

## Key

This draft version shows the edits made to the text of the 2013 Comprehensive Plan.

Underline = New text (Sample)

Strikethrough = Deleted text (~~Sample~~)

Double strikethrough = Text moved to different section (~~Sample~~)

Double underline = Text moved from different section (Sample)

## Transportation Chapter

### Complete Streets

**Goal 1: Increase safe, convenient and pleasant accommodations for pedestrians, bicyclists and people with disabilities that improve quality of life within the community and within individual neighborhoods.**

1.1: Continue to implement ~~Update~~ the City's Bicycle and Pedestrian Master Plan to facilitate bicycle and pedestrian travel within the City.

1.2: Provide convenient and safe pedestrian connections within 1/4 miles of all commercial and employment centers, transit routes, schools and parks

1.3: Continue to implement the Streets that Work Plan, -providing ~~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 bicyclists 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 per the ADA Transition Plan and ensure that accessible curb ramps exist at all pedestrian crossings where conditions allow.

1.7: Examine 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 ~~develop a Safe Routes to School Travel Plan~~ implement the Safe Routes to School Activities and Programs plan within ~~for~~ every public school in the City.

1.9: Seek to expand and anticipate traffic calming where applicable throughout the City in collaboration with neighborhood residents and as part of the development process.

## Land Use & Community Design

### **Goal 2: Improve transportation options and quality of life through land use, ~~and~~ community design techniques, and an effective, high frequency transit system.**

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 option of walking, ~~and~~ biking, or 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.

2.4: Encourage a mix of uses in priority locations, such as along identified transit corridors and other key roadways, to facilitate multimodal travel and increase cost-effectiveness of future service.

2.5: Update city regulations (zoning, Standards and Design) to consider ~~Develop a comprehensive set of street design guidelines based on the Complete Streets Resolution and ITE/CNU's Walkable Urban Thoroughfares Context Sensitive Solutions (CSS) Approach that balances multimodal transportation options while considering design techniques that allow for urban scale, walkable communities where appropriate are implemented.~~

2.6: Promote urban design techniques, such as placing parking behind buildings, reducing setbacks and increasing network connectivity, to create a more pedestrian friendly streetscape and to reduce speeds on high volume roadways.

2.7: Encourage businesses to provide on-site amenities such as transit shelters and bicycle storage (racks/lockers) to promote alternative transit for their workers.

2.8: ~~Provide financial assistance to~~ Consider efficient and effective Transportation Demand System Management (TSDM) techniques during transportation planning and scoping of projects programs.

2.9: Reduce parking requirements when a development proposal includes Transportation Demand Management (TDM) strategies that can be demonstrated to reduce trip making to and from the development.

~~2.10: Develop a GIS-based map of all city owned undeveloped land and rights of way, to inform bicycle and pedestrian improvements.~~

2.10~~1~~: 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 ~~bus stop~~ on a route to the employer transit.

## **Arterial Roadway Network**

### **Goal 3: Improve mobility and safety of the arterial roadway network.**

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

3.2: Continue to use Transportation System Management techniques such as Intelligent Transportation Systems to coordinate traffic signals, and communicate emergencies, weather and incidents to drivers.

3.3: Develop Access Management standards for new development and redevelopment along primary entrance corridors.

3.4: Identify multimodal solutions to reduce single occupancy vehicle use.

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

## **Efficient Mobility**

### **Goal 4: Maintain an efficient transportation system that provides the mobility and access that supports the economic development goals of the city.**

4.1: Establish designated truck routes within the City.

4.2: 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 and promotion of sustainable modes of transportation.

4.3: Prioritize funding for regular maintenance to preserve and sustain investments in our transportation system connections to improve the connectivity of streets.

4.4: Consider the impacts that emerging technologies in transportation (e.g., autonomous cars, online goods delivery, electric vehicles, etc.) may have on the future capacity needs of the transportation network.

