

# Charlottesville's Safer Streets Strategy

The next five years of work toward providing safe mobility options for all

# Key Priorities:

- Eliminate roadway fatalities and halve serious injuries on the roadway network by 2045
- Identify intersection and crossing improvements that can be made in the short term
- Lower speed limits to match design speeds from the Streets That Work design guidelines
- Deploy temporary traffic calming devices to see what works
- Begin scoping a new generation of citywide transportation plans and related standards and guidelines

# Charlottesville Safer Streets Strategy

- Lays out a three-phase approach for addressing priorities for safer streets within the next five years
- Identifies programs that are currently covered under existing work, current budget requests, and future funding needs
- Continues the work currently underway and paces the workload for deploying new programs and improvements with staff availability in mind

# Public Engagement throughout the Strategy

- Public open houses to review design alternatives, speed limit changes, traffic calming locations
- Surveys to collect feedback on project locations, potential improvements, and performance of interventions
- Updated NDS website for transportation planning, paired with Transit and PW website updates for transportation project management and traffic engineering
- Community meetings to work through goals and recommendations in Citywide Transportation Plan process
- Lots of decision points for Council throughout the next five years

# Three Phases of the Strategy

Phase 1 (2025-2026)	Phase 2 (2026-2028)	Phase 3 (2028-2030)
Existing and Previously-Committed Projects	Permanent Traffic Calming	Corridor Plans and Major Project Design
Intersection Interventions	Framework Corridor Restriping and Quickbuilds	Standards and Design Manual Update
Traffic Calming Testing	Citywide Transportation Plan	Coordination with Other Planning Efforts
Lowering Speed Limits		

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**Urgent Transportation Funding**

# Phase 1 (2025-2026)

Existing/Committed Projects, spot improvements, and testing

# Phase 1: Existing and Previously-Committed Projects

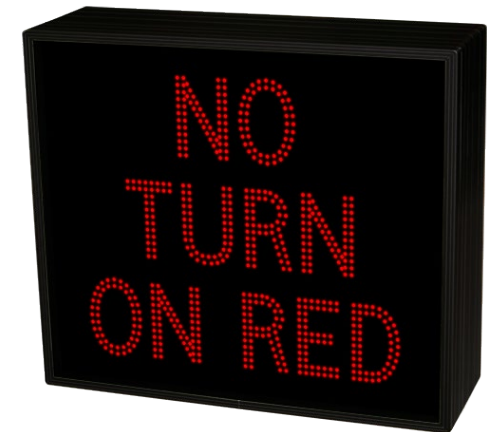
- Move Safely Blue Ridge Safety Action Plan
  - Demonstration project on E High St\*
- Sidewalk Priorities
- VDOT Project Portfolio
- Central Traffic Signal Controls and Signal Replacements
- E-Bike Voucher Program
- West Main Street Restriping Project
- 5<sup>th</sup> St SW Road Diet and Bikeway\*
- Fifeville One-way/Traffic Calming Improvements
- School Zone Speed Photo Enforcement
- School Zone Speed Limit Signage Upgrades
- Bike Parking Infrastructure
- Scooter Permit Regulations Update
- Bus shelters and bus stop amenities
- Transit service expansion

\*Projects with planned public information/ feedback events coming in February/March 2025



# Phase 1: Intersection Interventions

- Identified locations where pedestrians need to cross to implement low cost / easy to install safety improvements
- Worked with Bicycle and Pedestrian Advisory Committee to identify locations
- Staff currently completing prioritization of potential project locations (around 90 locations with opportunities for safety improvements identified initially)



