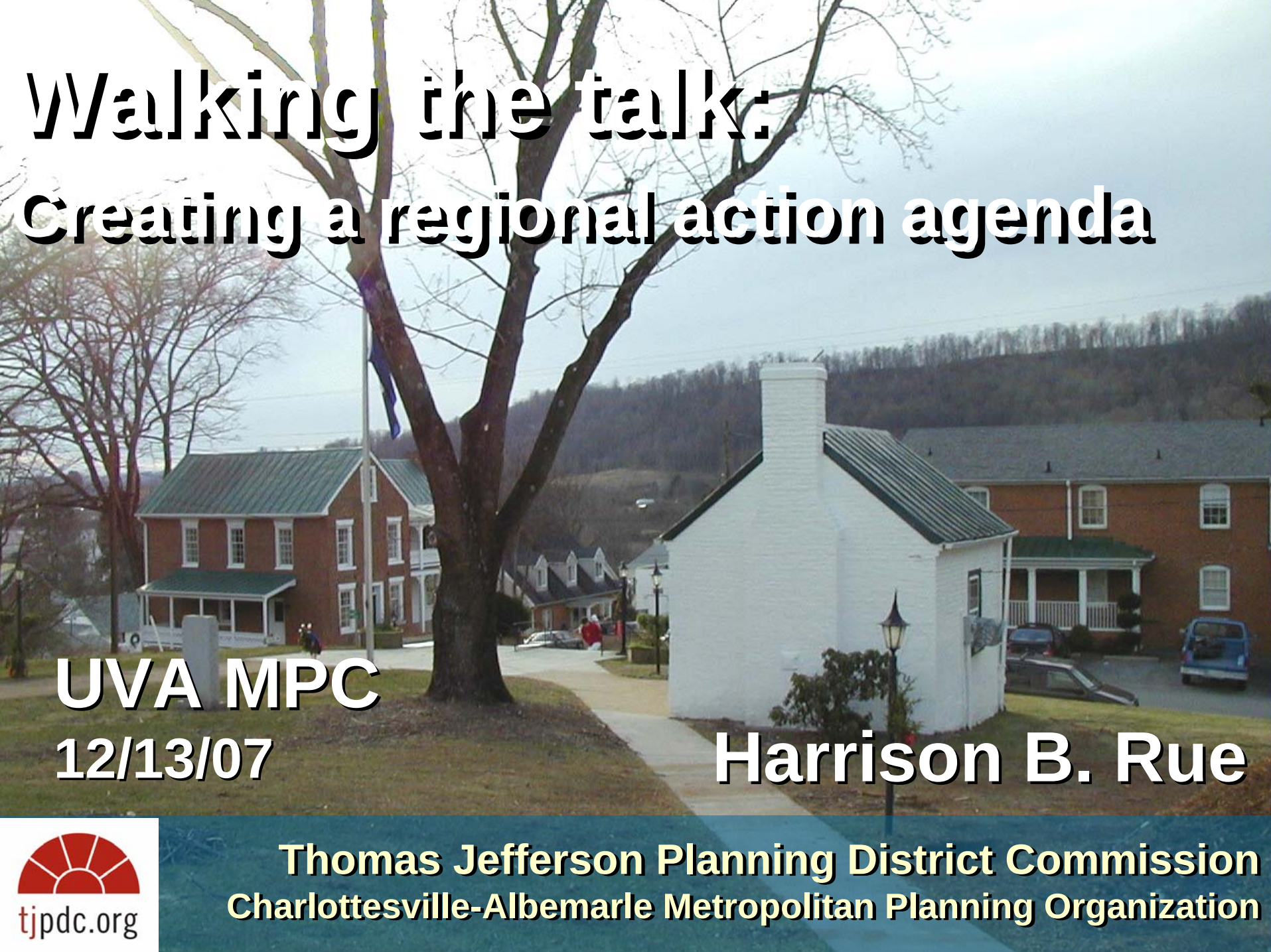


Walking the talk:

Creating a regional action agenda

UVA MPC

12/13/07

Harrison B. Rue

Thomas Jefferson Planning District Commission

Charlottesville-Albemarle Metropolitan Planning Organization

tjpdc.org

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


Thomas Jefferson Planning District Commission
12 Commissioners
Representative sample of TJPDC's continuing efforts in each program area
Community Participation
Local Governments
Transportation
* Metropolitan Planning Organization
UnJAM 2025
29H250 Project
Hillsdale Traffic Safety Study
Rural Transportation
UnJAM 2025
Nellysford Safety Study
Scottsville Road Design
Bike & Walk
Bike, Pedestrian & Greenways Plans
Walkability Workshops
RideShare
Carpool Matching
Guaranteed Ride Home
Park & Ride Lots
SchoolPool
Commuter Information Team
Community Planning
County Comprehensive Plans
Design Manual For Small Towns
Eastern Planning Initiative
Charlottesville Consolidated Plan
Community Planning Assistance
Legislative Liaison
Legislative Newsletter
Legislative Program
Final Legislative Report
Communication & Participation
Website www.tjpdc.org
eNews
Hands-on Public Workshops
Training Workshops
Conferences
Data & Mapping
Mapping & Graphic Services
Regional Facts
Weldon Cooper Statistics
Sample Maps
US Census Data
Housing & Human Services
HOME Consortium
Housing Directors Council
Mixed Use Conference
Homeless MIS
Homeless Services Support
* Disability Services Board
Disability Etiquette Training
Needs Assessment
Universal Design Library
Guide to Services
Employer of the Year Award
Environment
Moore's Creek TMDL Project
Rivanna River Basin Project
Regional Solid Waste Management Plan
Darden Towe Kiosk
Workforce & Economic Development
* Local Workforce Investment Board
One-Stop System
Employer Services
Job Seeker Services
MetroTech
Youth Programs
Regional Economic Development Plan
Thomas Jefferson Venture
* Denotes separate Board staffed by TJPDC
Sustainability Accords

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:

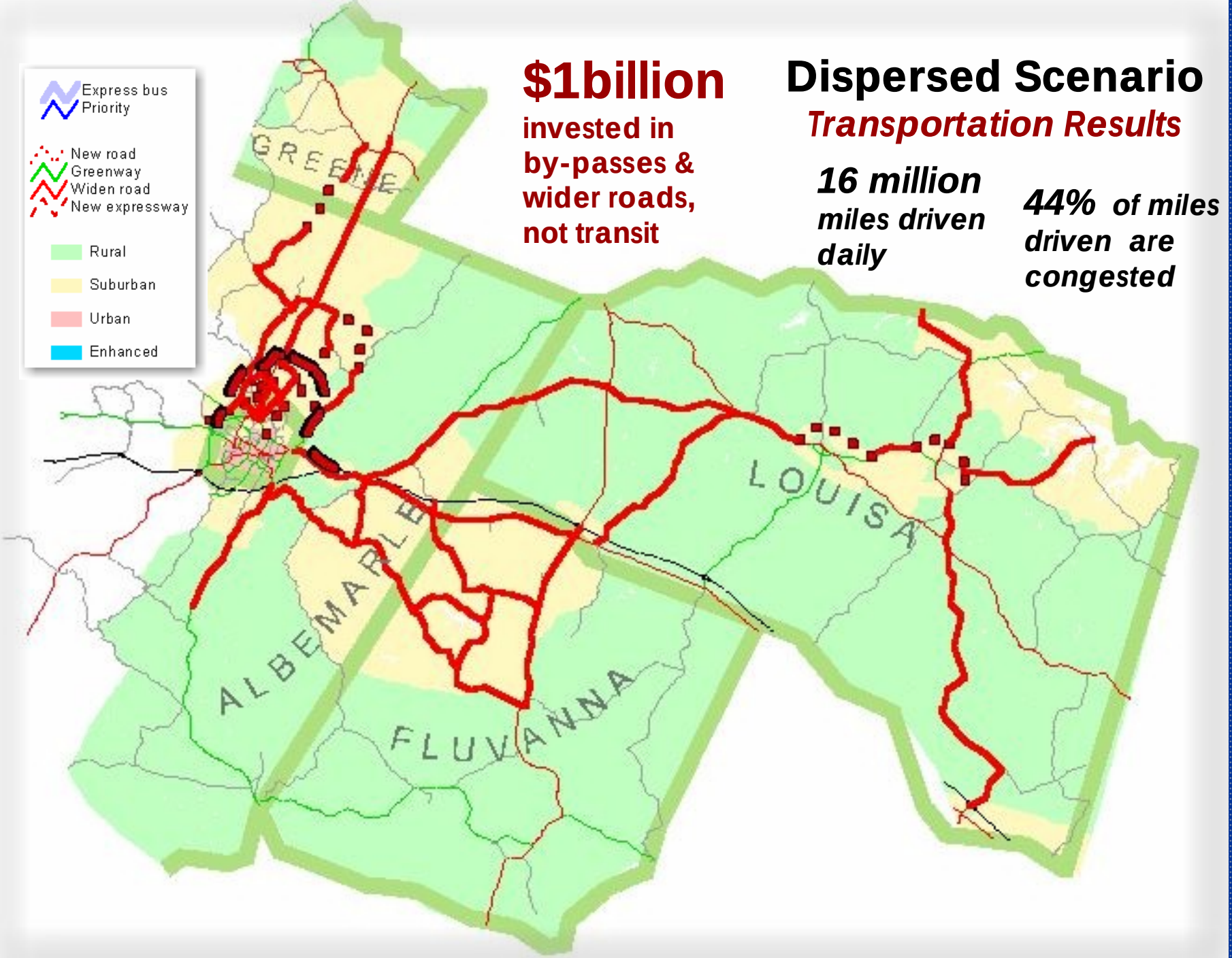
Linking land use, transportation, economy & environment

tjpdc.org

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



Dispersed Scenario

Transportation Results

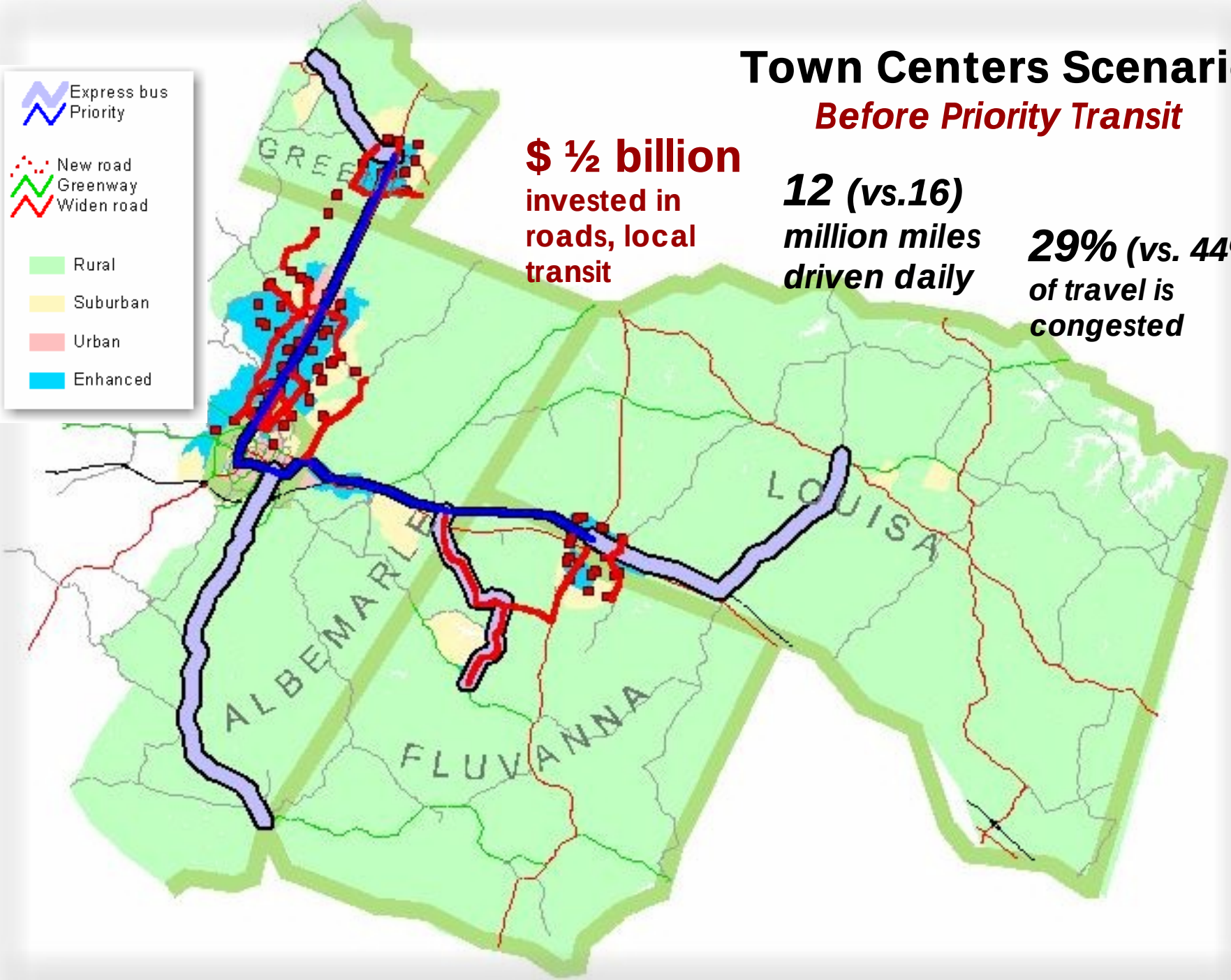
$1billion
invested in by-passes & wider roads, not transit

16 million ***miles driven daily***

44% ***of miles driven are congested***

Town Centers Scenario

Before Priority Transit



$ ½ billion
invested in roads, local transit

12 (vs.16)
million miles driven daily

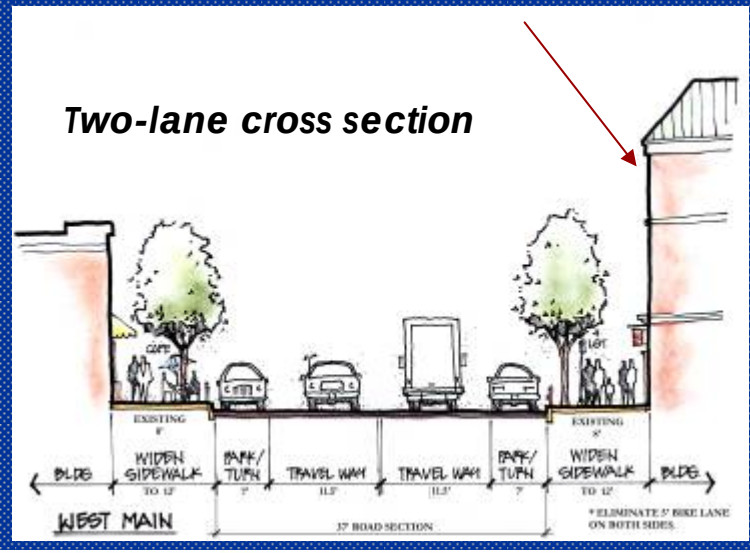
29% (vs. 44%)
of travel is congested

Boulevard Design Characteristics

"People Friendly Streets"

