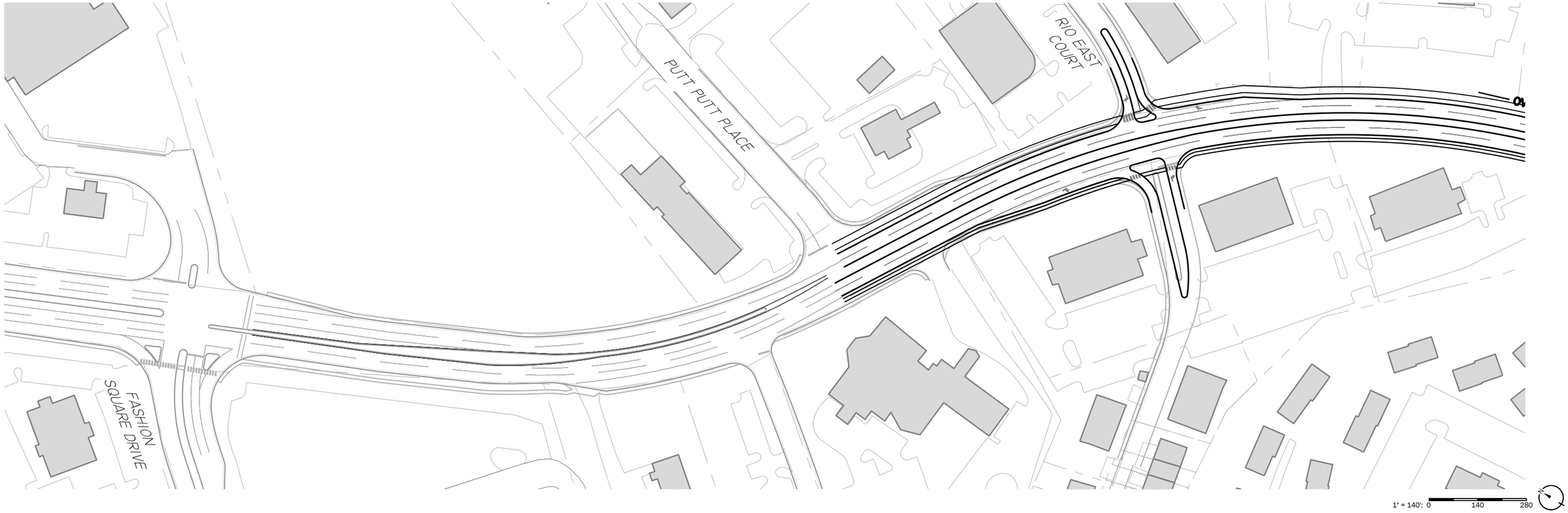
# APPENDICES

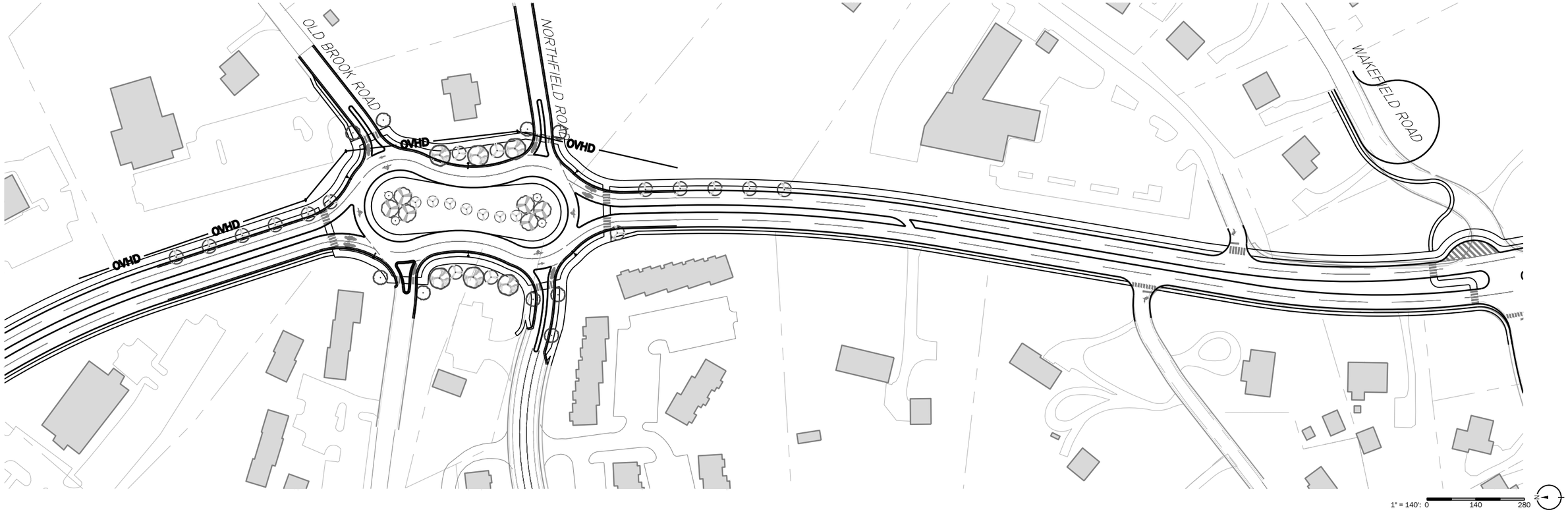
# APPENDIX A: CORRIDOR STUDY CONCEPTUAL DESIGNS

