe crossings of 250
- Multiple safe pedestrian crossings across 250
- Pedestrian crosswalks under 250 and Rt 20. Seems feasible in that digging under (where utilities are already buried) would be a manageable way to offer combined walk/bike path. Underground it could be lighted for safety as well protecting walkers/bikers from street traffic
- Make sure the new Hyland Park has sidewalks
- Improved walk/bike path on shoulder of 20 north. Pantops North to Key West and Vincennes.
- Better crossings at 20 and 250
- Better connection and lighting Cascadia/Darden Towe
- Pedestrian bridges are great!
- Need better sidewalks/crossing at 250/Rt20
- Need sidewalk from 250/20 intersection into Food Lion shopping center
- Settings that are more like Stonefield or even Barracks Rd
- Must create safe crosswalks, at least 2, on 250 that won't stop traffic and add to delays. If we want people to walk in the Pantops Areas we have to provide these crossing places, preferably elevated crossings
- Pedestrian Bridge across 250 and Rt20
- No need for sidewalks in Glenorchy. Number of homes in Glenorchy is less than 10 and no thru traffic so the traffic is slow. Also with sidewalks there is the landowners responsibility to keep the sidewalk clear
- Crossings of 250
- Connections to the river and river crossings
- Connections to CVille

Other

- What happened to the Lidl project? Help the developer or find out why they left
- Need cost analysis for sidewalk construction and the people who will use the sidewalks
- Identified "boulevards" should be complete streets

Transit Feedback (Facilitator: Cameron Langille)

- Difficulty in accessing bus stops
- Need heat/sun protection in the summer, also need rainfall/snow protection
- The Rotary Club created a nice bus stop along Route 29 → look for partnerships like this one to create better bus stops
- Express stop/line to downtown
- Avemore Apartments are underserved
- All bus shelters should be lit at night
- Every major bus stop should have a shelter
- Riverside Village and Cascadia especially need good bus shelters
- A direct Pantops → Stonefield route would be nice
- Node-to-node routes would be nice, and would make it easier for Andrew to “sell” the node idea in Pantops
- Some don’t think that improving the bus lines will help/solve the traffic problem
- The walk from the Fontana bus stop up to the houses in Fontana is very difficult due to the steep hill
 - Need some kind of shuttle to bring people up/down the hill in order to get people to ride the bus
- A smaller, express bus to bring people to the nodes would be nice
- At the bus stops along Route 20, there aren’t even benches- just a CAT sign
- It would be nice to email people who have submitted ideas and explain to them why their ideas/projects didn’t work out
- It would be nice to have a mini transit center to get to Stonefield/UVA quickly
- Bus stops need better shelter, and all should have trash cans
- What’s the incentive to ride the bus when the drive to work (Downtown Mall area) is only 9 minutes?
- A central location to drive your car to where you can get on a bus would be nice
- A mini-shuttle between Pantops Shopping Center and Giant would be nice
- There needs to be some way to hop around on the route

Peter Jefferson Center (Facilitator: Andrew Gast-Bray)

Comments:

- Mountain vistas
- Places to sit
- Garage → State Farm shuttle
- Tax \$\$ - I'm not parking??
- Parking in bike lanes- enforcement
- Trees along sidewalk, not median
- Boardwalk connections
- 2 current centers
- Underpass
- Safety concerns- eyes on the street
- Managing development types- future opportunity sites
- 250 traffic- thru vs. local? The "traffic problem"
- Source of walk/bike traffic? – Riverside Village, Cascadia, Wilton Farm, Avemore, Fontana
- Walk/bike an attractive feature of development
- Majority of grocery sales- service workers: need CAT access (Food Lion)
- Bike access with Free Bridge
- Need for sidewalks 1st
- Traffic issue- commuters moving through
- Accessibility
- Shuttle bus
- Park n' Ride → UVA
- Better headways
- Post office- send packages or kiosk

Amenities: what public uses and amenities do you see at this node?

- Amphitheater: **7** votes
- Community garden: **7** votes
- Hardware store (write-in): **5** votes
- Large urban park: **4** votes
- Recycling center: **4** votes
- Public art: **3** votes
- Dog park: **2** votes
- Community center/county building: **2** votes
- Neighborhood bars (write-in): **2** votes
- Ice rink: **1** vote
- Sprayground: **1** vote
- Upgrades to existing shopping (write-in): **1** vote

Multimodal Convergence and Amenities:

- Transit “Stop”: **3** votes
- Station: **1** vote
- Hub: **2** votes
- Bike: Share, Parking, Design (lane, MUW, Shared) Commuter Bike/Pedestrian Trail
 - Lane: **10** votes
 - Urban greenway: **6** votes
 - Parking: **2** votes
 - Share: **0** votes
- Main Street
 - Actively functional: **2** votes
 - Street functional: **2** votes
 - Event functional: **3** votes
 - Green functional: **1** vote
 - Architectural: **0** votes
 - Decorative: **0** votes
- Pedestrian Bridge: Trail/Greenway convergence/Bridge/Intermodal
 - As a functional way: **7** votes
 - As a pleasant way: **9** votes
 - As a transit station: **1** vote
 - As public art: **1** vote
- Parking Design:
 - Typical Parking Design: **2** votes
 - Park Once Design: **8** votes

Design Elements: What design elements communicate to you that you are at a real destination- the real Pantops? 5 minute walk? 10 minute walk?

- Street trees: **19** votes
- Sidewalks and tables: **9** votes
- Benches: **4** votes
- Signs: **1** vote
- Off-site parking garage east of I-64 and shuttle to major employers (write-in): **1** vote
- Traffic calming
 - Bumpouts: **8** votes
 - Medians: **1** vote
 - Curb Extensions: **0** votes
 - Chicanes: **0** votes
- Kind of Parking:
 - Centralized Off Street: **12** votes
 - Rear lot: **8** votes
 - Side lot: **2** votes

- Parallel: **0** votes
- Park/Plaza/Public Art
 - Plaza w/ Art Cooling: **10** votes
 - Traditional Plaza w/ Art: **6** votes
 - Plaza w/ Traffic Calming Art: **1** vote
 - Plaza w/ Functional Art: **0** votes