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### The quick version

- **Effective, hands-on process**
- **Scenario-based planning**
  - Regional & local, corridor & project
  - Interagency, multimodal
  - Link land use & transportation plans
- **Transit Ready Development**
- **Strategic Multimodal Investment**
  - Put the new \$\$ toward new ideas
  - Leverage private \$\$, use public \$\$ to connect the dots

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### Effective public process

- **Identify community values**
- **Combine programs & problems**
- **Bring everyone to the table**
- **Use process to educate, train, and introduce innovative solutions**
- **Develop scenarios to test all issues**
- **Use science to model the visions**
- **Incorporate preferred scenario into project programming and funding**

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### Effective public process

- ☐ Getting people to the table
- ☐ Well-designed process
  - ✓ Facilitator training
  - ✓ Issues oriented focus groups
  - ✓ Hands-on public workshops
- ☐ Comprehensive, exciting, visual plan
  - ✓ Get buy-in and determine priorities
- ☐ Proceed with model projects

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### Effective public process

Does not replace governance and good business with anarchy

- ☐ The people 'own' the process
- ☐ The designers do their work
- ☐ The developers 'own' the projects
- ☐ The decision makers still make the tough decisions
- ☐ The plans get built

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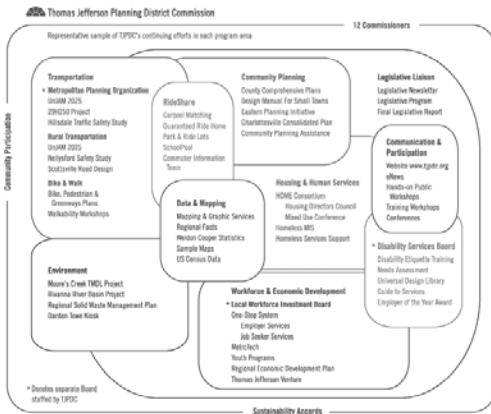
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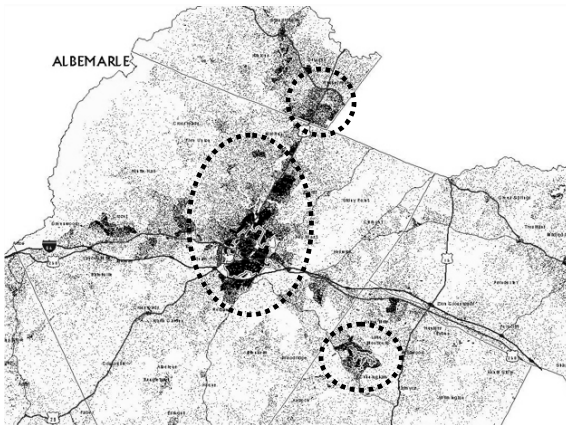
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# Scenario Planning: Linking land use, transportation, economy & environment




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**Thomas Jefferson Planning District Commission**  
Charlottesville-Albemarle Metropolitan Planning Organization

## Sustainability Accords: Regional values

• Encourage and maintain strong ties between the region's urban and rural areas
• Strive for a size and distribute the human population in ways that preserve vital resources
• Retain the natural habitat
• Ensure water quality and quantity are sufficient to support people and ecosystems
• Optimize the use and re-use of developed land and promote clustering
• Promote appropriate scale for land uses
• Retain farm and forest land
• Develop attractive and economical transportation alternatives
• Conserve energy
• Provide educational and employment opportunities
• Increase individual participation in neighborhoods and communities

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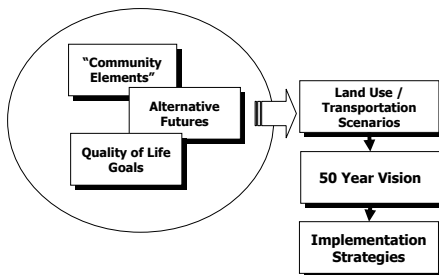
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## Jefferson Area Eastern Planning Initiative (EPI)



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## What makes a place a place?