RIO ROAD CORRIDOR PHASE 1



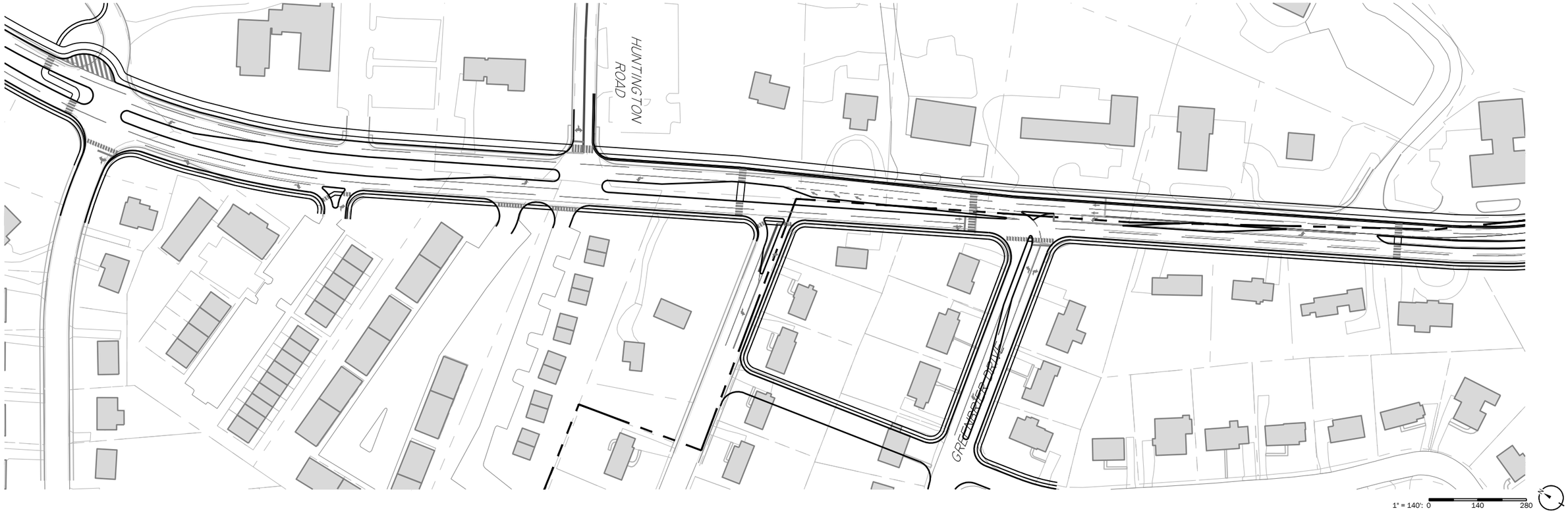
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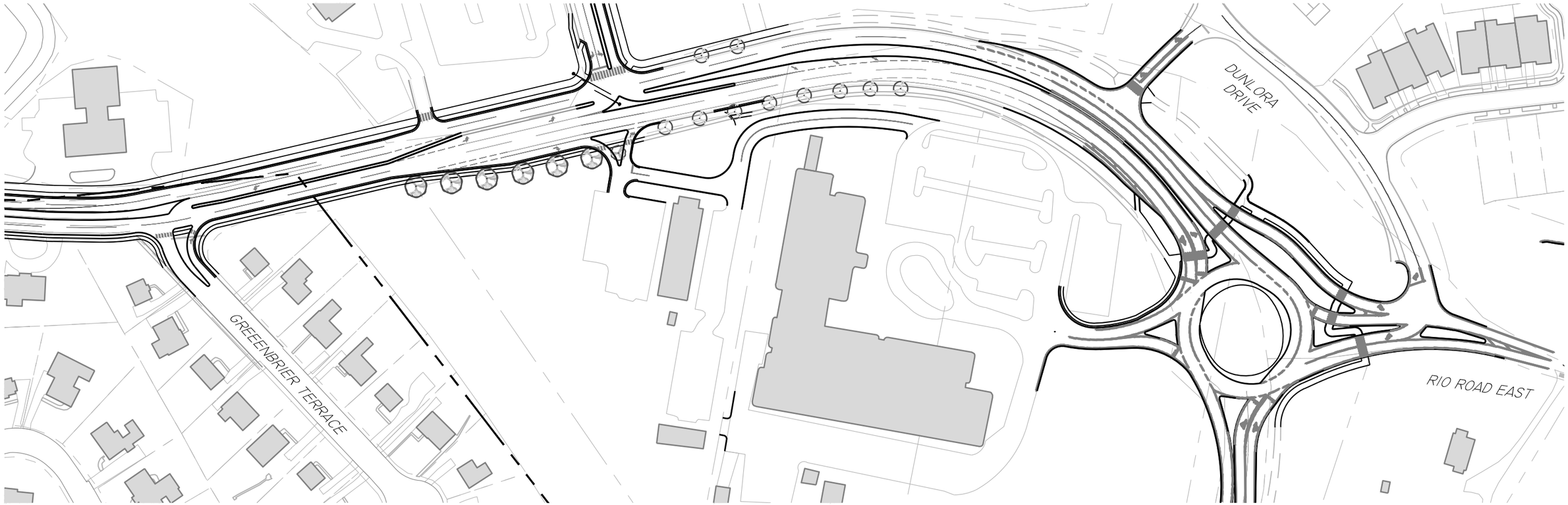
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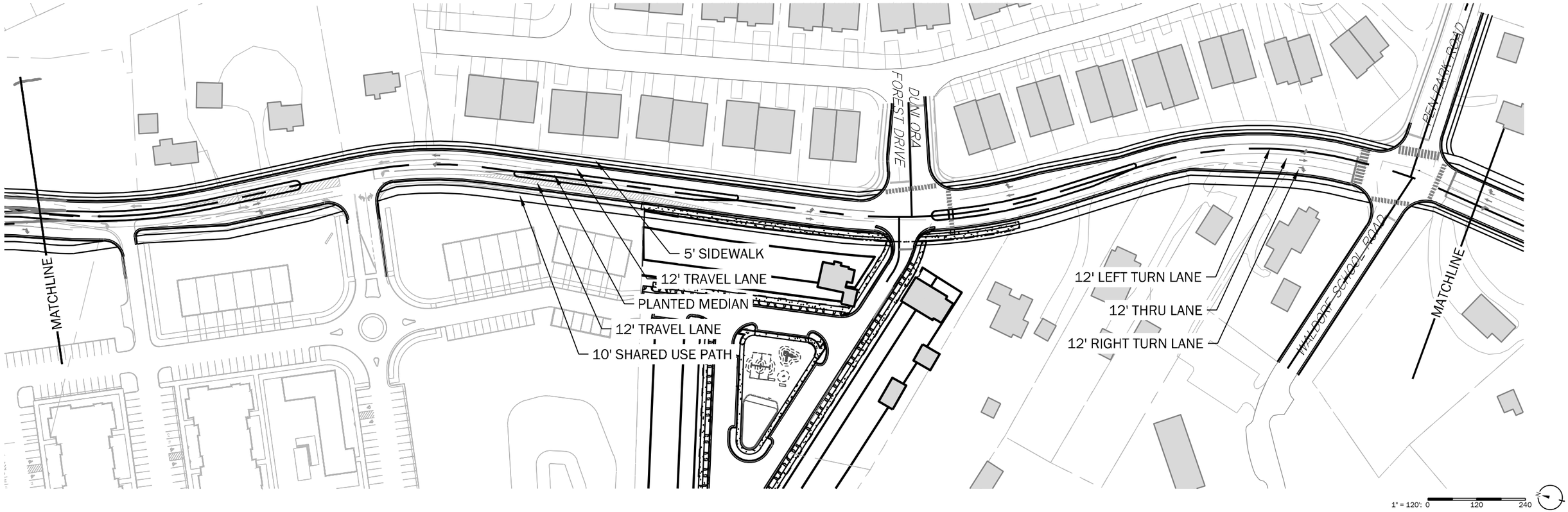
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RIO ROAD CORRIDOR PHASE 1



