5th and Avon Community Advisory Commission Presentation
Thursday, February 20, 2019
Meeting Goals

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

Key terms

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

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

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

1. Pedestrian facilities include standard sidewalks and substandard paved/gravel paths (< 4’ wide)
2. There are four signalized crossings
3. The longest length of the corridor without a marked signalized crossing is 1.2 miles
4. 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 commercial</td>
</tr>
<tr>
<td>B</td>
<td>🧐</td>
<td>Stable operations</td>
<td>Comfortable</td>
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<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>
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</tbody>
</table>

**INTRODUCTION**

**CORRIDOR CONDITIONS**

**GOALS & OBJECTIVES**

**COMMUNITY INPUT**
Existing Traffic Conditions - Morning Rush Hour

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

1. Approximate time period evaluated: 4 PM to 6 PM
2. Three intersections with poor performance characterized
3. The intersection of 5th Street and I-64 eastbound may experience long traffic queues that affect the I-64 EB off-ramp
Future No-Build Traffic Conditions – Morning Rush Hour

1. Approximate time period evaluated: 7 AM to 9 AM
2. Eight intersections with poor performance
3. Both eastbound and westbound I-64 ramps may experience long traffic queues that spill back onto I-64
Future No-Build Traffic Conditions – Evening Rush Hour

1. Approximate time period evaluated: 4 PM to 6 PM
2. Seven intersections with poor performance
3. I-64 EB ramp may experience traffic queue spill back onto I-64
4. 5th Street may experience traffic queue spill back that affects I-64 WB ramps and 5th Street Station Parkway
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>
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<tbody>
<tr>
<td><strong>Improve Safety and Comfort</strong></td>
<td>Reduce/manage vehicular conflict points</td>
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<td>Manage vehicular travel speeds</td>
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<td>Provide continuous, consistent bicycle, pedestrian, and transit facilities</td>
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<td>Provide designated (e.g., signed, signalized) pedestrian crossing opportunities</td>
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<td>Provide separation between vehicular travel and bicycle/pedestrian travel</td>
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<td><strong>Manage Congestion</strong></td>
<td>Increase person throughput capacity</td>
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<td>Reduce travel time variability</td>
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<td>Make efficient use of right-of-way for all users</td>
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<td>Mitigate delay at corridor pinch-points (intersections)</td>
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## Project Goals and Objectives

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

1 – Existing and Future No-Build Conditions

2 – Goals and Objectives

3 – Develop Alternatives

4 – Evaluate Alternatives

5 – Revise Alternatives

Stakeholder Group Meeting

Public Engagement

Community Engagement – Web Site

2019 Winter

Spring

Summer

2020

INTRODUCTION

CORRIDOR CONDITIONS

GOALS & OBJECTIVES

COMMUNITY INPUT
Community Input – How you can get involved

• Winter 2020 Issues and Opportunities Outreach
  • Survey
  • Spring Neighborhood Association Meeting
  • Southwood Community Meeting

• Spring 2020 Alternatives Outreach
  • Survey
  • Public meeting

• Ongoing Community Engagement
  • Study website - regularly updated with new project documents
  • Survey
    • English version: https://vdot5thstreetstudy.metroquest.com/
    • Spanish version: https://vdotestudiodelacalle5ta.metroquest.com/
Survey and Website

- Currently both are live
  - English version: https://vdot5thstreetstudy.metroquest.com/
  - Spanish version: https://vdotestudiodelacalle5ta.metroquest.com/
Thank you!

For more information

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