



Moving Toward 2050 MPO Technical Committee Update

Tuesday, March 26, 2024



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Agenda

- Stakeholder Meeting & Open House Details
- Update on Project Priorities
- Summary of Stakeholder and Public Feedback on Draft Project Priorities
- Questions & Discussion



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Stakeholder Meeting & Open House Details

- **Friday, March 1st:** Business Stakeholder Meeting
 - *Four attendees, including representatives from Albemarle County, UVA, and CACVB*
- **Monday, March 4th:** Public Safety Stakeholder Meeting
 - *Four attendees, including representatives from Albemarle County Police & Fire, BRHD, and CAT*
- **Wednesday, March 6th:** Community Partners Stakeholder Meeting
 - *Four attendees, including representatives from SELC, TNT, PEC, and CAA*
- **Thursday, March 7th:** Open House
 - *Nine attendees, one comment card received*



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Stakeholder Meeting & Open House Objectives

- **Validation:** We aimed to validate the proposed list of priority projects and gauge general agreement with the plan's recommendations.
- **Prioritization:** We asked stakeholders to give feedback on how they would prioritize the proposed projects to influence the constrained list.
- **Detailing:** Stakeholder & open house participant comments will help to guide project details, inform VDOT designs, and feed into funding applications.



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Priority Project Identification Recap

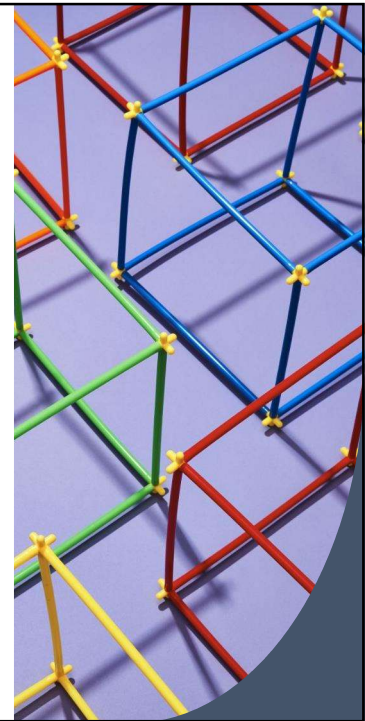
Candidate projects were compiled based on improvements identified through previous planning efforts or studies, including:

- *Small Area Plans*
- *Corridor Studies*
- *Transit Strategic Plans*
- *Regional Plans*
- *VDOT Project Pipeline & STARS Studies*

Priority projects were identified based on:

- *Locally identified priority improvements*
- *Candidate projects that addressed needs identified through the Moving Toward 2050 prioritization process*

Indicated needs not addressed by a committed/recently implemented project or a priority project were indicated as **planning priorities**, which will inform the efforts the region undertakes over the next several years to identify solutions to address these identified needs.



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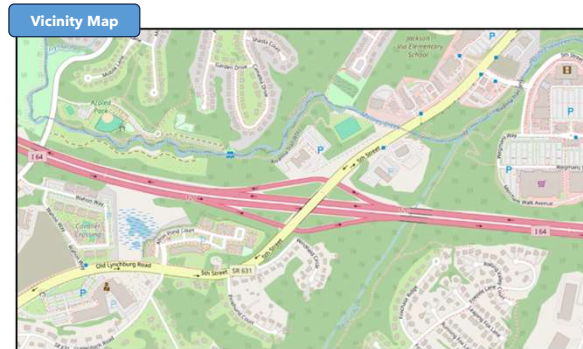
Priority Infrastructure Projects

