Summary of Input & Comments from the Small-Group Workshop Session

Introduction

The following is a summary of input provided by participants during the small group session at the Places29 Workshop #6 on Monday, February 26, 2007. Comments and other input were taken from each table’s Workbooks (including its maps).

The summary is organized by table-number (there were 12 tables). Each table summary is divided into three sections (Land Use/Green Infrastructure, Transportation Questions, Implementation: Phasing and Priority Areas) following the format of the three principal sections of the workbook. Each section reflects the small group’s comments with respect to the following questions:

Land Use/Green Infrastructure Questions:

1. Are the land uses shown on the framework map in the best places to support the Places29 vision? What do you like and what would you change?
2. Do these centers and land uses create the kind of attractive, vibrant urban community you would like to live in?
3. Does the plan provide the right type and location of park, open space and recreational opportunities?
4. Would these improvements encourage you to walk or bicycle for some of your trips in the Places29 area? Which trips would these be?

Transportation Questions

1. What do you think about the proposed transportation network as a strategy to improve the function and character of US 29 Corridor?
2. Does the transportation network provide sufficient choices for you, both in terms of routes and modes (e.g., vehicles, bicycles, pedestrians, transit)?
Implementation: Phasing and Priority Areas Questions

1. Understanding that implementation will be phased in over time, both within and beyond the 20 year timeframe, what are the first priorities that the County needs to address?

2. Which of the following general types of projects from your perspective should be the first, second, and third priority for the county’s investment of resources? Feel free to rank all of them, if possible.

3. Which geographic areas should the County focus on first for the infrastructure investment?

4. Which types of major projects should be implemented first to improve travel conditions along the US29 corridor? At what locations?

Some participants posted (additional) comments directly on the framework maps. These have been “collated” into comments under the questions listed above to the extent possible. Comments from maps are identified by the annotation: [Map Comment].

Throughout the summary, comments or clarifications by the preparers of this document are shown in [square brackets].
COMMENTS ON PREFERRED FRAMEWORK CONCEPTS

Group 1

Land Use/ Green Infrastructure Questions

1. Are the land uses shown on the framework map in the best places to support the Places29 vision? What do you like and what would you change?

- Neighborhood centers in middle of neighborhoods vs. US 29 = more usable [Map Comment]
- Follow natural boundary lines for infrastructure (esp. sewer) [Map Comment]
- Concentration location competition; NS can’t survive so close to D, C, and UP areas. [Map Comment]
- [Regarding land uses around Templeton Acres:] More Destination Oriented [Map Comment]
- [Regarding UVAF:] Provide more residential near employment centers [Map Comment]

2. Do these centers and land uses create the kind of attractive, vibrant urban community you would like to live in?

- [No Comments Given]

3. Does the plan provide the right type and location of park, open space and recreational opportunities?

- Need more regional large-scale recreation parks near urbanized development (i.e. ballfields) [Map Comment]

4. Would these improvements encourage you to walk or bicycle for some of your trips in the Places29 area? Which trips would these be?

- Need grade separated 29 crossings and separate walk/bike paths( not bike lanes) to encourage practical safe use [Comment from 1 person, the other five did not agree]
- Would not walk or bike on Route 29
Transportation Questions

1. What do you think about the proposed transportation network as a strategy to improve the function and character of US 29 Corridor?
   - Where does the money come from?
   - Provide Bus routes to Target, Airport, etc. sooner rather than later
   - Bike Trails/Paths are recreational not for transportation
   - Parallel Roads seem to be more efficient than grade separated interchanges = cost less. Knock down homes if needed (Reality)
   - [On US 29 between Carrsbrook and Ashwood,] widen to match 4 lanes at Hollymead Towncenter and Rivanna Bridge, and flatten out. [Map Comment]

2. Does the transportation network provide sufficient choices for you, both in terms of routes and modes (e.g., vehicles, bicycles, pedestrians, transit)?
   - Reality is people will drive before utilizing Transit System
   - Provide Bus Routing sooner from key spots to designations (commuter lots needed). Who pays??- Use smaller buses and have more regular schedule.
   - Now not really, but future perhaps
Implementation: Phasing and Priority Areas Questions:

1. Understanding that implementation will be phased in over time, both within and beyond the 20 year timeframe, what are the first priorities that the County needs to address?
   - Put development where the jobs are- i.e. research park UVA , N.G.I.C
   - Don’t complicate development review
   - Phasing [of transit] seems reasonable [Map Comment]
   - Priority to build crossings: [Map Comment]
     1) Hydraulic and US 29
     2) Rio and US 29
     3) Timberwood and US 29
     - Reduce [grade separated] Crossings due to cost [Map Comment]

2. Which of the following general types of projects from your perspective should be the first, second, and third priority for the county’s investment of resources? Feel free to rank all of them, if possible.