# Phase 1: Intersection Interventions

## **Intersections such as**

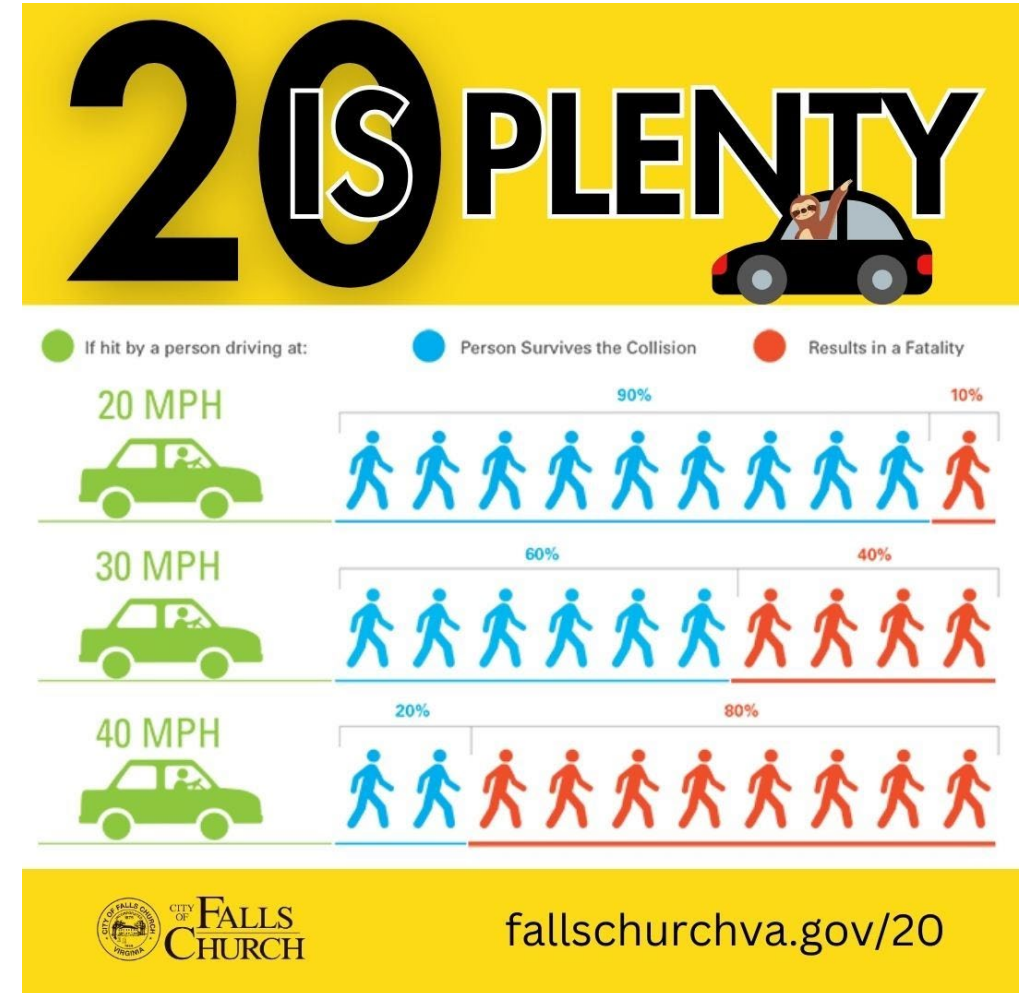
- Preston/Cabell
- Greenleaf/Del Mar/Oakleaf
- Cherry/5<sup>th</sup>
- Sliplanes at Preston/Ridge-McIntire
- Carlton Rd/Monticello Rd

## **Interventions including**

- New/updated crosswalks
- Rapid-flashing beacons
- No-Turn-on-Red push-button actuated signs
- Mini-roundabouts
- Flex-post bumpouts
- Lighting

