



Community Meeting
May 12, 2018

The background features a light green and white color palette. On the left, there are large, stylized tree silhouettes in a light grey color. In the center and right, there are smaller, more detailed trees with green foliage and brown trunks. In the foreground, three silhouettes of people are shown in motion: a person running on the left, a person riding a bicycle in the center, and another person running on the right. The overall scene is a stylized representation of an active streetscape.

Background

EMMET STREETScape

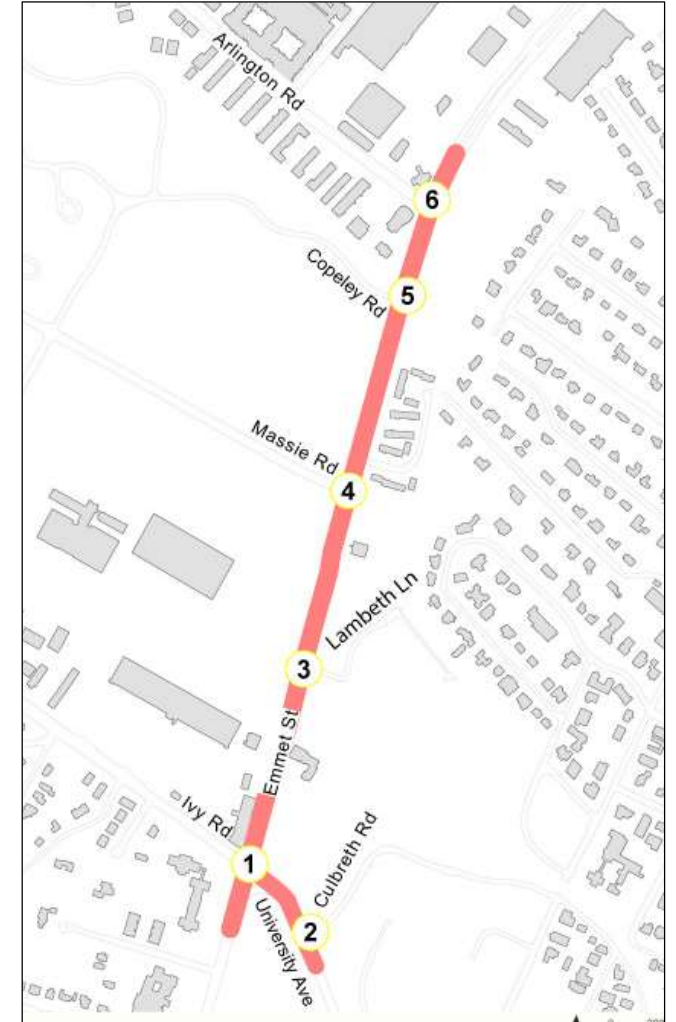
Smart Scale Project Description



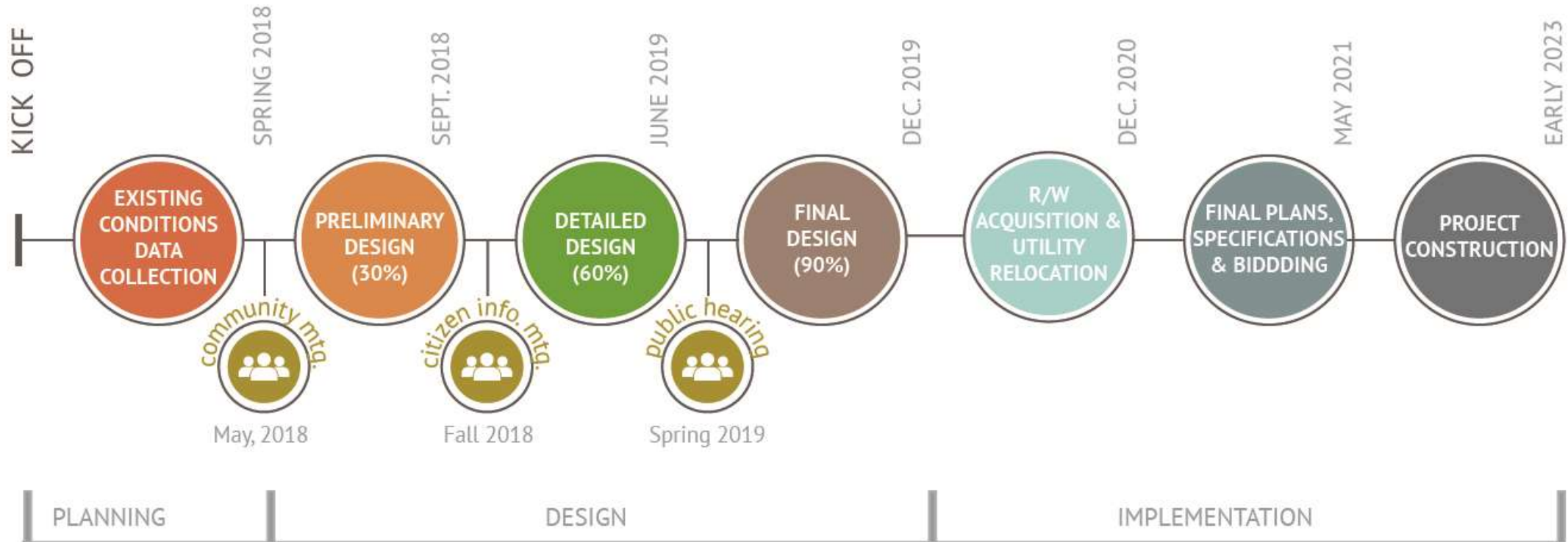
Objective: A complete street that works for all users

Features:

- Bike lanes on both sides
- 10-ft asphalt multi-use path
- Audible pedestrian signals & ADA standard curb ramps
- 5-ft grassy buffer planted with street trees between the multi-use path and Emmet
- Landscaped center median extended to the ped bridge
- Bus shelters and optimize/consolidate bus stops
- Traffic signal coordination



General Schedule



Includes:

- Stakeholder Coord.
- Community Engagement
- Streetscape Concepts
- Citizen Information Mtgs.
- City Council Briefing
- Citizen Streetscape Workshop

Includes:

- Stakeholder Coord. (on-going)
- Community Engagement (on-going)
- Citizen Informations Meetings
- City Council Briefing
- Final Design and R/W acquisition

Includes:

- Right-of-Way Acquisition
- Utility Relocation
- Construction Advertisement
- **Construction Begins May, 2021**

