Study Area

- Signalized Intersection
- Unsignalized Intersection
Planned Developments

West Main:
The Flats at West Village: 219 Units/595 Beds/385 Spaces
The Standard: 203 Units/601 Beds/499 Spaces
1000 West Main: 240 Units/655 Beds/207 Spaces
(Total Residential: 1,851 Beds/1,091 Spaces)
The Sycamore Hotel: 150 Rooms/90 Spaces

Uva:
Emergency Department/Hospital Expansion
The Education Resource Center
The Flats at West Village
The Standard
The Sycamore Hotel
Education Resource Center
Planned Developments

2016

- The Standard
  - 205 Mid-Rise Apartments and 7,261 sf Specialty Retail (917 Daily Trips)

- The West Main
  - 240 Multi-Family Residential Units and 9,500 sf Retail (1,581 Daily Trips)

- The Flats
  - 219 Multi-Family Residential Units, 7,000 sf Retail and 5,300 sf High-Turnover Restaurant (1,996 Daily Trips)

- Battle Building
  - 192,505 sf Clinic with 116 new employees (929 Daily Trips)

- Education Resource Center (ERC)
  - 46,000 sf Medical (608 Daily Trips)

2020

- Emergency Department
  - 414,000 sf expansion (5,473 Daily Trips)
Future Year Build Analysis

Background Growth

- Reviewed the Historic Annual Average Daily Traffic trend for the last ten years
- One percent compounded annual growth rate was applied for Background Growth

Future Year (2016)

- Background Growth + 2016 Planned Developments

Future Year (2020)

- Background Growth + 2020 Planned Developments
## Existing Analysis

<table>
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<tr>
<th>Signalized Intersection</th>
<th>Level of Service</th>
<th>Unsignalized Intersection</th>
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The map shows various streets and locations within the area of interest. The signalized intersections are marked with green, yellow, orange, and red circles, corresponding to levels A/B, C, D, and E/F respectively. The unsignalized intersections are marked with green squares.
Build 2016

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Analysis Results

Build 2016

- West Main Street and Roosevelt Brown Boulevard/10th Street intersection drops to LOS E during the PM peak hour

- Remaining intersections in the study area operate an overall LOS of C or better during both AM and PM peak hours

- Long Queues are expected along eastbound West Main Street at 11th Street and Roosevelt Brown Boulevard
Analysis Results

Build 2020

- West Main Street and Roosevelt Brown Boulevard/10th Street intersection drops to LOS F during the PM peak hour

- Heavy Queuing along:
  - Eastbound West Main Street approach at 11th Street
  - Eastbound West Main Street at Roosevelt Brown Boulevard/10th Street
  - Northbound Roosevelt Brown Boulevard at West Main Street
  - Eastbound Jefferson Park Avenue at Lane Road
Potential Roadway Improvements

Main Street at 11th Street
- Construct eastbound right-turn lane
- Construct northbound right-turn lane

Main Street at Roosevelt Brown Blvd/10th Street
- Construct eastbound right-turn lane
- Construct northbound right-turn lane
Potential Roadway Improvements
Potential Roadway Improvements
Potential Roadway Improvements

Jefferson Park Avenue at Lane Road

- Add an eastbound right-turn lane (remove on-street parking spaces)
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Build 2020 with Recommended Improvements
Transit/Pedestrian Facilities

- Consolidate and enhance pedestrian crossing
- Additional stop signs
Transit Facilities

- Health System supported by UTS (1,500/day), CAT (400/day), Shuttles (400/day)
- After exploring several options, recommend keeping current routes and stop locations
- Minimize bus idle time along Lee Street
Pedestrian Facilities

- New sidewalk along west side of 11th Street
- Pedestrian scale railroad crossing gates
Pedestrian Facilities

- New sidewalk/bike lanes along JPA
Pedestrian Facilities

- Enhance path between JPA and University
Pedestrian Facilities

- Reduce roadway width along Jeanette Lancaster Way
# Recommendations Summary

## Roadway Improvements
- NB and EB right-turn at W Main and 11th
- NB and EB right-turn at W Main and Roosevelt Brown
- EB right-turn at JPA and Lane