- Open space
- Types and proximity of activities
- Size and character of buildings
- Design and character of streets
- Internal and external connections
- Location of parking



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## Urban Mixed-use



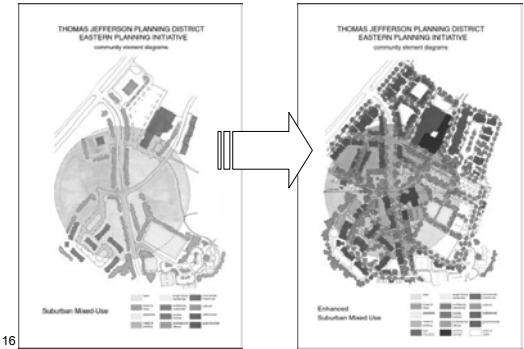
East Market Street, Charlottesville

Circle reflects five minute walk

13



# Enhanced Suburban Mixed-use



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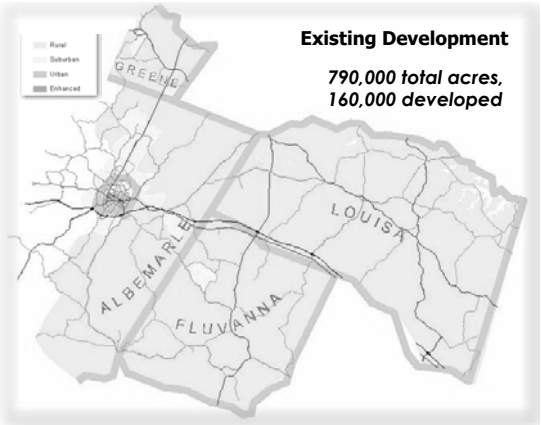
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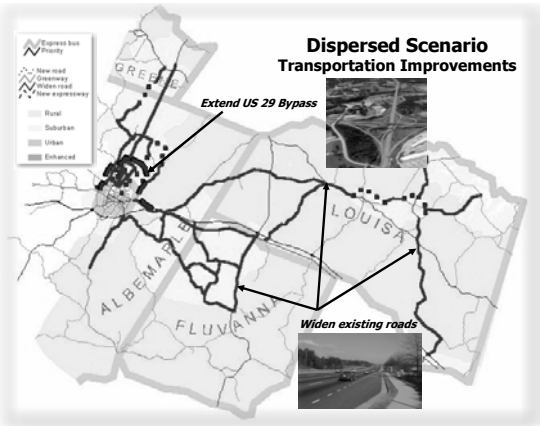
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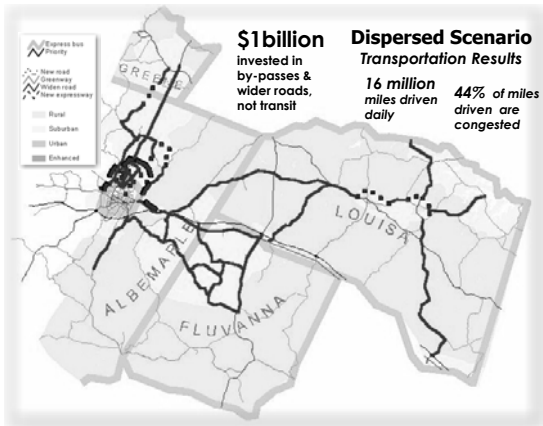
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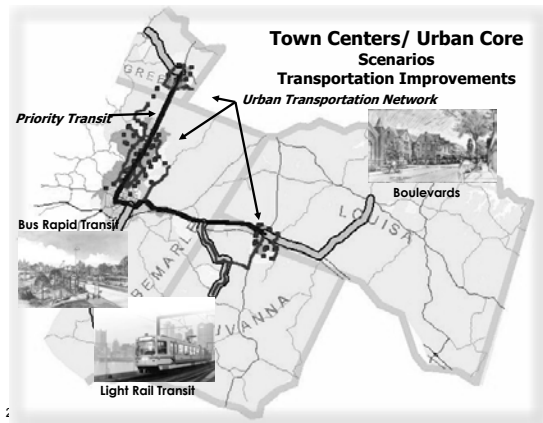
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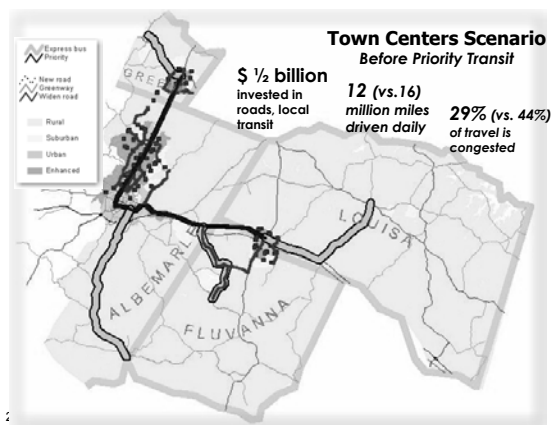
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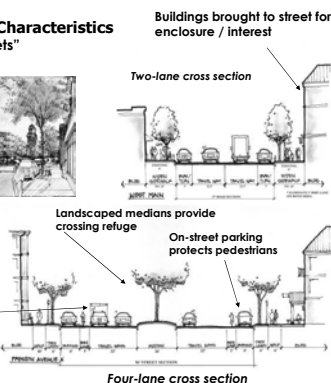
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## Boulevard Design Characteristics "People Friendly Streets"



