



5th and Avon Community Advisory Commission Presentation

Thursday, February 20, 2019

Meeting Goals

- Share and answer community questions about:
 - Existing corridor conditions
 - Future no-build corridor conditions
 - Study vision, goals, and objectives

Key terms

Future no-build conditions considers leaving the roadways in their present state with routine maintenance, estimating future travel demand, and calculating future level of service (delays and travel times)

Study Area

- 2 miles along 5th Street
- Connects Albemarle County and the City of Charlottesville
- Regional gateway to I-64
- Close to key trails (Biscuit Run and Moore's Creek)
- 4 bus routes and 10 bus stops within 1/4 mile of the study area
- Several new planned developments including mixed-use Southwood Development

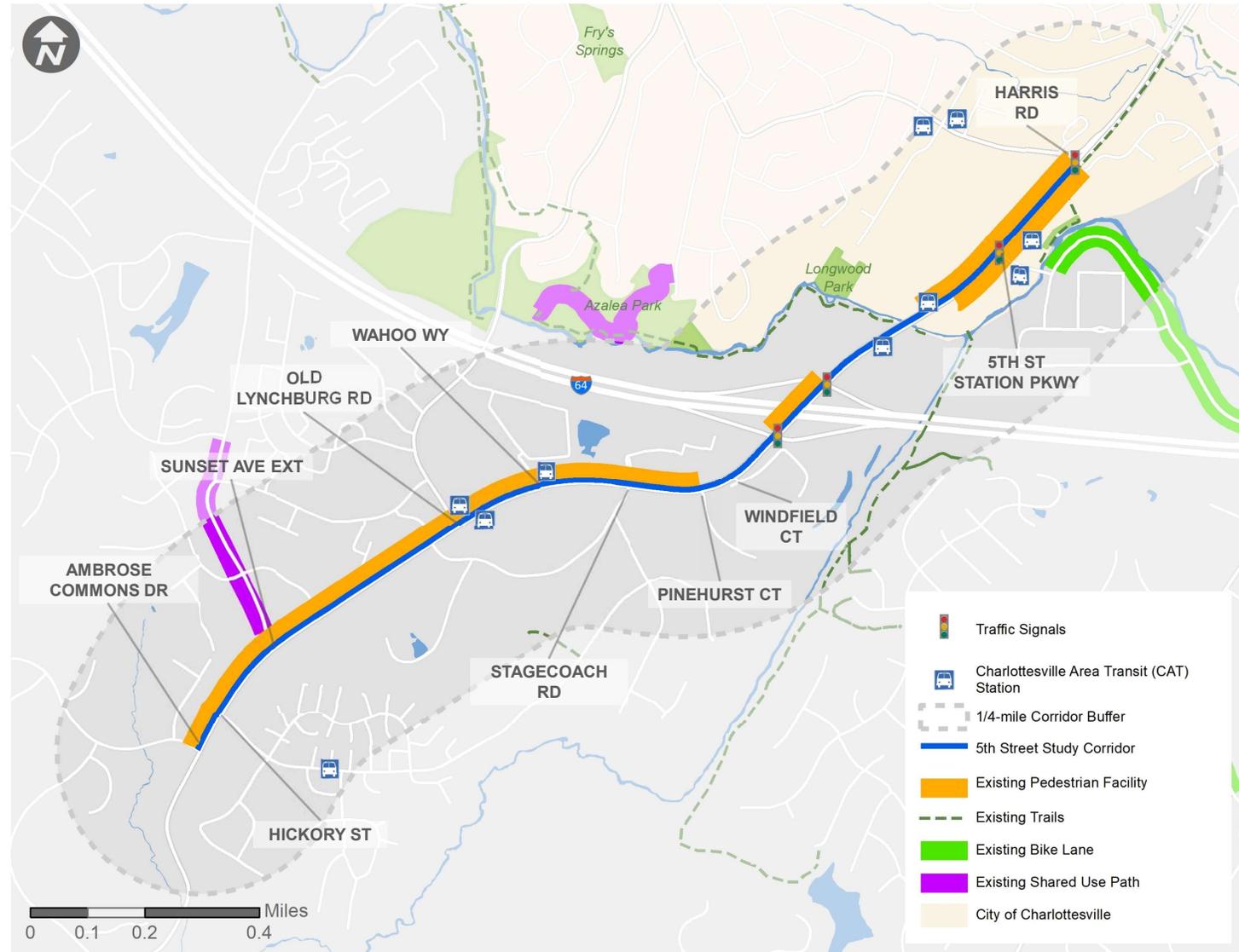


Project Process

- Evaluate existing automobile, transit, bicycle, and pedestrian conditions
- Assess future travel projections and development patterns
- Generate a range of multimodal solutions to address the study goals and objectives
- Test the application and relevance of multimodal solutions through community input

