



City of Charlottesville Planning Commission

November 13, 2018



Tonight's Agenda



Agenda	
	Process/Schedule
	Public Engagement Overview
	Conceptual Design Review
	Review for Comprehensive Plan Consistency
	Next Steps



Process/Schedule



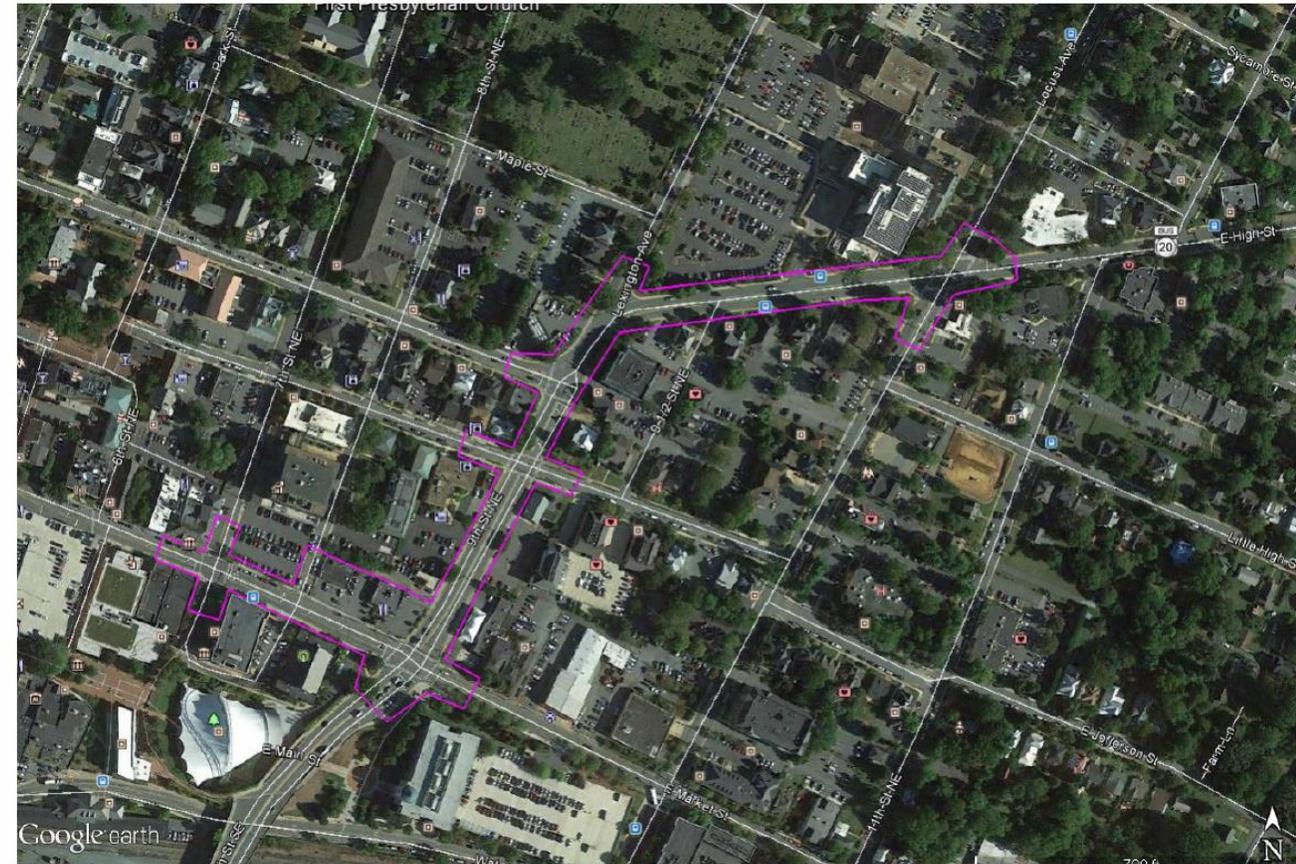
Project Overview



- Funded in 2016 through
- Multimodal improvements including:
 - Wider sidewalks, bike lanes, landscaping, ADA and pedestrian improvements, wayfinding and signal upgrades.
 - Evaluate undergrounding 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.



