

Chapter Ten: Transportation

INTRODUCTION

The City of Charlottesville is a community that values the quality of life that its residents enjoy and have come to expect. The elements that make up Charlottesville, including the downtown mall, the historic neighborhoods, the diverse population, the University of Virginia, and many others, are all prized by the residents. When and if any of these elements become threatened, our residents sound the alarm and request action to remedy the situation. For this reason, transportation is at the top of many resident's list of issues that must be given attention and kept under control.

Though Charlottesville has not experienced a high rate of growth within its corporate boundaries in many years, it is being impacted by the growth occurring in neighboring areas. The residential and employment growth to the north on Route 29, to the east along the Route 250 Bypass and I-64, and to the west from the Fontaine Research Park to the community of Crozet, all directly impact Charlottesville. The one impact that all of the residents of Charlottesville contend with daily is the increase in traffic on the streets in and around the city.

The city is currently embarking on a traffic calming program that has arisen out of the demands of residents for safer and more livable streets. The permit parking program is another example of a response to citizen demands for access to their own neighborhoods. The city is examining courses of action to accommodate the need for parking in the downtown and West Main Street areas and, at the same time, trying to develop methods for reducing the demand for parking in these same areas.

REGIONAL CONTEXT/THE MPO

Charlottesville is part of a regional planning organization called the Charlottesville-Albemarle Metropolitan Planning Organization. In order to insure the orderly development of a road system and transportation alternatives, the MPO is in charged with coordination of the regional transportation system development. All road projects that are assisted with federal funds must be included in the MPO Process. A description of the organization and process follows.

Each of the urban areas in the United States of over 50,000 persons has a board called a Metropolitan Planning Organization (MPO) to plan, review, and endorse transportation projects. The Charlottesville-Albemarle MPO consists of two elected officials from the City of Charlottesville, two from Albemarle County, and one Virginia Department of Transportation (VDOT) representative as well as nonvoting members and a Technical Committee including citizens, University of Virginia staff, local planning, transit, and engineering/public works staff, and representatives of VDOT, the Virginia Department of Rail and Public Transportation (VDRPT), and the Federal Highway, Transit and Aviation Administrations. The MPO is staffed by the Thomas Jefferson Planning District Commission (TJPDC) and is supported by federal, state, and local government funds.

The Charlottesville Area Transportation Study (CATS) is a comprehensive list of transportation improvements recommended for action or further study. It is a blueprint for local, state, and federal transportation planners as well as local citizens, identifying the vision of the MPO and, in this project plan, specific proposals to support that vision.

In order for a proposed transportation project to receive federal approval, the concept for it must be included in the CATS. The CATS does not specify design features or other levels of detail for projects, allowing flexibility for these to be developed as the proposed project moves toward implementation. In this plan, some basic features such as number of lanes in a proposed road or endpoints of a proposed transit route are suggested, but final decisions on these features are made in later stages of planning and design.

The Transportation Improvement Program (TIP) is a list of transportation projects planned for the Charlottesville-Albemarle Study Area. The federal government requires federally funded transportation projects in the urban study area to be endorsed by the Metropolitan Planning Organization. Inclusion of a federally funded project in the MPO's long range plan (The Charlottesville Area Transportation Study Year 2015) and the TIP indicates this endorsement. The TIP positions projects for funding.

Federal regulations dictate only those projects requiring federal funding and/or other federal approval to appear in the TIP. In Charlottesville-Albemarle, state and locally funded projects are included for a more comprehensive document. Inclusion of these local and state funded projects indicates approval by the MPO but does not necessarily indicate endorsement by the individual local governments, nor does it indicate state endorsement of local projects.

Not all of the projects in the CATS are certain to be developed; some may be determined to be unfeasible or too expensive after further study, while, in other cases, new alternatives may be found to be more effective than the proposed project. For this reason, the CATS is updated every five years, so that projects can be dropped, added, or changed as transportation needs and land use plans develop.

The CATS Study Area includes the City of Charlottesville and the portions of Albemarle County which are urban or anticipated to be urban within the coming 20 years. The boundaries of the Study Area will be changed for the CATS 2020 update in order to reflect Albemarle County's land use plan adopted in 1996, which shows planned developed shifting away from the west and moving toward the east, south, and north of Charlottesville.