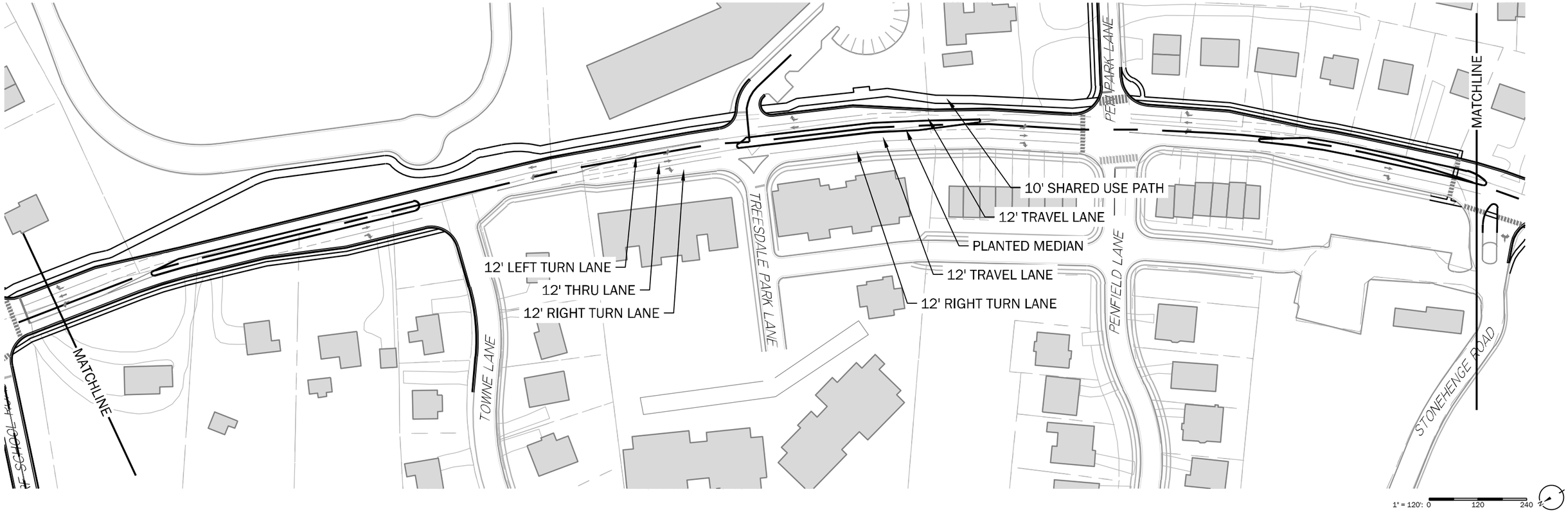
# APPENDIX A: CORRIDOR STUDY CONCEPTUAL DESIGNS

RIO ROAD CORRIDOR PHASE 2



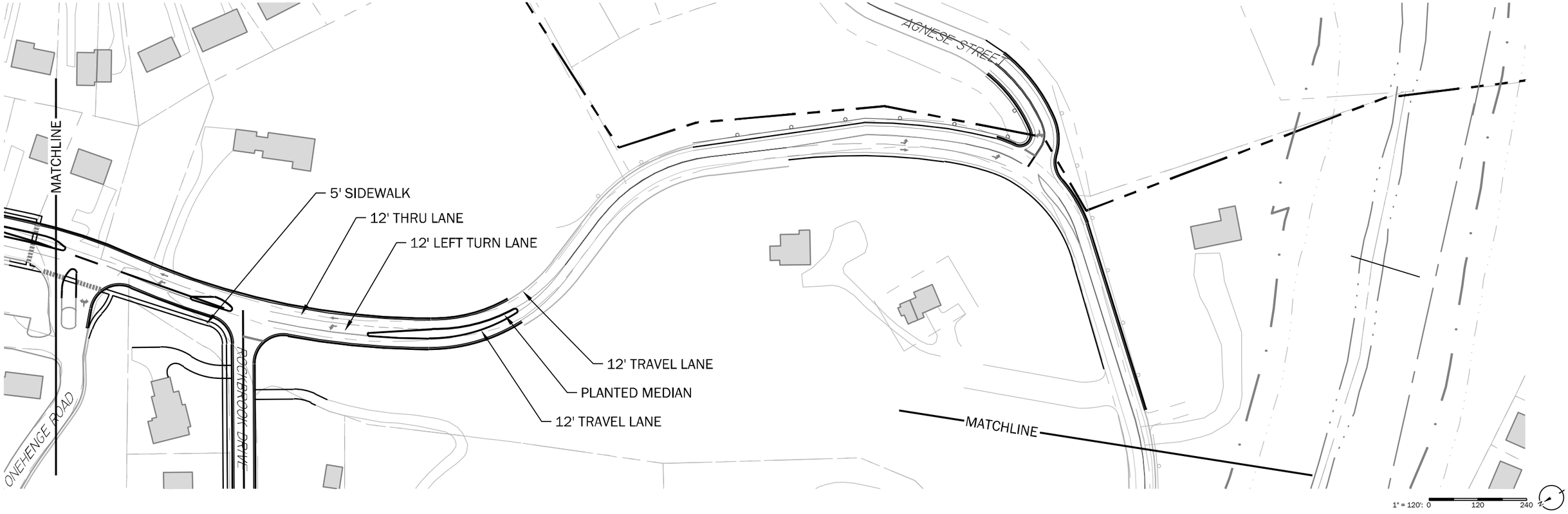
# APPENDIX A: CORRIDOR STUDY CONCEPTUAL DESIGNS