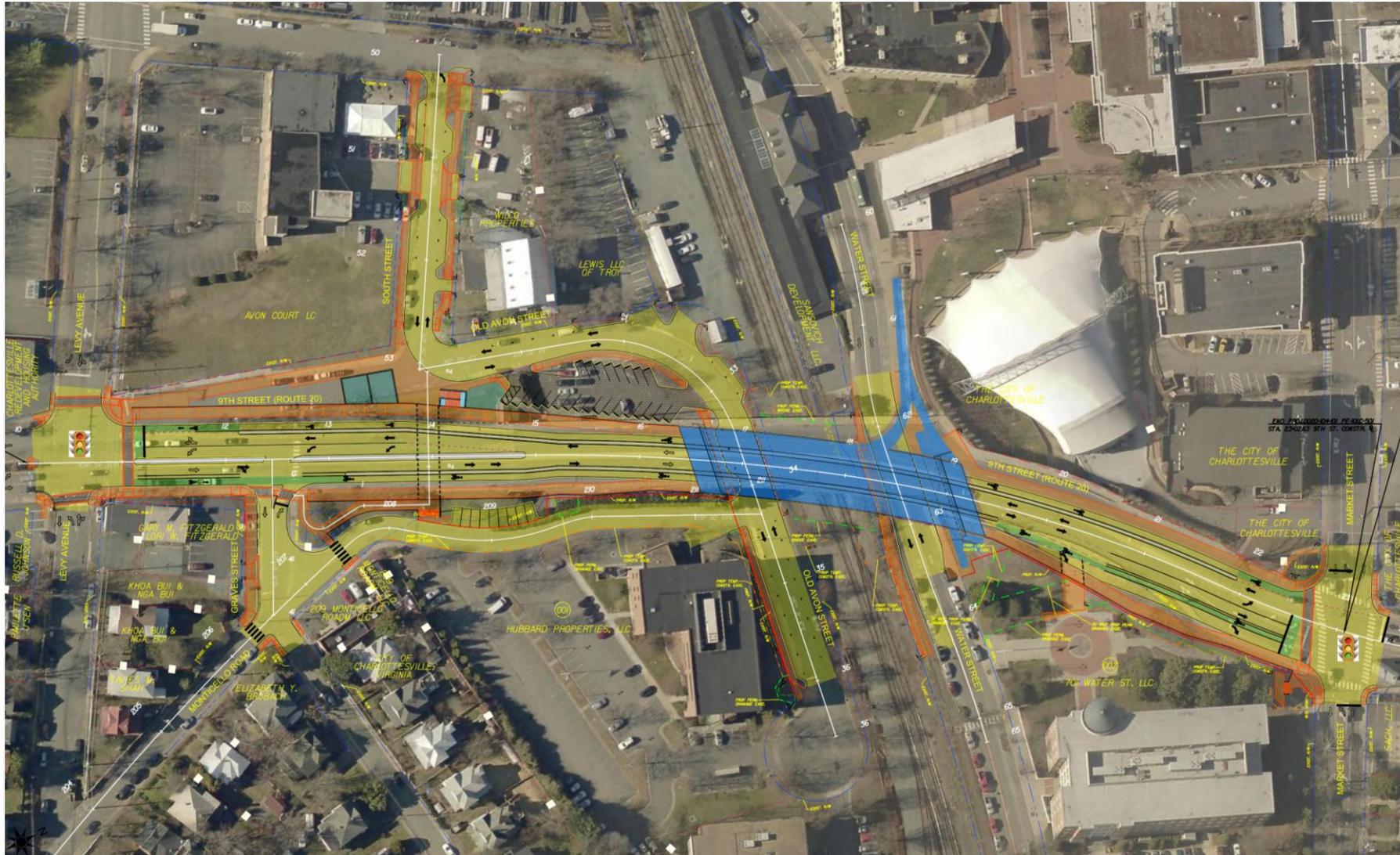
Total Budget: \$5.59 Million
(Not including potential underground utility betterment)