The CATS Advisory Committee, a group appointed by the MPO of planners, citizens, and representatives of major employers, transit, and the University of Virginia, began meeting in 1993 to develop the CATS. Through a course of monthly meetings and public forums over a period of a year, the Committee set forth policies and goals to guide the selection of projects. The CATS Policy Plan was adopted by the MPO in December, 1994. Major points of the policy plan included a mission and proposed goals and strategies for the major areas of community life in which transportation plays an important role: Environment, Economy, Neighborhoods, and Community Services and Facilities.

For each goal in the Policy Plan, proposed strategies were suggested for consideration in development of the Project Plan. A basic list of road projects was included in the Policy Plan in order to allow budgeting and planning for federally funded roads to continue. These were reconsidered in the development of the Project Plan.

After the Policy Plan was adopted, the Committee met from the spring of 1995 throughout the summer of 1996 to develop the project plan. At monthly meetings and public forums, experts and citizens discussed transportation needs and strategies. VDOT staff used the MINUTP transportation planning model to identify road planning needs and develop road project alternatives for the committee's review. The MINUTP model was also used to identify routes with the highest peak hour congestion; this information helped the committee form transit and

Identify network of truck routes, loading zones and issues related to local mobility and neighborhood development; define and implement needed improvements.

Implement **Route 29 Corridor Study, Charlottesville-Warrenton (Phase 1)**: Study of feasibility to improve Route 29 as a Highway of National Significance, through a combination of access management and/or targeted land use planning. These study recommendations were presented to the Commonwealth Transportation Board (CTB) in the fall of 1996, and included a request from the participating localities for support to develop coordinated land use and access management plans. The CTB elected to delay action on the recommendations until the completion of Phase 2 of the study (see below). However, Albemarle and Greene Counties wish to work with VDOT on access management plans during the interim.

Complete **Route 29 Corridor Study, Charlottesville-North Carolina (Phase 2)**: Study of feasibility to improve Route 29 as Highway of National Significance, through a complete range of improvement options including roadway, transit, land use, and other alternatives. This study is currently underway.

Transportation Improvement Program (TIP), 6 Year Plan

Projects that are ready for funding are moved to the Transportation Improvement Program (TIP) in order to have funds committed. The TIP is the six-year funding plan for all federal aid projects within the CATS area. Projects included in the MPO TIP are also included in the State Transportation Improvement Program. City Projects included in the current TIP (2001-2006) are as follows:

- Fontaine Avenue Western city limits to Jefferson Park Avenue, 3 Lanes \$3,630,000
- Traffic Signal Coordination Emmet Street \$210,000
- Ivy Road Western City Limits to Emmet Street, 4 Lanes \$8,263,000
- Meadow Creek Parkway Route 250 Bypass to Northern City Limits, 2 Lanes \$9,868,000
- JPA Bridge Over Norfolk Southern Railroad \$2,711,000
- Downtown Transit Transfer Center \$3,000,000
- New Traffic Signals Six Locations \$653,000

As of 10/00 the City has requested a reallocation of a portion of their funds to complete the repairs to the Park Street and Locust Street Bridge and to pay the one year operating cost of the Downtown/UVA Trolley.

MODES OF TRAVEL IN CHARLOTTESVILLE

Automobile

Though other modes of transportation exist in Charlottesville, the automobile remains the primary means of travel for most residents. Unfortunately, reliance upon the auto presents many obstacles to moving people efficiently through Charlottesville and its surrounding communities. First and foremost, auto-based transportation lends itself to auto-based residential and commercial patterns. Thus, it has become increasingly difficult to travel between work, home, and shopping without the use of a car. As car use increases, traffic becomes more congested. Our dependence on automobiles has impacted the way we live, both positively and negatively. On the one hand, cars offer freedom, flexibility, and an expression of identity. On the other, they pollute the environment, endanger other motorists and pedestrians, and burden the existing roadway infrastructure. And although the number of vehicles registered in the City of Charlottesville has remained relatively constant since the mid-70s, the explosion of vehicles in outlying areas of Albemarle County during the same period signals the emergence of sprawl (Graph G-1).

Public Transit (Local)

To alleviate strain and congestion on the City's roads, public transit offers an alternative mode of transportation to the automobile, particularly through a series of bus services. Since the 1890s, when the first streetcar system was started in Charlottesville, public transit has moved residents throughout the community. However, with ever-increasing automobile ownership, fewer and fewer people take advantage of the existing services offered by public transit. Furthermore, as development has sprawled outside the core of the City, efficient delivery of public transit has become increasingly difficult.