[It is unclear in which order this group prioritized their choices]
• Investing in parks and open space  
• Establishing greenways and expanding the trails network – preserve green spaces  
• Bicycle network improvements  
• Expanding the transit system  
• Constructing the parallel road network  
• Making improvements to existing roads when necessary  
• Expand trails(walk) in all neighbors not to overload existing ones  
• Subsidize parking districts in dev. areas

3. Which geographic areas should the County focus on first for the infrastructure investment?  
• Most economic areas open for new dev.  
• Improve older systems

4. Which types of major projects should be implemented first to improve travel conditions along the US29 corridor? At what locations?  
• Grade separations and crossovers – Hydraulic and US 29, Rio and US 29, Timberwood and US 29. See Map in packet [or Question 1, above]  
• Expanded priority transit – in limited capacity to match commuting  
• Safety and operations Improvements- signals, access management , and accident response  
• Additional lanes  
• Areas indicating 3+ right turns off US 29 are absurd  
• Prioritize interchange timing of Rio/Hydraulic at US 29  
• No more development at bad intersections listed until solved (Hydraulic, Rio)

**Group 2**

Land Use/ Green Infrastructure Questions

1. Are the land uses shown on the framework map in the best places to support the Places29 vision? What do you like and what would you change?  
• Not enough time and info to tell  
• How about redeveloping (under developing) some old retail space into green space?  
• How do property owners participate? [Map Comment]

2. Do these centers and land uses create the kind of attractive, vibrant urban community you would like to live in?  
• Cannot tell  
• Like the density [Map Comment]
How does this happen? [Map Comment regarding Neighborhood Service Center at former Midtown]

3. Does the plan provide the right type and location of park, open space and recreational opportunities?
   - Would like more decent sized parks- perhaps near river
   - Bike lanes need to be continuous – not start and stop lanes to nowhere
   - Urban type park in dense area and village green

4. Would these improvements encourage you to walk or bicycle for some of your trips in the Places29 area? Which trips would these be?
   - Yes already walk, dodge and bike to shop, library, doctor - many irate motorists! We would do more if there were better lanes and trails – Rio and 29 is dicey for bikes now.

Transportation Questions

1. What do you think about the proposed transportation network as a strategy to improve the function and character of US 29 Corridor?
   - Need to protect the character of residential areas with focus more on transit less on facilitating more cars
How to protect existing neighborhood from increased traffic – i.e. blocking right turns, speed bumps, calming areas, from Rio to Route US 29 N? Will put high volumes of traffic on Old Brook/Westmoreland Rd./Carrsbrook Rd.

Is it an expressway-like place? It’s hard to tell – need more graphic description.

Looks great for those who don’t live in the area- not for us who live in the area.

2. Does the transportation network provide sufficient choices for you, both in terms of routes and modes (e.g., vehicles, bicycles, pedestrians, transit)?

As long as bike/ped lanes are built into all new roads

Must get fewer cars not more

Bypass!!!

Can Hillsdale and Berkmar be connected overhead roadway at Berkmar? [Map Comment]

Can this be built? What’s the plan to implement? [Map Comment regarding Rio to US 29 connector north of Albemarle Square]

Topography seems to make [“Optional Roadway Network Addition” between Greenbrier Dr. and Dominion Dr.] impossible [Map Comment]

Why not bypass?
Implementation: Phasing and Priority Areas Questions:

1. **Understanding that implementation will be phased in over time, both within and beyond the 20 year timeframe, what are the first priorities that the County needs to address?**
   - Alternative transportation – bikes, walking, BRT
   - Open Space
   - Do not high buildings next to Stereotypes [at Woodbrook and US 29], its currently in woods.
   - Buy [land] for park – eases future congestion on Route 29
   - Hydraulic interchange
   - Hydraulic first [Map Comment]
   - Buy land and set aside – make a park/parks [Map Comment]
   - Bike/pedestrian network [Map Comment]

2. **Which of the following general types of projects from your perspective should be the first, second, and third priority for the county’s investment of resources? Feel free to rank all of them, if possible.**
   1) Investing in parks and open space
   2) Establishing greenways and expanding the trails network – preserve green spaces
   3) Bicycle network improvements
   4) Expanding the transit system
   5) Constructing the parallel road network
   6) Making improvements to existing roads when necessary

3. **Which geographic areas should the County focus on first for the infrastructure investment?**
   - Focus on leaving undeveloped land in open space

4. **Which types of major projects should be implemented first to improve travel conditions along the US29 corridor? At what locations?**
   1) Safety and operations Improvements- signals, access management , and accident response
   2) Expanded priority transit
   3) Grade separations and crossovers
   4) Additional lanes

**Group 3**

Land Use/ Green Infrastructure Questions

1. **Are the land uses shown on the framework map in the best places to support the Places29 vision? What do you like and what would you change?**
   - Wonderful job – you’ve come a long way from 2-3 years ago
Can a park be added [in the Westmoreland/Still Meadows neighborhood?] [Map Comment]
Need lower priced housing!! [Map Comment]

2. Do these centers and land uses create the kind of attractive, vibrant urban community you would like to live in?
   - Locations of current centers are good
   - Need another center on South End at US 29 and Hydraulic
   - Pedestrian bridges across US 29
   - Shopping should be for all income levels, not just upscale shopping

3. Does the plan provide the right type and location of park, open space and recreational opportunities?
   - Hiking and biking trails are good

4. Would these improvements encourage you to walk or bicycle for some of your trips in the Places29 area? Which trips would these be?
   - Yes would walk to Albemarle place
   - What about free bus service? That would solve some of the problems.
Transportation Questions

1. What do you think about the proposed transportation network as a strategy to improve the function and character of US 29 Corridor?
   - Not comprehensive enough
   - Safety/education for young children/families – safe areas for children to wait for transit
   - [Northern Free State Rd.] makes sense. [Map Comment]
   - Northern Free State Rd should also include transit to North.
   - What are the phases for this transportation? Will it begin with 1 hub and 1 neighborhood or include the entire corridor
   - Worried that Hillsdale Dr (ext.) will disrupt senior community in this area. [Map Comment]
   - Do not put a through road from Barracks Road to Albemarle Rd. Save the neighborhood. [Map Comment]

2. Does the transportation network provide sufficient choices for you, both in terms of routes and modes (e.g., vehicles, bicycles, pedestrians, transit)?
   - Need nightshift transportation
   - Funding – how to pay for public transport?
   - Timely, efficiently run system
   - Comprehensive system to connect bus, BRT, Trolley, bike paths, passenger rail
   - Stop doing studies...just fund the transit and start running the buses
   - Make sure there is access for many people.. old and young
   - Ask businesses along the US 29 Corridor to contribute money towards this comprehensive plan after all. This growth will be benefit businesses (e.g. Sears, Target) by bringing people to their stores. These businesses should be asked to contribute possibly a % of their annual sales (0.25%) to help fund this improvement.