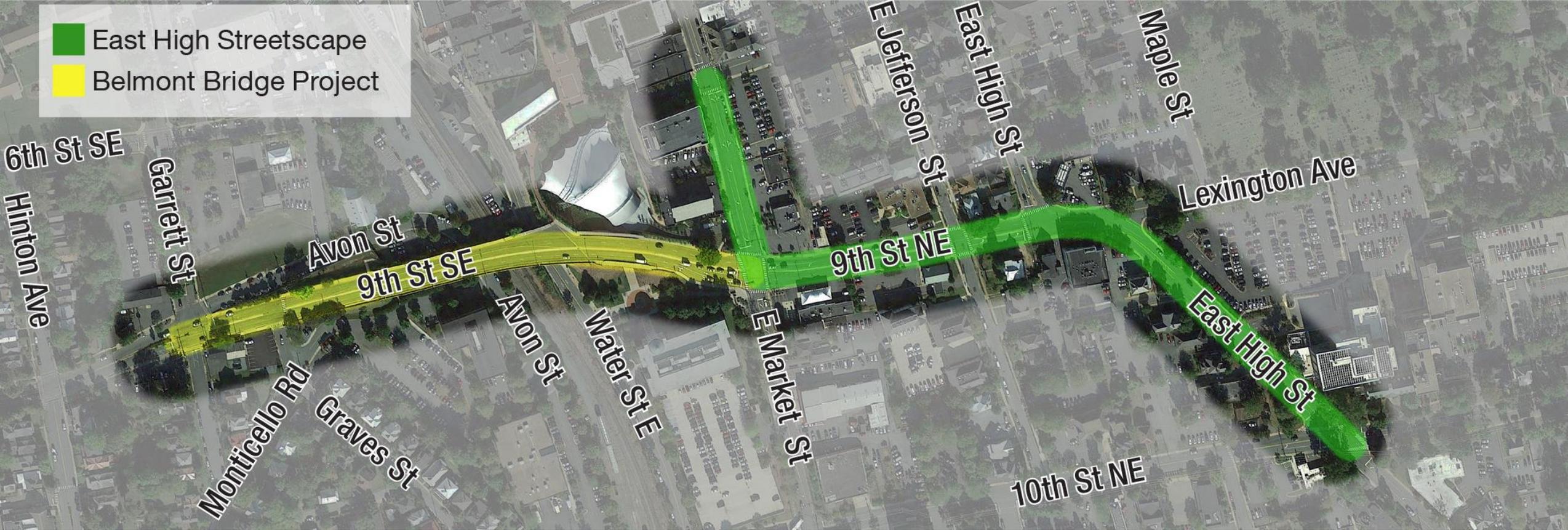
<https://smartportal.virginiahb2.org/#/public/applications/2017/hb2/view/F1-000000187-R01>



Connection to Belmont Bridge Replacement



Connection to Belmont Bridge Replacement



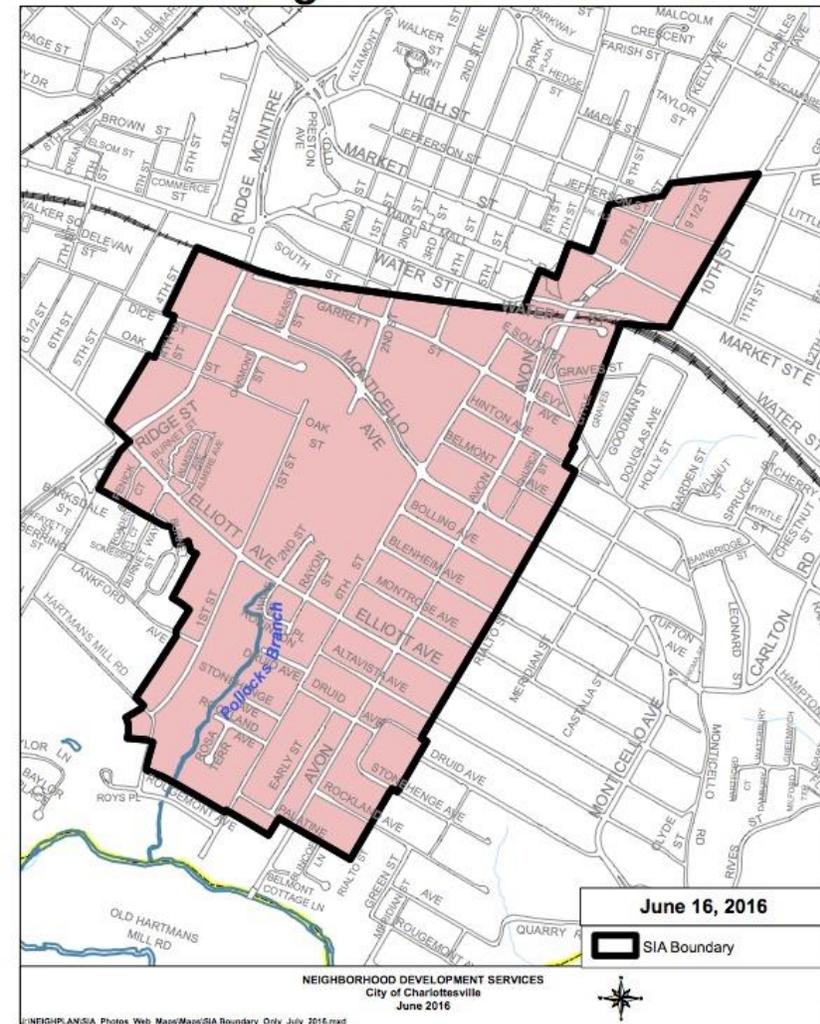
Strategic Investment Area (SIA Plan)

