



Fontaine Avenue Streetscape Improvements

Steering Committee Meeting #1

November 15, 2018



*In Conjunction
With*

TOOLE
DESIGN

Agenda

- Welcome and Introductions
- Role of the Steering Committee
- Project Details
- Existing Conditions
- Project Evolution
- Dialogue with the Steering Committee
- Next Steps
- Adjourn



Welcome and Introductions

Steering Committee Members

Nina Barnes Jefferson Park Avenue Neighborhood Association

Andrew Baxter City of Charlottesville Fire Department Chief

Lorie Craddock Atlas Coffee Owner

Jay Davis City of Charlottesville Fire Department Fire Marshal

Adrienne Dent Fry's Spring Neighborhood Association

Cort Hammond Bike and Pedestrian Advisory Committee

Hosea Mitchell Planning Commission/Entrance Corridor Review Board

Kevin McDermott Albemarle County Community Development - Transportation

Carl Schwarz Board of Architectural Review

Rosanne Simon Tree Commission

Mike Smith Bike and Pedestrian Advisory Committee

Mike Stoneking PLACE Design Task Force

Jess Wenger Fry's Spring Neighborhood Association

Rebecca White UVA Department of Parking and Transportation

Helen Wilson UVA Office of the Architect

Patrick Wright UVA Health System – Facilities



Steering Committee Technical Advisors

CITY OF CHARLOTTESVILLE STAFF

Kyle Kling NDS Project Manager

Matt Alfele NDS Neighborhood Planner

Tony Edwards NDS Development Services Manager

Brennan Duncan NDS City Traffic Engineer

Alex Ikefuna NDS Director

CONSULTANT TEAM



Owen Peery Project Manager

Jeff Kuttesch Transportation Engineer

Amy Nelson Site Civil Engineer



Ken Ray Landscape Architect/Urban Design

Fred Lippert Landscape Architect/Urban
Design





Role of the Steering Committee

Steering Committee Purpose and Role

- To **Provide Input** to the City of Charlottesville and Consultant Staff regarding the proposed transportation improvements for the Fontaine Avenue Street Improvements Project for the areas noted.
- The role of the Committee will be to **Participate** and **Make Suggestions** regarding issues and needs along the corridor and the development of concepts and detailed alternatives, including the assessment of their effects. Members will be encouraged to participate in public workshops.

Steering Committee Guidelines

- Each member has an **Equal Right to Speak and Ask Questions.** There are no “dumb questions.”
- Each member is encouraged to **Share Individual Viewpoints.** Individual opinions are valid whether others agree with them or not.
- We will **Listen** to, **Respect** and seek to understand the views of others, particularly those perspectives that differ from our own.
- We will be **Courteous when Addressing other Members** of the project team / committee.
- We will **Keep** our **Comments Relevant** to the topic under discussion.
- The Steering Committee will **Operate by Consensus** whenever possible. Consensus does not necessarily mean agreement or active support by each member. Those not objecting are not necessarily indicating that they favor the proposal under consideration, but merely that they can “live with it.”

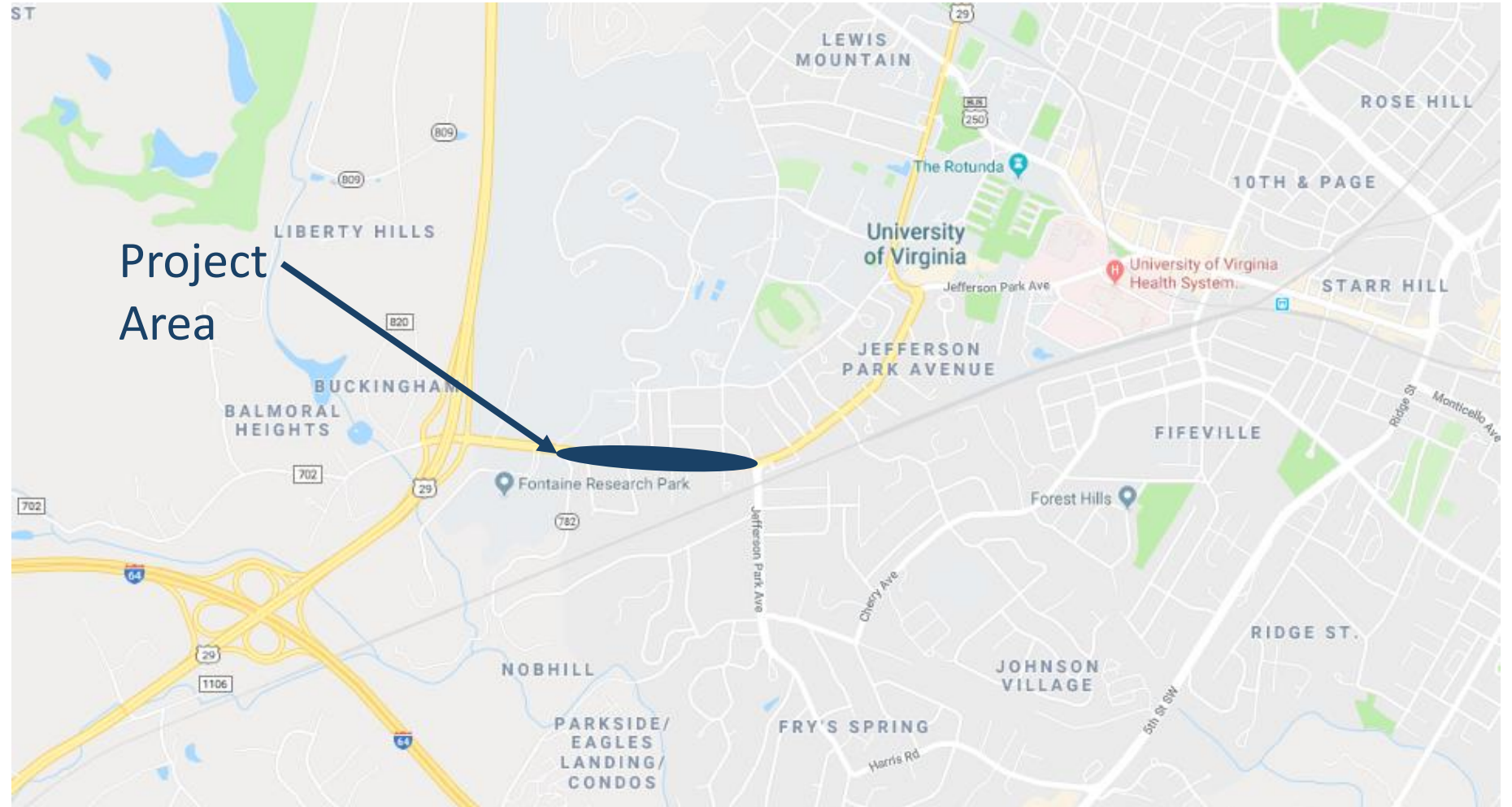
Steering Committee Guidelines: External Communications

- Ideas discussed within the Steering Committee should not be presented as representing the position of the Committee without the agreement of the Committee.
- When speaking about the work of the Steering Committee outside of meetings, members are speaking for themselves only unless speaking from approved documents or positions of the Steering Committee.
- Draft materials, plans and reports shared by and among members, staff and consultants shall be treated as working papers.
- ***Be an Ambassador*** for the project. Help spread the word at workshops and public meetings to get our message out.