Streetscape

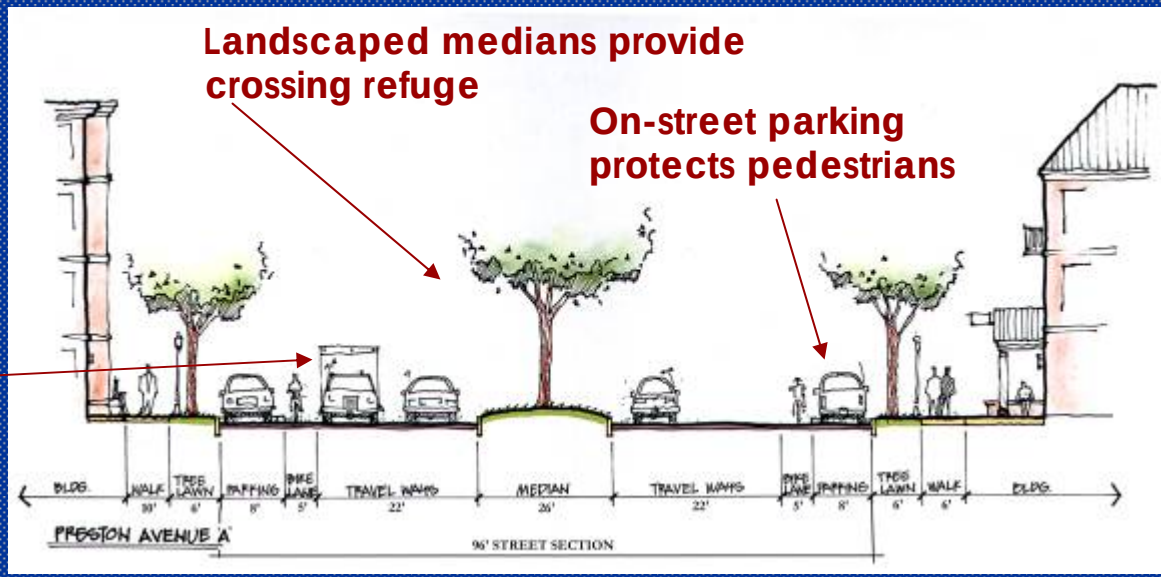
Buildings brought to street for enclosure / interest



Bus amenities include shelters and by-pass lanes

Landscaped medians provide crossing refuge

On-street parking protects pedestrians



Four-lane cross section

How the Regional Scenarios Compare

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

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

Red/italics– Comparatively worst

United Jefferson Area Mobility Plan

tjpdc.org

Thomas Jefferson Planning District Commission
Charlottesville-Albemarle Metropolitan Planning Organization

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

Round 2 WorkBooks

Discuss & mark-up page by page together

Blueprint-sized group workbook

This WorkBook is based on your ideas from the UniAM Round 1 workshops. The MPO Citizens' – or C
Committee has been reviewing and expanding on those ideas, and working with staff to develop the UniA
2025 Plan. Your input tonight will help to refine and prioritize these concepts.

As suburban development has spread outward from Charlottesville over the past fifty years, the transport
infrastructure has not kept up with either the pace of development – or with the needs of the families and
businesses who made the move. The UniAM Plan's focus is on completing the system, improving safety a
mobility of all modes, and making the best use of our existing roadway investments.

Pedestrian Friendly Streets and Highways
- Complete and connect sidewalk system
- Safe, usable crosswalks with pedestrian refuges
- Better lighting, signage, landscaping and signals

Complete Bicycle Network and Amenities
- On-road bike lanes on urban streets
- Off-road multi-purpose trails along major corridors
- Protected parking at all destinations

Efficient Transit System integrated with other travel modes
- Bus Rapid Transit (BRT) for fast, frequent service on major corridor
- Commuter Express service to outlying areas
- System improvements for downtown and neighborhoods
- Technology implementation to maximize efficiency and convenience

Improved, Expanded Roadway Network
- More complete network of parallel and connector roads
- Re-engineer existing major roads for increased capacity, safety, and enhanced business environment
- Develop new roadway designs for balanced, multi-modal performance

Safe & Efficient Freight Movement
- Separate freight movements from passenger travel where possible
- Support on-time delivery needs of business and industry

Policy and Regulatory Changes
- Amend codes and standards to encourage more flexible roadway and development designs
- Adjust funding formulas to deliver a truly multi-modal system
- Expand modeling and forecasting capabilities to coordinate transportation and land use planning

Safe Pedestrian Environment

Freight

Re-Engineering Roadways

We can stretch limited transportation funding by making better use of existing roadways. New intersection and corridor designs can improve safety, capacity, and convenience – while stimulating economic development. Since most congestion is caused by signals at intersections, it is more cost-effective and safer to fix the intersections than to widen the entire road.

Meadow Creek Parkway was originally designed as a wider, higher-speed, road. Both City and County sections were redesigned as a 2-lane, lower-speed parkway with multi-purpose trail. Grade-separation and/or roundabouts at intersections like Rt. 250 & McIntire would keep traffic flowing freely while improving pedestrian and bicycle connections to the park.

- *Should VDOT roadway standards be changed to allow these kinds of designs from the start?*
- *Meadow Creek from 250 to Rio is programmed for construction. Should Phase 2 north of Rio be a priority?*

Route 29/Hydraulic/250 The Rt. 29/250 corridor can work more efficiently for both local and through traffic by re-engineering key intersections like Hydraulic, Greenbrier, Rio, and Airport Rd. If coupled with parallel roads, better connections through shopping centers, and priority transit, roadway capacity could be increased.

- *Should workable alternative designs be developed for the 29/Hydraulic/250 area, instead of widening for more turn lanes?*
- *Should the Hydraulic/250 and Hillsdale/Hydraulic intersections be included in the study?*
- *How can we best consider the needs of area business and property owners?*

Roundabouts were a popular Round 1 record for dramatically improved safety a and bike crossings, and increased capacit the new Airport intersection, with concep Hillsdale Drive and Rt. 20 in Scottsville

- *What kind of education & awareness effort drivers to newly installed r*
- *What other locations should be a pr (see map next page)*
- *Landscaping in the islands is needs work. Who should be responsib*

Hillsdale Drive Traffic Safety JABA businesses and residents worked with VT develop age-friendly pedestrian improvements along Hillsdale Drive. The improvements would better link residents with services, shopping, and transit, and improve connections to the Rivanna Greenway.

Typical Median Crosswalk

Proposed Hillsdale crossing

- *Will the median crosswalks help seniors and kids to cross the road more safely?*
- *Should making streets age-friendly receive more priority in roadway design?*
- *What other major streets need attention?*

5th Street Extended

W. Main St. Corridor

- *What kinds of designs are appropriate for roads like Fontaine, Ivy, Georgetown, Airport, Monticello, and 250 East?*
- *Could West Main between downtown and UVA be redesigned to improve walking, biking, and transit service?*
- *With more convenient off-street parking, peak hour lane priority, and technology, could transit operate faster?*

New Roads

There are several proposed new roadways, many of which have been in the Long-Range Transportation Plan for years, and others that are new ideas. Some of the older identified routes could also be a modified design along the lines of those discussed on the previous page.

Southern Connector: A connector between expanding southern neighborhoods would allow residents to connect and access services without clogging City streets. Three potential routes have been identified: inside 64 from Avon Street to 5th St., outside 64 from Avon to 5th, using Southern Parkway near Mill Creek, and outside 64 from Route 20 to Old Lynchburg Road. In either case, the road could be a lower-speed neighborhood street or parkway.

- *Which route should be developed first and why?*
- *What kind of design should be used?*

Eastern Connector: Several potential routes have been identified to connect northern neighborhoods to eastern, and move traffic from 29 to 250 East or I-64 without clogging downtown. Ideas include: close-in short connectors running from 250 to Rt 20; neighborhood streets connected through subdivisions north of 250; new routes from Rt 20 to Rio Road near Pen Park or above Key West; a new road from 20 to Polo Grounds, or improvements from 20 to Proffit Rd. Many options could tie-in to the Meadow Creek Parkway.

- *Is it better to make the connections close or farther out?*
- *What are the advantages and obstacles in each case?*
- *Which option(s) should be a priority?*

North Grounds Connector: This connector would run from Rt. 250 to UVA. It could connect to the new parkway idea (discussed above) with a much lower-scaled grade separated interchange. One option being explored would have a roundabout at each off-ramp, to keep traffic moving smoothly while permitting bike and pedestrian crossings. The connector is recommended as a 3-lane roadway.

- *Should the North Grounds Connector be allowed to connect to 250 at-grade, or be required to have a tight grade-separated interchange?*
- *What are the advantages and obstacles in each case?*

Western Bypass: This long-studied and controversial roadway alignment is currently on hold while alternatives are being explored. One alternative that has been suggested would consider a lower-speed 2-lane connector road on parts of the Bypass alignment, possibly from Rt. 250/North Grounds Connector to Hydraulic. This new road could be designed as a parkway with separate multi-purpose trail, and may exclude large trucks.

- *Should the parkway concept be explored?*
- *If so, what kinds of issues should be considered?*
- *How far should a connector go, what roads should it connect to?*

Hillsdale Drive Extension: Funding is programmed for an extension of Hillsdale Drive from Greenbrier to Hydraulic. The old alignment went behind the Senior Center and Shopping center, very close to the creek. An alignment along Pepsi Place through Seminole Square parking lot is being considered. Though this would cut through an existing building, it would create an opportunity for additional 'streetfront' development of that property.

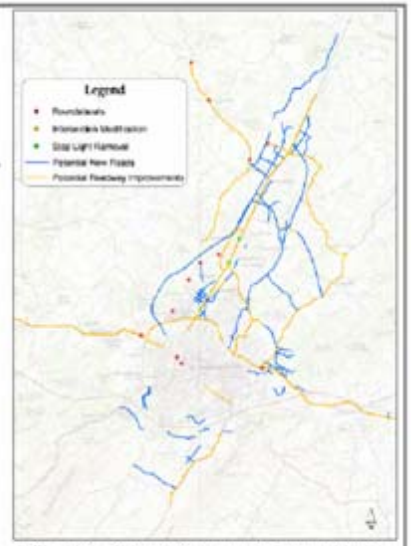
Hillsdale after

- *Would this kind of walkable redevelopment be an advantage for nearby neighborhoods?*
- *Would it provide a more direct bus route, with greater customer access?*
- *What other locations could use these ideas?*

Subdivision & Neighborhood Connectors: Residents of many existing neighborhoods have asked for better connections to adjacent neighborhoods and services, without having to make long detours or use major highways. The 9th/10th Connector of West main is a good example. Suggestions include Forest Lakes/Hollymead; Downtown mall to Jefferson School; Biscuit Run (Mill Creek/Lake Reynovia); Sunset Avenue, Commonwealth/Rio, and the Pantops area.

Neighborhood Connector

9th / 10th St. Connector



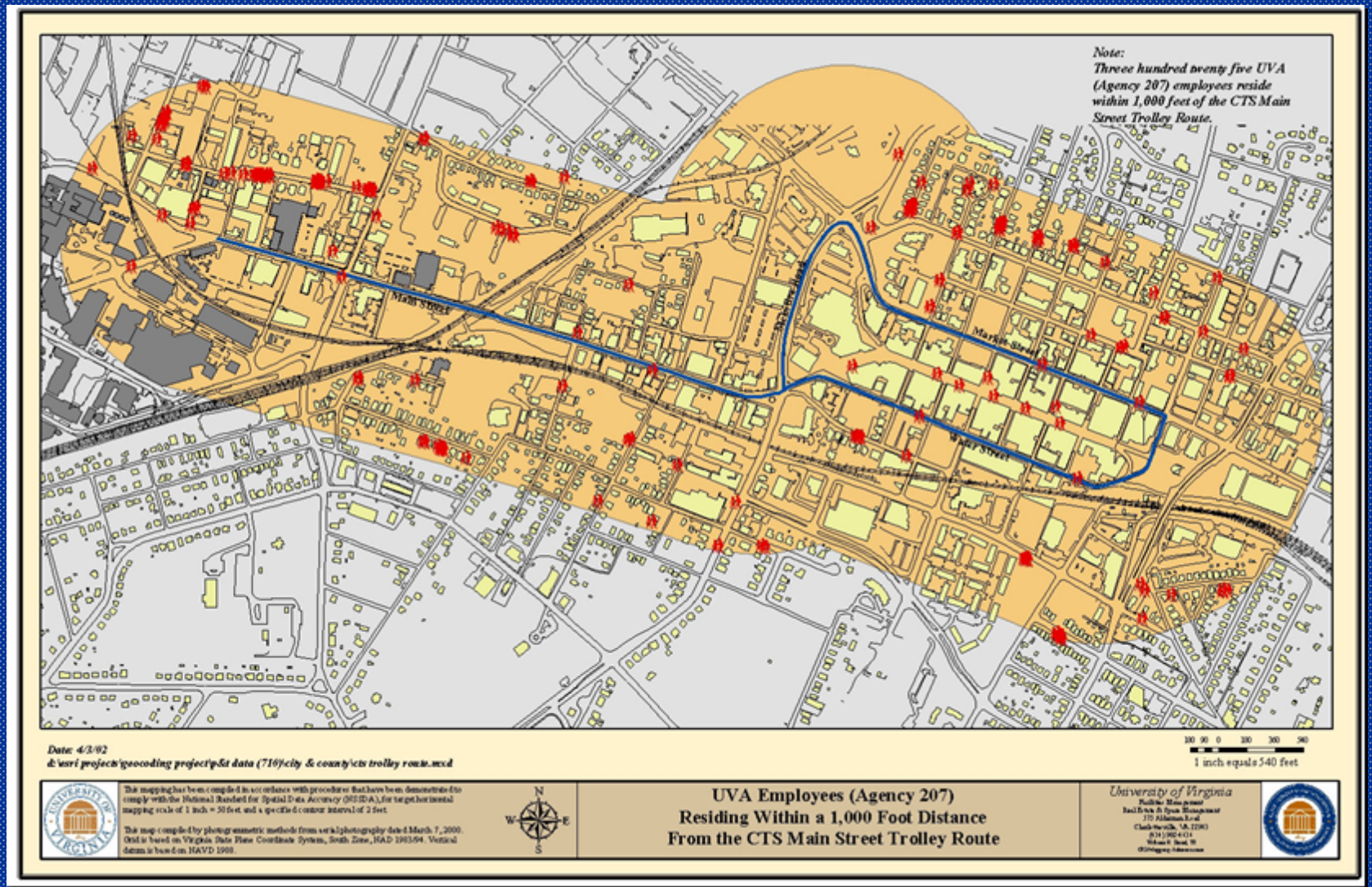
Potential New Roads and Roadway/Intersection Improvements