Strategic Investment Area

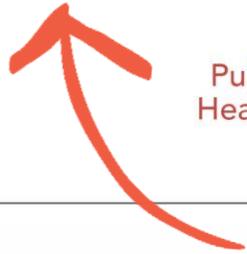
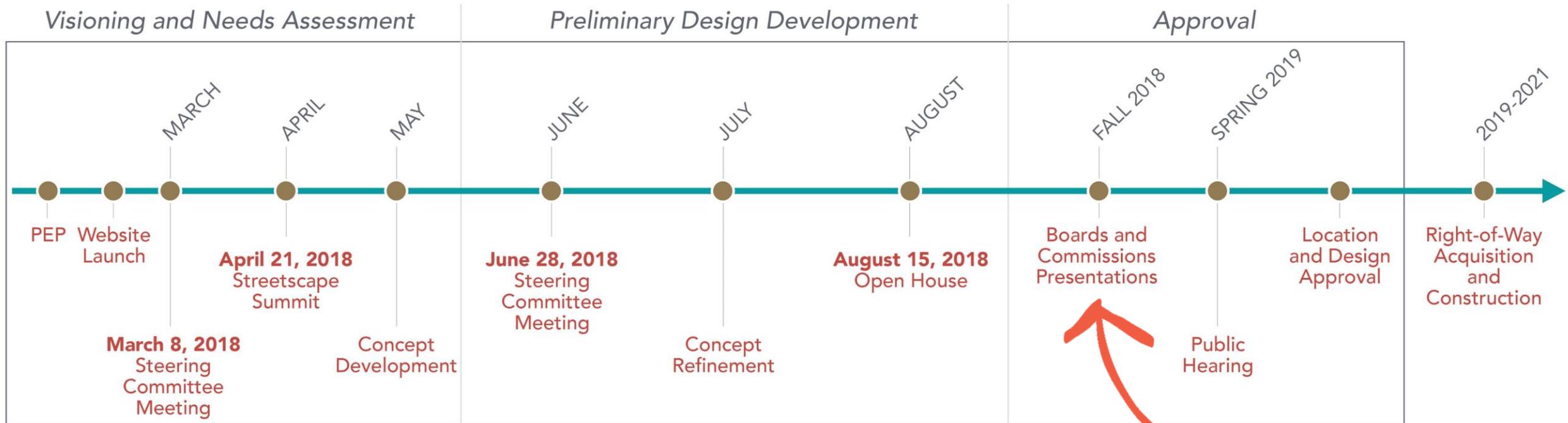
■ Purpose of the SIA Plan

“To initiate a transformational process to engage stakeholders, city staff, and members of the greater community in the future of the Strategic Investment Area.”

- To provide guidance for future redevelopment and investment in the area
- To provide guidance for improvements to affordable housing, including existing public and assisted housing
- To provide guidance for improved connections throughout the area
- To provide recommend strategies for expanding employment opportunities within the SIA



Process/Schedule



We are here!



Public Engagement Overview



Steering Committee

- David Katz Belmont Carlton Neighborhood Association
- Lena Seville Bike and Pedestrian Advisory Committee
- Rosamond Casey Little High Neighborhood Association
- Greg Jackson Little High Neighborhood Association
- Eberhard Jehle Martha Jefferson Neighborhood Association
- Michael Wheelwright North Downtown Neighborhood Association
- Lisa Green Planning Commission and Entrance Corridor
- Brian Menard Tree Commission
- Carl Schwarz Board or Architectural Review
- Chris Henry PLACE Committee





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/>



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

- Overall, pedestrian facilities and multimodal mobility is a priority
- Desire to provide a safe and walkable street that enhances neighborhood connections
- Utilize design features and proposed amenities to enhance the overall environment for all users

