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1.0 INTRODUCTION

The Virginia Department of Transportation (VDOT) is using the public engagement process and analysis of present conditions and future plans to develop a series of feasible transportation options for an approximately two-mile section of 5th Street (Route 631) as it runs through Charlottesville and Albemarle County. This memorandum documents the first phase of public engagement for the 5th Street study. The public engagement process gathered feedback about transportation issues and opportunities along the 5th Street corridor, and the 5th Street study vision, goals, and objectives.

2.0 SURVEY

VDOT gathered feedback from 5th Street corridor residents and the commuting public through a survey. The survey introduced the public to the 5th Street study and solicited input about the respondents’ relationship with the corridor, study goals, and corridor issues and opportunities. VDOT produced online and paper versions of the survey in English and Spanish. The survey was open for responses from January 24 to March 6, 2020.

Attachment A includes English and Spanish copies of the survey.

Survey Recruitment

VDOT engaged corridor residents and members of the commuting public to take the survey using an array of recruitment tools, including:

- 5th Street study web page
- VDOT’s Twitter account
- Requests to Stakeholder Group members to share the survey link on their web pages and social media platforms
- Emails to over 30 community groups, including a fact sheet about the study
- A targeted mailer to corridor businesses advertising the survey

Several local news outlets viewed the post on VDOT’s Twitter account and shared information about the study and survey through online articles. Attachment B includes the recruitment materials used for the study. Attachment C includes copies of online articles produced by local news outlets.

Survey Results

1,280 people filled out the survey by the survey end date (March 6, 2020). The following section summarizes community feedback based on three main survey sections: About You, Study Goals, and Your Priorities.

About You

5th Street and You

Survey respondents primarily interact with the 5th Street corridor as shoppers (68% - 865), commuters (62% - 788), and residents (38% - 487). (Figure 1). Although 62% of respondents commute though 5th Street, only 8% work there. Most survey respondents who commute along 5th Street likely use the corridor as a key connection to job centers in Charlottesville.
Figure 1. What is your relationship to the 5th Street Corridor?

How you get around

Most survey respondents drive alone (93% - 1,196) and nearly one quarter (23% - 297) carpool (Figure 2). Although just over 4% (56) of respondents take the bus and under 1% (8) take paratransit, the combined share who bike and walk on 5th Street is 34% (429). This diversity in mode share demonstrates the importance of the study’s vision: providing safe and comfortable travel for all uses and users.

Compared to all survey respondents, the 487 who live along the corridor reported a higher share of carpooling (16% - 77) walking (26% - 125), and using taxis, Uber, or Lyft for transportation (28% - 138).

Automobile Access

Nearly 70% of respondents own or have access to two or more automobiles and nearly 30% own or have access to one automobile (Figure 3). Fewer than 1% of respondents do not own or have access to an automobile. The 487 respondents that live along the corridor responded similarly to the question about automobile access (fewer than 1% of respondents do not own or have access to an automobile). In general, survey respondents were less likely to live in a zero-car household than residents of the U.S. Census Bureau block groups adjoining the 5th Street corridor (4.4%), the Charlottesville MSA (6.0%), and the Commonwealth of Virginia (6.2%).
Approximately 2% of survey respondents have missed out on job opportunities or lost a job because of a lack of reliable transportation (Figure 4).

Survey Goals

Respondents were asked to rank the study goals in order from most important (1) to least important (4). Based on average rank, the goal “improve safety and comfort” scored lowest and therefore is the highest priority goal (1.85) followed by “manage congestion” (1.92) (Figure 6). Survey respondents ranked “support environmental sustainability and community health” (2.67) and “support economic development” (3.44) as the least important goals.

Based on average rank of responses from survey respondents that live along the corridor, the goal “manage congestion” scored lowest and is therefore the highest priority goal (1.77) followed by “improve safety and comfort” (1.93).
Your Priorities

**Transportation Problems**

A majority of respondents identified traffic congestion as a transportation problem along the 5th Street corridor (76% - 969) (Figure 7). A substantial number of survey respondents also identified the location and quality of sidewalks (44% - 561), speeding (43% - 555), and the location of pedestrian crossings (43% - 546) as transportation problems.

Compared to all survey respondents, a higher share that live along the corridor identified traffic congestion (82% - 399), location and quality of sidewalks (11% - 267), and school traffic (20% - 99) as transportation problems.

**Opportunities – Auto**

As demonstrated in Figure 8, most respondents answered that reducing congestion and delay at intersections is a top automobile transportation investment (67% - 859), followed by reducing turning conflicts (55% - 702). Both these investments address intersection crashes. Slowing down cars through law enforcement was the transportation investment with the least support (12% - 154).

Compared to all survey respondents, a higher share that live along the corridor identified reduced turning conflicts (60% - 294) as an automobile opportunity.
2.0 Survey

Figure 8. Automobile Opportunities: What transportation investments do you believe would improve driving conditions on 5th Street?

Figure 9. Bicycle opportunities: What investments would make it more likely for you to bike along 5th Street?

Opportunities – Bike

While 38% (480) of respondents answered that they would not bike along 5th Street, a similar number answered that they would be more likely to do so if they had access to better quality bicycle lanes (33% - 426) and more trails (33% - 423) (Figure 9). These responses demonstrate that existing conditions along 5th Street are not conducive to bicycling along the corridor; however, there is a desire to bicycle with infrastructure improvements.

Survey respondents that live along the corridor identified similar bicycle opportunities as all other survey respondents did.

Opportunities – Walk

A majority of respondents identified providing continuous sidewalks along 5th Street as an investment that would make them more likely to walk along the corridor (54% - 685). Respondents also identified more trails (33% - 416), better quality trails (32% - 406), and wider space between the sidewalk and vehicular travel lane (33% - 416) as pedestrian opportunities.

Compared to all survey respondents, a higher share that live along the corridor identified more trails (37% - 182), better quality trails (39% - 188), continuous sidewalks (60% - 293), and improved lighting (31% - 150) as pedestrian opportunities. Fewer respondents that live along the corridor said that they would not walk along 5th Street (18% - 88).
Figure 10. Pedestrian opportunities: What investments would make it more likely for you to walk on 5th Street?

