



# Steering Committee Meeting #2

June 28, 2018 – 5:30 PM to 7:30 PM



# Tonight's Agenda



Time	Activity	Description
5:30 to 5:40	Presentation	Project Review & Introductions
5:40 to 6:00	Presentation	Summary of Engagement Results to Date <ul style="list-style-type: none"><li>Steering Committee Meeting #1</li><li>Streetscape Summit</li><li>MetroQuest Survey</li></ul>
6:00 to 6:20	Discussion	Steering Committee Discussion of Engagement Results
6:20 to 7:00	Facilitated Activity	Schematic Design Alternatives Review & Discussion <ul style="list-style-type: none"><li>Review of Pedestrian Facilities</li><li>Review of Bicycle Facilities</li><li>Review of Vehicular Facilities</li></ul>
7:00 to 7:15	Facilitated Activity	Review Recommendations and Evaluation of Each Alternative
7:15 to 7:25	<i>Public Comment</i>	
7:25 to 7:30	<i>Presentation</i>	Next Steps <ul style="list-style-type: none"><li>Open House</li><li>Schedule</li></ul>



# Project Review & Introductions





# Project Overview



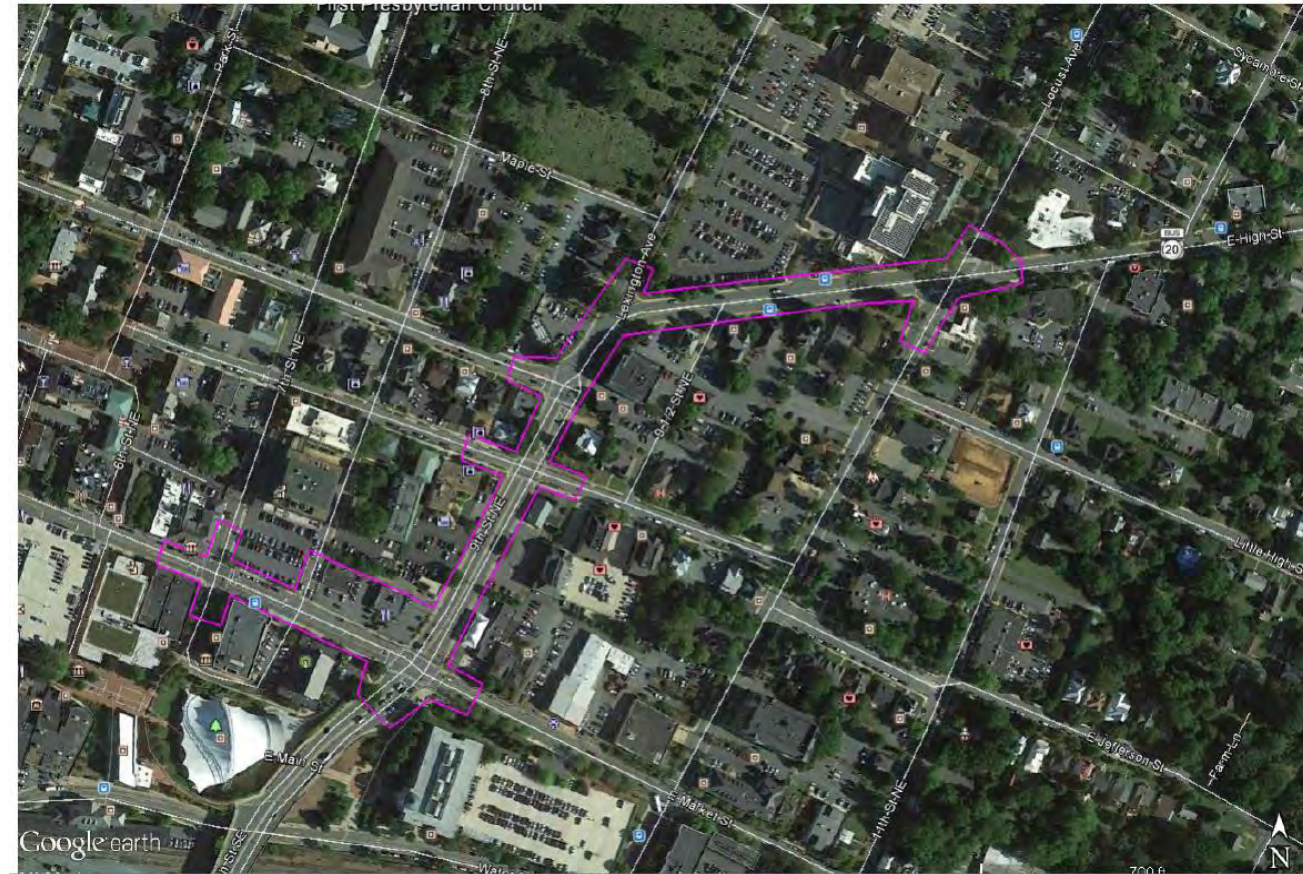
- Funded in 2016 through



<https://smartportal.virginiahb2.org/#/public/applications/2017/hb2/view/F1-0000000187-R01>

- Multimodal improvements including:
  - Wider sidewalks, bike lanes, landscaping, ADA and pedestrian improvements, wayfinding and signal upgrades.
  - Evaluate undergrounding overhead utilities
- E. Market Street
  - From 7<sup>th</sup> Street to 9<sup>th</sup> Street
- 9<sup>th</sup> Street
  - From E. Market Street to E. High Street
- E. High Street
  - From 9<sup>th</sup> Street to 10<sup>th</sup> Street
- City hired Kimley-Horn for design.

**Total Budget:** \$5.59 Million  
(Not including potential underground utility betterment)





# Connection to Belmont Bridge Replacement







**This is your connection to Downtown. Let's work together to make it better.** The East High streetscape project includes portions of Market Street, 9th Street, and East High Street. With the upcoming replacement of Belmont Bridge and available funding from the SMART SCALE prioritization process, now is the time to come together to identify priorities, discover and celebrate our community expectations, and add lasting value to this important link in the City's transportation network.

We need your input!

Website - <https://www.easthighstreetscape.org/>



# Summary of Engagement Results to Date



# Outreach & Engagement

Since March 2018



1,000+

touch points

17,500+

individual data points

500+

written comments

Steering Committee Meeting #1



Streetscape Summit



MetroQuest Survey



Future Steering Committee Meetings

Open House

Presentations to Boards & Commissions

Public Hearing

EastHighStreetscape.org



## Key Takeaways

○

○

○



# Steering Committee Meeting #1

## Common Themes and Key Takeaways



- **Key Words** | safety, gateway, walkable
- **Strengths** | location, connections
- **Challenges** | traffic, balancing modes

### Expectations

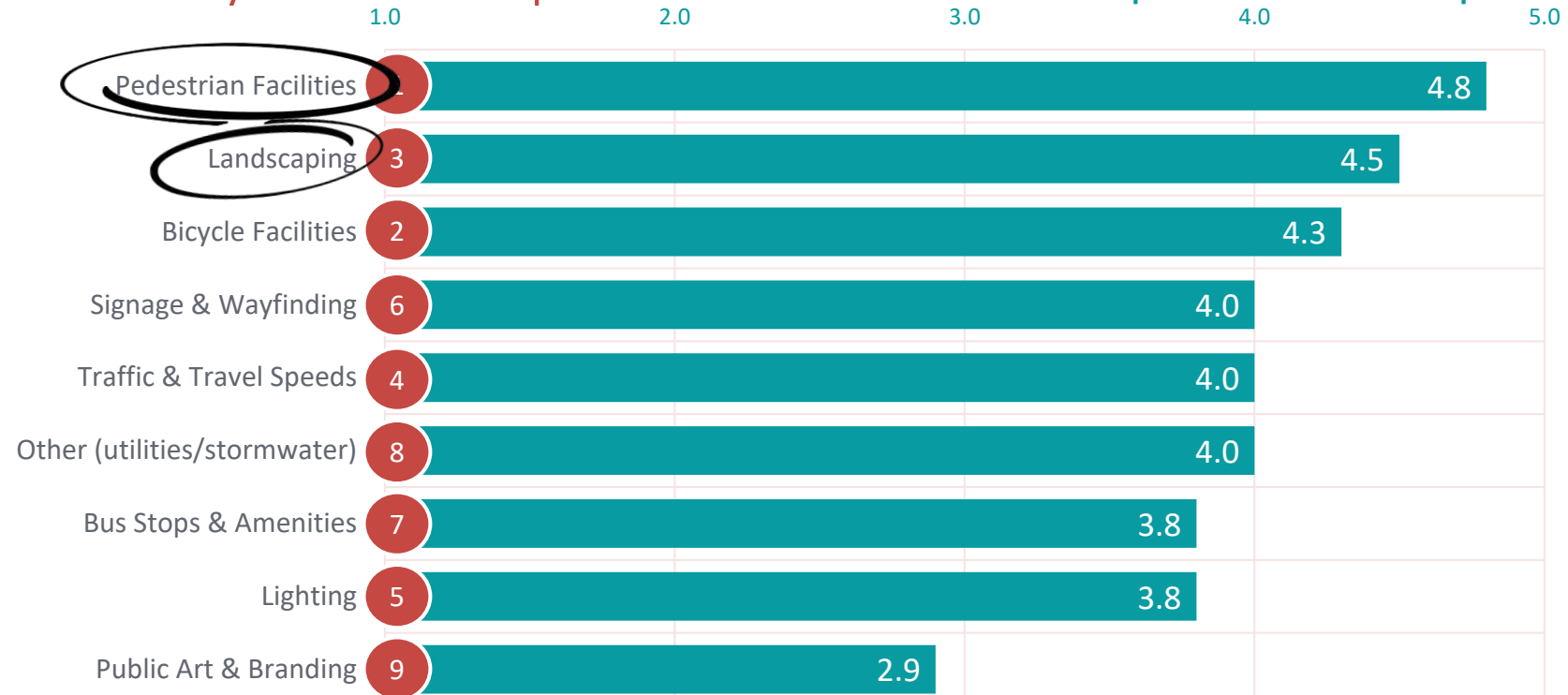
*travel options, connectivity, land use/design*

- **Priorities**

1. Pedestrian Facilities
2. Landscaping
3. Bicycle Facilities
4. Traffic and Travel Speeds

How would you rank the topics?

