EAST HIGH STREETSCAPE

City of Charlottesville BPAC/Tree Commission Joint Meeting

September 27, 2018

EAST HIGH STREETSCAPE

Process/Schedule

Project Overview

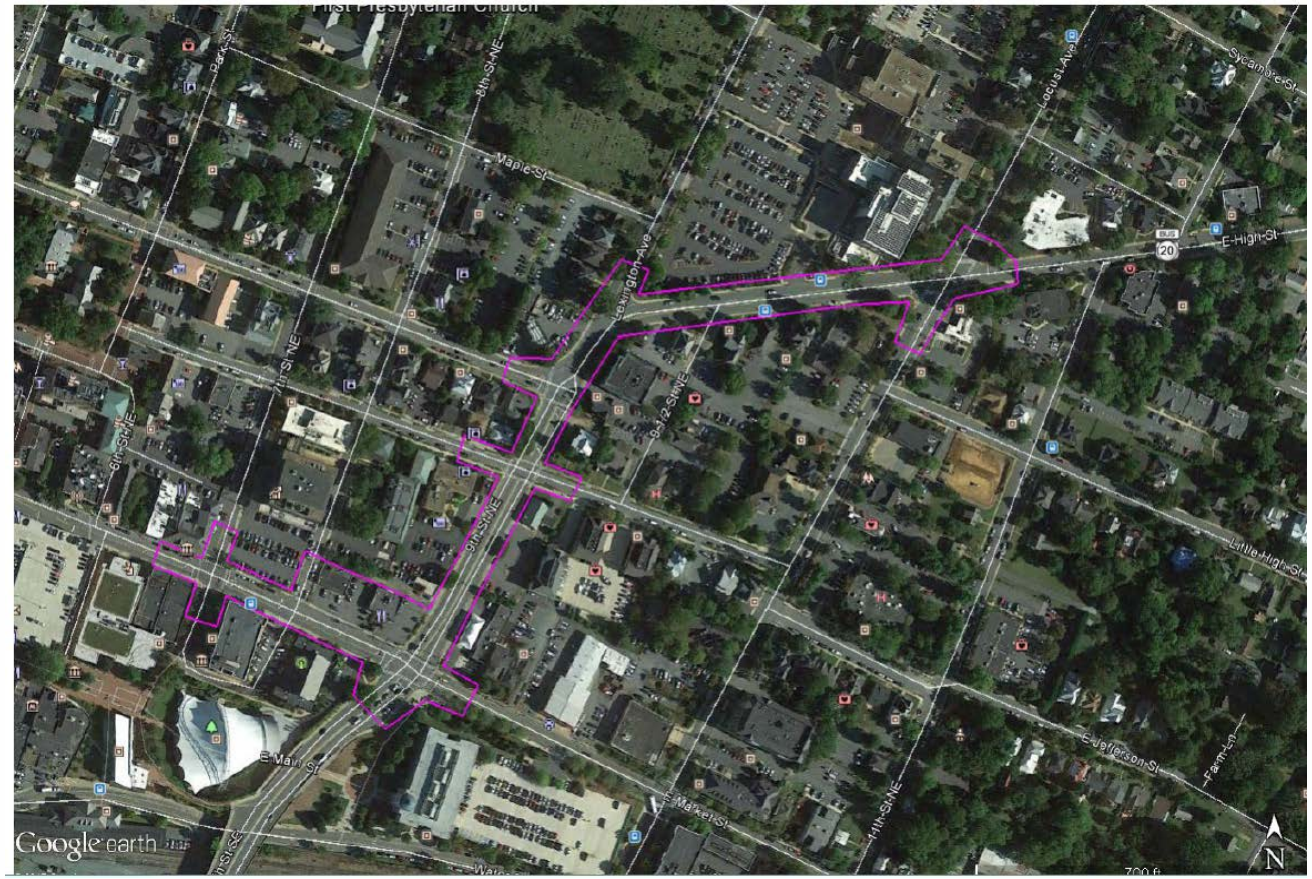
EAST HIGH STREETSCAPE

- Funded in 2016 through SMART SCALE (Funding the Right Transportation Projects in Virginia)
- Multimodal improvements including:
  - Wider sidewalks, bike lanes, landscaping, ADA and pedestrian improvements, wayfinding, and signal upgrades
  - Evaluation of underground overhead utilities
- E. Market Street
  - From 7th Street to 9th Street
- 9th Street
  - From E. Market Street to E. High Street
- E. High Street
  - From 9th Street to 10th Street
- City hires Kimley-Horn for design