Opportunities – Transit

When asked what transportation investments would make them more likely to ride the bus, 42% (538) of respondents said that they would not ride the bus (Figure 11). A relatively even number of respondents said they would ride the bus if trip times were more reliable (24% - 307), if bus stops had more amenities (e.g., shelters, benches, lighting) (24% - 301), if bus stops were easier to reach via sidewalks and bike paths/trails (23% - 296), and if bus routes and stops were closer to key destinations like home, work and school (23% - 296). These responses demonstrate that existing conditions along 5th Street are unlikely to incentivize people to choose to take transit along the corridor.

Compared to all survey respondents, fewer that live on the corridor identified more reliable bus trip times as a transit opportunity (18% - 87).

Figure 11. What transportation investments would make it more likely that you would ride the bus?
3.0 PUBLIC MEETINGS

VDOT held two introductory outreach meetings with targeted stakeholder groups to share the study’s vision and goals and gather feedback from community members about issues and opportunities on 5th Street. The targeted stakeholder groups selected for the introductory outreach meetings included the 5th and Avon Community Advisory Committee (CAC) and the Southwood Community. Desired outcomes of this meeting included gathering valuable insights about corridor conditions and raising community interest and involvement in a future public meeting that would be open to all community members.

Southwood Community Meeting

The Southwood Community hosted an introductory outreach meeting for the 5th Street study on February 19, 2020. Meeting attendees included community members who are working with Habitat for Humanity to transform the Southwood Mobile Home Park into a neighborhood that meets the community vision and improves quality of life for all its residents. VDOT shared a slideshow presentation and facilitated a breakout session where meeting respondents gathered around a map of the 5th Street corridor and provided feedback about existing conditions along the corridor (Figure 12).

Attachment D includes English and Spanish copies of the presentation shared at the Southwood Community Meeting.

Southwood Community Feedback

Southwood Community members shared these insights during the introductory outreach meeting:

Motor Vehicles

Congestion at 5th Street Station Parkway and 5th Street could be due to a combination of motorists traveling to 5th Street Station Shopping Center and motorists using 5th Street Station Parkway as a connection between 5th Street and Avon Street.

Motorists were observed blocking the box at 5th Street Station Parkway and 5th Street.

Northbound vehicles waiting to turn right onto 5th Street Station Parkway from 5th Street have to wait through multiple cycles of the traffic signal during busy time periods.

Trucks turning left onto 5th Street from 5th Street Station Parkway were observed taking up multiple travel lanes when turning.

Motorists have been observed driving through the 5th Street Exxon lot to access 5th Street Station Parkway.

Motorists make frequent U-turns at 5th Street Commercial.

Despite the fact that it is not configured for U-Turns, motorists have been observed making U-Turns at 5th Street Crossover.
Motorists traveling westbound on 5th Street during PM peak time periods have to contend with sun glare.

Motor vehicle crashes have been observed at 5th Street and Stagecoach Road/Afton Pond Court. A new residential development recently opened in the northeast quadrant of the intersection.

Turning lanes block views from other turning lanes, and sun glare blinds views at this location.

It was suggested that “don’t block the box” signs be installed at busy signalized intersections such as 5th Street and 5th Street Station Parkway.

Queueing vehicles waiting to turn from Old Lynchburg Road onto 5th Street make it difficult for vehicles to access Old Lynchburg Road from side streets.

Limited sight distance at the intersection of 5th Street and Old Lynchburg Road makes it difficult for motorists to see oncoming traffic. Many motorists pull partially into the roadway to see oncoming traffic before making a full turn onto 5th Street.

**Transit Vehicles**

CAT transit headways are too far apart, making transit an unattractive option for many Southwood residents. Routes are also inconvenient. What would be short car ride can take up to an hour by bus due to transfers.

There is only one bus stop in the Southwood Community today, which is hard for some residents to access.

A one-way transit pass costs $0.75, while a day pass costs $1.50. Despite low costs, transit is still seen as an unattractive option for many Southwood residents.

CAT transit vehicles stop in vehicle lanes at most bus stops along the corridor. Motorists have been observed driving around stopped buses instead of waiting.

**Active Transportation**

Cyclists have been observed traveling north on 5th Street near Ambrose Commons Drive.

5th Street corridor residents have been observed walking along 5th Street and Hickory Street for exercise.

Wider sidewalks would provide a connection between the Southwood Community and Willoughby Square Shopping Center (i.e., Food Lion).

Safe places for pedestrians and bicyclists to cross 5th Street should be provided.

**Miscellaneous**

5th Street occasionally experiences flooding from Moore’s Creek.

5th Street improvements should be connected to existing and planned neighborhood facilities.

Football game day traffic and related access restrictions at 5th Street and the I-64 interchange makes it difficult for motorists to travel into and out of Charlottesville from 5th Street.

**5th and Avon Community Advisory Committee Meeting**

The 5th and Avon Community Advisory Committee (CAC) holds monthly meetings to support Albemarle County staff, the Planning Commission, and the Board of Supervisors in implementing the County’s Southern and Western Urban Neighborhoods Master Plan. VDOT shared a slideshow presentation about the 5th Street Corridor Study at the CAC meeting on February 20, 2020 (Figure 13). VDOT also distributed paper copies of the existing conditions survey and encouraged CAC members to advertise the online version, which stayed open until March 6, 2020.
5th and Avon CAC Feedback

While the CAC members did not provide VDOT with detailed feedback during the presentation, they did ask the following questions:

**Question:** A single transportation option (e.g., project) cannot achieve all the study goals and objectives identified by VDOT and the project stakeholders. How will VDOT select transportation options for further study and presentation to the public as part of this study?

**Answer:** VDOT will develop an evaluation criteria matrix based on the study goals and objectives, which will be used to compare the different transportation options identified in the next stages of the project. By comparing how different transportation options rank based on all project goals and objectives, VDOT will be able to recommend options that will best meet the goals and objectives.

**Question:** Is VDOT available to provide similar presentations to neighborhood associations along the 5th Street corridor?

**Answer:** VDOT aims to continually engage the 5th Street corridor community through posting memoranda, presentations, and meeting minutes on the project website. In addition to the online survey, which was advertised through multiple community channels, VDOT staff will consider providing similar presentations to neighborhood associations on a case-by-case basis.