Steering Committee Meeting #1

Common Themes and Key Takeaways



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

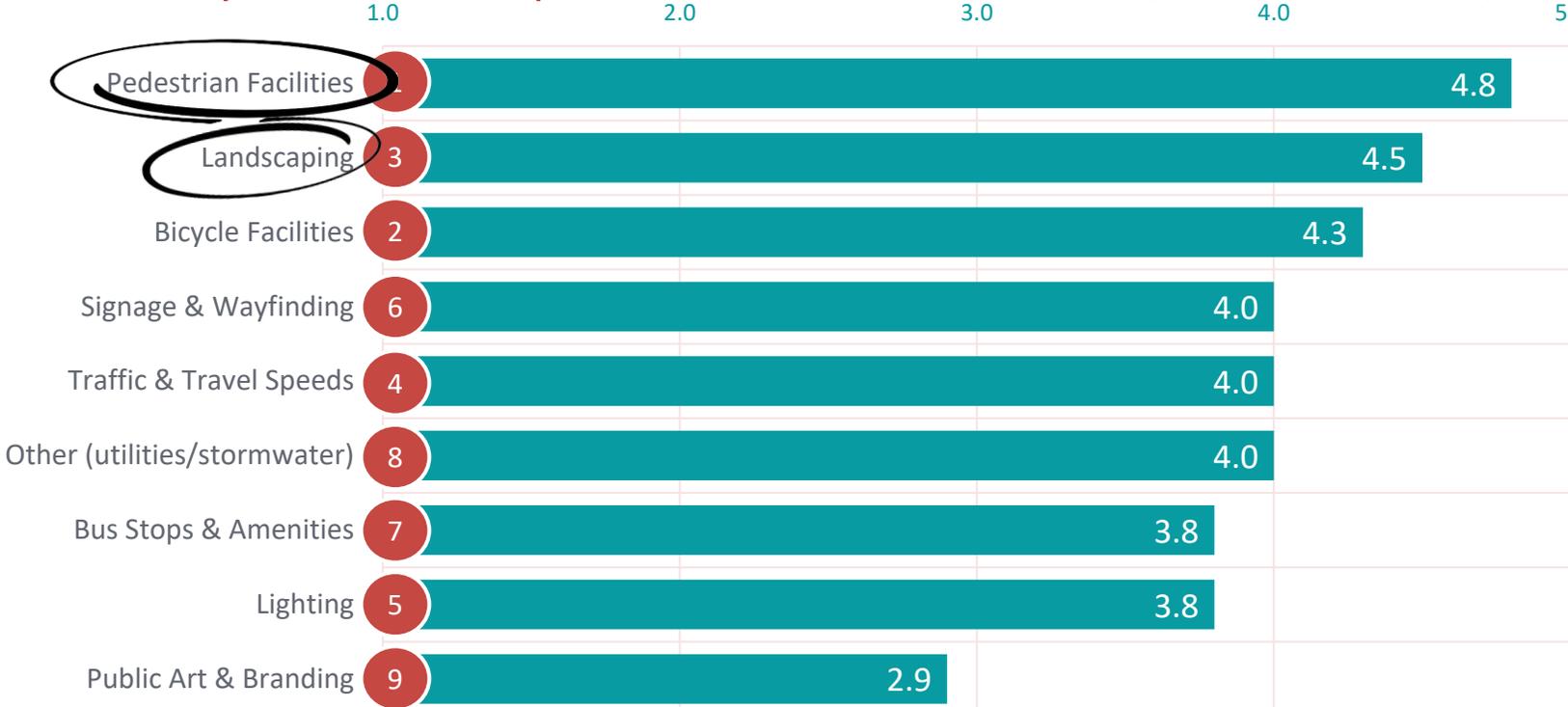
Expectations
travel options, connectivity, land use/design