Implementation: Phasing and Priority Areas Questions:

1. Understanding that implementation will be phased in over time, both within and beyond the 20 year timeframe, what are the first priorities that the County needs to address?
   1) 1st priorities: Simultaneously construct parallel roads, expand transit system and bike paths possibly beginning up Berkmar.
   2) 2nd priority: Expand Transit to airport/ [Hollymead] Towncenter
   3) 3rd priority: Begin expanding Berkmar parallel road first, then Hillside connector. Do not take away parking. Senior center access to Branchlands
   4) People bridges at Hollymead Towncenter, Albemarle Place
2. Which of the following general types of projects from your perspective should be the first, second, and third priority for the county’s investment of resources? Feel free to rank all of them, if possible.

1) Expanding the transit system to every 15 min/on time! expand to Hollymead Town Center off Diesel multiple units on North/South line to supplement BRT. Transit should be used not only for commutes but also for night/weekend entertainment etc.

1) Constructing the parallel road network – Start with Berkmar Drive as first parallel road. [Map Comment]

1) Bicycle network improvements
   - Making improvements to existing roads when necessary
   - Establishing greenways and expanding the trails network – preserve green spaces
   - Investing in parks and open space
   - Get people off US 29 with parallel roads
   - Slow down growth – why do we need so many shopping centers?

3. Which geographic areas should the County focus on first for the infrastructure investment?

[No Comments Given]

4. Which types of major projects should be implemented first to improve travel conditions along the US29 corridor? At what locations?

[No Comments Given]
Group 4

Land Use/ Green Infrastructure Questions

1. Are the land uses shown on the framework map in the best places to support the Places29 vision? What do you like and what would you change?
   - Development around airport good idea
   - Once we have the density, if people still drive then we have a huge transportation problem.
   - Uptown too far north
   - This entire plan appears to be created by idealist and it is far from reality. People in this area use cars and want to use cars—they don’t walk to stores or work. If you wanted that type of lifestyle, one would live downtown. This clearly needs a real US 29 bypass—why not focus on that? Also, how about a bus line that goes to Forest Lakes? [Map Comment]

2. Do these centers and land uses create the kind of attractive, vibrant urban community you would like to live in?
   - It seems somewhat unlikely that the sort of development shown in the photo-simulations could really look like that.

3. Does the plan provide the right type and location of park, open space and recreational opportunities?
   - Will high density development lead to use of mass transit or mostly traffic problems?
   - Ensure bike paths allow one to bike from North US 29 to UVA / Downtown Mall and cross US 29 E/W safely at various points.
   - Good to have neighborhood scale parks

4. Would these improvements encourage you to walk or bicycle for some of your trips in the Places29 area? Which trips would these be?
   - Connection between parks on US 29 questionable?

Transportation Questions

1. What do you think about the proposed transportation network as a strategy to improve the function and character of US 29 Corridor?
   - Should we be doing all the growth in 5% of the land?? Like the concept, think no one will use the bus
   - Bus Rapid Transit- will it work any better than what we have now?
   - Bus stop areas along US 29- seem problematic
   - I don’t think many people want to make three rights instead of a left
   - Facilitate through traffic movement on US 29 makes it a divider- decreases connectivity
   - Condemning land for these roads seems really difficult if not impossible
   - If your assumption that through traffic is only 12.5% is right, then this makes sense
- Parallel roads should be optimized for short trips only
- This plan is totally absurd – why not create a US 29 bypass- what a novel idea- like every other city in the US of this size. Why are you turning the current US 29 into the freeway? – Maybe a bypass!!!! And all this talk about rapid transit is silly. I can’t even get a bus from Forest Lakes area. If you cannot provide a bus today then do you really think you are going to create this network in the future?
- Concerned about traffic going US 29 South merging onto 250 Bypass going west. Traffic currently backs up considerably due to congestion, trucks and bus stops. What’s the answer? Additional lanes or grade-separated interchanges? [Map Comment]

2. Does the transportation network provide sufficient choices for you, both in terms of routes and modes (e.g., vehicles, bicycles, pedestrians, transit)?
   - [No Comments Given]

**Implementation: Phasing and Priority Areas Questions:**

1. Understanding that implementation will be phased in over time, both within and beyond the 20 year timeframe, what are the first priorities that the County needs to address?
   - Traffic congestion- commuting to work- quality of life

---

Page 14 of 34
Priority concern: Traffic on US 29 the closer one is the Charlottesville; of primary concern is US 29 South onto 250 Bypass and reduction of lanes on US 29 from 4 to 2.