**Question:** When will the public next be able to provide feedback on the 5th Street study?

**Answer:** A public meeting is planned for spring 2020. At this meeting, VDOT will present and solicit community feedback on a range of transportation options for specific intersections and the full 5th Street corridor.

**Fry’s Springs Neighborhood Association Meeting**

In addition to the Southwood Community and 5th and Avon CAC meetings, VDOT gave a presentation to the Fry’s Spring neighborhood association on February 12, 2020. VDOT gave the presentation at the invitation of the neighborhood association and shared the same content that was presented at the Southwood Community and 5th and Avon CAC meetings.

**4.0 CONCLUSION AND NEXT STEPS**

The findings in this memorandum will inform the processes for refining the study goals, objectives, and evaluation criteria. VDOT will use insights from the phase 1 public engagement process to develop potential transportation alternatives that will help meet the vision and goals of the study. These short-, mid-, and long-term transportation alternatives will be evaluated and revised based on the study evaluation measures and community input.
Attachment A  Phase 1 Survey
Welcome

What are your transportation priorities?

VDOT and its partners are conducting a corridor study along 5th Street (Route 631, Old Lynchburg Road) between Harris Road in the City of Charlottesville and Ambrose Commons Drive in Albemarle County.

5th Street is a key link between the City of Charlottesville and Albemarle County that serves regional and local traffic. Help us identify transportation solutions for 5th Street by answering this short survey.
5th Street and You

What is your relationship to the 5th Street corridor? (Select all that apply)

- [ ] I live along 5th Street
- [ ] I work along 5th Street
- [ ] I commute through 5th Street
- [ ] I complete my shopping along 5th Street
- [ ] None of the above

Other (please specify):

Type...
Our transportation solutions need to address what's important to you. What do you think are the most important goals of the study?

Please drag the items above the line in your preferred order.
Transportation Priorities

Transportation Problems

What transportation problems have you observed along the study corridor? (select all that apply)

- Traffic Congestion
- Speeding
- Frequency of bus service
- Quality of bus stops
- Streetscaping/landscaping
- Roadway lighting
- Location and quality of bicycle facilities
- Location and quality of sidewalks
- Location of pedestrian crossings (crosswalks)
- School traffic
- Access to properties along the corridor

Other, please specify

Type...
Thank you! Thank you for your input! Please provide your contact information if you would like to stay up-to-date with the Study Team's findings and future outreach activities. Please visit our website for more information.

Final Questions

Name
Type...

Address
Type...

Organization/Business
Type...

E-mail Address
Type...

Submit Final Questions  Skip
Bienvenido

¿Cuáles son sus prioridades de transporte?

El Departamento de Transporte de Virginia (VDOT, por sus siglas en inglés) y sus socios están realizando un estudio a lo largo del corredor de la Calle 5ta (Ruta 631, Old Lynchburg Road) entre Harris Road en la ciudad de Charlottesville y Ambrose Commons Drive en el condado de Albemarle.

La Calle 5ta es un corredor clave entre la ciudad de Charlottesville y el condado de Albemarle que proporciona acceso a tráfico regional y local. Responda a esta breve encuesta para ayudarnos a identificar soluciones de transporte para la Calle 5ta.
La Calle 5ta y Usted

¿Cuáles han sido sus experiencias con el corredor de la Calle 5ta? (Seleccione todas las que correspondan)

- Vivo a lo largo de la Calle 5ta
- Trabajo por la Calle 5ta
- Viajo al trabajo por la Calle 5ta
- Voy de compras en la Calle 5ta
- Ninguno de los anteriores

Otro (especifique):

Escriba...
Objetivos del Estudio

Nuestras soluciones de transporte deben abordar lo que es importante para usted. ¿Cuáles son los objetivos más importantes del estudio?

Por favor mueva las opciones arriba de esta línea y clasifiquelas en su orden preferido.

- Desarrollo Económico
- Medio Ambiente y Salud
- Gestionar la Congestión
- Mejorar la Seguridad
Prioridades de Transporte

Problemas de Transporte

¿Qué problemas de transporte ha observado a lo largo del corredor de estudio? (Seleccione todas las que correspondan)

- Congestión de tráfico
- Exceso de velocidad
- Frecuencia del servicio de autobús
- Calidad de las paradas de autobús
- Paisajismo
- Iluminación de carreteras
- Ubicación y calidad de instalaciones para bicicletas
- Ubicación y calidad de aceras
- Ubicación de cruces peatonales
- Tráfico escolar
- Acceso a propiedades a lo largo del corredor

Otros (especifique)

Escriba…

Siguiente
Gracias por su participación! Por favor proporcione su información de contacto si desea mantenerse al día con los hallazgos del Estudio y las futuras actividades de alcance comunitario.

Por favor visite nuestra página web para obtener más información.

Nombre
Escriba...

Domicilio
Escriba...

Organización/Negocio
Escriba...

Correo Electrónico
Escriba...

Enviar preguntas finales
Omitir
What are your transportation priorities?

VDOT and its partners are conducting a corridor study along 5th Street (Route 631, 5th Street Extended, Old Lynchburg Road) between Harris Road in the City of Charlottesville and Ambrose Commons Drive in Albemarle County. 5th Street is a key link between the City of Charlottesville and Albemarle County that serves regional and local traffic. Help us identify transportation solutions for 5th Street by answering this short survey.
Survey Questions

1. What is your relationship to the corridor? (Check all that apply)
   - I live along 5th Street
   - I work along 5th Street
   - I commute through 5th Street
   - I complete my shopping along 5th Street
   - None of the above
   - Other (please specify)

2. What mode(s) do you use when traveling on 5th Street? (Check all that apply)
   - Drive alone
   - Carpool
   - Taxi/Uber/Lyft
   - Bus
   - JAUNT (Paratransit)
   - Bicycle
   - Walk
   - Other (please specify)

3. How many automobiles do you own or have access to?
   - None
   - One
   - Two or more

4. Have you missed out on job opportunities or lost a job because you did not have reliable transportation?
   - Yes
   - No

