Walking the talk:
Creating a regional action agenda

UVA MPC
12/13/07

Harrison B. Rue

Thomas Jefferson Planning District Commission
Charlottesville-Albemarle Metropolitan Planning Organization
TJPDC’s regional strategy

- Scenario planning (regional & corridor)
- UnJAM 2025 Plan (MPO & Rural areas)
- Multimodal corridor plans (Places29)
  - Transit Ready Development
  - Regional Transit Authority
  - NWFL (3-county corridor scenario plan)
- Age-Friendly Communities
- Strategic Multimodal Investment
Assumptions (it’s all in there):

• **Regional Sustainability Accords**
  - Green building & infrastructure, etc.

• **Hands - on public participation**

• **Interagency project teams**

• **Coordination of plans & projects**
  - Across jurisdictions & agencies
  - Include multiple programs & funding

• **Plans incorporate Action Agendas**
Effective public process

- Identify community values
- Combine programs & problems
- Bring everyone to the table
- Use process to educate, train, and introduce innovative solutions
- Develop scenarios to test all issues
- Use science to model the visions
- Incorporate preferred scenario into project programming and funding
Bring everyone to the table
Regional Scenario Planning:
Linking land use, transportation, economy & environment

Thomas Jefferson Planning District Commission
Charlottesville-Albemarle Metropolitan Planning Organization
## Sustainability Accords: Regional values

- Encourage and maintain strong ties between the region’s urban and rural areas
- Strive for a size and distribute the human population in ways that preserve vital resources
- Retain the natural habitat
- Ensure water quality and quantity are sufficient to support people and ecosystems
- Optimize the use and re-use of developed land and promote clustering
- Promote appropriate scale for land uses
- Retain farm and forest land
- Develop attractive and economical transportation alternatives
- Conserve energy
- Provide educational and employment opportunities
- Increase individual participation in neighborhoods and communities
$1 billion invested in by-passes & wider roads, not transit

Dispersed Scenario
Transportation Results

16 million miles driven daily
44% of miles driven are congested
Town Centers Scenario
Before Priority Transit

$\frac{1}{2}$ billion invested in roads, local transit

12 (vs. 16) million miles driven daily

29% (vs. 44%) of travel is congested
Boulevard Design Characteristics
“People Friendly Streets”

**Streetscape**

- Buildings brought to street for enclosure / interest
- Two-lane cross section
- Buildings brought to street for enclosure / interest
- Four-lane cross section

**Bus amenities**
- Include shelters and by-pass lanes

**Landscaped medians provide crossing refuge**

**On-street parking protects pedestrians**
### How the Regional Scenarios Compare

All scenarios assume @ 330,000 population and 220,000 employment

<table>
<thead>
<tr>
<th>Measure / Sustainability Accord</th>
<th>Dispersed</th>
<th>Town Ctr</th>
<th>CoreL</th>
<th>CoreM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pct. Farms and Forests Retain resources/habitat/farms/forests</td>
<td>55</td>
<td>64</td>
<td>65</td>
<td>65</td>
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<tr>
<td>Pct. Developed Retain resources/habitat/farms/forests</td>
<td>45</td>
<td>36</td>
<td>35</td>
<td>35</td>
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<tr>
<td>Pct. Living In Clustered Communities Optimize use/cluster/human scale</td>
<td>13</td>
<td>61</td>
<td>68</td>
<td>68</td>
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<tr>
<td>Pct. Non-auto Trips Transportation Alternatives</td>
<td>4</td>
<td>15</td>
<td>18</td>
<td>18</td>
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<tr>
<td>Annual Gallons Gas Consumed (billions) Conserve Energy</td>
<td>155</td>
<td>121</td>
<td>110</td>
<td>114</td>
</tr>
<tr>
<td>Pct. Travel Congested Employment/ Education Access</td>
<td>44</td>
<td>27</td>
<td>20</td>
<td>21</td>
</tr>
<tr>
<td>Water Quality and Quantity Water Quality and Quantity</td>
<td>Poor</td>
<td>Good</td>
<td>Good</td>
<td>Good</td>
</tr>
</tbody>
</table>

Red/italics – Comparatively worst
What is *UnJAM 2025*?

