

The Charlottesville- Albemarle Metropolitan Planning Organization

February 20, 2013

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Thomas Jefferson Planning District Commission



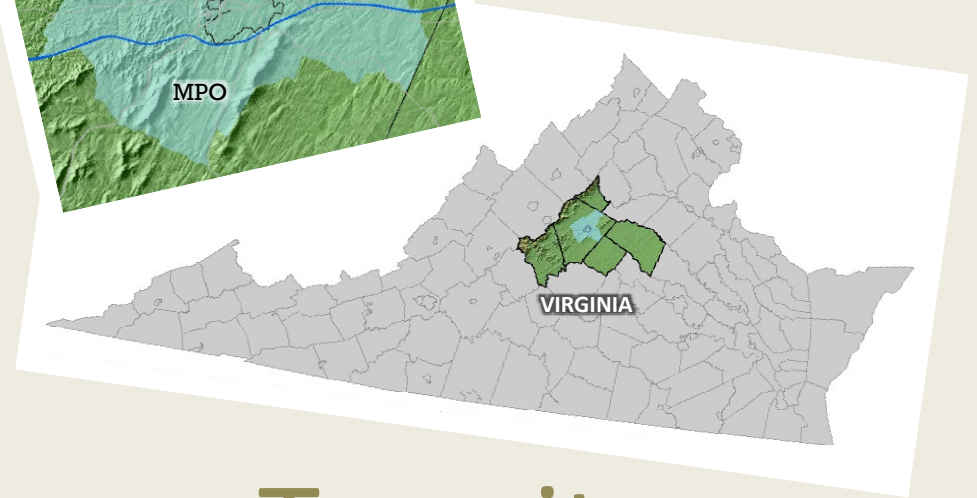
Introduction:

Charlottesville-Albemarle MPO Statistics

- A population of approximately 121,000.
- An area of 194 square miles.
- Two localities, Charlottesville and Albemarle.
- Two Corridors of Statewide Significance: I-64 and US29.
- Four other primary roadways: US250, Va20, Va53 and Va22.
- Two major railroads: CSX and Norfolk Southern.
- Three transit systems, providing approximately 6 million trips annually.
- 26.5 miles of bike facilities.
- 344.5 miles of sidewalk/pedestrian facilities.



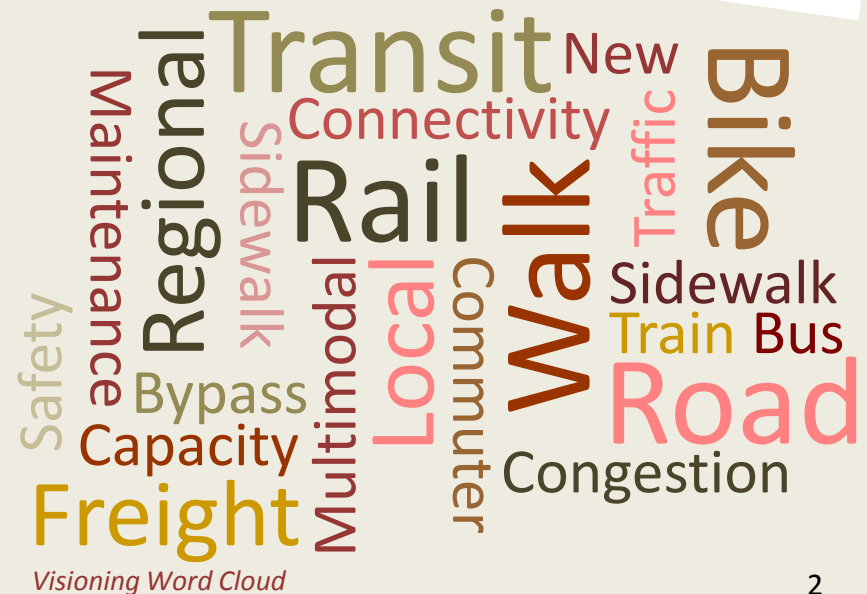
Map of MPO, within Virginia



Goal:

Long Range Transportation Plan Goal

Plan for a fully integrated transportation system that allows people to choose from an array of modes to meet their mobility needs.