Project Details

Project Area



Project Area

- Project Area as defined by the project SMARTSCALE application



Fontaine Avenue Streetscape Improvements

- Regional and local benefits:
 - **Improved access** to:
 - ▶ US-29
 - ▶ UVA
 - ▶ University Health System
 - **Connect** to proposed bicycle and pedestrian facilities to Fontaine Research Park and beyond
 - **Increase opportunities for walking, bicycling, and the use of other transit**



Project Budget

- PE (Survey, Environmental, Design)= \$1,200,000
- RW (Right of Way and Easement
Acquisition, Utility Relocation = \$3,700,000
- CN (Construction, Oversight,
Inspection, Contingencies) = \$6,800,000
- TOTAL PROPOSED PROJECT FUNDING = \$11,700,000
- Project Is Fully Funded Through Smartscale (HB2)



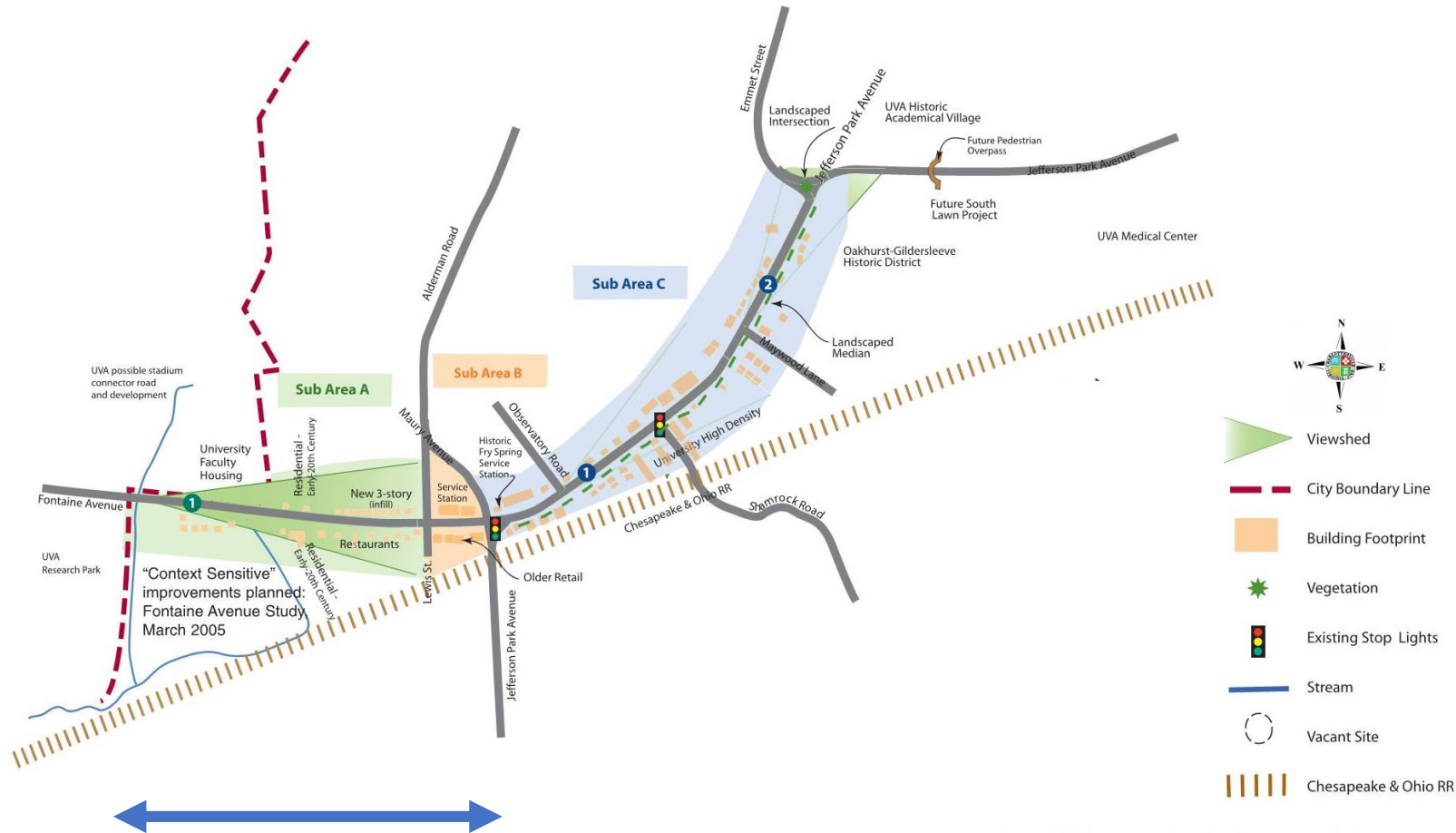
Initial Project Schedule



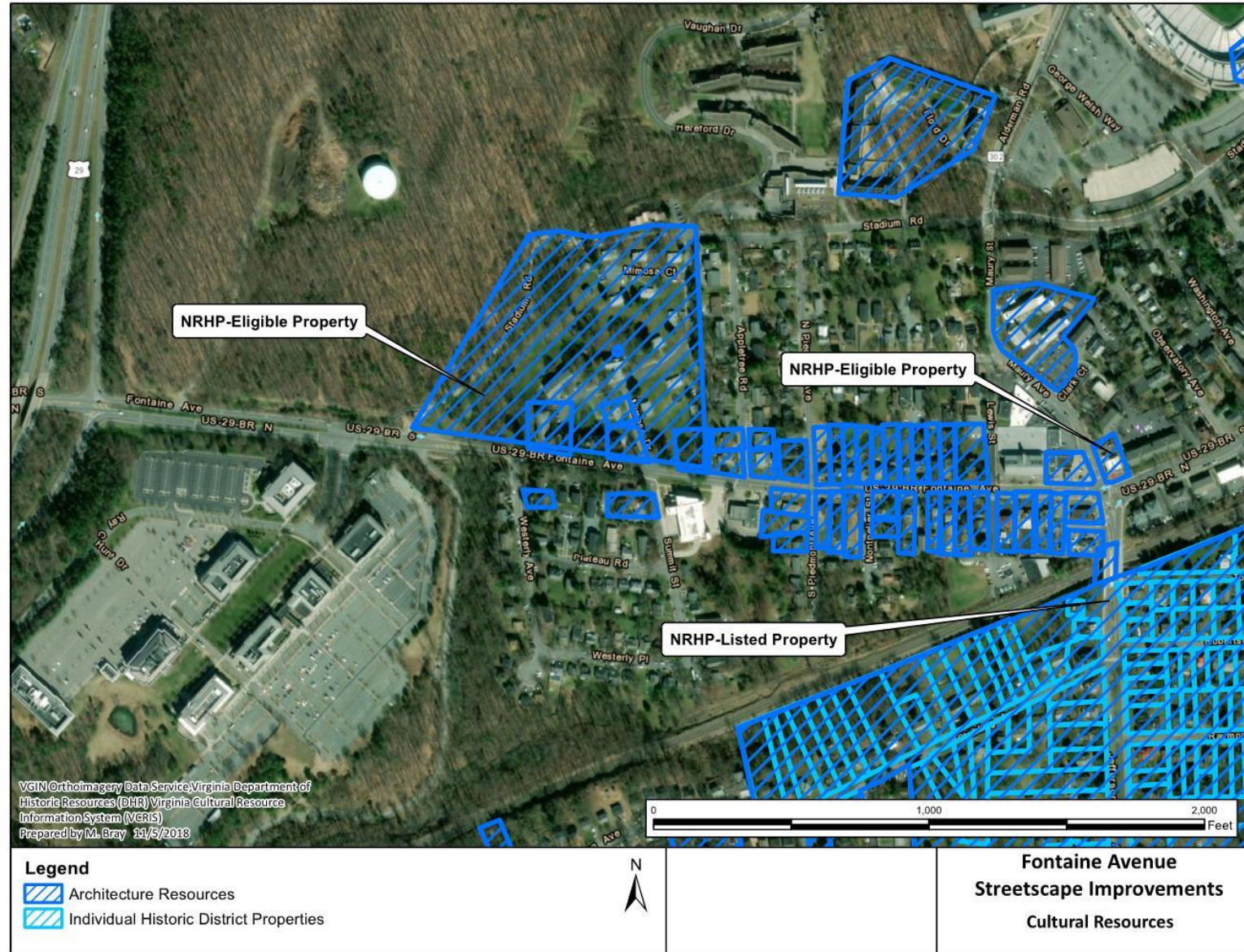
Fontaine Avenue/JPA Corridor

CORRIDOR 5

FONTAINE AVENUE/JEFFERSON PARK AVENUE FROM THE CORPORATE LIMITS TO EMMET STREET



Cultural Resources



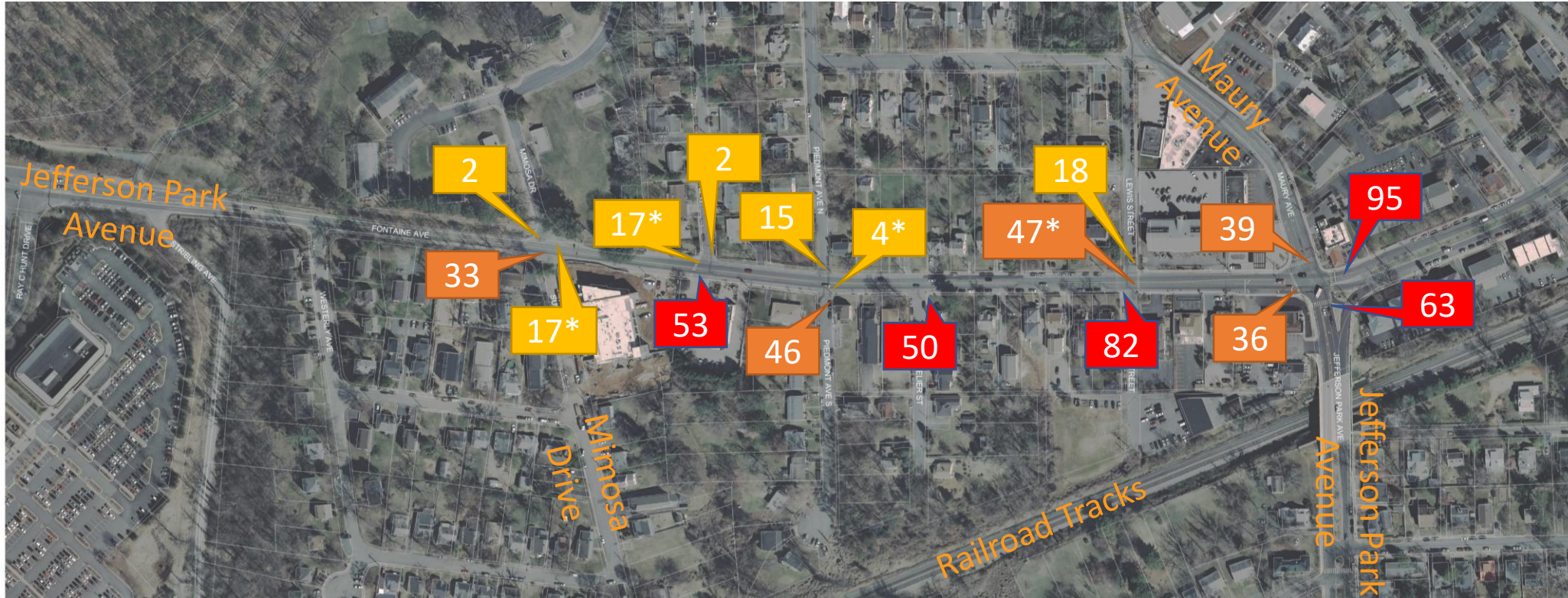
Multi-Modal Transportation



- Sidewalk
- Bike Paths
- Pedestrian Crossing of Fontaine Ave
- Pedestrian Crossing Adjacent to Fontaine Ave
- Fire Station
- Bus Stop
- Medical Transportation

Multi-Modal Transportation

- 13,000 vehicles per day
- Pedestrian Crossings in AM + PM Peak Period (4 Hours total)