How important is the topic?



# Streetscape Summit



Information Wall

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One Word

Priority Pyramid

Thought Wall

Strong Places/Weak Places

Visual Preference

Street Builder

---

Walkabouts





# Streetscape Summit

## *Common Themes and Key Takeaways*



- **Key Words** | safe, pedestrian-friendly, welcoming

- **Priorities**

1. Pedestrian Facilities
2. Landscaping
3. Bicycle Facilities
4. Traffic and Travel Speeds



*Same priorities as the Steering Committee*



*MQ participants had these in the top 5 with Lighting also included*

- **Preferred Features** | buffered bike lanes, high-visibility crosswalks, trees
- **Other** | Lexington / High intersection frequently mentioned as an issue



# MetroQuest Survey

## Common Themes and Key Takeaways

- Many comments used words such as **simple**, **functional**, **aesthetic**, and **accessible** to describe the ideal streetscape.
- Most people prioritize design features that directly relate to the **movement of people** (regardless of mode). Ancillary investments such as branding, public art, and wayfinding typically rated lower.
- Enhanced design requests typically focused on **buffering** bicyclists and pedestrians from traffic.

530

participants

13,495

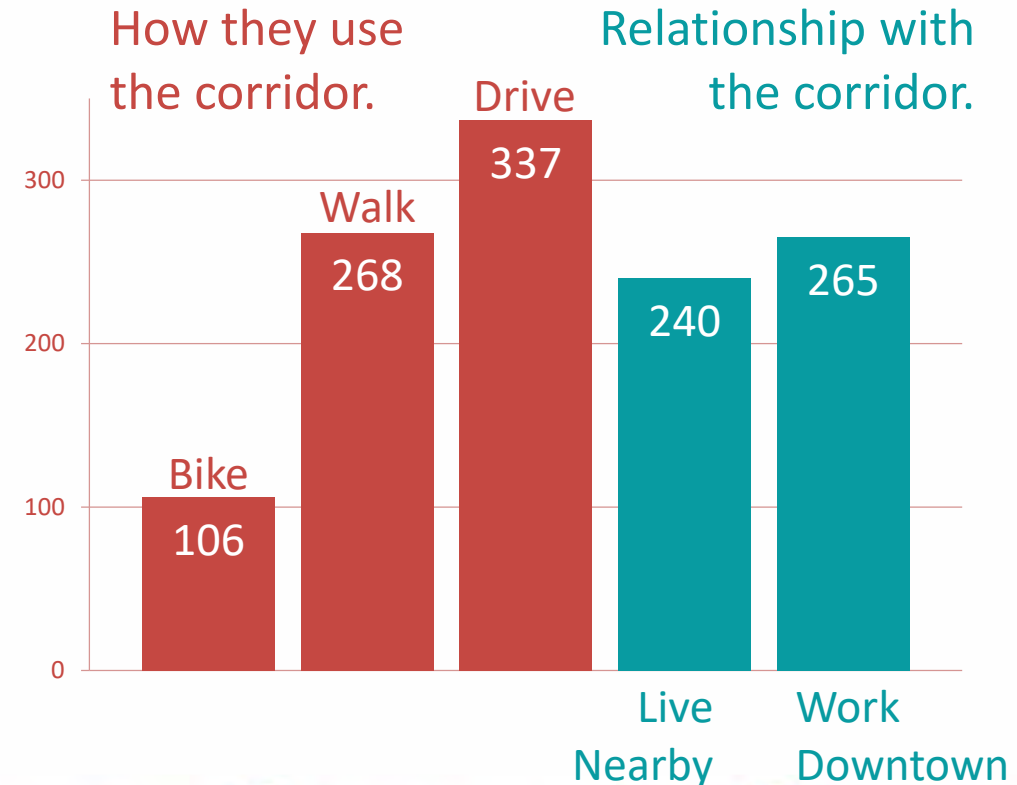
individual data points

380

written comments

4/18 to 5/31

survey period





# Steering Committee Discussion of Engagement Results

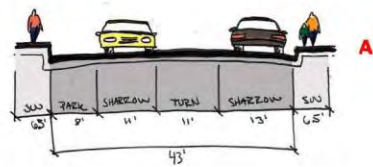


# Schematic Design Alternatives Review & Discussion

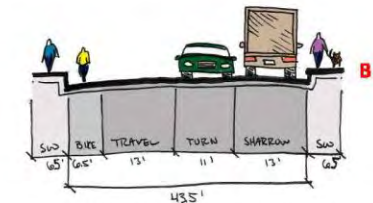




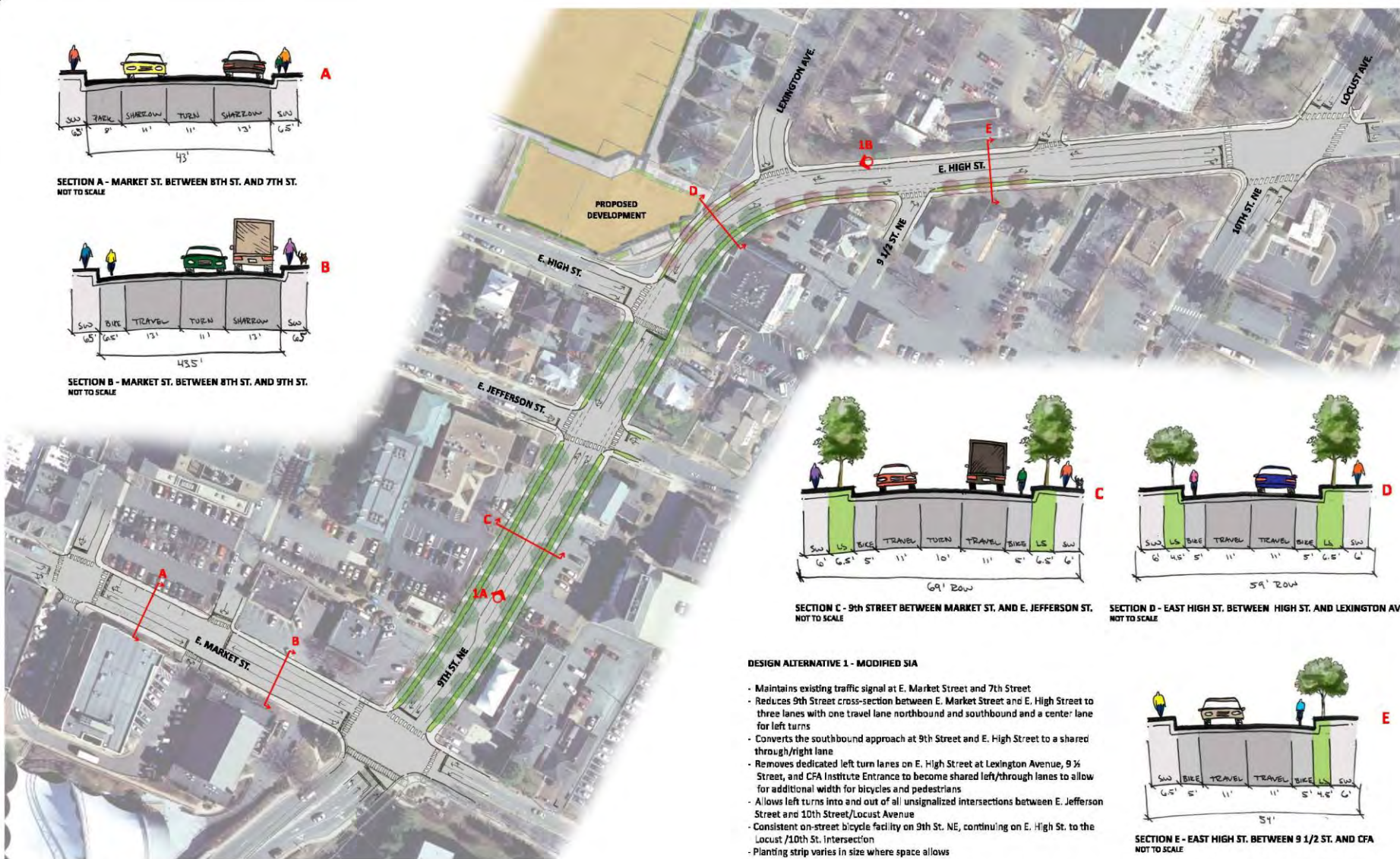
# Schematic Design Alternative #1



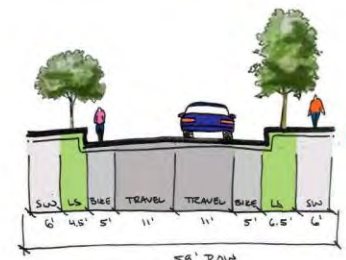
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NOT TO SCALE



