



5th and Avon Community Advisory Commission Presentation

Thursday, February 20, 2020

Meeting Goals

- 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

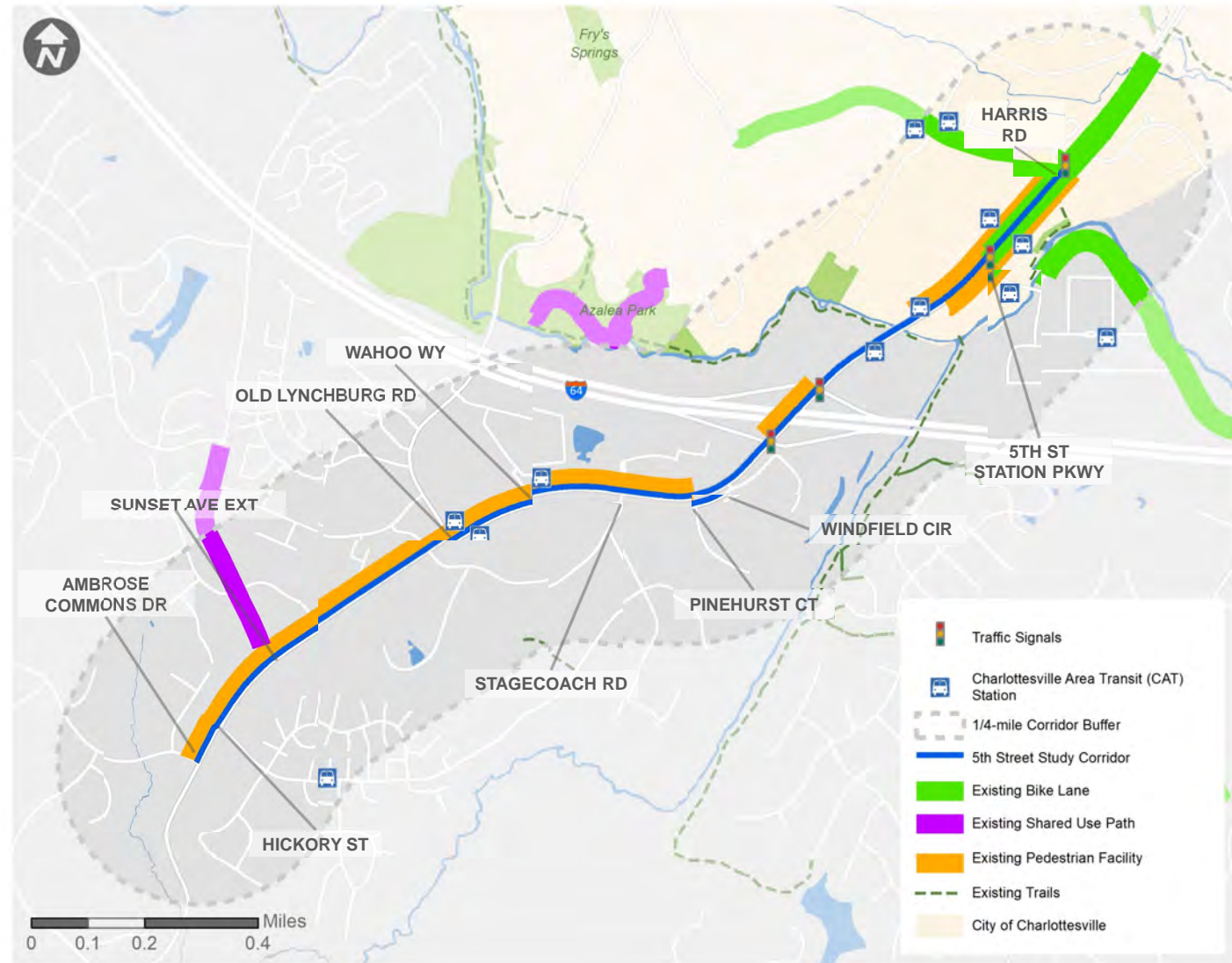


Project Process

- 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

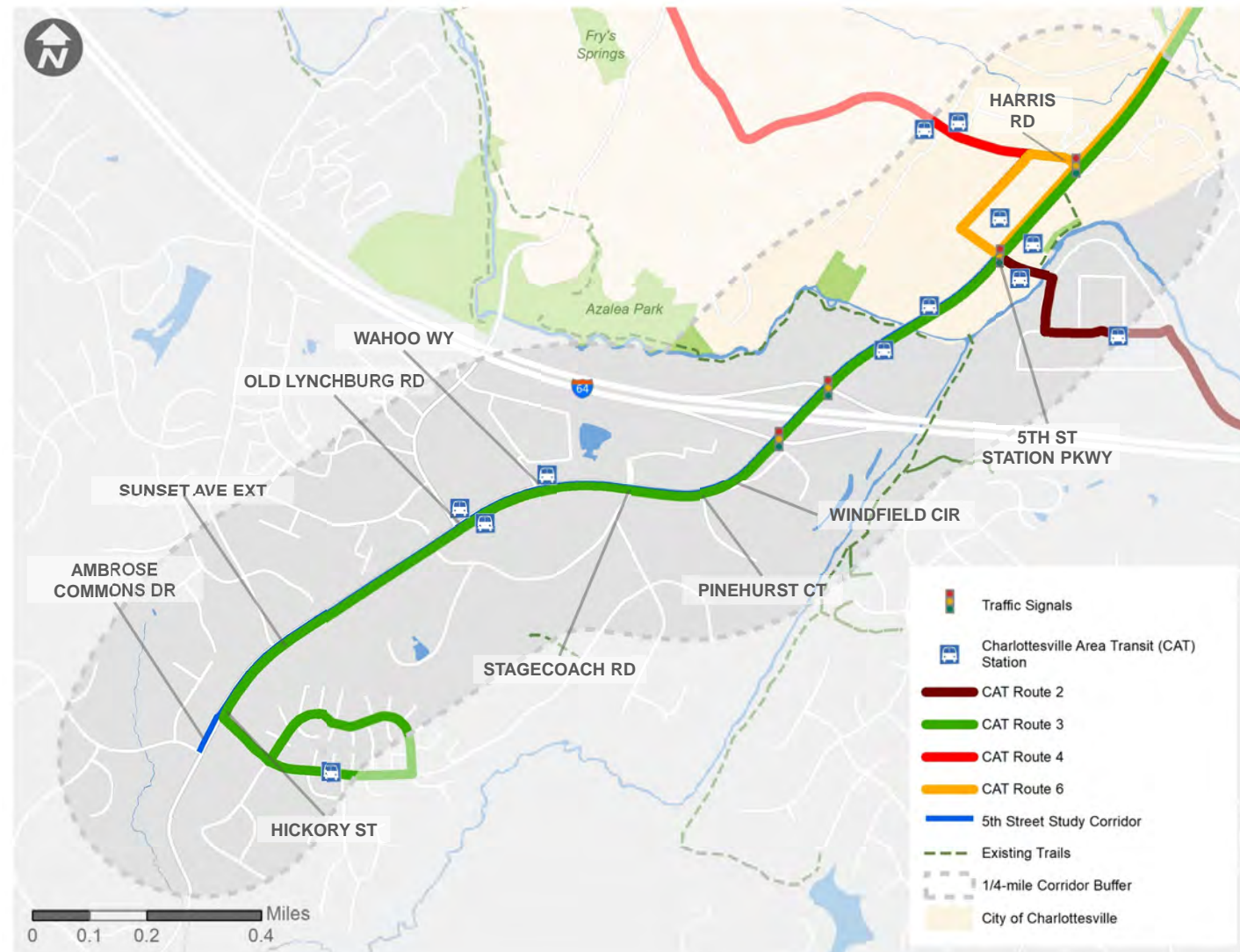
Existing Bicycle and Pedestrian Facilities

- Pedestrian facilities include standard sidewalks and substandard paved/gravel paths (< 4' wide)
- **Four** signalized crossings
 - Longest length without a marked signalized crossing is **1.2 miles**
- **Two out of four** signalized 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
- **Twelve bus stops**
- **Buses come every 24 minutes to one hour**