## Pedestrian Improvements
- Consolidate and enhance Lee Street crosswalk
- New sidewalk along west side of 11th Street
- Pedestrian-scale railroad crossing gates
- New sidewalk/bicycle lanes at northern end of JPA
- Enhance path between Main and JPA (West Complex)
- Reduce width of Jeanette Lancaster Way
Questions:

1. Coordination with the City of Charlottesville on West Main Street planning

2. Additional considerations for the Health System area and/or West Main Street?

3. Other areas of Grounds we should be considering regarding potential impacts?
Master Planning Council
March 4, 2015
UBike: Bikeshare System
Rebecca White, Director
Department of Parking and Transportation
P&T/OAU Joint Planning: VDOT Transportation Enhancement Grant (TEP) 2010 – Planning Grant 2012 – Implementation Grant

Coordination and Support from the City + MPO

Operated by P&T with UVa + Community Use
Bikeshare with Technology in the Docking Stations
Bikeshare with Technology on the Bike
Unlock the Bike with your PIN
Place the lock in the holster and enjoy your ride!

Bikeshare Access
Return the bike to any UBike rack on Grounds. Remember to lock it to complete your ride!
UBike Station
SoBi Locations – North America
18 Station Locations: 228 Racks/120 Bikes
Capital cost of bikes, stations, controllers, other hardware along with initial software configuration and installation: $275,000

Software Licensing Fees - $25,000/year

Maintenance and Redistribution - $130,000/year

Marketing and Staff Support - $50,000/year

TEP Grant for implementation - $320,000

Membership Fees (after year 1) - $50,000

Sponsorships - $20,000/year

Parking & Transportation makes up the difference
• Station locations emphasize transit corridor

• Station network and pricing emphasizes quick, one-way trips (like bus stops)

• Explored reducing bus stops, but analysis didn’t support the move

• End-points purposefully co-located with transit (Stacey Hall, AFC, Lile-Maupin)
System Operations

- Member Interactions (P&T)
- System Alerts (P&T and Blue Ridge Cyclery)
- Maintenance (Blue Ridge Cyclery)
- Redistribution (Blue Ridge Cyclery)
UVa Parking and Transportation

How much does it cost?

Rates

- **Daily**
  - $5
  - Daily free time: 2 hours
  - Overage fees: $1/hour (prorated)
  - Sign up

- **Monthly**
  - $20
  - Daily free time: 90 minutes
  - Day passes expire 24 hours after purchase
  - Sign up

- **Annual**
  - $80
  - Daily free time: 90 minutes
  - $5 locking "out of hub" fee
  - Sign up

- **$30* Semester**
  - $30
  - Daily free time: 90 minutes
  - Semester (6 months)
  - Student, Faculty, Staff
  - *must use valid UVA email address
  - Sign up

- **$60* Yearly**
  - $60
  - Daily free time: 90 minutes
  - Yearly (12 months)
  - Student, Faculty, Staff
  - *must use valid UVA email address
  - Sign up

- **$50 locking "out of system" fee**
Station Installation and Beta Testing – Fall/Winter 2014

Go Live – January 2015

Marketing and Events – Spring 2015

Development of Sponsor Packages – Summer 2015

Goal – At 1 year of operations, 1200 members, 1.5 rides per bike per day
UVa Parking and Transportation

1st Month System Usage - Stations

Rebalancing and Maintenance
Financial Considerations

Station Locations that maintain a balanced system

Increase in member interactions, alerts, maintenance and redistribution

On Grounds priorities (West Grounds, North Grounds)

Off Grounds priorities: Integration with the City and Downtown
Questions?

1. Additional data of interest to the University community?

2. Additional areas of expansion for the Ubike system?
Suggestions for future MPC Agenda Items:

1. Emmet Ivy follow up
2. Small Area Plans in the City and their relationship to the University and County and areas of common interest