

Moving Toward 2050 MPO Technical Committee Update

Tuesday, March 19, 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

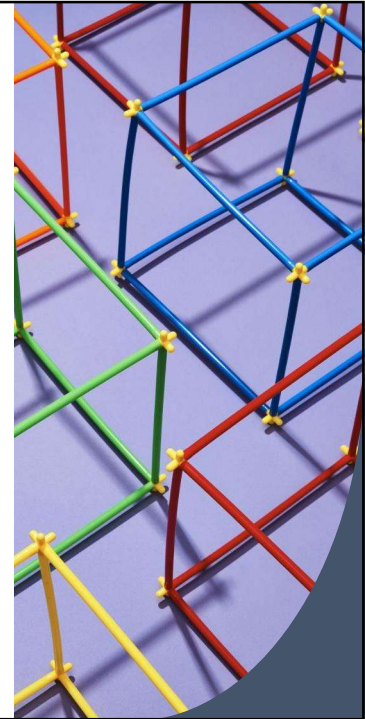
Candidate projects were compiled based on improvements identified through previous planning efforts or studies, including:

- *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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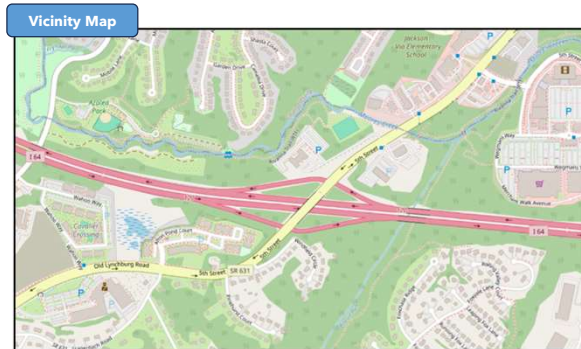
Priority Infrastructure Projects

| | | | | |
|---|---|--|---|---|
| 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

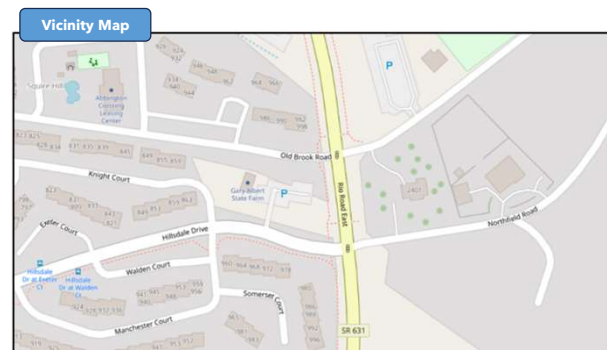
- Prioritization Process Overall Need: *Low*
- Business Stakeholder Priority: N/A
- Public Safety Stakeholder Priority: *High*
- Community Partner Stakeholder Priority: *Low*
- General Comments:
 - Would improve pedestrian and bicyclist safety at this interchange and enhance access to outdoor recreation 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

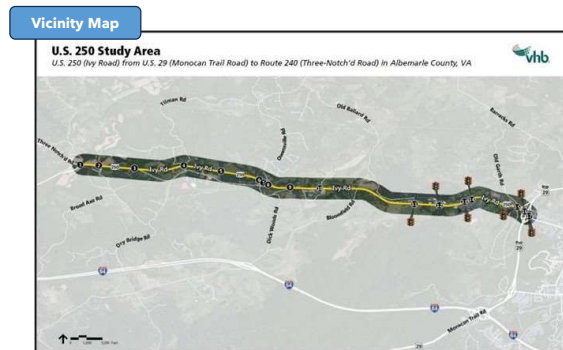
- Prioritization Process Overall Need: *Low*
- Business Stakeholder Priority: *High*
- Public Safety Stakeholder Priority: N/A
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - It's very difficult for pedestrians to cross 29 under current conditions. As density increases in nearby 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

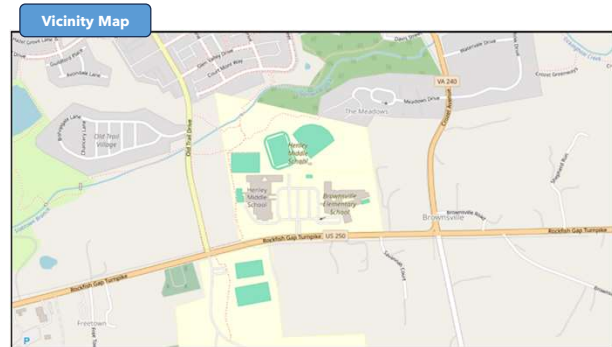
- Prioritization Process Overall Need: *Low*
- Business Stakeholder Priority: *High*
- Public Safety Stakeholder Priority: *High*
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - Business stakeholders felt these improvements would be essential for tourism.
 - Public Safety stakeholders 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