2. Which of the following general types of projects from your perspective should be the first, second, and third priority for the county’s investment of resources? Feel free to rank all of them, if possible.
   1) Making improvements to existing roads
   2) Expanding the transit system – with higher density
   2) Constructing the parallel road network
   [Also listed were:]
   ▪ Establishing greenways and expanding the trails network
   ▪ Investing in parks and open space
   ▪ Bicycle network improvements

3. Which geographic areas should the County focus on first for the infrastructure investment?
   ▪ 250 Bypass interchange (Hydraulic)
   ▪ Anywhere it goes from 4 lanes to 2 lanes

4. Which types of major projects should be implemented first to improve travel conditions along the US29 corridor? At what locations?
   1) Additional lanes
      ▪ Expanded priority transit
      ▪ Safety and operations Improvements-
      ▪ Grade separations and crossovers- NEVER!!!
3. Does the plan provide the right type and location of park, open space and recreational opportunities?
   - Yes

4. Would these improvements encourage you to walk or bicycle for some of your trips in the Places29 area? Which trips would these be?
   - Bike tunnels undesirable – put over roads so not to invite crime in tunnel (as happens in D.C. area)
   - Only if US 29 can be crossed on foot about every 200 yards or less

Transportation Questions

1. What do you think about the proposed transportation network as a strategy to improve the function and character of US 29 Corridor?
   - Parallel roads good, grade separation crossings bad.
   - Concerns about multiple turns to go right off US 29
   - Will all local traffic be too heavy in right hand lanes
   - Years of impossible US 29 construction? What does that do to traffic during that time?

2. Does the transportation network provide sufficient choices for you, both in terms of routes and modes (e.g., vehicles, bicycles, pedestrians, transit)?
   - Yes, but / no bike crossings / under roadways – too dangerous/ no ped crossings
   - Are you clear in whom the transit is going to serve?
   - What population served studies to show?
   - Transit for the new housing units? Not the current residents.
   - Feeder transit outside the Places29 area? Would link current residents into the Places29 shops, businesses, services, employment, good for connecting again, population to Places29.
   - Who is going to be walking all the paths along US 29?
   - If you develop the parking lots such as Albemarle Sq. where do the outsiders park for the library?
   - Transportation for workforce to places like Target, Wal-Mart for evening and weekends to prevent congestion on and around Route 29.

Implementation: Phasing and Priority Areas Questions:

1. Understanding that implementation will be phased in over time, both within and beyond the 20 year timeframe, what are the first priorities that the County needs to address?
2. Which of the following general types of projects from your perspective should be the first, second, and third priority for the county’s investment of resources? Feel free to rank all of them, if possible.

1) Constructing the parallel road network
2) Expanding the transit system
3) Making improvements to existing roads
4) Establishing greenways and expanding the trails network
   - Investing in parks and open space
   - Bicycle network improvements

3. Which geographic areas should the County focus on first for the infrastructure investment?
   - Between bridge and northern ext. of Belmar Drive

4. Which types of major projects should be implemented first to improve travel conditions along the US29 corridor? At what locations?
   1) Expanded priority transit
   2) Safety and operations Improvements-
      - Additional lanes
      - Grade separations and crossovers- NEVER!!!

**Group 6**

Land Use/ Green Infrastructure Questions

1. Are the land uses shown on the framework map in the best places to support the Places29 vision? What do you like and what would you change?
   - Would like more dedicated bike paths instead of bike lanes on busy roads

2. Do these centers and land uses create the kind of attractive, vibrant urban community you would like to live in?
   - Would like more buffers along unattractive parts of US 29
   - Not sure about Uptown Center location, Hollymead Towncenter might make more sense, Albemarle Place makes more sense
Albemarle Square simulation makes more sense with structured parking

3. Does the plan provide the right type and location of park, open space and recreational opportunities?
   - Would like more parks for picnicking, more ball fields, playgrounds, Frisbee golf etc.
   - Civic green nice but not a destination
   - Will proposed greenway buffers be accessible for public use? – (comment) yes- proposed trails intended for public use.

4. Would these improvements encourage you to walk or bicycle for some of your trips in the Places29 area? Which trips would these be?
   - Agree with left turn problem, to be addressed by three rights
   - Like western road but missing Eastern system
   - Not sure how to cross US 29 walking or on bike
   - Lights too short – bridges a good idea, underpass ped/bike crossing okay.
   - The two at –grade pedestrian crossings not a good idea, not practical and slows down traffic.

Transportation Questions

1. What do you think about the proposed transportation network as a strategy to improve the function and character of US 29 Corridor?
   - Bus route needs to include Albemarle H.S (to include “life long learning” traffic)
   - At grade ped crossings not good (counter productive) but grade separated very good idea
   - Not sure about time savings with three rights solution
   - Not sure about Hillsdale terminus at 250 Bypass, why does it cross Hydraulic? It should end at Hydraulic.

2. Does the transportation network provide sufficient choices for you, both in terms of routes and modes (e.g., vehicles, bicycles, pedestrians, transit)?
   - Yes, more choices than we can fund. Widen 29 from south fork to Greene County Line

Implementation: Phasing and Priority Areas Questions:

1. Understanding that implementation will be phased in over time, both within and beyond the 20 year timeframe, what are the first priorities that the County needs to address?
   1) 250 Bypass/US 29 is the problem
   2) Widen US 29 (from River to Airport Road.)
   3) Hydraulic and US 29
   4) Reserve purchase parkland
   5) Grade –separated crossovers
2. Which of the following general types of projects from your perspective should be the first, second, and third priority for the county’s investment of resources? Feel free to rank all of them, if possible.
   1) Constructing the parallel road network
   2) Making improvements to existing roads
   3) Investing in parks and open space
   4) Expanding the transit system
   5) Establishing greenways and expanding the trails network
   6) Bicycle network improvements

3. Which geographic areas should the County focus on first for the infrastructure investment?
   1) 250 Bypass/US 29/hydraulic
   2) Rio + US 29