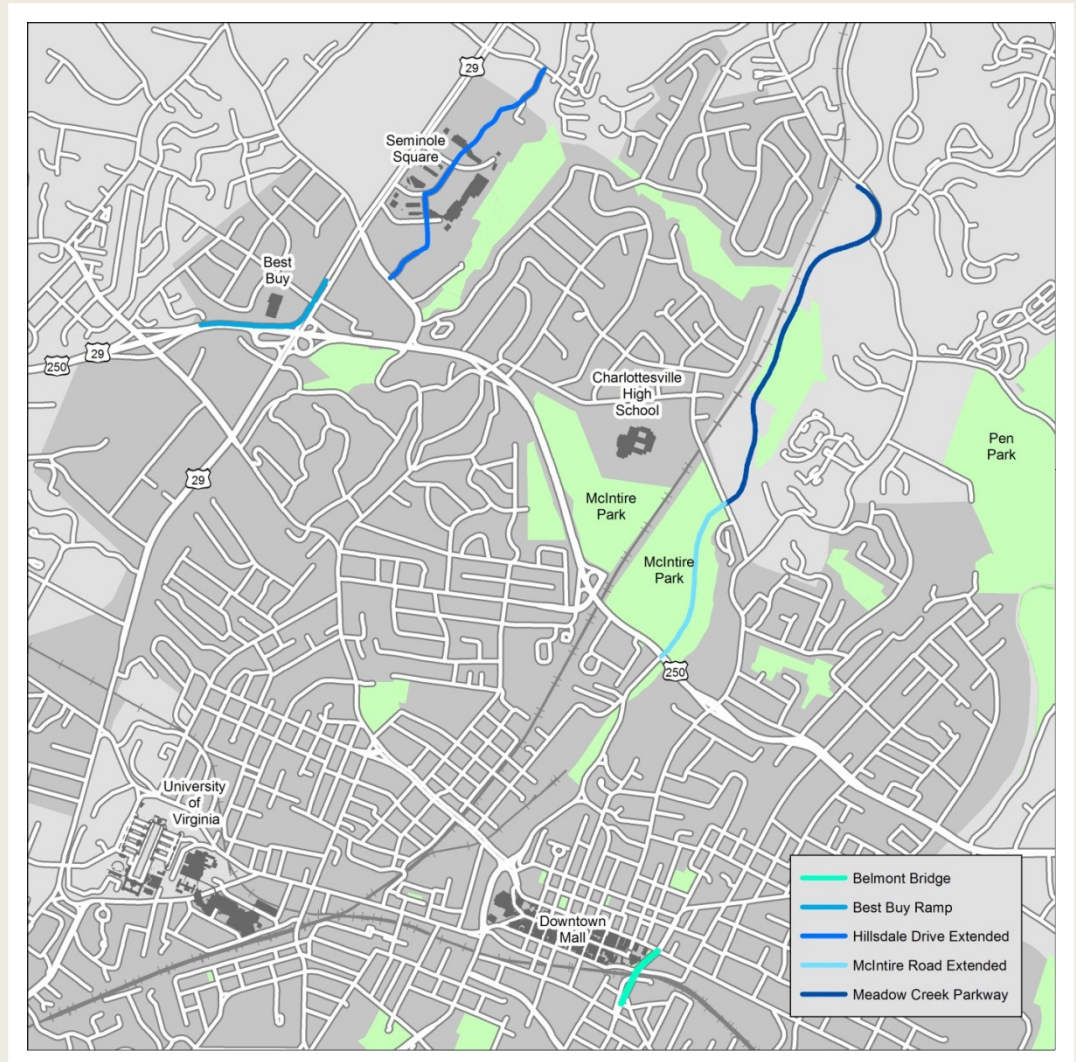
Visioning Word Cloud

The Charlottesville-Albemarle MPO Policy Board would like to express its appreciation for the partnership between the Commonwealth Transportation Board and the MPO that has enabled many of the local and statewide transportation needs in the region to be addressed.