SECTION B - MARKET ST. BETWEEN 8TH ST. AND 9TH ST.  
NOT TO SCALE



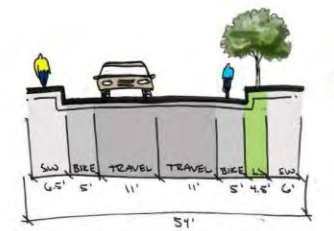
SECTION C - 9th STREET BETWEEN MARKET ST. AND E. JEFFERSON ST.  
NOT TO SCALE



SECTION D - EAST HIGH ST. BETWEEN HIGH ST. AND LEXINGTON AVE.  
NOT TO SCALE

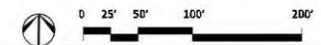
## DESIGN ALTERNATIVE 1 - MODIFIED SIA

- Maintains existing traffic signal at E. Market Street and 7th Street
- Reduces 9th Street cross-section between E. Market Street and E. High Street to three lanes with one travel lane northbound and southbound and a center lane for left turns
- Converts the southbound approach at 9th Street and E. High Street to a shared through/right lane
- Removes dedicated left turn lanes on E. High Street at Lexington Avenue, 9 1/2 Street, and CFA Institute Entrance to become shared left/through lanes to allow for additional width for bicycles and pedestrians
- Allows left turns into and out of all unsignalized intersections between E. Jefferson Street and 10th Street/Locust Avenue
- Consistent on-street bicycle facility on 9th St. NE, continuing on E. High St. to the Locust/10th St. intersection
- Planting strip varies in size where space allows



SECTION E - EAST HIGH ST. BETWEEN 9 1/2 ST. AND CFA  
NOT TO SCALE

EAST HIGH STREETSCAPE  
Charlottesville, VA



DESIGN ALTERNATIVE 1  
MODIFIED SIA  
June 2019  
SCALE: 1" = 50' - 0"

Kimley»Horn



# Schematic Design Alternative #1



EXISTING CONDITIONS 1A



# Schematic Design Alternative #1



**PERSPECTIVE 1A**



# Schematic Design Alternative #1



EXISTING CONDITIONS 1B



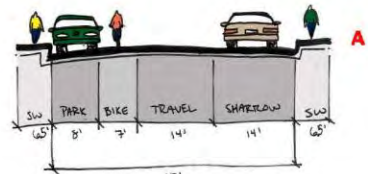
# Schematic Design Alternative #1



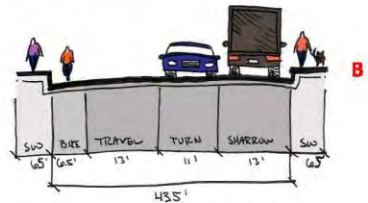
**PERSPECTIVE 1B**



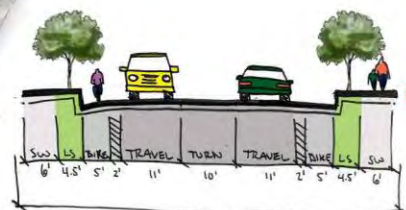
# Schematic Design Alternative #2



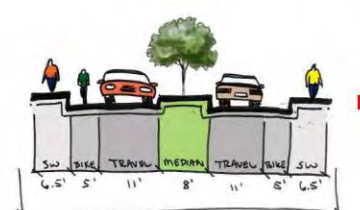
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NOT TO SCALE



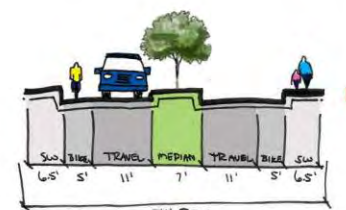
SECTION B - MARKET ST. BETWEEN 8TH ST. AND 9TH ST.  
NOT TO SCALE



SECTION C - 9th STREET BETWEEN MARKET ST. AND E. JEFFERSON ST.  
NOT TO SCALE



SECTION D - EAST HIGH ST. BETWEEN HIGH ST. AND LEXINGTON AVE.  
NOT TO SCALE

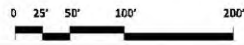


SECTION E - EAST HIGH ST. BETWEEN 9 1/2 ST. AND CFA  
NOT TO SCALE

## DESIGN ALTERNATIVE 2

- Removes traffic signal at E. Market Street and 7th Street and converts 7th Street to one way northbound and removes dedicated westbound left turn lane
- Reduces 9th Street cross-section between E. Market Street and E. High Street to three lanes with one travel lane northbound and southbound and a center lane for left turns
- Converts the southbound approach at 9th Street and E. High Street to a shared through/right lane
- Converts the following intersections to right-in/right-out to allow for additional width for bicycles and pedestrians:
  - o 9th Street at E. Jefferson Street
  - o E. High Street at Lexington Avenue
  - o E. High Street at 9 1/2 Street
  - o E. High Street at CFA Institute Entrance
- Consistent buffered on-street bicycle facility to E. High St. intersection, transitions to on-street facility through Locust/10th intersection
- Planting strip varies in size where space allows
- Planted median north of E. High St. intersection

EAST HIGH STREETSCAPE  
Charlottesville, VA



DESIGN ALTERNATIVE 2

June 2018

SCALE: 1" = 50' - 0"

Kimley»Horn



# Schematic Design Alternative #2



EXISTING CONDITIONS 2A



# Schematic Design Alternative #2



**PERSPECTIVE 2A**



# Schematic Design Alternative #2



EXISTING CONDITIONS 2B



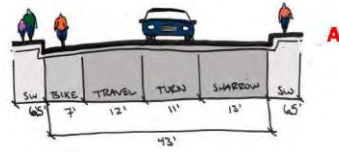
# Schematic Design Alternative #2



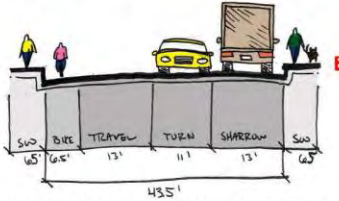
**PERSPECTIVE 2B**



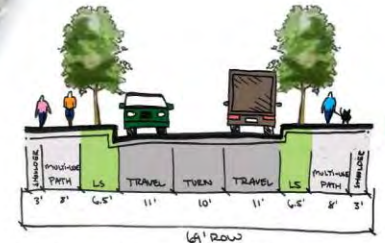
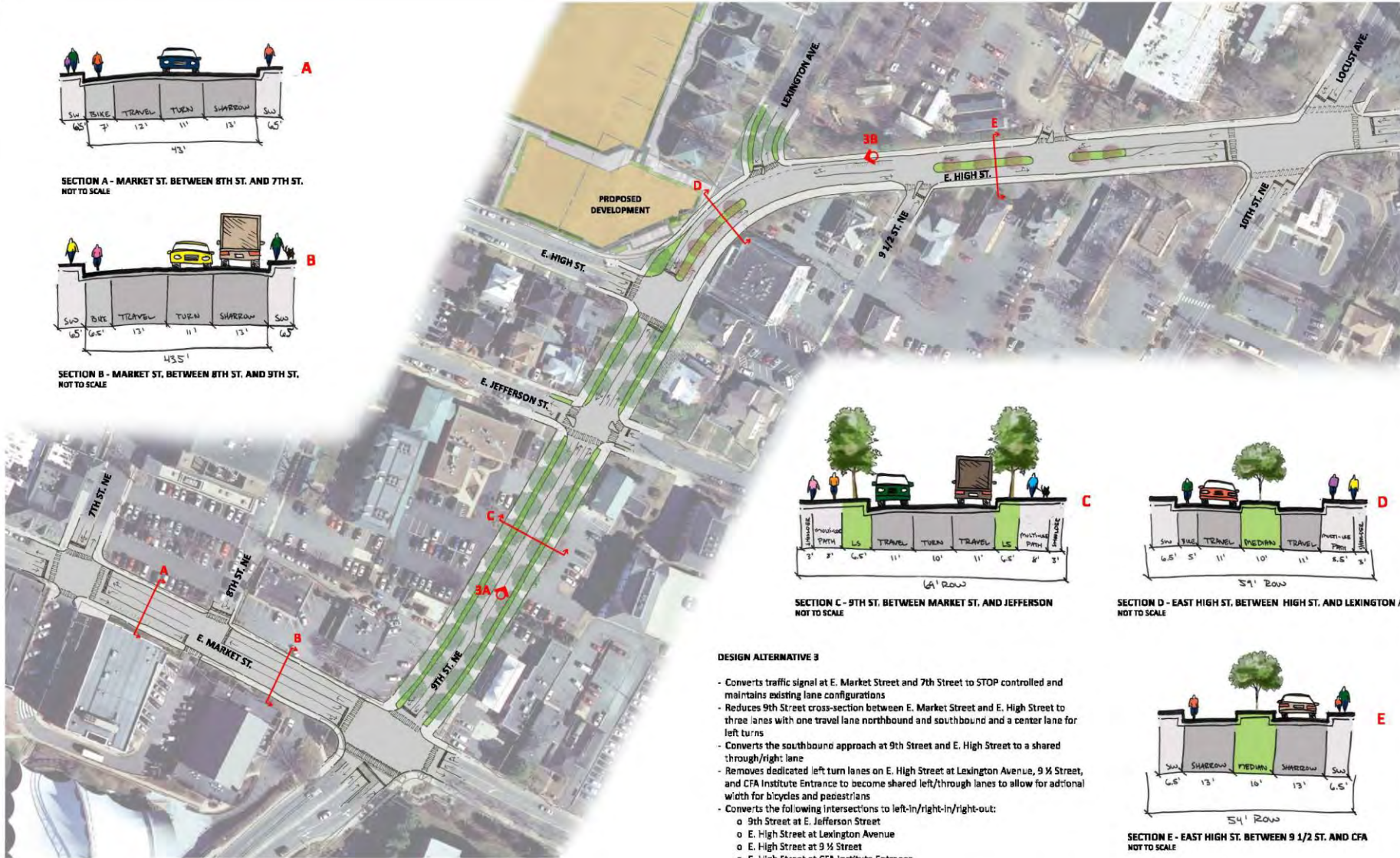
# Schematic Design Alternative #3