- **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

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



Same priorities as the Steering Committee

2. Landscaping



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

3. Bicycle Facilities

4. Traffic and Travel Speeds

- **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

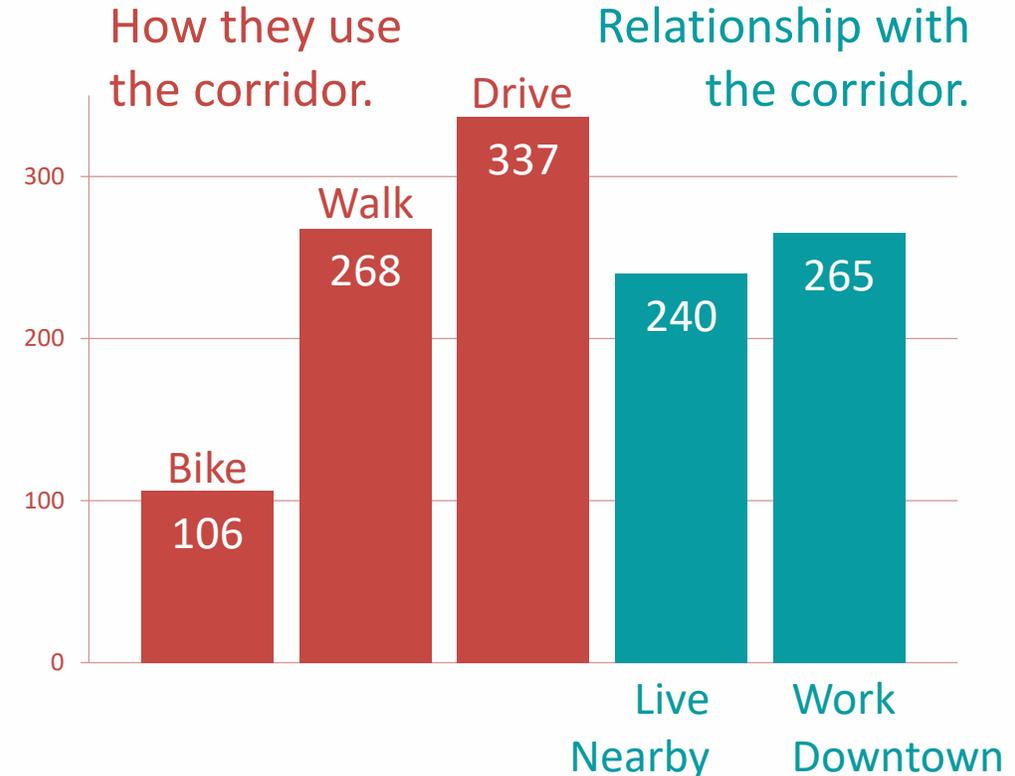
individual data points

380

written comments

4/18 to 5/31

survey period



Open House

Common Themes and Key Takeaways

- Opinions differed on whether to allocate space to bicyclists (bike lane and bike lane buffer) or landscaping (planting strip).
- Pedestrian crossings are important, particularly at East Jefferson Street.
- Support given to limiting access at Lexington Avenue (left-in/right-in/right-out).
- Support given to limiting access at the CFA Institute, however several comments expressed a lack of opinion.