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

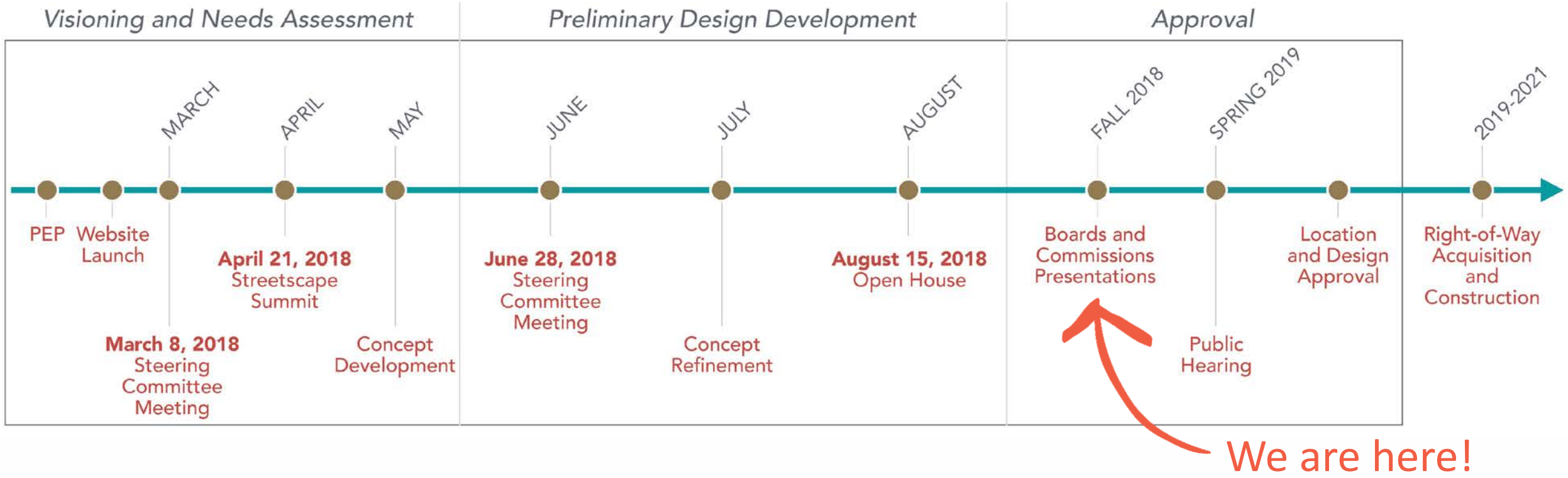
Total Budget: $5.59 Million

(Not including potential underground utility betterment)



Process/Schedule

EAST HIGH STREETSCAPE

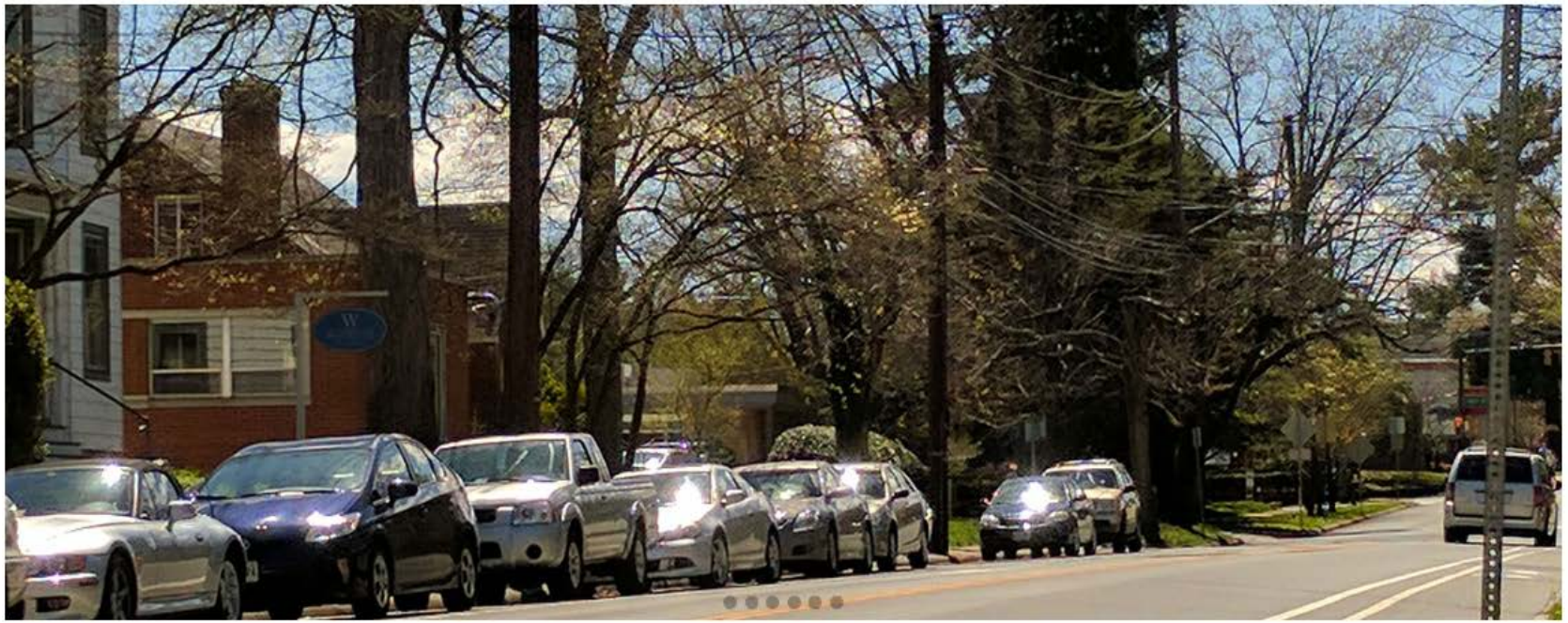


Next Steps

- 9/27/18 - Joint Meeting of BPAC/TC
- 10/02/18 – Planning Commission Work Session
- October 2018 – City Councilor Briefings
- 11/13/18 – Planning Commission
- 12/3 or 12/17 – City Council
- Spring 2019 – Design Public Hearing

EAST HIGH STREETSCAPE

Home About Resources Contact Get Involved FAQs



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!

