

Key

This new draft version shows the edits made to the previous draft of the Comprehensive Plan.

Comments in **RED** are what we heard from the Planning Commission members following the 10/23/2018 and 11/17/2018 work sessions

TRANSPORTATION DRAFT CHAPTER

Nov 2018

Develop a safe, equitable, **reliable**, and efficient transportation system that provides a range of transportation choices for all users; reduces single occupancy vehicle travel (~~from 60 percent to 50 percent for commuters~~) by providing frequent and extended coverage and increases travel by public transit and active transportation modes;

Complete Streets

Create and maintain a connected network of safe, convenient and pleasant accommodations for pedestrians, bicyclists and people with disabilities and transportation facilities for people of all ages and abilities that improve quality of life within the community and within individual neighborhoods.

1.1: Continue to implement the City's Bicycle and Pedestrian Master Plan and Streets that Work Plan to facilitate bicycle and pedestrian travel within the City and provide regular updates on plan implementation.

1.2 Strive to provide convenient and safe pedestrian connections (~~including staircases where ramps are not feasible~~) ~~within 1/4 miles of~~ within 1/4 mile of all commercial and employment centers, transit routes, schools and parks.

1.3 Continue to implement recommended design features from the Streets that Work Plan along 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 (including signal timing improvements and elimination of slip lanes) to enable pedestrians and bicyclists to cross major thoroughfares.

1.5: Continue to include bicycle, pedestrian, and transit (including pupil transit) accommodations in conjunction with the planning and design of all major road projects, all new development and road paving projects.

1.6: Consistently apply universal design features (including ADA (Americans with Disabilities) standards as outlined in the ADA Transition Plan) and ensure that sidewalks are free of obstructions and accessible curb ramps exist at all pedestrian crossings where conditions allow.

1.7: Review and update the Standards and Design Manual to better incorporate Complete Street and Living Street design features in the public right of way.

1.8: Coordinate with public schools to implement the Safe Routes to School Activities and Programs plan for every public school in the City.

1.9: Seek to expand and anticipate traffic calming to create safer streets (where applicable) in collaboration with neighborhood residents and as part of the development process.

1.10: Require new development and redevelopment projects, where applicable, to provide temporary bicycle and pedestrian access when such access is affected by the development.

1.11: Consider the impacts that emerging technologies (e.g., shared mobility, autonomous vehicles, buses and micro-transit, online goods delivery, electric vehicles, etc.) may have on the future capacity needs of the transportation network, environmental sustainability goals of the City, as well as their potential impacts on land use planning/design. Develop policies and programs to promote the use of such technologies as appropriate.

1.12: Develop a robust shared mobility network across all modes of transport, including bikeshares, personal mobility devices, rideshares, and carshares. Encourage commercial entrants by establishing a clear regulatory framework, and work with UVA to create public fleets as appropriate. Evaluate demographics of early adopters of new ownership models and ensure shared mobility benefits are accessible in an equitable way.

Land Use & Community Design

Goal 2: Improve quality of life and promote active living by reducing automobile congestion and expanding multi-modal transportation options within and between nodes identified in the Future Land Use Plan.

2.1: Provide convenient and safe bicycle, and pedestrian, and transit connections between new and existing residential developments, employment areas and other activity centers to promote the options of walking, biking, and using public transportation.

2.2: Encourage new street connections and alternate traffic patterns where appropriate to distribute traffic volumes across a network and reduce trip lengths for pedestrians, cyclists, transit, and private vehicles.

2.3: Improve walking and biking conditions by discouraging and/or minimizing curb cuts for driveways, garages, etc. in new development and redevelopment **and provide funds to strategically close existing curb cuts on priority walkways.**

2.4: Encourage a mix of uses in the Downtown and other strategically important nodes identified on the Future Land Use Map **as well as supportive compatible uses in residential zones,** to facilitate multimodal travel and increase cost-effectiveness of future service.

2.5: Update city regulations (zoning, Standards and Design Manual) where appropriate to enable design techniques that encourage urban scale and walkable communities.

2.6: Promote urban design techniques, such as placing parking behind buildings, encouraging active, uses at the ground floor level along key street frontages, reducing setbacks where appropriate, and

increasing network connectivity, to create a more pedestrian friendly streetscape and to reduce speeds on high volume roadways across the city.

2.7: Encourage new developments to provide on-site amenities such as transit shelters and, bicycle storage (racks/lockers), and shower/locker room facilities to promote transportation options for their residents/workers/customers.

2.8: Reduce parking requirements in the Downtown and other strategically important nodes identified on the Future Land Use Map when a development proposal includes Transportation Demand Management (TDM) strategies that can be demonstrated to reduce trip making to and from the development.