RIO ROAD CORRIDOR PHASE 2



# APPENDIX A: CORRIDOR STUDY CONCEPTUAL DESIGNS

RIO ROAD CORRIDOR PHASE 2



# APPENDIX A: CORRIDOR STUDY CONCEPTUAL DESIGNS

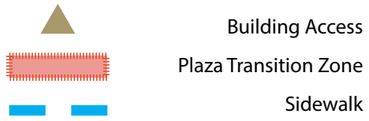
RIO ROAD CORRIDOR PHASE 2

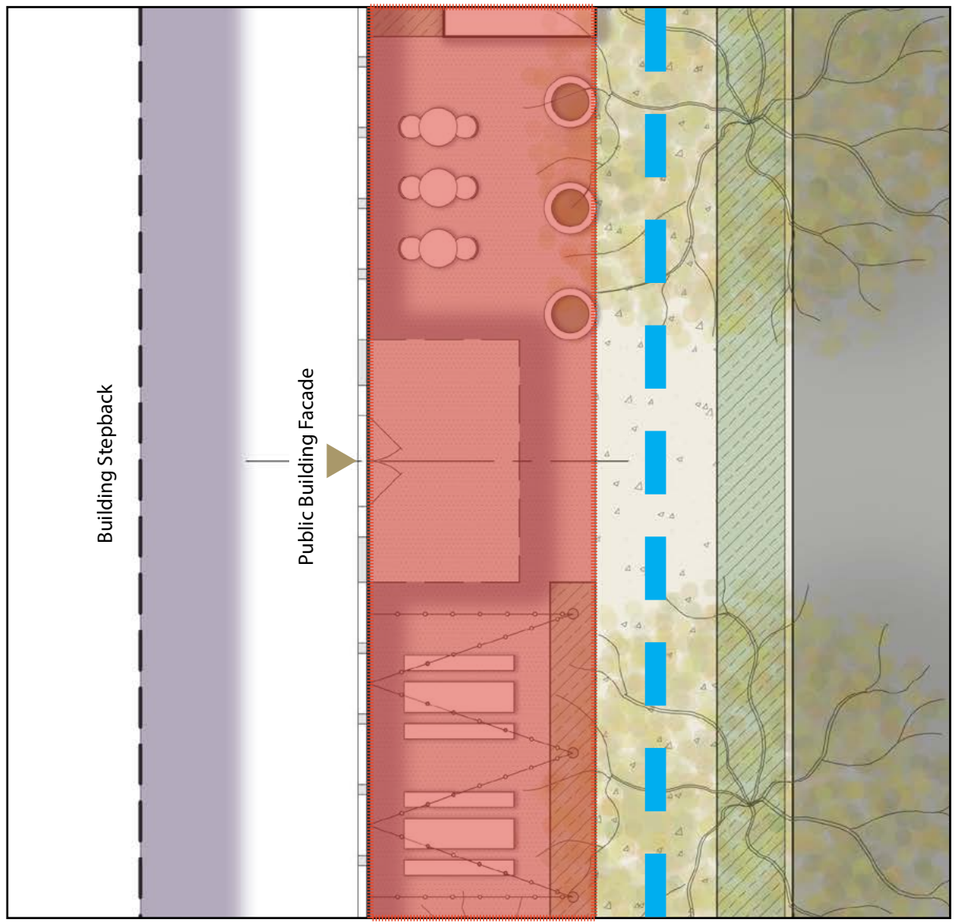


# APPENDIX B: BUILDING ENGAGEMENT AND THE PUBLIC REALM

HIGH ENGAGEMENT PLAN

This development section should be used when first floor activity within the building is intended for High Public-Use and Engagement. Building Entry Points should be directly accessible (physically and visually) to the public realm where architectural treatments extend the building's threshold into the Transition Zone. The zone width is equal to half of the building height and should be designed in a way to engage the public edge through seating, accent paving, lighting, accent plantings, and other urban site elements. The Building Height along the public realm is limited to three (3) stories to mimic the scale of the Downtown Mall. Should the Comprehensive Plan allow heights greater than three (3) stories, the Building Stepback Height will be mitigated through the Building Stepback Depth as noted in the section.




TYPICAL HIGH ENGAGEMENT SECTION

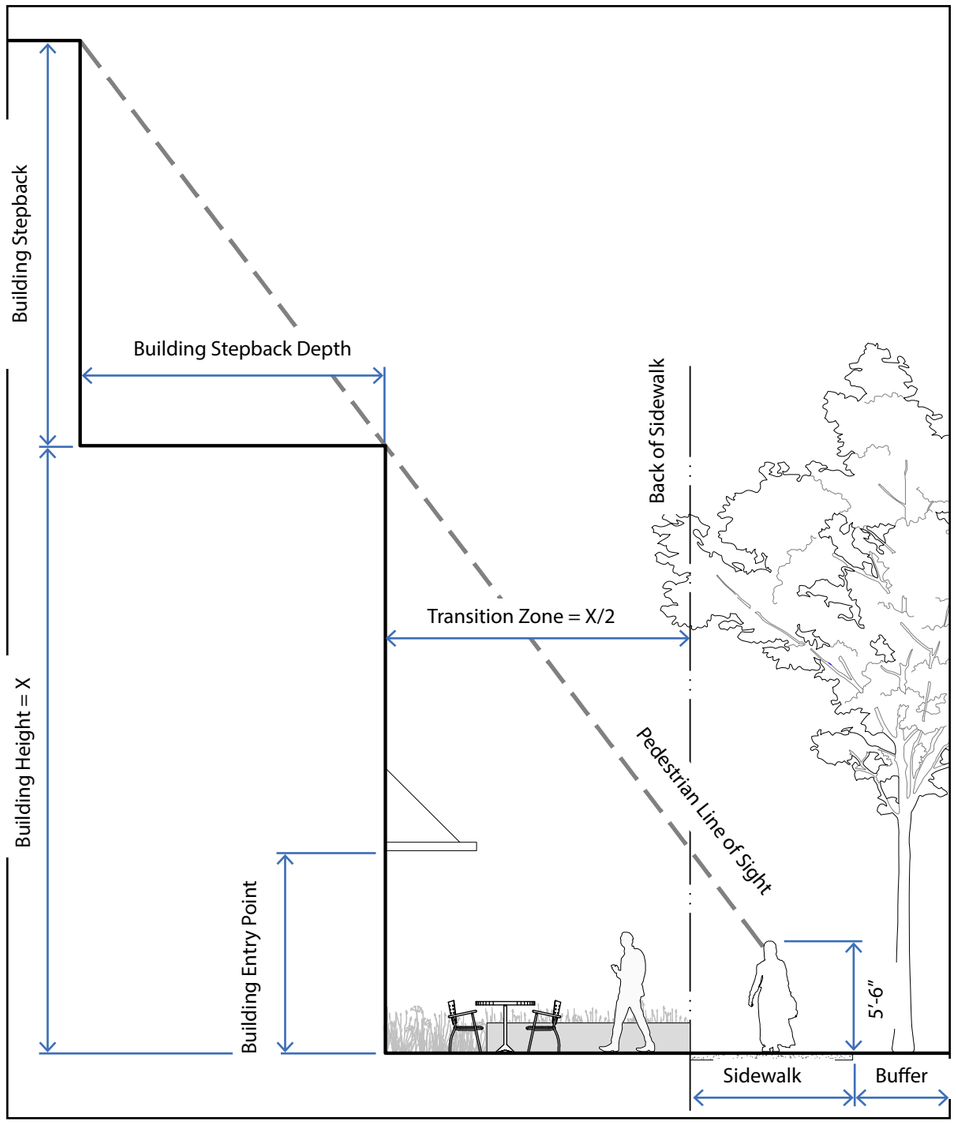
Building Height: varies, 3 stories maximum

Building Stepback Height: maximum building height to be determined by comprehensive plan

Building Stepback Depth: depth to block pedestrian line of sight from centerline of sidewalk directly in front of building to top of maximum allowed building height

Building Entry Point: provide architectural treatment highlighting threshold

Transition Zone: depth to be half of building height; paved and may include pedestrian oriented accent paving and site furnishings such as tables  chairs, seat walls, bike racks, etc.



