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 roundabouts at intersections like Rt. 250 & McIntire would keep traffic flowing freely while improving 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.

Roundabouts were a popular Round 1 suggestion, given their track record for dramatically improved safety and accessibility, better pedestrian and bicycle 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.

What kinds of designs are appropriate for roads like Fontaine, Ivy, Georgetown, Airport, Monticello, and 250 East?

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.