The image features a light green and grey background with silhouettes of people and trees. On the left, a person is running. In the center, a person is riding a bicycle. On the right, another person is running. The background includes several stylized trees of different shapes and sizes. The overall scene suggests an active, outdoor environment.

Context

EMMET STREETScape





City 2015 Bike/Ped Plan

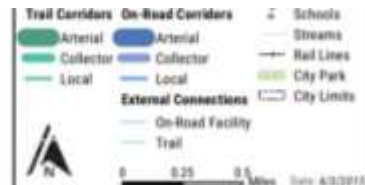
- City's interim recommendation in the Bike/Ped Plan was buffered bicycle lanes
- Emmet Street is an arterial trail corridor in the city's Bike/Ped Plan vision map
 - These routes are the spine of the network
 - Bicycle facilities separated from traffic to ensure they are low stress and attract all ages and abilities

Charlottesville, Virginia



Bicycle and Pedestrian Plan

Bicycle Vision Network



City & Industry Guidance

Element (Mixed Use A)	Guideline
Sidewalk	7' clear zone
Curbside buffer	3' to 6' with trees
Bicycle Facility	<ul style="list-style-type: none"> • 5' to 7' bike lane • 7' separated bike lane • Or 10' shared use path
Travel lanes	<ul style="list-style-type: none"> • 10' • 11' outside lane if transit
Turn lanes	10'
Traffic calming	Roundabouts
Median	Recommended for 3+ travel lanes
Curb radii	20' to 30'

*Red items are highest priority elements

Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed ¹	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts ¹	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			Protected Bicycle Lane
	Greater than 6,000	Multiple lanes per direction		Protected Bicycle Lane, or Reduce Speed
Greater than 26 mph ¹	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

“Where motor vehicle speeds exceed 35 mph, it is usually impossible to provide safe or comfortable bicycle conditions without full bikeway separation.”