# APPENDIX B: BUILDING ENGAGEMENT AND THE PUBLIC REALM

MEDIUM ENGAGEMENT PLAN

This development section should be used when first floor activity within the building is intended for Medium Public-Use and Engagement. Building Entry Points should be indirectly accessible (physically and visually) to the public realm where architectural treatments view onto the Transition Zone. The zone width is equal to half of the building height and should be designed in a way to visually engage the public edge through lighting, accent plantings, and secondary building entrance points and corresponding pathways. Foundation Planting Heights within the zone should correlate to the sill heights of the building's windows as to maintain visual connectivity between the public realm and building's first floor activity. The Building Height along the public realm is limited to three (3) stories to mimic the scale of the Downtown Mall. Should the Comprehensive Plan allow heights greater than three (3) stories, the Building Stepback Height will be mitigated through the Building Stepback Depth as noted in the section.




TYPICAL MEDIUM ENGAGEMENT SECTION

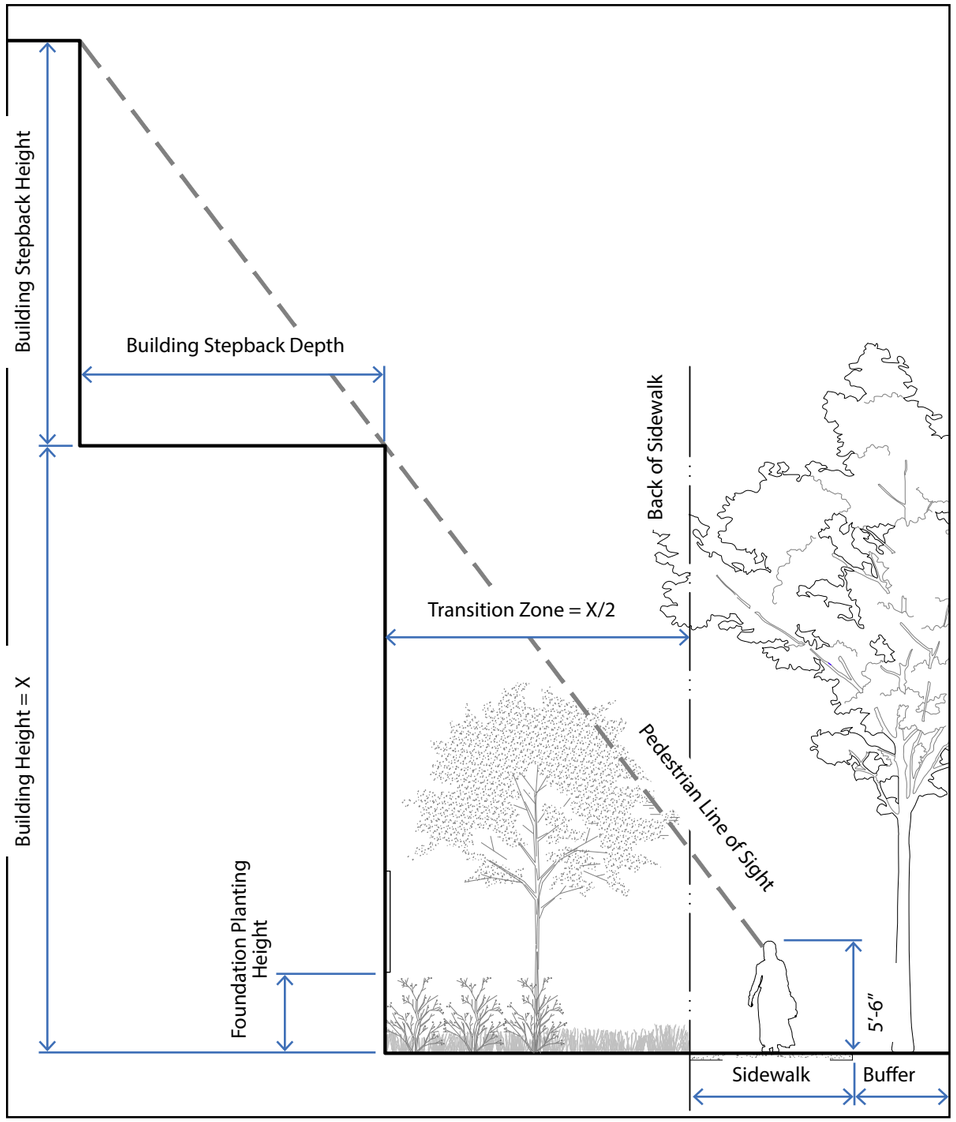
Building Height: varies, 3 stories maximum

Building Stepback Height: maximum building height to be determined by comprehensive plan

Building Stepback Depth: depth to block pedestrian line of sight from centerline of sidewalk directly in front of building to top of maximum allowed building height

Foundation Planting Height: mature height of plantings not to exceed facade window sill height

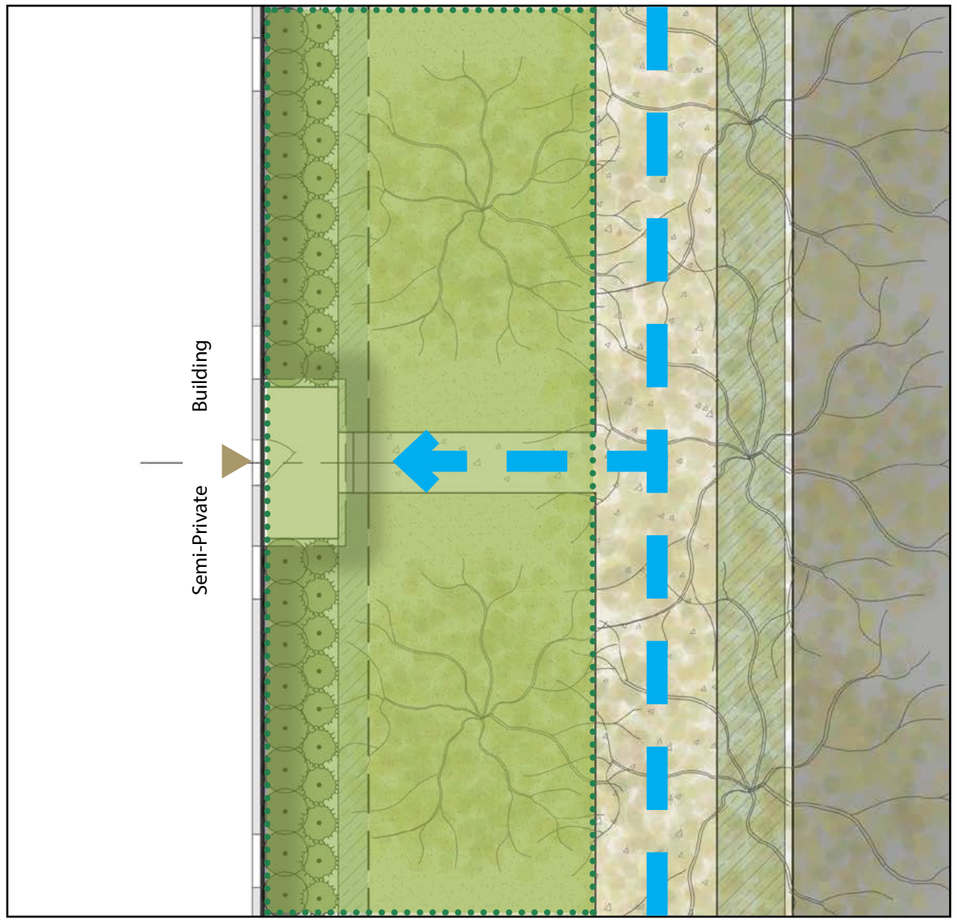
Transition Zone: depth to be half of building height; composed of foundation plantings, small trees, lawn, and secondary access paths