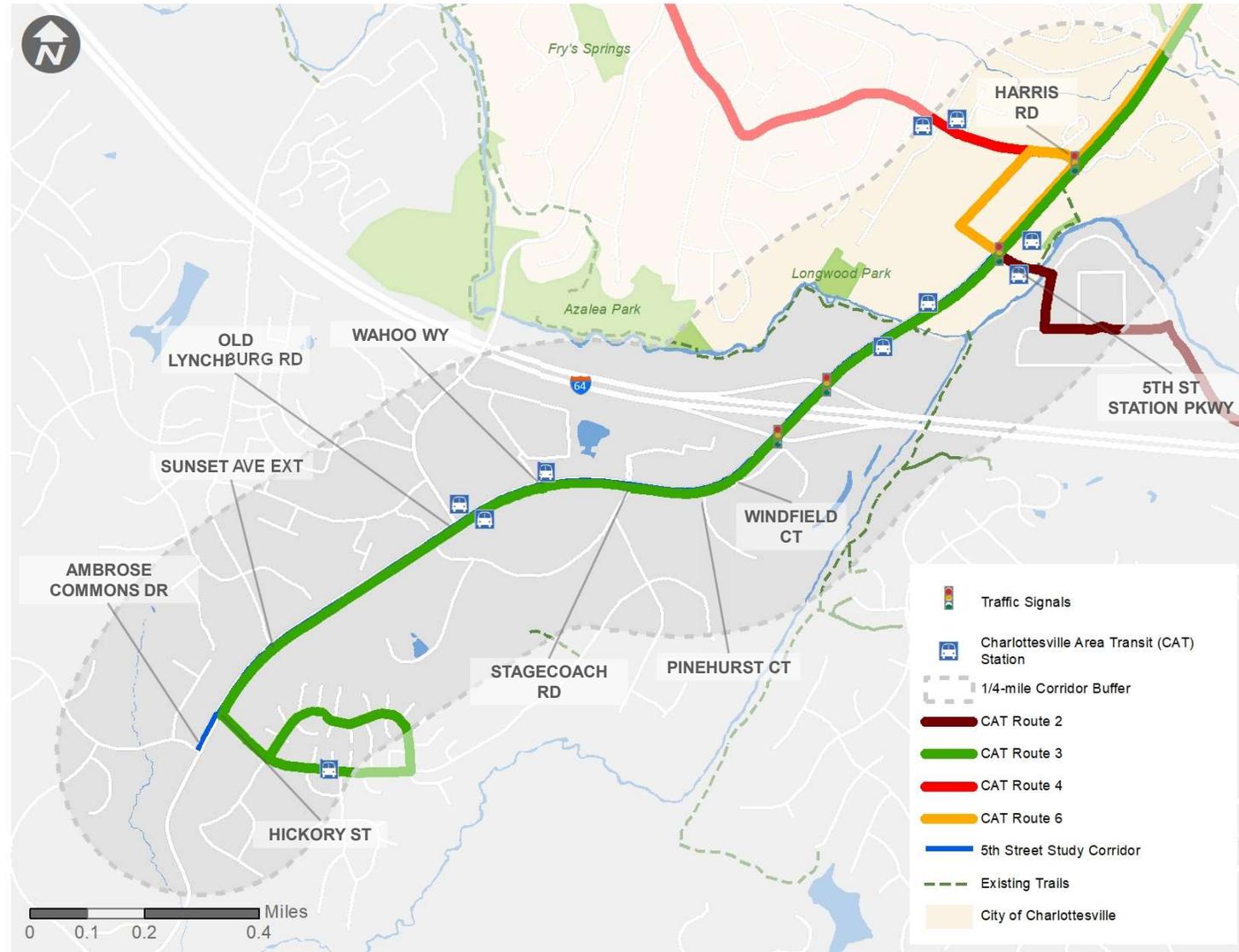
Existing Bicycle and Pedestrian Facilities

1. Pedestrian facilities include standard sidewalks and substandard paved/gravel paths (< 4' wide)
2. There are **four** signaled crossings
3. The longest length of the corridor without a marked signaled crossing is **1.2 miles**
4. **Two out of four** signaled intersections do not have marked crosswalks



Transit Facilities

- Four bus routes
 - Route 3 - main route serving corridor
 - Route 2 - serves 5th Street Station shopping center and Willoughby shopping center
 - Route 4 and Route 6 - serve Willoughby shopping center
- Ten bus stops
 - Seven on 5th Street
 - Two on Harris Road
 - One on Hickory Street
- Buses come every 24 minutes to one hour