I-64 and 5th Street Interchange Improvement	Rio Road Peanut-Shaped Roundabout and Shared Use Path	Airport Rd and 29 Intersection Improvements	Ivy Road Corridor Improvements, including Multi-modal Improvements on Old Ivy Road (Pipeline)	US 250 Corridor Improvements from Crozet Ave to Old Trail Drive
Avon Street Extended and Mill Creek Drive Intersection Improvement	Old Lynchburg Road Shared Use Path between Ambrose Commons and 5th Street	Berkmar Drive Shared Use Path between Rio Road and Hilton Heights Road	Eastern Avenue Connection between Westhall and US 250	Barracks Road Corridor Improvements between Georgetown Road and Emmet Street (Pipeline)
Ridge/McIntire/W. Main/South/Water Street Intersection Improvement	Rio Road Corridor Improvements between Huntington Road and Greenbrier Terrace	5th Street Multimodal Improvements from Harris Road to City/County Line, including Moores Creek Crossing	Preston Avenue Multi-Modal Improvements from 10th Street NW to Ridge/McIntire	Hillsdale South Extension, including 250 Interchange and Multi-Modal Improvements
Peter Jefferson Parkway & Rolkin Road Access Management/Pedestrian Improvements	Rivanna River Bicycle and Pedestrian Bridge between Pantops and Woolen Mills			

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I-64 and 5th Street Interchange Improvement

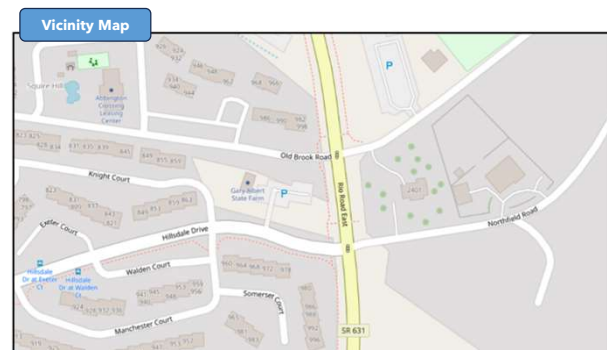
- Prioritization Process Overall Need: *Low*
- Business Stakeholder Priority: N/A
- Public Safety Stakeholder Priority: *High*
- Community Partner Stakeholder Priority: *Low*
- General Comments:
 - Would improve pedestrian and bicyclist safety at this interchange and enhance access to outdoor recreation at Biscuit Run Park in the future.
 - A transportation hub is needed here.
 - One stakeholder was against implementing a diverging diamond design here.
 - The entire corridor needs to be addressed, not just this interchange.



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Rio Road Peanut-Shaped Roundabout and Shared Use Path

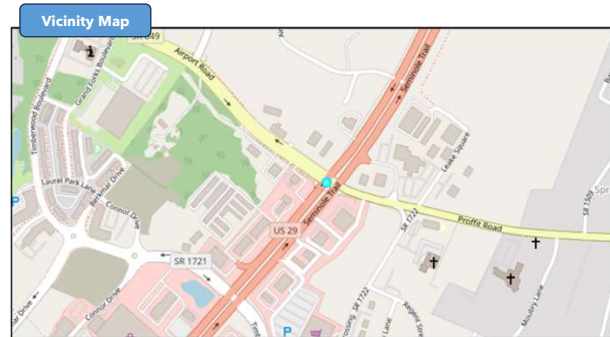
- Prioritization Process Overall Need: *High/Medium*
- Business Stakeholder Priority: N/A
- Public Safety Stakeholder Priority: *Low*
- Community Partner Stakeholder Priority: *High*
- General Comments:
 - Business stakeholders felt that speed is a concern on this corridor and that there is a need for safety improvements.
 - Community Partner stakeholders cited safety concerns and deaths at this intersection, as well as issues with safely biking along this corridor.
 - Public Safety stakeholders didn't feel there were many issues here.