Crash Analysis

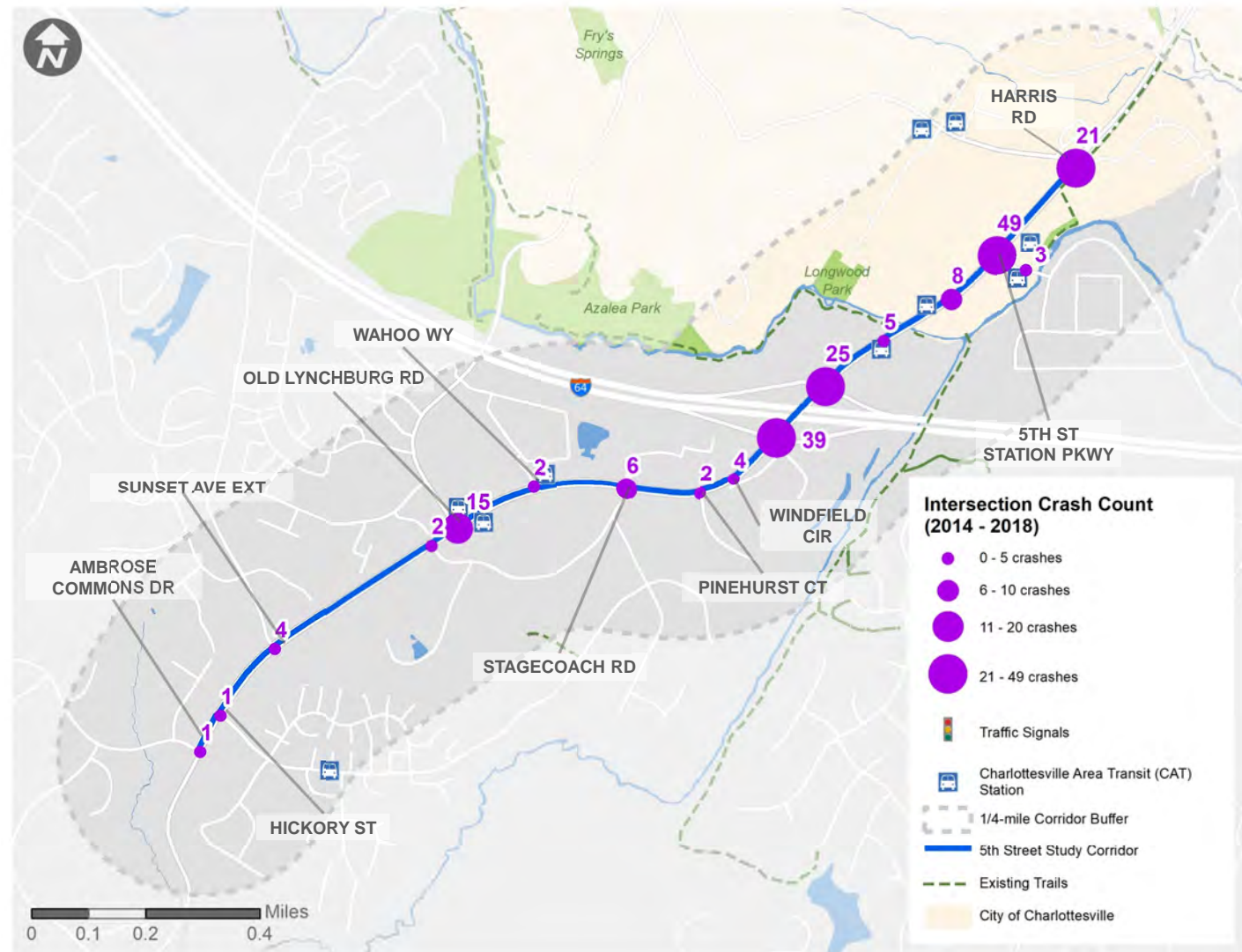
5 Years of Data
(2014 – 2018)

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

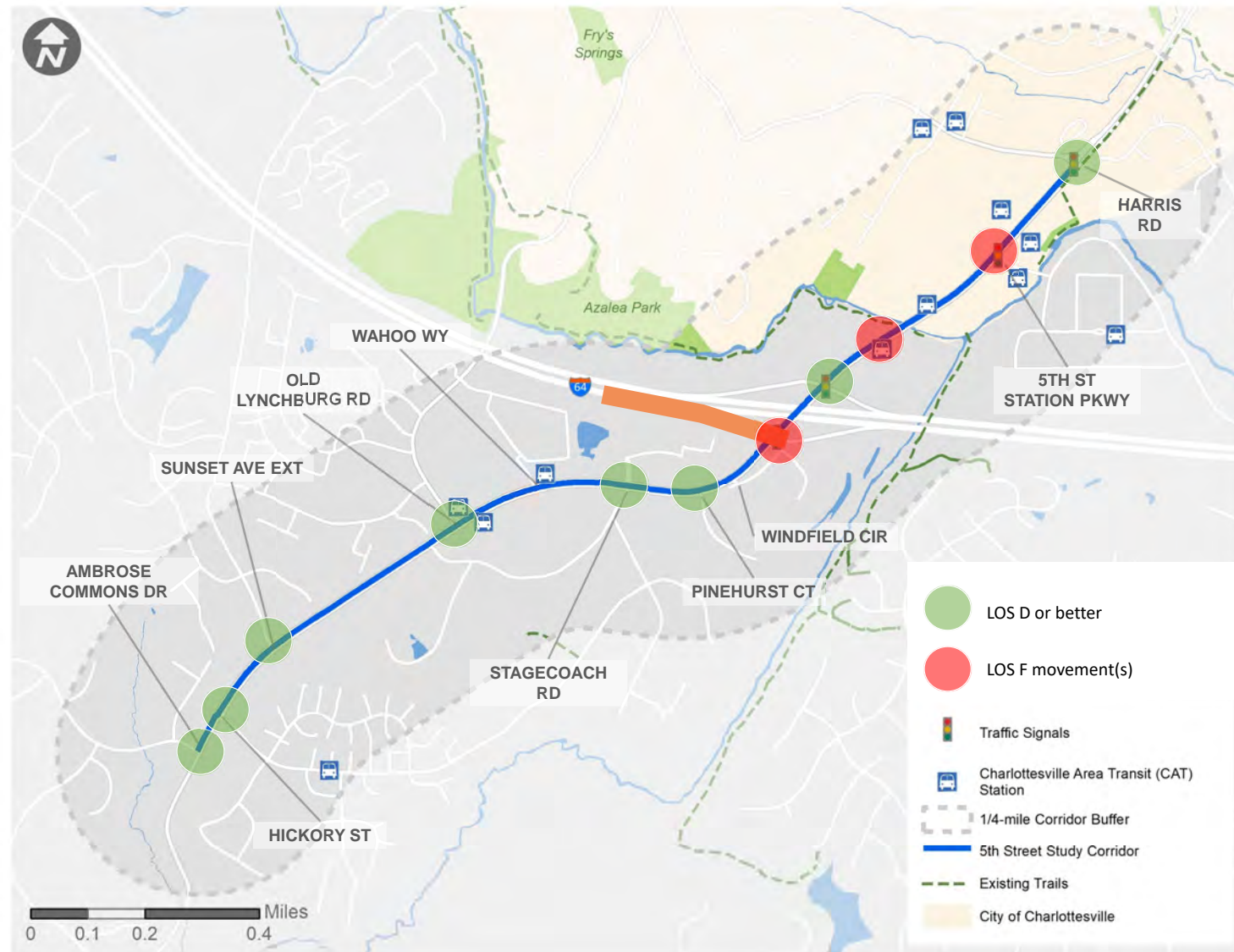
Existing Traffic Conditions - Morning Rush Hour (7 AM - 9 AM)