4. Which types of major projects should be implemented first to improve travel conditions along the US29 corridor? At what locations?
   1) Additional lanes from Polo grounds north, Berkmar extended
   2) Safety and operations improvements- signals, access management, and accident response.
      - Rio/US29
      - Ped crossing from Hydraulic/US 29
      - Ped crossing from forest lakes to Hollymead Towncenter
   3) Expanded priority transit – Albemarle High School
   4) Grade-separations and crossovers at Rio/US29, at Hydraulic /US29

**Group 7**

**Land Use/ Green Infrastructure Questions**

1. Are the land uses shown on the framework map in the best places to support the Places29 vision? What do you like and what would you change?
   - No parallel roads in existing neighborhoods.
   - Over development of retail? – [and] of housing? Everything but open space
   - Where is the parking in developments?
   - Lack of infrastructure to support
   - Too Dense – incompatible urban development with low density neighborhoods. [Map Comment – regards residential development along the Polo Grounds to Timberwood connector]
2. Do these centers and land uses create the kind of attractive, vibrant urban community you would like to live in?
   - No development
   - Are the land uses right?
   - Is uptown necessary? – don’t think so
   - Cumulative effect of retail/major development areas overwhelming?
   - Imposing urban areas on suburban residents? - no

3. Does the plan provide the right type and location of park, open space and recreational opportunities?
   - Who are we building it for? Residents did not move here for a small patchy open space
   - Green space insufficient
   - Prefer forest lakes model of clusters with one way in and one way out. This keeps a neighborhood intact.

4. Would these improvements encourage you to walk or bicycle for some of your trips in the Places29 area? Which trips would these be?
   - [No Comments Given]

Transportation Questions

1. What do you think about the proposed transportation network as a strategy to improve the function and character of US 29 Corridor?
   - Some in favor—only US 29 equals congestion
   - Some opposed
   - If this whole plan posits encouragement and increases development, then transportation follows logically
   - Parallel roads cutting through existing neighborhoods are problematic.
   - Proposed intersections are cumbersome. May be necessary but invasive
   - Timing is key – Infrastructure before development
   - Significant increase in roads that are rural today – like Proffit, turning into a thoroughfare – no one wants
   - Transit on parallel roads? Noise issues. Pollution from buses?
   - Grade separation confusing
   - Takes local traffic off US 29 so more trucks can go faster
   - Still does not address US 29 bypass – only town of significant size with US 29 through town. In spite of all this work trucks will still be routed through middle of R.O.W.
   - Existing bottleneck: US 29 needs to be widened---add lanes to match the wide lanes on either side of Polo Grounds and Hollymead Towncenter [Map Comment]
BIG CONCERN: If even the midpoint growth is achieved in future years, this framework is obsolete. Build a real bypass around Charlottesville, and do it SOON, not a patchwork of parallel roads.

NO! Noise-Safety Environmental Impact [Map Comment regarding Greenbrier and US 29 Possible Major Intersection Improvement (Beyond 2025)]

Why develop? [Map Comment regarding southwest corner of Hollymead Development Area]

2. Does the transportation network provide sufficient choices for you, both in terms of routes and modes (e.g., vehicles, bicycles, pedestrians, transit)?

- Convenient Mass Transit is a must!
- Walking, biking across US 29 would be a ++++

Implementation: Phasing and Priority Areas Questions:

1. Understanding that implementation will be phased in over time, both within and beyond the 20 year timeframe, what are the first priorities that the County needs to address?

- 1st priority- Rio → Hydraulic → 250 Bypass, 250/US 29 interchange. University VA will not go away
- Why is Albemarle encouraging business growth?
- Why encourage further growth? Growth good for providing jobs.
Places29 – Summary of Input from Public Workshop #6 on February 26, 2007
March 15, 2007

- Polo grounds area infrastructure now widening for proposed development
- Berkmar getting ready to connect at Hollymead
- [Ashwood and US 29 is a] Low Priority intersection [Map Comment]

2. Which of the following general types of projects from your perspective should be the first, second, and third priority for the county’s investment of resources? Feel free to rank all of them, if possible.
   1) Making improvements to existing roads- Hydraulic and US 29 intersection should be wider
   2) Constructing the parallel road network - Bypass necessary for growth – top priority widening US 29, polo grounds
   3) Expanding the transit system – more often, less transfers
      - Establishing greenways and expanding the trails network
      - Investing in parks and open space
      - Bicycle network improvements

3. Which geographic areas should the County focus on first for the infrastructure investment?
   - Where we have approved development
   - Difference between people coming here and encouraging [them to come]

4. Which types of major projects should be implemented first to improve travel conditions along the US29 corridor? At what locations?
   - Grade-separations and crossovers
   - Additional lanes
   - Safety and operations Improvements- signals, access management, and accident response.

Group 8

Land Use/ Green Infrastructure Questions

1. Are the land uses shown on the framework map in the best places to support the Places29 vision? What do you like and what would you change?
   - Eliminate road/ped/bike access near Holly Memorial Gardens- was in plan, then taken out and is now back in plan.
   - Parallel routes near Hollymead Townhouses would not help traffic and could create problems because of homes in the right-of-way where the road is proposed
   - Concerned about lack of sidewalks/pedestrian infrastructure along US 29
   - Concerned about bike paths actually being used along Berkmar
   - Why have large buses running every one hour? Why not have smaller buses running more frequently?
2. Do these centers and land uses create the kind of attractive, vibrant urban community you would like to live in?