Crash Analysis

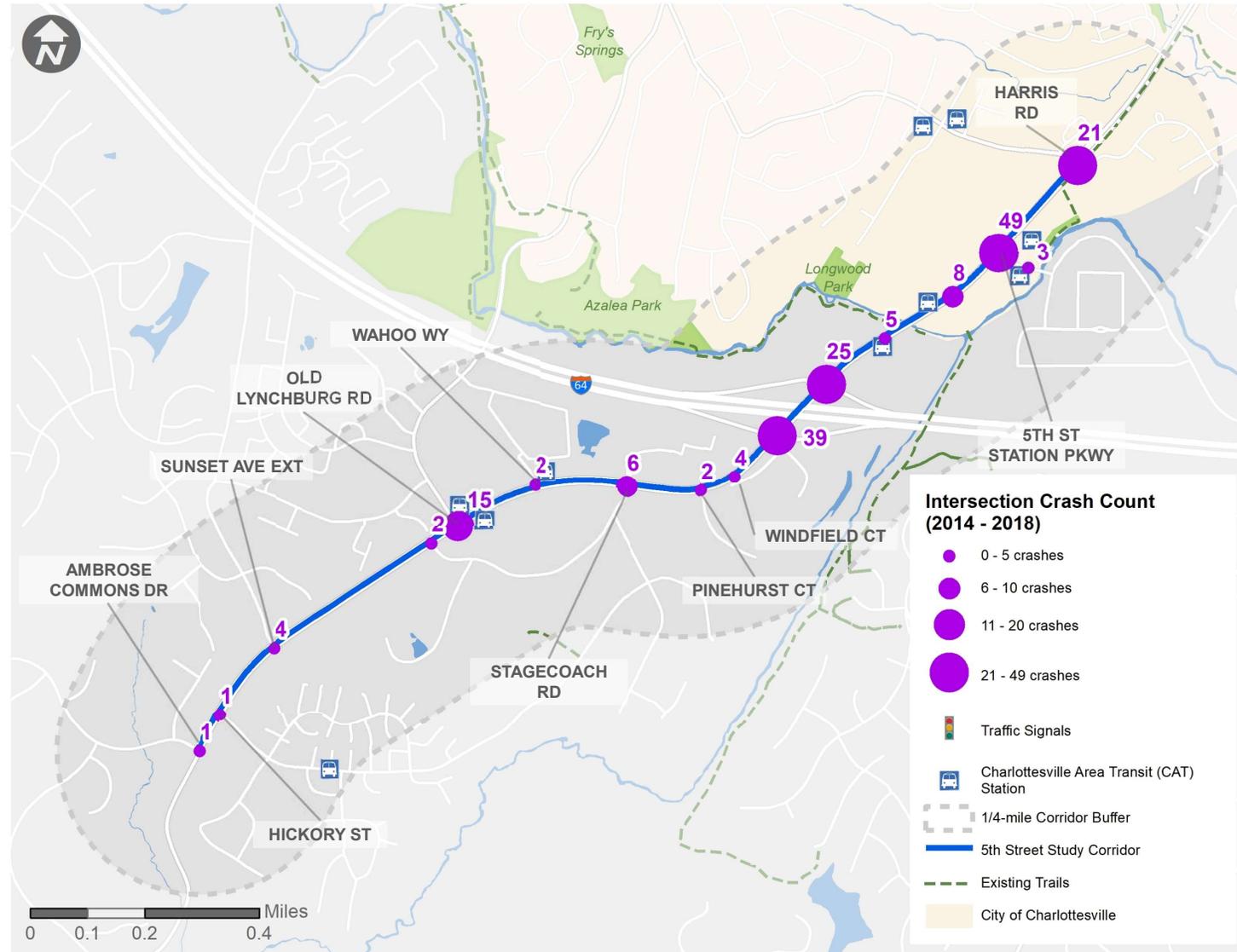
5 Years of Data
(2014 – 2018)

Crash Locations:

- Intersections: 188 (96%)
- Segments: 7 (4%)

Intersections with majority of corridor crashes:

1. 5th Street Station Parkway (49)
2. I-64 EB Ramp (39)
3. I-64 WB Ramp (25)
4. Harris Road (21)
5. Old Lynchburg Road (15)