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

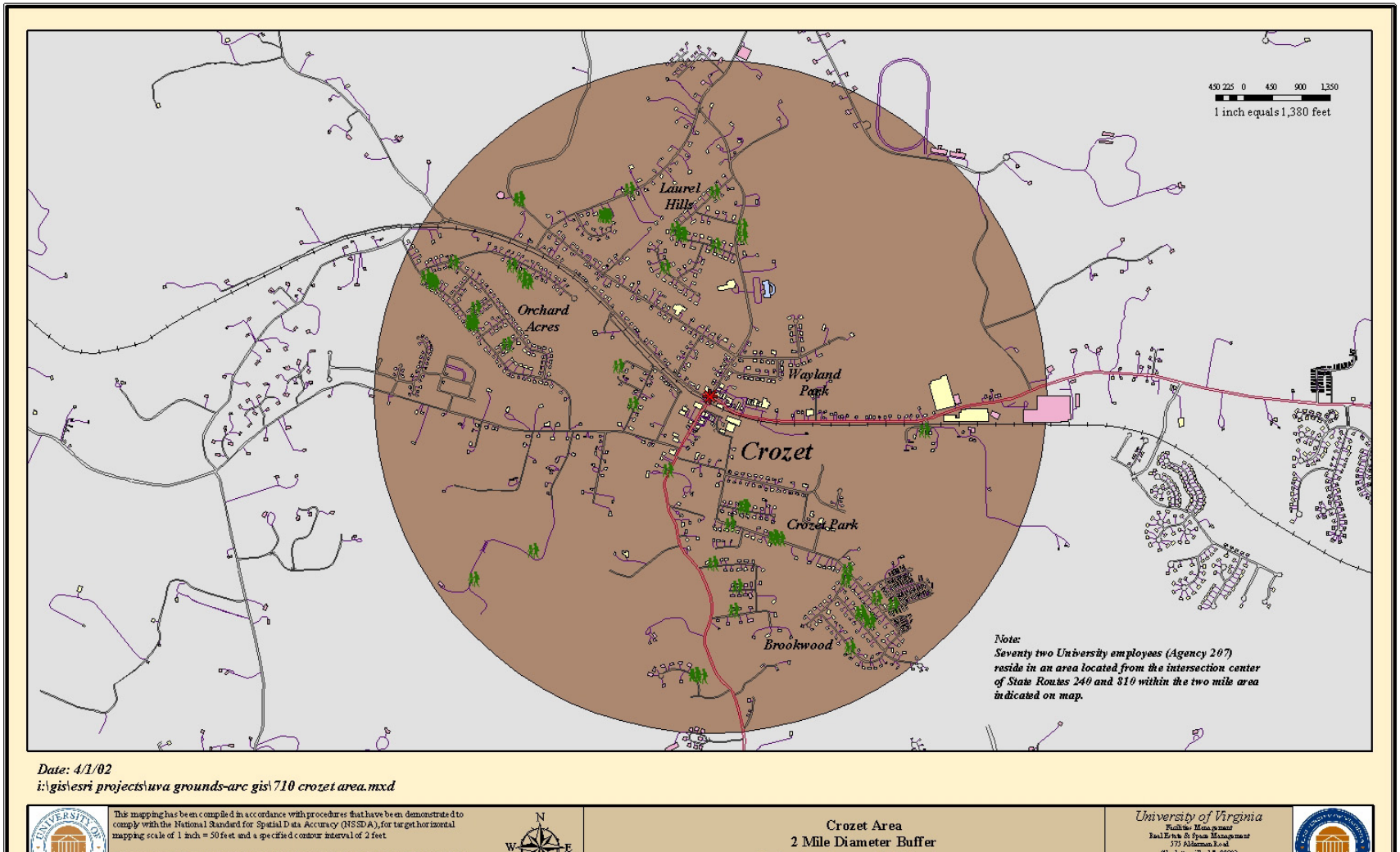
Transportation Demand Management (TDM)

- RideShare / Carpool matching



Transportation Demand Management (TDM)

- RideShare / Carpool matching



Level of Quality Guidelines

Send comments on use of these concepts in Virginia to info@tjpdc.org

Walking -- Levels of Quality

Created by: Walkable Communities
www.walkable.org

	A	B	C	D	E	F
	Exemplary	Excellent	Good	Fair	Poor	Hall of Shame
Sidewalks	Walkability increases with added width, buffers 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-mountable curbing is important.					
Main Streets	Main Street walks should be wide, attractive, with many shops and residential units watching 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.					
Local Streets	Local streets should be narrow, well landscaped, with on-street parking to act as sidewalk buffers. Driving speeds of 15-20 mph are best, 20-25 are acceptable. Homes should be proximate to the street.					
Avenue/Boulevard	Avenues and boulevard sidewalks should be 5-6 feet wide in most applications. Planter strips and bike lanes create essential separation from motorists. Trees, other landscaping, medians help slow motorists. Lanes can be as narrow as 10 feet.					
Crossings	Crossings should be well marked, accentuated by curb extensions. On multi-lane boulevards it is essential to have exceptionally well marked crossings. In some cases signals are warranted.					

Level of Qua

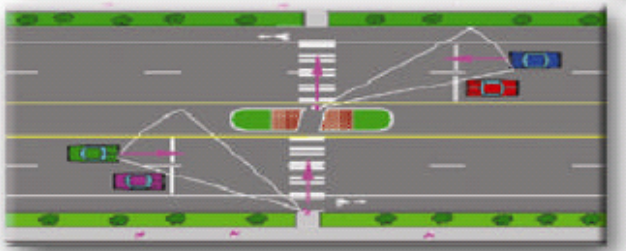
Send comments on use of these concepts in Virginia to info@tjpdc.org

Street Crossing Details

Created by: Walkable Communities
www.walkable.org

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 secdond 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.

Crosswalks & median islands

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)

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Thomas Jefferson Planning District Commission
Charlottesville-Albemarle Metropolitan Planning Organization

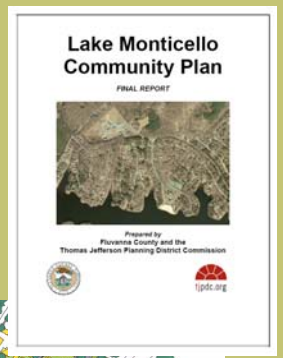
NW Fluvanna-Louisa Corridor Study

- 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

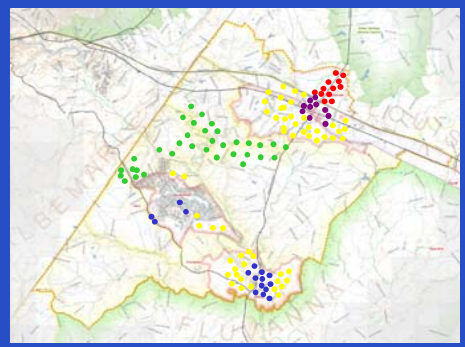
How will we live?

- Build on findings of Community Plans
- Community element inventory
- Enhanced CE diagrams



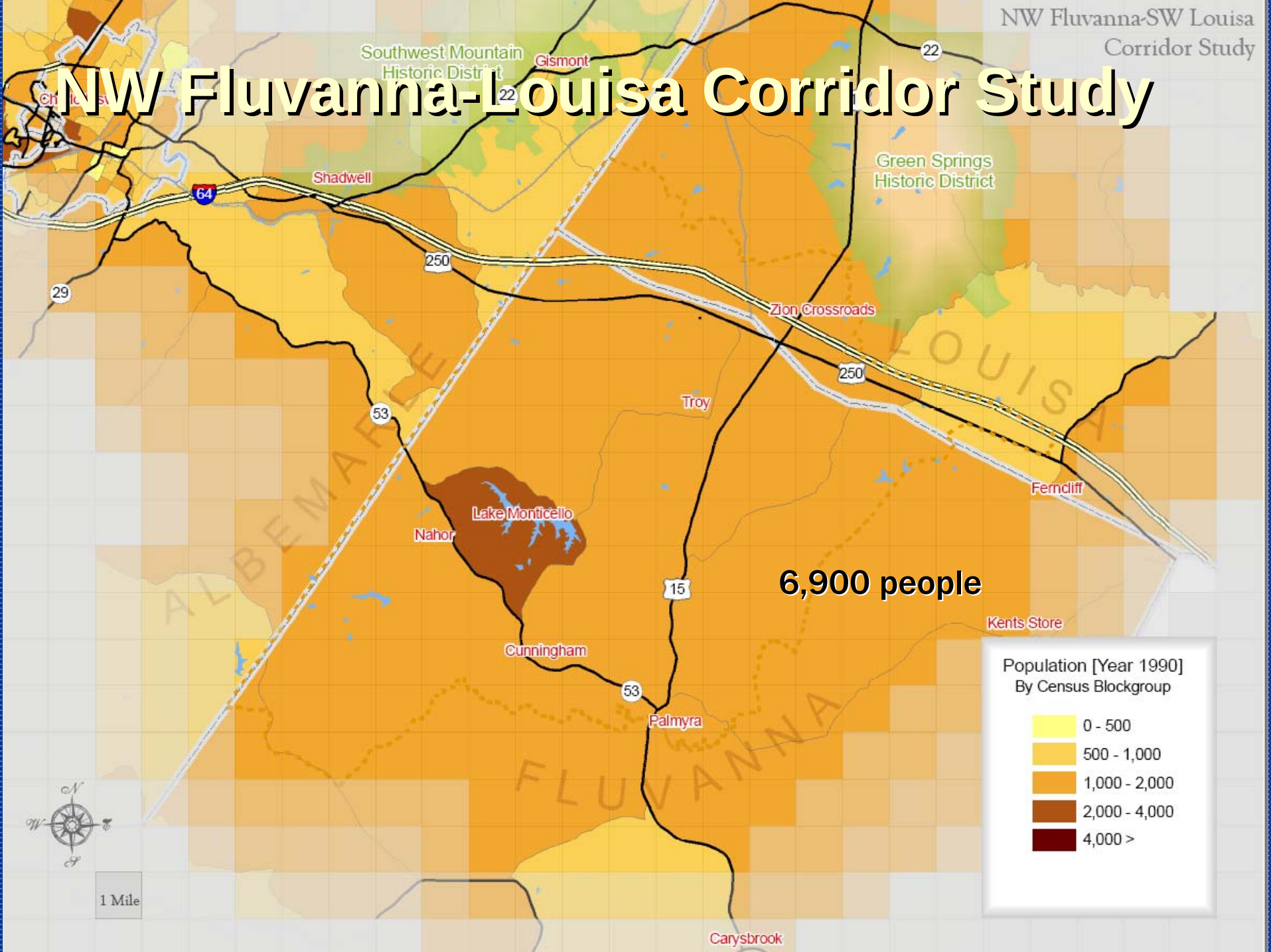
Where will we live?

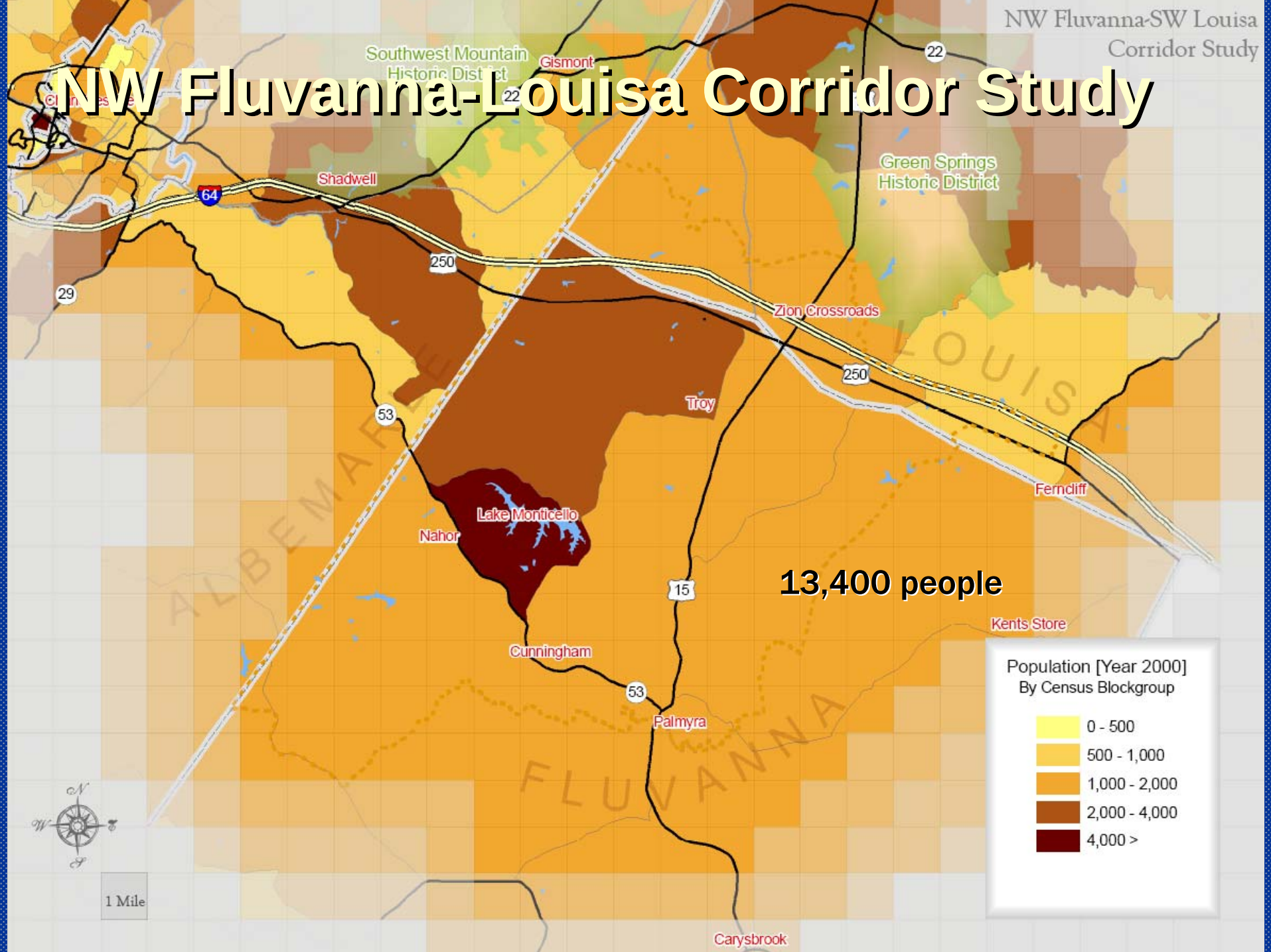
- Steering Committee meeting
- Growth scenarios
- Transportation options
- Public workshop
- Recommended scenario



How will we get there?