Streetscape

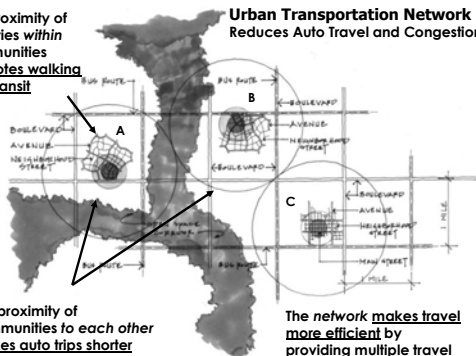
Bus amenities  
include shelters  
and by-pass lanes



Four-lane cross section

22

The proximity of  
activities within  
communities  
promotes walking  
and transit



## Urban Transportation Network Reduces Auto travel and Congestion

The proximity of  
communities to each other  
makes auto trips shorter

The network makes travel  
more efficient by  
providing multiple travel  
choices

23

## In Sum: How the Scenarios Compare

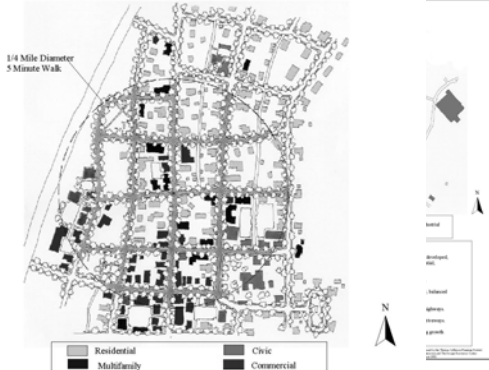
All scenarios assume @ 330,000 population and 220,000 employment

Measure / Sustainability Accord	Dispersed	Town Ctr	CoreL	CoreM
Pct. Farms and Forests	55	64	65	65
Retain resources/habitat/farms/forests				
Pct. Developed	45	36	35	35
Retain resources/habitat/farms/forests				
Pct. Living In Clustered Communities	13	61	68	68
Optimize use/cluster/human scale				
Pct. Non-auto Trips	4	15	18	18
Transportation Alternatives				
Annual Gallons Gas Consumed (billions)	155	121	110	114
Conserve Energy				
Pct. Travel Congested	44	27	20	21
Employment / Education Access				
Water Quality and Quantity	Poor	Good	Good	Good
Water Quality and Quantity				

Red/Italics—Comparatively worst



Nelson County Comprehensive Plan  
Rural Small Town Development Model



UnJAM 2025

## United Jefferson Area Mobility Plan



Thomas Jefferson Planning District Commission  
Charlottesville-Albemarle Metropolitan Planning Organization

