

Submission Time	Enhanced Bike/Ped with RCUT (2018 Study Recommendation)	Enhanced Bike/Ped with 2 Lane Roundabout	Road Diet	Road Diet with 1 lane roundabout	Low Cost Safety Measures	Where do you live?	Please share any additional feedback on the concepts.
2022-04-26T16:41:30Z	1	2	5	5	5	Ridge Street	Studies linked below suggest road diets do not lead to greater emissions from cars/congestion and usually result in unchanged traffic or improved traffic flows. I would like to see supporting evidence for concerns around a road diet option leading to greater vehicle emissions and queues if those are going to be considered disadvantages in these options. Studies also show road diets typically lead to increased bicycle use which would be a huge advantage on 5th street as the current unsafe bicycle infrastructure is a huge deterrent. https://safety.fhwa.dot.gov/road_diets/case_studies/
2022-04-25T21:09:08Z	5	5	0	0	0	I have a 5th Street address	
2022-04-27T14:07:21Z	5	1	1	5	5	Other	
2022-04-27T02:50:34Z						Other	Several years ago during a neighborhood meeting with city Council. I mention that when traveling north on on5th St nearing Cherry. If you are in the right lane you must move to the left lane if you want to go straight. By the time you see the marking on the road you may be in a area with a lot of traffic. This makes merging difficult and dangerous. A second set of pavement markings should be further back from Cherry.
2022-04-26T15:19:39Z	4	5	3	5	2	Belmont	Low-cost safety measures are important but not replacement. What about speed tables at crossing points? The roundabout is mainly a speed reduction measure. Maybe we could go with one of the preferred options at much lower cost by have ~3 speed tables but no roundabout.
2022-04-26T22:02:01Z	3	2	1	1	5	Other	Slowing traffic is a laudable goal, but given the high volume at peak travel times to get to UVA, the hospital and the Wegmann's shopping center creating massive backups at major intersections will increase accidents from short tempered drivers running red lights and other aggressive behaviors. It will make the problem worse not better for those of us who travel this road multiple times a day.

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2022-04-26T20:16:07Z	4	2	5	4	2	Frys Spring	I have a bakery job, which means I typically go in between 4 and 6 am. All I can say is that fifth street needs better street lighting!!! Please !!!
2022-04-26T14:00:32Z	5	0	0	0	4	Ridge Street	Bike lanes being separate from traffic are really important on this road that is steep for bikers so they have less control over speed.. The way the bikes cross traffic at Cherry is very dangerous for bikers and drivers. This is an increasingly densely populated area, and the pedestrian infrastructure is so bad that it encourages driving.
2022-04-29T14:13:44Z	5	5	4	4	4	Belmont	
2022-04-26T12:46:17Z	5	4	5	4	0	Belmont	PLEASE prioritize separating bikes/peds from all vehicle traffic.
2022-04-26T13:46:26Z	2	1	5	2	4	Other	As someone who would bike on 5th St if it was safer, having to share a bike lane with buses would not make me feel safer, especially on an uphill section. For low cost safety measures - please pilot a road diet removing one travel lane each way to test how this would impact congestion in real life.
2022-04-26T22:12:26Z	5	3	3	5	1		Very disappointed there's no way to turn left from Brookwood or Old Ridge onto 5th. This is a huge neighborhood and we will all need to make unprotected u-turns to go left out of the neighborhood onto 5th (to get to Wegman's, etc). Dangerous and time consuming. I also don't understand why none of the options include additional stop signals.
2022-04-27T02:59:13Z							Part of the problem along 5th Street is bad behavior. Question might be how do you correct that?
2022-04-27T13:24:44Z	5	5	4	4	2	Other	Increased public transit options would significantly help to reduce traffic. Please consider a more frequent bus schedule that goes up and down Fifth Street, rather than making a large loop to another part of the city, combined with a dedicated bus lane. This would make it easier to move up and down Fifth Street without depending on car usage, reduce the amount of traffic, provide environmental benefits, and make the street safer for all users.
2022-04-25T21:10:06Z	5	4	4	4	1	Ridge Street	