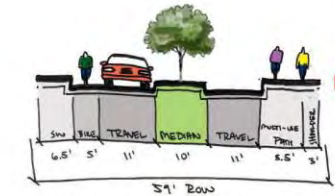
SECTION A - MARKET ST. BETWEEN 8TH ST. AND 7TH ST.  
NOT TO SCALE



SECTION B - MARKET ST. BETWEEN 8TH ST. AND 9TH ST.  
NOT TO SCALE



SECTION C - 9TH ST. BETWEEN MARKET ST. AND JEFFERSON ST.  
NOT TO SCALE



SECTION D - EAST HIGH ST. BETWEEN HIGH ST. AND LEXINGTON AVE.  
NOT TO SCALE



SECTION E - EAST HIGH ST. BETWEEN 9 1/2 ST. AND CFA  
NOT TO SCALE

## DESIGN ALTERNATIVE 3

- Converts traffic signal at E. Market Street and 7th Street to STOP controlled and maintains existing lane configurations
- Reduces 9th Street cross-section between E. Market Street and E. High Street to three lanes with one travel lane northbound and southbound and a center lane for left turns
- Converts the southbound approach at 9th Street and E. High Street to a shared through/high lane
- Removes dedicated left turn lanes on E. High Street at Lexington Avenue, 9 1/2 Street, and CFA Institute Entrance to become shared left/through lanes to allow for additional width for bicycles and pedestrians
- Converts the following intersections to left-in/right-in/right-out:
  - o 9th Street at E. Jefferson Street
  - o E. High Street at Lexington Avenue
  - o E. High Street at 9 1/2 Street
  - o E. High Street at CFA Institute Entrance

EAST HIGH STREETSCAPE  
Charlottesville, VA



# Schematic Design Alternative #3



EXISTING CONDITIONS 3A



# Schematic Design Alternative #3



PERSPECTIVE 3A



# Schematic Design Alternative #3



EXISTING CONDITIONS 3B



# Schematic Design Alternative #3



PERSPECTIVE 3B



# **Review Recommendations and Evaluation of Each Alternative**







# Public Comment



# Next Steps







# Open House

Wednesday, August 15th  
5PM to 7PM







# Traffic Performance Measures



# Performance Measures



## Vehicle Delay

This measure reflects intersection performance based on **how long it takes** an approaching vehicle to enter and pass through the intersection or turn onto another route.



## Vehicle Queuing

This measure reflects intersection performance based on the **length of vehicle queues** as vehicles wait to enter and exit an intersection.



## Bicycle

This measure accounts for the **comfort, safety, and efficiency** of entering and passing through the intersection or turning onto another route **by an average bicyclist**.



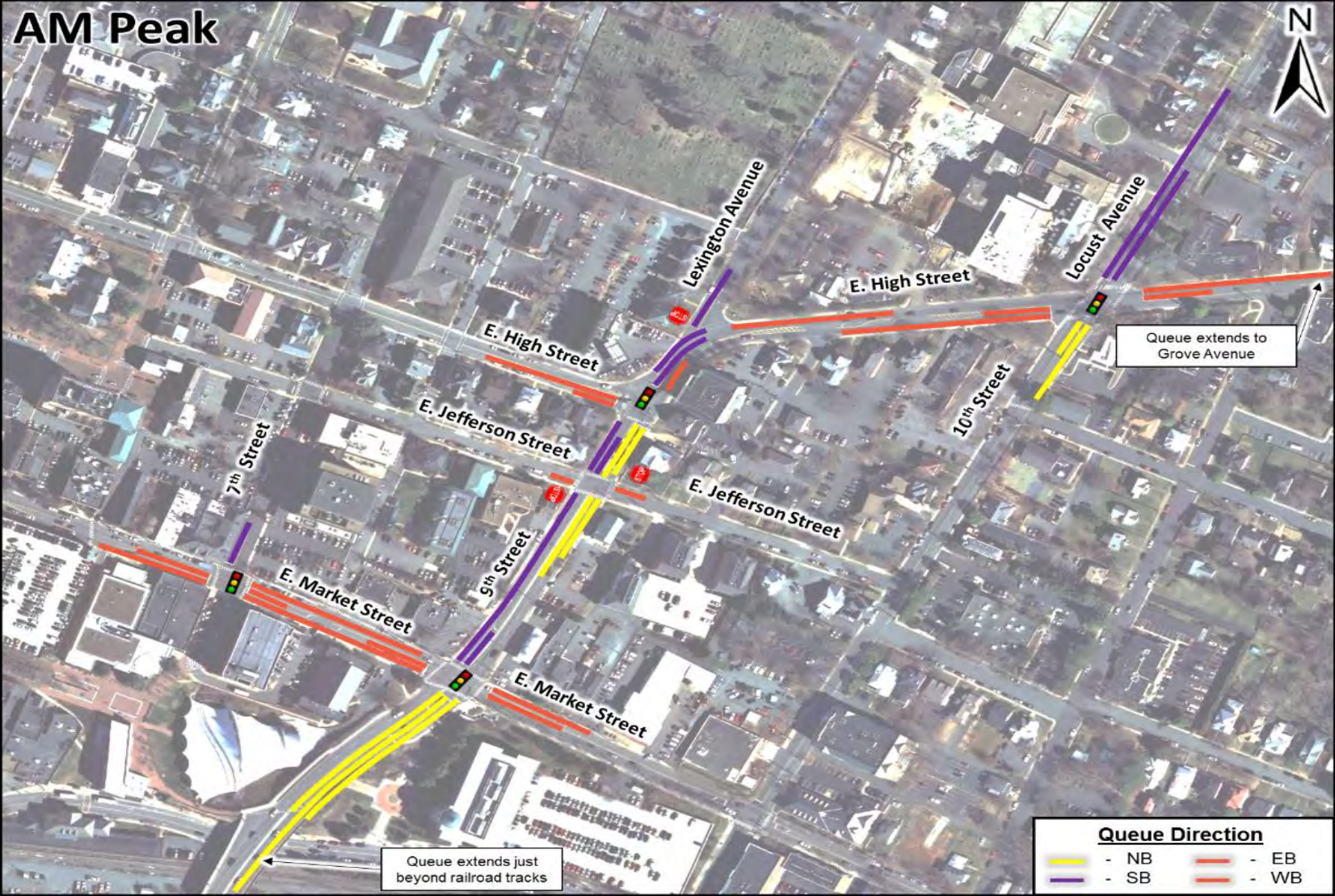
## Pedestrian

This measure accounts for the **comfort, safety, and efficiency** of entering and passing through the intersection or turning onto another route as a pedestrian, **regardless of physical ability**.