- Framework plan
- Proposed design guidelines
- Transportation projects


NW Fluvanna-Louisa Corridor Study
NW Fluvanna-SW Louisa Corridor Study
Southwest Mountain Historic District
Gismont
22
Green Springs Historic District
Shadwell
64
250
29
Zion Crossroads
53
Troy
Ferncliff
Lake Monticello
Nahor
6,900 people
15
Kents Store
Cunningham
53
Palmyra
Carysbrook
ALBEMARLE
LOUISA
FLUVANNA
1 Mile
Population [Year 1990]
By Census Blockgroup
0 - 500
500 - 1,000
1,000 - 2,000
2,000 - 4,000
4,000 >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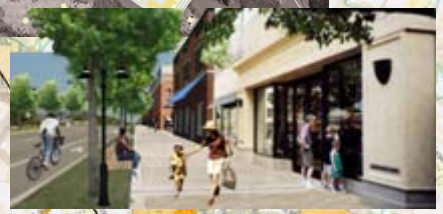
Kents Store
Cunningham
53
Palmyra
Carysbrook
ALBEMARLE
LOUISA
FLUVANNA
Population [Year 2000]
By Census Blockgroup
0 - 500
500 - 1,000
1,000 - 2,000
2,000 - 4,000
4,000 >
1 Mile

Scenarios 1 &2 Compact Development

Regional mixed use

Rural cluster

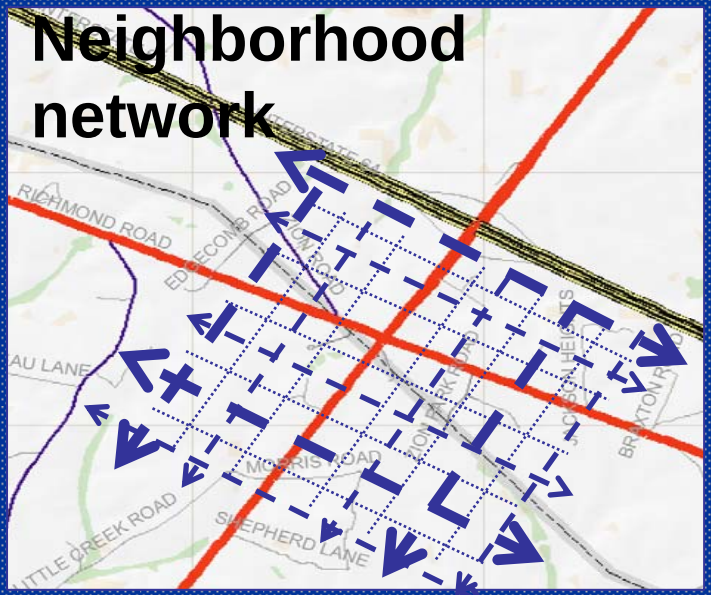


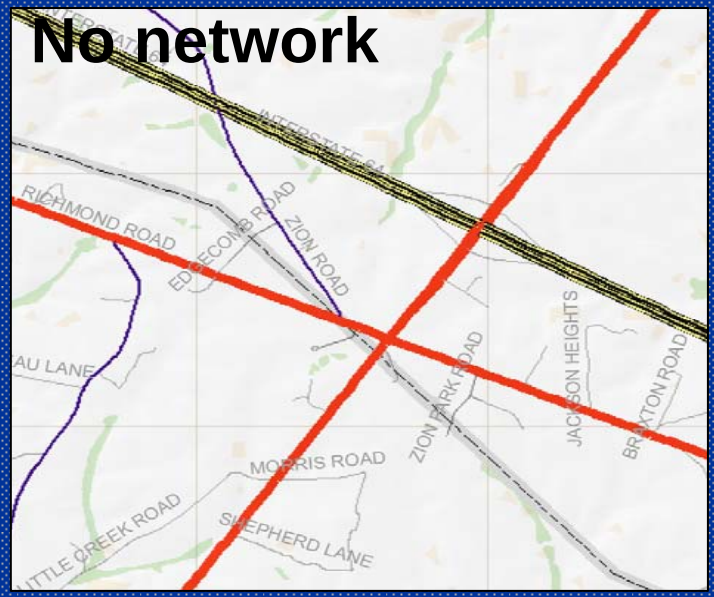
Regional employment center

Neighborhood mixed use/Neighborhood residential

Village

NWFL Intersection volume at buildout





US 250 17,600 21,100
36,200
US 15 33,100
108,000 total volume

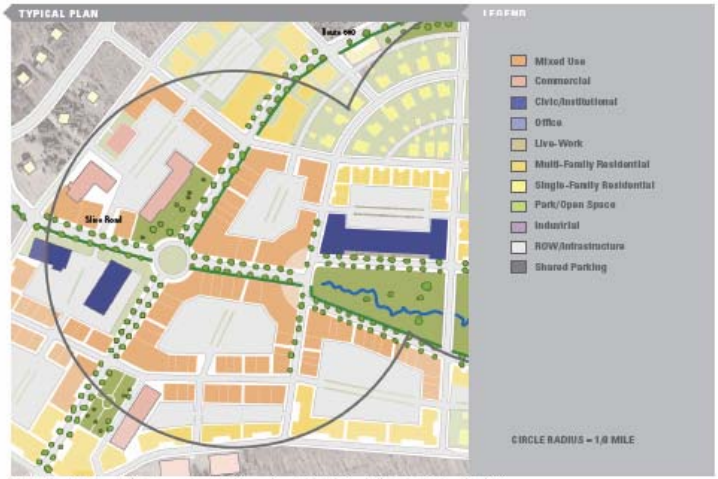
US 250 39,700 40,600
57,900
US 15 41,300
179,000 total volume

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 uses at the center, with connected residential uses 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.

Through a series of steps, a conventional suburban area may be transformed into a more vibrant and diverse Neighborhood Mixed-Use center. The images above illustrate a potential transformation along Route 600, just north of Slice Road, in Lake Monticello. Beginning with a new approach to the pedestrian environment, the area develops a character of walkability. Continued improvements and infill development reestablish the site as a new Mixed-Use Center.



Potential neighborhood mixed use center at the intersection of Route 600 and Slice Road in Lake Monticello.

3-C NEIGHBORHOOD MIXED-USE

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, high-speed roads enter the pedestrian-oriented core of a Neighborhood Mixed-Use element, the cross-section should shift into a Commercial Street, to balance vehicular and pedestrian needs.

Connectivity & Block Size

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

2 SITE DESIGN

Building Height & Frontage

The tallest buildings making up the Neighborhood Mixed-Use element should be concentrated around the Main Street to provide a sense of spatial enclosure, creating an 'urban room' for pedestrians. Setbacks should be minimized, with no setback along areas serving as Main Street.

Parking

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

3 LAND USE

Mix of Uses

Although the Neighborhood Mixed-Use element has a retail bias, a diverse integration of uses, including storefront retail, office, civic, and residential is recommended. This mixed-use quality is important to the vibrance of the center, creating an energized streetscape for residents, patrons, and workers.

Density

The Neighborhood Mixed-Use element combines 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 mutli-family, with single-family residences only appropriate at the edges.

4 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 civic space at the core. Greenways may connect between the center and peripheral areas. Recreational Parks may be integrated at the edge of the commercial area to serve the community at large.

Neighborhood Mixed-Use Summary

Street Types (p 20)
Commercial Street
Main Street
Neighborhood Street

Block Size
300'-600'

Building Height (p 22)
2-4 Stories

Frontage (p 22)
Storefront
Porch

Parking (p 25)
On-Street
Surface
Residential

Mix of Uses
Storefront Retail (25-75%)
Civic (10-25%)
Office (10-25%)
Restaurant (10-25%)
Multi-Family Res (10-35%)
Single-Family Res (5-20%)

Density
Commercial FAR: 1.0
Residential DUA: 8-10

Open Space (p 27)
Town Square
Pocket Park
Neighborhood Park

Making transit work

- Transit Ready Development

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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

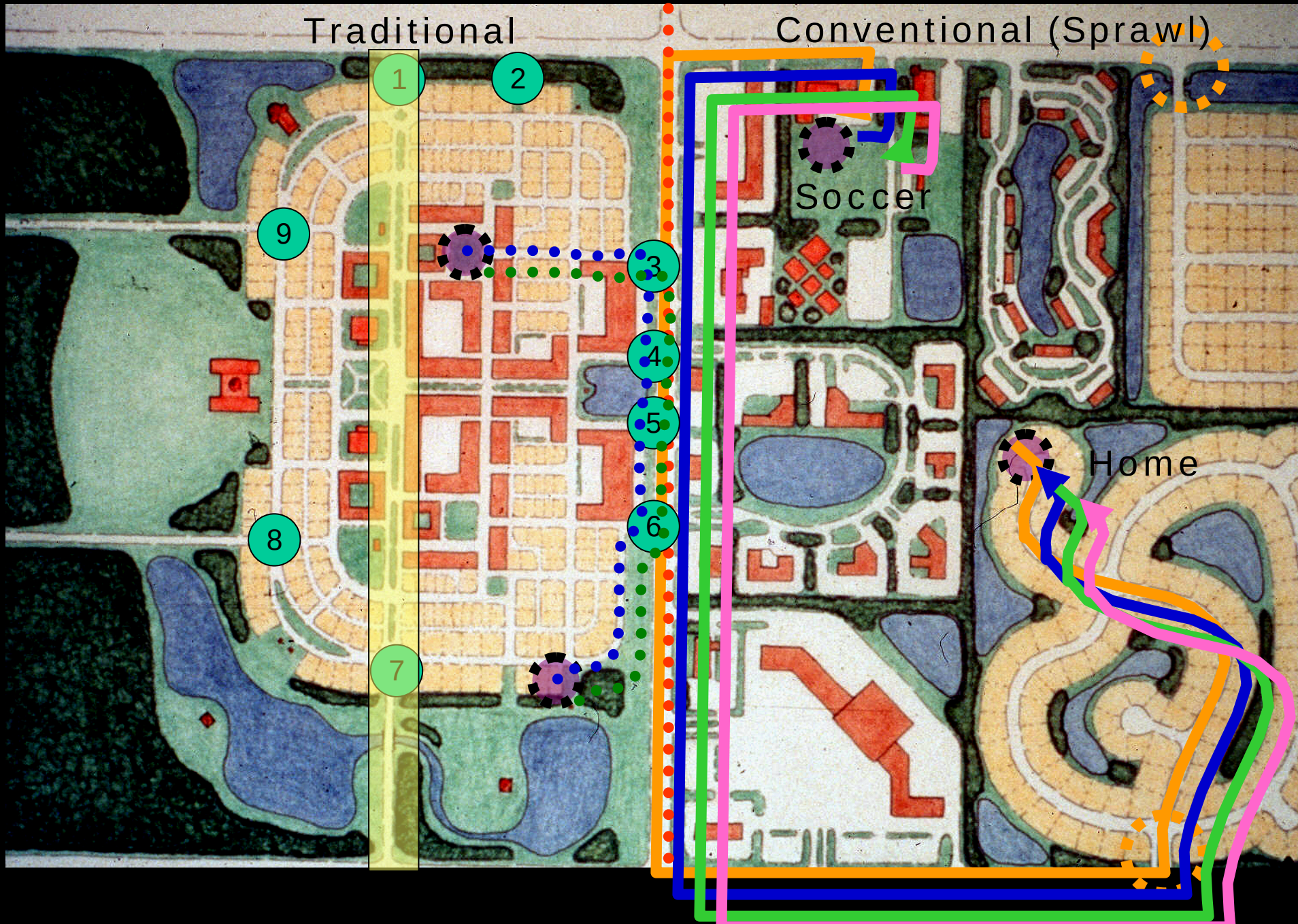
Transit-Ready Development

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)


Traditional
Conventional (Sprawl)
1
2
3
4
5
6
7
8
9
Soccer
Home

Transit-Ready Development

- Transit routes and stops that are
  - ✓ 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 & Places29

Re-engineering the Suburban Strip

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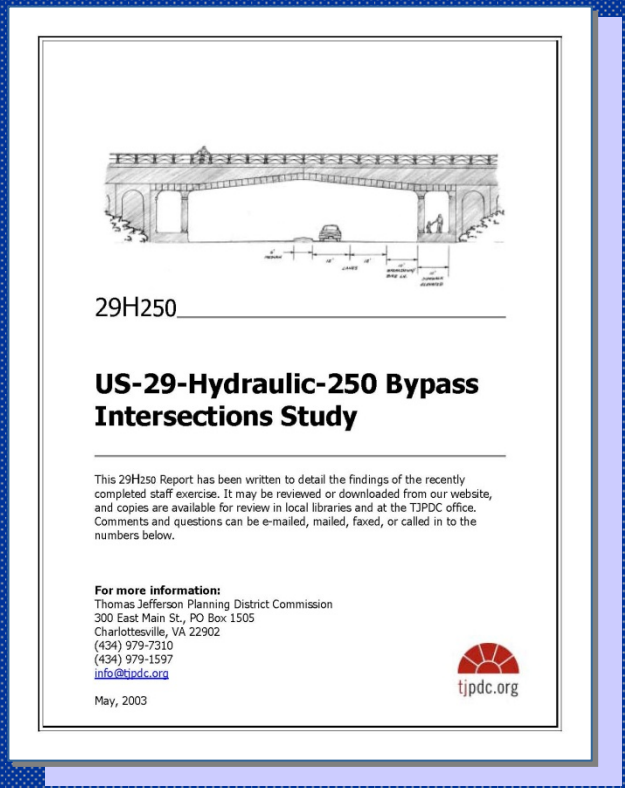
29H250 Project area – phase 1 & 2

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



29H250

US-29-Hydraulic-250 Bypass Intersections Study

This 29H250 Report has been written to detail the findings of the recently completed staff exercise. It may be reviewed or downloaded from our website, and copies are available for review in local libraries and at the TJPDC office. Comments and questions can be e-mailed, mailed, faxed, or called in to the numbers below.