5. What is your home zip code? ____________

6. Please rank the four (4) project goals listed below in order of most important (1) to least important (4). (Fill in the bubble)
   - Improve safety and comfort
   - Manage congestion
   - Support economic development
   - Support environmental sustainability and community health
7. What transportation problems have you observed along the study corridor? (Check all that apply)
   - Traffic congestion
   - Speeding
   - Frequency of bus service
   - Streetscaping/landscaping
   - Roadway lighting
   - Location and quality of bicycle facilities
   - Location and quality of sidewalks
   - Location of pedestrian crossings (crosswalks)
   - School traffic
   - Access to properties along the corridor
   - Other (please specify)

8. What transportation investments do you believe would improve driving conditions on 5th Street? (Check all that apply)
   - Reduced congestion and delay at intersections
   - Slow down cars through better roadway design
   - Slow down cars through law enforcement
   - Reduced turning conflicts
   - Improved lighting
   - Other (please specify)

9. What investments would make it more likely for you to bike along 5th Street? (Check all that apply)
   - More trails
   - Better quality trails
   - More bicycle lanes
   - Better quality bicycle lanes
   - Bicycle parking at my destination
   - Slow down cars
   - Improved lighting
   - More destinations that can be reached by biking
   - I would not bike along 5th Street
   - Other (please specify)

10. What investments would make it more likely for you to walk on 5th Street? (Check all that apply)
    - More trails
    - Better quality trails
    - Provide continuous sidewalk
    - Improve pavement on existing sidewalks
    - Trees to provide shade
    - Wider space/landscaping between sidewalk and vehicular travel lanes
    - Slow down cars
    - Improved lighting
    - More destinations that can be reached by walking
    - I would not walk along 5th Street
    - Other (please specify)
11. What transportation investments would make it more likely that you would ride the bus? (Check all that apply)

- Bus stops easier to reach via sidewalks and bike paths/trails
- Bus stop amenities (shelters, benches, lighting, etc.)
- More reliable bus trip times
- Improved lighting
- Routes and bus stops closer to my home/work/school

- I would not ride the bus
- Other (please specify) ________________________
  ________________________
  ________________________

Survey Conclusion
Thank you for your input! Please provide your contact information if you would like to stay up-to-date with the Study Team’s findings and future outreach activities.

Name: __________________________________________________________
Address: _______________________________________________________________________
Organization/Business: _______________________________________________________________________
Email: _______________________________________________________________________

For more details, or to fill out the survey on-line, please visit the study website:

Please send your completed survey to Chris Tiesler at Kittelson & Associates, Inc.,
11480 Commerce Park Drive, Suite 450, Reston, Virginia 20191 or ctiesler@kittelson.com
¿Cuáles son sus prioridades de transporte?

El Departamento de Transporte de Virginia (VDOT, por sus siglas en inglés) y sus socios están realizando un estudio a lo largo del corredor de la Calle 5ta (Ruta 631, Old Lynchburg Road) entre Harris Road en la ciudad de Charlottsville y Ambrose Commons Drive en el condado de Albemarle. La Calle 5ta es un corredor clave entre la ciudad de Charlottsville y el condado de Albermarle que proporciona acceso a tráfico regional y local. Responda a esta breve encuesta para ayudarnos a identificar soluciones de transporte para la Calle 5ta.
1. ¿Cuáles han sido sus experiencias con el corredor de la Calle 5ta? (Selecciona todas las que correspondan)
   - Vivo a lo largo de la Calle 5ta
   - Trabajo por la Calle 5ta
   - Viajo al trabajo por la Calle 5ta
   - Voy de compras en la Calle 5ta
   - Ninguno de los anteriores
   - Otro (especifique)

2. ¿Qué modos de transporte utiliza cuando viaja en la Calle 5ta? (Selecciona todas las que correspondan)
   - Conduzco Solo
   - Comparto Vehículo con Otros
   - Taxi/Uber/Lyft
   - Autobús
   - JAUNT (Transporte para discapacitados)
   - Bicicleta
   - Camino
   - Otro (especifique)

3. ¿Cuántos automóviles tiene o tiene disponible?
   - Ninguno
   - Uno
   - Dos o más

4. ¿Ha perdido oportunidades de trabajo o perdió un trabajo porque no tenía acceso a transporte confiable?
   - Yes
   - No

5. ¿Cuál es el código postal de su casa? ________________

6. Por favor clasifique los cuatro (4) objetivos del proyecto enumerados a continuación en orden de más importante (1) a menos importante (4).
   - Mejorar la seguridad y comodidad
   - Gestionar la congestión
   - Apoyar el desarrollo económico
   - Apoyar la sostenibilidad ambiental y la salud comunitaria
7. ¿Qué problemas de transporte ha observado a lo largo del corredor de estudio? *(Seleccione todas las que correspondan)*

- Congestión de tráfico
- Exceso de velocidad
- Frecuencia del servicio de autobús
- Paisajismo
- Iluminación de carreteras
- Ubicación y calidad de instalaciones para bicicletas
- Ubicación y calidad de aceras
- Ubicación de cruces peatonales
- Tráfico escolar
- Acceso a propiedades a lo largo del corredor
- Otro (especifique)

8. ¿Qué inversiones de transporte cree que mejorarían las condiciones de manejo en la Calle 5ta? *(Seleccione todas las que correspondan)*

- Reducir congestión y retraso en las intersecciones
- Reducir la velocidad de automóviles a través de mejores diseños de carretera
- Reducir la velocidad de automóviles a través de control policial y multas
- Reducir los conflictos de movimientos de giro
- Mejorar la iluminación
- Otro (especifique)

9. ¿Qué inversiones harían más probable que ande en bicicleta por la Calle 5ta? *(Seleccione todas las que correspondan)*

- Más senderos
- Senderos de mejor calidad
- Más carriles para bicicletas
- Carriles para bicicletas de mejor calidad
- Estacionamiento de bicicletas en mi destino
- Reducir la velocidad de automóviles
- Mejorar la iluminación
- Más destinos a los que se puedan llegar en bicicleta
- No iría en bicicleta por la Calle 5ta
- Otro (especifique)

10. ¿Qué inversiones harían más probable que camine por la Calle 5ta? *(Seleccione todas las que correspondan)*