EAST HIGH STREETSCAPE

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

EAST HIGH STREETSCAPE

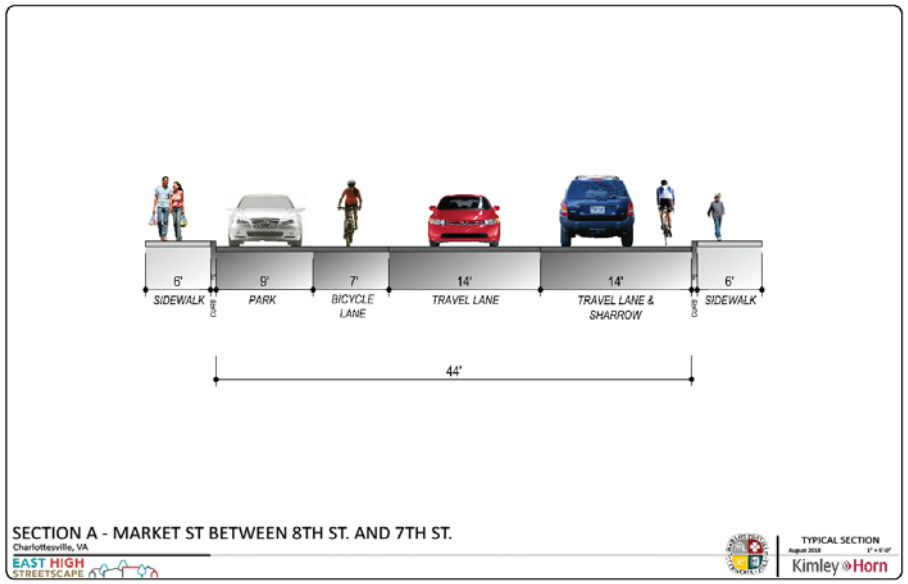
Conceptual Design Review

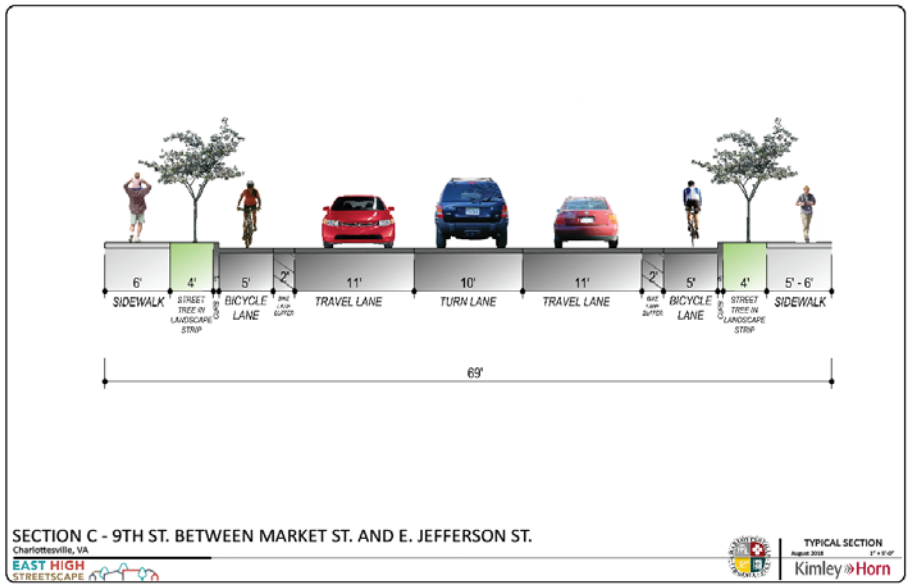
Refined Alternative

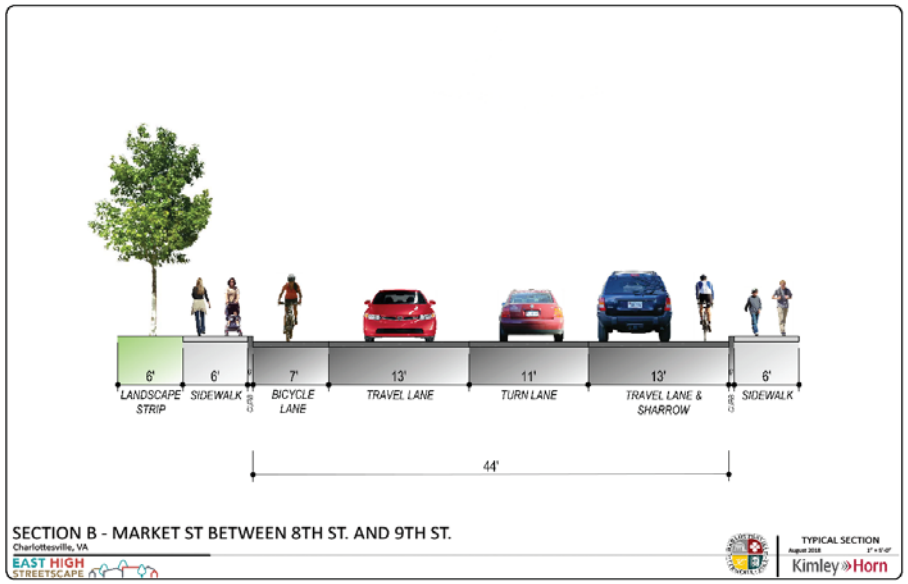
EAST HIGH STREETSCAPE

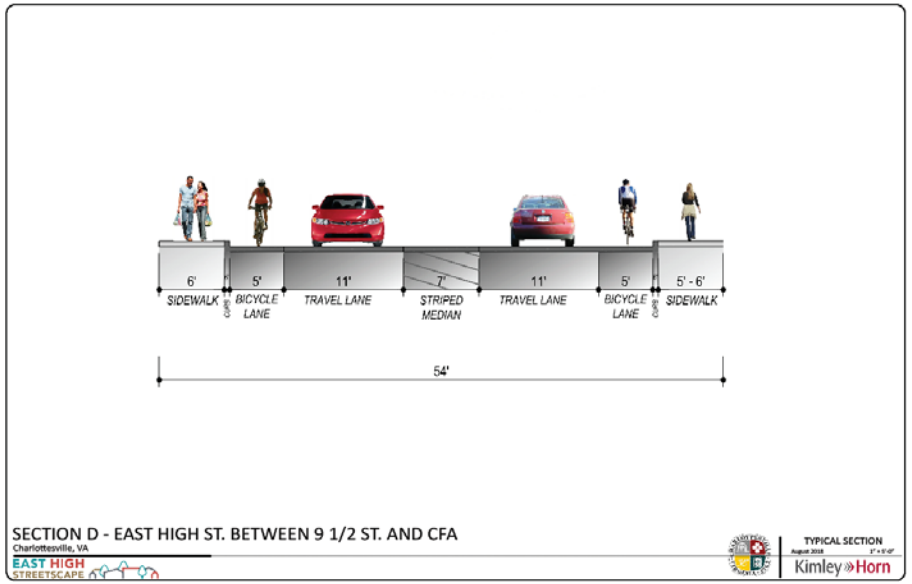
Refined Alternative

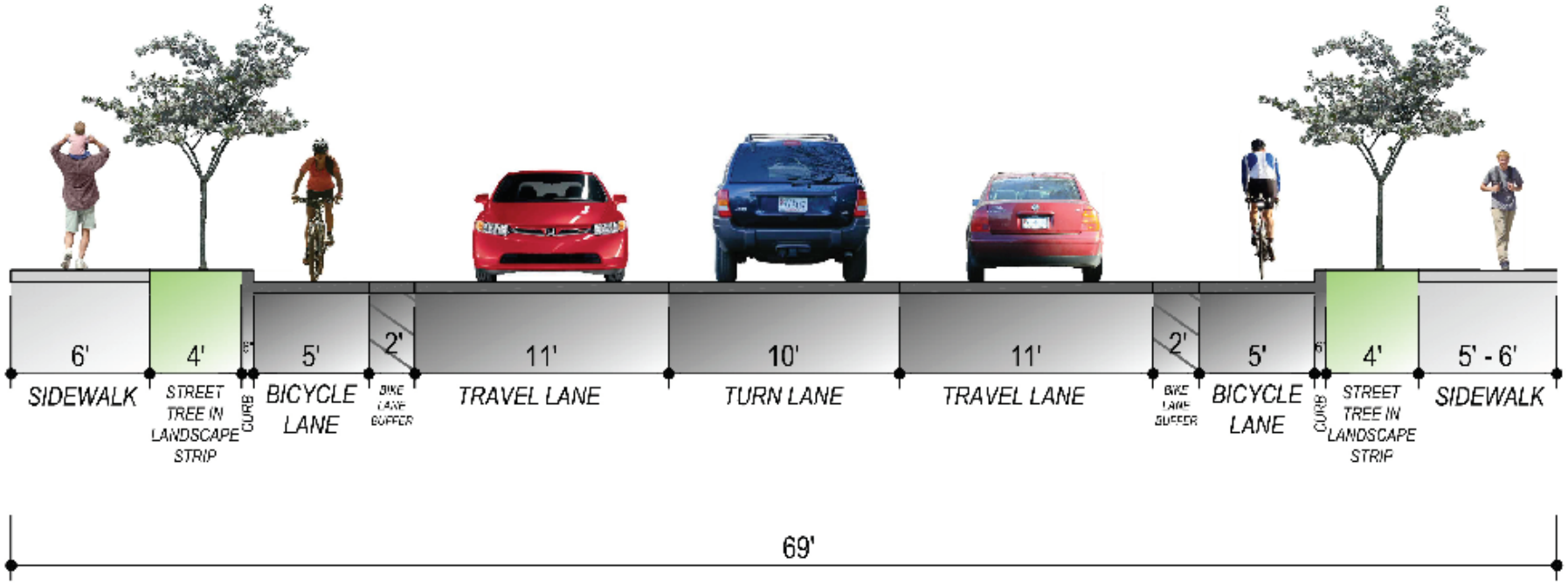
EAST HIGH STREETSCAPE











SECTION C - 9TH ST. BETWEEN MARKET ST. AND E. JEFFERSON ST.

Charlottesville, VA

EAST HIGH STREETSCAPE

TYPICAL SECTION

August 2018 1" = 5'-0"

Kimley»Horn