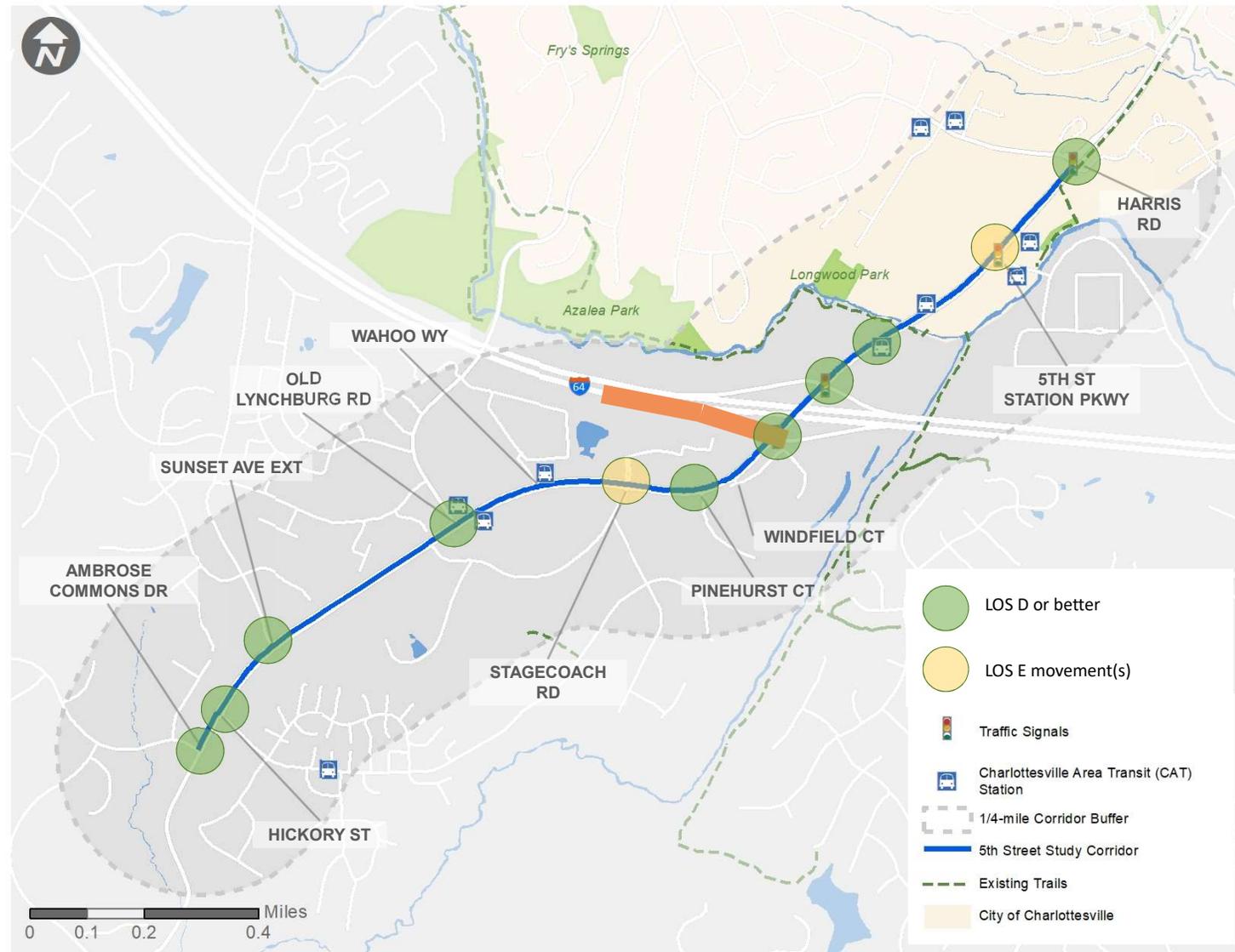
Vehicular Level of Service

Level of service is a **qualitative** grading system for amount of congestion, using the letter A to represent the least amount of congestion and F to refer to the greatest amount.

Vehicular LOS	Qualitative Metric	Engineer Speak	How it Feels to you
A		Free-flow operations	Like driving in a car commercial
B			
C		Stable operations	Comfortable
D		Near capacity (what engineers aim for)	
E		More vehicles may access intersection than can be processed in phase	Considering leaving earlier next time
F		Unstable operations and significant delays, $\text{Volume/Capacity} > 1$	Stressful