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Airport Rd and 29 Intersection Improvements

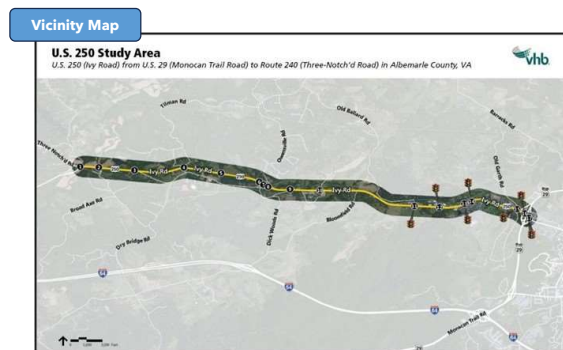
- Prioritization Process Overall Need: *Low*
- Business Stakeholder Priority: *High*
- Public Safety Stakeholder Priority: N/A
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - It's very difficult for pedestrians to cross 29 under current conditions. As density increases in nearby areas, pedestrian considerations will become even more important.
 - Public Safety stakeholders recommended improvements to stoplight timing, sidewalks, and crosswalks along 29 rather than big capital investments like roundabouts.



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Ivy Road Corridor Improvements

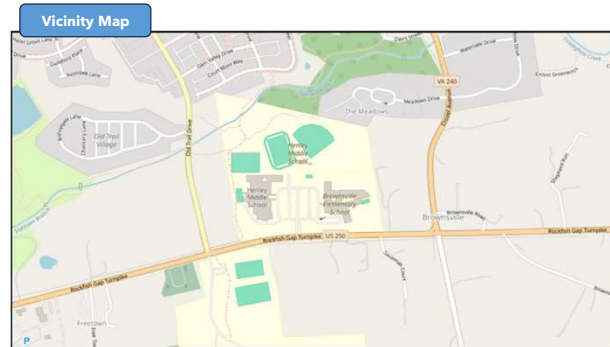
- Prioritization Process Overall Need: *Low*
- Business Stakeholder Priority: *High*
- Public Safety Stakeholder Priority: *High*
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - Business stakeholders felt these improvements would be essential for tourism.
 - Public Safety stakeholders cited flooding and congestion issues.
 - Community Partner stakeholders cited walkability benefits of a shared use path along Old Ivy Rd.



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US 250 Corridor Improvements (Crozet)

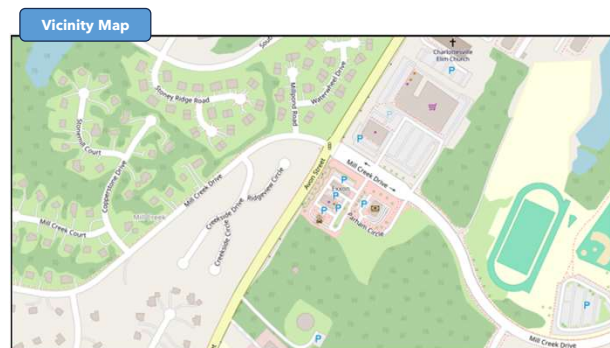
- Prioritization Process Overall Need: *Low*
- Business Stakeholder Priority: N/A
- Public Safety Stakeholder Priority: *High*
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - Pedestrian access for students at Brownsville Elementary and Henley Middle is a challenge. Sidewalk access on nearby roads is inconsistent.
 - Potential roundabout design could be confusing for buses.



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Avon Street Extended & Mill Creek Drive Intersection Improvement

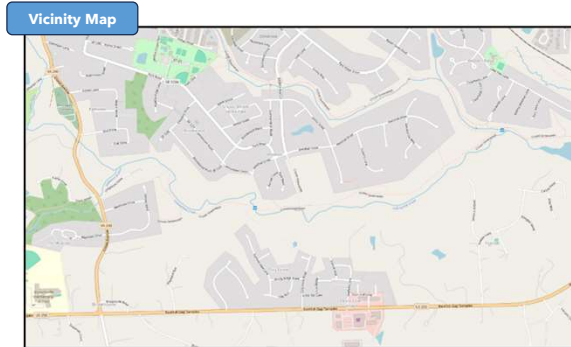
- Prioritization Process Overall Need: *Low*
- Business Stakeholder Priority: N/A
- Public Safety Stakeholder Priority: N/A
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - This could be a good place for a roundabout.
 - Business stakeholders felt this could be a future thoroughfare for Biscuit Run Park.