Existing Local Projects in SYIP

- Belmont Bridge
- US29 to US29/250 Ramp (Best Buy Ramp) Project
- Phase II of Hillsdale Drive
- Completion of McIntire Road Extended and McIntire Road Interchange at US250



Existing Local Projects in SYIP



Belmont Bridge - Existing

Belmont Bridge

Need: Replace an aging bridge at a critical location that connects north and south sides of Charlottesville, over the Buckingham Branch Railroad. The project is estimated to cost \$14.5 million and is in design with an anticipated start date of 2018.



Best Buy Ramp - Existing

US29/250 Ramp (Best Buy Ramp)

Need: Reduce congestion and improve safety for traffic merging from southbound US29 to westbound US29/250 bypass. Project will add an additional lane to US29, the ramp and the merge section on US29/250. The project is currently estimated to cost \$11.1 million with an expected start date of 2015.

Existing Local Projects in SYIP



Hillsdale Drive Extended – Completed Portion

Hillsdale Drive Extended

Need: Provide local access to businesses on US29 without increasing traffic on the corridor. This road would run parallel to the most heavily congested section of existing US29. The first phase is complete. The final phase is under development with an expected start date of 2015.



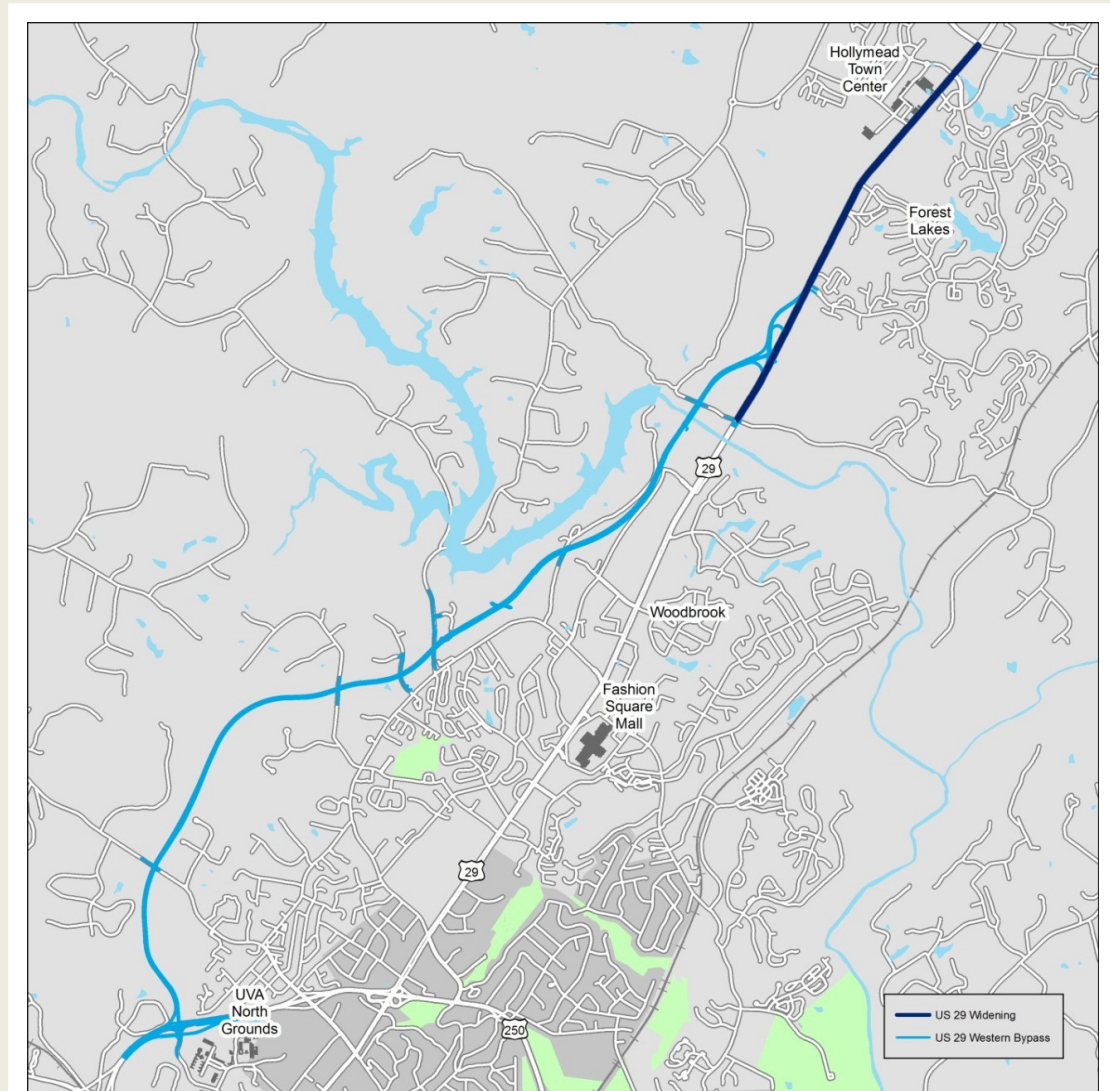
Meadow Creek Parkway – Completed Portion