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Existing Performance

EMMET STREETScape

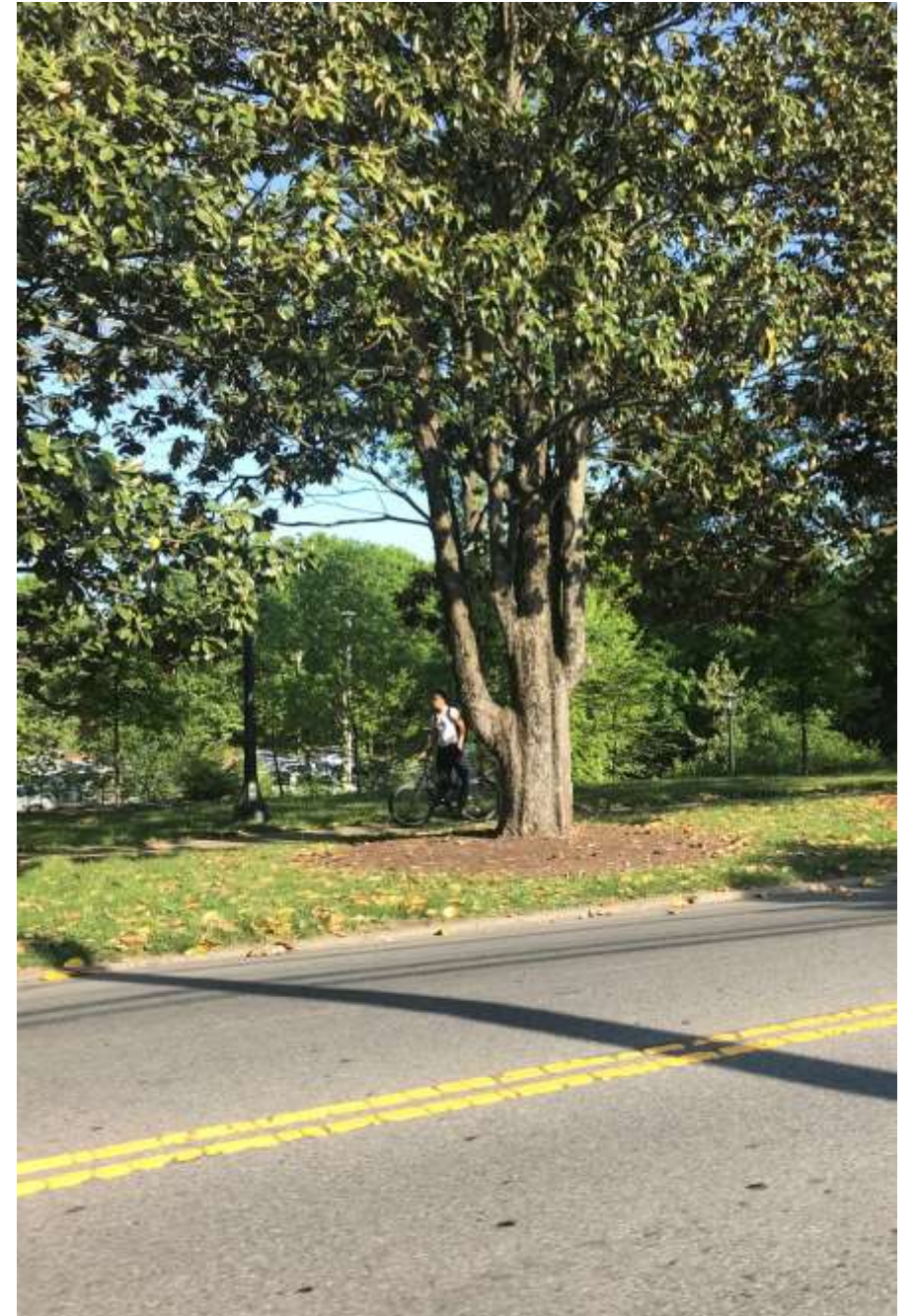
Pedestrian

- About 1,000 pedestrians per day, equally distributed east and west (Fall 2016 count)
- 4 marked or grade separated crossings
- Narrow curbside buffers
- Desire lines show need for additional connections
- Need for accessibility improvements