**United Jefferson Area Mobility Plan**

- TJ Rural Area Transportation Plan
- Charlottesville-Albemarle Regional Transportation Plan Update (CHART 2025) - by the MPO

- Identifies & prioritizes regional transportation needs
- Provides data on costs, benefits & impacts
- Coordinated with land use & development plans
- All major projects must be in the Plan to get funded
- Must be updated every 5 years
UnJAM workshops
Public workshops
Focus groups
Steering Committee
UnJAM 2025 Plan Priorities

- Completion of a well-connected network of roadways parallel to major highways; with better connections within and between neighborhoods,
- Re-engineered intersections and corridors, with capacity improvements, to improve efficiency and safety,
- Fast, frequent, dependable transit service with seamless connections throughout the region,
- A terrain-modified grid of smaller streets serving more compact development
- Well-executed design details for pedestrian-friendly streets, bike lanes, transit stops, & safer intersections
Transportation Demand Management (TDM)

• RideShare / Carpool matching
Transportation Demand Management (TDM)

- RideShare / Carpool matching
### Level of Quality Guidelines

#### Sidewalks
- **Exemplary**: Walkability increases with natural views, surfaces to the street, many eyes on the walk, attractive edges. Five-foot minimum widths are needed. Conditions improve as numbers of driveways are reduced or set back. Non-motorizable carrying is important.
- **Excellent**: Main Street walks should be wide, attractive, with many shoe and residential units viewing over the street. Many activities are needed to keep sidewalks in use many hours a day. Good lighting and street furniture are essential. Maintenance is key.
- **Good**: Local streets should be narrow, well landscaped with on-street parking to act as a sidewalk buffer. Driving speeds of 15-19 mph are used. 20-35 are acceptable. Houses should be proximate to the street.
- **Fair**: Avenues and boulevards should be 5-6 feet wide in most applications. Narrower strips and bike lanes create essential separation from motor traffic. Trees, other landscaping, medians help slow movement. Lanes can be narrow as 8' feet.
- **Poor**: Crossings should be well marked, accommodated by curb extensions. In multi-lane boulevards it is essential to have clearly marked and marked crossings. In some cases, signals are warranted.
- **Hall of Shame**: Created by Walkable Communities www.walkable.org

<table>
<thead>
<tr>
<th>Sidewalks</th>
<th>Exemplary</th>
<th>Excellent</th>
<th>Good</th>
<th>Fair</th>
<th>Poor</th>
<th>Hall of Shame</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking -- Levels of Quality</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>B</td>
<td>C</td>
<td>D</td>
<td>E</td>
<td>F</td>
<td></td>
</tr>
</tbody>
</table>

**Notes**: Send comments or use these concepts in Virginia.twins@tpdc.org
Level of Quality Guidelines

People seek frequent crossing points. Most people will walk 150 feet to get to locations rewarding their arrival. The best shopping districts arrange crossings each 300-400 feet.

Break crossings into separate threats. Median or refuge island crossings can be angled 45 degrees. This forces people to look at motorists before stepping into their path. It adds to storage space, and prevents running across.

On multi-lane roads refuge islands are essential. Set stop bars back 40-60 feet to prevent unintended screening when a motorist yields, blocking the view of the second motorist.

Enhanced signing and imbedded flashing lights can be used selectively to special crossing locations where added attention is needed. These can be either pedestrian activated, or triggered by presence of people.
Roundabout benefits

Reduces frequency & severity of accidents

Study by Insurance Institute for Highway Safety:

- 39% less accidents - all crashes combined
- 76% less accidents - all injury crashes
- 90% less fatal and incapacitating injury crashes
Roundabout benefits

- Increased capacity, reduced delay
  - Up to 30% greater capacity, LOS A or B typical

- Reduced emissions, improved air quality
  - Smoother flow, less idling

- Improved pedestrian access

- Dependable emergency operations
  - Operates in power failures, no police needed

- Reduced operational costs
Planning across the lines:
NW Fluvanna-Louisa Corridor Study (+Albemarle)
NW Fluvanna-Louisa Corridor Study

- VDOT, three counties, & TJPDC
  - Fast-growing ¼ of rural county
  - Expanding commercial area of adjacent county
  - Rural planning feeds into MPO area
- Focused sub-area scenario planning
- Guidelines to use in Comp Plans
- Transportation improvements
  - Public projects & developer proffers
NWF-L Study Process