- Idea of grouping things in an urban community is attractive to some but some citizens don’t want to urbanize.
- Stave off excessive growth – zone to avoid growth and crime- don’t zone to increase density because density breeds crime.
- Less urban- pressure rural character

3. Does the plan provide the right type and location of park, open space and recreational opportunities?

- Forest lakes is not planned open space – its more like dense housing.
- Concerned developers are dictating where open space shall be located.
- Parallel routes are practical but some citizens are concerned that they will lose private green space to parallel routes.
- Majority of green spaces located in floodplains.
- Interconnection of routes may threaten community safety and character – will proposed routes actually be effective.

4. Would these improvements encourage you to walk or bicycle for some of your trips in the Places29 area? Which trips would these be?

- [No Comments Given]

Transportation Questions

1. What do you think about the proposed transportation network as a strategy to improve the function and character of US 29 Corridor?

- Like use of Berkmar Drive as a parallel route from Sam’s club to Hollymead Towncenter, UVA research area.
- Still want eastern bypass to US 64 or some other bypass route to direct traffic – very supportive of an eastern bypass.
- Want a connection to US 64- would support eastern connector- confused by terminology.

2. Does the transportation network provide sufficient choices for you, both in terms of routes and modes (e.g., vehicles, bicycles, pedestrians, transit)?

- Long way from streetcars, light rail etc- is it prudent to plan for these now.
- Buses are more flexible- can change with conditions as conditions change.
- Make sure transportation is convenient and suits actual demand – some bus routes don’t meet demands of workers- unreliable and ill-timed.
- Want to hear plans to incorporate bike routes across river/paralleling 29/ along 29.
- Daily basis 2/3 of traffic locally generated and destined( local start+ local end).
- Travel times supposed to stay the same while demand doubles.
Implementation: Phasing and Priority Areas Questions:

1. **Understanding that implementation will be phased in over time, both within and beyond the 20 year timeframe, what are the first priorities that the County needs to address?**
   - Preserve natural areas/ rural areas
   - Focus on watershed- based preservations
   - Examine costs of changes, improvements- specifically could be Berkmar corridor be develop with bridge if bridge is costly
   - Focus on ensuring safety- examine public access ideas + their impacts on community safety

2. **Which of the following general types of projects from your perspective should be the first, second, and third priority for the county’s investment of resources? Feel free to rank all of them, if possible.**

   1) Constructing the parallel road network
   2) Making improvements to existing roads
   3) Others – watershed protection, protecting existing property rights, curbing growth in macro and micro scales, avoid over paving, storm water run-off etc.
   4) Ensure bikers are taking appropriate routes
   5) Important to share existing routes with bikes

   [also listed were:]
   - Expanding the transit system
   - Establishing greenways and expanding the trails network
   - Investing in parks and open space
   - Bicycle network improvements
   - Important to share existing routes with bikes

3. **Which geographic areas should the County focus on first for the infrastructure investment?**

   - In areas with existing infrastructure, ensure this infrastructure is solid, viable and useful for future operations- avoid breaking ground in new areas
   - Taxes/fees imposed on builders/developers for infrastructure improvements
   - No particular areas- just overall

4. **Which types of major projects should be implemented first to improve travel conditions along the US29 corridor? At what locations?**

   1) Grade-separations and crossovers
   2) Additional lanes
   3) Safety and Operations Improvements – signals, access management, and accident response.
   4) Expanded Priority Transit – scratch this
Land Use/ Green Infrastructure Questions

1. Are the land uses shown on the framework map in the best places to support the Places29 vision? What do you like and what would you change?
   - Uptown is unrealistic because no high density on UVA property
   - Worried – none of this is going to move traffic
   - Like concentrating density

2. Do these centers and land uses create the kind of attractive, vibrant urban community you would like to live in?
   - [No Comments Given]

3. Does the plan provide the right type and location of park, open space and recreational opportunities?
   - [No Comments Given]

4. Would these improvements encourage you to walk or bicycle for some of your trips in the Places29 area? Which trips would these be?
   - People will not use bike lanes on US 29
   - US 29 is a thoroughfare

Transportation Questions

1. What do you think about the proposed transportation network as a strategy to improve the function and character of US 29 Corridor?
   - Don’t wait to rely on Parallel Road network
   - Need/ like the grade separation
   - Need STATE Funding! VDOT.
   - Albemarle Place not enough revenue to fund the interchange privately
   - Hard to make the improvements to the southern area as it is already developed.
   - Western Bypass
     - Build it and won’t need private investment for crossovers (Not all agree)
     - Link to N. Grounds connector (Not all agree)
     - Rest of STATE would fund. They want it. (Not all agree)
   - Not going to change Rio or Hydraulic Roads
   - Some feel that any important road south of Rivanna will not happen. The area is built out.

2. Does the transportation network provide sufficient choices for you, both in terms of routes and modes (e.g., vehicles, bicycles, pedestrians, transit)?
   - Yes and No
Who will pay for it?

Why BRT on US 29?
- Use Parallel road network
- US 29 will be costly and not feasible
- no room for run-offs
- if US 29 is for through [traffic], BRT is not compatible
- Keep stops off US 29

Implementation: Phasing and Priority Areas Questions:

1. Understanding that implementation will be phased in over time, both within and beyond the 20 year timeframe, what are the first priorities that the County needs to address?
   - Widening of US 29
   - Parallel road network – Tied to development
   - As you develop and improve US 29, where you develop at a future grade separated interchange site, provide for it now even if you don’t build it now.