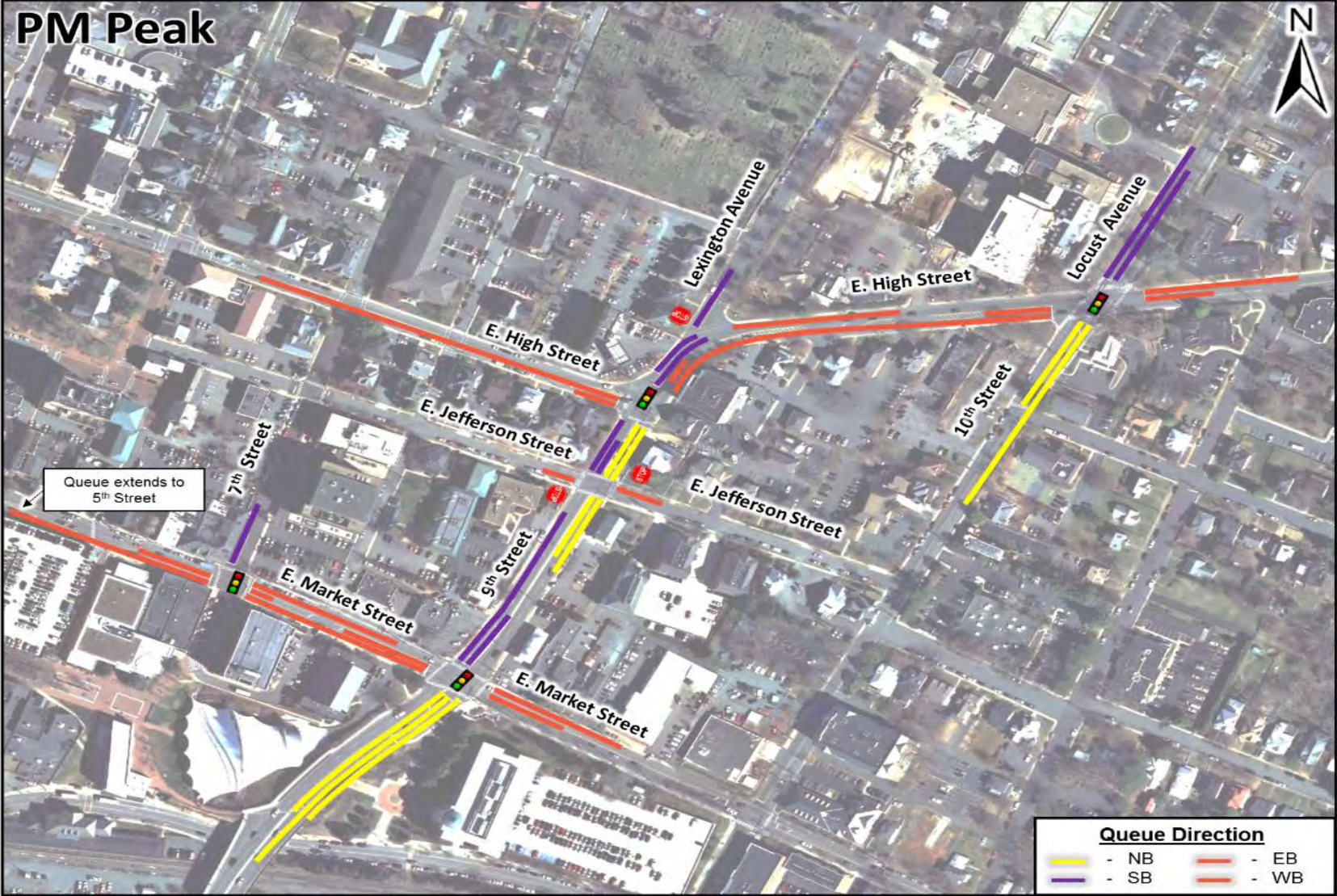


# No-Build Queue



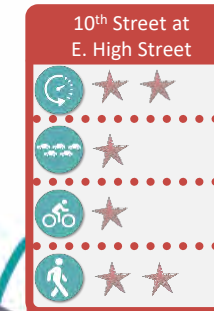
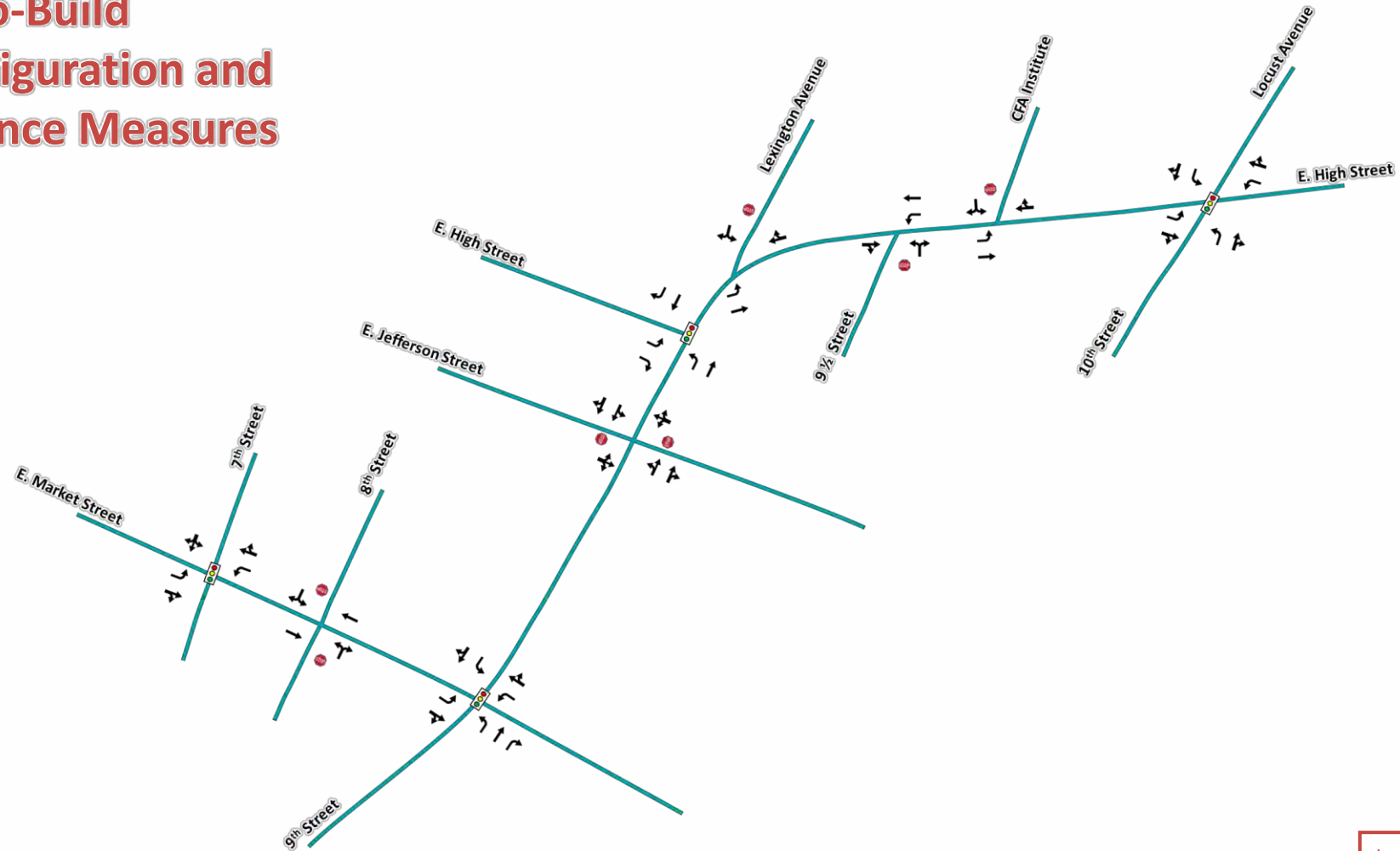




# No-Build Queue



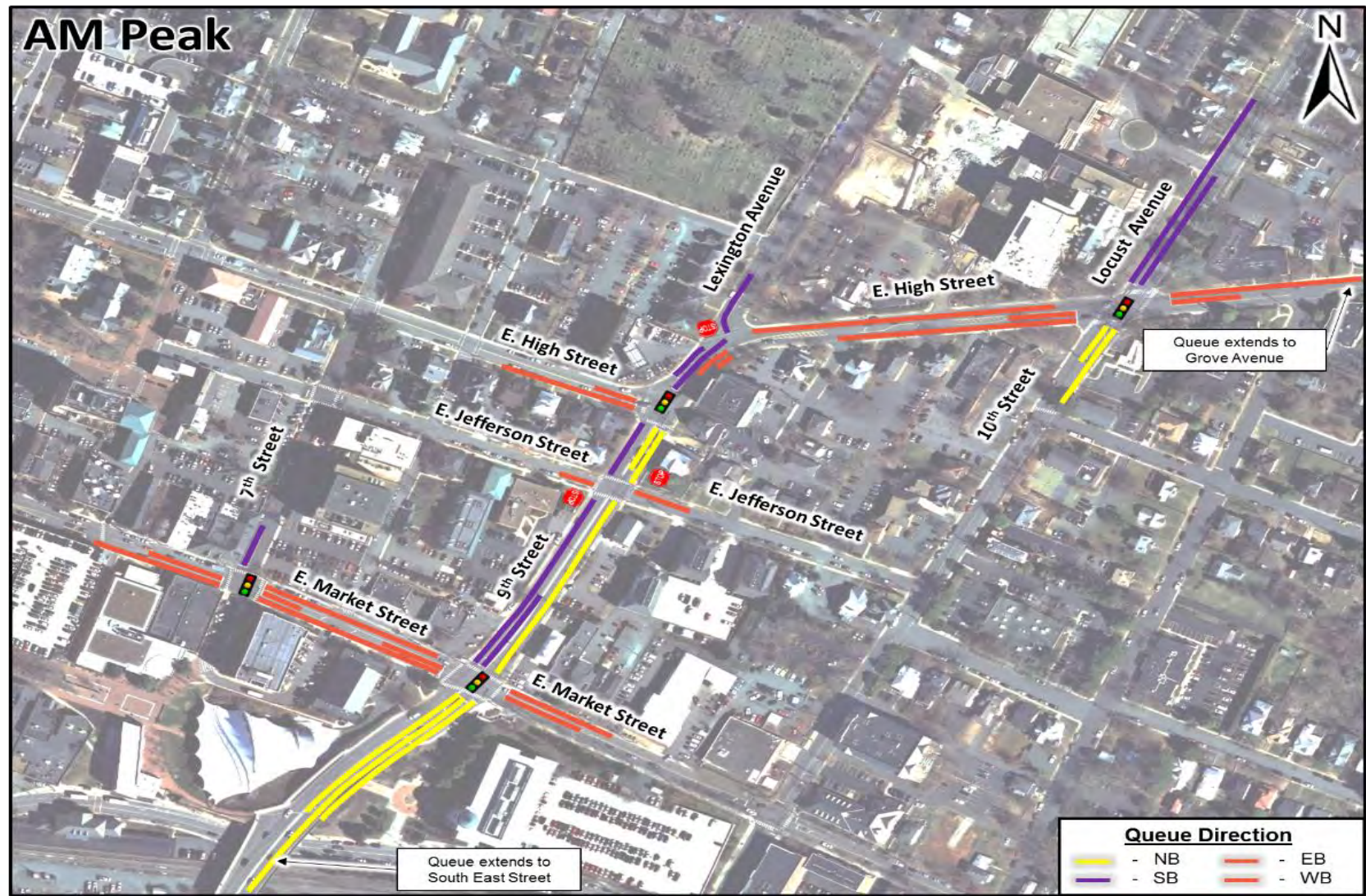


# No-Build Lane Configuration and Performance Measures



- Legend:
-  Signalized Intersection
  -  Stop-controlled Approach
  -  Roadways
  -  Lane Configuration
  -  Vehicle Delay
  -  Vehicle Queuing
  -  Bicycle
  -  Pedestrian