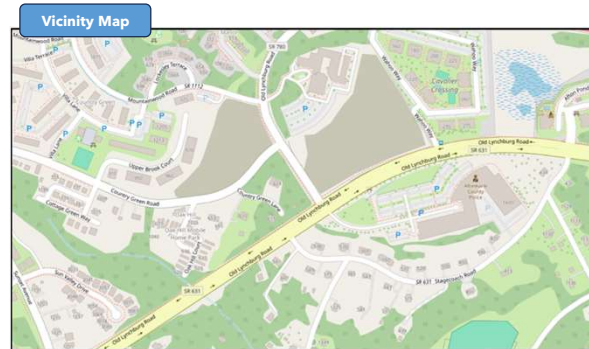
- Prioritization Process Overall Need: *Low*
- Business Stakeholder Priority: N/A
- Public Safety Stakeholder Priority: N/A
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - This could be a good place for a roundabout.
 - Business stakeholders felt this could be a future thoroughfare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



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Old Lynchburg Road Shared Use Path

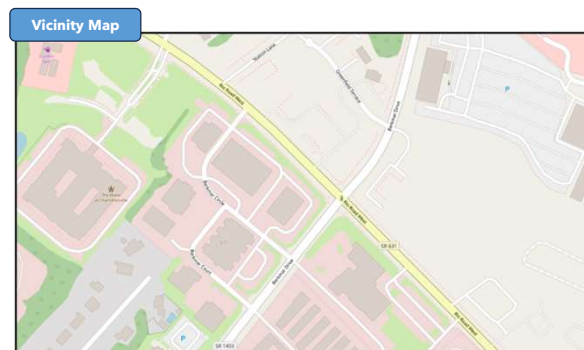
- Prioritization Process Overall Need: *Low*
- Business Stakeholder Priority: N/A
- Public Safety Stakeholder Priority: N/A
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - CAT cited a need for a light or a roundabout at the intersection of 5th Street and Old Lynchburg Rd.



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Berkmar Drive Shared Use Path

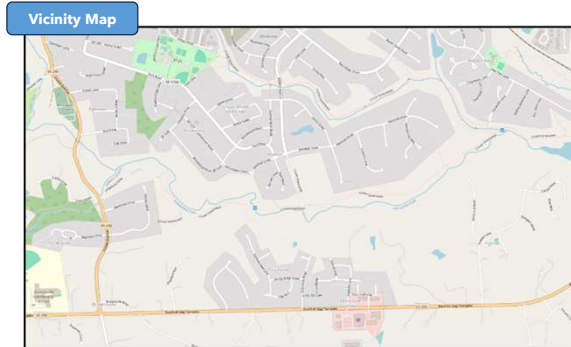
- Prioritization Process Overall Need: *Low*
- Business Stakeholder Priority: *Low*
- Public Safety Stakeholder Priority: N/A
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - No strong opinions.



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Eastern Avenue Connection (Crozet)

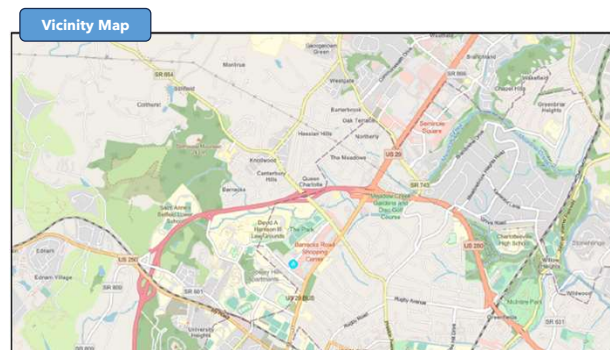
- Prioritization Process Overall Need: N/A
- Business Stakeholder Priority: *Low*
- Public Safety Stakeholder Priority: N/A
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - Not a high priority, but necessary.