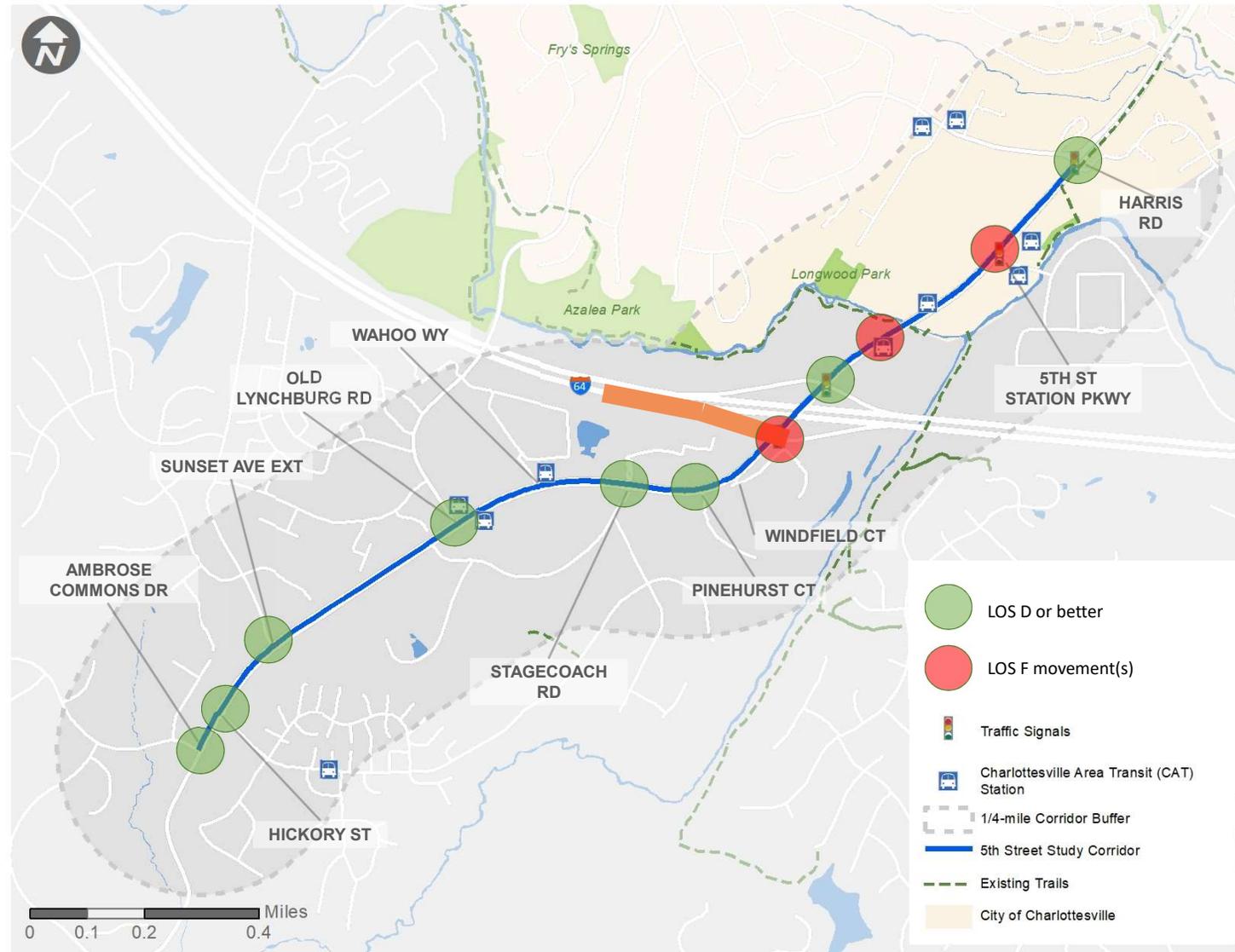
Existing Traffic Conditions - Morning Rush Hour

1. Approximate time period evaluated: 7 AM to 9 AM
2. Two intersections with poor performance
3. The intersection of 5th Street and I-64 eastbound may experience long traffic queues that affect the I-64 EB off-ramp