Meadow Creek Parkway/McIntire Rd

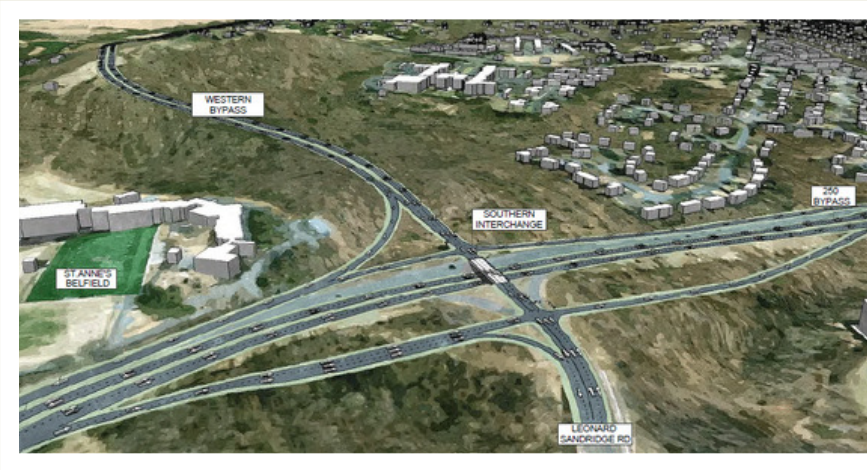
Need: Reduce traffic on US29 and on Rio Road by providing an additional road connection between downtown Charlottesville and the north US29 corridor. Meadow Creek Parkway was completed and opened to traffic in 2012. Adjacent projects, McIntire Road Extended is currently underway, and McIntire Road Interchange on US250 will begin construction in 2014.

Existing Projects on Corridors of Statewide Significance in SYIP

- US29 Western Bypass
- US29 Widening between South Fork Rivanna River and Town Center Drive



Existing Projects on Corridors of Statewide Significance in SYIP



US 29 Western Bypass – Courtesy of Charlottesville Tomorrow

US 29 Western Bypass

Need: Enable state and regional traffic to bypass a congested section of the US29 corridor in Albemarle County. The Western Bypass will be constructed as a four-lane divided, limited-access highway. The road will extend 6.2 miles from its northern terminus at Route 29 to the southern terminus on the Route 29/250 Bypass. The project is currently in environmental re-evaluation.



US 29 Widening

US 29 Widening

Need: Add capacity to a congested segment of US29 by widening the road from four to six lanes. Improvement of this 1.1-mile-long section will complete the widening of Route 29 north to Route 649 (Airport Road) and will also include reconstruction of some sections of the existing highway to eliminate sight-distance issues and improve safety.