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info@tjpdc.org

May, 2003

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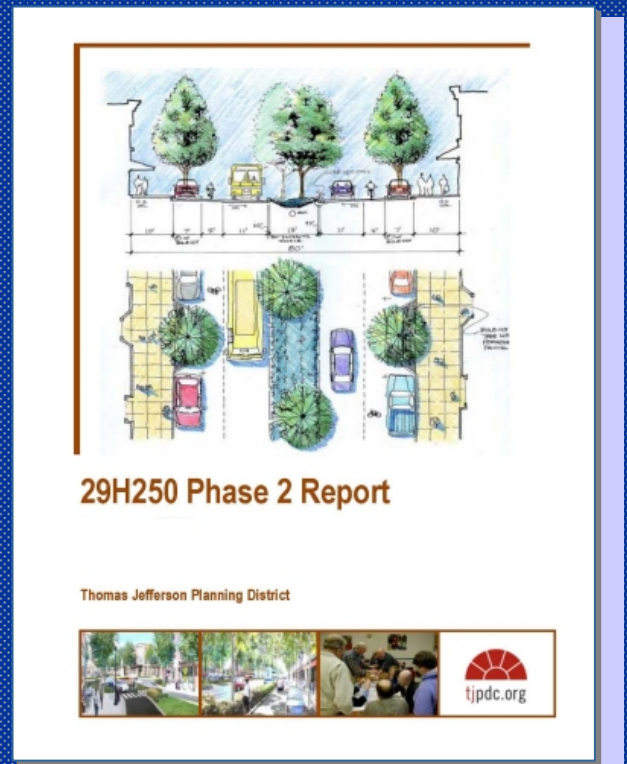

29H250 Phase 2 Report

Thomas Jefferson Planning District

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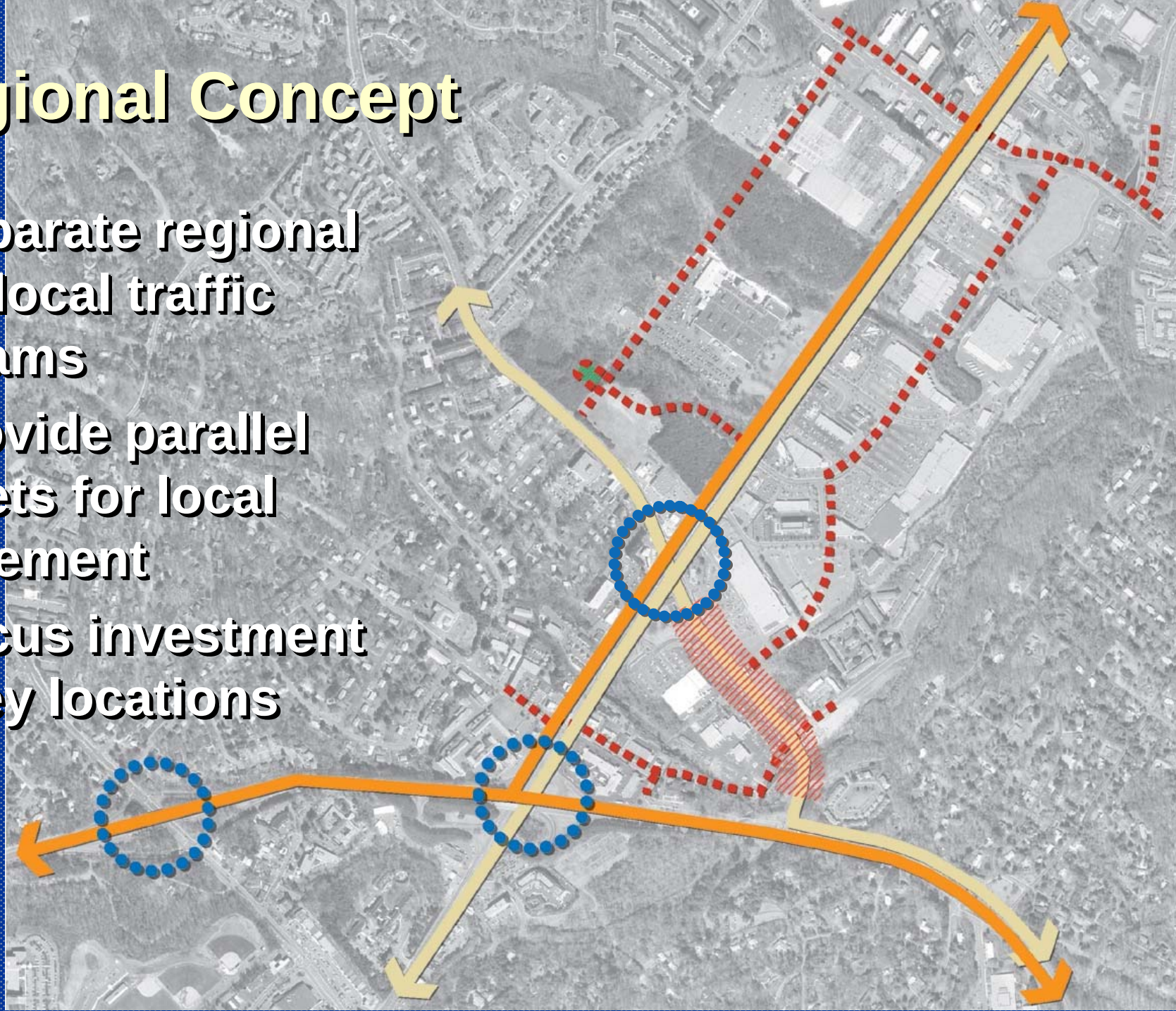
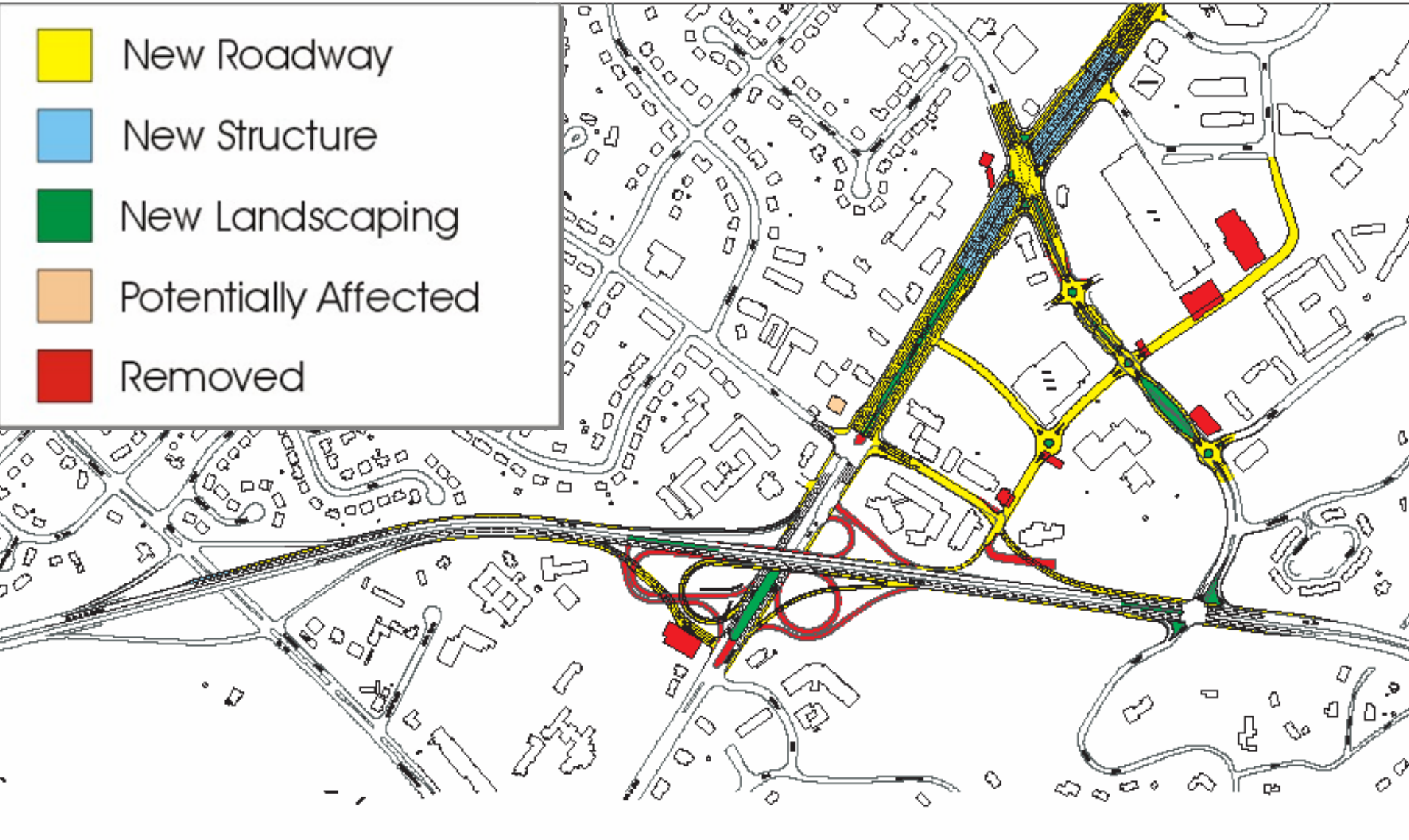
Regional Concept

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



Recommended Design



RECOMMENDED DESIGN
29H250 PHASE 2

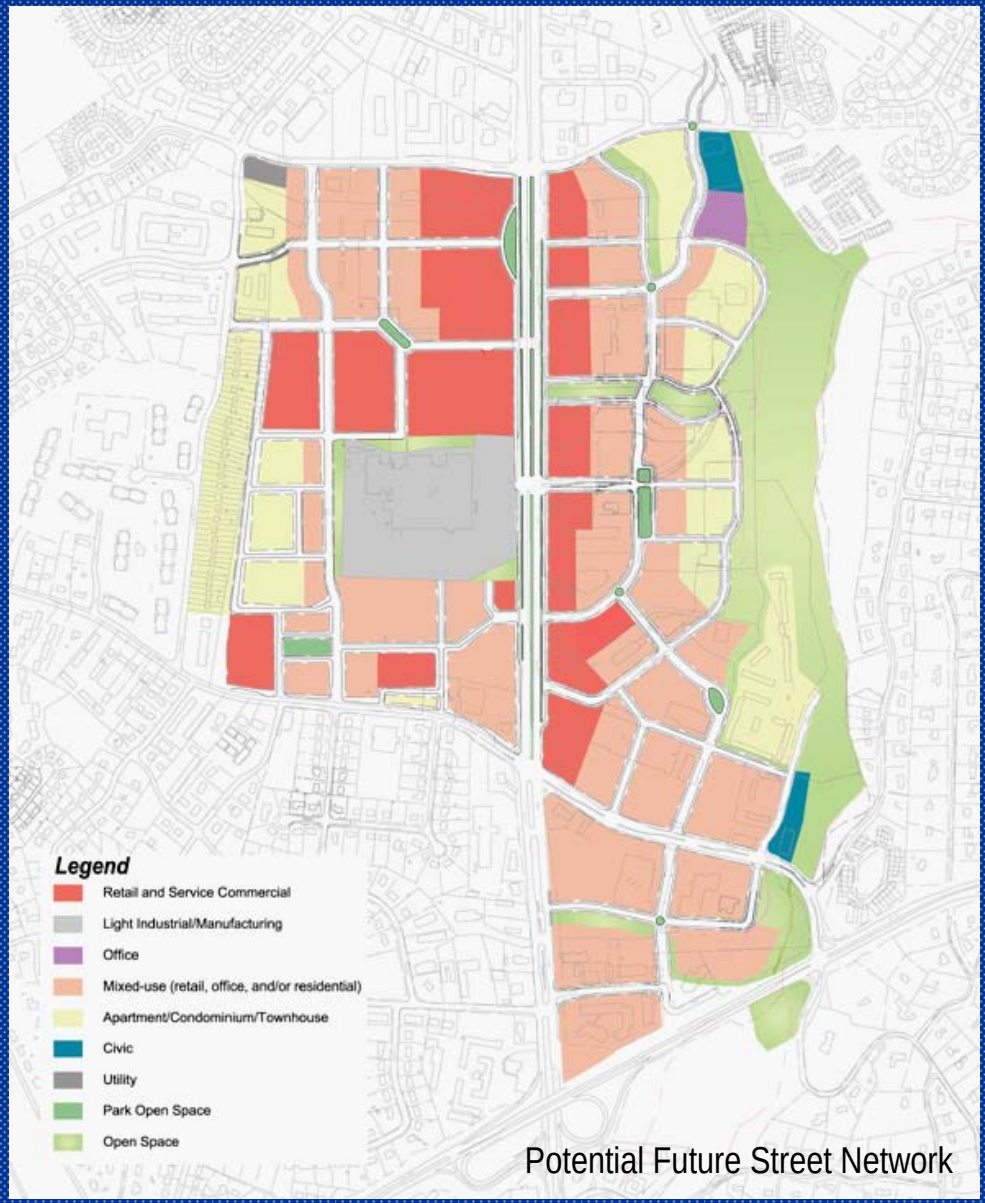
29H250 preliminary solutions

- **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

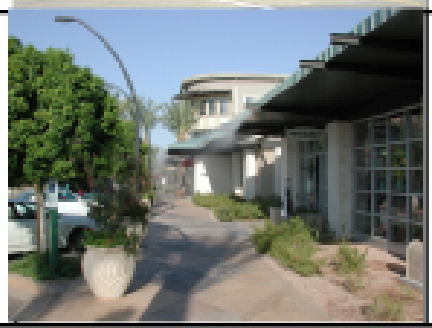
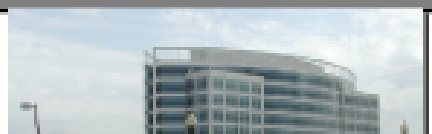
Parallel Road Network

Provides for pedestrian zones on either side of US 29

Potential over the long term to provide a finer grain network of streets



Potential Future Street Network

Type	Photo/ Illustration	Gross Density (du/ac or FAR)	Min. Development Increment (du or sq.ft.)	Min. Site Area (acres)	Lot or Building Dimension Range (feet)
Retail					
Neighborhood-serving Retail		0.20 FAR	14,500 sq. ft.	1.7 acres	112' X 130' Anchor Size: 10,000 to 25,000 sq.ft.
Community-serving Retail		0.30 to 0.50 FAR	50,000 sq.ft.	2.5 to 4 acres	Linear Depth: 40' to 60' Anchor Size: 25,000 to 55,000 sq.ft.
Specialty and Miscellaneous Retail &Service		0.30 to 0.60 FAR	10,000 sq.ft.	0.3 to 0.75 acres	Linear Depth: 40' to 60' May have small anchors: 10,000 to 20,000
Office					
		Office Park w/		Range to be	Building width: 100' to