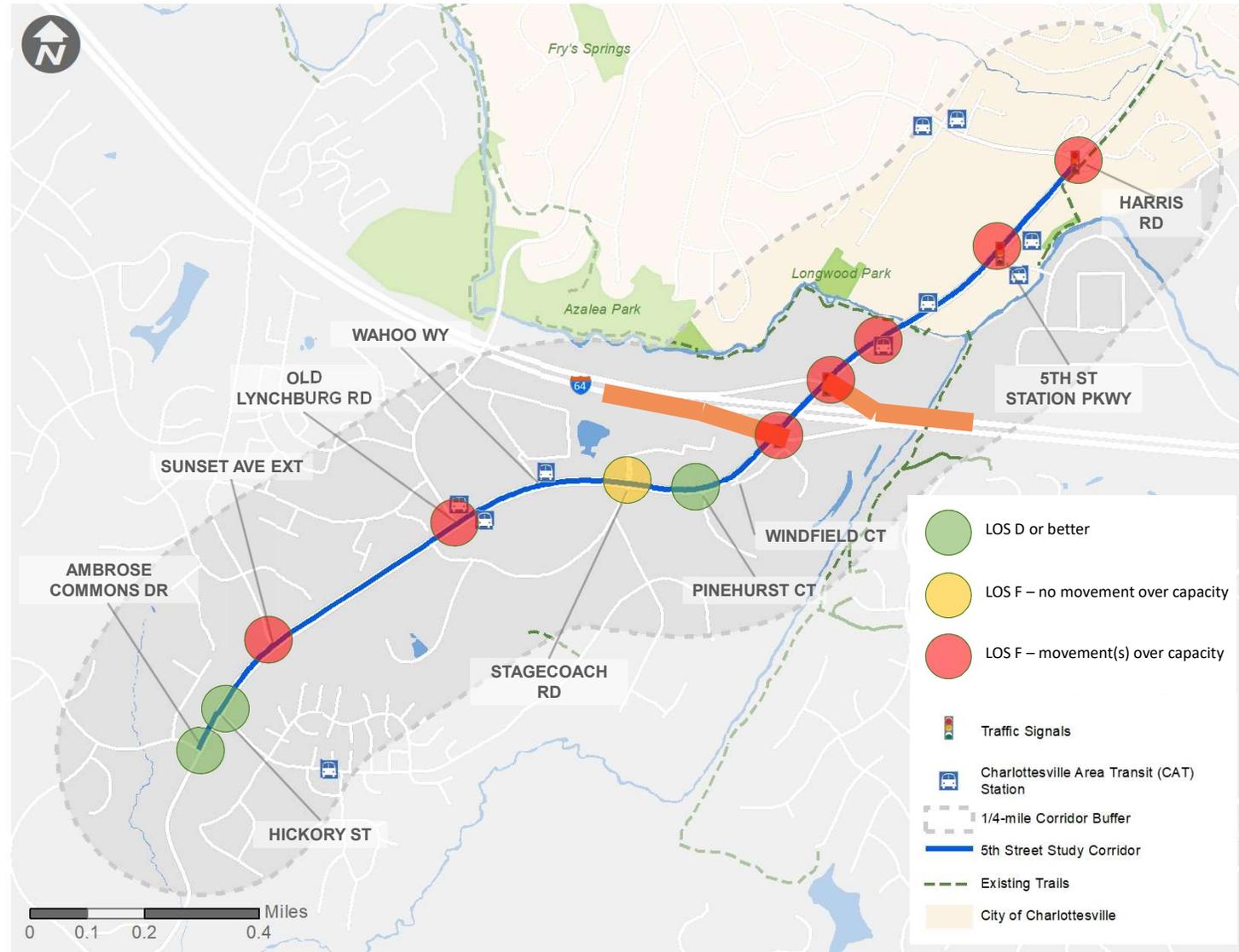
Existing Traffic Conditions – Evening Rush Hour

1. Approximate time period evaluated: 4 PM to 6 PM
2. Three intersections with poor performance characterized