**How will we live?**
- Build on findings of Community Plans
- Community element inventory
- Enhanced CE diagrams

**Where will we live?**
- Steering Committee meeting
- Growth scenarios
- Transportation options
- Public workshop
- Recommended scenario

**How will we get there?**
- Framework plan
- Proposed design guidelines
- Transportation projects
NW Fluvanna-Louisa Corridor Study

6,900 people
NW Fluvanna-Louisa Corridor Study

13,400 people

Population [Year 2000]
By Census Blockgroup

- Yellow: 0 - 500
- Blue: 500 - 1,000
- Green: 1,000 - 2,000
- Orange: 2,000 - 4,000
- Red: 4,000 +
Regional mixed use

Regional employment center

Village

Scenarios 1 & 2
Compact Development

Neighborhood mixed use/Neighborhood residential

Rural cluster
NWFL Intersection volume at buildout

Neighborhood network

- US 250: 36,200
- US 15: 533,100
- Total volume: 108,000

No network

- US 250: 39,700
- US 15: 41,300
- Total volume: 179,000
Add into Comprehensive Plan

3-C NEIGHBORHOOD MIXED-USE

The Neighborhood Mixed-Use place type incorporates multiple uses into a walkable, pedestrian-friendly environment with compact block sizes. Ideally, Neighborhood Mixed-Use areas will include a mix of retail and office use at the center, with connected residential use at the edge. A centralized public space is encouraged to establish the identity of the center as a focal point and important civic space in the community.

3-C NEIGHBORHOOD MIXED-USE

3-1 CONNECTIVITY

Street Types

Commercial areas within Neighborhood Mixed-Use elements should incorporate Main Street standards. As land use turns to residential, neighborhood streets should be incorporated. When larger, higher-speed roads intersect the pedestrian-friendly uses of a Neighborhood Mixed-Use element, the cross section should shift into a Commercial Street, to better serve commercial and pedestrian uses.

Connectivity & Block Size

Because of the building density, small block sizes are appropriate for the Neighborhood Mixed-Use element. Blocks for commercial uses must be expanded to accommodate large retail stores without disrupting the overall block network. Where there are smaller scale structures, office uses, and residential, the block size should be maintained.

3-C SITE DESIGN

Building Height & Proportion

The tallest buildings making up the Neighborhood Mixed-Use element should be concentrated around the Main Street to provide a sense of special exclusivity, creating an urban core for pedestrian use. Sidewalks should be maintained, with no back alley areas serving as Main Street.

Parking

On-street parking is encouraged along both commercial and residential streets. Surface parking should be placed in the rear of buildings, divided from the sidewalk and Main Street serving. Large surface parking lots should be placed within the interior of blocks and arranged to minimize sharing between multiple uses.

3-C LAND USE

Mix of Uses

Although the Neighborhood Mixed-Use element has a retail bias, a diverse integration of uses is ideal to create vibrant, active, mixed-use environments. Commercial, office, and residential use is recommended. This mixed-use quality is important to the urbanity of the center, creating an integrated commercial center for residents, patrons, and visitors.

Density

The Neighborhood Mixed-Use element contains higher density retail and residential uses. Large parking areas should be minimized in order to optimize the potential density of the center. Most residential uses should be multi-family, with single-family residences only appropriate at the edge.

3-C OPEN SPACE

Integration of Open Spaces

Due to its development intensity, the Neighborhood Mixed-Use element allows limited opportunities for open space. A Town Square or Pocket Park is the most appropriate type of open space and is encouraged to establish a public space at the core. Greenways may connect between the center and peripheral areas. Recreational Parks are not included at the edge of the commercial area to serve the community at large.
Making transit work

• Transit Ready Development
Street capacity exercise

People: The more the merrier
A street full of cars

Many streets and highways are at capacity, can’t fit more cars, and can’t be widened.
A street full of people

If we think in terms of moving people, not cars, existing streets have plenty of room for more.
Bus priority lanes

Saving a lane for buses would increase the capacity of our streets - without widening.
Filling the bike lanes and sidewalks

People walking and biking fill just a fraction of existing sidewalk and bike lane capacity.
Why invest in transit?
It’s the best way to maximize capacity of existing roadways – at affordable costs
Las Vegas MAX BRT
Multiple doors, low floors, fast boarding
Las Vegas MAX BRT
Bright, comfortable interior
Transit-Ready Development