# Phase 1: Lowering Speed Limits on Local Streets

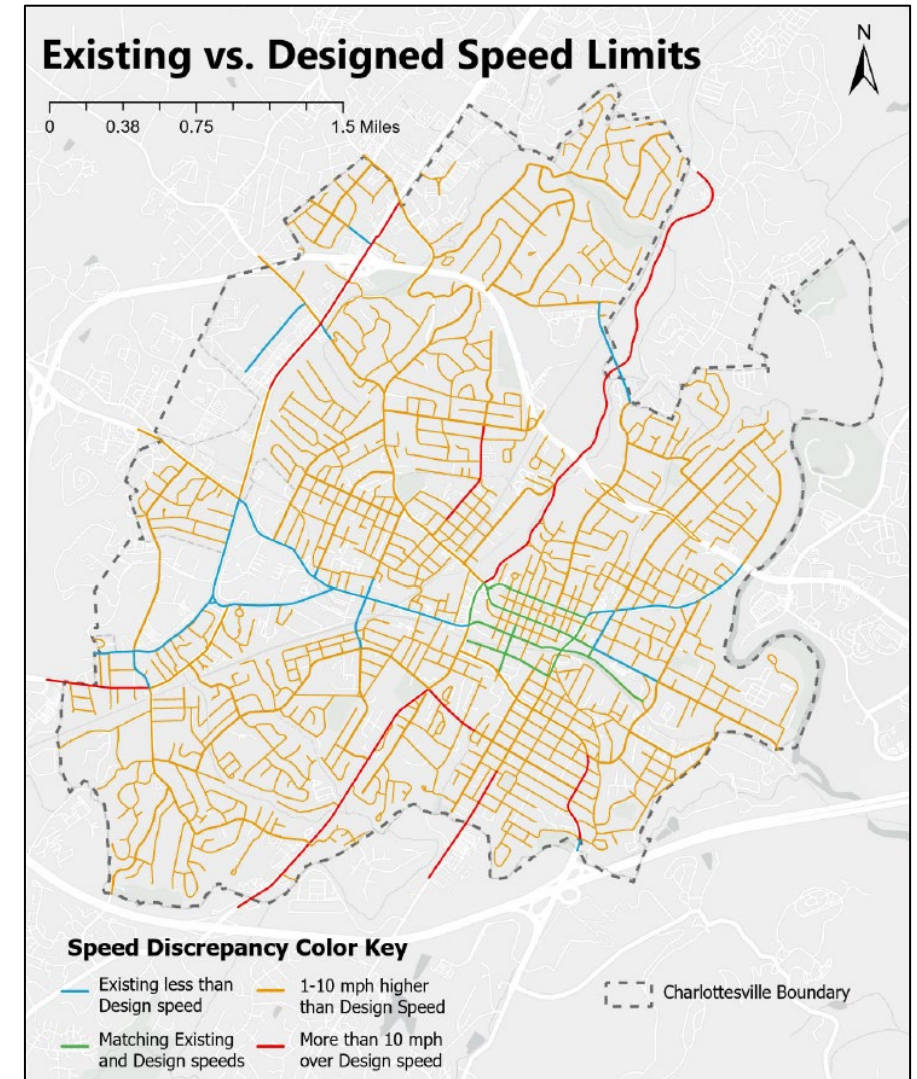
- Speed is directly linked to rates of serious injury and death from car crashes
- In 2021, state gave independent cities the ability to reduce speed limits below 25 mph outside of school zones
- Other localities (Falls Church, Norfolk) began identifying neighborhoods where reduced speeds would be ideal
- City's Streets That Work Design Guidelines recommend lower design speeds than current speed limits





# Phase 1: Lowering Speed Limits on Local Streets

- Staff has identified a multi-stage process to lower speed limits to the Streets That Work design speeds
- **Stage 1:** Identify the “yield” streets that would be at the lowest speed limits
- **Stage 2:** Change the speed limits on the non-Framework “local” and “yield” streets
  - Continue to monitor changes in speed and deploy traffic calming to areas where needed
- **Stage 3** (part of Phase 2 of the Safer Streets Strategy): Redesign striping and usage of space on Framework streets and deploy with new speed limits



# Phase 1: Traffic Calming Testing

- Lowering speed limits alone will not improve safety - traffic calming devices are necessary to change driver behavior
- Current options are limited - speed humps are damaging to large City-owned vehicles that are critical to operations (fire trucks, garbage trucks, transit)
- Working with transit, PW, and fire to identify potential solutions (shallower speed tables, speed cushions, mini-roundabouts, color paint options) that would work and ideal conditions for testing
- BPAC has provided input on ideal locations for testing, along with staff recommendations