*Unsignalized Crossing

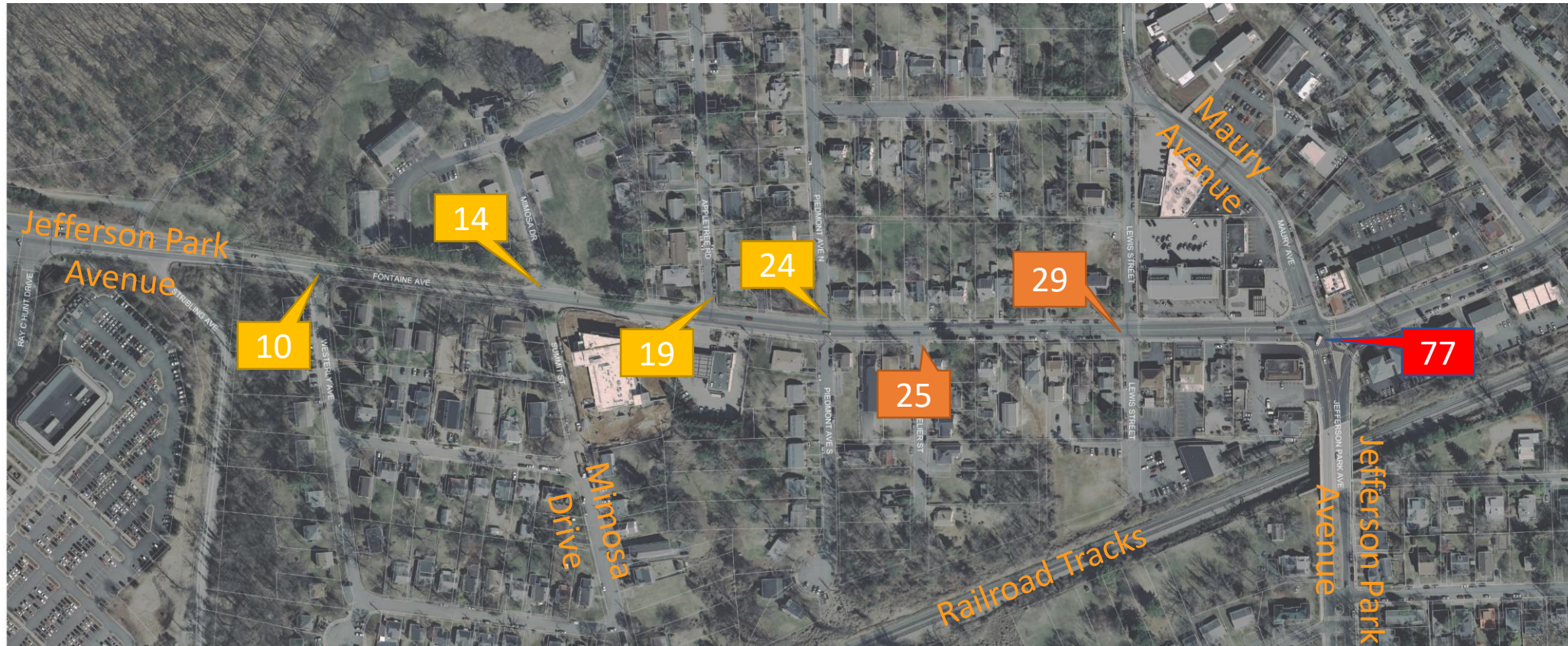
Yellow: 0-25 Crossings

Orange: 25-49 Crossings

Red: 50+ Crossings

Multi-Modal Transportation

- Bicycles in the Roadway – AM + PM Peak Period (4 Hours Total)

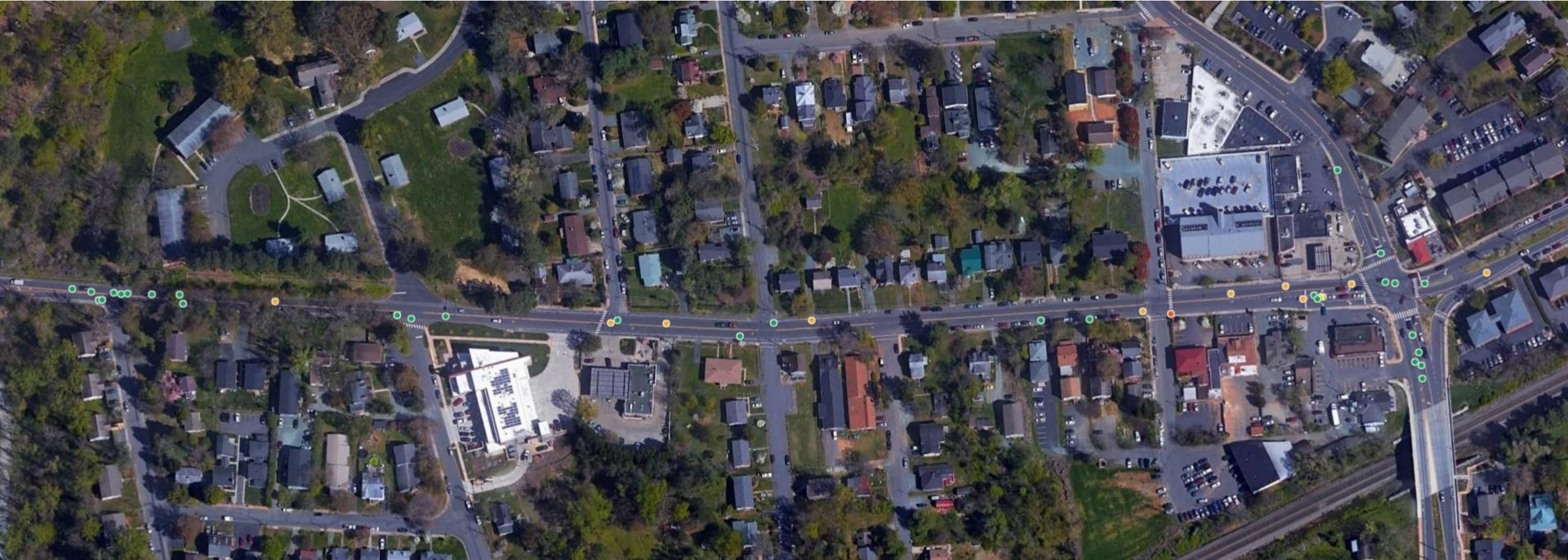


Yellow: 0-25 Crossings
Orange: 25-49 Crossings
Red: 50+ Crossings

Crash Data – Overview

- January 1, 2013 through December 31, 2017
- 44 Total Reportable Crashes
 - 15 injuries
- 4 Pedestrian-Involved Crashes (9% of total)
 - 4 injuries, including 1 Type A (Ambulatory/Severe Injury)
- 2 Bicycle-Involved Crashes (5%)
 - 2 injuries
- 40% of all injuries were pedestrians and cyclists
- Rear-end (19, 43%) and angle (13, 30%) are most common vehicle crash types

Crash Data – By Severity



- PDO. Property Damage Only (32)
- B. Visible Injury (10)
- A. Ambulatory Injury (1)
- C. Non-visible Injury (1)

Crash Data – By Collision Type



- Rear End (19)
- Angle (13)
- Ped (3)
- Sideswipe - Same Direction (3)
- Head On (2)
- Fixed Object - Off Road (2)
- Deer (1)
- Sideswipe - Opposite Dire... (1)