Strategies to address how development in greenfield (or redevelopment) sites can:

- Incorporate transit-supportive strategies early on
- Grow into transit-oriented development over time
Transit-Ready Development

- Mixed land uses and diversity of housing types
- Pedestrian-friendly site plan, with generous sidewalks and comfortable transit stops
- An “urban” street grid (plenty of connections versus cul-de-sacs)
Transit-Ready Development

- Transit routes and stops that are incorporated into current development or factored into future plans
  - incorporated into current development
  - or factored into future plans
- Public and commercial facilities designed as Transit Targets and community focal points
- Transit planning across jurisdictions
Transit-Ready Development

- Marketing plans that take advantage of transit-supportive strategies
  - Wide range of housing products
  - One-car (or no-car) families
  - Location-efficient mortgages
- ‘Early-action’ transit service
  - Commuter coaches
  - Circulator trolleys
29H250 & Places

Re-engineering the Suburban Strip

Thomas Jefferson Planning District Commission
Charlottesville-Albemarle Metropolitan Planning Organization
29H250 Project area – phase 1 & 2
Where have we been...

Started at the south end of the corridor
Focused on triangle of US 29, Hydraulic Road and US 250 Bypass in two phases
Regional Concept

- Separate regional and local traffic streams
- Provide parallel streets for local movement
- Focus investment at key locations
Recommended Design

- New Roadway
- New Structure
- New Landscaping
- Potentially Affected
- Removed

Recommended Design
29H250 Phase 2
29H250 preliminary solutions

- Alternatives modeled and tested
  - Three distinct alternatives
  - Variety of development scenarios

- Selected alternative:
  - Maintains current LOS for 20 years
  - Increases tax revenue by $2.6m/yr within 7 years
  - Increases ped, bike, and transit access
  - Can be built in affordable segments
Parallel Road Network

Provides for pedestrian zones on either side of US 29

Potential over the long term to provide a finer grain network of streets
<table>
<thead>
<tr>
<th>Type</th>
<th>Photo/Illustration</th>
<th>Gross Density (du/ac or FAR)</th>
<th>Min. Development Increment (du or sq.ft.)</th>
<th>Min. Site Area (acres)</th>
<th>Lot or Building Dimension Range (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Retail</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Neighborhood-serving Retail</td>
<td><img src="neighborhood-retail" alt="Image" /></td>
<td>0.20 FAR</td>
<td>14,500 sq. ft.</td>
<td>1.7 acres</td>
<td>112' X 130' Anchor Size: 10,000 to 25,000 sq.ft.</td>
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<tr>
<td>Community-serving Retail</td>
<td><img src="community-retail" alt="Image" /></td>
<td>0.30 to 0.50 FAR</td>
<td>50,000 sq.ft.</td>
<td>2.5 to 4 acres</td>
<td>Linear Depth: 40' to 60' Anchor Size: 25,000 to 55,000 sq.ft.</td>
</tr>
<tr>
<td>Specialty and Miscellaneous Retail &amp;Service</td>
<td><img src="specialty-retail" alt="Image" /></td>
<td>0.30 to 0.60 FAR</td>
<td>10,000 sq.ft.</td>
<td>0.3 to 0.75 acres</td>
<td>Linear Depth: 40' to 60' May have small anchors: 10,000 to 20,000</td>
</tr>
<tr>
<td><strong>Office</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Building</strong></td>
<td><img src="office-building" alt="Image" /></td>
<td>Office Park w/</td>
<td>Range to be</td>
<td>Building width: 100' to</td>
<td></td>
</tr>
</tbody>
</table>
Potential for Changed Land Use

Brandywine Prop/Housing Authority/Regency Cinema - retail and living opportunities

New Retail: 165,000 sf
New Housing: 175 du
Potential for Changed Land Use

Brandywine Prop/Housing Authority/Regency Cinema - mixed-use - retail/entertainment & living opportunities

New Retail: 170,000 sf
New Housing: 600 du
Hydraulic Road - Existing conditions
Hydraulic Road – ‘Main Street’ Redevelopment
US 29 - Existing conditions
US 29 – High-Capacity Boulevard
US 29 – Urban Interchange
Places29 & 29N

Places29 combines:

• VDOT & MPO 29N Corridor study
• Albemarle County Northern Development Areas Master Plan
• Links land use & transportation
• Transit-Ready Development
What’s different about the project?