### What is *UnJAM 2025*?



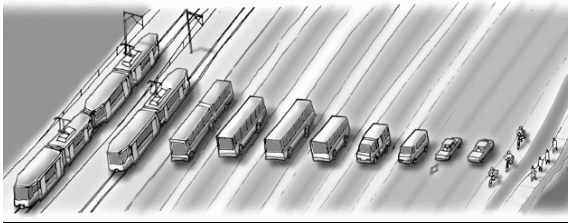
#### United Jefferson Area Mobility Plan

- TJ Rural Area Transportation Plan
- Charlottesville-Albemarle Regional Transportation Plan Update (CHART 2025) - by the MPO
- Identifies & prioritizes regional transportation needs
- Provides data on costs, benefits & impacts
- Coordinated with land use & development plans
- All major projects must be in the Plan to get funded
- Must be updated every 5 years



## Mobility choices

How do you get around now?



How do you want to get around in the future?

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## UnJAM Round 2

- Workbook review



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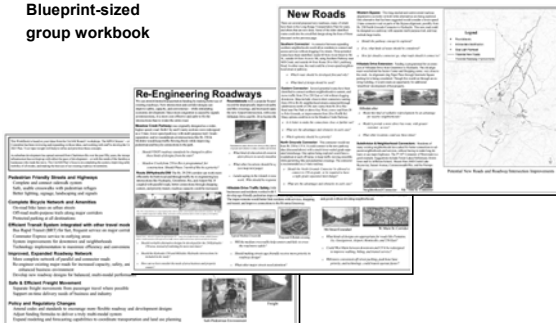
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## Round 2 WorkBooks

Discuss & mark-up page by page together

Blueprint-sized  
group workbook



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## Level of Quality Guidelines

	Walking -- Levels of Quality					
	A	B	C	D	E	F
<b>Sidewalks</b>	Exceptionary	Excellent	Good	Fair	Poor	Not at all
<b>Main Streets</b>						
<b>Local Streets</b>						
<b>Avenue/ Boulevard</b>						
<b>Challenges</b>						

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## Walkable downtown



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## Walkable downtown



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## Walkable downtown



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# UnJAM 2025

## Making transit work



Thomas Jefferson Planning District Commission  
Charlottesville-Albemarle Metropolitan Planning Organization

## Regional Mobility Goals



### Efficient, Integrated Transit System

- Enhanced Bus, Bus Rapid Transit (BRT), or Streetcars for fast, frequent service on major corridors
- Commuter Express service to outlying areas
- Improve Regional Rail service
- Transit system improvements for downtown and neighborhoods
- Technology implementation to maximize efficiency and convenience

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## Street capacity exercise

**People:** The more the merrier



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## A street full of cars

Many streets and highways are at capacity, can't fit more cars, and can't be widened.



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## A street full of people

If we think in terms of moving people, not cars, existing streets have plenty of room for more.



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## Bus priority lanes

Saving a lane for buses would increase the capacity of our streets - without widening.



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## Filling the bike lanes and sidewalks

People walking and biking fill just a fraction of existing sidewalk and bike lane capacity.



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## Why invest in transit?

It's the best way to maximize capacity of existing roadways – at affordable costs



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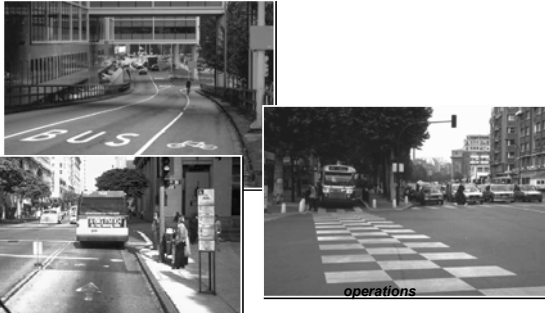
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## Bus priority lanes



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## Las Vegas MAX BRT

European 'train-like' bus technology



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## Las Vegas MAX BRT

Multiple doors, low floors, fast boarding



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**Las Vegas MAX BRT**  
**Bright, comfortable interior**

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**Las Vegas MAX BRT**  
**Fast, nimble, easy-turning**