- Two intersections with poor performance
- The intersection of 5th Street and I-64 eastbound may experience long traffic queues that affect the I-64 EB off-ramp



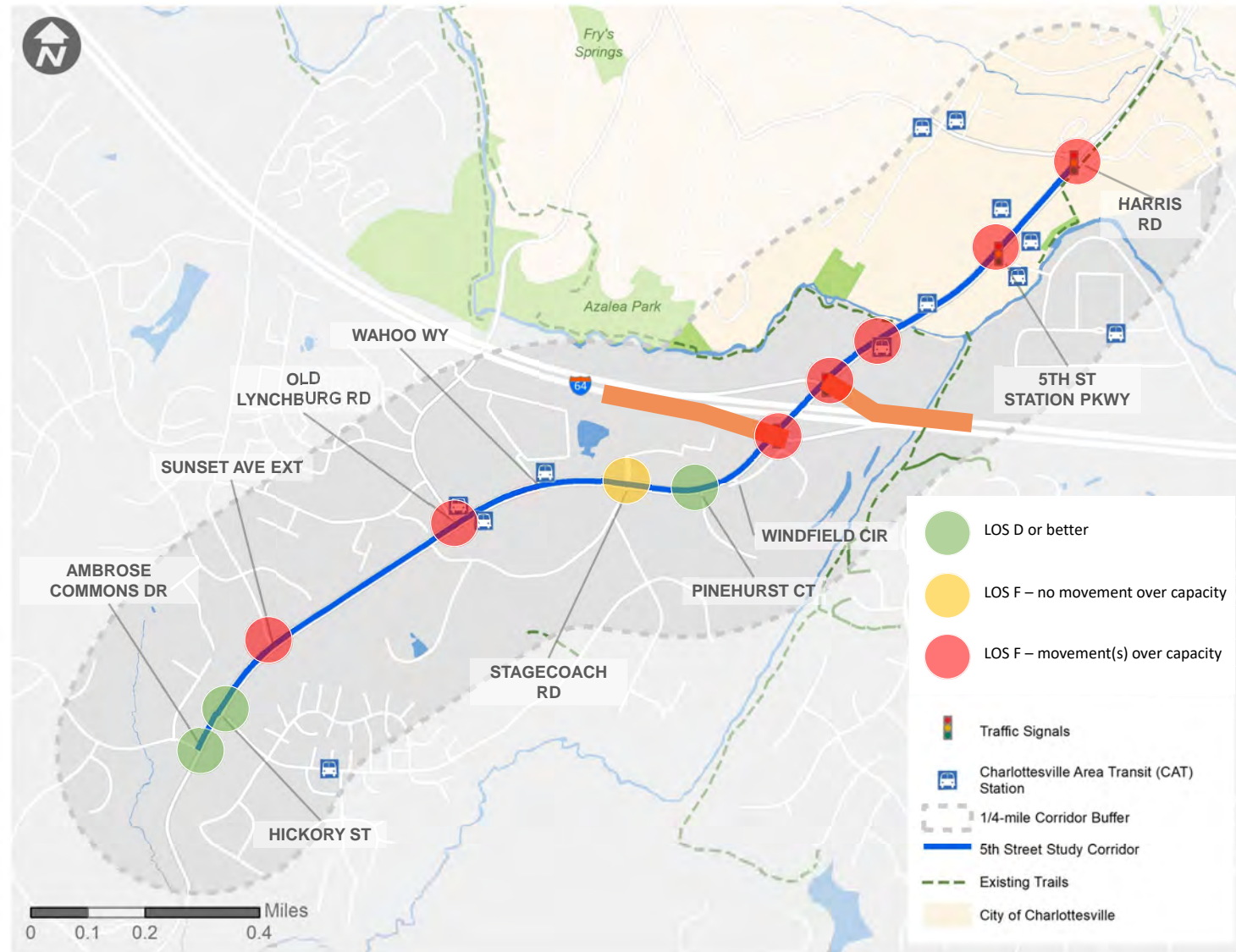
Existing Traffic Conditions – Evening Rush Hour (4 PM – 6 PM)