- Inter-agency technical team combined with outside consultants
- Led by MPO, County & interagency team
- Extensive public & business involvement
- Balanced goals of multi-modal mobility, safety, economic development, neighborhood & business protection
- Combines MPO/VDOT transportation plan with County land use plan
# Places29 Place types

## Place Types for Places29

<table>
<thead>
<tr>
<th>Centers</th>
<th>Land Uses organized around Centers</th>
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<tbody>
<tr>
<td>Definition</td>
<td>Centers are focal points or cores around which development is organized.</td>
</tr>
<tr>
<td>Civic Green</td>
<td>Neighborhood Service Center</td>
</tr>
<tr>
<td>Neighborhood Service Center</td>
<td>Community</td>
</tr>
<tr>
<td>Destination</td>
<td>Uptown/ Midtown</td>
</tr>
<tr>
<td>Employment Neighborhood</td>
<td>Residential Neighborhood</td>
</tr>
<tr>
<td>Mixed Use Neighborhood</td>
<td>A Mixed Use Neighborhood is a mixed use area:</td>
</tr>
</tbody>
</table>

### Summary Description

**A Civic Green Center** is primarily an urban open space (not just a natural area) that includes:
- Uses fronting onto the center
- Multiple access points to neighboring residential or employment areas
- Design elements that provide a sense of arrival and civic presence

**A Neighborhood Service Center** is a cluster of mixed use buildings with:
- Neighborhood-serving retail/service uses on the first floor
- An (optional) urban open space located adjacent to the mixed-use buildings (see description of Civic Center Green)

**A Community Center** is a retail/service mixed use center that:
- Is typically anchored by a grocery store
- Contains additional retail/service, commercial and other uses as well as residential uses that give it a mixed use character
- Is designed with multiple connections to surrounding residential or employment neighborhoods
- Is visible and accessible from a major road
- Includes an urban open space and an urban or recreational civic facility

**A Destination Center** is a mixed use center that:
- Is anchored by commercial uses, including a range of retail, entertainment, service and employment uses that draw from the larger region
- Includes residential uses on upper floor(s)
- Is designed with multiple connections to surrounding residential or employment neighborhoods
- Is visible and accessible from major roads, including US 29
- Includes an urban open space and recreational or civic facility

**An Uptown** is a special mixed use area that:
- Is the most urban portion of the Places29 area
- Includes a broad range of employment and residential uses and activities in a mixed-use environment
- Includes some convenience retail with few "shoppers goods stores," such as clothing and household goods
- Includes an urban open space or public square as well as a significant recreational or civic facility
- May be larger than a Neighborhood Center and have multiple Centers

**A Mixed Use Neighborhood** is a mixed use area:
- With a range of single use and mixed use buildings that include housing on upper floors
- Mixed-use area may extend beyond the boundary of the 0.1 mile walking area of the Center and is organized around
- Center of Mixed Use Neighborhood is more fully integrated into the surrounding mix of uses if an urban or primary use with other neighborhood types (see illustration)

**An Employment Neighborhood** is an existing or future employment area whose:
- Uses are organized around a Center that provides services and recreational opportunities for workers
- Employment uses are located within 0.1 mile walking distance from the Center
- Residential uses are located within 0.4 mile walking distance from the Center
- Residential building types range from single-family detached, to townhomes, to apartments

### Map Symbols

- * On Green Infrastructure Map
- ** On Framework Map
Through Trips

Both origin and destination are outside the urbanized portion of Albemarle County.

About 75% of these trips are destined for I-64 and US 29 south.
25% of ADT at Greene County.
12% of ADT near US 250 Bypass.
External Trips

Origin or destination is external to the urbanized portion of Albemarle County

About 70% of these trips travel the length of the US 29 North Corridor destined for UVA, Charlottesville

24% of ADT near US 250 Bypass
Internal Trips

Both origin and destination are inside the urbanized portion of Albemarle County

Approximately 64% of daily trips in the southern portion of the US 29 North Corridor
Places29 Preferred Road Network

- Establish Parallel Routes that support performance of US 29
- Provide Connectivity across US 29 through grade separations in key locations
- Framework for bicycle and trails network
Street Design - Parallel Routes