Charlottesville Transit Service (CTS)

In 1975 the City created Charlottesville Transit Service (CTS) as a division of the Department of Public Works following a private transit company ceasing operations. CTS began service using six old GMC buses purchased from the private operator. Today, CTS operates a mixed fleet anchored by ten state-of-the-art, 32-passenger low-floor New Flyer buses. The fleet also includes four trolley buses, four RTS's standard service buses, four body-on-chassis 20-passenger vehicles and four vans. In 1985, the City's Transit Division, which operates CTS, assumed responsibility for the operation of school bus transportation, which added 41 school buses to its fleet.

The stated goal of CTS in 1975 was to provide bus service within five blocks of every City residence. CTS began operation with routes established by the private company and added service to the Greenbrier-Meadowbrook Heights neighborhoods for a total of six routes, operating Monday-Saturday from 6:30 a.m. to 6:30 p.m. The five-block rules resulted in bus routes serving neighborhoods, which had very low transit demand. All routes ran on one-hour headways.

In 1978, Albemarle County contracted with the City to begin a route serving Route 29 north. This agreement created the first major geographic expansion and the first cooperative effort between the City and the County for fixed route transit service.

University Transit Service (UTS)

The University of Virginia operates their own bus service, which, not surprisingly, is called the University Transit Service (UTS). Currently, UTS has six routes that circulate both on city streets and across the University's grounds during the school year. There are also numerous stops that function as transfer points to CTS routes. When school is out for holidays and during summer break, a reduced level of service is offered. University students and employees can ride the UTS buses for free. The general public can only board a UTS bus with a transfer from a CTS bus. However, ridership on UTS buses also includes charter service, as well as service to the hospital (Graphs G-5 & G-6).

Greyhound Bus Line

Greyhound Bus Lines' ridership through Charlottesville has dropped between FY 1997 and FY 1999, from 210,158 passengers to 199,004 passengers. This decline can be attributed to a new bypass service recently added in the last couple of years. The actual number of passengers that board and de-board Greyhound buses in Charlottesville is not available.

Rail Service

Dating back to the 1800s, Charlottesville has been connected to the surrounding region by railroad. Currently, there are three rail service providers that have tracks through Charlottesville: the CSX Railroad System, AMTRAK, and the Norfolk-Southern Corporation. However, AMTRAK is the only carrier that offers passenger service, whereas CSX and Norfolk-Southern only move freight through Charlottesville.

AMTRAK, the major passenger-rail provider for the United States, presently offers two daily trains, each direction, through Charlottesville. The Crescent line, operating between New York City's Penn Station and New Orleans, Louisiana, links Charlottesville to many destinations along the east coast, including Philadelphia, Baltimore, Washington, D.C., Atlanta, and Birmingham, Alabama. The Cardinal line, contrarily, provides access to destinations west of Washington, D.C. - such as Charleston, West Virginia, Cincinnati and Indianapolis, Ohio - ultimately terminating in Chicago. In FY1999, AMTRAK's rail service carried 28,065 passengers to and from Charlottesville, compared to 33,460 in FY 1998. Foreshadowing further decline in ridership, the second quarter figures for FY 2000 show a drop from 6,900 passengers (2Q, FY 1999) to 6,685 passengers (2Q, FY 2000). This trend is contrary to AMTRAK's efforts to improve service along the eastern seaboard by providing newer, faster trains amid the rising costs of petroleum.

Air Transportation

While AMTRAK's ridership has been declining in recent years, Charlottesville-Albemarle Airport has witnessed steady passenger growth. Opened for commercial traffic in 1955, the Charlottesville-Albemarle Airport's first commercial flight was offered by Piedmont Airlines. The airport is now served by four airlines - Conair, the Delta Connection, US Airways Express, and United Express. Collectively they provide 28 flights per day from the airport, carrying both passengers and freight (G-7) to Charlotte, North Carolina, Pittsburgh, Philadelphia, Cincinnati, New York-Laguardia, and Washington-Dulles. Though facilities have the capacity to handle DC-9 or Boeing 757 aircraft, many of the airlines use smaller planes due to demand. In addition to commercial traffic, the runway serves licensed private operators as well.