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Eastern Avenue Connection (Crozet)

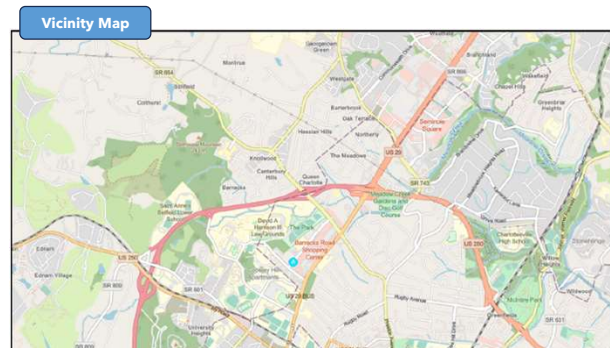
- Prioritization Process Overall Need: N/A
- Business Stakeholder Priority: *Low*
- Public Safety Stakeholder Priority: N/A
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - Not a high priority, but necessary.



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Barracks Road Corridor Improvements

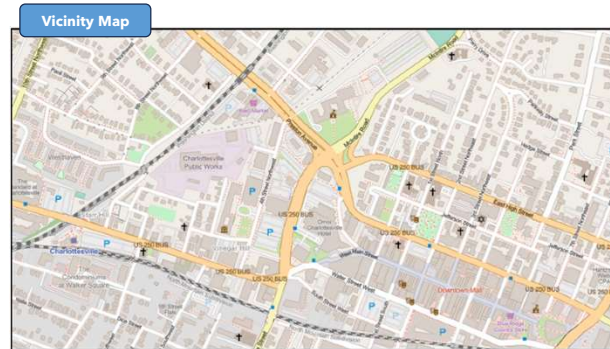
- Prioritization Process Overall Need: *Low*
- Business Stakeholder Priority: *High*
- Public Safety Stakeholder Priority: *Medium*
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - This is a high priority area for pedestrian and bicyclist safety, as well as traffic congestion.



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Ridge/McIntire/W. Main/South/Water Street Intersection Improvement

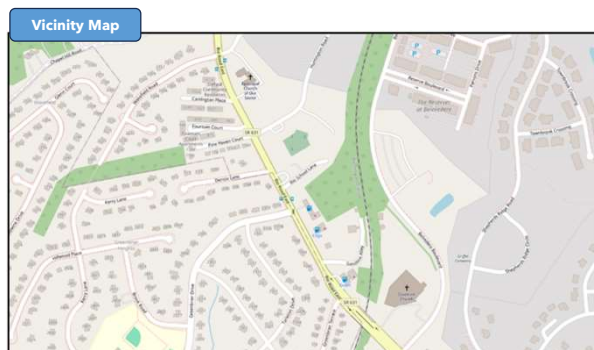
- Prioritization Process Overall Need: *Medium*
- Business Stakeholder Priority: *Medium*
- Public Safety Stakeholder Priority: N/A
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - Unsafe and confusing for visitors and residents alike.
 - Equity needs to be considered - this area serves a lot of people living in low-income housing.
 - Need to implement the Ridge/McIntire streetscape plan.
 - One stakeholder suggested closing off South Street to vehicle traffic, but access to Midway Manor would be an issue.



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Rio Road Corridor Improvements between Huntington Road and Greenbrier Terrace

- Prioritization Process Overall Need: *Medium*
- Business Stakeholder Priority: *High*
- Public Safety Stakeholder Priority:
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - X



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5th Street Multimodal Improvements

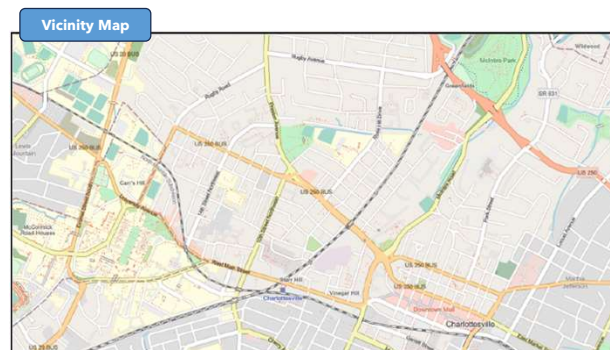
- Prioritization Process Overall Need: *High/Med/Low*
- Business Stakeholder Priority: *High*
- Public Safety Stakeholder Priority: N/A
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - Needs to happen in conjunction with improvements to the entire 5th Street corridor.
 - CAT would like to see a bus lane on this corridor, especially going south.