EAST HIGH STREETSCAPE

Tree Commission Comments

8/10 Questions 3 & 4 and 9/26 Question 3

EAST HIGH STREETSCAPE

Q. Is the striped median in Section (D) required for fire trucks?

Q. The absence of a planting strip between the sidewalk and road on one or both sides of the East High to Locust segment of the project (section D) along with the complete elimination of a planted median does not reflect the community's clearly stated desire. It also fails to achieve the project goal of enhancing a gateway street.

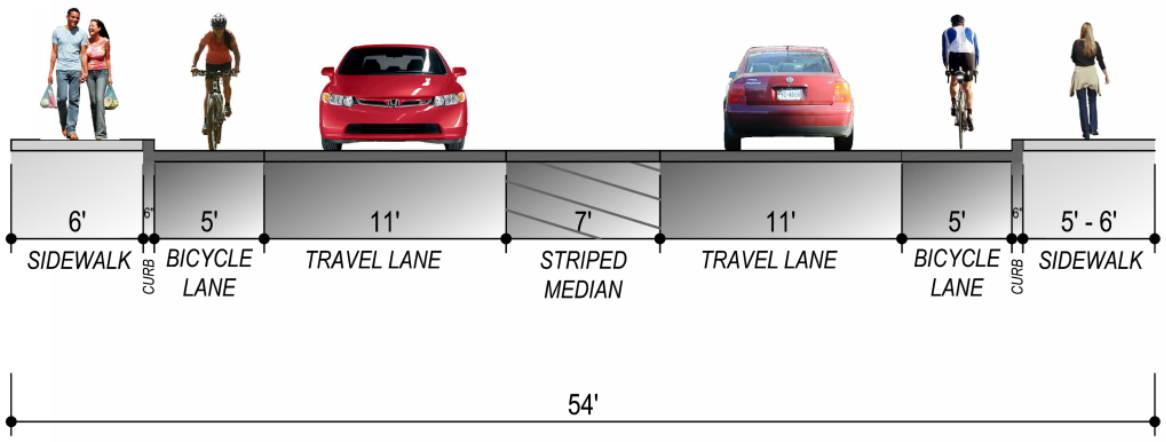
8/10 Questions 3 & 4 and 9/26 Question 3