Crash Data – Pedestrian and Bicycle Incidents



● Pedestrian-Involved Crashes

● Bicycle-Involved Crashes

Field Observations - AM

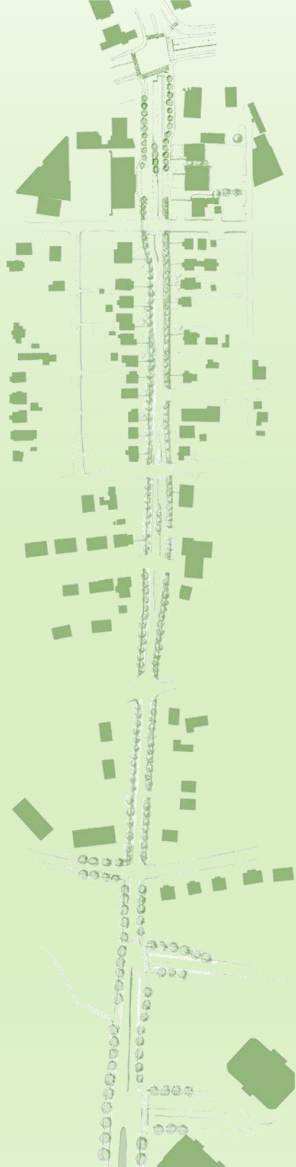


- Eastbound Fontaine Ave **vehicles waiting** to make a left turn onto Mimosa Dr would **block through vehicles**. The queue does not reach Ray C Hunt Dr but does stop 6-7 vehicles along Fontaine Ave.
- **Traffic turning into the commercial** (breakfast and coffee) **businesses** (38.025754, -78.515870) located in the southwest quadrant the Maury Ave intersection **caused traffic delays**. Turning vehicles would attempt to cut-through double solid yellow line and traffic, causing delays. The **EB approach queues reached Montpelier St** at this signal.
- The **NB Jefferson Park Ave queue reached to Robertson Ave** (500-ft from Stop Bar).
- **Pedestrian activity was noticed almost every cycle during both AM and PM cycles.**

Field Observations - PM



- Queueing from the signal at the Fontaine Research Park (Ray C Hunt Dr) along WB Fontaine Ave reached the Maury Ave/Jefferson Park Avenue intersection and beyond. Mimosa Drive was queued as well but the end of the queue was not visible.
- The effects of Ray C Hunt Dr spill back was mostly seen on WB Fontaine Avenue, which was queued to Harmon St. The Bus Stop located just east of Maury Ave does contribute minimally to this queue.
- Turning vehicles from the NB (Jefferson Park Avenue) and SB (Maury Ave) approaches utilized available space along westbound Fontaine Avenue as the queue cleared, leading to more congestion along WB approach.



Travel Times & Intersection Operations

- Travel Time along Fontaine Avenue within Study Limits

Direction	AM Peak	PM Peak
Eastbound	1.9 minutes	1.3 minutes
Westbound	0.9 minute	2.7 minutes

- Fontaine Avenue / Jefferson Park Avenue / Maury Avenue – Delay

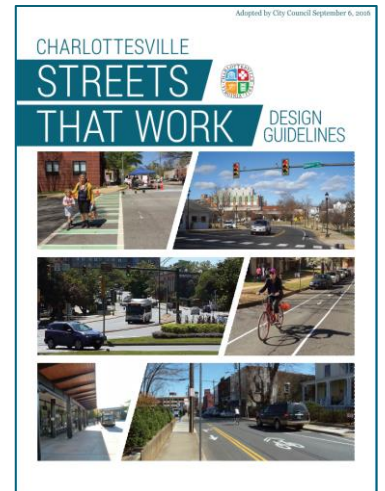
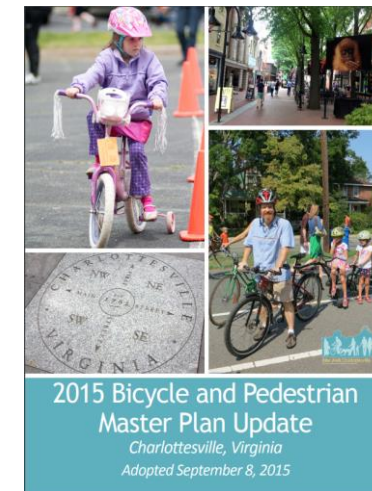
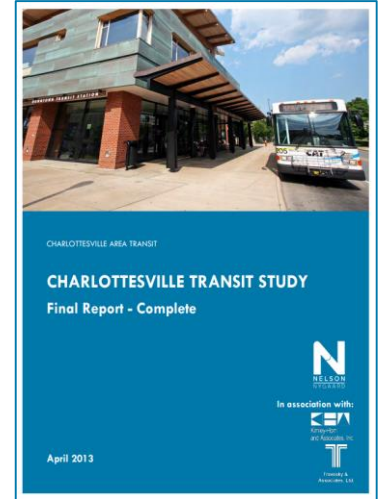
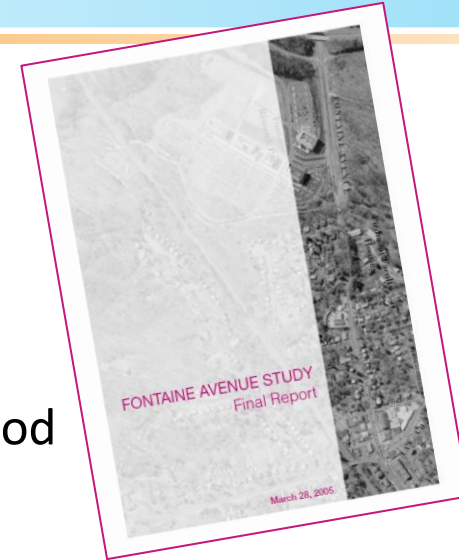
Time Period	Vehicles	Pedestrians
AM Peak	Average: 34.5 seconds / vehicle Worst Movement: 59.8 seconds/vehicle	Average: 43.5 seconds/person Worst Movement: 51.8 seconds/person
PM Peak	Average: 36.9 seconds / vehicle Worst Movement: 53.0 seconds/vehicle	Average: 49.7 seconds/person Worst Movement: 65.7 seconds/person