Bicycle

- Count of 62 bicycles just south of Massie on April 18
- About 150 counted at Ivy/Emmet in October 2015
- Significant sidewalk riding
- No bicycle facilities on Emmet
- Goodwin Bridge provides key bicycle connection from North to Central Grounds



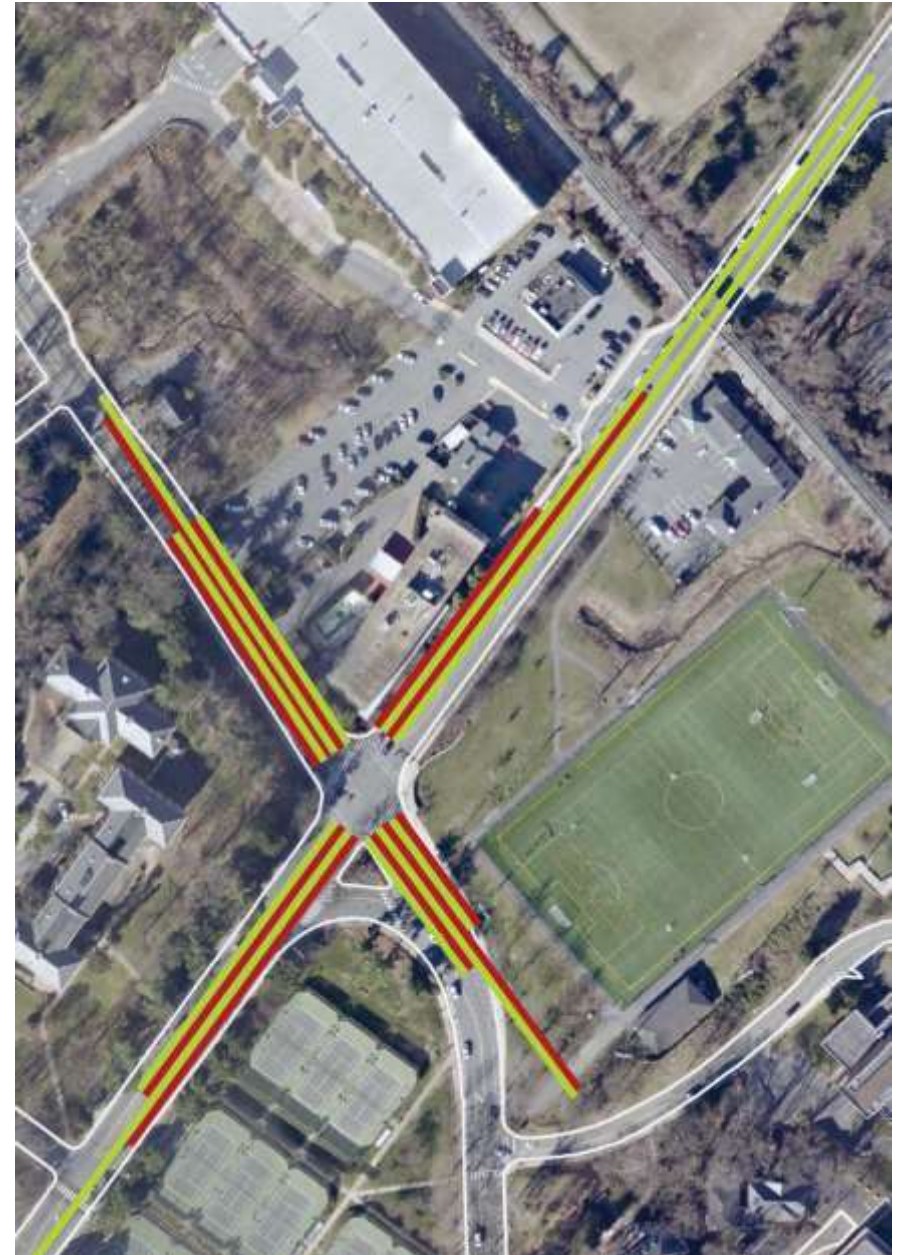
Transit

- Nearly 1,000 passenger boardings + alightings daily at 3 stops
- 3 UTS routes
- 1 City route (#7)
- No bus shelters