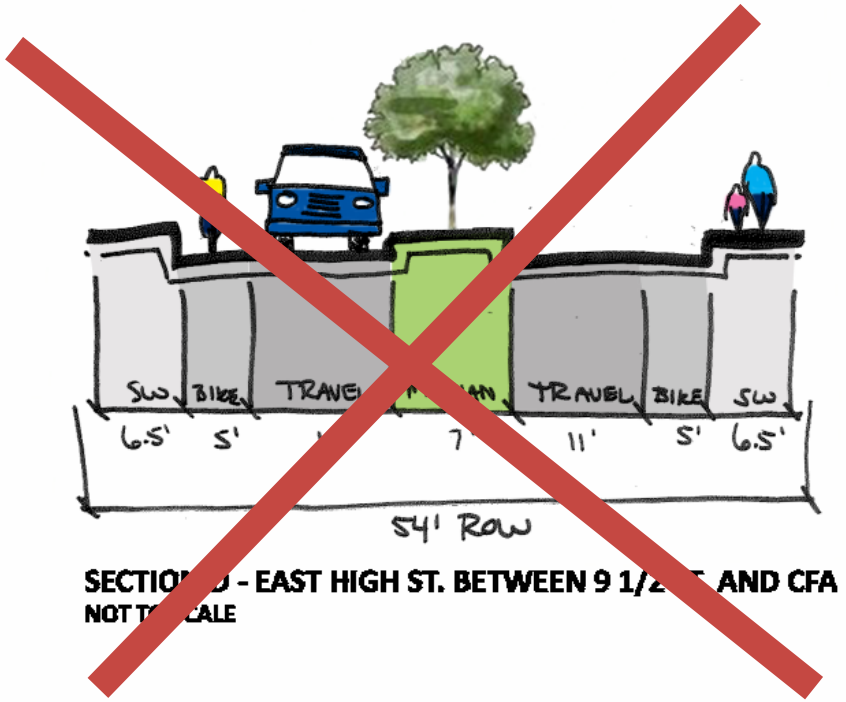
EAST HIGH STREETSCAPE

- *Fire apparatus access roads shall have an unobstructed width of not less than 20 feet, exclusive of shoulders……*

2012 VA Fire Prevention Code, Section 503.2.

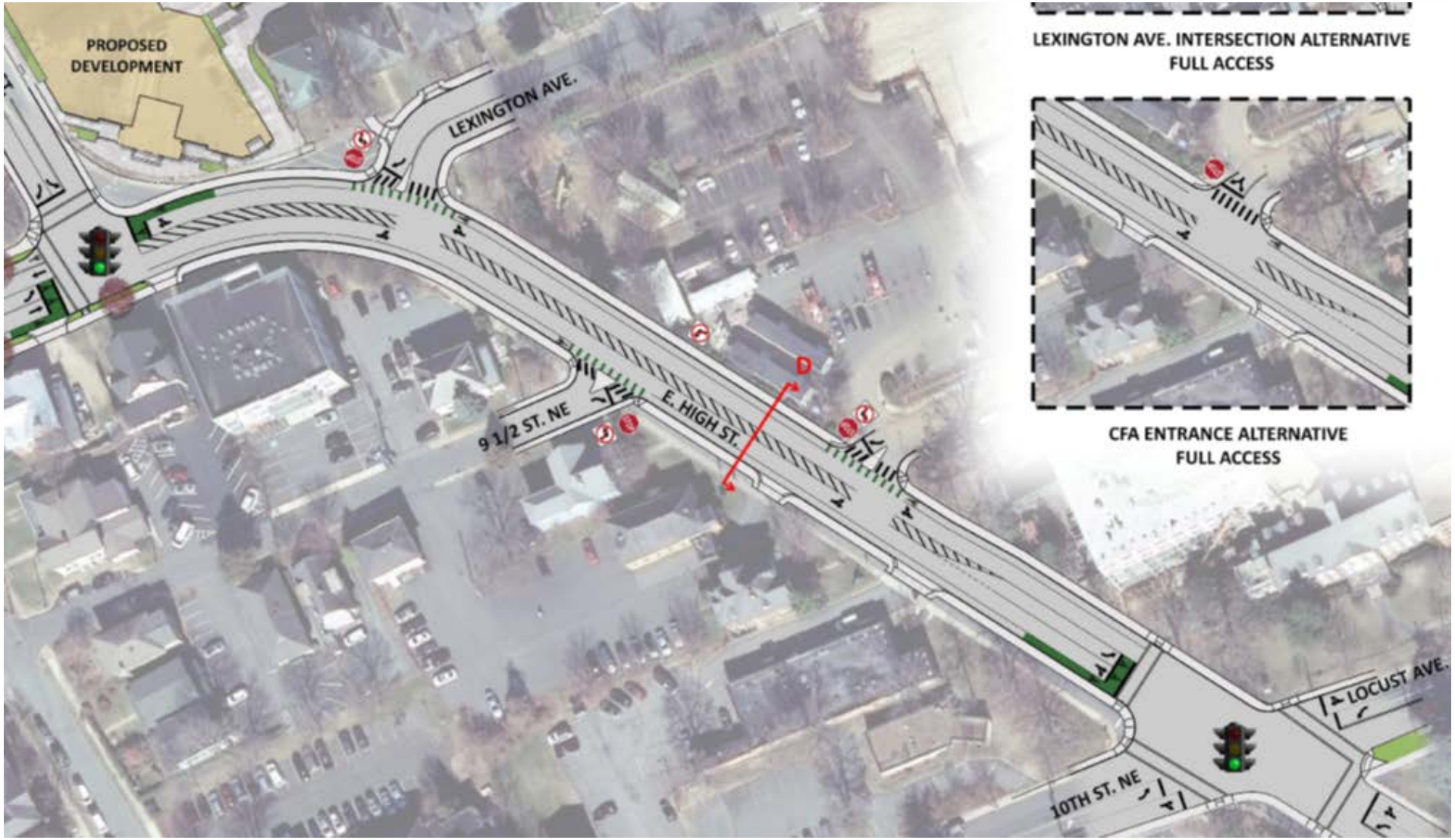
https://codes.iccsafe.org/public/document/VFC2012/chapter-5-fire-service-feature