Project Evolution

Evolution

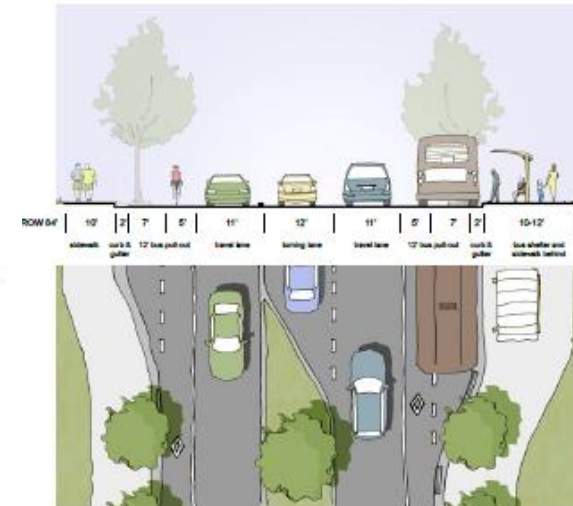
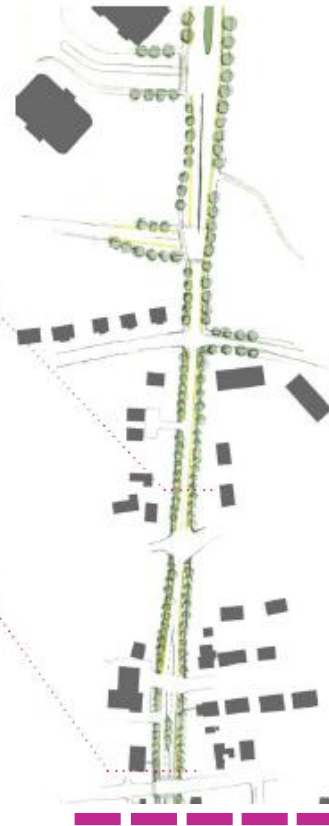
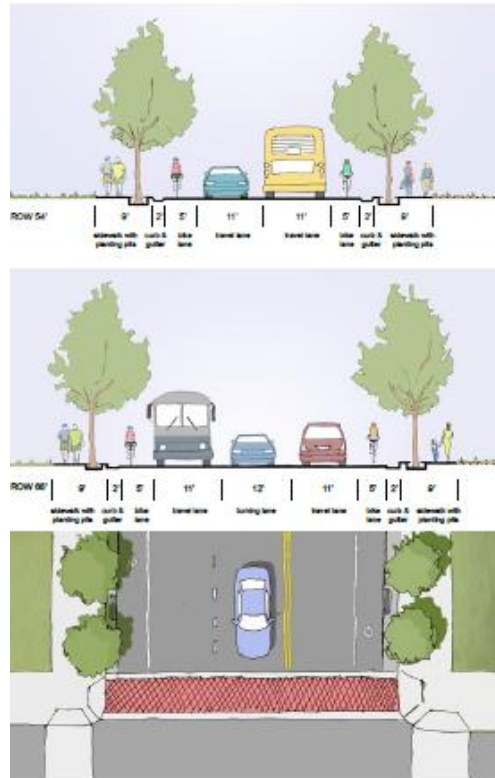
- Previous Fontaine Ave Study in 2005
- What Remains the Same
 - Context sensitive design for Fontaine Avenue
 - Transit, pedestrian-friendly, neighborhood orientation
 - Improving the “quality of life” and multimodal opportunities
- What is Different
 - State of the practice/New techniques
 - Charlottesville Transit Study – 2013
 - Bicycle and Pedestrian Master Plan – 2015
 - Streets That Work Plan – 2016



Evolution

2005 Fontaine Study Recommendations

Context Sensitive Street Sections and Corridor Plan



Fontaine Avenue Study Final Report



Evolution

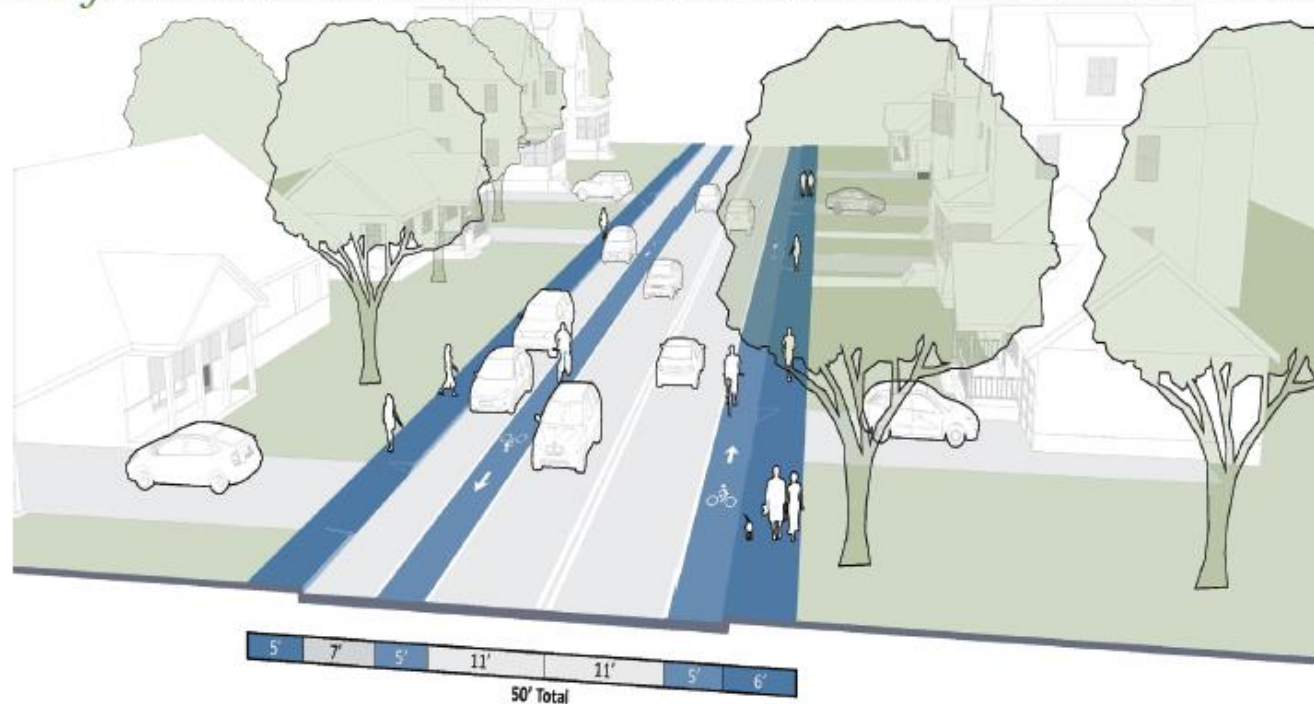
2016 Streets That Work // Fontaine to Maury Designated Neighborhood "A"

► Future

The proposed "Retrofit" Neighborhood A street maintains a single travel lane in each direction and consolidates on-street parking to one side of the street to provide space for dedicated bike lanes.

In the "Unconstrained" scenario, the roadway configuration is the same as the "Retrofit" scenario, and a wide buffer zone separates the sidewalk clear zone from the roadway. This area can accommodate plantings and medium trees, as well as pedestrian scale lighting and street furniture.

► Retrofit



Evolution

2016 Streets That Work // Fontaine to Maury Designated Neighborhood "A" Neighborhood A

NEIGHBORHOOD A STREET Major Design Elements	Recommended	Parameters
Right-of-way	n/a	25' - 50'
Sidewalks (Highest Priority Street Element)	Yes	5'-6' clear walk zone
Curbside Buffer Zone	Yes	3' - 6' Width requirements: small trees = 4'; medium trees = 4' (6' preferred); large trees = 4' (6' preferred); smaller widths can be achieved if soil volume minimum met.
Street Trees**	Yes	Locate in curbside buffer or in on-street parking zone Soil volume minimums: small trees = 250 ft ³ ; medium trees = 400 ft ³ ; large trees = 400 ft ³ (700 ft ³ preferred)
On-Street Parking* (High Priority Street Element in areas without off-street parking)	Yes	7' - 8'*
Diagonal On-Street Parking	No	
Off-Street Parking Access	Yes	Sidewalk level and ADA access to be maintained at all driveways
Travel Lane Widths*	n/a	10-11', if transit 11' outer lane
*Combined travel lane and on-street parking width 18' minimum (7' on-street parking, 11' travel lane OR 8' on-street parking, 10' travel lane)		
**Trees: small (10' – 30' mature height); medium (30' – 50' mature height); large (50' mature height)		
	Highest Priority Street Elements	High Priority Street Elements