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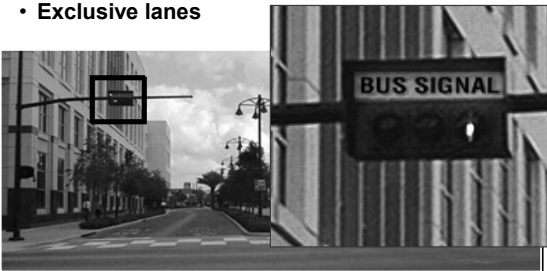
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### **More reliable service**

**Fast, reliable service - bus priority at signals**

- Extended green light for buses nearing signal
- Exclusive lanes



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## Stations




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## Level of Quality Guidelines




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## Shopping center infill development

Pick a 'greyfield' site near transit (BRT station)




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## Shopping center infill development

Add buildings in parking lot to make a street



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## Shopping center infill development

Add buildings as market demand increases



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## Shopping center infill development

Redevelop original mall buildings



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## Transit-Ready Development

Strategies to address how development in greenfield (or redevelopment) sites can:

- ☐ Incorporate transit-supportive strategies early on
- ☐ Grow into transit-oriented development over time

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## Transit-Ready Development

- ☐ Mixed land uses and diversity of housing types
- ☐ Pedestrian-friendly site plan, with generous sidewalks and comfortable transit stops
- ☐ An “urban” street grid (plenty of connections versus cul-de-sacs)

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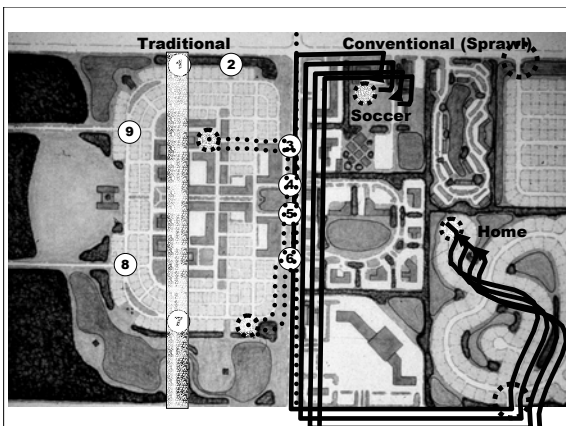
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## Transit-Ready Development

- ☐ Transit routes and stops that are
  - ✓ incorporated into current development
  - ✓ or factored into future plans
- ☐ Public and commercial facilities designed as Transit Targets and community focal points
- ☐ Transit planning across jurisdictions

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## Transit-Ready Development

- ☐ Marketing plans that take advantage of transit-supportive strategies
  - ✓ Wide range of housing products
  - ✓ One-car (or no-car) families
  - ✓ Location-efficient mortgages
- ☐ 'Early-action' transit service
  - ☐ Commuter coaches
  - ☐ Circulator trolleys

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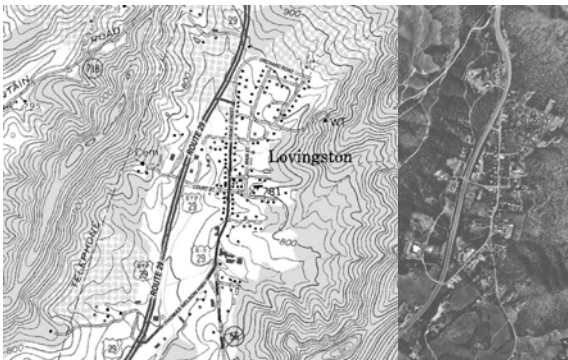
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## Lovington Revitalization Plan



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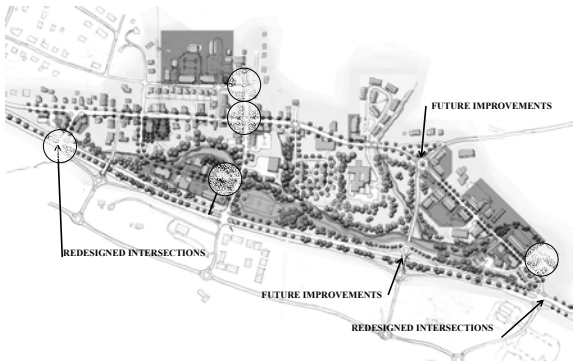
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**Lovington Revitalization Plan**