Planning for Future Needs

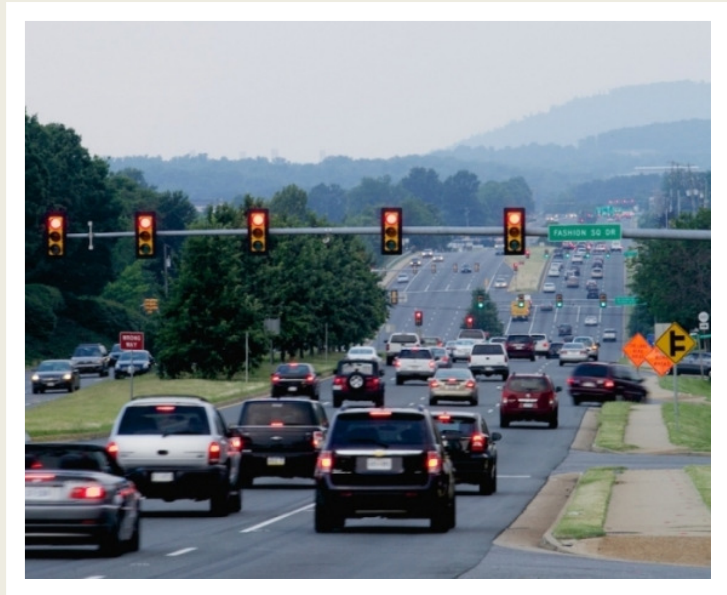
Multimodal Transportation System

The Upcoming Long-Range Plan will focus on...

- **Transit**
Expanding local transit system to meet growing needs
- **Bikes**
Developing fully connected north/south and east/west regional cycling corridors
- **Pedestrian**
Enhancing the existing pedestrian facilities to provide a safer, walking experience
- **Local Roadways**
Keeping the local roadway system well maintained and safe for the community
Working to develop a local, roadway network that eases stress on principle arterials
- **Corridors of Statewide Significance**
Improving corridors to meet both local and statewide transportation needs



2040 Long Range Transportation Plan Logo



US 29 Albemarle County

We want to call your attention to three areas of need on which we hope the CTB and CA MPO can work together in the future:

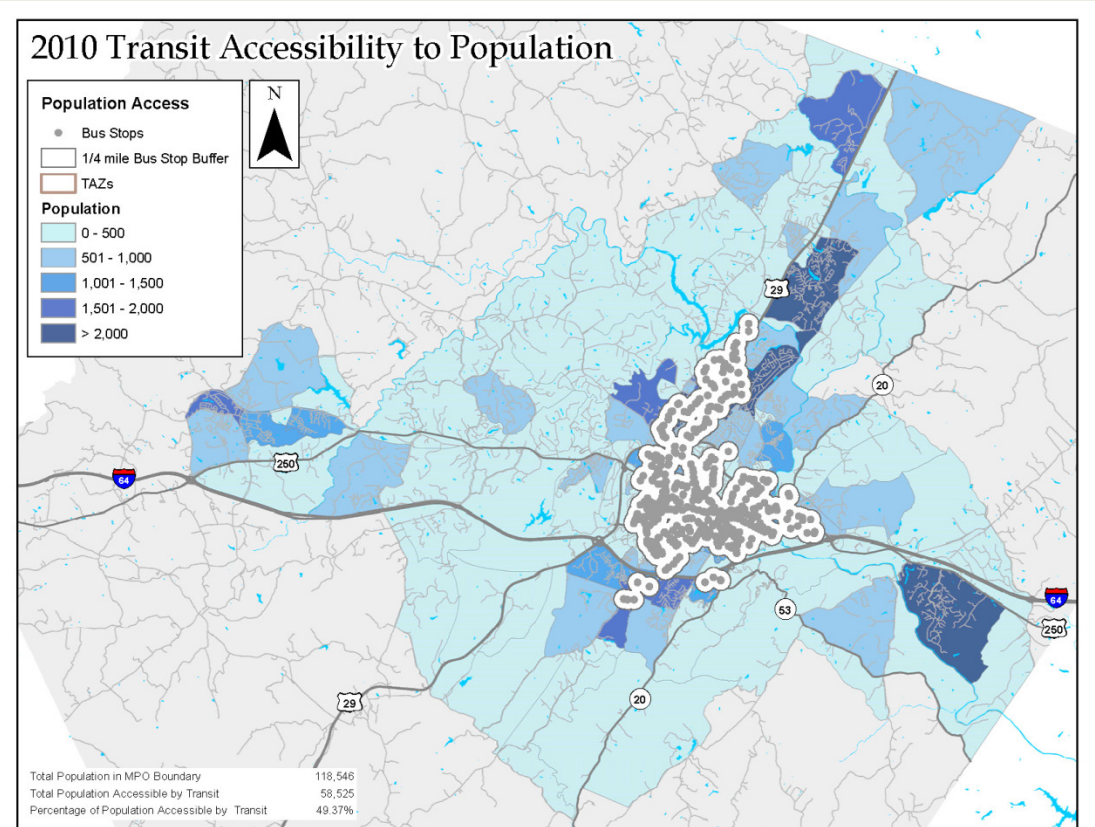
1. Regional funding mechanisms for local priorities
2. Statewide funding for bike and pedestrian systems
3. Specific needs on Corridors of Statewide Significance in Charlottesville-Albemarle area:
 - Widening of US29/250 bypass
 - I-64/US29 Interchange



