

## BIKE/WALK/DISABILITY AUDIT: Virginia Ave

Date: 03 April 2019 / 26 April 2019

Time: 3:00 – 4:00 pm

Lighting: Apr 3 – Sunny; April 26 - Cloudy

Weather: Apr 3 – Dry, mild, windy; April 26 – Very windy, cool

<b>Auditor</b>	<b>Mode</b>	<b>Audit form</b>	<b>Date</b>
Kristine McCormick	Bike	Bike	April 3
Rachel Ruhlen	Walk	Walk	April 26
Lisa Cooper	Walk	Walk	April 26
Tiffany Lee	Wheelchair	Disability	April 26
Nathan McClung	Walk	Walk	April 26

Route: Bicycle – Pollard St from Washington Ave to Virginia Ave, turn right on Virginia Ave to Glade Creek, then return. (Discussion of bicycle accommodations on Pollard St were included in the previous report with the walk & disability audit of Pollard St.)

Walk/Disability – south side of Virginia Ave from PFG to Pollard St, north side to Glade Rd, north side back to PFG.

Trip generators: Downtown, greenway, Virginia Ave / Hardy Rd businesses

Traffic: Traffic is very busy and drivers do not tolerate bicyclists. Many vehicles passed the bicyclist closer than 3 feet. This is a barrier to access the Glade Creek and Tinker Creek Greenways. Busy traffic impedes crossing the street on foot or bicycle.

Signs: Tinker Creek Greenway has large signs but there are no signs directing people to the greenway. The only sign for Glade Creek Greenway is in the parking lot for the Tinker Creek Greenway. Nothing directs to Glade Creek Greenway from the west.

Biking: Biking was very uncomfortable. There may not be room for bike lanes but some benefit could be provided from sharrows, “Bicycle May Use Full Lane” signs, and very importantly, enforcement.

Sidewalk: Sidewalk is generally passable for pedestrians with some trip hazards and some impediments for people with mobility or vision impairments.

- Sunken or broken sidewalk, uneven surfaces are trip hazards for pedestrians and obstacles for people with mobility impairment
- Vegetation and soil encroachment are obstacles for people with mobility impairment and is unsightly. A bush projects into the sidewalk in front of PFG, grass is overtaking the sidewalk in several places, and soil from a hillside is washing into the sidewalk.
- A sharp drop-off from a sidewalk into a parking lot and the sharp corner of a wooden sign at approximately shoulder height are hazards for pedestrians.
- The sidewalk surface in front of PFG on the south side of Virginia Ave is passable but rough.
- On the south side of Virginia Ave, just east of PFG, the sidewalk has sunk toward the street creating a cross-slope up to 3.5%
- Excessive cross slopes at driveways (Vinton Dry Cleaners, for example)

- The hillside on the north side of Virginia Ave across from PFG is unstable. (Dead trees could become obstacles to vehicle and pedestrian traffic if they fell off the cliff.)
- Floodplain sidewalk near Glade Rd has a bubble slope 6.5%

A minor issue is that the potted plants in front of Robbin's Nest, placed to deter cut-through trucks through the parking lot, impede pedestrian travel, especially for people with mobility impairment.

In several places, parking stalls abut the sidewalk with no separation or stop bars to prevent parked vehicles from encroaching on the sidewalk. This situation exists on both the north and south side of the street.

The excessive driveways at Marathon gas station and food mart put pedestrians at risk of turning traffic for a long stretch. The driveways are oddly partitioned, as well.

The signal pole at PFG on the north sidewalk is on a raised section that leaves <3 feet of level surface. This could be remedied by sloping the pavement up to the level of the pole base, which is more feasible than taking the pole down and lowering its base.

Crosswalks: Crosswalks are notably absent in the corridor. The signals at Pollard St and at PFG never have a phase where it is safe for pedestrians to cross Virginia Ave, and volunteers used the median as a refuge (placing the wheelchair just in front of the median).

Curb ramps: Curb ramps are notably absent on both sides of the street. The north side of the street is particularly problematic, requiring people with mobility impairment to go considerably up the side street or in Virginia Ave itself before finding a driveway that allows them to get back onto the sidewalk.

### **Recommendations**

Geotagged photos of the audit at this link may be helpful identifying places for routine maintenance:

<https://photos.app.goo.gl/NVdQDVbEyJK275JGA>

Biking:

- Bike lane, at least on the uphill (eastbound) side
- Sharrows or "Bikes May Use Full Lane" signs
- Enforcement of 3-foot passing of bicyclists
- Wayfinding to Glade Creek Greenway

Walk:

- Begin systematic minor sidewalk repairs and maintenance throughout, including removal of vegetation & soil
- Curb ramps
- Ped heads, refuge islands, and crosswalks
- Require businesses to physically demarcate parking lot from sidewalk
- Enforce encroachment of vehicles & obstacles on sidewalks
- Smooth rough pavement (grinding, patching, or new surface?)
- Fix cross slopes
- Eliminate some of the excess driveways at Marathon gas station

- Fix the issue with the signal pole at PFG on the north side.



Narrow passage



No ramp



Overgrown vegetation



Broken pavement



Vertical discontinuity



Corner of wooden sign can catch unwary or vision impaired pedestrian



Grass overtaking sidewalk



Unclear how a pedestrian can safely cross