Over the next 5 years, the Airport Authority will continue to focus on safety and capacity related projects for the Charlottesville-Albemarle Airport. A phased program aimed at improving road access to the air carrier terminal facility includes the relocation and/or realignment of Route 606, upgrading Route 649 to a 4-lane highway with a raised median and reworking the Bowen Loop. The Airport Authority will also undertake a project to extend the Runway 3 Safety Area to conform to Federal Aviation Administration standards. To meet these criteria, the Airport Authority will relocate State Routes 743 and 606 to allow for placement of an embankment, therefore providing a 500' wide by 1000' long turf over-run area. Moreover, as a response to the increase in passengers traveling through Charlottesville in recent years (Graph G-8), the Airport Authority plans to undertake an expansion of its terminal building, to expand aircraft parking areas, and to make further improvements to its automobile parking areas.

The airport currently has 116 spaces for short-term parking and 707 spaces for long-term parking. Last year saw the increase of both the short-term and long-term lots, by 56 and 249 spaces, respectively. For individuals visiting the Charlottesville-Albemarle Airport, Avis, Budget and National provide rental car services from the airport. Passengers with booked reservations at area hotels often take advantage of their private shuttle service. The following hotels provide courtesy transportation to the airport: Wintergreen Resort, the Omni, Doubletree, Days Inn, Holiday Inn – UVA, Boars Head Inn, Cavalier Inn, English Inn, Residence Inn, Residence Inn by Marriott, Hampton Inn & Suites, and Courtyard by Marriott. Unfortunately, there is no bus service available at the airport. Instead, passengers can now reserve a seat in one of Van On the Go shuttles.

Private Shuttle Service

Started in 1999, Van On The Go provides much-needed shuttle service to the Charlottesville-Albemarle Airport, as well as Dulles International in Washington, D.C. The operation's fleet currently consists of five vans, though the company foresees growth in the near future. Functioning on a demand basis, Van On The Go typically carries between 1-6 passengers per vehicle trip to and from the Charlottesville-Albemarle Airport. The service to Dulles is limited to two trips per day due to the small size of the fleet and averages ten passengers per roundtrip. The roundtrip fare to use the "Van" is \$24 to Charlottesville-Albemarle and \$100 to Dulles International. The one-way fare is half of the roundtrip fare, respectively.

ALTERNATIVE MODES OF TRANSPORTATION

Comparison to Other Communities

There are actions that can be taken to effectively encourage employees not to drive their vehicles to work. While efforts have been underway for a number of years through the Rideshare Program and through efforts of CTS, this should be intensified at this time in order to reduce the number of vehicle trips to the employment centers as much as possible. It is important that a realistic goal be set that the city can strive to meet. An examination of the successes of other cities can be a good place to start when determining what Charlottesville's goal should be.

In Boulder, Colorado the percent of all residential trips made by transit has almost doubled from nearly 2% in 1990 to 4% in 1998. The percent of residential comm

with a six-foot clear width should be used along arterials. In commercial areas or where high pedestrian and vehicular volumes are anticipated, sidewalks of six or more feet should be used. In order to maintain clear sidewalk widths, obstructions such as traffic signs, utility poles and supports should be placed outside the specified 4 to 6 foot sidewalk widths. Grades on sidewalks should be limited to 5 percent in order to allow a consistent walking pace and meet ADA requirements.

Handicapped ramps should be provided at driveways and intersections to provide access to all users and in accordance with ADA requirements. Figure 10A illustrates typical pedestrian facilities for the area.

The goal of a pedestrian study is to develop a pedestrian system that increases accessibility throughout the Charlottesville area. It should be provided in a manner that creates a safe environment for pedestrians. This could be accomplished through a city/county wide system of paths, pedestrians sidewalks and walkways. Both of these should serve major traffic generators, connecting neighborhoods, schools and colleges, employment and shopping

centers, and recreation areas. Through proper planning, design, and construction techniques, virtually all streets can be made safer for pedestrian use. To help reduce overall costs and to insure quality construction, new facilities should be implemented concurrent with other roadway improvements; resurfacing, widening, upgrading, and multi-laning. Development of an area-wide system for bicyclists and pedestrians will be supplemented by the existing system of sidewalks, neighborhoods streets and pathway connections.

The pedestrian system includes on-street and off-street components. The on-street pedestrian system includes bicycle and pedestrian facilities located on roadway right-of-way, including routes along arterials and other selected major corridors. The off-street pedestrian system includes bicycle and pedestrian facilities located off roadway right-of-way.

The overall goal in proposing pedestrian system improvements is to make as much of the Charlottesville area accessible to pedestrians as possible. These facilities should serve major traffic generators, connecting neighborhoods, schools and colleges, employment and shopping centers, and recreational areas. These facilities should also provide safe and efficient access to public transportation.