Vehicle

- About 26,000 vehicles per day
- Average speed about 34 MPH
- Posted speed limit of 35 MPH
- Substantial queues at Emmet/Ivy/ University (beyond RR bridge to north)
- Relatively high crash rate south of Massie and at the Emmet/Ivy/University intersection

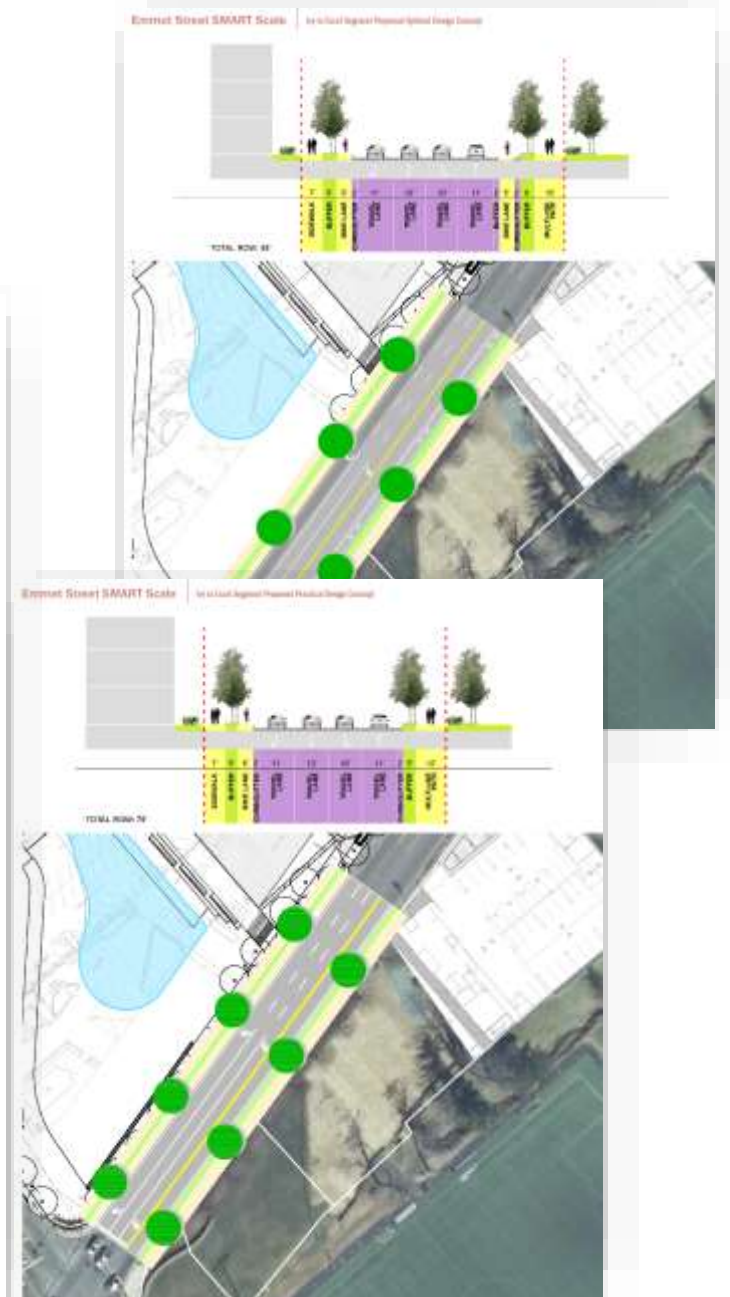
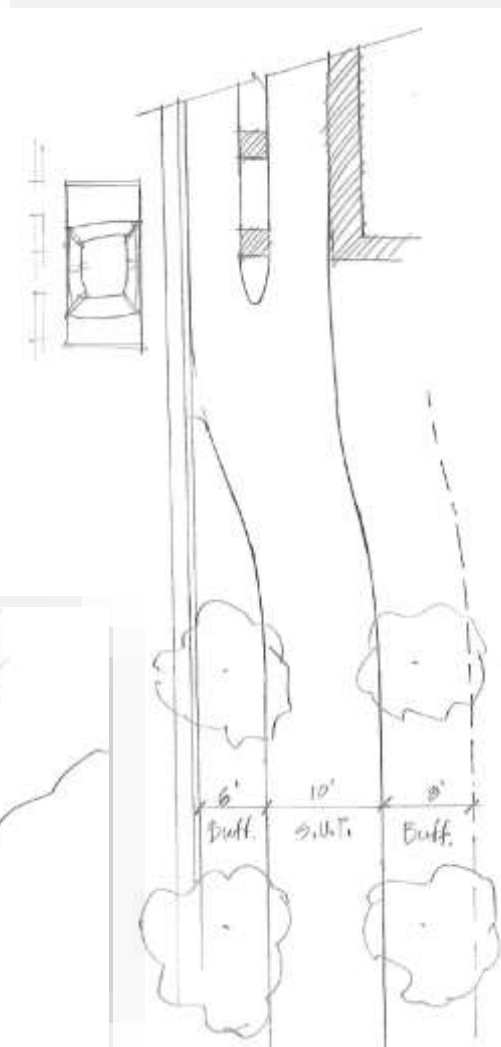
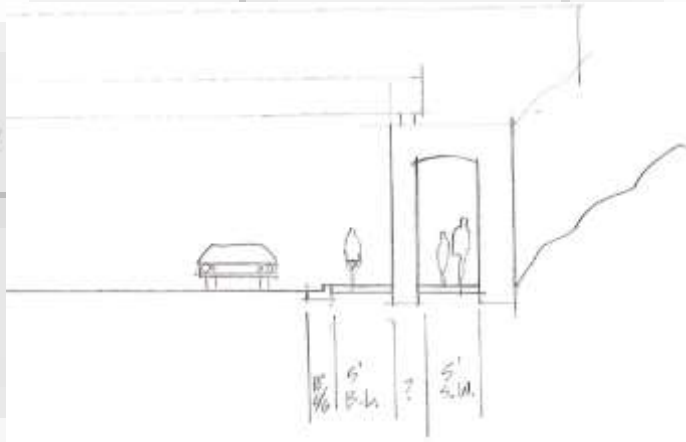
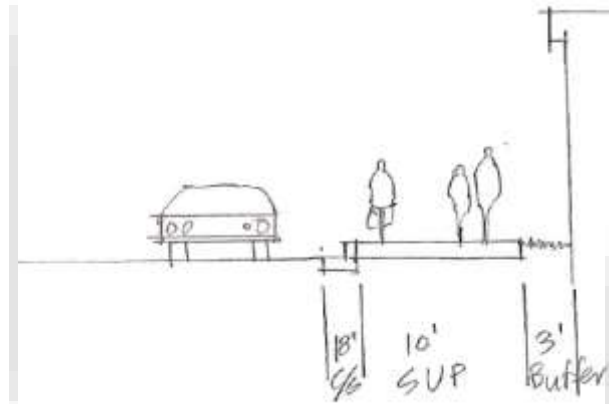
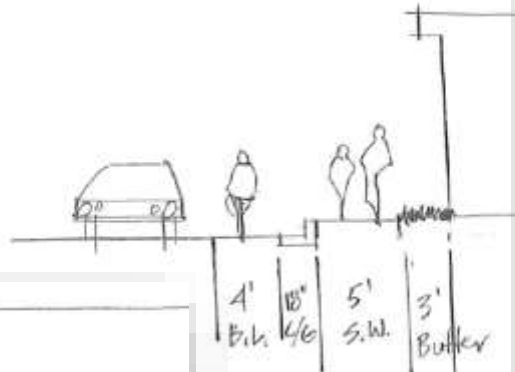
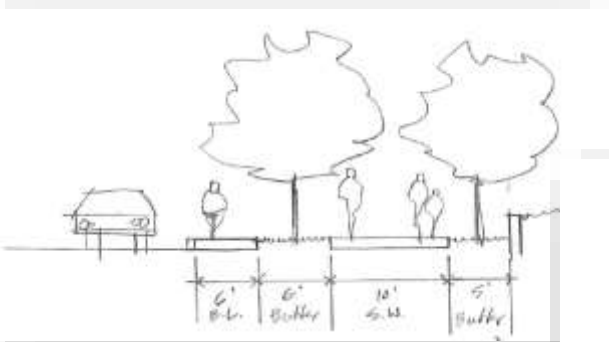


