

Re-Engineering Roadways

We can stretch limited transportation funding by making better use of existing roadways. New intersection and corridor designs can improve safety, capacity, and convenience – while stimulating economic development. Since most congestion is caused by signals at intersections, it is more cost-effective and safer to fix the intersections than to widen the entire road.

Meadow Creek Parkway was originally designed as a wider, higher-speed, road. Both City and County sections were redesigned as a 2-lane, lower-speed parkway with multi-purpose trail. Grade-separation and/or roundabouts at intersections like Rt. 250 & McIntire would keep traffic flowing freely while improving pedestrian and bicycle connections to the park.

- Should roadway standards be changed to allow these kinds of designs from the start?
- Meadow Creek from 250 to Rio is programmed for construction. Should Phase 2 north of Rio be a priority?

Route 29/Hydraulic/250 The Rt. 29/250 corridor can work more efficiently for both local and through traffic by re-engineering key intersections like Hydraulic, Greenbrier, Rio, and Airport Rd. If coupled with parallel roads, better connections through shopping centers, and priority transit, roadway capacity could be increased.



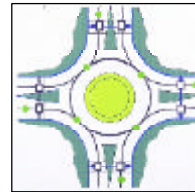
Hwy 101 in Santa Barbara is a major highway that could cut off the central business district from the waterfront. The underpass is carefully designed for walking, biking, and transit, and the pedestrian district is built out right up to the highway.



Dupont Circle – where Rt. 29 passes through downtown DC – carries lots of traffic through a vibrant, walkable business district. Careful separation of through and local traffic reduces conflicts and increases capacity and safety for all modes.

- Should workable alternative designs be developed for the 29/Hydraulic/250 area, instead of widening for more turn lanes?
- Should the Hydraulic/250 and Hillsdale /Hydraulic intersections be included in the study?
- How can we best consider the needs of area business and property owners?

Roundabouts were a popular Round 1 suggestion, given their track record for dramatically improved safety and accessibility, better ped and bike crossings, and increased capacity. Designs are under way for the new Airport intersection, with conceptual ideas proposed along Hillsdale Drive and Rt. 20 in Scottsville.



Roundabouts make drivers slow down as they approach an intersection, and separate the movements of people and vehicles to reduce conflicts and increase safety.

- What kind of education & awareness efforts would help alert drivers to newly installed roundabouts?
- What other locations should be a priority for installation? (see map next page)
- Landscaping in the islands is needed to make roundabouts work. Who should be responsible for maintenance?

Hillsdale Drive Traffic Safety JABA and the Senior Center, area businesses and residents worked with VDOT and local agency staff to develop age-friendly pedestrian improvements along Hillsdale Drive. The improvements would better link residents with services, shopping, and transit, and improve connections to the Rivanna Greenway.



Typical Median Crosswalk



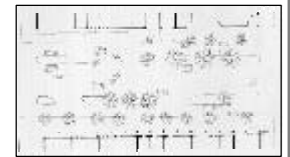
Proposed Hillsdale crossing

- Will the median crosswalks help seniors and kids to cross the road more safely?
- Should making streets age-friendly receive more priority in roadway design?
- What other major streets need attention?

Multi-Modal Boulevards New designs can be developed for major roadways, based on time-tested boulevards still in use in the Southeast. Landscaped medians in the middle and on each side separate through lanes from service lanes, allowing traffic in the center to move freely. Parking, bike lanes, and sidewalks are on the service lanes, creating a pedestrian-scaled, business-friendly environment. Transit lanes can be added, or run down the median.



Typical Boulevard



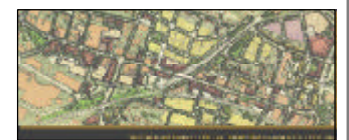
K Street - D.C.

- Should VDOT work with the MPO to develop new standards for multi-modal boulevards?
- Would a design like this work for the expansion of Route 250 East? Where else?

Commercial and Entry Corridors Entry corridors into and through Charlottesville can be redesigned for both better multi-modal travel and to spur economic development. The City's Commercial Corridor Study identified several key streets, and is rewriting zoning codes to encourage redevelopment. New roadway designs can move people and goods without dividing neighborhoods.



5th Street Extended



W. Main St. Corridor

- What kinds of designs are appropriate for roads like Fontaine, Ivy, Georgetown, Airport, Monticello, and 250 East?
- Could West Main between downtown and UVA be redesigned to improve walking, biking, and transit service?
- With more convenient off-street parking, peak hour lane priority, and technology, could transit operate faster?