# Schematic Design Alternative 1 - Queue

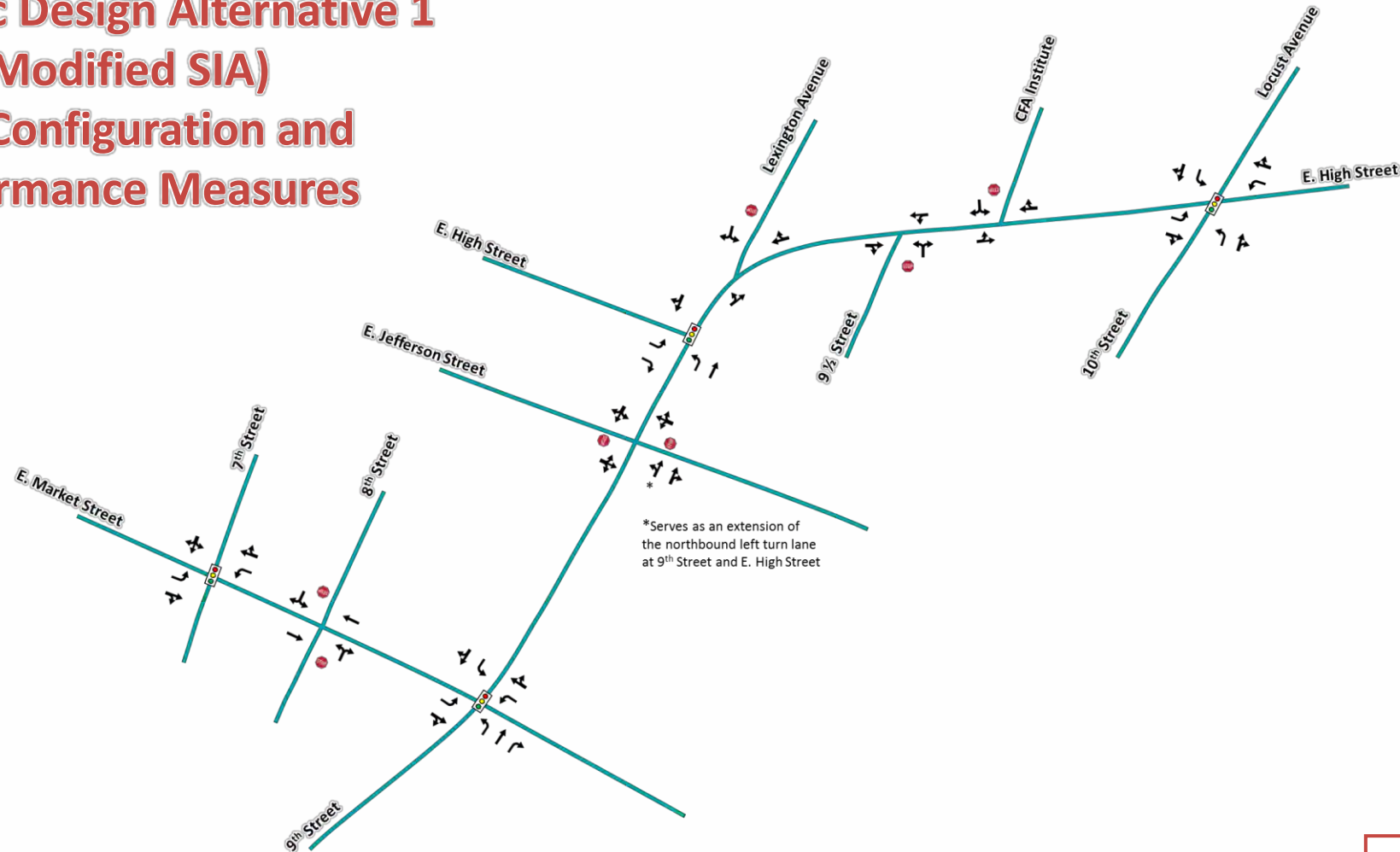




# Schematic Design Alternative 1 - Queue



# Schematic Design Alternative 1 (Modified SIA) Lane Configuration and Performance Measures



**7<sup>th</sup> Street at E. Market Street**

	★ ★ ★
	★ ★ ★
	★ ★ ★
	★ ★ ★
	★ ★ ★
	★ ★ ★
	★ ★ ★
	★ ★ ★

**9<sup>th</sup> Street at E. Market Street**

	★ ★ ★
	★ ★ ★
	★ ★ ★
	★ ★ ★
	★ ★ ★
	★ ★ ★
	★ ★ ★
	★ ★ ★

**9<sup>th</sup> Street at E. High Street**

	★ ★ ★
	★ ★ ★
	★ ★ ★
	★ ★ ★
	★ ★ ★
	★ ★ ★
	★ ★ ★
	★ ★ ★

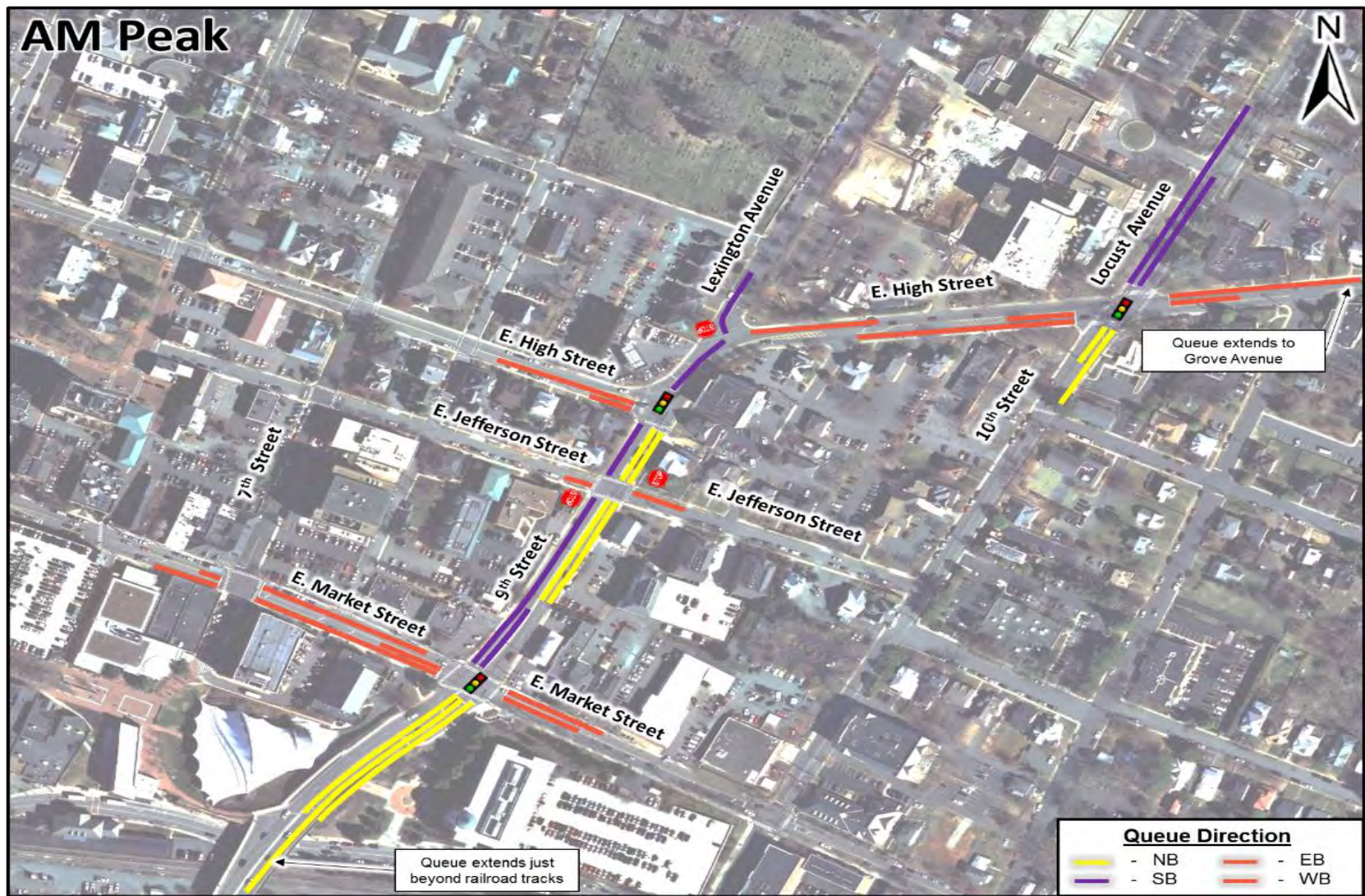
**10<sup>th</sup> Street at E. High Street**