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2022-04-26T21:27:06Z	3	5	3	3	3	Fifeville	Need more neighborhood trail/pedestrian access points. Roundabout at Bailey would be great. Mitigating road run off to streams should also be considered.
2022-04-25T22:19:59Z						Prospect/Orangedale	There needs to be a shoulder and/or separate turning lane for traffic to Bailey Road and that weird road to Blue Ridge Commons. You have to practical stop when someone is turning in these areas, no matter what the speed limit is. Once you have a turning lane that will alleviate some of the issues when driving on 5th St to get to 64
2022-04-26T13:01:27Z	3	4	5	4	5	Belmont	Devoting space to cars has never reduced traffic, it has only increased car usage in the long term and made our city less safe and less healthy. Please devote space to public transit and low cost travel options such as biking and walking.
2022-04-29T16:04:48Z	3	4	5	4	5	Other	<p>Would like to see a concept with road diet, striped bus lane, and separated (barrier or curb) bike lanes on both sides of 5th st plus sidewalks/shared use path. The key here is to limit cars to one lane to reduce speeds, and to have bike lanes that are physically separated from all vehicles. Don't like the concept of bikes sharing lanes with buses and especially if those bus lanes are only stripes on pavement. Bikes MUST be protected from vehicles by physical barriers.</p> <p>BTW: all options with roundabouts seem like they will be very confusing for bikes and pedestrians. Why does this corridor need any roundabout?</p>
2022-04-29T18:28:11Z	3	5	1	1	5	Brookwood	Preference is for protected, separated physically, bike lanes and not have the bikes and busses share a lane. Multi-use path is a great idea, put it on the side of 5th that gets the most foot traffic.

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2022-04-27T00:07:37Z	0	0	0	0	5	Ridge Street	<p>I am very concerned about Options 1-4 (all options OTHER than “Low Cost Safety Measures” (when “low cost safety measures” are used as a standalone option)). Options 1-4 do not permit a left-hand turn from either Brookwood St. or Ridge St., which will force a significant traffic volume to take a U-turn as an alternative. Given the high volume of traffic on 5th St., this will be extremely dangerous—both to the drivers trying to take a U-turn and also to drivers on both sides of the median of 5th St. The “U-turn approach” is extremely impractical and counterproductive and is very likely to increase crashes. If these left-hand turns are considered to be dangerous, then installing a traffic signal at one or both of these intersections is a much more practical and reasonable approach than disallowing a left-hand turn completely.</p>

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2022-04-26T01:59:09Z	4	3	5	4	5	Ridge Street	<p>I offer my comments as a resident and daily pedestrian and cyclist (with kids). For the Old Ridge to Harris section, I support the 2 lanes plus combined bus and bike lane. I realize that, 15 years ago, it made sense to treat this section as a corridor, with more lanes and higher speeds. But today, it is the spine of large neighborhoods who use this section to get to the grocery store, the elementary and middle schools, Tonsler Park and the Rivanna Trail. Investing in the street life and alternative transit accessibility acknowledges this use and supports it. The pedestrian and shared bus/bike lane will invite walkers and cyclists to our beautiful neighborhood. It will acknowledge that our city does now have a vibrant, dense south side. I realize that there are concerns for environmental air quality in the near term, but I think it will also be another force pushing people to explore other modes of transport, including public transport. I don't know a lot about how roundabouts affect traffic, but I will say that Bailey is a vital crossing point for walkers and bikes in this area. Bailey connects to the Johnson Village trails, Burford, as well as the neighborhoods. I would only support a roundabout if it made it possible for people (children!) to cross safely there. I like all the low-cost safety measures except the guard rail, which says highway to me. I like very much that there will be safe harbor stops in the middle of the crosswalks (in the meridian). Elderly, people with bags, strollers, kids can all enjoy a resting spot. Giving them a safe halfway will give it an urban garden feel. Again, I'm very excited and thankful to see these changes! I know someone who was in a bad accident at Old Ridge, the friend of another who died 2 summers back, and I've been menaced by speeding cars more often than I can count. I want to feel</p>
2022-04-27T22:12:06Z	5	1	5	3	1	Frys Spring	<p>Enhanced bike lanes are a must. Roundabout would not be very useful. I like the idea of a road diet -- in this case I think it would work. But, sharing a bus and bike lane can be tough for bikers. Bikes should have their own lane, preferably protected from buses.</p>
2022-04-27T11:23:49Z						Johnson Village	
2022-04-27T02:18:46Z	0	1	5	5	0	Other	