Refined Alternative

EAST HIGH STREETSCAPE



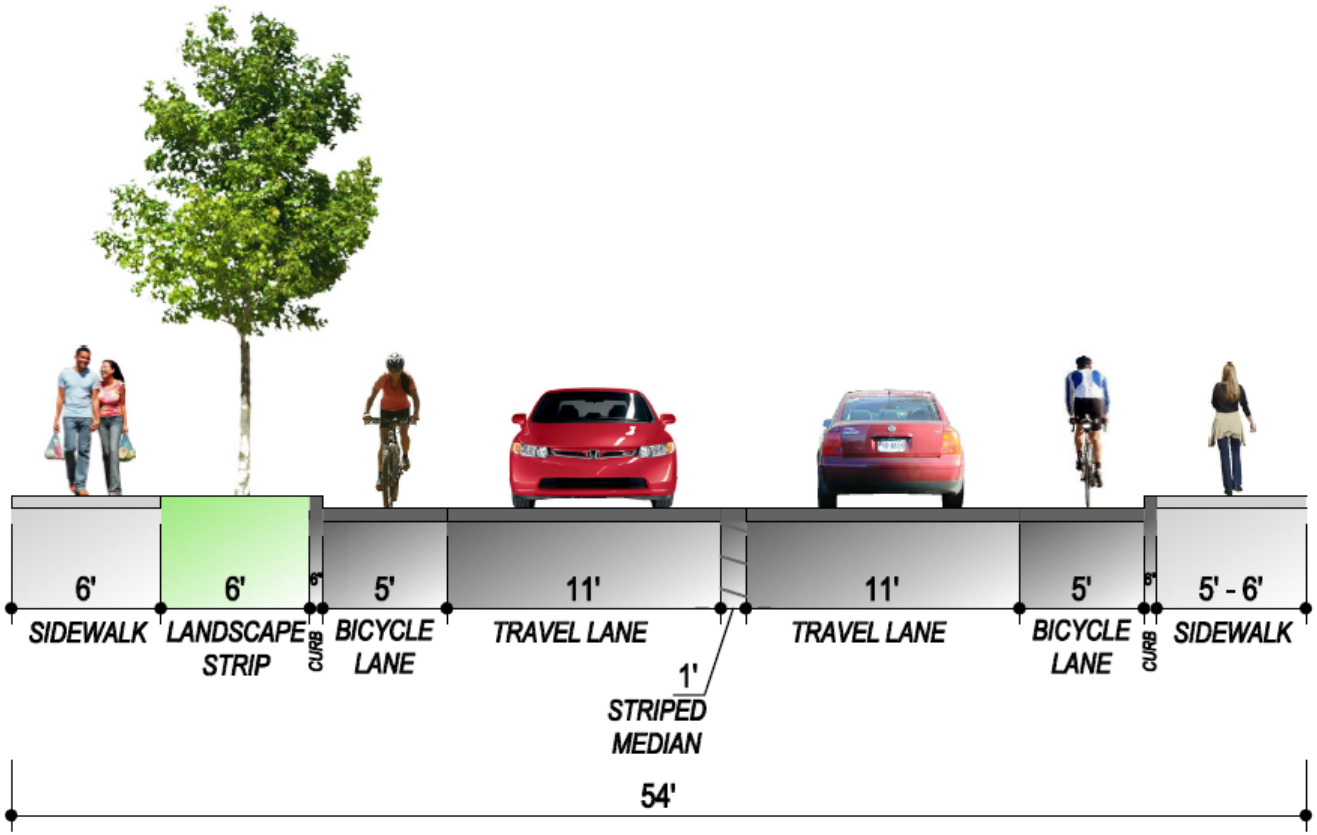
Potential Alignment Shift

Shifting the alignment to the south, east of Lexington will allow for a planting space along the North side of the road

EAST HIGH STREETSCAPE

Potential Alignment Shift

EAST HIGH STREETSCAPE



8/10 & 9/26 Comment 2

EAST HIGH STREETSCAPE

- The consensus of the Steering Committee at its June 28 meeting was that the redesign of the 9th St. NE segment of the project (section C) offered an excellent opportunity for pedestrians, bicyclists, and motorists all to enjoy this stretch of a major gateway to our downtown. It is important to note that 9th St. NE is ranked second (out of 105) as a ‘Priority Corridor’ in the Streets That Work Design Guidelines. (See Appendix D. Streets That Work Priority Locations, p. A-30.) The Commission recognizes the constraints in accommodating all of these uses, but the reality is that green space and shade are essential for enjoyable use by all. The current 4' planting strip ensures that only small canopy trees will thrive and that large canopy trees, while possibly surviving, will more likely fail over time than if they had been planted with sufficient soil volume. For this reason, the Commission advocates for the widest planting strip possible to accommodate large canopy trees. The Commission strongly recommends that the strip be expanded to 5’ on either side by reducing the bike lane buffer by 1’.