Regional Needs

Expanding Transit Service

- Transit needs in the region have moved beyond existing transit service areas.
- **2010:**
52,525 people had access to transit
49.4% of residents
62,983 jobs accessible by transit
83.4% of jobs
- **2040:**
78,679 people will have access to transit
41.7% of residents
79,780 jobs accessible by transit
65.3% of jobs
- **Our growing transit needs will far exceed funding available from statewide sources.**



Regional Needs

Expanding Transit Service

- We believe new funding options are necessary
- We have been encouraging the General Assembly to create local-option funding mechanisms to help regions such as ours meet our priority needs
- If such funding mechanisms existed we believe that those would be the best approach for funding local transit needs without impacting state resources
- We think that such funding mechanisms could also be used by other MPOs to help meet their needs without burdening the state
- We hope the Commonwealth Transportation Board would also support such mechanisms.



CAT



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JAUNT

Regional Needs

Improving Bike and Pedestrian Mobility

- In a dense urban area, like Charlottesville, there is great potential to replace auto trips with bike and pedestrian trips.
- This will reduce traffic congestion while helping to meet local transportation needs.
- The region has invested heavily in cycling and pedestrian infrastructure.
- Our goal is a fully-interconnected cycling network that allows seamless mobility between Charlottesville, Albemarle and UVA.
- Another goal is a safe, fully connected pedestrian network.
- We are concerned about the recent decrease in cycling and pedestrian funding due to the passage of MAP-21.
- We appreciate the priority CTB has placed on bike and pedestrian funding
- We hope the General Assembly will support a reliable funding source for cycling and pedestrian improvements, and we hope the CTB will support this.



Water Street 'Sharrow'