- Más senderos
- Senderos de mejor calidad
- Proporcionar aceras continuas
- Mejorar el pavimento en las aceras existentes
- Árboles para proporcionar sombra
- Más espacio/paisajismo más amplio entre la acera y los carriles para vehículos
- Reducir la velocidad de los automóviles
- Mejorar la iluminación
- Más destinos a los que se puede llegar caminando
- No caminaría por la Calle 5ta
- Otro (especifique)
11. ¿Qué inversiones en transporte harían más probable que viaje en autobús? *(Selezione todas las que correspondan)*

- Paradas de autobús más fáciles de alcanzar a través de aceras y senderos para bicicletas
- Servicios de parada de autobús (refugios, bancos, iluminación, etc.)
- Horarios de viaje en autobús más confiables
- Mejorar la iluminación
- Rutas y paradas de autobús más cerca a mi casa/trabajo/escuela

- No viajaría en autobús
- Otro (especifique) ________________________
  ________________________
  ________________________

**Conclusión de la Encuesta**

¡Gracias por su participación! Por favor proporcione su información de contacto si desea mantenerse al día con los hallazgos del Estudio y las futuras actividades de alcance comunitario.

Nombre: _________________________________

Domicilio: ________________________________

Organización/Negocio: ______________________

Correo Electrónico: __________________________

Para más información, o para completar la encuesta en línea, por favor visite nuestra página de internet: http://www.vdot.virginia.gov/projects/culpeper/5th-st-corridor-study.asp

Por favor envíe su encuesta a Chris Tiesler, Kittelson & Associates, Inc., 11480 Commerce Park Drive, Suite 450, Reston, Virginia 20191 o ctiesler@kittelson.com
Attachment B  Recruitment Materials
Take our survey!

VDOT 5th Street (Route 631/Old Lynchburg Road) Corridor Study in Albemarle County and the City of Charlottesville

Help us identify transportation solutions for 5th Street by taking our survey!

https://vdot5thstreetstudy.metroquest.com/ or scan the QR code!
PROJECT BACKGROUND

The 5th Street (Route 631/Old Lynchburg Road) corridor improvement study will evaluate automobile, transit, bicycle, and pedestrian conditions along 5th Street between Harris Road and Ambrose Commons Drive in the City of Charlottesville and Albemarle County. The study will assess future travel projections and development patterns. It will generate a range of short- and long-term investments to address the study goals and objectives.

The study vision is for 5th Street to develop as a Complete Street that supports development and provides safe and comfortable travel for all uses and users of the roadway.

STUDY GOALS

1. Improve Safety and Comfort
2. Manage Congestion
3. Support Economic Development
4. Support Environmental Sustainability and Community Health

LET US KNOW WHAT YOU THINK

Help us identify transportation solutions for 5th Street by taking our survey before March 6, 2020. Scan the QR code on the front of this postcard, or type this address into your browser: https://vdot5thstreetstudy.metroquest.com/

STAY CONNECTED BY VISITING:

www.virginiadot.org/projects/culpeper/5th-st-corridor-study.asp

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact VDOT's Civil Rights Division at 757-925-2500, 800-611-5812 or TTY/TDD 711.
VDOT 5th Street (Route 631/Old Lynchburg Road) Corridor Study in Albemarle County and the City of Charlottesville

PROJECT BACKGROUND

The 5th Street (5th Street/Old Lynchburg Road) corridor improvement study will evaluate automobile, transit, bicycle, and pedestrian conditions along 5th Street between Harris Road and Ambrose Commons Drive in the City of Charlottesville and Albemarle County. The study will assess future travel projections and development patterns. It will generate a range of short- and long-term investments to address the study goals and objectives.

The study vision is for 5th Street to develop as a Complete Street that supports development and provides safe and comfortable travel for all uses and users of the roadway.

STUDY GOALS

1. Improve Safety and Comfort
2. Manage Congestion
3. Support Economic Development
4. Support Environmental Sustainability and Community Health

LET US KNOW WHAT YOU THINK

The Study Team will engage the community through two surveys and a public meeting in summer of 2020. The first survey will open January 20, 2020 through March 6, 2020. You can visit the survey website to share your feedback on the 5th Street corridor:

FOR MORE INFORMATION, PLEASE CONTACT:

Chuck Proctor,
District Planning Manager
charles.proctor@vdot.virginia.gov
540-829-7558

Stay connected by visiting:
www.virginiadot.org/projects/culpeper/5th-st-corridor-study.asp

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact VDOT’s Civil Rights Division at 757-925-2500, 800-611-5812 or TTY/TDD 711.
Estudio del Corredor de la Calle 5ta (Ruta 631, Old Lynchburg Road) en la Ciudad de Charlottesville y el Condado de Albemarle

ANTECEDENTES DEL PROYECTO

El estudio del corredor de la Calle 5ta (Calle 5ta/Old Lynchburg Road) evaluará las condiciones existentes de vehículos, transporte público, ciclistas, y peatones a lo largo de la Calle 5ta entre Harris Road y Ambrose Commons Drive en la ciudad de Charlottesville y el condado de Albemarle. El estudio evaluará proyecciones del número de viajes futuros y patrones del desarrollo urbano. Se propondrán recomendaciones a corto y largo plazo para abordar las metas y los objetivos del estudio.

La visión del estudio es que la Calle 5ta se desarrolle como una Calle Completa que respalde el desarrollo urbano y proporcione vías seguras y cómodas para todos sus usos y usuarios.

OBJETIVOS DEL ESTUDIO

1. Mejorar la Seguridad y Comodidad
2. Gestionar la Congestión
3. Apoyar el Desarrollo Económico
4. Apoyar la Sostenibilidad Ambiental y la Salud Comunitaria

DÍGANOS LO QUE PIENSA

El equipo del estudio involucrará a la comunidad a través de dos encuestas y una reunión pública a en el verano de 2020. La primera encuesta estará disponible desde el 20 de enero de 2020 hasta el 6 de marzo de 2020. Visite la página web para compartir sus comentarios sobre el Corredor de la Calle 5ta: https://vdotestudiodelacalle5ta.metroquest.com/. Su participación en la encuesta nos ayudará a identificar soluciones de transporte para la Calle 5ta.