# APPENDIX B: BUILDING ENGAGEMENT AND THE PUBLIC REALM

LOW ENGAGEMENT PLAN

This development section should be used when first floor activity within the building is intended for Low Public-Use and Engagement. The Transition Zone width is equal to the Building Height (three stories maximum) and should be designed in a way to visually (but not physically) engage the public edge through lighting, accent plantings, building entrance points, and corresponding pathways. The development should also include a Vertical Separation from grade to encourage a sense of privacy to the first floor use. Foundation Planting Heights within the zone should correlate to the sill heights of the building's windows as to maintain semi-public visual connectivity between the public realm and building's first floor activity.




TYPICAL LOW ENGAGEMENT SECTION

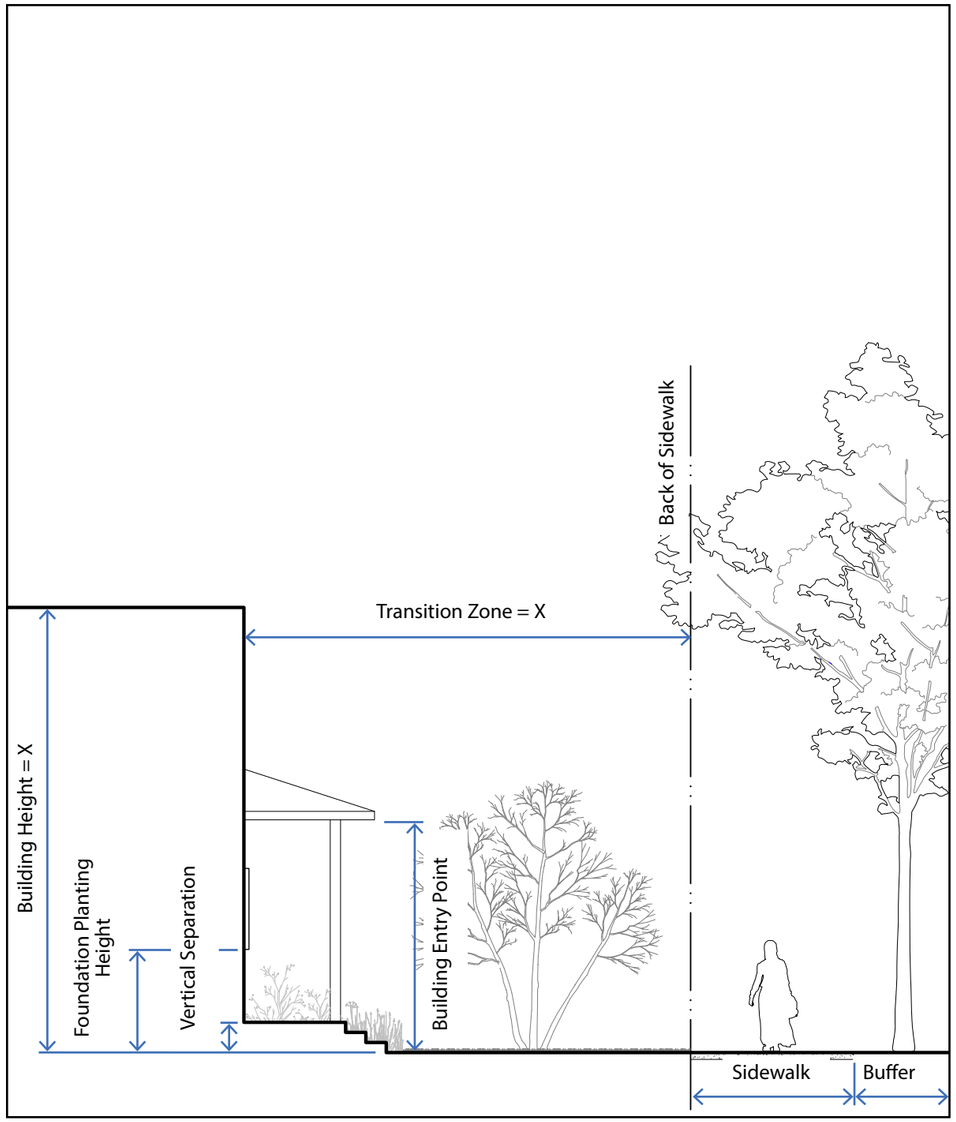
Building Height: varies, 3 stories maximum

Building Entry Point: provide architectural treatment highlighting threshold

Vertical Separation: ground floor to be 18" above finished grade

Foundation Planting Height: mature height of plantings not to exceed facade window sill height

Transition Zone: depth to be equal to building height; composed of foundation plantings, lawn, trees, and secondary access paths