	★ ★ ★
	★ ★ ★
	★ ★ ★
	★ ★ ★
	★ ★ ★
	★ ★ ★
	★ ★ ★
	★ ★ ★

- Legend:**
- Signalized Intersection
  - Stop-controlled Approach
  - Roadways
  - Lane Configuration
  - Vehicle Delay
  - Vehicle Queuing
  - Bicycle
  - Pedestrian

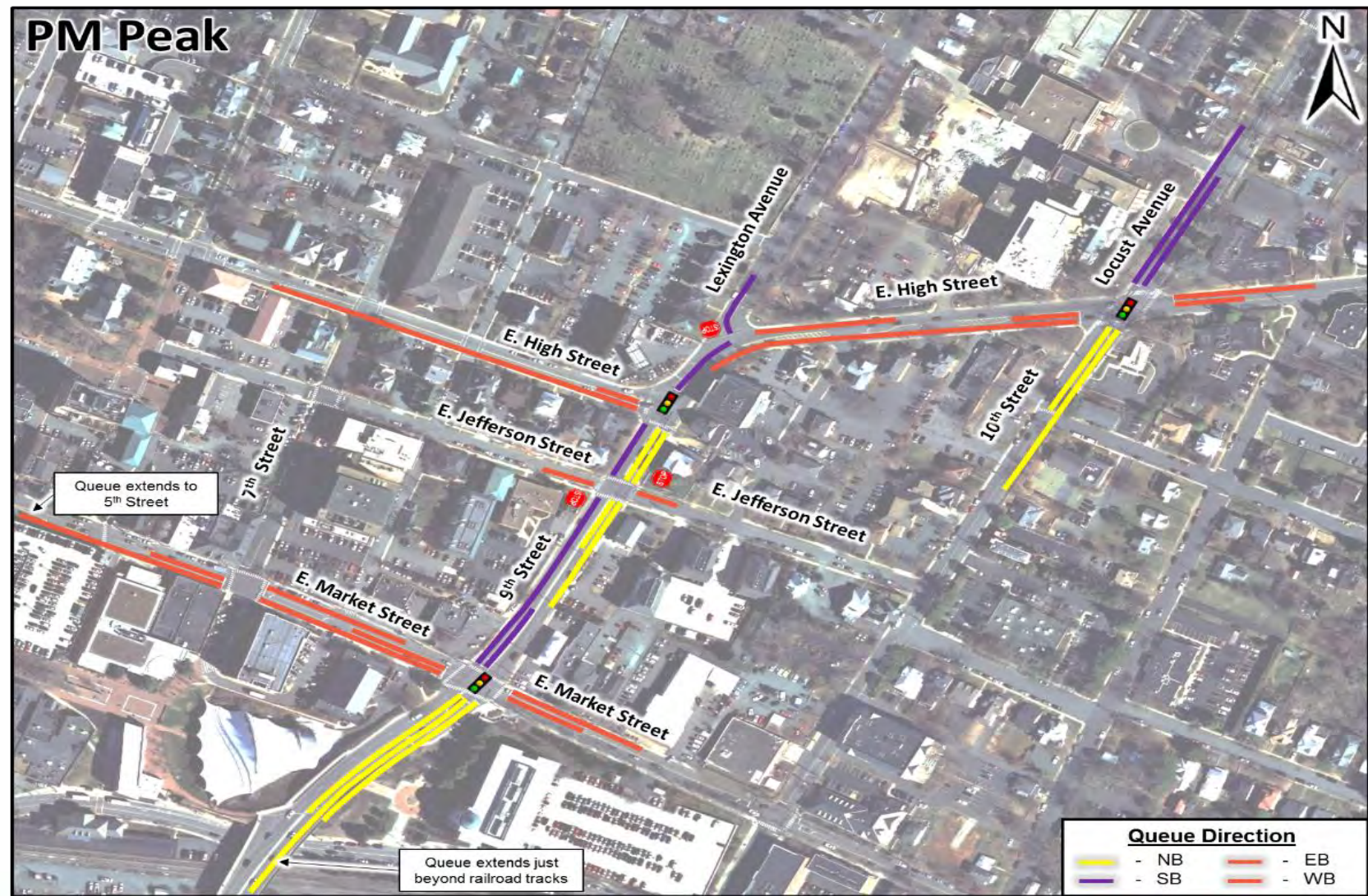


# Schematic Design Alternative 2 - Queue





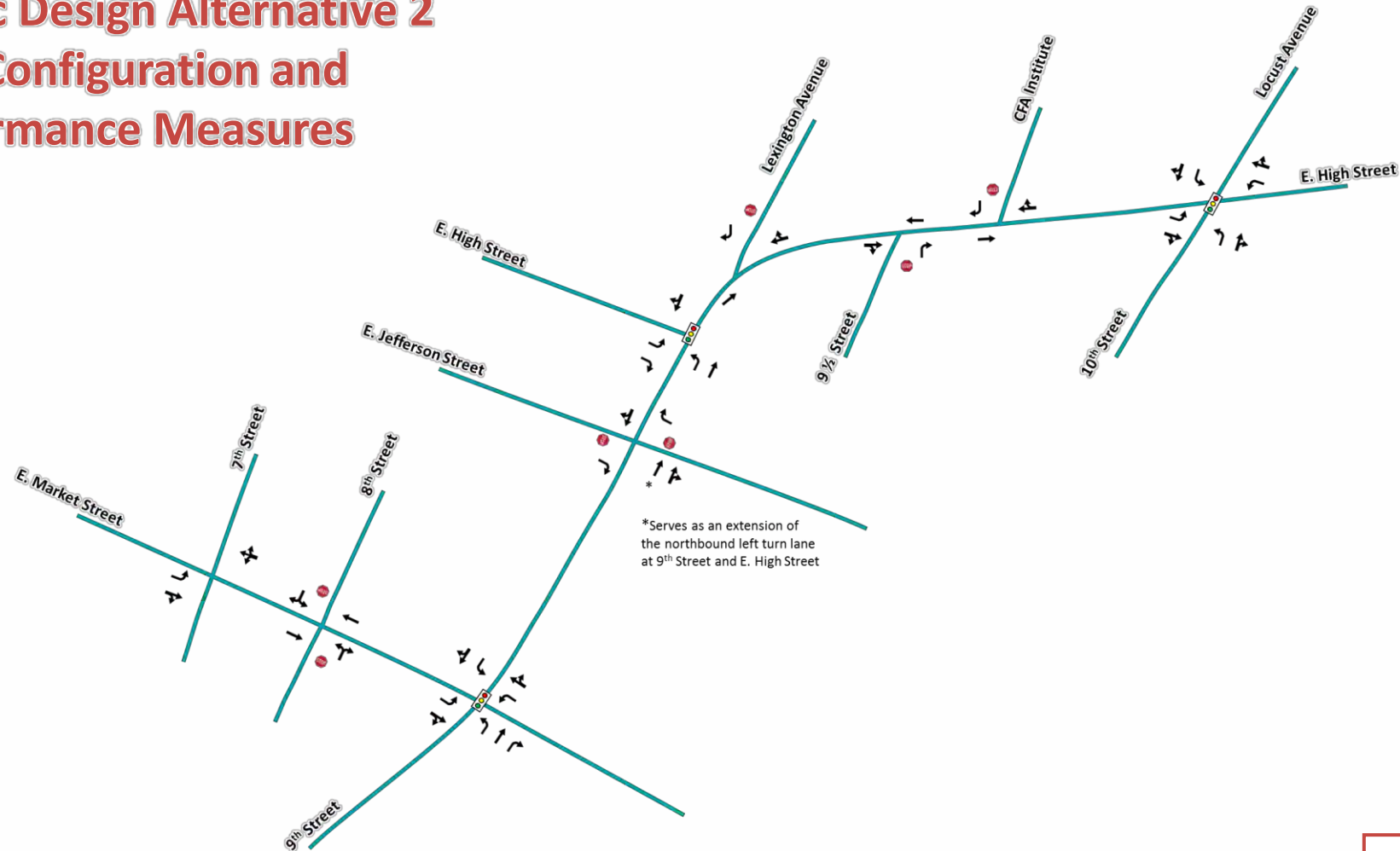
# Schematic Design Alternative 2 - Queue