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Initial Decision Points

EMMET STREETScape

Initial Explorations & Analysis



Developing Alternatives

- Preferred design **concept** is the key deliverable from the planning phase.
- The railroad bridge and development proposals south of the railroad bridge are key considerations that will influence the design.
- A key early decision point is how to connect the shared-use path on the north and south sides of the railroad tracks.

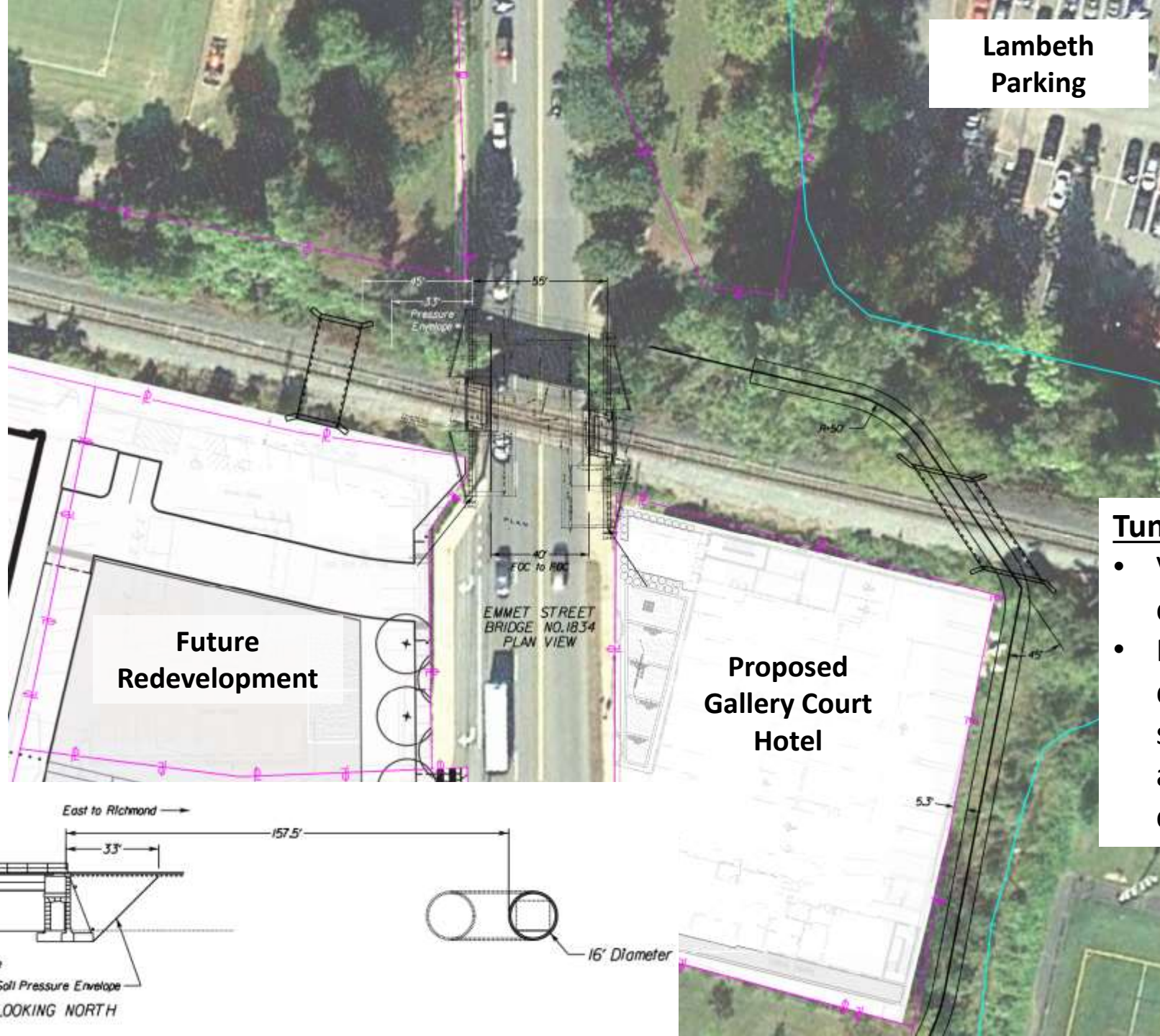


- 40' roadway (b/t columns)
- 2' columns, 5' sidewalks
- 3 lanes (2 SB, 1 NB)



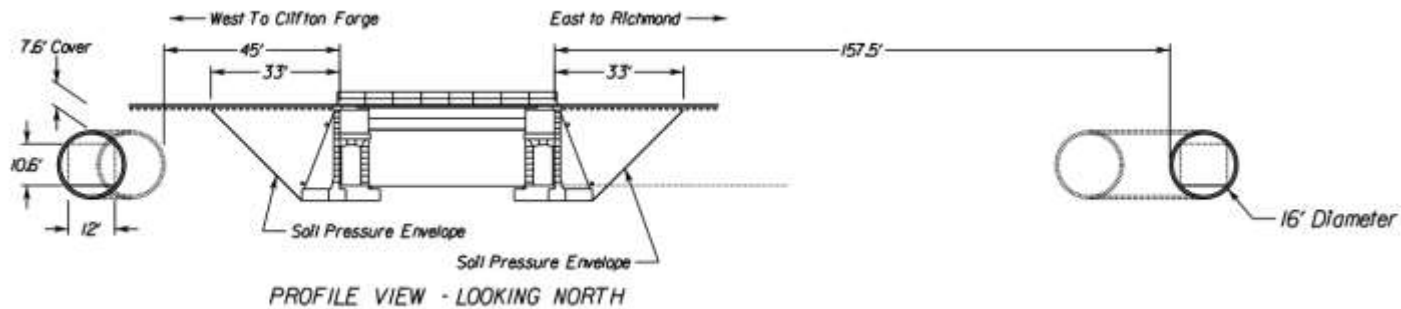
- Curb to hotel pinch point

Tunnel Options



Tunnel Issues

- Various options considered
- Final option will depend on structural analysis and RR coordination



Degree of Separation and Protection for Bikes and Peds

Industry guidance suggests:

- Separation of bicycle and pedestrian modes (with a buffer) where possible
- Protecting bicycle facilities wherever possible



Traffic Considerations

- **Turn Lanes:** Looking at SB right Emmet to Ivy, and change of NB channelized right to standard right turn
 - Supported by existing performance; elevated by closure of access road at Villa Diner.
- **Roundabouts:** Potentially works for vehicles at Massie intersection; but design challenges
- **Road Diet:** Volumes exceed 25,000. Exceeds level suitable for a road diet



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Open House

EMMET STREETScape

Activities

- **Station 1**

- How Do You Use Emmet Street? (Green dots for destination, lines for paths)
- Now and Then (Emmet Street Today Is. Emmet Street in 2023 Is.)

- **Station 2**

- How is Emmet Street Working for You? (Green for likes, red for dislikes)

- **Station 3**

- Design Principles (Share your thoughts)
- East or West Side Path (Share your preference and why)
- Visual Preference Survey (Dot vote on images you like most)

Walking Tour

- Share observations and ideas from the field