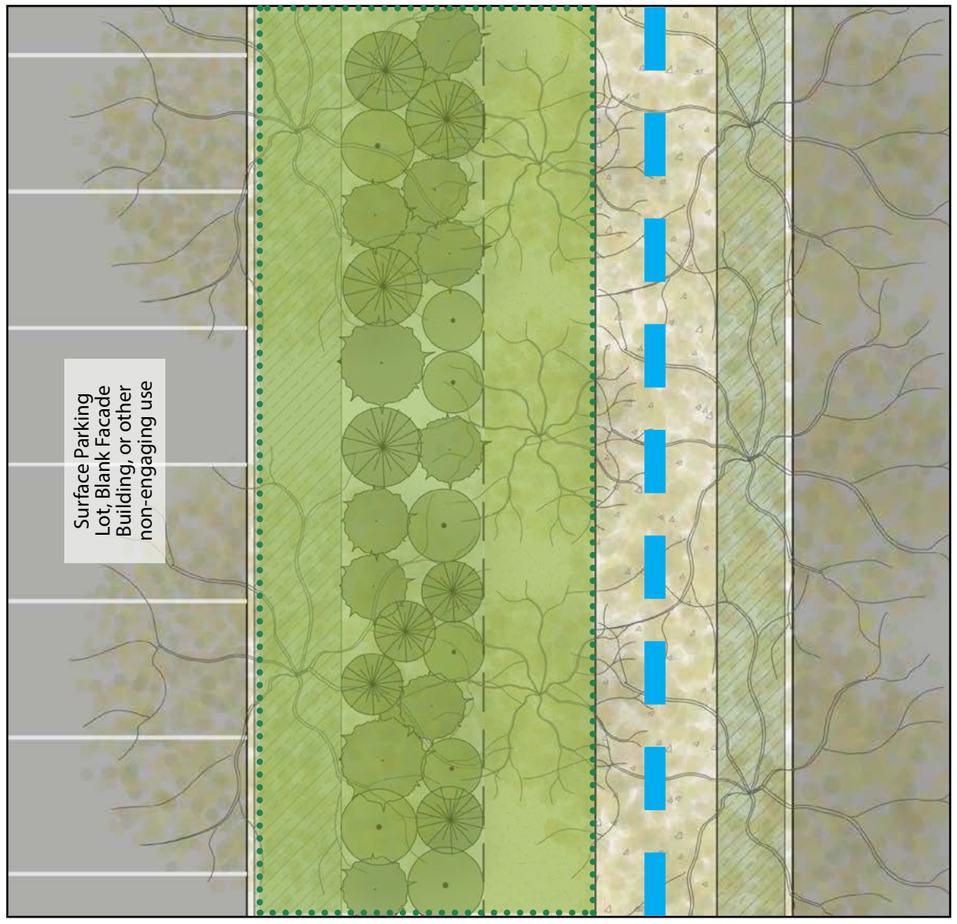
# APPENDIX B: BUILDING ENGAGEMENT AND THE PUBLIC REALM

NO ENGAGEMENT PLAN

This development section should be used when land development is intended for No Public-Use and Engagement and where existing grading, utility, and environmental concerns prohibit building development along the public sidewalk. The Transition Zone width is twenty (20) feet minimum and should be designed in a way to visually disengage the public edge through eye-level hedges and foreground plantings. Shade Trees should be planted to create a continuous overhead canopy to shelter and shade the public sidewalk.