LED Crosswalk

Regional Needs

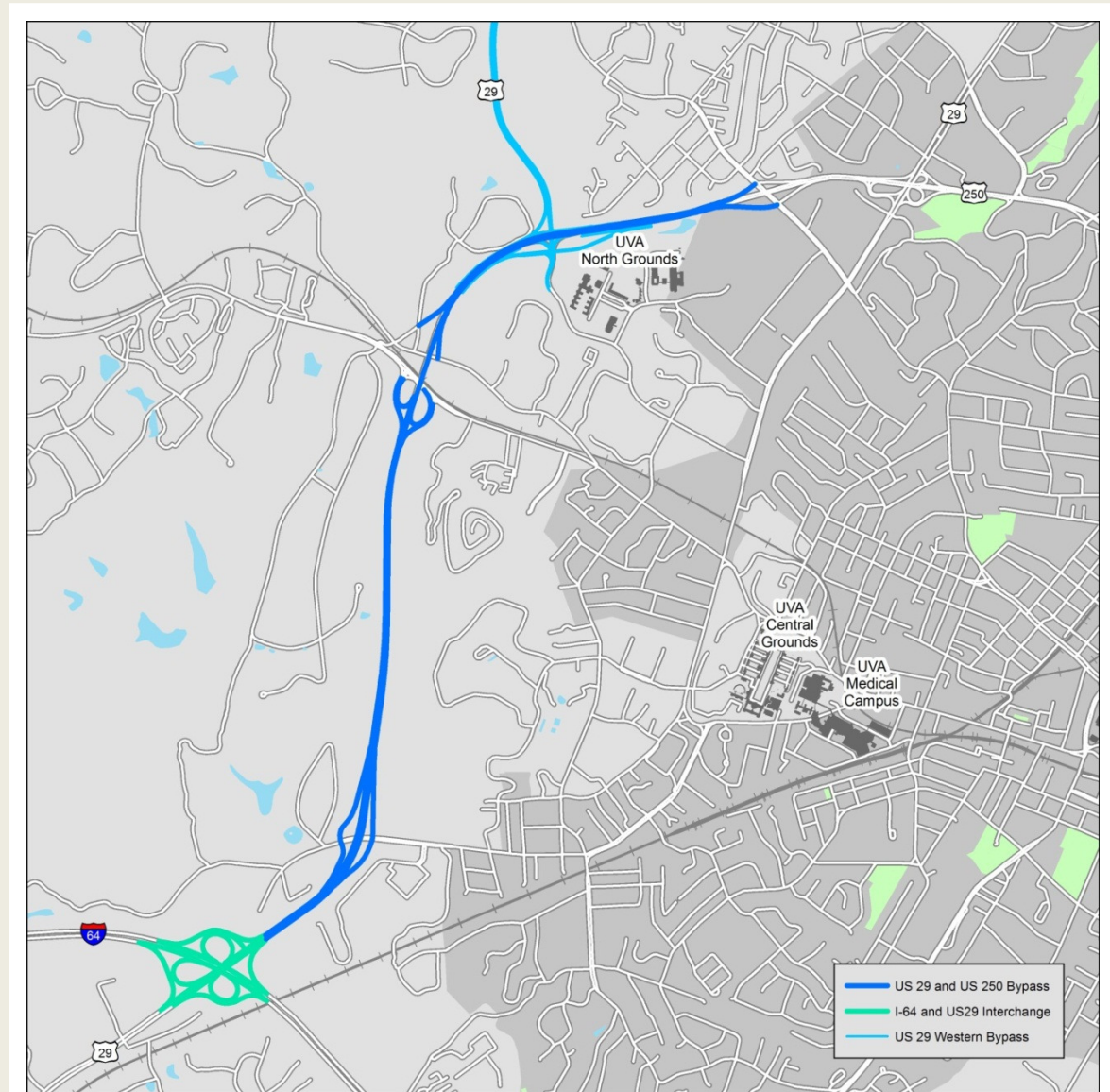
Issues on Corridors of Statewide Significance

US29/250 Bypass Between Barracks Road and I-64

- Connection of US29 Western Bypass with US29 south and I-64
- Access to University of Virginia
- Access to high employment US29 Corridor

I-64/US29 Interchange

- Interchange of two Corridors of Statewide Significance
- Currently experiencing congestion and safety issues