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**Compact village in a rural area**



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## 29 North Corridor

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## Re-engineering the Suburban Strip

### 29H250: Rt.29/Hydraulic/250



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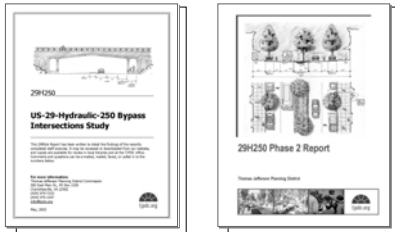
### 29H250 Project area



## Where have we been...

Started at the south end of the corridor

Focused on triangle of US 29, Hydraulic Road and US 250 Bypass in two phases



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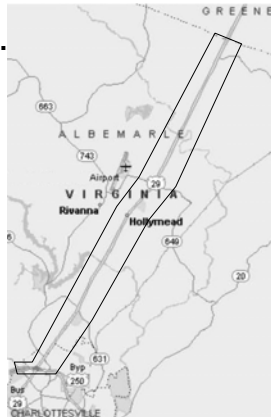
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## Where we are going.

- Study limits extended north to the Greene County boundary
- Building on the base of the 29H250 work

**Places29** combines:

- 29N Corridor study with
- Albemarle Northern Development Areas Master Plan



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## What's different about the project?

- Inter-agency technical team combined with outside consultants
- Led by MPO & interagency team
- Extensive public & business involvement
- Appointed business steering committee
- Balanced goals of multi-modal mobility, safety, economic development, neighborhood & business protection

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## Public workshops

### Extensive workshops & focus groups



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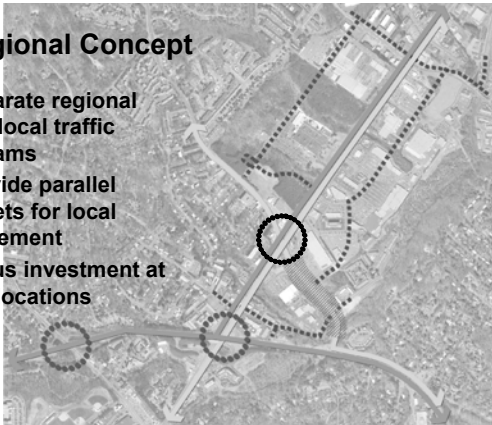
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## Regional Concept

Separate regional  
and local traffic  
streams

Provide parallel  
streets for local  
movement

Focus investment at  
key locations



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## 29H250 preliminary solutions

- ☐ Alternatives modeled and tested
  - ✓ Three distinct alternatives
  - ✓ Variety of development scenarios
- ☐ Selected alternative:
  - ✓ Maintains current LOS for 20 years
  - ✓ Increases tax revenue by \$2.6m/yr within 7 years
  - ✓ Increases ped, bike, and transit access
  - ✓ Can be built in affordable segments

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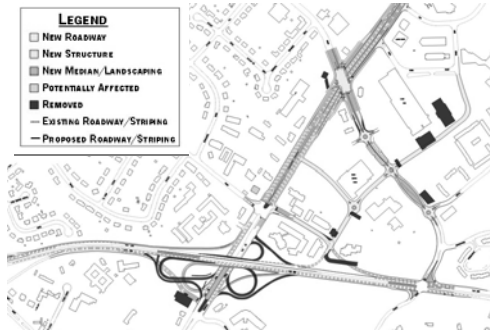
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## Phase 2 Recommended Design

[illegible]

**Grade separation: US 29/Hydraulic - SPUI**



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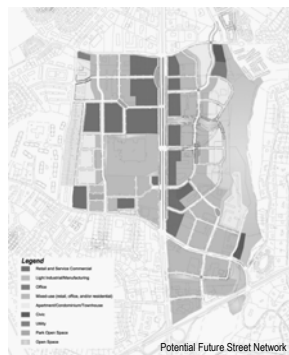
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## Parallel Road Network