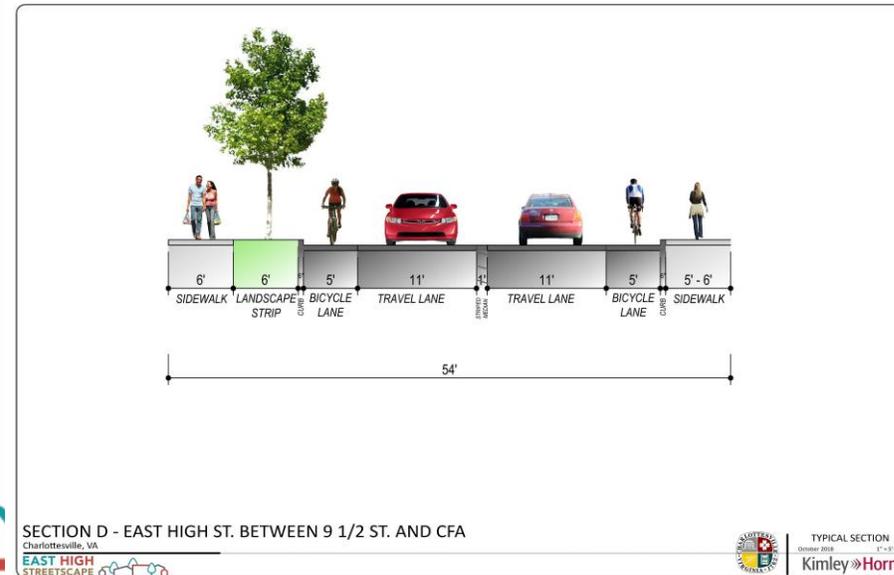
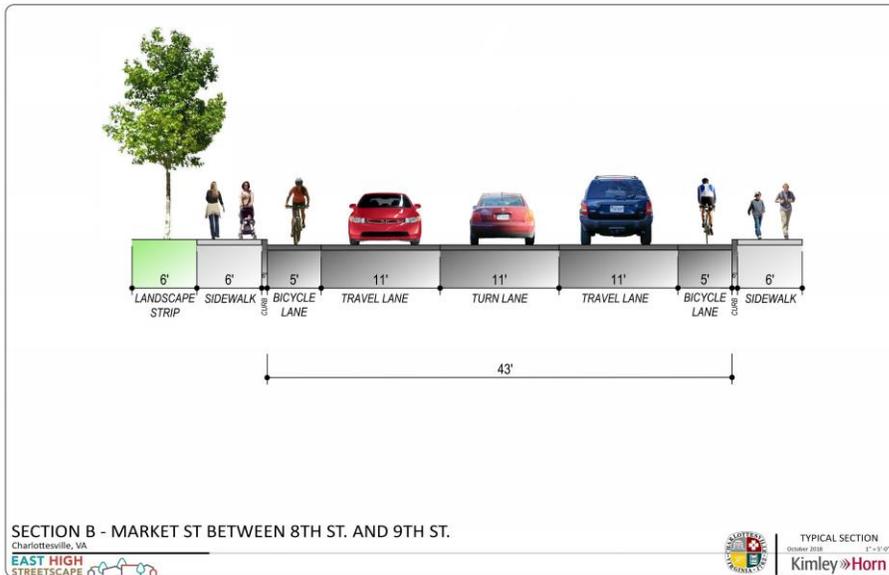
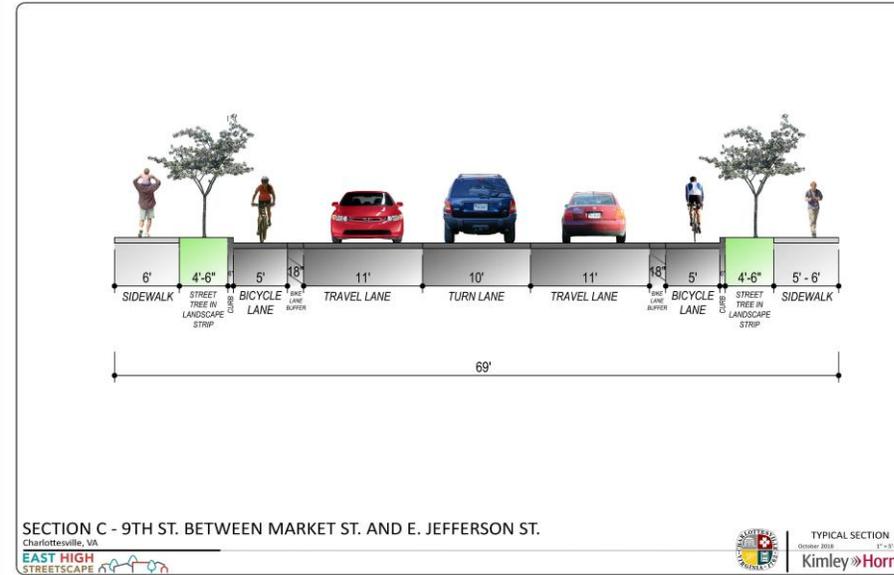
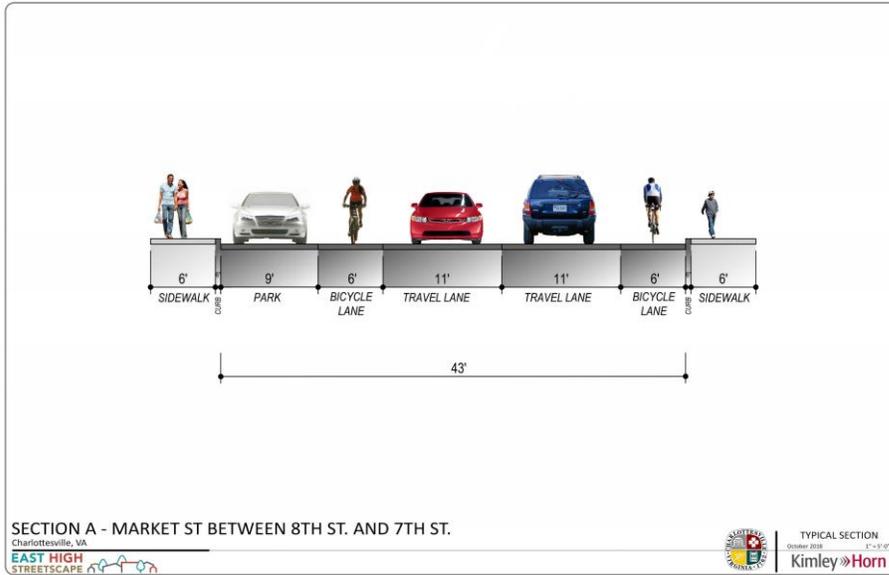
Conceptual Design Review