2.9: Encourage UVA and other major employers, like the City of Charlottesville and Charlottesville City School Division, to work in partnership with developers and real estate professionals to expand workforce housing opportunities within close proximity of the employer, either by foot, bike or transit with emphasis on Downtown and other strategically important nodes identified on the Future Land Use Map.

2.10 Support public transportation and non-motorized travel through the design and development of mixed-use projects in the Downtown and other areas identified on the Future Land use Map. The road design and site design (including the location of parking, transit stops, pedestrian facilities, and secure bicycle parking), and other facilities should be supportive of public transportation usage and non-motorized travel.

2.11 Promote pedestrian safety and convenience by adjusting signal timing, optimizing speed limits and reconfiguring lanes (where appropriate) to reduce vehicle/pedestrian conflicts.

Efficient Mobility

Goal 3: Maintain a safe and efficient transportation system to provide mobility and access to support the economic development goals of the city.

3.1 Expand the use of Transportation System Management techniques such as Intelligent Transportation Systems to coordinate traffic signals, and communicate emergencies, weather and incidents to drivers.

3.2 Adopt VDOT Access Management standards for new development and redevelopment along primary entrance corridors. [When publish – provide link to this document](#)

3.3: Identify additional roadway connections to improve the connectivity of streets.

3.4: Establish designated truck routes within the City.

3.5: Minimize the effects of congestion on commuters and the movement of goods through such strategies as: signal coordination, parking management techniques that reduce the need to circle for a parking spot, encouragement of off-peak deliveries, exploring opportunities to integrate new technology and promotion of sustainable modes of transportation

3.6 Create centers for shared mobility and transit in the Downtown and University areas and eventually an interconnected ring of neighborhood nodes.

3.7: Continue to encourage local employers to use Travel Demand Management (TDM) techniques, such as flexible work hours, individualized trip planning, parking cash out and other financial incentives for using alternative modes of commuting, to preserve the traffic-moving capacity of the arterial roadway network.

3.8: Promote and market public transit, ridesharing, bicycling and walking with all potential users.

Parking Supply and Management

Goal 4: Provide a balanced approach to parking that supports economic vitality without sacrificing affordability aesthetics, while minimizing environmental impacts and accommodating pedestrians, bicycles, transit users and disabled individuals. Work to reduce overall demand for parking by promoting land use patterns and making transportation investments that encourage alternatives to automobile travel.

4.1: Complete a comprehensive study of City parking supply, demand and parking policies.

4.2: Identify, evaluate and adopt appropriate “best practices” for parking management to more effectively manage parking resources, such as shared parking.

4.3: Provide public parking to maintain the vitality of the City while using pricing strategies and coordinated locations of parking to encourage use of transit, walking and bicycling.

4.4 Examine the possibility of phasing out minimum parking requirements in locations where sufficient transit service and bicycle and pedestrian facilities are in place, and manage parking demand to prevent consistent disruptive on-street parking spillover into residential areas. Review parking requirements by use and location every two years.

4.5 Examine investment in municipal, shared parking facilities in strategic locations to foster more efficient land use and reduce surface parking, and produce more affordable housing by reducing parking-related development costs.

4.6 Engage TJPDC to create an integrated regional transit and parking strategy that meets regional housing, transportation, and economic development needs using best practices.

4.7: Develop suburban park and ride/park and bike facilities and provide express transit service to and from these during peak demand periods to reduce traffic congestion into and out of the City’s urban core and employment areas.

4.8: Continue to provide bicycle parking at public buildings and facilities and explore opportunities to provide within public right-of-way to support local businesses.

4.9: Examine and develop policies and prioritization criteria for City-supported integration of electric vehicle charging into the available parking supply.

4.10: Develop consistent signage and minimum design standards for electric vehicle charging for integration into the Standards and Design Manual.

Transit System

Goal 5: Create a transit system that increases local and regional mobility and provides a reliable and efficient alternative for Charlottesville's residents, workers and visitors.

5.1: Continue to expand transit service and increase ridership by providing more frequent service and a longer span of service on all routes connecting nodes indicated on the Future Land Use Plan such that these areas of the city are served by transit in a manner that is equivalent to the time it takes to drive.

5.2: Evaluate transit services, including attention to Sunday and after-dark bus service and route restructuring, and update the City-wide transit plan.

5.3: Continue to work with Albemarle County and the TJPDC to develop a transit system that adequately serves the residents of the entire Charlottesville-Albemarle community. This includes the continued study of light rail, express bus routes, and Bus Rapid Transit (BRT).*

5.4: Work closely with state government, regional organizations and adjacent jurisdictions to support transit-oriented and transit-accessible employment throughout the region.

5.5: Accommodate the travel needs of all residents and employees, including low-income populations, the elderly and those with disabilities.

5.6: Require the development of transit-oriented/supportive developments at strategic nodes identified on the Future Land Use Map.