Draft Design Principles

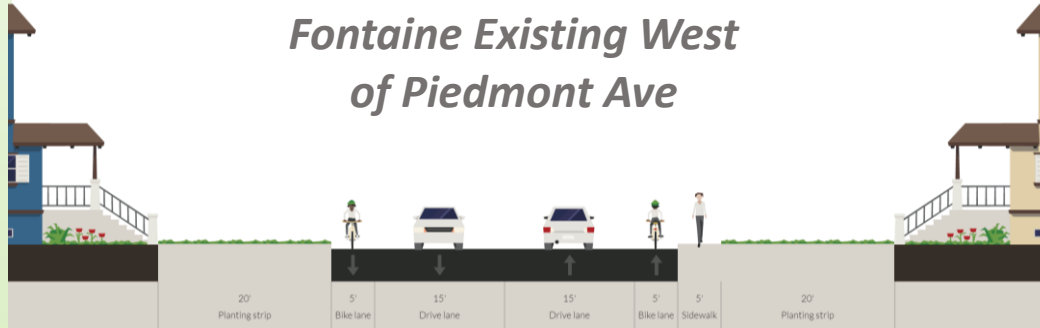
Based on the Charlottesville's Bike/Ped Plan, Streets That Work Plan, and the VDOT Smart Scale Application

- Make a Complete Street
 - Improve Pedestrian, Bicycle and Transit accommodations
 - Balance the needs of all travel modes
- Increase Safety and Comfort for Pedestrians and Bicyclists
 - Provide a buffer between roadway and bike/ped facilities
 - Where feasible, provide physical separation for bike/ped facilities
- Beautify the Corridor as a Gateway
 - Provide landscaping and hardscape materials that provide shade, comfort, safety, and increases the attractiveness of the gateway

State of the Practice/New Techniques

2016 Streets That Work // Multimodal Emphasis For Street Typologies Specific to Charlottesville

Fontaine Existing West of Piedmont Ave



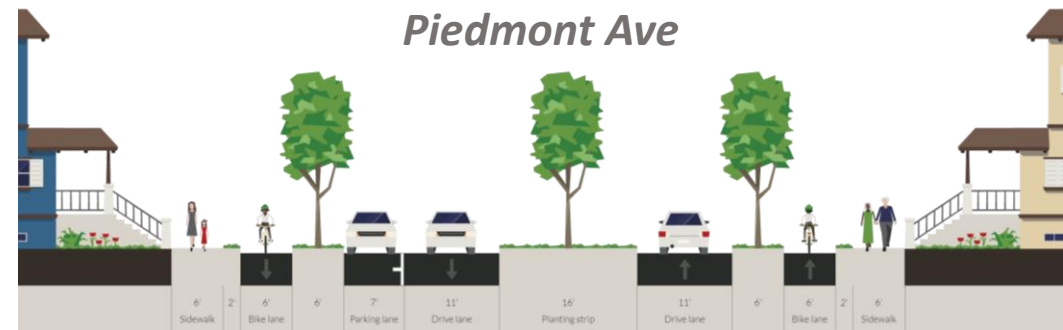
Fontaine Existing East of Piedmont Ave



Starter Idea West of Piedmont Ave

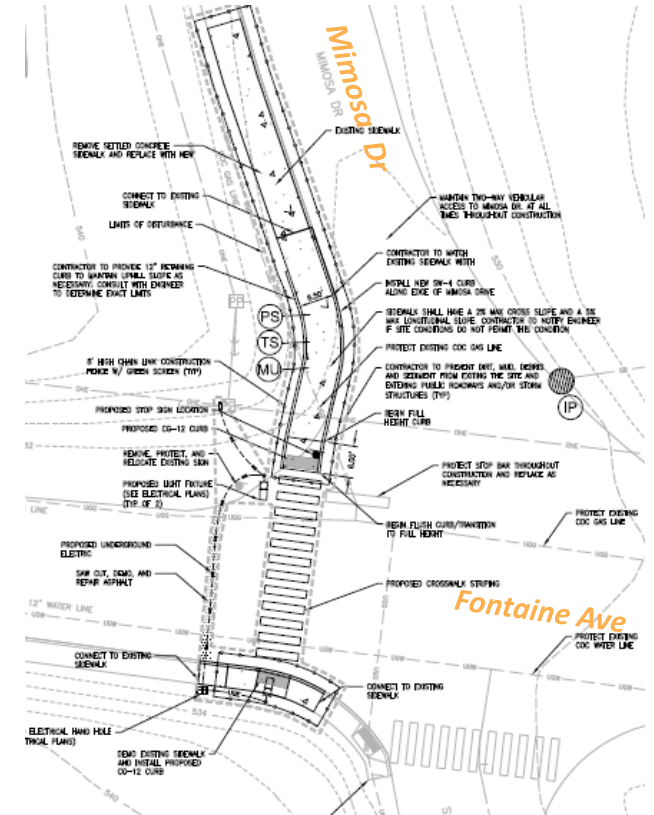
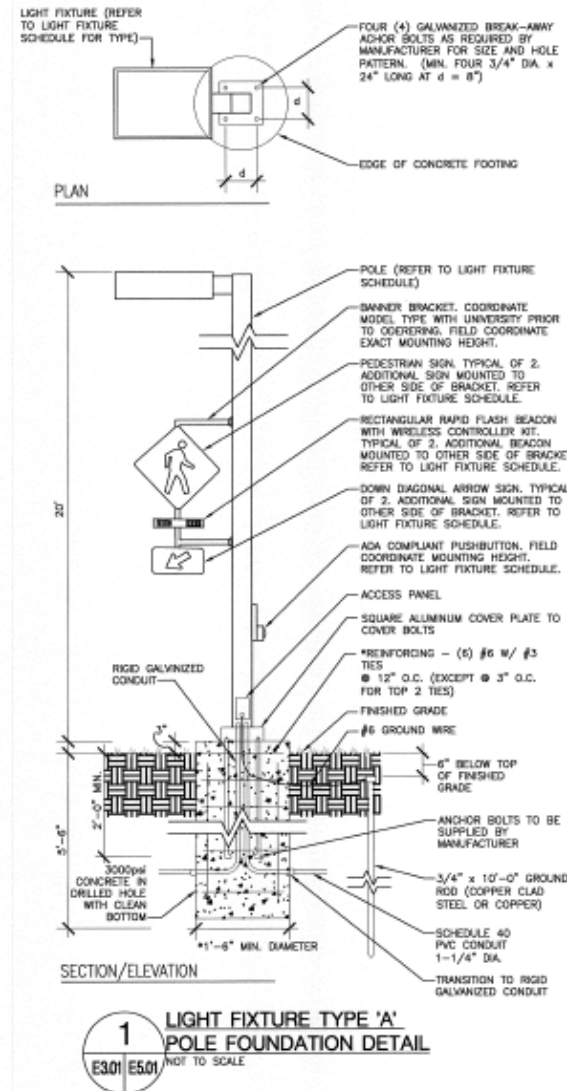