# Phase 1: Traffic Calming Testing

## **Locations such as**

- Forest Hills Ave
- Fairway Ave
- Lankford Ave
- Forest St,
- 10<sup>th</sup> St (next to Washington Park)
- Franklin St
- Monticello Rd, Park St

## **Testing interventions including**

- Temporary speed tables/cushions
- Mini-roundabouts
- Defined lane widths
- Installation of bike lanes
- Colors of paint

# Phase 2 (2026-2028)

Permanent spot improvements, reimagining framework corridors, and citywide planning

# Phase 2: Permanent Traffic Calming

- As patterns of speeds change on local and yield streets, more locations that would benefit from some amount of traffic calming will be apparent
- Within a year of deploying temporary traffic calming devices for testing, there should be lessons-learned on the types and ideal locations of traffic calming device deployment the city should use more widely
- Temporary devices will need to be upgraded and made permanent where successful
- Staff will develop an annual work plan for addressing locations for permanent traffic calming that would include projected budget and staffing needs



# Phase 2: Framework Corridor Restriping

- The Streets That Work Framework Streets are those that serve as the arterials connecting neighborhoods throughout the City
- Some Framework Streets have much higher speed limits and are designed with wide rights-of-way and highway-like design elements
- Reducing speed limits on these streets will require more preparation and planning, but still needs to be made quickly and without anticipated short-term support from outside funding sources



# Phase 2: Framework Corridor Restriping

- Space availability in these corridors means they can be redesigned through restriping, moving where traffic, parking, biking, and protective spaces should be assigned between the curbs
- Includes planning and deployment of restriping plans in the 30% of City streets that carry the most trips over the course of 2-3 years
- Budgets will vary by corridor, but this program is likely going to require several million dollars to execute fully
- Will understand full budgetary needs better after 5<sup>th</sup> St SW Road Diet/Bikeway and West Main St Restriping projects are completed



# Phase 2: Citywide Transportation Plan

- City transportation plans are in need of an update
- Application of major changes to the existing network on a temporary basis is not a plan, need to coherently define the transportation network the community wants
- Update allows lessons learned from Phase 1 and restriping projects to be incorporated into design of the full network
- Provides staff with new major projects to pursue to support the development of that network
- Will be scoping this project more thoroughly in Fall 2025
- Initial costs included in NDS operating budget request for FY 2026

# Phase 3 (2028-2030)

Major infrastructure projects, updates to City standards and code, coordination with other plans

# Phase 3: Corridor Plans and Major Project Design

- One of the outcomes of the Citywide Transportation Plan is a new set of priorities for major projects to improve transportation, such as major intersection upgrades or streetscape improvements
- These major projects will need to begin a project development process, which includes seeking grant funding from state and federal sources
- Local funding will be critical to getting these projects started, paying for initial survey, planning, and design to fully define the projects, in preparation for grant opportunities
- The costs for the initial design work, given the potential size of the projects, could be above \$100,000

# Phase 3: Standards and Design Manual Update

- Using the lessons learned from deploying traffic calming devices, lowering speed limits, building priority sidewalks, restriping and redesigning major Framework corridors, and the feedback collected through the development of the Citywide Transportation Plan, staff will need to do a significant update of City policy and guidance, most critically the Standards and Design Manual
- Since the City governs its own streets and right-of-way, having a SADM that is consistent with adopted City plans is necessary



# Phase 3: Coordination with Other Planning Efforts

- The Safer Streets Strategy does not fix every issue with transportation
- The Citywide Transportation Plan can't be the plan for everything; there are still more plans and updates to plans to do
- NDS, Public Works, and Transit continue to work together to improve transportation but will have additional plans and priorities to focus on
- Additional plans and priorities should at least align with the strategy, its associated plans, outcomes, lessons learned, and goals

# Next steps



- Staff-recommended lists for intersection improvements and traffic calming testing locations
- Public open house for the Move Safely Blue Ridge demonstration project on E High- February 25<sup>th</sup>
- Public outreach for 5<sup>th</sup> St SW road diet/bikeway in late March
- Public outreach for identifying “yield streets” later this Spring
- E-bike Voucher sign-ups through 1/30, drawing on 2/5