3. The intersection of 5th Street and I-64 eastbound may experience long traffic queues that affect the I-64 EB off-ramp



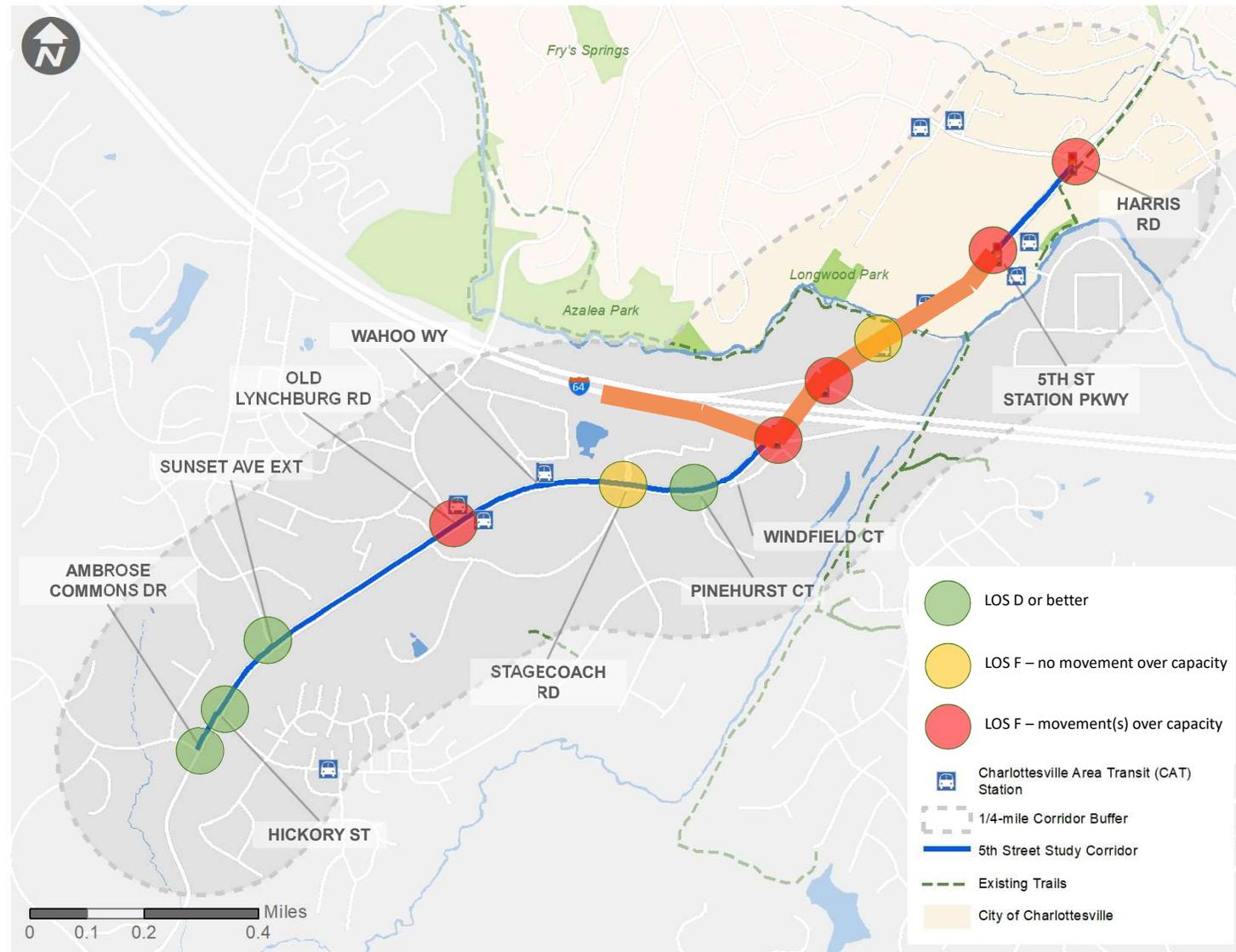
Future No-Build Traffic Conditions – Morning Rush Hour