Starter Idea East of Piedmont Ave



State of the Practice/New Techniques

Innovative Crossing Treatments: Rectangle Rapid Flashing Beacon



**UVA Proposed Crossing @
Mimosa Dr/Fontaine Ave**



State of the Practice/New Techniques



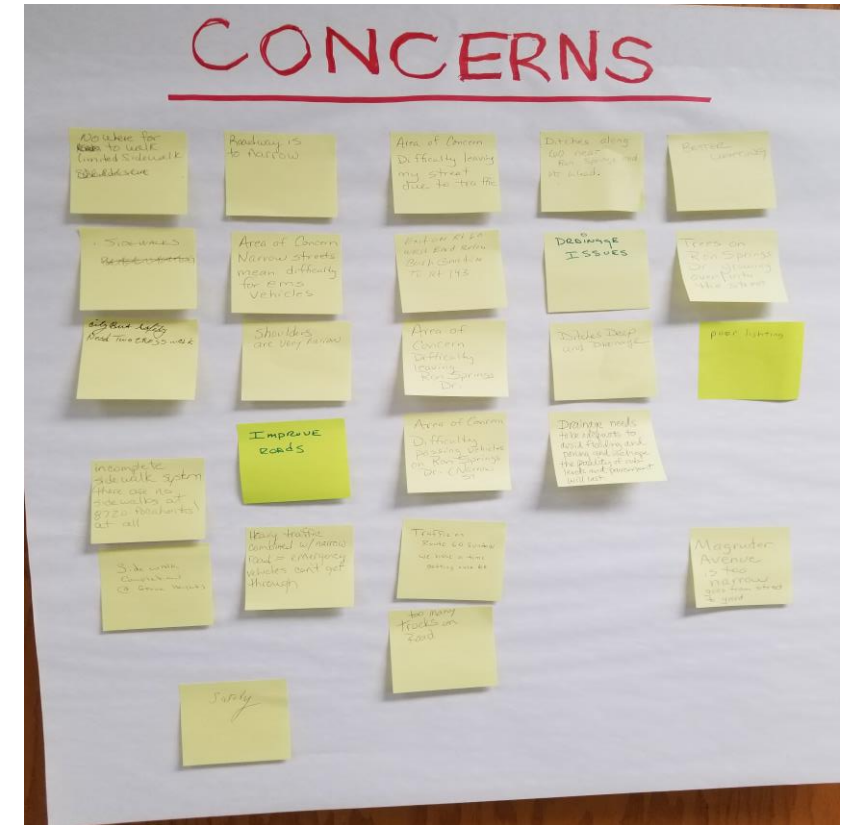
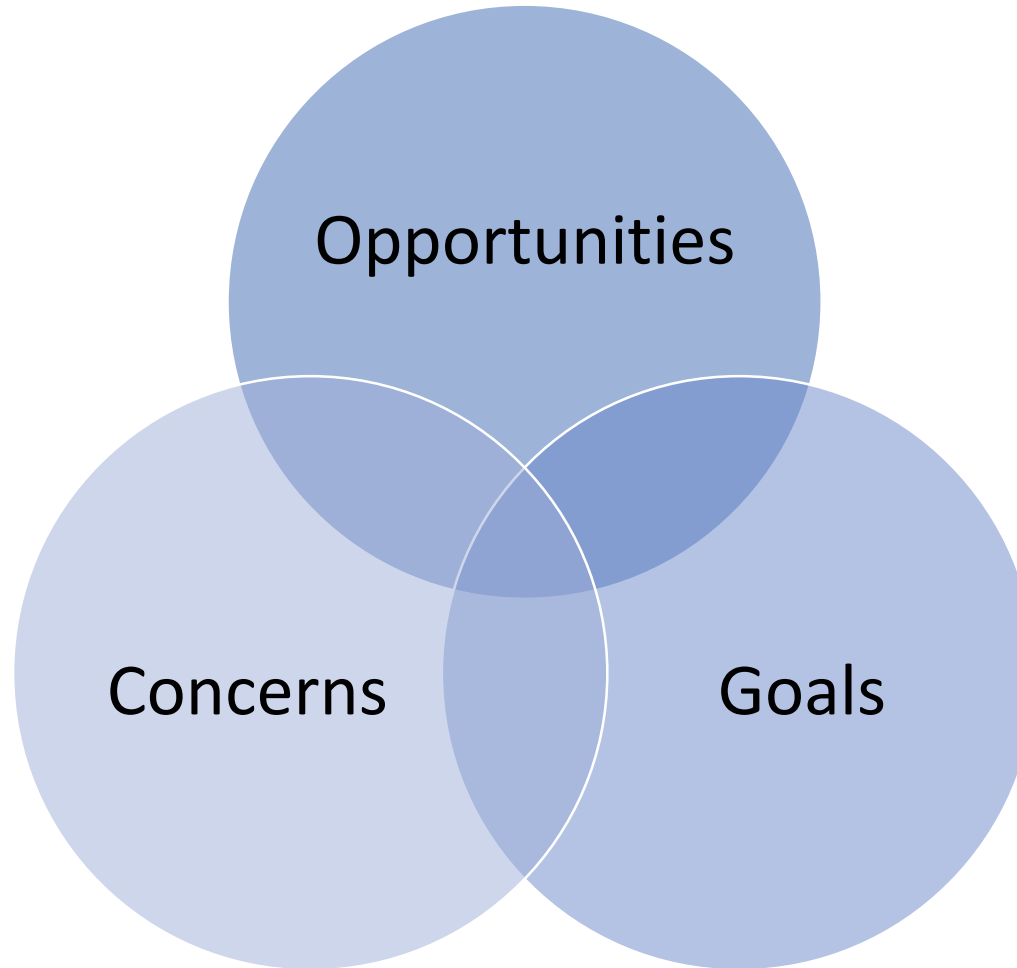
Integrated LID Stormwater Management





Dialogue with the Steering Committee

Dialogue with the Steering Committee



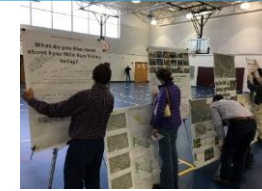


Next Steps

Public Outreach

Phase 1: Discovery

Stakeholder interviews
Gathering technical information
Opportunities for input



Phase 2: Design

Present analysis
Design workshops
Consultation
Opportunities for input



Phase 3: Document

Present refined plans
Design refinement
Opportunities for your input



Next Steps

- Concept Development
- Public Workshop #1 – Mid-January/Early February 2019
- Steering Committee Meeting #2 – Winter to Early Spring 2019

www.fontainestreetscape.com



Thank you!



*In Conjunction
With*

TOOLE
DESIGN