8/10 & 9/26 Comment 2

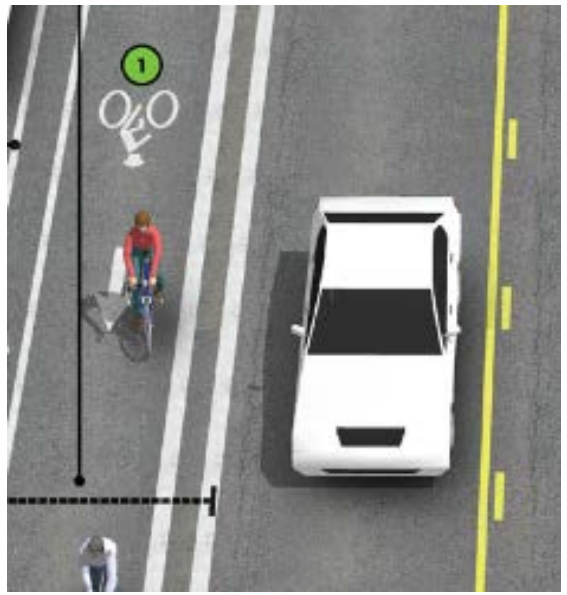
EAST HIGH STREETSCAPE

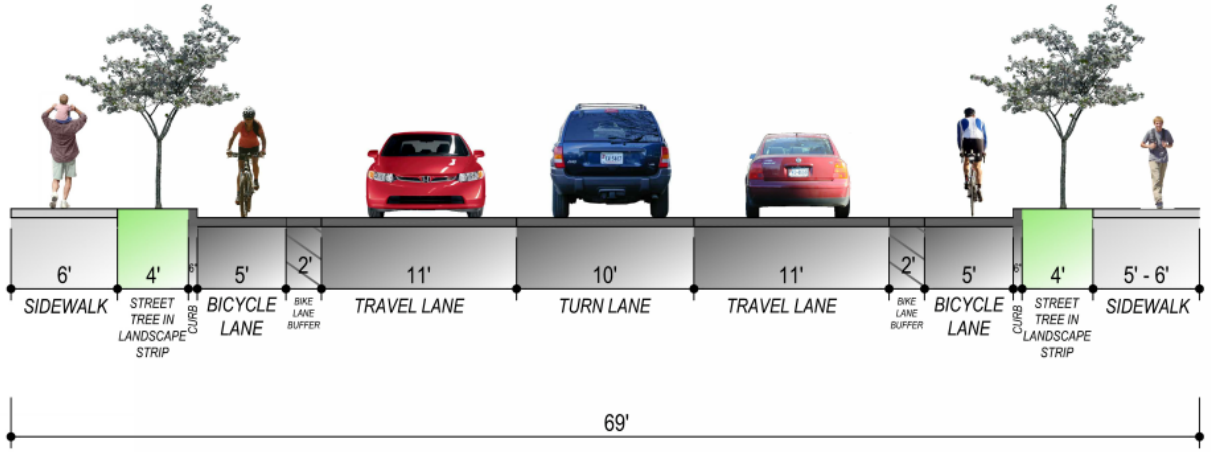
- Buffers should be at least 18 inches wide because it is impractical to mark a zone narrower than that.

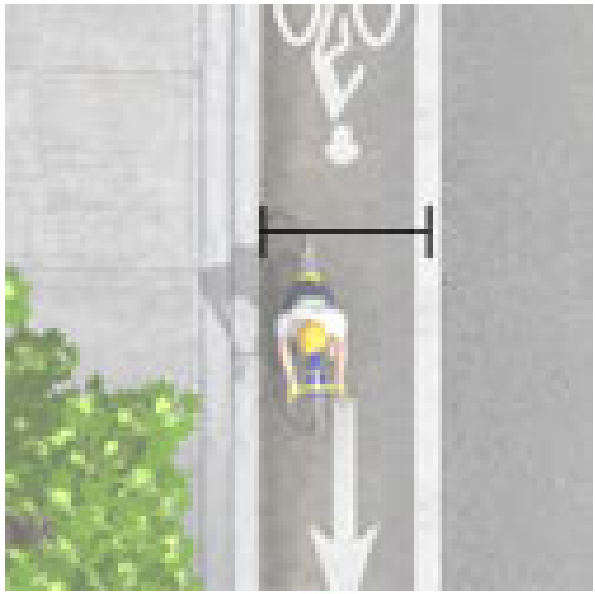
National Association of City Transportation Officials

Urban Bikeway Design Guide

https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/buffered-bike-lanes/







8/10 & 9/26 Comment 2

EAST HIGH STREETSCAPE

- Buffers provide greater shy distance between motor vehicles and bicyclists
- Buffers provide space for bicyclists to pass another bicyclist without encroaching into the adjacent motor vehicle travel lane
- Buffers provide a greater space for bicycling without making the bike lane appear so wide that it might be mistaken for a travel lane or a parking lane
- "nearly nine in 10 cyclists preferred a buffered bike lane to a standard lane. Seven in 10 cyclists indicated they would go out of their way to ride on a buffered bike lane over a standard bike lane, ….

  Portland State University, Center for Transportation Studies. (2011). Evaluation of Innovative Bicycle Facilities: SW Broadway Cycle Track & SW Stark/Oak Street Buffered Bike Lanes FINAL REPORT. Portland Bureau of Transportation, Portland, OR.