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Barracks Road Corridor Improvements

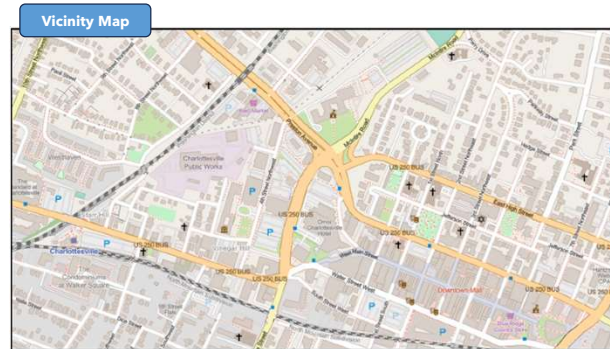
- Prioritization Process Overall Need: *Low*
- Business Stakeholder Priority: *High*
- Public Safety Stakeholder Priority: *Medium*
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - This is a high priority area for pedestrian and bicyclist safety, as well as traffic congestion.



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

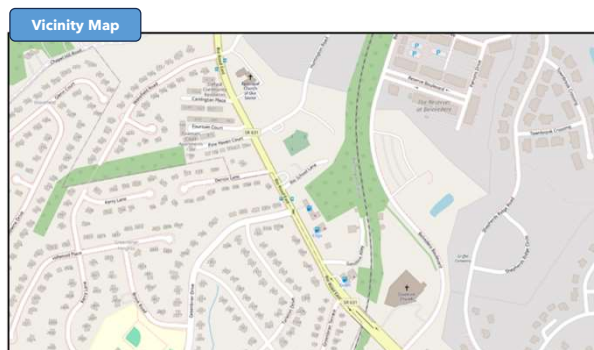
- Prioritization Process Overall Need: *Medium*
- Business Stakeholder Priority: *Medium*
- Public Safety Stakeholder Priority: N/A
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - Unsafe and confusing for visitors and residents alike.
 - Equity needs to be considered - this area 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

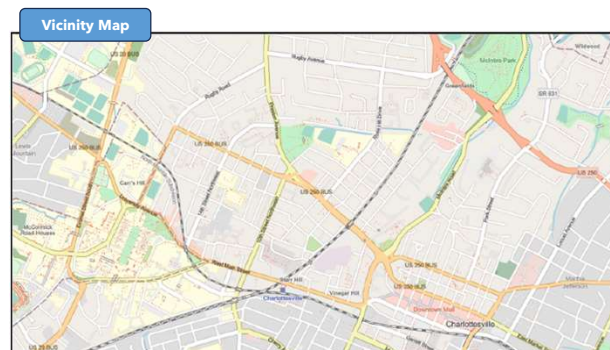
- Prioritization Process Overall Need: *High/Med/Low*
- Business Stakeholder Priority: *High*
- Public Safety Stakeholder Priority: N/A
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - Needs to happen in conjunction with improvements to the entire 5th Street corridor.
 - CAT would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



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Preston Avenue Multi-Modal Improvements

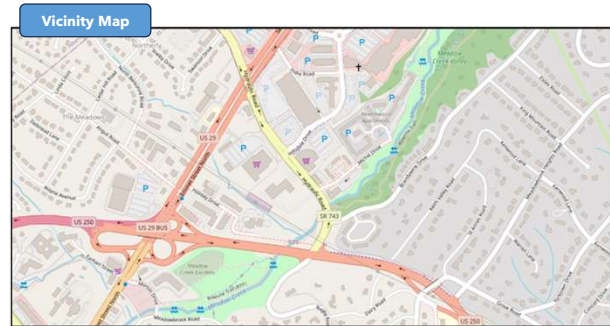
- Prioritization Process Overall Need: *High/Medium*
- Business Stakeholder Priority: *High*
- Public Safety Stakeholder Priority: N/A
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - The 10th St. intersection is confusing.



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Hillsdale South Extension, incl 250 interchange & multimodal improvements

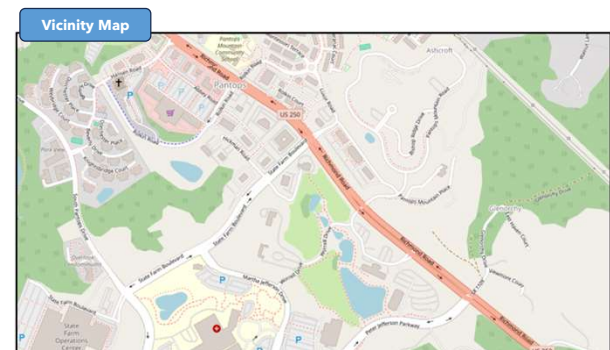
- Prioritization Process Overall Need: *High*
- Business Stakeholder Priority: *High*
- Public Safety Stakeholder Priority: N/A
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - None.



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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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