



Spring 2007

The Charlottesville-area has the potential to become a world-class bicycling community. Bicycling could be an integral part of the identity and culture of our region - providing affordable and healthy lifestyles for residents, attracting tourists, and relieving traffic congestion. The Charlottesville-area already has a large group of citizens who ride when and where they can, but gaps in facilities discourage many people from biking regularly.

Bicycle riders want the same thing that other drivers want - a direct, quick, and safe way to get where they're going. Let's build a network of trails, bike lanes, and multi-use paths that will encourage all types of bicyclists - families, seniors, commuters, and pleasure-seekers - to go by bike!

The Alliance for Community Choice in Transportation (ACCT) is a network of citizens and groups working for improved transportation choices and sustainable land-use in the Charlottesville area. ACCT recognizes the willingness of our public leaders to improve the bicycle network, as evidenced by the many local plans that include lists of possible bike facilities. We seek to identify those projects which would bring about the most benefit to the bicycling community, and to help find a way to fund and build these projects within the next five years. Especially as our community works to reduce carbon emissions, our commitment to transportation alternatives is as important as ever.

ACCT collected feedback from over 400 Charlottesville-area bicyclists to identify the following **"Top 5 Priority Improvements to the Bicycle Network."** Our partners and volunteers have spent the past four months researching and riding in the areas affected by these projects. We feel strongly that decisions about bicycle facilities must be made with a lot of input from bicyclists! ACCT is dedicated to working with leaders of the City, County, and University to complete these important projects.



www.transportationchoice.org

Charlottesville-area Priority Improvements

1. Create financial or other incentives for developers to provide new bike lanes, trails, access corridors, racks or long-term bike storage facilities.

We believe that new developments or redevelopments create ideal opportunities to build bicycle lanes and trails. We recognize that all site plans are reviewed with the adopted bike/ped plans in mind. We suggest creating a mechanism that allows the city/county to secure financial contributions, dedicated for completing the bicycle network, from all new developments. We propose that these standards (see table) be required as part of all site plans that come before the city or county. Developers can meet the financial contribution requirement in two ways: 1) by building facilities within their project, as long as those facilities are open to the public and connect to other existing lanes or trails, or 2) by making a contribution to a dedicated fund for city/county bicycle improvements.

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In addition to these requirements, we would like to see the city and county adopt bike parking design standards. These should dictate the design of the rack as well as spacing and placement.

Off-Street Bicycle Parking and Funding Guidelines	
Land Use	1 Bike Space* and \$1000 contribution
Dwellings/Lodging rooms	per dwelling unit or 3 lodging rooms
Retail Sales and Service	per 5,000 SF of net building area
Office	per 10,000 SF of net building area
Clubs/lodges	per lodging room plus 3% of person capacity
Fraternities/sororities	per 3 rooms
Hotels/lodging houses	per 10 employees
Galleries/museums/libraries	per 10,000 SF of net building area
Colleges/universities/junior and high schools	per 4 employees plus 1 per 4 students
Nursery/elementary schools	per 4 employees plus per 10 students above second grade
Hospitals/Convalescent and nursing homes/institutions	per 10 employees
Places of assembly, recreation, entertainment	per 2,000 SF of net building area
Commercial/manufacturing	per 15,000 SF of net building area
* a minimum of two (2) spaces must be provided (parking requirements modeled after those in Madison, WI and Portland, OR)	

2. Build a bike-accessible loop trail around the city.

A Bicycle Bypass around the city would allow many people to commute from their neighborhoods to important destinations like downtown, the University, Pantops, and Rt. 29N via Hydraulic Rd. We understand that City Trails Planner, Chris Gensic, has mapped out the entire loop and is working to complete the connection by 2015. ACCT looks forward to working with Chris to complete this ambitious plan. We request that this loop trail be designed with commuters in mind, meaning that it emphasizes easy access points and is paved to at least the same standards as the section at Riverview Park.

An immediate priority is to add the following portions of the loop trail to the Comprehensive Plan: Along Route 29 North of Arlington Blvd to 250/Holiday Dr., Three Notched Trail, Chancellor Street from Beta Bridge to the Corner, 5th Street Extended to Jordan Park, along Rock and Moore's Creeks, and along the entire 250 Bypass.

Citizens' Choice for to the Bicycle Network

3. Improve Old Lynchburg Road for Bicycles.

The city section of Old Lynchburg Road (OLR) is an important connection for many commuters and also bicyclists headed to Azalea Park. The county portion is one of the most frequently ridden road routes in our area. Both segments are extremely narrow and steep in places. The following are the improvements needed in each section of this road:

A. *City: Where Old Lynchburg Rd. turns off of Jefferson Park Avenue ⇌ Azalea Park*

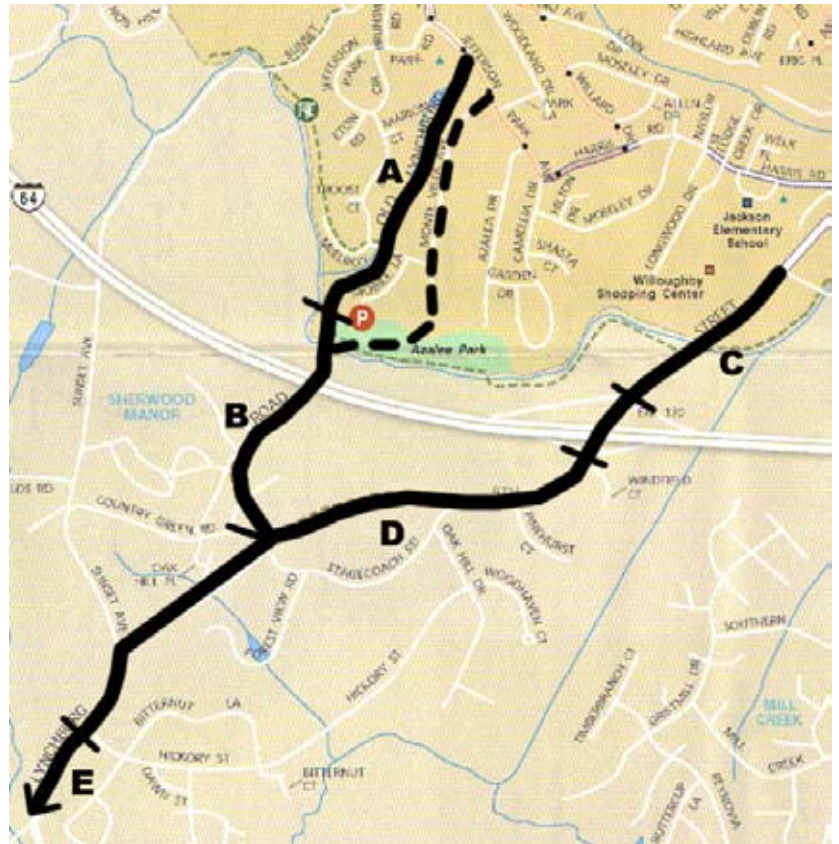
Instead of trying to widen this road, we support the development of a designated alternative bicycle route along Monte Vista Ave. through Azalea Park. This would require paving (asphalt) the existing trail from Monte Vista to the park, as well as installing Bike Route signs along the entire route.

B. *County: Azalea Park ⇌ 5th Street*

Widen shoulders on both sides and paint bike lanes.

C. *City/County: Existing bike lanes on 5th St. ⇌ interstate bridge*

Paint bike lanes on existing pavement.



D. *County: Interstate bridge ⇌ where road narrows to 2 lanes*

Paint bike lanes on existing pavement

E. *County: Where OLR drops to 2 lanes ⇌ Dudley Mountain Road.*

This 1.8 mile segment is the most hazardous section and needs widened pavement and painted bike lanes on both sides of the road.

4. Improve Signalized Intersections for Bicycles.

Many of the signalized intersections in the city and county are tripped by vehicles and do not have sensors strong enough to register bicycles. This means that bicyclists sometimes have to wait a long time for a vehicle to arrive and trip the signal. We understand that upgrading the signals to react to bicycles costs approximately \$20,000/signal. We request that the city commit to upgrading one intersection per year. We submit the following list of prioritized locations:

1. Ridge/McIntire and Main
2. West Main and Roosevelt Brown/10th St
3. Ridge St. and Cherry/Elliot Ave.
4. Main/University and Jefferson Park Avenue
5. Avon and Monticello

5. Improve “The Corner” for Bikes.

Concern: There are some yellow bike racks, which are great, but the three black bike racks are essentially unusable. Bikes are strewn around them, lying on the ground and fallen over. One of the racks is broken and has jagged metal edges protruding.

Action: Remove black bike racks from under the bridge at 14th St, in front of the Student Book Store, and near the crosswalk by Cohn’s and Bodos. Replace these racks with round-tube U-racks, with 5 - 8 racks installed in a row in each location in this corridor.

Concern: This is a very narrow corridor where we recognize that bike lanes are not feasible. However, the turns in the road, congestion, and bulb-outs make it very challenging to bike alongside cars, particularly when traveling west-bound.

Action: In the short term, the bulb-outs should be painted bright, preferably reflective, yellow along the turns. Priority locations for this improvement are under the Red Roof Inn by the big green power boxes, in front of Cavalier Tan, under the RR bridge at 14th St., in front of the Corner Market, and in front of Bank of America. In the long term, we’d like to see the bulb-outs removed or pulled back from the road by 2’. The planter section on the north side of the road (in front of Café Europa, as you approach the light at 14th St.) should be removed to make room for a bike lane segment next to the motor vehicle lane.

Action: Where the UVA brick wall ends in front of Finch clothes store and Michael’s Bistro, the center line of the road could be moved toward the hospital, giving the west-bound lane more space as the lanes condense. Vehicles moving east bound would make a slightly wider turn as they approach the stoplight at 14th St.

Action: Install “Allowed use of full lane” signs at intersection of JPA, University, and Main, and periodically through the Corner.

Action: Replace cobblestone crosswalks with smooth surface crosswalks.

Action: A long term goal is to construct a bike path inside the brick wall along the entire length of the corner. This would allow cyclists to bypass vehicle traffic through this entire section of road.

