

5th Street Study:

4/25 Tonsler Park Charrette Public Comment Summary



The consultant team held a public workshop on April 25, 2022, to review background information collected to date and solicit feedback on draft preliminary concepts for the 5th Street Corridor. Five alternatives were presented for public comment. Each alternative asked meeting participants to identify features that they like, dislike and would change. A summary of the results are presented below:

Alternative 1: Enhanced Bike/Ped with RCUT (2018 Study)

- **What do you like?**
 - Separated bike lane but would like better buffer between bike and traffic lanes
 - Separated bike lanes
- **What don't you like?**
 - Too many lanes of car traffic
 - 4 travel lanes
- **What would you change?**
 - Look at location of guardrail/new Tonsler Park trail entrance for SUP extents
 - Park + ride
 - Bus express lane

Alternative 2: Road Diet

- **What do you like?**
 - Buses + bikes separated i.e. Option 0 – but needs barrier
 - Greater separation between pedestrians and cars
 - Single travel lane in each direction
- **What don't you like?**
 - Options where buses/bikes share
 - Buses stopping in travel lane + no place to pass
 - Concerns that bus/bike shared lane will result in cyclists getting hit by buses
- **What would you change?**
 - Option 0 needs barriers
 - 2-way transitway + 2-way drive lane
 - One lane SB, 2 NB?
 - Need to slow traffic for greenhouse gas reduction
 - Increase frequency of buses
 - Add park + ride @ 5th/I-64 interchange

Alternative 3: Road Diet with Single-Lane Roundabout

- **What do you like?**
 - This is the best option (+1)
 - Huge shared use option needs way for bikes to move

- **What don't you like?**
 - Need crosswalk at roundabout and Cleveland
- **What would you change?**
 - Would like to have shared use path

Alternative 4: Enhanced Bike/Ped with Two-Lane Roundabout

- **What do you like?**
 - Separated bike lane, though would like to see taller barrier between bike and travel lane
 - Multi-use path
- **What don't you like?**
 - Cars will still be driving really fast down 4-lane road
 - Roundabouts are a nightmare for pedestrians
- **What would you change?**
 - Would like roundabout to be signalized for bike/ped
 - Design a 2-lane roundabout but stripe as single lane and see how it works before giving up

Alternative 5: Low Cost Safety Measures

- **The following measures could be used in conjunction with the previous alternatives or as a stand-alone alternative:**
 - Flashing Yellow Arrows @ Harris (+1)
 - Guard Rail
 - Speed limit signs every ¼ mile
 - Your speed signs
 - Lighting (+1)
 - Mid-block crossings (+1)
 - ADA and transit stop improvements (+1)
 - Photo Enforcement (+1)
- **Photo Examples**
 - Crosswalk with rapid flashing beacons (+2)
 - Guardrail (-1)
 - Radar speed sign (+2)
 - Speed limit/red light photo enforcement (+2)
 - Comment: You need speed enforcement for justice but the way you enforce matters. Cameras are race-neutral.
- **What do you like?**
 - *No comments*
- **What don't you like?**
 - Not sufficient
- **What would you change?**
 - Speed bumps
 - Lights @ Bailey + Old Ridge
 - Move trees back and add decel lane into Prospect

- Also use FYA for right turns where pedestrian conflicts exist (all right turns)
- Change speed to 15-25 mph during school pick-up/drop-off
- Add deer warning signs
- Add lighting – very dark Cherry/Elliott to Bent Creek

Road Diet Issues & Options

- **Road Diet with Separate Bus & Bike Lanes**
 - Bus lane should be red – talk to Richmond
- **Road Diet with Bus/Bike Lane – Option 1/2**
 - Roundabouts too much \$
 - One side emergency vehicles only + buses, other side for cars
 - Consider reducing drive lanes from 11' to 10'
 - I hate lanes with bikes & bus
 - Separation between bikes & cars good

In addition, participants were invited to submit comments via an exit questionnaire. Staff received 6 completed questionnaires. The results are presented below:

Exit Questionnaire 1

- 1. Of the options presented, which option most equitably addresses the needs on the corridor?**
 - a. Road diet w/ roundabout (+1)
 - b. Enhanced Bike/Ped with RCUT & Roundabout (+1)
 - c. Low Cost Safety Measures (+2)
 - i. For now we need some kind of intervention to reduce speed – speed trap (costly ticket)
 - d. Other alternative not presented (+3):
 - i. Make one side exclusively bus/emergency vehicles/bike; the other side vehicle traffic, one lane each way
 - ii. Have park-n-ride at 64 + regular bus service down 5th St.
 - iii. Road diet with more room for bikes and buses in a protected zone with lanes for each
 - iv. Maybe 1 lane SB, 2 NB plus enhanced bike/ped & transit queue jumps
- 2. Do you feel the options presented are fair and supportive or your needs? If not, explain why?**

Yes = 1

No = 2

No response = 3

- Need more rigorous bus options

- 3. Are there anyone's needs that are not met with these options? Explain.**

Yes = 2

No = 1

No response = 3

- The climate's

- There may be a need to intentionally exclude some “needs”, such as the need to go fast, if they conflict with city/community goals

4. Did you feel your input was heard and recorded accurately? If not, explain why.

Yes = 5

- Yes, thank you!

5. Do you feel the public meeting participants have had a chance to provide meaningful input to the process? If not, explain why.

Yes = 3

No response = 3

6. Please share any additional comments below (i.e. Are there any topics that weren't discussed that you would like to share?)

- a.** Must relate proposed plans to City's climate goals. Stop building infrastructure that supports cars!
- b.** The trees in the median on 5th St. could be reduced
- c.** Please prioritize input of neighbors and neighborhoods along 5th St. We deal with the noise and pollution and unsafe bike/ped facilities daily.
- d.** Need to allow for protected intersection designs if we're looking at separated bike lanes

7. Where do you live?

- a.** Fifeville (+2)
- b.** Brookwood
- c.** Belmont