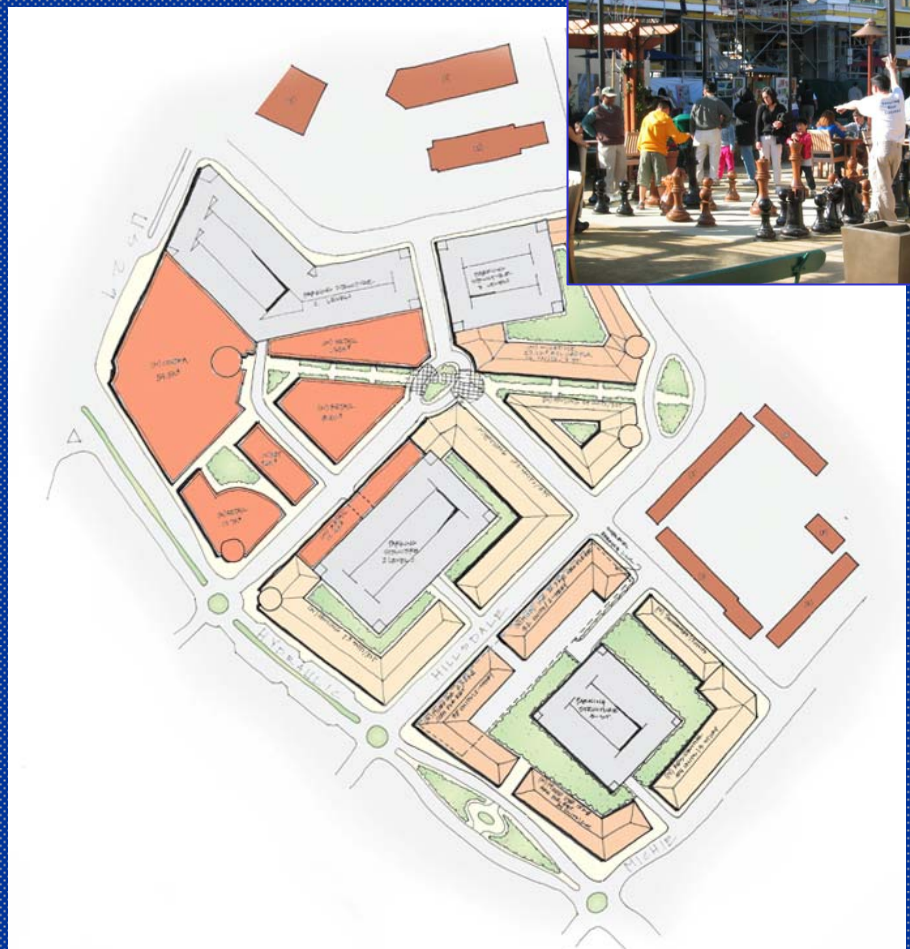
Potential for Changed Land Use

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

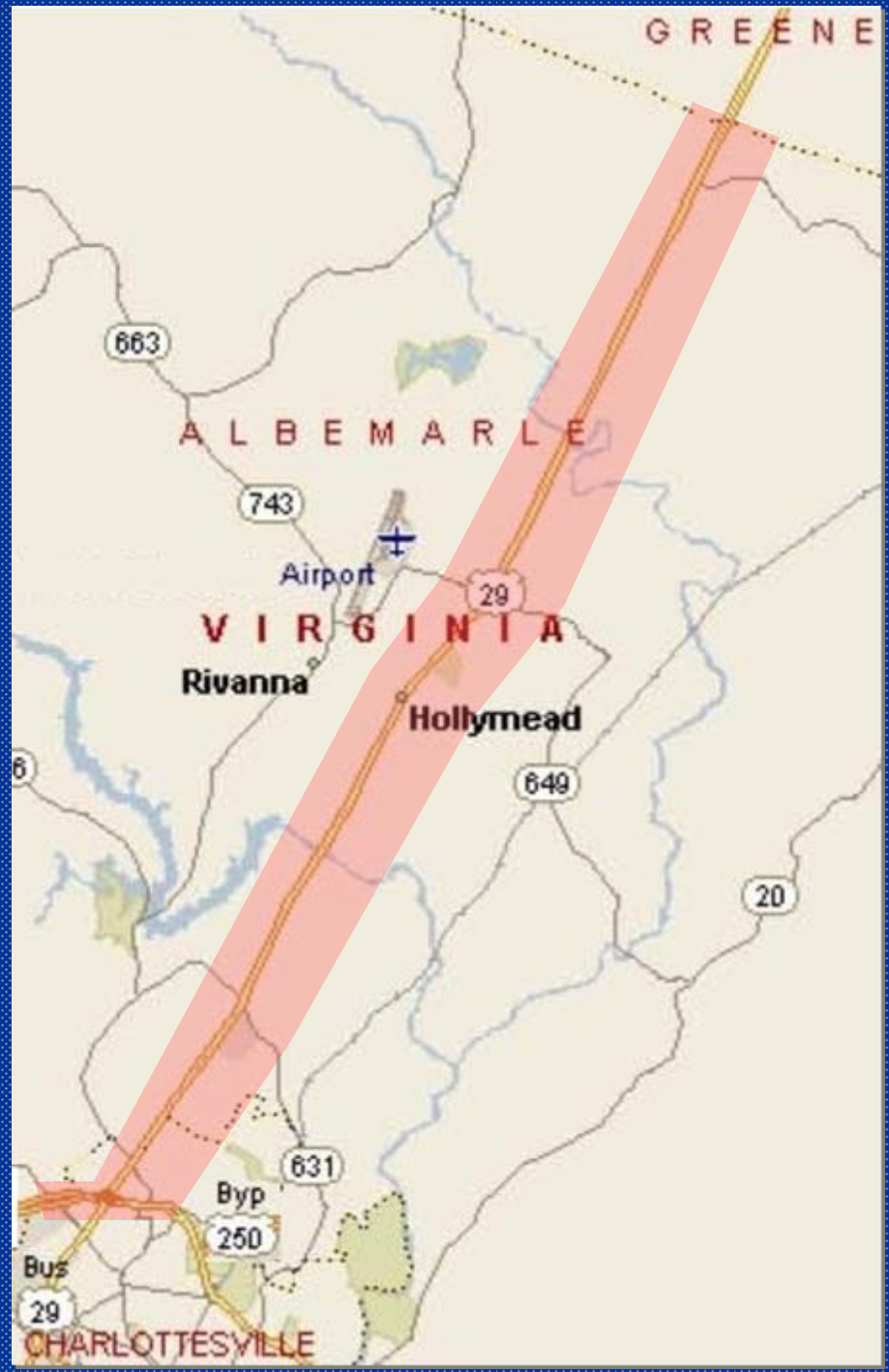
US 29 – High-Capacity Boulevard

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

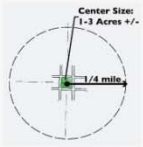
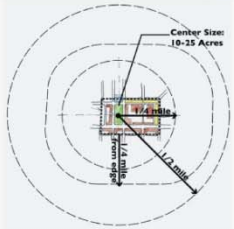
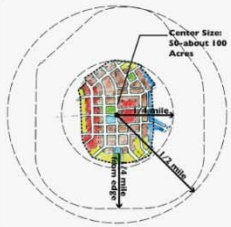
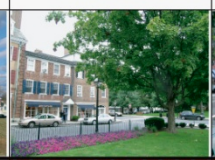
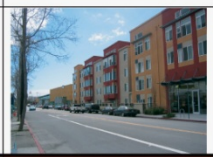
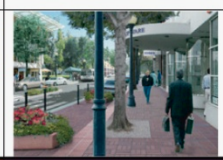


What's different about the project?

- 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

	Centers				Land Uses organized around Centers			
Definition	**Centers are focal points or cores around which development is organized.**				**Land Uses that are organized around a Center and located within a quarter-mile walking distance from this core area.**			
	Civic Green	Neighborhood Service	Community	Destination	Uptown/ Midtown	Mixed Use Neighborhood	Employment Neighborhood	Residential Neighborhood
Diagram								
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 optional recreational or 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 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 ¼ mile walking area of the Center it is organized around ▪ Center of Mixed Use Neighborhood is more fully integrated into the surrounding mix of uses than is the case 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 1/4 mile walking distance from the Center	A **Residential Neighborhood** is an existing or future residential area whose: ▪ Residential buildings are organized around a Center ▪ Residential areas have convenient pedestrian connections to the Center ▪ Residential uses are located within 1/4 mile walking distance from the Center ▪ Residential building types range from single-family detached, to townhomes, to apartments
Photo Example								
Map Symbol	*	NS**	C**	D**	Up**			