1. Three intersections with poor performance characterized
2. The intersection of 5th Street and I-64 eastbound may experience long traffic queues that affect the I-64 EB off-ramp



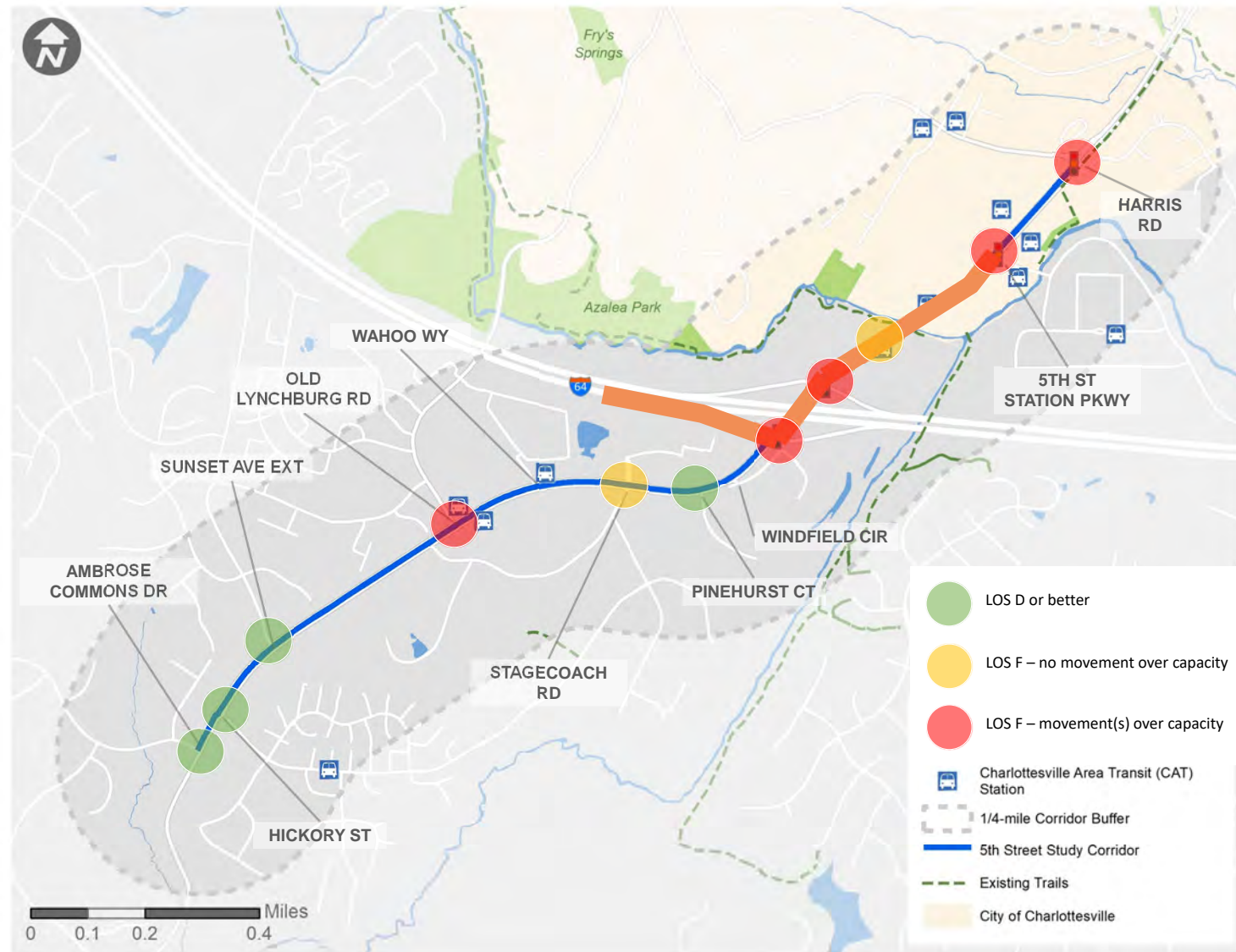
Future No-Build Traffic Conditions – Morning Rush Hour (7 AM – 9 AM)

- Eight intersections with poor performance
- 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 (4 PM – 6 PM)

1. Seven intersections with poor performance
2. I-64 EB ramp may experience traffic queue spill back onto I-64
3. 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






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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)