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2022-04-26T17:37:13Z						Johnson Village	Dedicated right turn lane off of Harris road, if someone is turning left or going into Willoby subdivision, traffic gets backed up. Sewer drain stick out and can damage tires, needs to be moved back.
2022-04-26T14:06:42Z	2	3	5	5	2	Other	
2022-04-27T19:19:36Z	5	5	2	2	1	Frys Spring	A protected bike lane is extremely vital to encouraging non-car travel along the route! I bike this road and it is terrifying as it is currently.
2022-04-26T17:31:11Z	3	4	5	4	2	Johnson Village	Please consider all aspects of the road diet such as the bus/bike lane. If we can get more people off the road, we don't need to worry about traffic since there will already be a highly connective layout. This will, in turn, decrease emissions since it encourages people to get out of their cars. Also, I would like a safe crossing at the Rivanna Trail across Cleveland Ave. This is a vital community resource that would otherwise be limited to residents across the trail.
2022-04-27T13:38:15Z	4	5	3	3	1	Other	
2022-04-25T22:53:04Z	5	5	4	4	3	Fifeville	
2022-04-28T00:29:54Z	5	5	5	5	5	Brookwood	Photo enforcement would be great. Each of the plans looks like it could help.
2022-04-25T20:37:27Z	0	0	0	0	5	Other	Leave the road alone! There will always be idiots who drive recklessly.
2022-04-25T23:16:42Z	5	5	5	5	1	Fifeville	
2022-04-27T23:49:55Z	1	2	3	3	3	Willoughby	What actions if any will improve safety at the intersection with Harris Rd? As a bicyclist, buses are sometimes a hazard so sharing a lane may present some challenges. Bus driver sometimes speed past then cut in front to stop.
2022-04-27T09:05:24Z	2	3	4	5	1	Other	
2022-04-26T17:32:41Z						Prospect/Orangedale	My main concern is to be able to take a left turn onto 5th Street from Bailey road. I would also like a system that lets cars get out of the city in evenings faster, dedicated lights to move cars to I64 faster for a 30 minutes or hour block of time.

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2022-04-26T23:59:22Z	1	2	1	1	3	Brookwood	<p>Measures remove the left hand turn from Brookwood to 5th St. I use that as part of my commute every morning and I use it multiple times per day to run errands and pick up my child from school. It would be very inconvenient to have to turn right and enter a busy roundabout or try and make a Uturn at Bailey St. This especially concerns me with some of the proposed concepts causing more traffic delays and backups; I imagine making that Uturn would be even more difficult than now.</p> <p>I question why none of the concepts explore the use of another stop light between Cherry and Harris?</p> <p>For the Cherry/Ridge Pedestrian Improvements, I can see that by extending the curb by Tonsler Park and preventing some traffic from being able to easy turn right, traffic would get even more backed up on Cherry during certain times of day. I think it would be an improvement for pedestrians, which I am often one, but I think this consideration should be taken into account when examining the other concepts for changes to the Cherry to Harris part of 5th St.</p> <p>I have little use for the bike paths and I don't plan on using them. I hope people that do use them can have a safe option to do so. But my observation is that the Cherry to Harris stretch is not heavily used by bikers. It seems very inconvenient to the majority of people, who use the road to drive cars, to remove entire lanes of traffic for the sole use of buses/bikers. Additionally this is expected to increase queue length and delays on the main road as well as the side streets which I</p>
2022-04-29T19:33:51Z						Ridge Street	<p>I think, more than anything, it is important to put a light where Ridge intersects with 5th or where Brookwood intersects with 5th. I would love for there to be no throughway from Avon to 5th. That was a horrible decision! I also don't believe that many more people would bike ride or walk with paths put in. At least not enough to make it worth the money.</p>