* On Green Infrastructure Map

** On Framework Map

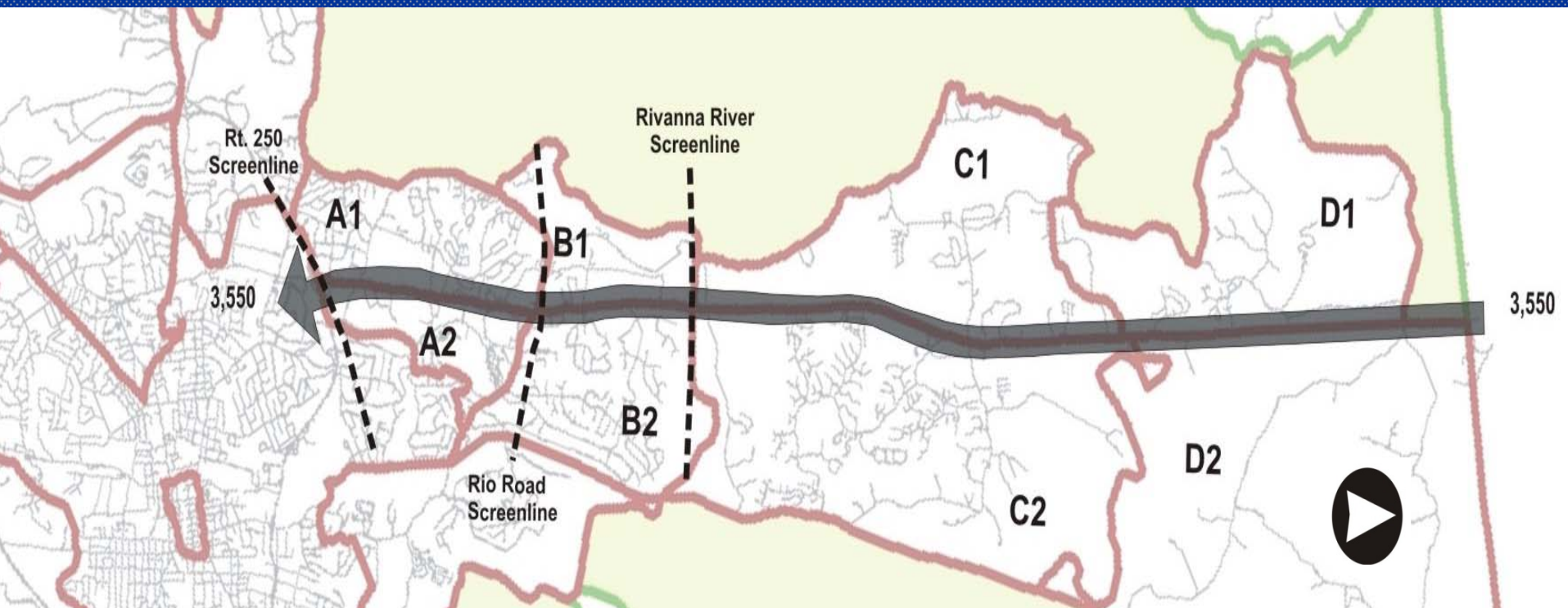
Through Trips

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

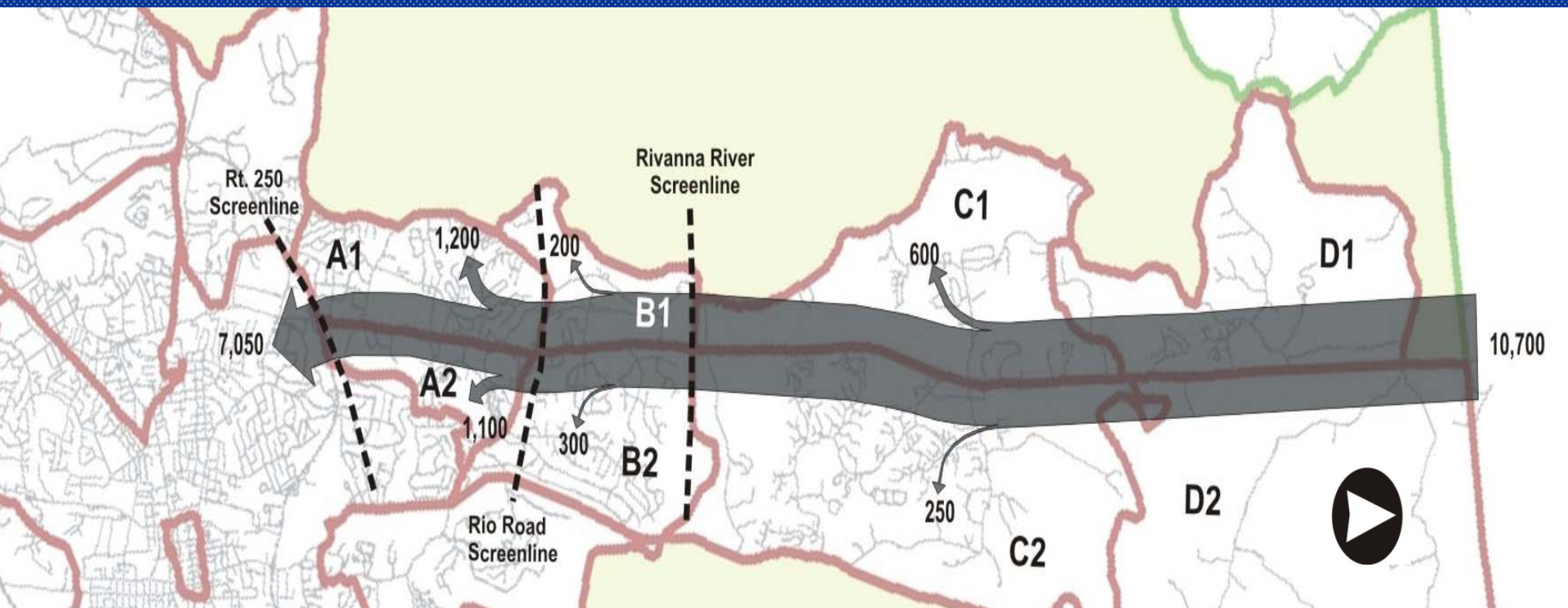


External Trips

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

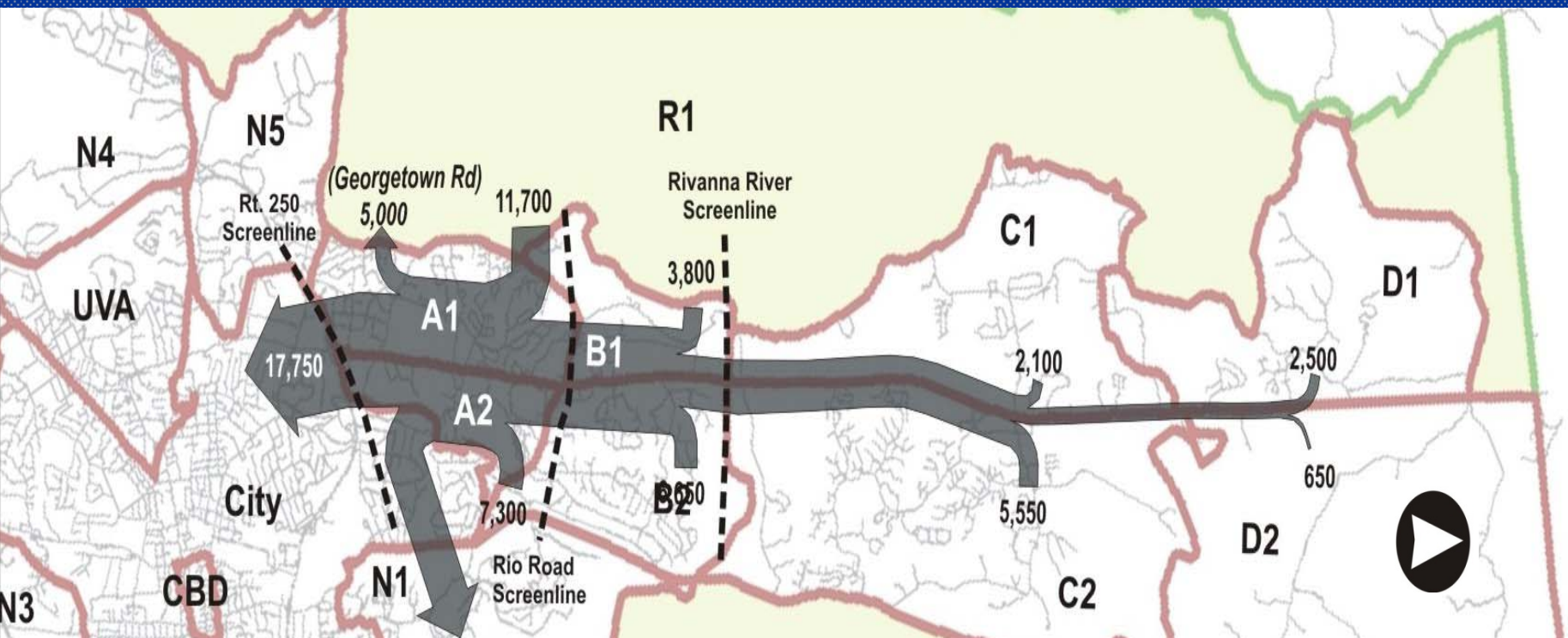
24% of ADT near US 250 Bypass



Internal Trips

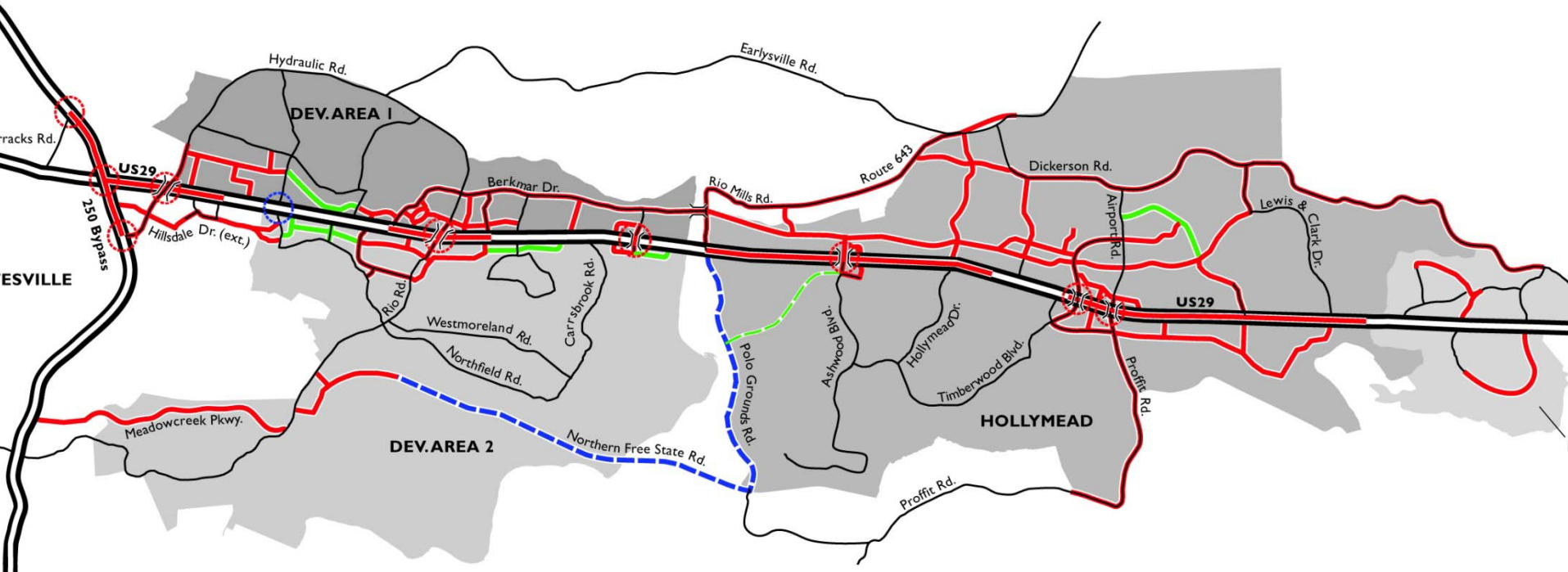
Both origin and destination are inside the urbanized portion of Albemarle County

Approximately 64% of daily trips in the southern portion of the US 29 North Corridor

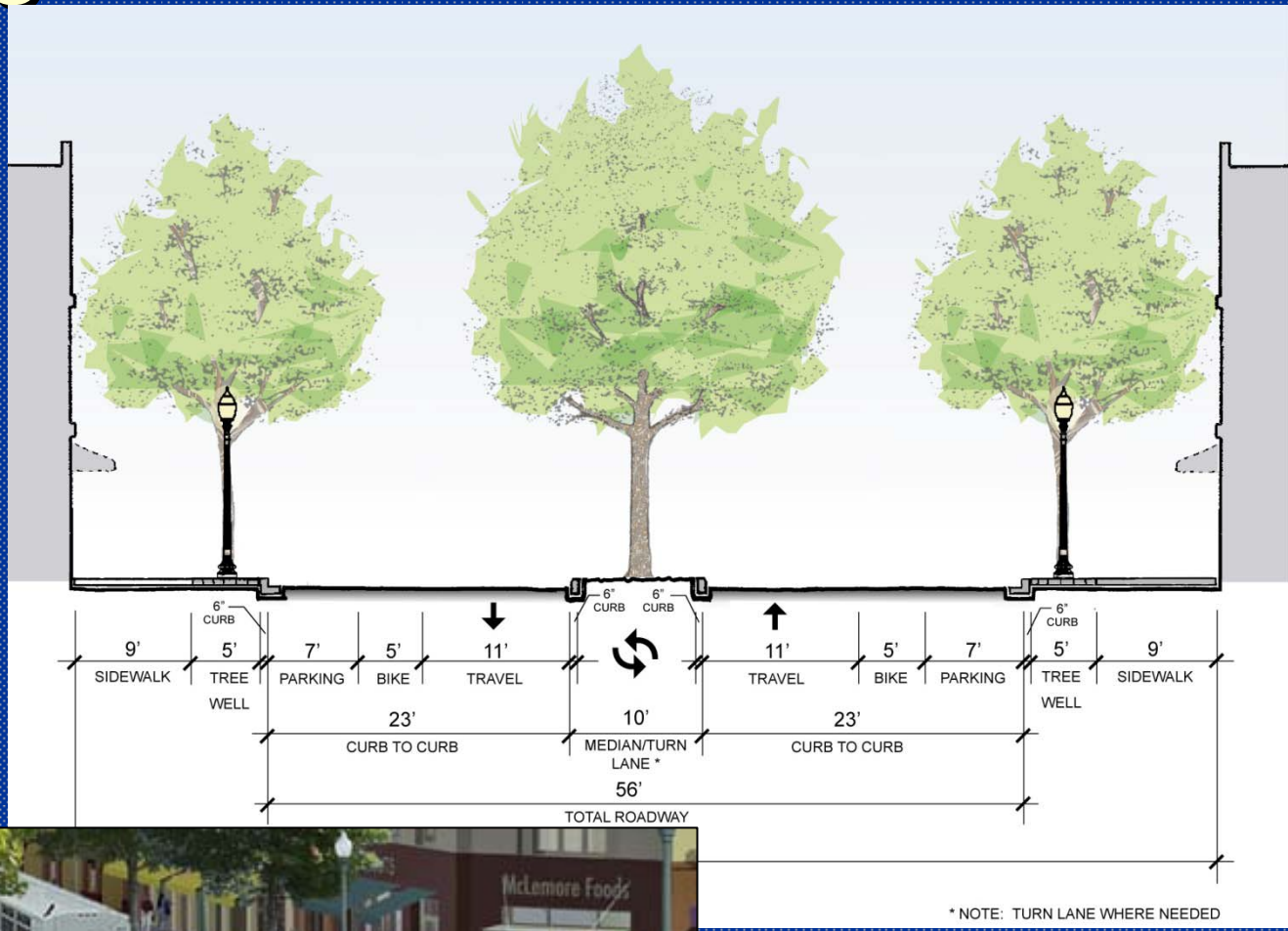


Places29 Preferred Road Network

- 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

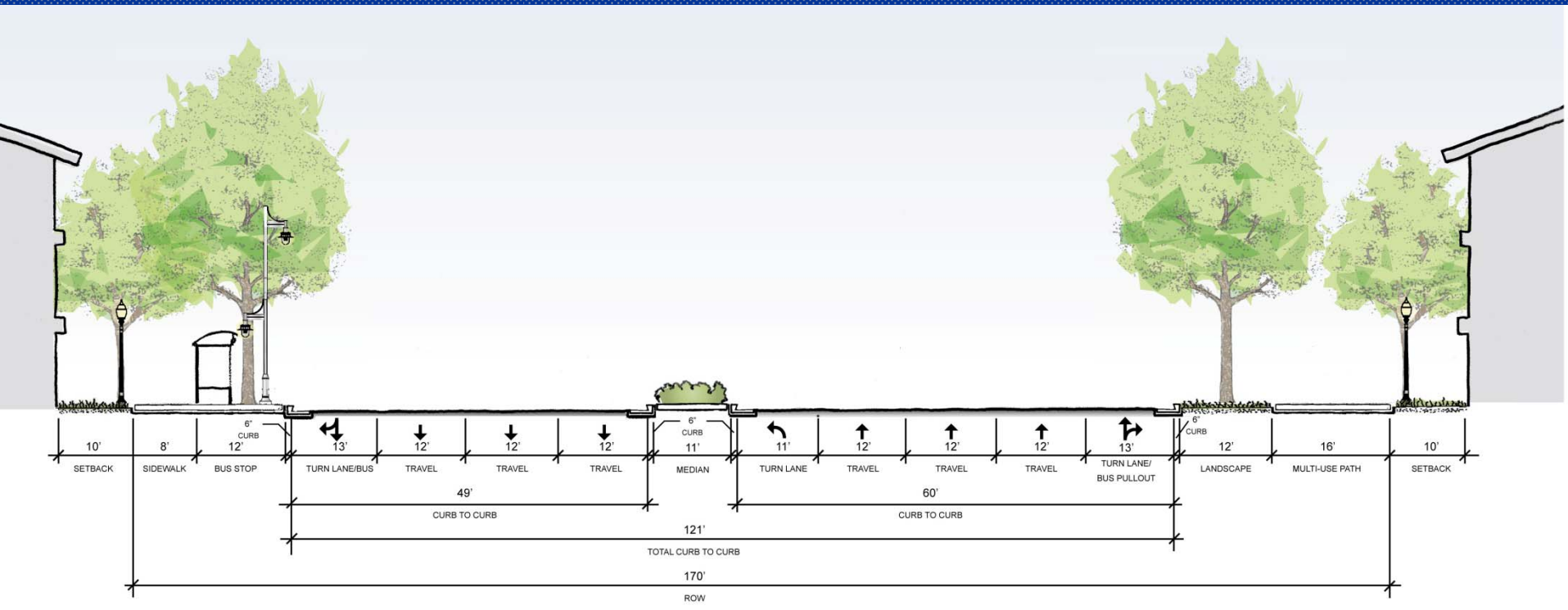


Street Design - Parallel Routes



Multi-modal Street Improvements

US 29 North - Sample 6-Lane Cross at a perpendicular “main street”



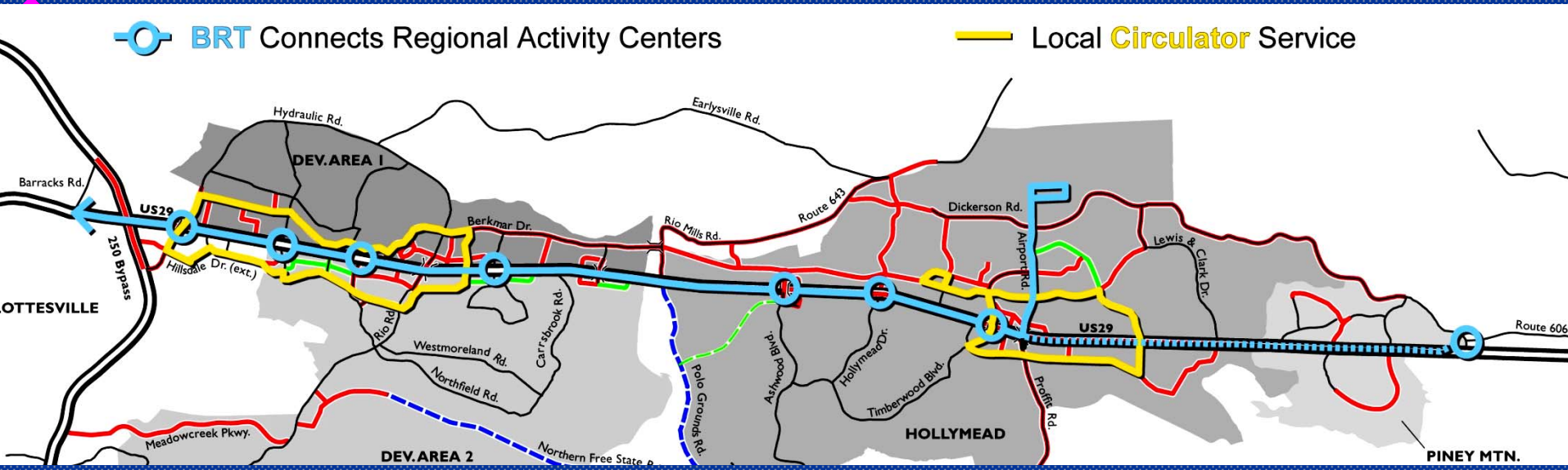
Preferred Network - Transit (Expanded Stage)

Use BRT to connect Regional Activity Centers

- **Employment – NGIC, GE Fanuc, UREF**
- **Airport**
- **UVA**
- **Downtown Charlottesville**