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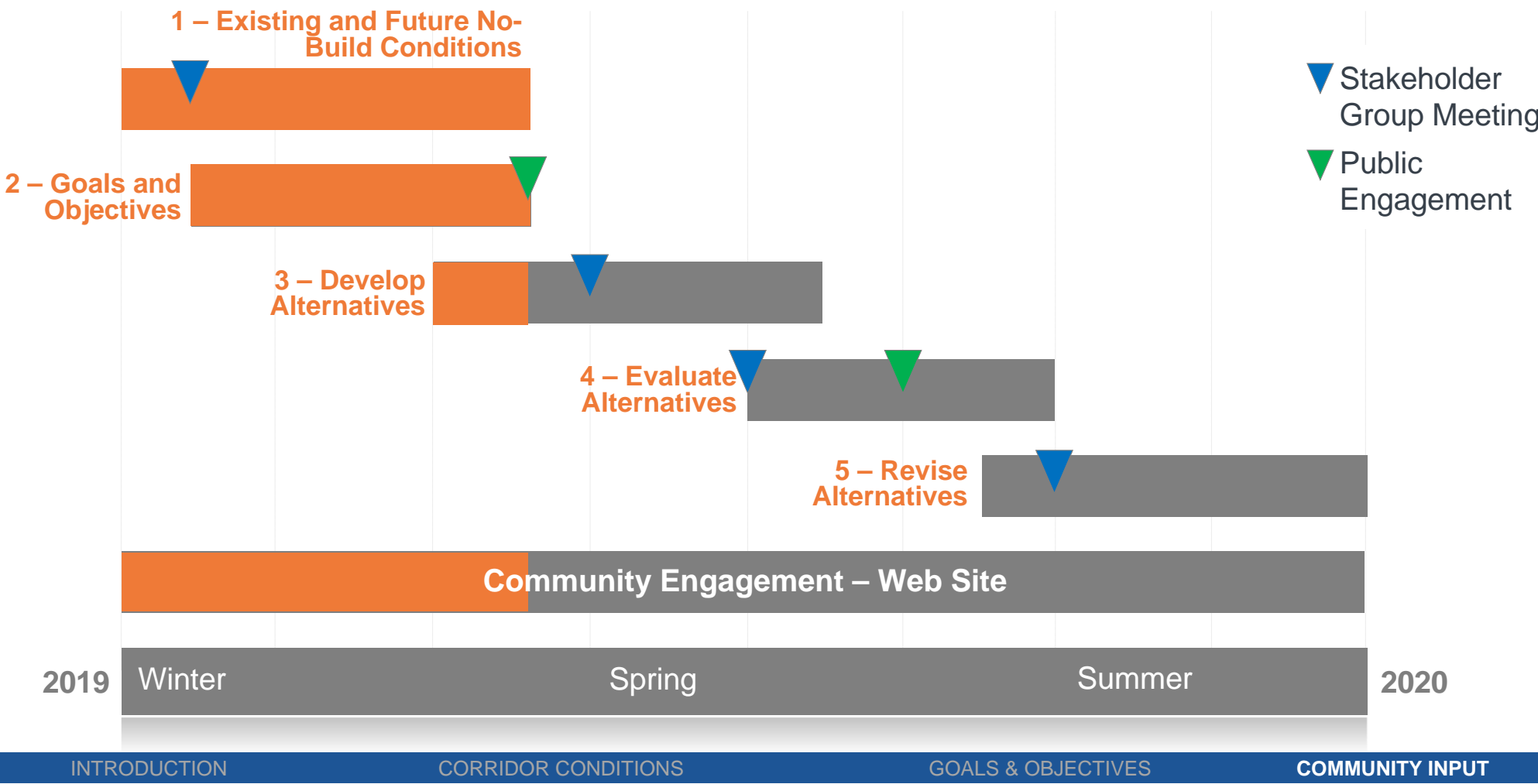
Project Goals and Objectives

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Goals	Objectives
 Support Economic Development	 Provide access to jobs for users with a range of abilities
	 Provide mode choice in access to employment opportunities
	 Beautify the corridor
 Environmental Sustainability and Community Health	 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