PARA MÁS INFORMACIÓN, COMUNÍQUESE CON:

Chuck Proctor,
District Planning Manager
charles.proctor@vdot.virginia.gov
540-829-7558

Visite nuestra página web para mantenerse al tanto:
www.virginiadot.org/projects/culpeper/5th-st-corridor-study.asp

Ayúdanos a identificar soluciones para la calle 5ta tomando nuestra encuesta.
https://vdotestudiodelacalle5ta.metroquest.com/
O escanea el código QR!

VDOT garantiza la ausencia de discriminación y la igualdad de oportunidades de empleo en todos los programas y actividades, de conformidad con los Títulos VI y VII de la Ley de Derechos Civiles de 1964. Si usted necesita más información o asistencia especial para personas con discapacidades o competencia limitada en el idioma inglés, comuníquese con Derechos Civiles (Civil Rights) de VDOT, al 757-925-2500, 800-611-5812 o TDD/TTY 711.
Attachment C  Independent Press Coverage
CHARLOTTESVILLE (WINA) – VDOT has started a study of the 5th Street corridor between Harris Road in Charlottesville and Ambrose Commons Drive in Albemarle County... and wants your input. The purpose of the study is to develop short-, mid-, and long-term community-supported transportation solutions to provide safe and comfortable travel for all uses and users of the roadway.

Traffic flow on 5th has increased with the opening of 5th Street Station and development south of I-64.

An online survey is posted until March 6th, and the results will be reviewed and potential transportation projects will be developed and presented for feedback at a public meeting later this year.

Click here to access the survey.
ALBEMARLE COUNTY, Va. (CBS19 NEWS) -- State transportation officials are conducting a study of the Fifth Street corridor between Harris Road and Ambrose Commons Drive.

The Virginia Department of Transportation wants to hear from the community about possible transportation solutions for the area and is collecting community feedback through an online survey.

According to VDOT, the purpose of the study will be to develop short-, mid- and long-term community-supported solutions to provide safe travel for all of the users of the roadway.

Results from the study will be reviewed by transportation officials.

Potential projects will then be developed and presented for further community feedback at a public hearing that will take place later this year.

The survey is available until March 6.

VDOT says the study is expected to be completed by this summer.

For more information on the project, click here.
TOP STORY

VDOT seeking public input on changes for 5th St., Old Lynchburg Rd.

By CJ Paschall | January 27, 2020 at 4:48 PM EST - Updated January 27 at 5:50 PM

CHARLOTTESVILLE, Va. (WVIR) - The Virginia Department of Transportation is looking for ways to improve a road that connects Charlottesville to Albemarle County and beyond.

A new study hopes to make what’s officially known as Route 631 safer and less congested for everyone. You might know it better as 5th Street or, farther in the county, as Old Lynchburg Road. Thousands of commuters use it every day to get to and from the city. VDOT is asking everyone to chime in on what can be done to improve the road in the future.

The study is specifically focused on finding short and long-term traffic solutions for the portion of Rt. 631 between Harris Road in Charlottesville and Ambrose Commons Drive in Albemarle County. That stretch of road passes an interchange with Interstate 64 and shopping centers like Fifth Street Station.

VDOT says the goal of the study is not only to manage traffic, but to improve safety and comfort for drivers, bicyclists, and pedestrians.

Any changes would also consider economic development and environmental sustainability.

The study asks people who use the road to report their transportation experiences and priorities as they consider possible transportation solutions: from lower speed limits to less turn lanes, or better sidewalks and bike lines.

The study is scheduled to be done by spring.
Public input sought on Fifth Street Extended area

By From staff reports  Jan 28, 2020

The Virginia Department of Transportation is seeking public input as part of a study of the Fifth Street corridor between Harris Road in Charlottesville and Ambrose Commons Drive in Albemarle County.

The study area includes the entrance to the 5th St. Station shopping center.

The results of the study will be used to develop short-, mid- and long-term community-supported transportation improvements for the roadway.

The results from the study, which are expected this summer, as well as potential transportation projects, will be presented for feedback at a public meeting later this year.

As part of the study, the public is invited to take a survey at virginiadot.org/projects/culpeper/5th-st-corridor-study.asp.

The survey will be open until March 6.
Southwood Community Presentation

Wednesday, February 19, 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

- **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.

<table>
<thead>
<tr>
<th>Vehicular LOS</th>
<th>Qualitative Metric</th>
<th>Engineer Speak</th>
<th>How it Feels to you</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>🧕‍♂️</td>
<td>Free-flow operations</td>
<td>Like driving in a car commercial</td>
</tr>
<tr>
<td>B</td>
<td>🧕‍♀️</td>
<td>Stable operations</td>
<td>Comfortable</td>
</tr>
<tr>
<td>C</td>
<td>😐</td>
<td>Stable operations</td>
<td>Comfortable</td>
</tr>
<tr>
<td>D</td>
<td>😞</td>
<td>Near capacity (what engineers aim for)</td>
<td></td>
</tr>
<tr>
<td>E</td>
<td>😞</td>
<td>More vehicles may access intersection than can be processed in phase</td>
<td>Considering leaving earlier next time</td>
</tr>
<tr>
<td>F</td>
<td>🙅‍♂️</td>
<td>Unstable operations and significant delays, Volume/Capacity&gt;1</td>
<td>Stressful</td>
</tr>
</tbody>
</table>
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

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

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

1. Existing and Future No-Build Conditions
2. Goals and Objectives
3. Develop Alternatives
4. Evaluate Alternatives
5. Revise Alternatives

Community Engagement – Web Site

2019 Winter
2019 Spring
2019 Summer
2020
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

- Currently both are live
  - English version: [https://vdot5thstreetstudy.metroquest.com/](https://vdot5thstreetstudy.metroquest.com/)
  - Spanish version: [https://vdotestudiodelacalle5ta.metroquest.com/](https://vdotestudiodelacalle5ta.metroquest.com/)
Survey Highlights

1,000+

Responses
What’s your relationship to 5th Street?

- I live along 5th Street: 30% of Records
- I work along 5th Street: 10% of Records
- I commute through 5th Street: 30% of Records
- I complete my shopping along 5th Street: 40% of Records
- None of the above: 10% of Records
What’s your Home ZIP?
Next Steps

• Visit and share our website: 
  • Fill out our survey (closes Friday, March 6)
  • Check out upcoming public meeting (Spring 2020)
  • Download and read study documents
Thank you!