2. Which of the following general types of projects from your perspective should be the first, second, and third priority for the county’s investment of resources? Feel free to rank all of them, if possible.
   1) Constructing the parallel road network
   2) [Other:] Western Bypass – at least one member strongly disagrees
   3) Making improvements to existing roads – US 29
   4) Investing in parks and open space
   4) Expanding Design the transit system
   4) Establishing greenways and expanding the trails network
   4) Bicycle network improvements

3. Which geographic areas should the County focus on first for the infrastructure investment?
   - Focus road network on undeveloped areas [Map Comment]

4. Which types of major projects should be implemented first to improve travel conditions along the US29 corridor? At what locations?
   1) Additional lanes
   2) Grade-separations and crossovers
   3) Expanded priority transit
   4) Safety and operations Improvements- signals, access management, and accident response.


**Group 10**

**Land Use/ Green Infrastructure Questions**

1. *Are the land uses shown on the framework map in the best places to support the Places29 vision? What do you like and what would you change?*
   - Concerns about Density (too much)
   - Uptown too much given adjacent development (Hollymead [Towncenter] and North Pointe)

2. *Do these centers and land uses create the kind of attractive, vibrant urban community you would like to live in?*
   - If like Hollymead Towncenter- NO
   - Need landscaping and buffers
   - Leave natural/ park areas.
   - Bury utilities

3. *Does the plan provide the right type and location of park, open space and recreational opportunities?*
   - No. Not nearly enough!
   - Only one new park in the entire area
   - Need more parks of various sizes (not just civic green)
   - Include park space w/ Neighborhood Service Center design. (would help with walking)

4. *Would these improvements encourage you to walk or bicycle for some of your trips in the Places29 area? Which trips would these be?*
   - Maybe some will, some won’t
   - Won’t go to grocery store (and have to carry bags)
   - Bike paths w/ overpasses would at least provide the option
Transportation Questions

1. **What do you think about the proposed transportation network as a strategy to improve the function and character of US 29 Corridor?**
   - Connector roads should not compromise the character of the neighborhood.
   - Overpasses w/ bike/ped are good.
   - Perhaps more connectivity on the East side of US 29 (per non-resident of the area)
   - Get control of signage
   - Need more landscaping and buffers along US 29
   - Use 29 Bypass as 2-lane parkway [Map Comment]
   - Roundabouts 4-lane bridge [Berkmar bridge over Rivanna R.] [Map Comment]

2. **Does the transportation network provide sufficient choices for you, both in terms of routes and modes (e.g., vehicles, bicycles, pedestrians, transit)?**
   - Yes
   - Bike/ped routes have to be meaningful (e.g., from housing to work places)
   - Need adequate parking for rapid transit
   - Focus on trolley style, small vehicle, frequent service (5/10 min) for rapid transit – high use routes.
   - Take advantage of western bypass ROW to tie into Rio Mills/643 to create full bypass.
   - More local parks/destinations might reduce traffic
   - Be realistic about impact of mass transit on traffic.

Implementation: Phasing and Priority Areas Questions:

1. **Understanding that implementation will be phased in over time, both within and beyond the 20 year timeframe, what are the first priorities that the County needs to address?**
   - Berkmar Bridge and related roads
   - Review land use to designate more areas for parks and open space and trails (ROW)
   - Overpasses are key!

2. **Which of the following general types of projects from your perspective should be the first, second, and third priority for the county’s investment of resources? Feel free to rank all of them, if possible.**

   1) Constructing the parallel road network
   2) Making improvements to existing roads
   3) Investing in parks and open space
   4) Expanding the transit system
   5) Establishing greenways and expanding the trails network
6) Bicycle network improvements

3. Which geographic areas should the County focus on first for the infrastructure investment?
   - South to address existing bottlenecks

4. Which types of major projects should be implemented first to improve travel conditions along the US29 corridor? At what locations?
   1) Grade-separations and crossovers
   2) Additional lanes
   3) Parallel roads are key [Added Comment]
   4) Expanded priority transit
   5) Safety and operations Improvements- signals, access management, and accident response.

**Group 11**

Land Use/ Green Infrastructure Questions

1. Are the land uses shown on the framework map in the best places to support the Places29 vision? What do you like and what would you change?
   - Like Uptown focus away from US 29 – put focus of new stores fronting on parallel road [Map Comment]
   - What are densities (# of units) in each? [Map Comment]
   - Quality urban area needs to be prettier – trees, etc. [Map Comment]
   - Hollymead Towncenter is a disaster and **Buffer needed** [Map Comment]
   - Distinguish existing vs. proposed [Map Comment]
   - Taxing district extra revenue to pay bonds [Map Comment]

2. Do these centers and land uses create the kind of attractive, vibrant urban community you would like to live in?
   - [No Comments Given]

3. Does the plan provide the right type and location of park, open space and recreational opportunities?
   - More centrally located large park [Map Comment]
   - Provide more river access north of Polo Grounds Rd. – recreation area [Map Comment]
   - Need large park (a la midtown) for people in need [Map Comment]
   - Increase setback from main highway to have more green area – less institutional buildings [Map Comment]

4. Would these improvements encourage you to walk or bicycle for some of your trips in the Places29 area? Which trips would these be?
Transportation Questions

1. What do you think about the proposed transportation network as a strategy to improve the function and character of US 29 Corridor?
   - No western bypass! [Map Comment]
   - Is 5% of development impacting everyone? [Map Comment]
   - Consider topography [Map Comment]
   - Second bridge over Rivanna [South Fork] = Good [Map Comment]
   - Local vs. thruway → seems deadly. Will thruway cause sprawl? [Map Comment]
   - If you can’t see where you are driving, it’s too confusing (3 right turns) [Map Comment]