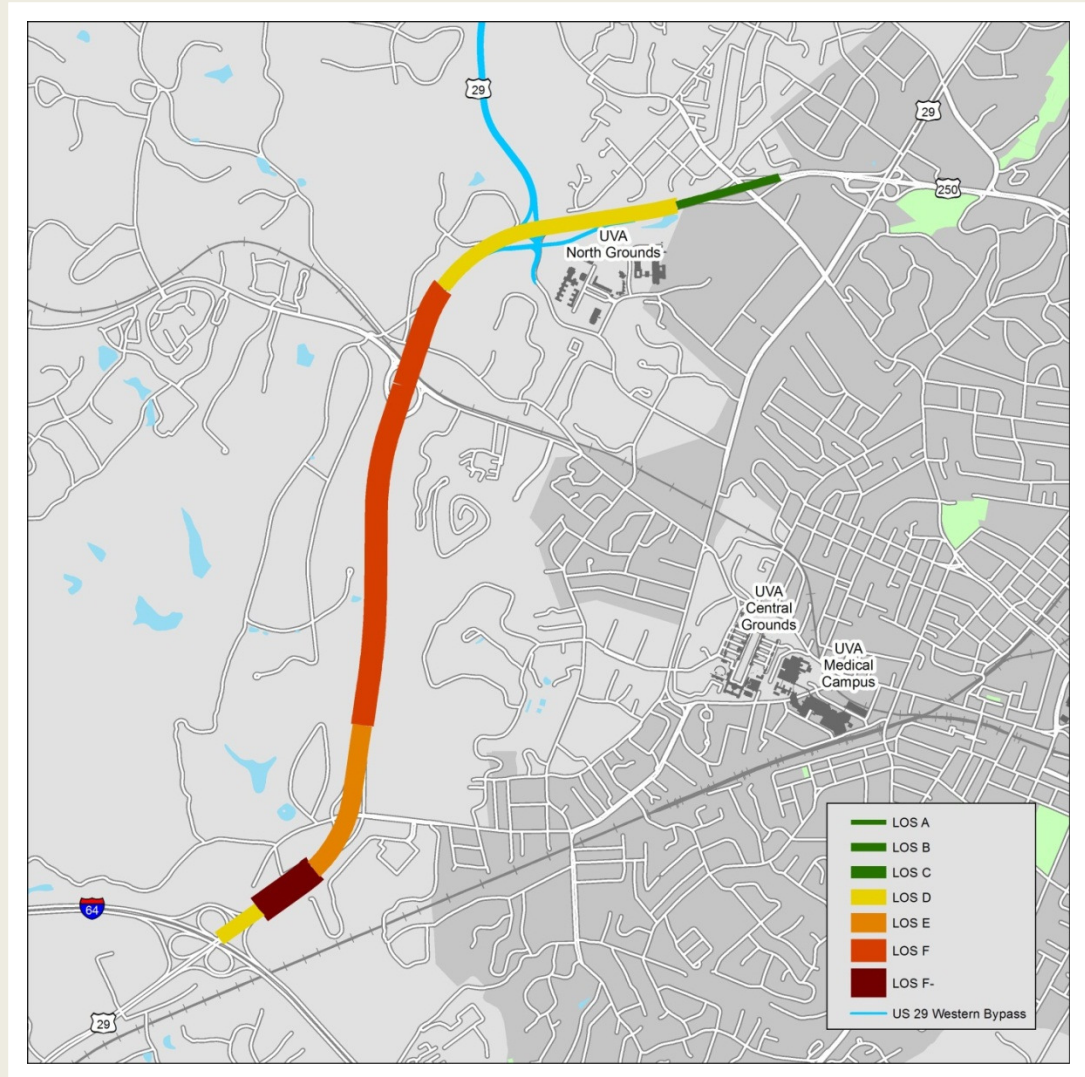
Regional Needs

US29/250 Bypass Between Barracks Road and I-64

- Expect Level of Service F and F- in future
- Widen from four lanes to six lanes
- Reconstruction of three interchanges



US 250 at Ivy Road



Regional Needs

I-64/US29 Interchange

- Moves traffic between I-64 (east-west) and US29 (north-south)
- Experiencing congestion and safety issues
- Needs to be re-constructed to provide free flow for all movements



Interstate 64 westbound, exit 118 2011 Bridge Deck Improvements

Crash Data Exit 118	
Fatalities	1
Injury Crash	34
Property Damage Crash	66

2006 to 2011 HSIP Data



US 29 northbound, south of exit 118

Conclusion

Existing Projects

The partnership between CTB and Charlottesville-Albemarle MPO has resulted in projects that are addressing both statewide and local needs.

Regional Needs

- **Transit:** As transit demand continues to grow we hope to work in partnership with CTB in order to successfully meet this demand at a regional level.
- **Bike and Pedestrian:** Bike and pedestrian infrastructure are a key element for our regional mobility, but future funding is unclear. We encourage the CTB to support bike and pedestrian efforts statewide.
- **Corridors of Statewide Significance:** The US29/US250 bypass and the interchange of US29 and I-64 are components for both local and regional mobility. We hope that the CTB shares our concerns, and that we can work together in facilitating the needed improvements.



For Additional Information

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