Contact
Chuck Proctor
District Planning Manager
VDOT Culpeper District
Charles.proctor@vdot.virginia.gov
540.829.7558
Presentación a la Comunidad de Southwood
Miércoles 29 de febrero de 2020
Objetivos de esta Reunión

- Condiciones Existentes del corredor
- Condiciones Futuras del corredor sin construcción
- Estudio, visión, metas y objetivos

Términos clave
Las Condiciones Futuras sin construcción consideran dejar las carreteras en su estado actual con mantenimiento de rutina, estimar la demanda de viajes futuros y calcular el nivel de servicio (demoras y tiempos de viaje)
Área de estudio

- 2 millas a lo largo de 5th Street
- Conecta el Condado de Albemarle y la Ciudad de Charlottesville
- Acceso a I-64
- Cerca de senderos (Biscuit Run y Moore’s Creek)
- 4 rutas de autobús y 10 paradas dentro ¼ de milla del área de estudio
- Varios desarrollos nuevos planeados incluido el Desarrollo de Southwood de uso mixto
Proceso del Proyecto

• Evaluar las condiciones existentes de automóviles, tránsito, bicicletas y peatones.
• Evaluar proyecciones de viajes futuros y patrones de desarrollo.
• Generar una gama de soluciones multimodales para abordar las metas y objetivos del estudio.
• Probar la aplicación y relevancia de las soluciones multimodales a través de los aportes de la comunidad.
Instalaciones existentes para bicicletas y peatones

- Las instalaciones peatonales incluyen aceras estándar y pavimento/ grava de calidad inferior caminos (<4 'de ancho)
- Hay cuatro cruces con señalamiento
  - El espacio más largo del corredor sin un señalamiento de cruce es 1.2 millas
- Dos de cada cuatro señalamientos en las intersecciones no tienen señales de cruce para peatones
Instalaciones de tránsito

• **Cuatro rutas de autobús**
  - Ruta 3 – ruta principal que sirve el corredor
  - Ruta 2 – sirve al centro comercial 5th Street Station y el centro comercial Willoughby
  - Ruta 4 y Ruta 6 – sirven al centro comercial Willoughby

• **Diez paradas de autobús**
  - Siete en 5th Street
  - Dos en Harris Road
  - Una en Hickory Street

• **Los autobuses salen cada 24 minutos a una hora**
Análisis de Accidentes

5 Años de Datos (2014 - 2018)

Lugares de Choques:

- Intersecciones: 188 (96%)
- Segmentos: 7 (4%)

Intersecciones con la mayoría de los accidentes en el corredor:
1. 5th Street Station Parkway (49)
2. Rampa I-64 EB (39)
3. Rampa I-64 WB (25)
4. Harris Road (21)
5. Old Lynchburg Road (15)
# Nivel de Servicio Vehicular

El nivel de servicio es un sistema de calificación cualitativa para la cantidad de congestión, utilizando la letra A para representar la menor cantidad de congestión y F para referirse a la mayor cantidad.

<table>
<thead>
<tr>
<th>Vehicular LOS</th>
<th>Cualitativo Métrico</th>
<th>Lo que dicen los Ingenieros</th>
<th>Lo que usted siente</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Emoticon feliz</td>
<td>Operaciones de flujo libre</td>
<td>Como conducir en un auto comercial</td>
</tr>
<tr>
<td>B</td>
<td>Emoticon sonriente</td>
<td>Operaciones estables</td>
<td>Cómodo</td>
</tr>
<tr>
<td>C</td>
<td>Emoticon sereno</td>
<td>Capacidad cercana (a lo que apuntan los ingenieros)</td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>Emoticon neutro</td>
<td>Más vehículos pueden acceder a la intersección de los que se pueden procesar en fase</td>
<td>Considerando salir antes la próxima vez</td>
</tr>
<tr>
<td>E</td>
<td>Emoticon triste</td>
<td>Operaciones inestables y demoras significativas</td>
<td>Estresante</td>
</tr>
<tr>
<td>F</td>
<td>Emoticon enojado</td>
<td>Volumen / Capacidad &gt; 1</td>
<td></td>
</tr>
</tbody>
</table>
Condiciones de tráfico existentes - Hora pico de la mañana (7 AM a 9 AM)

- Dos intersecciones con bajo rendimiento.
- En las intersecciones de 5th Street y I-64 en dirección este se hacen largas colas de tráfico que afectan la Rampa de salida I-64.
Condiciones de tráfico existentes - Hora pico de la tarde (4 PM a 6 PM)

1. Tres intersecciones caracterizadas con bajo rendimiento
2. La intersección de 5th Street y I-64 en dirección este se hacen largas colas de tráfico que afectan la Rampa de salida I-64 EB
Futuras condiciones de tráfico sin construcción: hora pico de la mañana (7 AM a 9 AM)

- Ocho intersecciones con bajo rendimiento.
- Tanto en las rampas I-64 en dirección este como en dirección oeste se hacen largas colas de tráfico que vuelven a la I-64.
Futuras condiciones de tráfico sin construcción - Hora pico de la tarde (4 PM a 6 PM)

1. Siete intersecciones con bajo rendimiento.
2. La rampa I-64 EB puede ocasionar que la cola de tráfico se derrame nuevamente sobre la I-64.
3. 5th Street puede presentar un derrame de cola de tráfico que afecta a las rampas I-64 WB y 5th Street Station Parkway.
Visión

5th Street es una *Calle Completa* que apoya el desarrollo y proporciona un viaje *seguro* y *cómodo* para todos los usos y usuarios de la carretera.
## Metas y objetivos del proyecto