5.7: Begin to develop a plan for a dedicated funding source to support transit development and operation of high frequency service on all routes with emphasis on routes/ corridors connecting downtown and other strategically important nodes identified on the Future Land Use Map.

5.8. Develop creative means of increasing private revenue for transit, including working with landlords to bundle access passes with rent and seeking donations to support the Free Trolley.

5.9: Work closely with new developments to provide an accessible path from nearby transit stops to an accessible entrance of the site/building.

5.10: Work with appropriate agencies to evaluate the use of Intelligent Transportation System (ITS)/transit signal priority to promote transit efficiency.

5.11: Explore innovative approaches to increasing ridership of public transit, especially for first time riders.

5.12 Incorporate bus stops to the maximum extent possible to food access points including, emergency food banks, soup kitchens, nutritional services, community and school gardens, farmers markets, and grocery stores.

Regional Transportation

Goal 6: Continue to work with appropriate governing bodies to create a robust regional transportation network.

6.1: Actively work with VDOT, DRPT, TJPDC and the Regional Transit Partnership (RTP), Albemarle County, JAUNT, and the University of Virginia to develop a regional transportation network in the City and surrounding areas.

6.2: Evaluate regional transportation network priorities surrounding the City in MPO plans.

6.3: Actively work with the Metropolitan Planning Organization (MPO) to collect information regarding regional travel patterns, such as origin destination data and bicycle and pedestrian counts to improve access to destinations within the City and region emphasizing the Downtown area and other strategically important nodes identified on the Future Land Use Map.

6.4: Increase communication and cooperation among the City, County, Institutes of higher education, interest groups, developers and the public to develop and enhance recreational and transportation trails to ensure consistency of bicycle and pedestrian facilities across City-County boundaries, as well as encourage commuting and other travel by these active transportation modes.

6.5: Continue to work with the TJPDC, Albemarle County and VDOT to advance solutions for the Route 29 corridor, such as intersection improvements at Hydraulic/29 and parallel road networks that **balance the needs of both local and regional trips, prioritizing space for people walking, biking, and riding transit.**

6.6: Encourage existing and new employment and business uses all travel modes by participating in the region's Rideshare and car/vanpooling programs.

6.7: Work with regional partners and the Virginia Department of Rail and Public Transportation (DRPT) to support existing AMTRAK rail service in Charlottesville and examine future demand for and feasibility of additional AMTRAK rail service for Charlottesville and the Lynchburg corridor.

6.8: Work with regional partners to support the Charlottesville Area Regional Airport and encourage robust competition for airport service providers.

Sustainable Transportation Infrastructure

Goal 7: Manage the city's transportation assets and equipment in efficient, innovative and environmentally responsible ways.

7.1: Integrate best management practices into all aspects of the city's transportation and facility

maintenance activities.

7.2 Develop policies and strategies, including collaboration with partnering organizations, to incorporate green infrastructure, such as low-impact development, street trees and green stormwater management strategies, as an integral part of transportation planning.

7.3: Continue to perform regular maintenance and assess life-cycle costs on existing transportation-related equipment and facilities to maximize capital investment and minimize air, water and noise pollution.

7.4: Where feasible, use alternative energy sources to power equipment, such as solar powered beacons generators and battery storage for lighting.

7.5 Explore options for alternative fuel systems to optimize fleet efficiency (including transit and school buses).

7.6: Consider and report on the greenhouse gas (GHG) emissions impacts of bicycles, pedestrians, public transit, fossil fuel based automobiles, and electric vehicles, in light of the City's GHG emission reduction commitments.

7.7 Explore policies and programs to promote and allow integration of electric vehicle charging infrastructure within Charlottesville.

Infrastructure Funding

Goal 8: Identify and seek new sources of sustainable funding mechanisms for the maintenance of existing infrastructure and facilities and future development of the transportation system.

8.1 Maintain and improve infrastructure with local funds to develop walking, biking and transit connections to and from nodes indicated on the Future Land Use Plan.

8.2: Prioritize funding for regular maintenance to preserve and sustain investments in our transportation system

8.3 Identify additional funding sources for transportation improvements including grants, public/private partnerships and potential system operations revenues.

8.4: Work with the MPO to evaluate statewide changes in transportation funding and propose necessary revisions.

8.5: Coordinate the funding and development of transportation facilities with regional transportation and land use plans and with planned public and private investments.

8.6: Explore the possibility of establishing a Transportation District or impact fee service areas for road improvement projects and determine the feasibility of implementing them on routes/ corridors connecting downtown and other strategically important nodes identified on the Future Land Use Map.

8.7: Make developers, County, and UVA aware of new trail linkages needed and seek opportunities for private donations of trail easements and construction of trail enhancements such as bridges or interpretive signage.

8.8: Pursue funding through state and federal grant programs to support multimodal transportation planning and the integration of transportation and land use.