Bicycles

The purpose of a bicycle element in this plan is to:

Provide for interconnected, direct, and area-wide bicycle circulation that serves a transportation-related function.

Use the Proposed Future Bicycle Corridor Map provided in the Transportation Plan to guide future bicycle improvements to the Arterial and Collector system as highway capacity or reconstruction improvements are made.

Develop a Discretionary Bicycle Improvement Project Lists which will contain and prioritize improvements that would otherwise be funded as part of the on-street system. These projects will be constructed utilizing general fund tax moneys, or other funds as they become available.

Encourage incorporation of design features for bicycle facilities in new developments and subdivisions in accordance with the Comprehensive Plan.

Encourage off-street bicycle pathways within developments which enhance the area-wide system by linking recreational areas, schools, shopping areas, employment centers, and adjacent neighborhoods. Such facilities shall meet American Association of State Highway and Transportation Officials (AASHTO) standards.

Develop an area-wide off-street system of bicycle paths which use open space areas and utility and drainage corridors as identified in the Comprehensive Plan.

Integrate bikeway thinking into the review process of all transportation plans especially as related to the following planning factors:

- The need to relieve congestion and prevent congestion from occurring where it does not yet occur.
- The likely effect of transportation policy decisions on land use and development and the consistency of transportation plans and programs with the provisions of all applicable short- and long-term land use and development plans.
- Preservation of rights-of-way for construction of future transportation projects, including identification of those corridors for which action is most needed to prevent destruction or loss.
- The overall social, economic, energy, and environmental effects of transportation decisions.

The goal of this bicycle section is to develop a bicycle system that increases accessibility throughout the Charlottesville area. It should be provided in a manner which creates a safe environment for bicyclists and/or pedestrians. This could be accomplished through a city/county wide system of bicycle routes, lanes, or paths. This system should serve major traffic generators, connecting neighborhoods, schools and the University, employment and shopping centers, and recreation areas. Through proper planning, design, and construction techniques, virtually all streets can be made safer for bicycle use. To help reduce overall costs and to insure quality construction, new facilities should be implemented concurrent with other roadway improvements: resurfacing, widening, upgrading, and multi-laning. Development of an area wide system for bicyclists will be supplemented by the existing system of neighborhood streets and pathway connections.

The bicycle system includes on-street and off-street components. The on-street bicycle system includes bicycle facilities located on roadway right-of-way, including routes along arterials and other selected major corridors. The off-street bicycle system includes bicycle facilities located off roadway right-of-way.

Currently, there is no officially designated bicycle system in the Charlottesville area. Generally, these types of facilities are classified into bike paths, bike routes, bike lanes and bike shoulders. By using safety, convenience and functional mobility as a consideration, the study provides some criteria for developing a bikeway system. It also provides the design standards for the different types of bikeways.

Bicycle facilities can be divided into four (4) categories. These categories are described on the following page and are illustrated in Figure 10B.

Bike Paths

A bike path is a special pathway designated for the exclusive use of bicycles where cross flows by pedestrians and motorists are minimized. It is usually buffered from vehicular roadways through the use of a landscaped strip or physical barrier. It is also usually grade separated, but it may have street crossings. Bike paths are identified through proper signage and also may have pavement markings.

The paved width and the operating width of the bicycle path are primary design factors, Figure 10C shows a bicycle path on a separated right-of-way. Under most conditions, a paved width for a two-way bicycle

Transportation Demand Management (TDM) is another practice usually associated with TSMs. TSMs focus on the actual transportation facility while TDMs concentrate on the user of the transportation system. The techniques of TDM concentrate on reducing the number of vehicles on the road rather than building new or wider roadways to accommodate them. As a result, TDM offers low-cost solutions for some road capacity problems.

Common examples of TSM measures include:

- Addition of turn lanes
- Channelization of intersections
- Imposition of lane restrictions
- Removal of on-street parking
- Interconnection and optimization of traffic signals
- Special traffic signage

Examples of TDM measures include:

- Staggered varied work hours
- Employer-based van and carpooling
- Telecommuting Center
- High density development along transit routes
- Bicycle/Pedestrian Facilities

It should be the policy of Charlottesville to encourage implementation of transportation system management and transportation demand management to reduce traffic congestion and promote low cost solutions for road capacity problems by integrating the following strategies into the planning process for all roads and transportation projects.