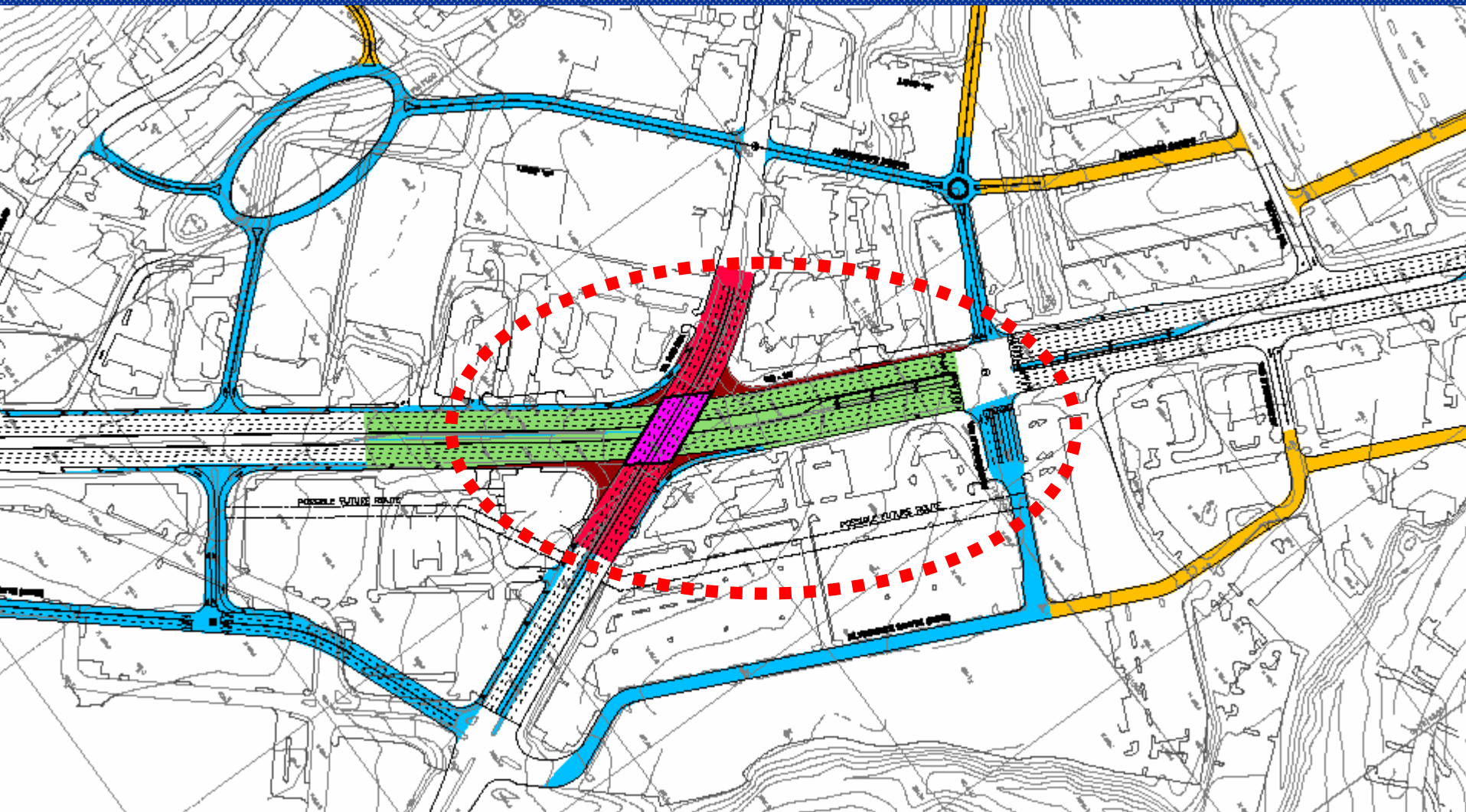
Provide Circulators in Uptown Area and S. of Rio Road

- **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

US29 facing south toward Rio Road

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

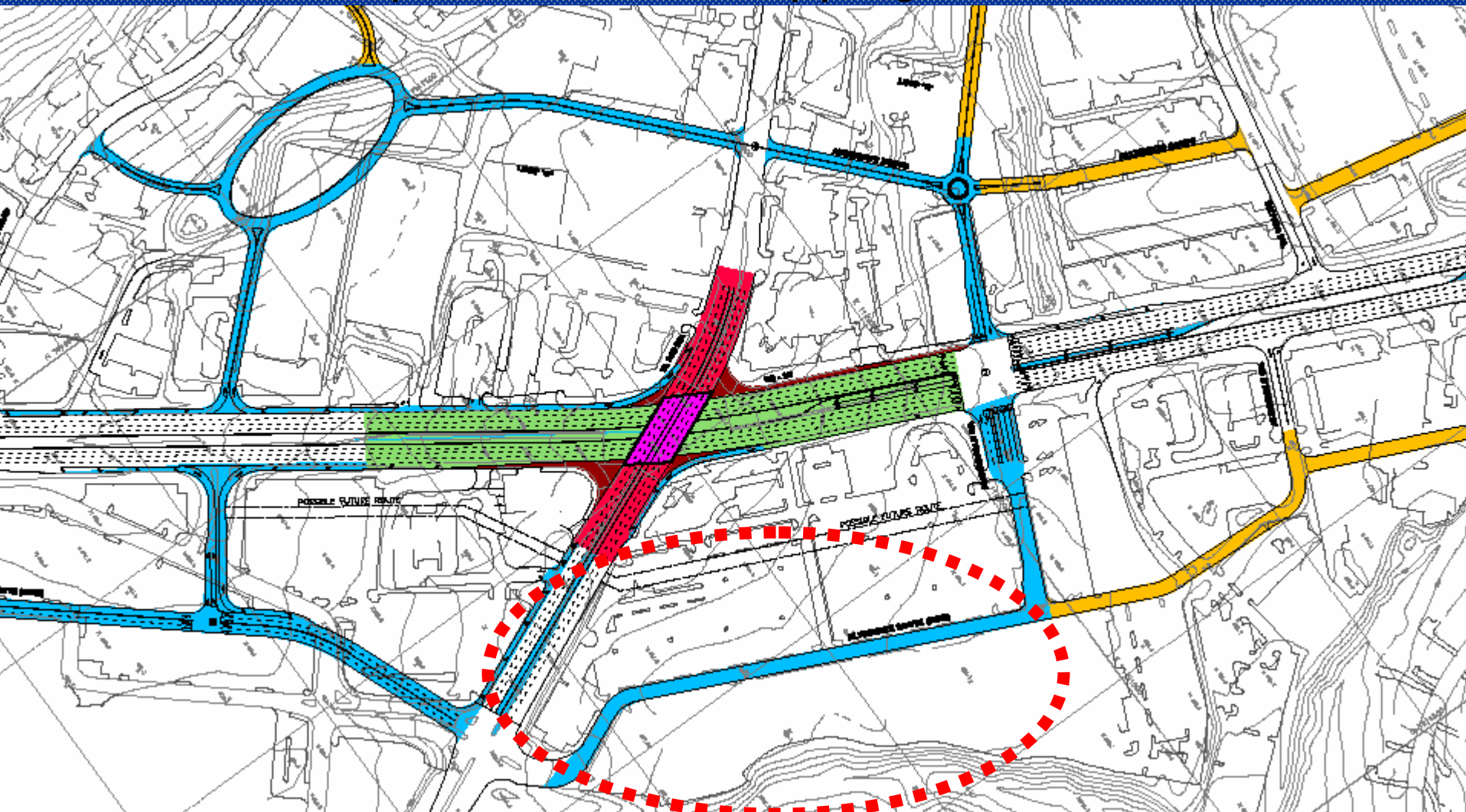
Landscaping matures over time

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

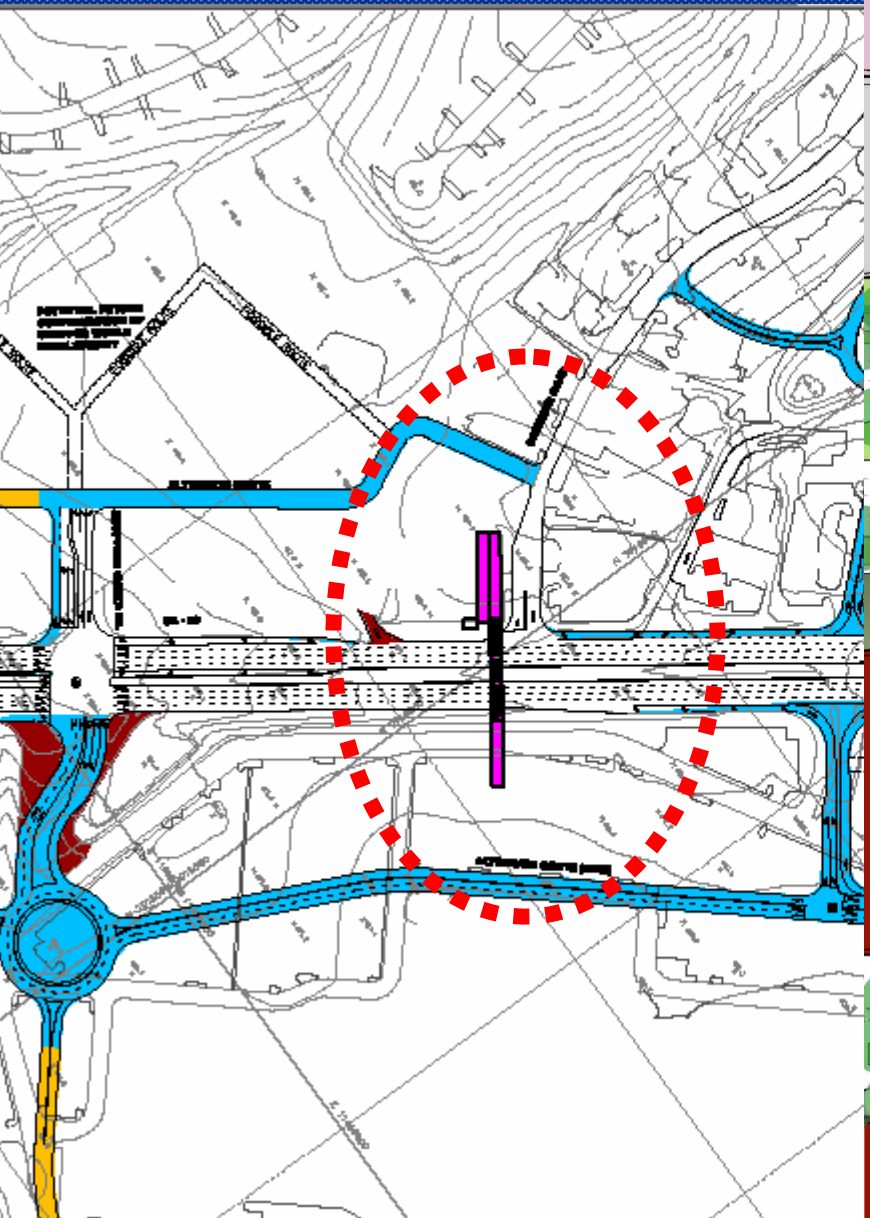
Transforming ‘Gasoline Alley’

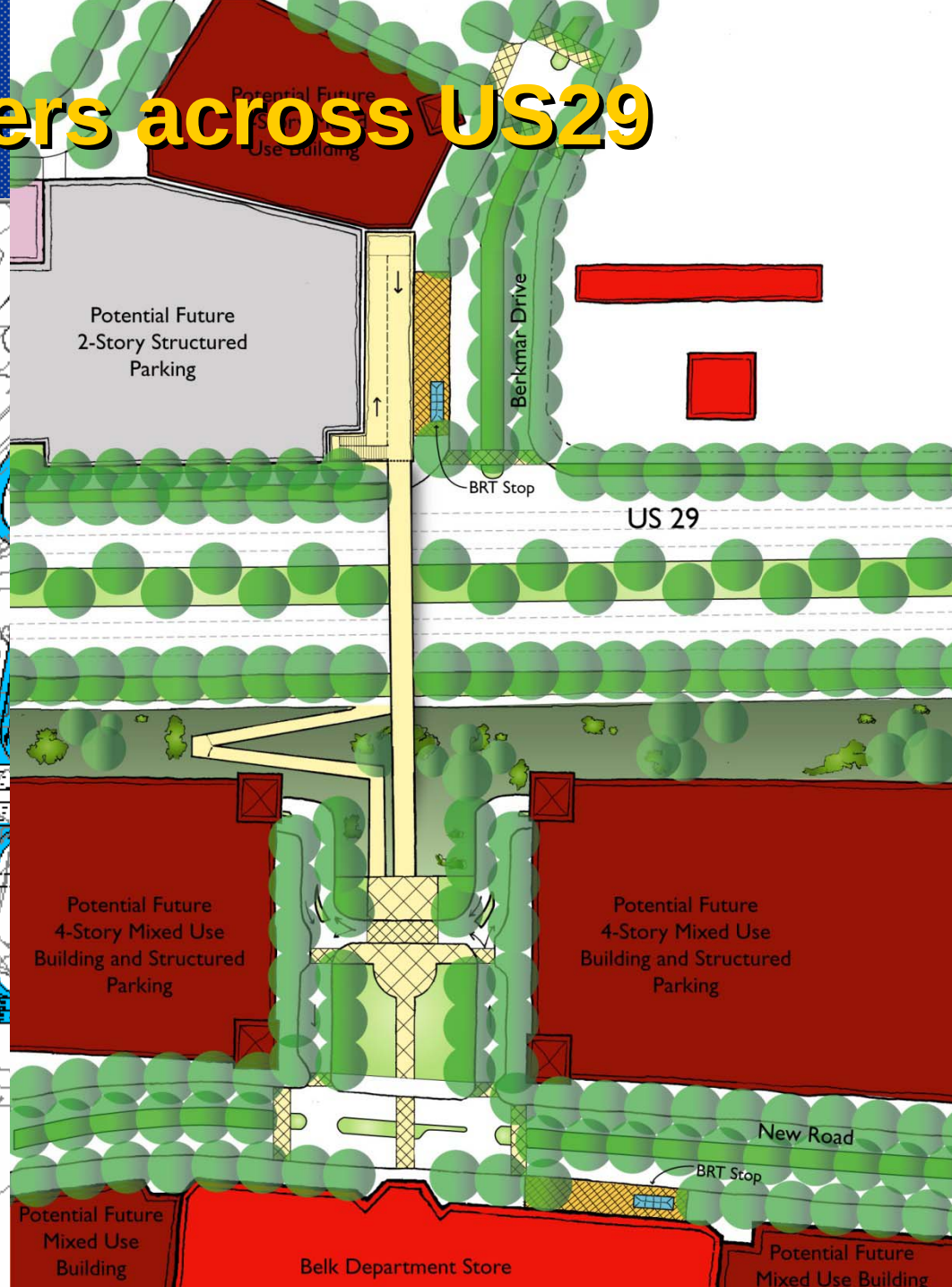
Landscape matures over time

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

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Charlottesville-Albemarle Metropolitan Planning Organization

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