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Schedule



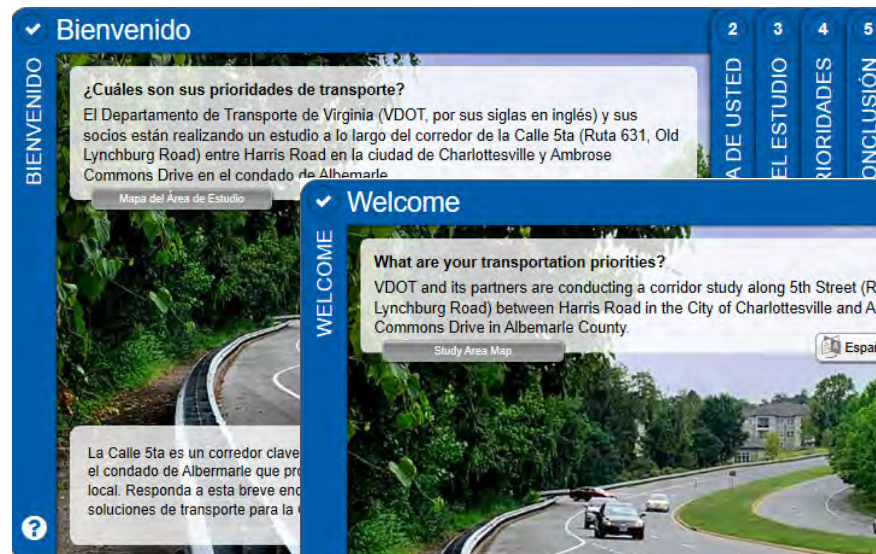
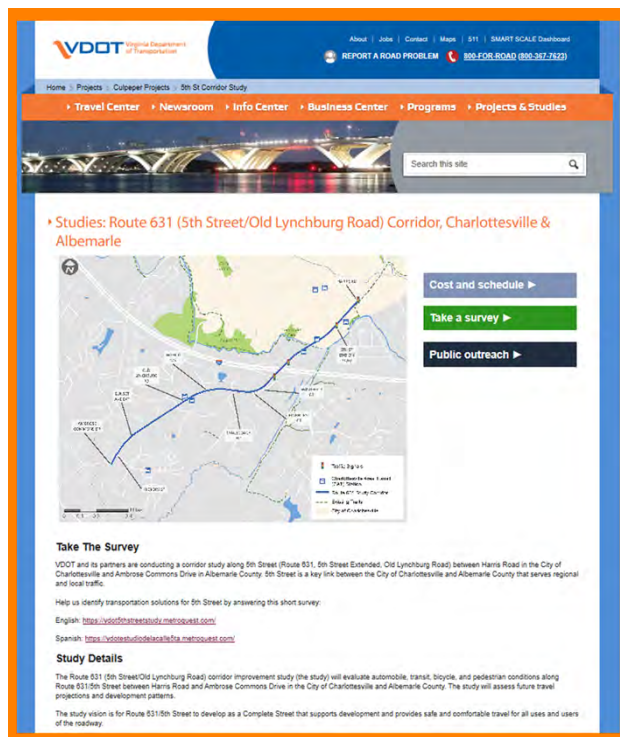
Community Input – How you can get involved

- Winter 2020 Issues and Opportunities Outreach
 - Survey
 - 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 (closes Friday, March 6)
 - English version:
<https://vdot5thstreetstudy.metroquest.com/>
 - Spanish version:
<https://vdotestudiodelacalle5ta.metroquest.com/>

Survey and Website

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



Survey Highlights

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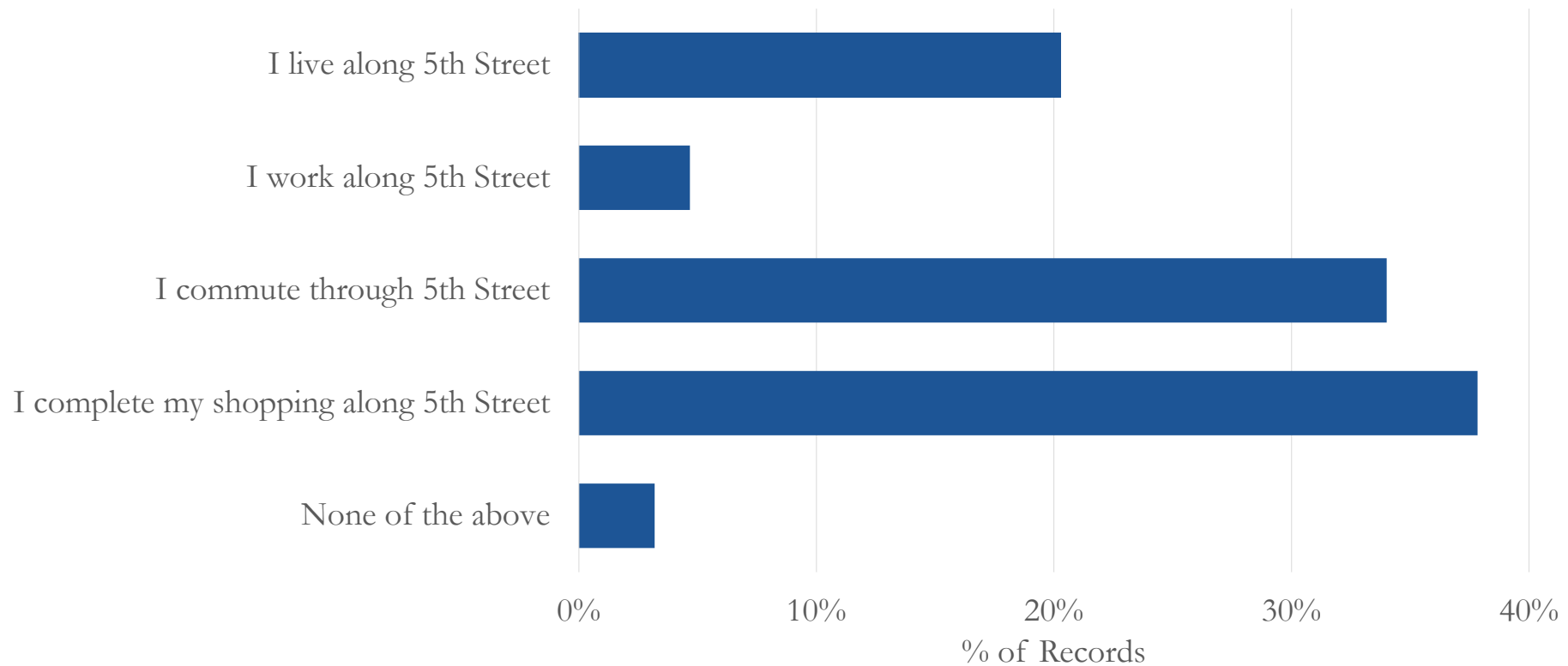
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Responses