2. Does the transportation network provide sufficient choices for you, both in terms of routes and modes (e.g., vehicles, bicycles, pedestrians, transit)?
   - Identify location for transit parking structure at north end of corridor for Greene County commuters. [Map Comment]
   - Grade-separated interchange at US 29 and Rio and Hydraulic are necessary! [Map Comment]
   - Transit improvements are needed and addressing that is important [Map Comment]
   - Sell the western bypass R.O.W., or don’t sell? [Map Comment]
   - Put transit on parallel network, do not concentrate transit only on 29. [Map Comment]

Implementation: Phasing and Priority Areas Questions:

1. Understanding that implementation will be phased in over time, both within and beyond the 20 year timeframe, what are the first priorities that the County needs to address?
   - Develop [areas south of the Rivanna South Fork] first – redevelop older [Map Comment]
   - Develop [areas north of the Rivanna South Fork] LATER [Map Comment]
   - [US 29] Hydraulic Rd. interchange [Map Comment]
   - Rio Rd. interchange [Map Comment]
   - Parallel Roads [Map Comment]

2. Which of the following general types of projects from your perspective should be the first, second, and third priority for the county’s investment of resources? Feel free to rank all of them, if possible.
   - North
     1) Parallel/bridge before uptown [Map Comment]
     2) Improve Timberwood [Map Comment]
     3) Airport [Map Comment]
South
1) US 29/250 [Map Comment]
2) Hydraulic [Map Comment]
3) Hillsdale [Map Comment]

3. Which geographic areas should the County focus on first for the infrastructure investment?
   - South

4. Which types of major projects should be implemented first to improve travel conditions along the US29 corridor? At what locations?
   - [Map Comment]

**Group 12**

Land Use/ Green Infrastructure Questions

1. Are the land uses shown on the framework map in the best places to support the Places29 vision? What do you like and what would you change?
   - Creating greater opportunities for mixed-use development over time are necessary. For example Hollymead Town Center – much is single use.
   - Wish the planning had begun 20 years ago. Would have allowed greater flexibility in planning.

2. Do these centers and land uses create the kind of attractive, vibrant urban community you would like to live in?
   - Getting residential areas close enough to retail so that people don't have to get in their cars to get there is very important.
   - Would like to separate residential from “heavy” commercial.
   - Integrate more green infrastructure
   - Desire to preserve critical slopes

3. Does the plan provide the right type and location of park, open space and recreational opportunities?
   - Green infrastructure should be more fully integrated throughout both the residential/commercial industrial areas.
   - Green areas should be the first to be established.

4. Would these improvements encourage you to walk or bicycle for some of your trips in the Places29 area? Which trips would these be?
   - Bike/Ped connection between adjacent residential areas (cul-de-sacs) should be developed/constructed in as many places as possible. This would allow children/adults to move between these areas w/o dependence on auto transport. Also bike/ped trails from residential areas to the schools. This might reduce the need for motor vehicles trips to/fro from schools each day.
Transportation Questions

1. What do you think about the proposed transportation network as a strategy to improve the function and character of US 29 Corridor?
   - The land use and transportation modeling needs to encourage greater true urban density, design and development. Better mixture of uses will reduce transportation requirements. Urban sprawl, single use vs. city design.
   - Like opportunities for pedestrian crossings of 29.
   - Ring Roads are an okay concept but at peak traffic hours with accidents they may create sufficient inconvenience.
   - Boulevards, boulevards, boulevards
   - Safety issues and potential unrealistic expectations for at-grade crossings for bike/peds when traffic volume are 50 k or greater/day.

2. Does the transportation network provide sufficient choices for you, both in terms of routes and modes (e.g., vehicles, bicycles, pedestrians, transit)?
   - Because this plan will be implemented over a long time and way into the future beyond 2007, it would be a mistake to ignore the consequences for single occupancy vehicle use of the likely high price of gasoline (and other liquid fuels). (cf. peak oil)
   - Choices will be increased to the extent that bike/ped facilities are expanded.
If there are bike/ped connections between adjacent cul-de-sac residential areas this might enable a non-automobile choice for movement between these areas, taking motor vehicle pressure off of 29.

- Encourage public transit development to reduce the number of vehicles.

- Grade separation of bike/ped ways over/under vehicular ways is very desirable. Also mixing bicycles and peds on the same path is not optimum; bikes move faster than peds and can pose a danger to them, just as motor vehicles pose a danger to bike and peds. So if the peds can have their own paths and sidewalks without interference from bikes that would be good.

**Implementation: Phasing and Priority Areas Questions:**

1. **Understanding that implementation will be phased in over time, both within and beyond the 20 year timeframe, what are the first priorities that the County needs to address?**
   - Hydraulic Rd to 250 Bypass
   - Rio and US 29
   - Focus on more efficient land use. Better land use may lessen traffic impacts.

2. **Which of the following general types of projects from your perspective should be the first, second, and third priority for the county’s investment of resources? Feel free to rank all of them, if possible.**

   1) Constructing the parallel road network – Reduce traffic load on 29
   2) Expanding the transit system – Reduce traffic load on 29
   3) Making improvements to existing roads
   4) Bicycle network improvements
   5) Establishing greenways and expanding the trails network
   6) Investing in parks and open space

3. **Which geographic areas should the County focus on first for the infrastructure investment?**
   - See areas highlighted on maps
     - [Areas highlighted on maps include the following intersections: US 29 and 250 Bypass, US 29 and Hydraulic Rd., US 29 and Rio Rd.]

4. **Which types of major projects should be implemented first to improve travel conditions along the US29 corridor? At what locations?**

   1) Grade-separations and crossovers – Hydraulic and 29, Rio and 29
   2) Expanded priority transit
   3) Safety and operations Improvements- signals, access management, and accident response.
   4) Additional lanes