1. Approximate time period evaluated: 7 AM to 9 AM
2. Eight intersections with poor performance
3. Both eastbound and westbound I-64 ramps may experience long traffic queues that spill back onto I-64



Future No-Build Traffic Conditions – Evening Rush Hour

1. Approximate time period evaluated: 4 PM to 6 PM
2. Seven intersections with poor performance
3. I-64 EB ramp may experience traffic queue spill back onto I-64
4. 5th Street may experience traffic queue spill back that affects I-64 WB ramps and 5th Street Station Parkway



Vision

5th Street is a *Complete Street* that supports development and provides safe and comfortable travel for all uses and users of the roadway

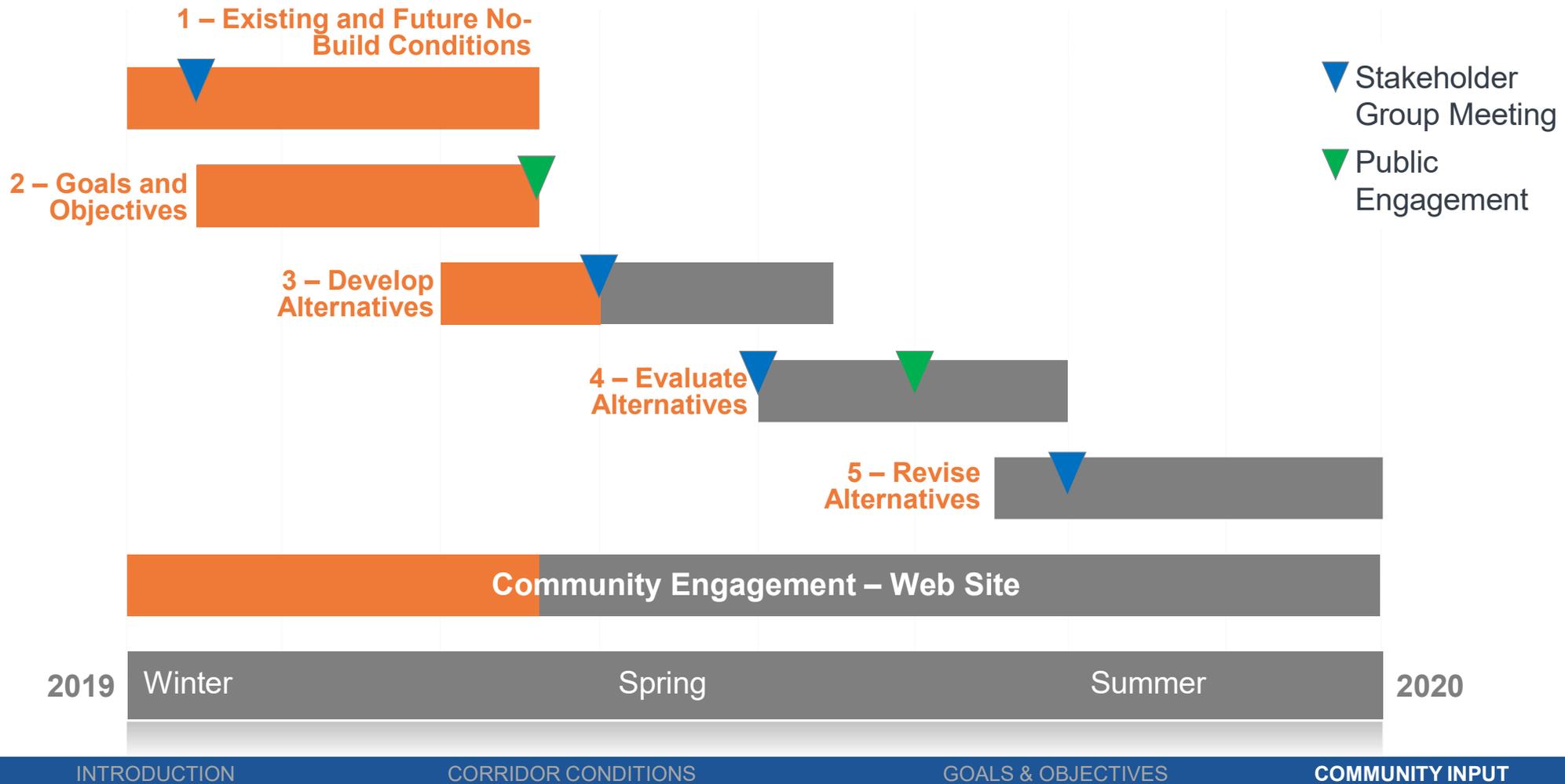
Project Goals and Objectives

Goals	Objectives
<p>Improve Safety and Comfort</p> 	Reduce/manage vehicular conflict points
	Manage vehicular travel speeds
	Provide continuous, consistent bicycle, pedestrian, and transit facilities
	Provide designated (e.g., signed, signalized) pedestrian crossing opportunities
	Provide separation between vehicular travel and bicycle/pedestrian travel
<p>Manage Congestion</p> 	Increase person throughput capacity
	Reduce travel time variability
	Make efficient use of right-of-way for all users
	Mitigate delay at corridor pinch-points (intersections)

Project Goals and Objectives

Goals	Objectives
<p>Support Economic Development</p> 	Provide access to jobs for users with a range of abilities
	Provide mode choice in access to employment opportunities
	Beautify the corridor
<p>Environmental Sustainability and Community Health</p> 	Provide bicycle facilities that connect to existing and future trails
	Provide ADA access corridor-wide
	Prioritize multimodal investments to and near mixed and low-income housing developments

Schedule

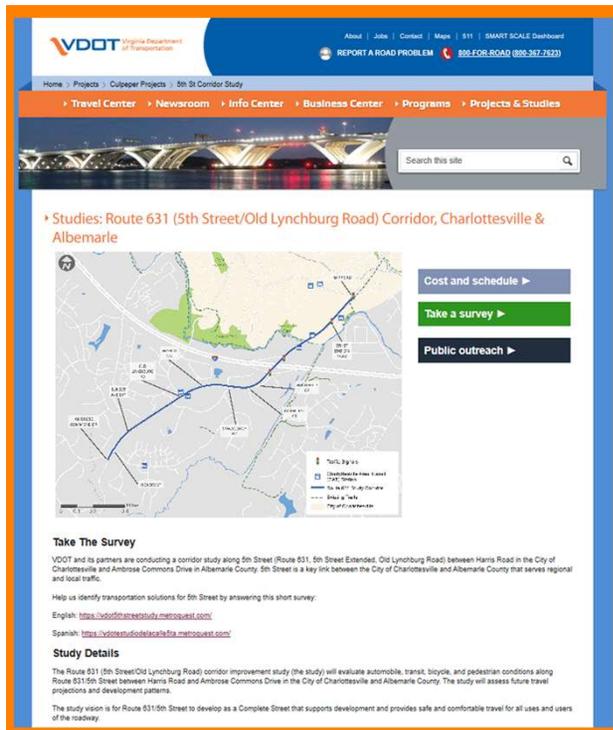


Community Input – How you can get involved

- Winter 2020 Issues and Opportunities Outreach
 - Survey
 - Spring Neighborhood Association Meeting
 - Southwood Community Meeting
- Spring 2020 Alternatives Outreach
 - Survey
 - Public meeting
- Ongoing Community Engagement
 - Study website - regularly updated with new project documents
 - Survey
 - English version: <https://vdot5thstreetstudy.metroquest.com/>
 - Spanish version: <https://vdotestudiodelacalle5ta.metroquest.com/>

Survey and Website

- Currently both are live
 - English version: <https://vdot5thstreetstudy.metroquest.com/>
 - Spanish version: <https://vdotestudiodelacalle5ta.metroquest.com/>



Thank you!

For more information

Contact

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