**Provides for  
pedestrian zones on  
either side of US 29**

**Potential over the long term to provide a finer grain network of streets**



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Type	Photo/ Illustration	Gross Density (du/ac or FAR)	Min. Development Increment (du or sq.ft.)	Min. Site Area (acres)	Lot or Building Dimension Range (feet)
<b>Retail</b>					
Neighborhood- serving Retail		0.20 FAR	14,500 sq. ft.	1.7 acres	112' X 130' Anchor Size: 10,000 to 25,000 sq.ft.
Community-serving Retail		0.30 to 0.50 FAR	50,000 sq.ft.	2.5 to 4 acres	Linear Depth: 40' to 60' Anchor Size: 25,000 to 55,000 sq.ft.
Specialty and Miscellaneous Retail &Service		0.30 to 0.60 FAR	10,000 sq.ft.	0.3 to 0.75 acres	Linear Depth: 40' to 60' May have small anchors: 10,000 to 20,000
<b>Office</b>					
		Office Park w/		Range to be	Building width: 100' to

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## Potential for Changed Land Use

Brandywine Prop/Housing Authority/Regency Cinema -  
retail and living opportunities



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## Potential for Changed Land Use

Brandywine Prop/Housing Authority/Regency Cinema -  
mixed-use - retail/entertainment & living opportunities



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### Hydraulic Road - Existing conditions



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### Hydraulic Road – ‘Main Street’ Redevelopment



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### Hydraulic Road – ‘Main Street’ Redevelopment



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**US 29 - Existing conditions**



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**US 29 - Urban Interchange**



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**US 29 – Urban Interchange**



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**US 29 - High- Capacity Boulevard**



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**US 29 - High- Capacity Boulevard**



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**US 29 – High- Capacity Boulevard**



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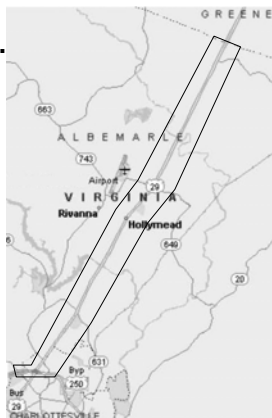
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## Where we are going.

- Study limits extended north to the Greene County boundary
- Building on the base of the 29H250 work

### Places29 combines:

- 29N Corridor study with
- Albemarle Northern Development Areas Master Plan



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## The big idea

### Moving from regions to statewide application



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### Multimodal Investment Strategy

- ☐ Integrated, multimodal T&LU planning
  - ☐ Link cities & suburban corridors, growing rural counties, and small towns
- ☐ All-hands-on-deck public process
  - ☐ Include business and developers
  - ☐ Inter-agency collaboration & tech team
  - ☐ Focus on implementing the vision
- ☐ Tie to local comprehensive plans & DOT project programming

### Multimodal Investment Strategy

- ☐ Use projects to demonstrate state-of-the-art practices and policy changes
- ☐ Voluntary participation using incentives, not mandates
- ☐ Target \$\$ toward strategic solutions
  - ☐ Put new \$\$ to work in support of new ideas
  - ☐ Leverage private investment
  - ☐ Use public funds to 'connect the dots'

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### Multimodal Investment Strategy

- ☐ Couple high-level strategic direction with implementation capabilities of existing agency structure
- ☐ Select 5 to 10 regions for planning \$\$
- ☐ Award implementation \$\$ based on:
  - ☐ Feasible multimodal plans
  - ☐ Adopted local land use plans
  - ☐ Committed private investment & R.O.W.
  - ☐ Complete consensus on priorities

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### TJPDC projects to track.....

- ☐ Places29 & 29N Corridor project
  - ☐ VDOT, MPO, County, & City
- ☐ Nelson County: Small Towns
  - ☐ Lovington: VDOT, DHCD, & Courthouse
  - ☐ Nellysford: Developers, County, businesses, & VDOT
- ☐ Fluvanna County planning
  - ☐ Lake Monticello, Palmyra & Zion plans
  - ☐ NW Fluvanna-Louisa Corridor Study

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**Thank you**

**(434) 979-7310**  
**www.tjpd.org**

**Harrison B. Rue**



Thomas Jefferson Planning District Commission  
Charlottesville-Albemarle Metropolitan Planning Organization

