

BLUE RIDGE ROAD

BIKE & PEDESTRIAN IMPROVEMENTS PHASE 1 – SECTION B COMMENTS



AGREE DISAGREE

AGREE DISAGREE



1. The east side of the bridge has some space for Bike/Ped along Blue Ridge, the west side almost no space.
2. Evaluate converting the Wade Avenue/Blue Ridge Interchange to a Diverging Diamond style Interchange. The goal would be to re-appropriate the existing center turn lane space to bike/ped accommodations.
3. Propose an under -bridge lane or cage facility to accommodate bike/ped (if clearance requirements with Wade Avenue allow) that runs under Blue Ridge Road.
4. Multiple suggestions for a separate bridge over both Blue Ridge ramps and Wade Avenue to serve bike/ped.
5. Suggest a landscaped median in this section, and adding more medians.
6. Need ped islands on ramps.
7. Suggest seating areas, plazas, and resting areas on either side of bridge.
8. Incorporate materials such as red glass into the bridge structure.
9. Turn the bridge into a gateway structure with lighting Red.
10. Make the bridge similar to the bridge over the I-440 Beltline. Use similar design elements and incorporate art on the bridge, vertical structures, and sidewalk/trail.
11. Install a separate ped bridge on the east side of the vehicle bridge - design to match vehicle bridge.
12. Install sidewalk on the east side of the bridge.
13. See bridging examples from Spain, France, Orlando and Rhode Island.
14. Use ornamental fence and planters on the bridge area.
15. In favor of a separate bike/ped bridge on the east side of existing bridge.
16. Suggest a "Dorton Arena" design aesthetic for the bridge.
17. Include branding elements for the area on the bridge.
18. Use bike/pedestrian tunnels under Blue Ridge near Wade Avenue interchange ramps.
19. Consider converting the interchange in to a loop style interchange.

20. Use a partial underpass for bike/ped facilities.
21. Incorporate private funding from major area property owners.
22. Incorporate gateway features into the bridge.
23. Utilize LED Lighting on the bridge.
24. The existing bridge is a pedestrian barrier in favor of a multi-use path on both sides of Blue Ridge Road.
25. The priority should be to get pedestrians across the interchange ramps safely.
26. Evaluate the use of a dedicated right turn lanes from Blue Ridge onto Wade avenue with curb separation or striping.
27. Consider a separate pedestrian and bike bridge that runs diagonal across the Blue Ridge/Wade Avenue intersection.
28. Evaluate the use of a dedicated right turn lanes from Blue Ridge onto Wade avenue with curb separation or striping.