



PROJECT PIPELINE

Barracks Road Study

Ivy Corridor Study



Process



PROJECT PIPELINE

Phase 1

- **Broad analysis** to understand problems and the causes
- Stakeholders/Public engagement and feedback
- Develop range of possible alternatives to improve performance
- Runs from May through September

Phase 2

- Sketch level analysis to narrow options with detailed analysis
- Stakeholders/Public engagement and feedback
- Planning level estimates and identify preferred alternatives
- Runs from October through January

Phase 3

- Cost estimation and refinement of the preferred alternative
- Finalize multimodal investment strategy/deliverables/report
- Runs from February through July.

Define the Problem &
“Potentially viable solutions”



“Potentially solutions”
To
“Preferred Solutions”



Detailed Concept Plans/
Detailed Estimates



Local SMART Scale Application?

Stakeholders Working Group

- City of Charlottesville
- Albemarle County
- UVA (Office of the Architect)
- MPO
- CAT / JAUNT / DRPT
- VDOT Staff - Planning, Traffic Engineering, Location & Design and Residency

Barracks Road



PROJECT PIPELINE



Ivy Corridor



PROJECT PIPELINE



PHASE 1 – Steps Moving Forward

- Data Collection – Traffic Counts, Signal Timings, Crash Data...
- Multimodal Framework –
 - Where are people headed? (Destinations)
 - What are we connecting to? (Plans for sidewalks & bike facilities outside of study area?)
 - “5 Paths”

Universe of Alternatives	Reasons why an alternative might or
1. Something New Over	
1a New Ped Bridge over the railroad track.	Possible, but expensive.
1b New car, ped, etc. bridge over railroad track.	Not possible. Too expensive. Not room for tie downs.
2. Something New Under	
2a New Bike/Ped Tunnel.	Difficult. Few natural grade differentials. Drainage flows along southside of track.
2b Realign/ straighten existing road to take advantage of existing underpass's width.	Difficult and expensive. 5 to 6 foot grade differential btw underpass and Ivy Road. Existing drainage pattern. Existing Utilities.
2c New car and bike/ped facility under railroad.	DRPT and Buck. Branch do not plan to replace RR bridge in near future. Probably too expensive if the RR is not participating in a new underpass.
3. Something New At Grade	
3a At grade pedestrian crossing	Certainly the cheapest option, but doubtful. RR may not consider allowing an at-grade crossing even if it had flashing lights, swing arms, etc.
4. Reroute Peds/ Bikes (Close underpass to peds or maintain status quo)	
4a New SUP between railroad and the UVA sports complex.	Possible. ADA grades not an issue. Existing baseball parking lot poses biggest challenge. Does not get users to shops along Ivy.
4b New SUP north and west of the UVA sports complex.	Will be built by UVA at some point... but would primarily serve users headed to Barrack's Road and North Grounds.
5. Reallocate Existing Underpass Width	
5a Unsignalized Underpass (Two Way) with SUP.	May not work due to conflicting traffic movements that are further exacerbated by increased length of area with conflicting traffic movement.
5b Signalize Underpass (Two Way) with SUP.	May not work due to signal timing/ congestion.
5c One lane (One Way) with Ped Share Use Path.	May not work because displaces traffic and causes congestion elsewhere within corridor.

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 - 5 Paths
- Public Survey – To run August 1st to August ~~19th~~ 25th
- Develop list of potentially viable alternatives
- Corridor Focus Group (For Ivy Corridor. County to Lead.)
- Develop Phase 2 Scope



Questions