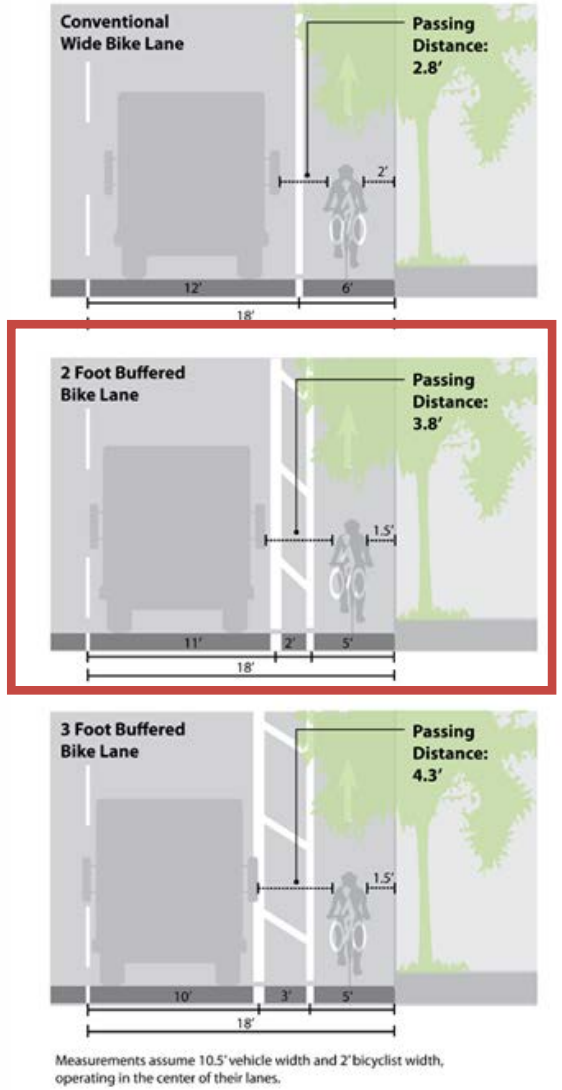
- [Considered] on streets with high travel speeds, **high travel volumes**, and/or high amounts of truck traffic

National Association of City Transportation Officials

Urban Bikeway Design Guide

https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/buffered-bike-lanes/

- Proposed curbs and storm sewer on 9th Street/E. High are a long-term investment.



8/10 & 9/26 Comment 2

EAST HIGH STREETSCAPE

- Current streets that work requirements for curbside buffer zone is 4’ Minimum and 6’ Desired.

Medium Deciduous Trees	Large Deciduous Trees
30’-50’	50’
4’ 6’ preferred	4’ 6’ preferred
25’ minimum 30’ recommended	30’ minimum 40’ recommended
400 ft^3 per tree	400 ft^3 per tree; 900 ft^3 preferred per tree

*Narrower planting strips can be achieved if minimum soil volumes are met.

8/10 & 9/26 Comment 2

EAST HIGH STREETSCAPE

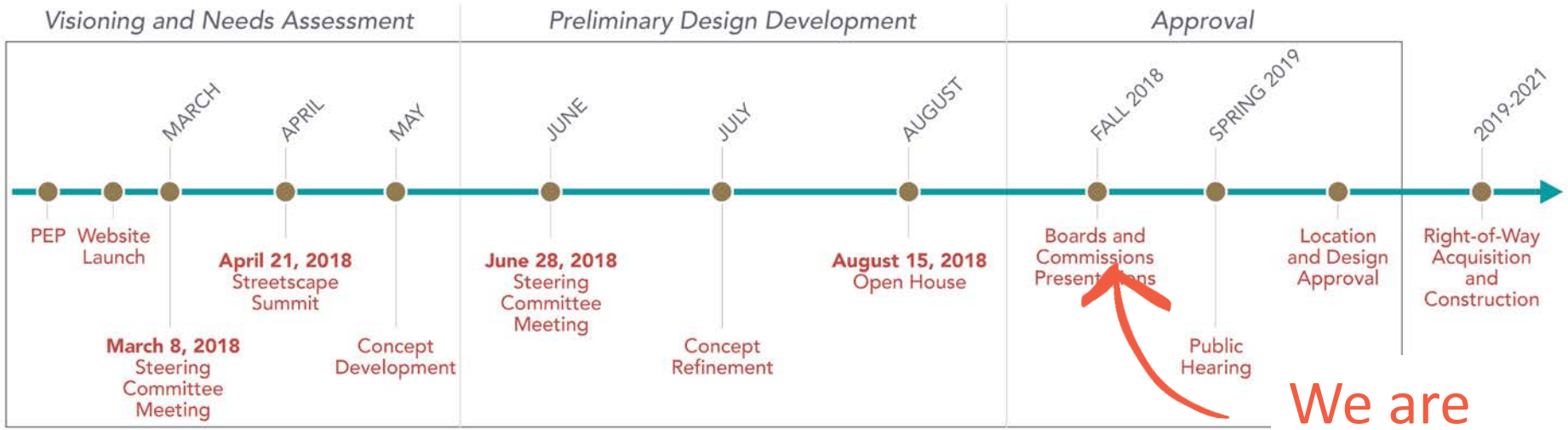
- It is likely one side of 9th Street/E. High Street will have some or all overhead wires limiting tree selection to medium size trees
- Given the on-going adjacent developments, redevelopment in the near or long term is likely. Areas behind the curb may not be constructed for the long term
- Soil volumes with the longer linear planting strip may support a few larger trees. Details to be finalized in final design
- Note 9th Street/E. High Street is rich with underground utilities that may limit or change plantings

EAST HIGH STREETSCAPE

Committee Discussion

Project Next Steps

- September 27th Meeting summary e-mailed and posted to website by October 10th
- October 2nd – Planning Commission work session briefing
- October 2018 – City Councilor briefings
- November 13th – Planning Commission for vote on conformance to comp. plan
- December 3rd or 17th – City Council for selection of preferred concept
- Spring 2019 – Design public hearing



EAST HIGH STREETSCAPE

Next Steps

EAST HIGH STREETSCAPE

Thank You!
Questions?

October 2, 2018