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Preston Avenue Multi-Modal Improvements

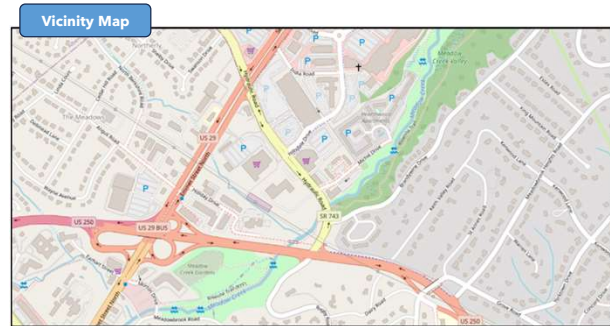
- Prioritization Process Overall Need: *High/Medium*
- Business Stakeholder Priority: *High*
- Public Safety Stakeholder Priority: N/A
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - The 10th St. intersection is confusing.



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Hillsdale South Extension, incl 250 interchange & multimodal improvements

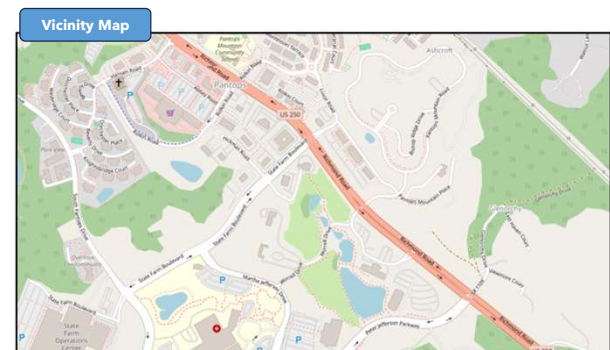
- Prioritization Process Overall Need: *High*
- Business Stakeholder Priority: *High*
- Public Safety Stakeholder Priority: N/A
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - None.



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Peter Jefferson Parkway & Rolkin Road Access Management & Pedestrian Improvements

- Prioritization Process Overall Need: *Medium*
- Business Stakeholder Priority: *High*
- Public Safety Stakeholder Priority: N/A
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - None.



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Rivanna River Bicycle and Pedestrian Bridge between Pantops and Woolen Mills

- Prioritization Process Overall Need: *Medium*
- Business Stakeholder Priority: N/A
- Public Safety Stakeholder Priority: N/A
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - None.



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Other Feedback

Open House Comment Card

- The City's plans for W. Main St. are "interim", yet there's no long-term project identified in the long-range plan. I'd like to see vision projects that are more visionary. But I support what's presented.

Project Website Comment Form

- The Draft Priority Projects list lacks detail on the "Planning Priorities," a list that wasn't fully presented at the Open House. I am interested in knowing more about several of these, including "North side of JPA from W. Main to McCormick," "29 North/West Main/UVA Bus Rapid Transit Alternatives Analysis," and "E. High Street from 250 to Locust Avenue." If they are what I think they are, I'd like to see them studied very soon.
- The 2050 LOS seems to be one of the key ways of identifying needs. Is that automobile LOS, and if so, why is it used? It is not such a great way of representing conditions in urban areas. VDOT and OIPI are not using it much.
- I appreciate this public forum offering that involves needed education as well as the inclusion of interested community members' with our relevant input for safer healthier car-free transportation planning. This is especially important as we now must to take action to address our climate crisis.

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Next Steps

- Finalize priority project list using stakeholder & public feedback
- Develop implementation strategies
- Final plan review
- May 2024: Plan adoption



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Questions & Discussion



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