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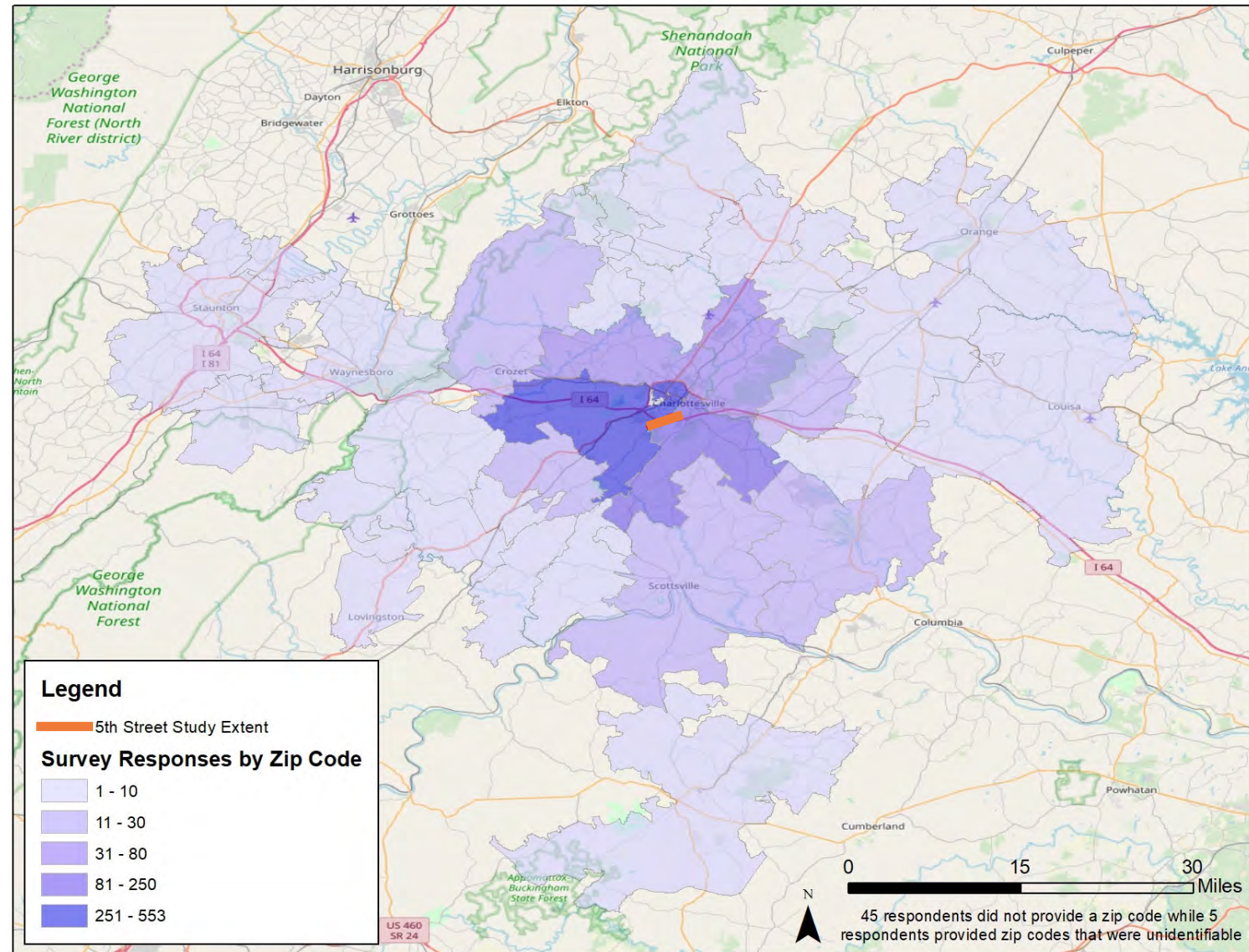
What's your relationship to 5th Street?

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What's your Home ZIP?



Next Steps

- Visit and share our website:
<http://www.virginiadot.org/projects/culpeper/5th-st-corridor-study.asp>
 - Fill out our survey (closes Friday, March 6)
 - Check out upcoming public meeting (Spring 2020)
 - Download and read study documents

Thank you!

For more information

Contact

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