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**Thank you**

**(434) 979-7310**  
**www.tjpd.org**

**Harrison B. Rue**



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Charlottesville-Albemarle Metropolitan Planning Organization

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**‘bonus tracks’**

**Reference slides if needed –**

**Probably not in short presentation**



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# Hillsdale Drive

## Age-Friendly Streets



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### Hillsdale Drive Safety Study

- Partnership with VDOT, County, City, JABA, CAAR, Senior Center & TJPDC



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### Hillsdale Drive Safety Study

- Identified locations for median crosswalks & roundabouts to improve safety & capacity



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## Crosswalks & median islands



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## Hillsdale Drive Safety Study

- Roundabout proposed for Greenbrier & Hillsdale near Senior Center



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## Roundabout benefits

**Reduces frequency & severity of accidents**

**Study by Insurance Institute for Highway Safety:**

- **39%** less accidents - all crashes combined
- **76%** less accidents - all injury crashes
- **90%** less fatal and incapacitating injury crashes



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## Roundabout benefits

- ☐ **Increased capacity, reduced delay**
  - Up to 30% greater capacity, LOS A or B typical
- ☐ **Reduced emissions, improved air quality**
  - Smoother flow, less idling
- ☐ **Improved pedestrian access**
- ☐ **Dependable emergency operations**
  - Operates in power failures, no police needed
- ☐ **Reduced operational costs**

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Cotati, California:

**Roundabouts can improve business environment**



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## Going for the “Green”



Thomas Jefferson Planning District Commission  
Charlottesville-Albemarle Metropolitan Planning Organization

## Impervious Surfaces in 29H250 Smart Growth Index Model Area




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## “Green Streets” Principles

- Rethinking role of streets in managing runoff
- Achieving transportation and environmental needs
- Bridging institutional and professional barriers




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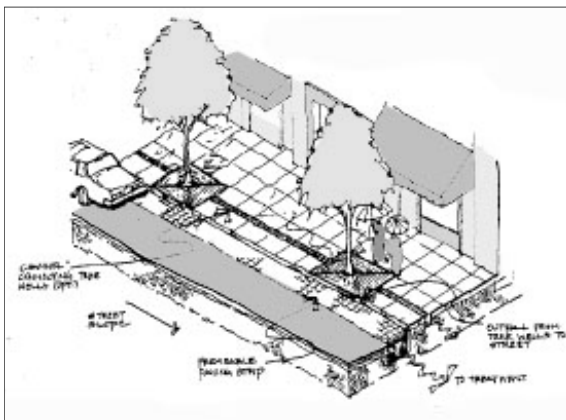
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## Making it happen: Potential implementation tools

### Potential implementation tools

- ☐ Create urban design guidelines
  - ☐ Require 'build-to lines'
  - ☐ Require 'Eyes on the Street'
  - ☐ Require usable parks rather than 'buffers'
- ☐ Update parking regulations & requirements – "Park-Once" District
- ☐ Develop Healthy Streetscape Standards

### Potential implementation tools

- ☐ Encourage Compact Transit-Oriented Development
- ☐ Develop Mixed-Use Zoning
- ☐ Amend building codes for rehab
- ☐ Develop Integrated Transportation Network
- ☐ Neighborhood & Special-Area Planning

**Making infill housing work**

**Identify appropriate sites**



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**Making infill housing work**

**Identify appropriate sites**



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**Making infill housing work**

**Complete public space improvements**



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## Making infill housing work

Complete public space improvements



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## Making infill housing work

Create design guidelines and incentives for desired development patterns



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## Making infill housing work

Continue building by building



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## Making infill housing work

Identify missing services and recruit developers and tenants



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## Making infill housing work

Continue public space improvements



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## Make it happen

Project:  
Pick a visible  
model project



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## Stick with it

(One) Person: It could be you

Make it so



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## Stick with it

Persistence:

Don't take 'no' for an answer



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**Thank you**

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**www.tjpd.org**

**Harrison B. Rue**



**Thomas Jefferson Planning District Commission**  
**Charlottesville-Albemarle Metropolitan Planning Organization**

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