* NOTE: TURN LANE WHERE NEEDED
Multi-modal Street Improvements

US 29 North - Sample 6-Lane Cross Sections at a perpendicular “main street”
Preferred Network - Transit (Expanded Stage)

Use BRT to connect Regional Activity Centers
- Employment – NGIC, GE Fanuc, UREF
- Airport
- UVA
- Downtown Charlottesville

Provide Circulators in Uptown Area and S. of Rio Road
- Use parallel/frontage roads
- Link lifestyle/retail destinations
- Allows for wider BRT stop spacing/faster trip time
- Suitable for Modern Streetcar
Grade-separated urban intersection

US29 at Rio Rd
US29 facing south toward Rio Road

Typical suburban roadway with auto-oriented shopping
Urban grade separation (in distance) and multimodal boulevard – 4 lanes each direction plus turn lanes (with median islands for safety)
US29 facing south toward Rio Road

Mixed-use infill development on existing aging shopping centers
US29 facing south toward Rio Road

Additional block-by-block redevelopment provides Transit Targets and enhanced walking and wheeling choices
US29 facing south toward Rio Road

Additional block-by-block redevelopment provides Transit Targets and enhanced walking and wheeling choices
US29 facing south toward Rio Road

Additional block-by-block redevelopment provides Transit Targets and enhanced walking and wheeling choices
US29 facing south toward Rio Road

Landscaping matures over time
US29 facing south toward Rio Road

Zoomed in toward grade-separated intersection
Redevelopment as Transit Target

Albemarle Square – older shopping center at Rio & 29
Redevelopment as Transit Target

Albemarle Square – older shopping center in Midtown
Redevelopment as Transit Target
Mixed use/residential infill on under-used parking lot
Redevelopment as Transit Target

Redevelopment of existing buildings
Redevelopment as Transit Target

Amenities for walkability and interaction
Redevelopment as Transit Target

Expansion as market demands
New development – ‘Uptown’
Airport Road & UVA Research Park in Uptown
New development – ‘Uptown’
Phase & coordinate public/private infrastructure
New development – ‘Uptown’

Initial phase Transit-Ready, urban block structure
New development – ‘Uptown’

Infill on surface lots as demand increases
Transforming ‘Gasoline Alley’
Becoming a Transit-Ready neighborhood center
Transforming ‘Gasoline Alley’
Medians and pedestrian improvements
Transforming ‘Gasoline Alley’
Continue public improvements
Transforming ‘Gasoline Alley’
Mixed-use infill development on individual properties
Transforming ‘Gasoline Alley’
Continue infill development
Transforming ‘Gasoline Alley’
Landscape matures over time
Transforming ‘Gasoline Alley’
Add transit service as market grows
Linking the Centers across US29
Linking the Centers across US29
Berkmar Drive at US 29, across from Fashion Square
Linking the Centers across US29
Berkmar improvements and ped/bike bridge across 29
Linking the Centers across US29
Building by building infill development
Linking the Centers across US29

Continued redevelopment
Linking the Centers across US29
Activity increases as businesses properties redevelop
Linking the Centers across US29
Landscaping matures over time
Linking the Centers across US29
Berkmar Drive zoomed in at Fashion Square
Linking the Centers across US29
Ped/bike bridge from mall to transit stop/garage
Linking the Centers across US29
Mixed-use redevelopment on Berkmar & mall parking lot
Linking the Centers across US29

Landscaping matures
Linking the Centers across US29
Additional redevelopment
Linking the Centers across US29

Landscaping matures over time
Extending the road network

End of Berkmar at Sam’s Club, parallel to US29

Looking North across Rivanna River
Extending the road network
Road extended to new bridge across the Rivanna
Extending the road network
Infill re-development in big box parking lot
Extending the road network

Landscaping matures
Extending the road network

Activity increases
Extending the road network

Detail zoomed in at bridge
Next steps? Opportunities for UVA

- Continue participation in Regional Transit Authority Plan
  - Attend policymaker workshop in late January?

- Coordinate Travel Demand Management (TDM) strategies
  - Accelerated joint deployment of NuRide web-based carpooling?

- UnJAM 2035 update
  - Regional transportation summit workshop in April
Getting started

It takes partners - and clear direction
Thank you

(434) 979-7310

www.tjpdc.org

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