Conceptual Design



Conceptual Design



Review for Comprehensive Plan Consistency



Meets Transportation Goals - Summary



Existing Conditions

- Inconsistent sidewalk widths
- Inconsistent intersection crossing distances and pedestrian facilities
- Roadway widths are not consistent with urban conditions
- Unorganized landscape when present
- No designated on-street bicycle facility
- Multiple driveway cuts cause for multiple vehicular conflict points
- Roadway widths are not consistent with urban conditions
- Right hand turn lane onto High St.

Proposed Conditions

- Minimum 6' sidewalk width throughout the corridor
- Consistent bicycle facility, transitioning to the proposed Belmont Bridge project
- Consistent landscape
- Removed dedicated right turn lane onto High St.
- Implemented access management to improve vehicular travel
- Appropriate ADA improvements throughout the corridor
- Realigned Lexington Ave.
- Reduced crossing distances at Locust/10th



Meets Transportation Goals - Summary



■ Meets - Transportation Goals

- *Goal 1: Increase safe, convenient and pleasant accommodations for pedestrians, bicyclists, and people with disabilities that improve the quality of life within the community and within individual neighborhoods.*
- *1.2: Provide convenient and safe pedestrian connections within ¼ miles of all commercial and employment centers, transit routes, schools and parks.*
- *1.3 : Provide design features on roadways, such as street trees within buffers, street furniture and sidewalk widths that improve the safety and comfort level of all users and contribute to the City's environmental goals.*
- *1.4: Explore and implement safe, convenient and visually attractive crossing alternatives to enable pedestrians and bicycles to cross major thoroughfares*
- *1.5: Continue to include bicycle and pedestrian accommodations in conjunction with the planning and design of all major road projects, all new development and road paving projects*
- *1.6 : Consistently apply ADA standards to facility design and ensure that accessible curb ramps exist at all pedestrian crossings where conditions allow.*



Meets Urban Design Goals - Summary



- Based on public comment, streetscape elements are functional, being accessible to all modes and abilities
- The project will be coordinated with AASHTO, VDOT, and City of Charlottesville design standards
- Provides for upgraded pedestrian and bicycle facilities, including upgrading multi-modal connections from the pedestrian mall in downtown Charlottesville to the Martha Jefferson, Little High, and North Downtown neighborhoods
- With the removal of the right turn lane onto High St., it provides for the opportunity to incorporate additional space into the pedestrian zone of the streetscape.
- Consolidated driveway openings remove multiple conflict points with both pedestrians and bicycles
- Extensive public involvement to arrive at the preferred design



Meets Urban Design Goals - Summary



■ Meets - Urban Design Goals

- *Goal 1: Continue Charlottesville's history of architectural and design excellence by maintaining existing traditional features while encouraging creative, context-sensitive, contemporary planning and design*
- *1.1: Emphasize the importance of public buildings, public spaces, and other public improvements as opportunities to promote a sense of place and a welcoming environment for residents and visitors.*
- *1.2: Promote Charlottesville's diverse architectural and cultural heritage by recognizing, respecting, and enhancing the distinct characteristics of each neighborhood.*
- *1.3: Facilitate development of nodes of density and vitality in the City's Mixed Use Corridors, and encourage vitality, pedestrian movement, and visual interest throughout the City.*
- *1.4: Develop pedestrian-friendly environments in Charlottesville that connect neighborhoods to community facilities, to commercial areas and employment centers, and that connect neighborhoods to each other, to promote a healthier community.*
- *1.5: Encourage community vitality and interaction through the incorporation of art in public spaces, neighborhoods, signage, and gateways.*
- *1.6: Encourage the incorporation of meaningful public spaces, defined as being available to the general public, into urban design efforts.*
- *1.7: Promote design excellence for public projects and installations at all scales.*





Thank You!

Questions?

October 2, 2018