Develop Transportation System Management alternatives program containing the following elements:

- Support the TSM alternatives program and examine whether or not TSM may be used instead of building or significantly improving road segments with high traffic volumes.
- Coordinate development of System Management Alternative Programs with Albemarle County, the Virginia Department of Transportation, and the University of Virginia

System management programs are intended to improve the flow of trips generated by high density residential and employment areas, especially employment centers. The stimulus for implementation of system management programs is the recognition that improving facilities already in the transportation system is another effective way to reduce traffic congestion. Making improvements to existing facilities can improve traffic flow and reduce congestion at a fraction of the cost associated with building entirely new facilities.

Transportation System Management (TSM) programs also appear to offer reasonable, low-cost strategies for addressing future traffic congestion. Improvements to existing transportation facilities such as additional turn lanes, traffic signal optimization, and interparcel access can significantly reduce congestion by improving the facilities efficiency.

Develop a Transportation Demand Management alternatives program containing the following elements:

- Support of the TDM alternatives program and examine the options before any proposed projects.
- Work with interested business groups, citizens and employees to develop and implement demand management programs.
- Coordinate development of the Demand Management Alternative Program with Albemarle County, the Virginia Department of Transportation, and University of Virginia.
- Focus demand management programs on areas of high density employment and on firms with 50 or more employees.

Incorporate into the land use planning and permitting process provisions for review of the impact of specific developments on the transportation network. When appropriate, incorporate design solutions in order to reduce the need for public expenditures to address impacts of increased demand.

Demand management programs are intended to reduce the number of vehicle trips generated by high density residential and employment areas, especially employment centers. The stimulus for implementation of demand management programs is the recognition that reducing the number of single occupancy vehicles on the transportation system is an effective way to reduce traffic congestion. Employers are the natural focus of trip reduction efforts, since businesses are the origin and destination points of commuter trips.

Transit can be encouraged by providing convenient access to transit stops. Commuting by bicycle or walking is encouraged when showers and locker facilities and appropriate bicycle parking are provided.

The keys to successful demand management program implementation are:

- Strong public support
- Industry involvement
- A community-based work force
- Quantifiable goals and periodic evaluation
- Employee incentives
- Employer incentives

Transportation Demand Management (TDM) programs appear to offer reasonable, low-cost strategies for addressing future traffic congestion. Programs in other parts of the country have been successful in increasing average vehicle occupancy rates during peak travel hours and in spreading peak hour traffic across longer periods of time. In both cases, congestion is less severe during peak travel periods than would be the case without these programs.

A long-term concentrated effort should be initiated to develop and implement demand management programs and to educate employers and employees about the benefits of participation. Ideally, such programs should be established before traffic problems become more severe.

These management facilities are not a cure-all for the area's transportation problems. However, in areas of significant development demand and system management programs could substantially reduce congestion and improve safety.

EXISTING PROBLEM AREAS

Charlottesville streets continue to experience higher levels of traffic and congestion year after year. It is well-documented that all across the United States, people are driving more miles on a daily basis. This rise in vehicle miles traveled (VMT), has been recognized as the antithesis of the advances that auto makers have made in engine efficiencies: more efficient engines equate to lower pollution levels but the rise in VMT offset these gains. Though it is likely that Charlottesville residents drive more than they used to, there are other factors that directly impact the level of congestion on our streets.

Charlottesville, like most other cities in the U.S., experience congestion in the "peak hours." The peak hours historically are the periods of the day when the majority of workers are either on their way to work or on their way home from work. The hours of 6:30 a.m. - 8:30 a.m. in the morning are referred to as the morning peak hours and between 4:30 p.m. and 6:30 p.m. are referred to as the evening peak hours. Charlottesville, again like many cities, is also experiencing a third peak period that correlates with the noon, lunch rush. Often traffic has dropped off substantially in the evening by 6:00 p.m. since many people have already reached home in the city or have exited the boundaries of the city. The peak periods are likely to grow in both intensity and time as both residential and employment growth continues in many different areas of the neighboring counties.

There are a number of locations where the peak period congestion is evident. There are four intersections on the Route 250 Bypass that experience daily back-ups during the peak periods. These are at High Street, Park Street, McIntire Road and Route 29. All of these locations have high traffic volumes with between 35,000 and 41,000 average daily traffic (ADT) on the Bypass and between 18,000 and 26,000 ADT on the intersecting streets. In