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2022-04-26T20:16:10Z	1	5	1	1	5	Brookwood	<p>Anything that adds congestion and queue times to local intersections and neighborhoods is a nightmare. The density of the area is only continuing to increase and making longer wait times and more traffic in already congested (many single-lane) streets is a recipe for disaster. I think the two-lane roundabout will still allow a steady stream of traffic through and reduce speeds without adding to queue times. I'm not thrilled about having required UTurns out of our neighborhood either - why can't we install street lights and/or speed bumps like other localities in Northern Virginia do?</p>
2022-04-26T22:34:45Z						Ridge Street	<p>There needs to be either a stop sign or a speed change/slow sign for drivers when approaching old Ridge intersection from 5th (heading away Harris St end towards Charlottesville downtown). Drivers who are in right lane there come so fast that if other cars are in left lane/stopped/waiting, it is very hard to see when turning left from Fifth onto Ridge coming the other way. This is the most dangerous traffic element in the area. I've lived here since 2008.</p>
2022-04-25T22:03:39Z	4	5	1	1	1	Other	

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2022-04-28T13:07:14Z	5	4	3	5	1	Frys Spring	<p>1) I strongly dislike the combined bike and bus lane. I used to bike this route frequently and take the bus here. The terrain meant that, by bike, I went extremely slow on the up hills in both directions. Having a separate transit lane would be great for when there's traffic, but being stuck behind a slow bike (like me) on the up hills would ruin that benefit.</p> <p>2) I like the road diet with a bike lane adjacent to a (non-vertically) separated bus lane. When there are no buses, it would give bicycles more space to avoid road debris or to pass each other, while still maintaining a safe and clearly defined space for bicycles and buses when both are present.</p> <p>3) Yay for roundabouts! Particularly with the terrain, having a physical road item that requires speeds to be lowered for automotive vehicles is necessary, and having the roundabout at the Bailey intersection would make access there so much better.</p>
2022-04-26T18:20:21Z	3	5	1	1	5	Brookwood	I feel that people often speed in this area because traffic flow is so poor in other parts of the city. If we could identify means of increasing flow off out of Cherry to keep it out of the Forest Hills neighborhood, that would help. Similarly if we could increase northbound flow from Cherry to Preston people would drive more predictable and attempt neighborhood cut-throughs less often.
2022-05-06T16:45:33Z	3	5	0	5	5	Other	Red Hill
2022-04-27T00:07:28Z	4	4	4	5	1	Other	

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2022-05-01T20:00:18Z	3	3	1	1	3	Fifeville	<p>I would welcome the road diet options if we could expect less traffic overall, but it seems like we have a lot of people who depend on this for their commute. Are there are measures we could take to make alternate routes more viable for some of this traffic?</p> <p>From reading https://www.cvilletomorrow.org/articles/three-fatal-wrecks-on-fifth-street-since-july-pushes-city-to-look-for-fixes-but-they-wont-be-fast-or-cheap/ I get the impression that some of the worst accidents have happened during off-peak times, when the temptation to misuse the straightaway may be greater.</p> <p>It seems to me (not a traffic engineer), signals could be used to break the straightaway up at these times, while still allowing more throughput during peak hours.</p>
2022-04-27T13:34:47Z	0	0	5	5	0	Belmont	
2022-04-29T18:44:32Z	5	5	3	3	5	Willoughby	I don't see anything to address the number of accidents at Harris Road (not street) and 5th Street. I understand it's part of the Smart Scale application, but any funding from that would be a decade out.
2022-04-25T21:14:15Z	5	5	5	5	5	Other	I live on Brookwood and I drive and walk the distance from Brookwood to Cherry often. We need more cross walks between Willoughby and Cherry!
2022-04-27T21:12:43Z						Other	I would like to see 2 more 40 mph signs, one at the north end (w main + 5th) the other at the south end (the market and 5th). I always look for them. The middle 40mph sign is too little too late but please keep that one too. I live at eagle's landing and use the corridor all the time, and can't believe it and the other housing projects near sunset Ave aren't listed.