## **Parking**

### **Goal 5: Provide parking to adequately meet demand and support economic vitality without sacrificing aesthetics, while minimizing environmental impacts and accommodating pedestrians, bicycles, transit users and disabled individuals.**

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

5.2: Work with University of Virginia officials to encourage students, faculty and staff to live closer to the University or to use alternative modes of transportation wherever they live.

5.3: Encourage employers to provide incentives for employees who do not drive to work.

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

5.5: Explore options for park-and-ride lots and examine parking exempt zones. Utilize the zoning regulations to promote sound private parking facility supply and design by private developers.

5.6: Explore shared motor vehicle service and bike share for the Downtown and University areas.

5.7: Examine investment in municipal, shared parking facilities in targeted mixed use corridors in an effort to encourage redevelopment.

5.8 Develop suburban park and ride 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.

## **Transit System**

**Goal 6: Create a transit system that increases local and regional mobility and provides a reliable and efficient alternative for Charlottesville's citizens.**

6.1: Continue to expand transit service and increase ridership by providing more frequent service and a longer span of service on all routes.

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

6.3: 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).\*

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

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

6.6: ~~Encourage~~ Require the development of transit-oriented/supportive developments.

6.7: ~~Explore the~~ Begin to development of a plan for a dedicated funding source for future to support transit needs development and operation of high frequency service on all routes.

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

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

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

## **Regional Transportation**

### **Goal 7: Continue to work with appropriate governing bodies to create a robust regional transportation network.**

7.1: Actively work with VDOT, VDRPT, TJPDC, Albemarle County, JAUNT, and the University of Virginia to develop a regional transportation network surrounding the City.

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

7.3: Actively work with the MPO to collect information regarding regional travel patterns, such as origin destination data and bicycle counts to improve access to destinations within the City and region.

7.4: 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.

7.5: Continue to work with the TJPDC, Albemarle County and VDOT on design solutions for Route 29, such as grade-separated interchanges and parallel road networks that balance the needs of both local and regional traffic.

7.6: Encourage existing and new employment and business uses to support alternative travel modes by participating in the region's Rideshare and car/vanpooling programs.

7.7: Work with regional partners and the Virginia Department of Rail and Public Transportation (DRPT) to examine future demand for and feasibility of additional AMTRAK rail service for Charlottesville and the Lynchburg corridor prior to the Roanoke Extension project.

## **Sustainable Transportation Infrastructure**

### **Goal 8: Develop sustainable transportation infrastructure by designing, constructing, installing, using and maintaining the city's transportation assets and equipment in efficient, innovative and environmentally responsible ways.**

8.1: Integrate best management practices into all aspects of the city's transportation and facility maintenance activities.

8.2: Develop policies and strategies, including collaboration with partnering organizations, to incorporate sustainable transportation infrastructure ~~green infrastructure~~ alternatives as an integral part of planning.

8.3: Develop strategies to assess the cost-effectiveness of using sustainable transportation infrastructure ~~green infrastructure~~ instead of traditional alternatives for specific projects and ensure that the multifunctional benefits of sustainable transportation infrastructure ~~green infrastructure~~ are considered in cost-benefit analyses.

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

8.5: Where feasible, use alternative energy sources to power equipment, such as solar powered beacons, EV charging infrastructure, and electric buses.

8.6: Develop a plan to replace City owned vehicles with more environmentally friendly vehicles.

8.7: Consider the impacts that emerging technologies in transportation (e.g., autonomous cars, online goods delivery, electric vehicles, etc. ) may have on the environmental sustainability goals of the City.

### **Infrastructure Funding**

**Goal 9: Identify and seek new sources of sustainable funding protocol and mechanisms for the maintenance of existing infrastructure and facilities and future development of the transportation system.**

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

9.2: Create a regional advocacy group that brings all jurisdictions together to push for statewide changes in transportation funding and to lobby the General Assembly for additional funding/enabling authority to do so.

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

9.4: Explore the possibility of establishing a Transportation District or impact fee service areas for road improvement projects and determine the feasibility of implementing them.

9.5: Make developers 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.

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