# Schematic Design Alternative 2

## Lane Configuration and Performance Measures



**7th Street at E. Market Street**

	★ ★ ★ ★
	★ ★ ★ ★
	★ ★ ★ ★
	★ ★ ★ ★
	★ ★ ★ ★
	★ ★ ★ ★
	★ ★ ★ ★
	★ ★ ★ ★

**9th Street at E. Market Street**

	★ ★ ★ ★
	★ ★ ★ ★
	★ ★ ★ ★
	★ ★ ★ ★
	★ ★ ★ ★
	★ ★ ★ ★
	★ ★ ★ ★
	★ ★ ★ ★

**9th Street at E. High Street**

	★ ★ ★ ★
	★ ★ ★ ★
	★ ★ ★ ★
	★ ★ ★ ★
	★ ★ ★ ★
	★ ★ ★ ★
	★ ★ ★ ★
	★ ★ ★ ★

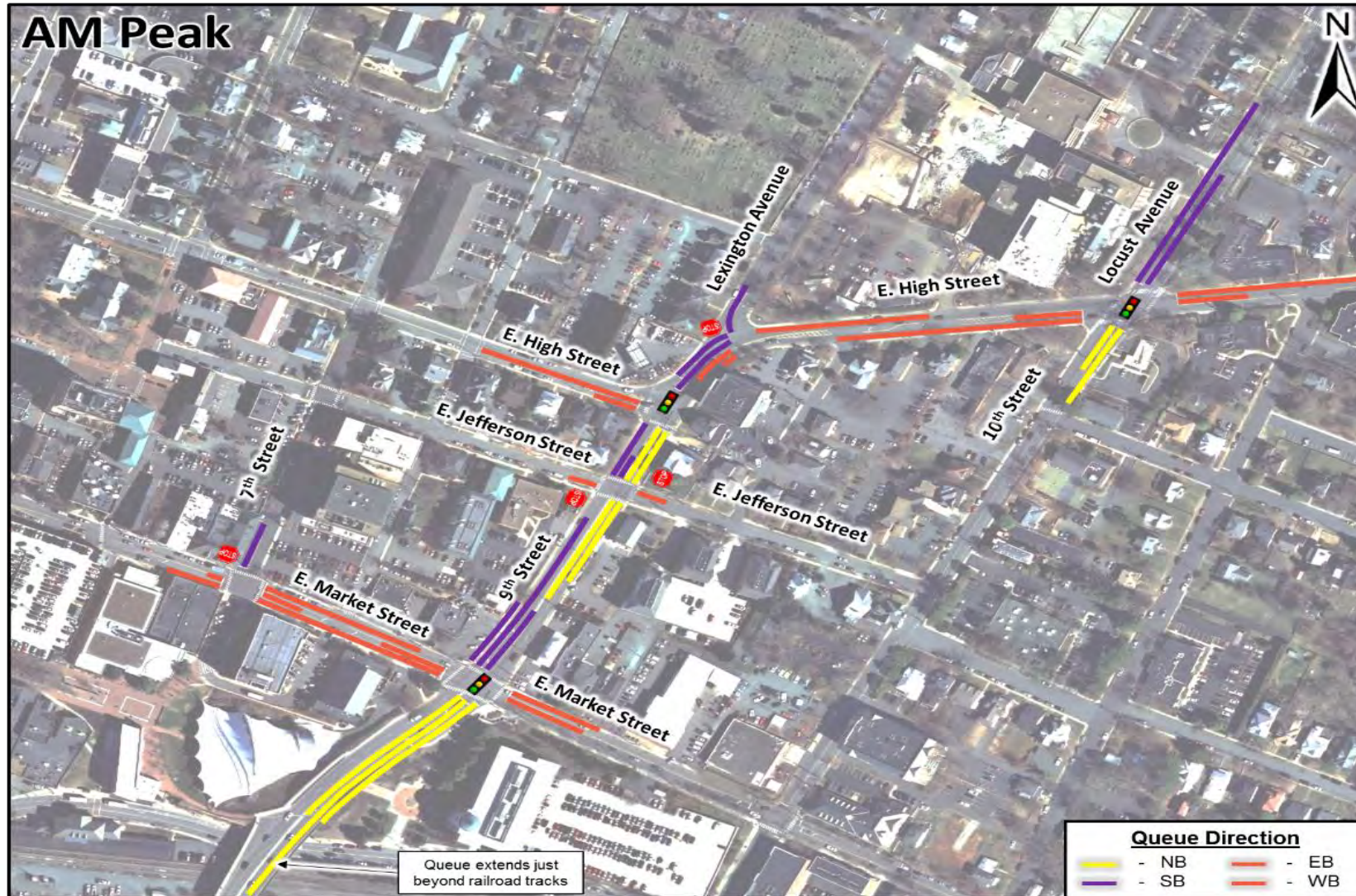
**10th Street at E. High Street**

	★ ★ ★ ★
	★ ★ ★ ★
	★ ★ ★ ★
	★ ★ ★ ★
	★ ★ ★ ★
	★ ★ ★ ★
	★ ★ ★ ★
	★ ★ ★ ★

**Legend:**

- Signalized Intersection
- Stop-controlled Approach
- Roadways
- Lane Configuration
- Vehicle Delay
- Vehicle Queuing
- Bicycle
- Pedestrian

# Schematic Design Alternative 3 - Queue



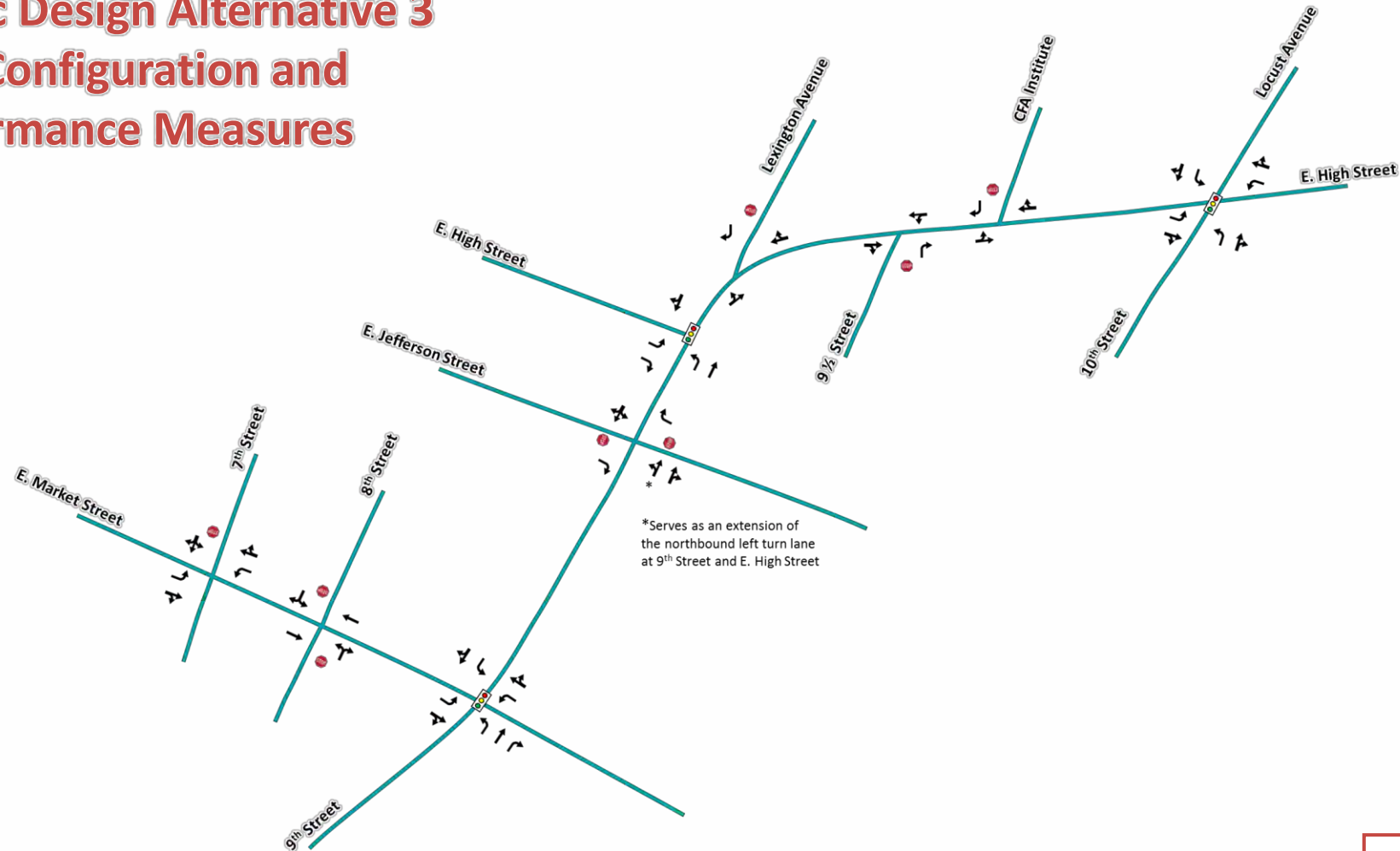


# Schematic Design Alternative 3 - Queue

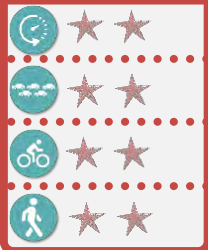


# Schematic Design Alternative 3

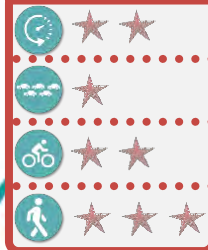
## Lane Configuration and Performance Measures



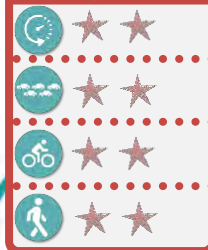
7<sup>th</sup> Street at  
E. Market Street



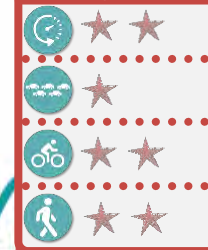
9<sup>th</sup> Street at  
E. Market Street











9<sup>th</sup> Street at  
E. High Street



10<sup>th</sup> Street at  
E. High Street



### Legend:

-  Signalized Intersection
-  Stop-controlled Approach
-  Roadways
-  Lane Configuration
-  Vehicle Delay
-  Vehicle Queuing
-  Bicycle
-  Pedestrian