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2022-04-29T21:13:09Z	2	5	1	1	1	Fifeville	<p>The only thing to slow the traffic is to install roundabouts or stoplights. Stoplight will slow and create more congestion. Roundabouts are highly effective and traffic keeps moving once folks get used to the change and learning how to use it effectively. I live on 7 1/2 st sw and can hear the bikes and cars tearing town that street on the weekends. They turn off 5th onto Cherry at a high rate of speed past Tonsler Park driving recklessly. Or they tear down 7.5 street to Cherry and 5th driving recklessly. It is amazing that we have not had more pedestrians struck and killed from this foolishness and selfishness. A few strategically placed officers along Cherry, 5th Street and 7.5 street issuing tickets on a regular basis during the weekend might help too. Officers along 5th st during the week will slow things down. Thank you for asking for public input and addressing this issue that affect so many folks.</p>
2022-05-07T04:19:14Z	4	4	2	2	3	Belmont	<p>I don't think that bikes and buses should share a lane. Diesel emissions from the buses will go right into the lungs of bike riders. The safety is a concern as well if the bus gets stuck behind a slow biker. There is nowhere for the biker to go. The RCUT would help all the residents turning left while the rotary only helps Bailey Avenue residents and is the most costly</p>
2022-04-25T20:29:34Z	0	5	0	5	0	Frys Spring	<p>I voted for both roundabout options. They will force drivers to use more caution</p>

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2022-04-27T22:34:51Z	0	0	0	0	0	5 Frys Spring	In how many crashes involving injuries and fatalities, was driver impairment involved? Impairment of either the person at fault or the victim interferes with good judgment and driving abilities. There seems to be very little attention being paid to driving impaired when looking at some of the police statistics. I know that with the new state laws, police have fewer reasons to have an encounter, face-to-face, with drivers and have probable cause. The attention has been turned away from individuals being responsible for their actions and providing to make up for their driving deficits. This section of road was being treated like a racetrack around 11 PM on into all hours before the more recent fatalities and the passing of the law and was being ignored by police. We can spend all sorts of money trying to accommodate drivers to drive safely, but individuals need to learn that driving is a privilege and not a right. You can't do anything you want and think you aren't to blame.
2022-04-25T20:48:18Z	3	0	5	0	0	0 Belmont	
2022-04-26T13:31:15Z	2	2	5	5	1	1 Belmont	Making it less convenient to drive is the best way to improve livability of Charlottesville
2022-04-27T01:24:53Z	5	5	3	3	1	1 Beacon on 5th	I would like to be able to bike and walk down 5th avenue safely. I like the curb separating the bike lane from the road the best. I think the road diet would be good, but would still be nervous biking in a bus lane.

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2022-04-26T15:54:46Z	5	0	0	0	0	Other	<p>I prefer Option 2 of Alternatative 1, making the bike lane a bit wider and at the same level as the sidewalk, and slightly higher than the road level.</p> <p>No trees are shown in the median, but is that an oversight? In other words, would the existing trees in the median be retained? This would be very desirable.</p> <p>An even better allotment of space would be reducing the width of the existing median, and using the resulting space to widen the space between the motor vehicles and the bike lane, and planting trees in that strip to give some shade to the cyclists and pedestrians, who, after all, are not polluting the air and are moving about in the heat of the summer without mechanical air conditioning and who could use a little protection from the sun!</p>
2022-04-27T17:48:52Z	5	2	1	1	1	4 Other	
2022-04-27T15:07:03Z						Other	<p>Submitted response yesterday but realized from neighborhood email most options prevent turning left out of Brookwood and near Elliot- I live off Raymond. No left turns and forced Uturns would be a nightmare for the increasing number of home owners in the areas behind Fifth. Routing all traffic up to Elliot/Cherry for a uturn would be dangerous, create traffic snarls and significantly decrease the safety of everyone. Traffic leaving the hospital and UVA at the end of the work day is already a nightmare. If those at the intersection had to contend with people making u turns because of a forced traffic pattern, it would make traffic much worse and quite dangerous. I walk to work some days and drive others. I would not feel safe trying to cross at either the light or the crosswalk if a large number of cars were Uturning. Please do not make changes that would force Uturning as the only option for the people living behind Ridge/Fifth. This would make a bad situation much worse.</p>