<table>
<thead>
<tr>
<th>Metas</th>
<th>Objectivos</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mejorar Seguridad y Comodidad</td>
<td>Reducir / regular puntos de conflicto vehicular</td>
</tr>
<tr>
<td></td>
<td>Regular velocidades de desplazamiento vehicular</td>
</tr>
<tr>
<td></td>
<td>Proporcionar instalaciones continuas y constantes para bicicletas, peatones y tránsito</td>
</tr>
<tr>
<td></td>
<td>Proporcionar oportunidades designadas (ej. señalizadas) de cruce de peatones</td>
</tr>
<tr>
<td></td>
<td>Proporcionar separación entre los viajes en vehículos y los viajes en bicicleta / peatones</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Regular la Congestión</th>
<th>Aumentar la capacidad de rendimiento de la persona</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Reducir la variabilidad del tiempo de viaje</td>
</tr>
<tr>
<td></td>
<td>Hacer un uso eficiente del derecho de paso para todos los usuarios</td>
</tr>
<tr>
<td></td>
<td>Mitigar el retraso en los puntos de embotellamiento del corredor (intersecciones)</td>
</tr>
</tbody>
</table>
# Metas y objetivos del proyecto

<table>
<thead>
<tr>
<th>Metas</th>
<th>Objectivos</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Apoyar el Desarrollo Económico</strong></td>
<td>- Proporcionar acceso a trabajos para usuarios con una variedad de habilidades</td>
</tr>
<tr>
<td></td>
<td>- Proporcionar opciones de modo en el acceso a oportunidades de empleo</td>
</tr>
<tr>
<td></td>
<td>- Embellecer el corredor</td>
</tr>
<tr>
<td><strong>Sostenibilidad ambiental y salud comunitaria</strong></td>
<td>- Proporcionar instalaciones para bicicletas que se conectan con senderos existentes y futuros</td>
</tr>
<tr>
<td></td>
<td>- Proporcionar acceso American with Disabilities Act, (ADA) por sus siglas en inglés en todo el corredor</td>
</tr>
<tr>
<td></td>
<td>- Priorizar las inversiones multimodales en y cerca de desarrollos de viviendas mixtas y de bajos ingresos</td>
</tr>
</tbody>
</table>
Indicador

1 – Condiciones Existentes y Futuras Sin Construcción

2 – Metas y Objectivos

3 – Desarrollar Alternativas

4 – Evaluar Alternativas

5 – Revisar Alternativas

Participación de la Comunidad – Sitio Web

2019

Invierno

Primavera

Verano

2020

△ Reunión de Grupo

Compromiso Público

INTRODUCTION

CORRIDOR CONDITIONS

GOALS & OBJECTIVES

COMMUNITY INPUT
Aportes de la Comunidad: Cómo puede participar

- Temas del Invierno de 2020 y Oportunidades para involucrar a los vecinos
  - Encuesta
  - Reunión de la Asociación de Vecinos
  - Reunión de la Comunidad de Southwood
- Primavera 2020 Alternativas de Alcance a otros miembros de la comunidad
  - Encuesta
  - Reunión Pública
- Compromiso Continuo de la Comunidad
  - Sitio web del estudio: actualizado regularmente con nuevos documentos de proyecto
  - Encuesta (cierra el viernes 6 de marzo)
  - Versión en inglés: https://vdot5thstreetstudy.metroquest.com/
  - Versión en español: https://vdotestudiodelacalle5ta.metroquest.com/
Encuesta y sitio web

- Actualmente ambas están activas
  - Versión en inglés: https://vdot5thstreetstudy.metroquest.com/
  - Versión en español: https://vdotestudiodelacalle5ta.metroquest.com/
Resultados de la encuesta

1,000+
¿Cuáles han sido sus experiencias con el corredor de la Calle 5ta?

- Vivo a lo largo de la Calle 5ta: 30% de Respuestas
- Trabajo por la Calle 5ta: 10% de Respuestas
- Viajo al trabajo por la Calle 5ta: 40% de Respuestas
- Voy de compras en la Calle 5ta: 20% de Respuestas
- Ninguno de los anteriores: 0% de Respuestas
¿Cuál es el código postal de su casa?
Próximos pasos

• Visita y comparte nuestro sitio web:
  • Complete nuestra encuesta (cierra el viernes 6 de marzo)
  • Echa un vistazo a nuestra próxima reunión pública (Primavera 2020)
  • Descargar y leer documentos de estudio
Gracias!

Para más información
Contacte a
Chuck Proctor
District Planning Manager
VDOT Culpeper District
Charles.proctor@vdot.virginia.gov
540.829.7558
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.

<table>
<thead>
<tr>
<th>Vehicular LOS</th>
<th>Qualitative Metric</th>
<th>Engineer Speak</th>
<th>How it Feels to you</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>😊</td>
<td>Free-flow operations</td>
<td>Like driving in a commercial</td>
</tr>
<tr>
<td>B</td>
<td>😊</td>
<td>Stable operations</td>
<td>Comfortable</td>
</tr>
<tr>
<td>C</td>
<td>😊</td>
<td>Near capacity (what engineers aim for)</td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>😐</td>
<td>More vehicles may access intersection than can be processed in phase</td>
<td>Considering leaving earlier next time</td>
</tr>
<tr>
<td>E</td>
<td>😞</td>
<td>Unstable operations and significant delays, Volume/Capacity&gt;1</td>
<td>Stressful</td>
</tr>
<tr>
<td>F</td>
<td>😞</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>Goals</th>
<th>Objectives</th>
</tr>
</thead>
</table>
| Improve Safety and Comfort | - 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 |
| Manage Congestion | - 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

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</tr>
</thead>
</table>
| 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 |
Schedule

1 – Existing and Future No-Build Conditions
2 – Goals and Objectives
3 – Develop Alternatives
4 – Evaluate Alternatives
5 – Revise Alternatives

Community Engagement – Web Site

2019  2020
Winter  Spring  Summer

Stakeholder Group Meeting
Public Engagement

INTRODUCTION  CORRIDOR CONDITIONS  GOALS & OBJECTIVES  COMMUNITY INPUT
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

• Currently both are live
  • English version: [https://vdot5thstreetstudy.metroquest.com/](https://vdot5thstreetstudy.metroquest.com/)
  • Spanish version: [https://vdotestudiodelacalle5ta.metroquest.com/](https://vdotestudiodelacalle5ta.metroquest.com/)
Survey Highlights

1,000+

Responses
What’s your relationship to 5th Street?

- I live along 5th Street: 20% of records
- I work along 5th Street: 10% of records
- I commute through 5th Street: 30% of records
- I complete my shopping along 5th Street: 40% of records
- None of the above: 0% of records
What’s your Home ZIP?
Next Steps

- 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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