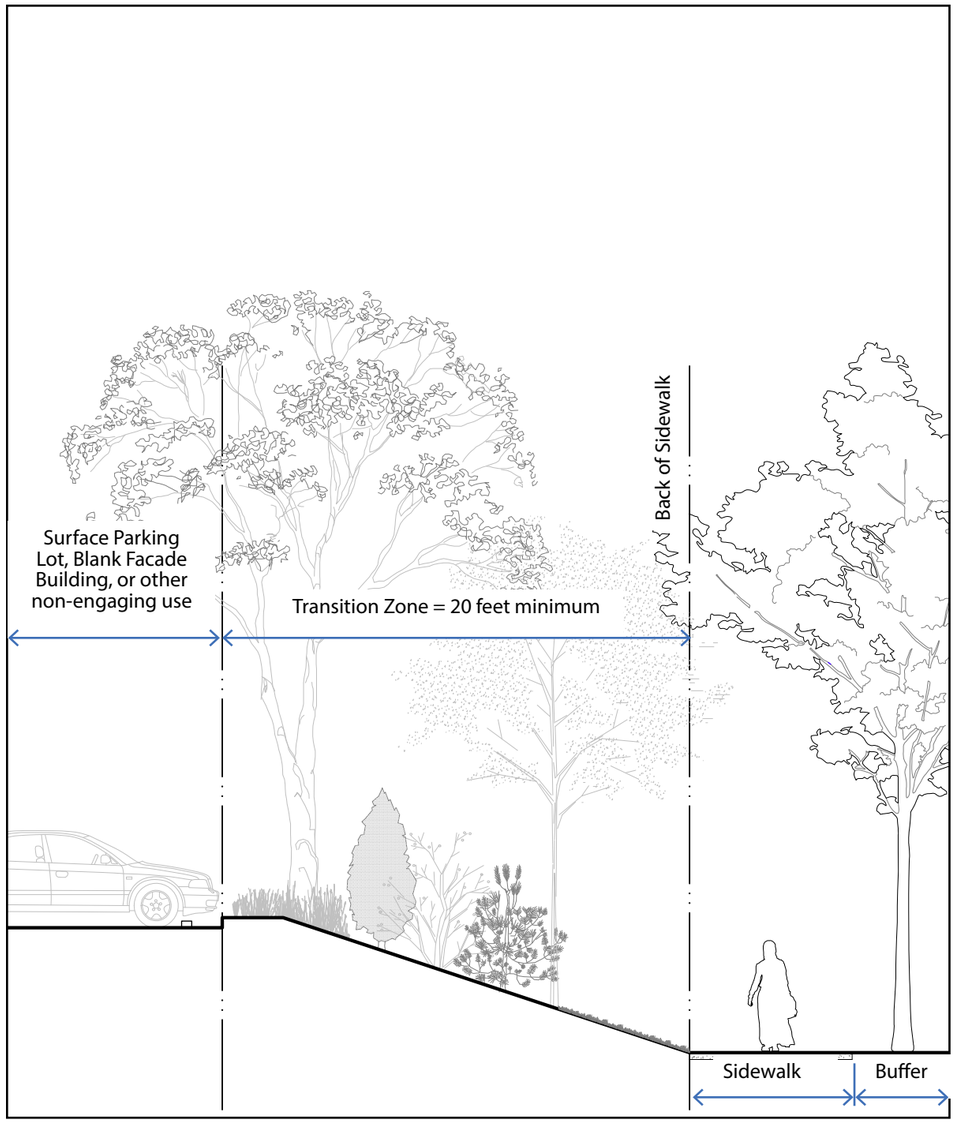
Landscape Transition Zone

Sidewalk




TYPICAL NO ENGAGEMENT SECTION

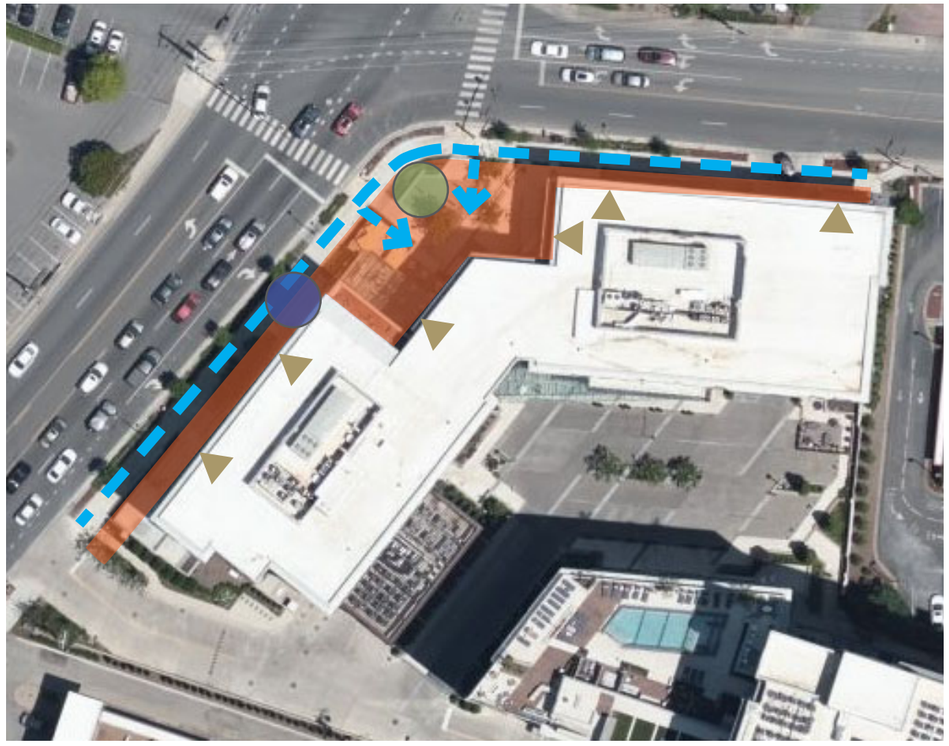
Transition Zone: depth to be 20 feet minimum; composed of shade and ornamental trees, a continuous hedge of 6-8 feet tall (mature height) evergreen and deciduous shrubs, perennial plantings, and lawn



# Vertis Green Hills

NASHVILLE, TN

| | |
|---|---|
| Land Use: | Retail, Office, Multifamily |
| Building Height: | 4-stories Retail/Office, 18-stories Multifamily |
| Transition Zone: | 10-20 feet5-45 |
| Acreage: | 2.57 Acres |



A four-story building gives way to a central public plaza with defined seating spaces. Throughout the transition zone, building access is cued through architectural elements and ornamental plantings soften the space between occupants and the adjacent street. A parking deck is relegated to the rear of the street-side building.

Building Access

Transition Zone

Sidewalk




The street-side building features restaurants and office space opening to a public plaza with a variety of places to sit




Multiple pedestrian access points within the transition zone connect the public sidewalk to the plaza and retail uses above

## OBSERVATIONS

Along the public frontage the transition zone is largely planted due to grading issues. Multiple pedestrian access points connect the public sidewalk to the retail businesses above.

The project features a central plaza within the transition zone that provides generous seating for the public and the restaurants that occupy the first floor, which responds to the site's context at a busy road intersection.

Building height for the street-side retail and office spaces is restrained to 4 stories as an approachable introduction to the street. The project features a stepback by detaching the 18-story residential tower behind, increasing privacy for residents.

Vehicular drop-off is relegated between the street-side building and the residential tower. This area allows for pedestrian circulation too, providing a woonerf type experience between the two building uses.

An underground parking deck integrated into the residential tower is accessible from an alley on the edge of this development, obscuring this use from the pedestrian realm.

# Riverside Village

ALBEMARLE COUNTY, VA

| | |
|---|---|
| Land Use: | Mixed Use: Retail, Office, Multi * Single Family |
| Building Height: | 2-3 stories |
| Transition Zone: | 15 feet |
| Acreage: | 9 Acres |




A densely planted transition zone is punctuated with spurs off the main sidewalk leading to public space between the buildings. Since there is no building access adjacent to the transition zone, pedestrians use side entrances within the courtyards, helping to shelter the public space from the traffic of the adjacent road.

Building Access

Transition Zone

Sidewalk



A series of public courtyards sit between three mixed-use buildings, allowing for views of the residential character beyond




The planted buffer is interspersed with pedestrian access to the public courtyards

## OBSERVATIONS

A planted transition zone directs pedestrians from the sidewalk to the primary building entrances fronting the pocket plazas.

Pocket plazas of varying size and layout are located in the space between street-side buildings. The development's public space is visible and approachable from the sidewalk and more protected than if it were fronting the multi-lane road exclusively.

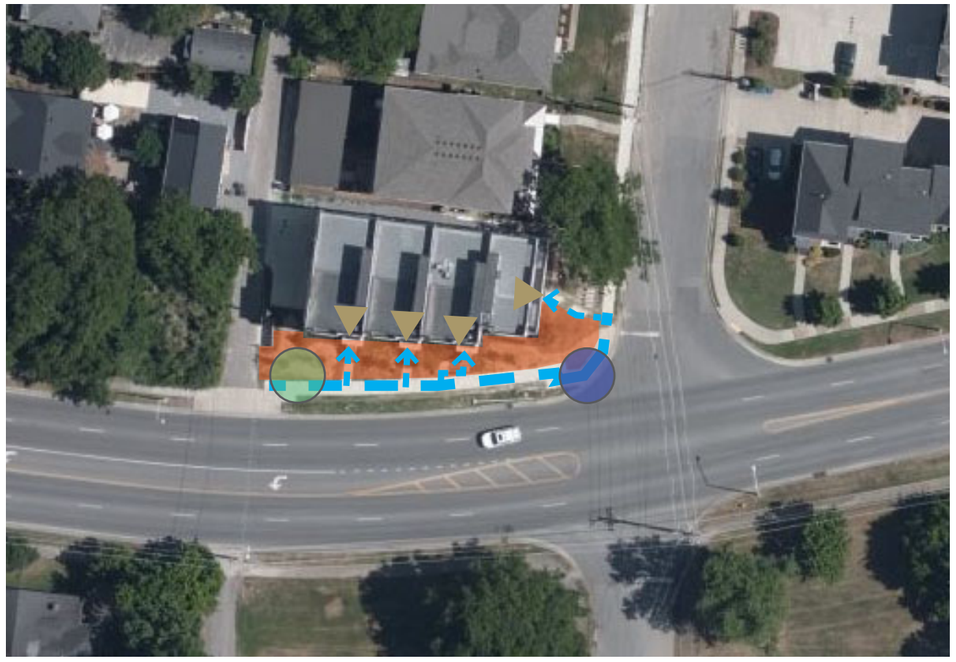
The mixed-use buildings along the street stand a story taller than the single family residential homes in the distance. This height difference, along with architectural detailing, communicates a subtle, yet distinct change in density between the two uses.

Parking is located between the different uses, providing convenience for visitors, employees, and patrons. It is easily accessible with drive aisles on either side of the street-side buildings.

# Wedgewood Avenue Townhomes

NASHVILLE, TN

| | |
|---|---|
| Land Use: | Single Famiy |
| Building Height: | 3 stories |
| Transition Zone: | 9-16 |
| Acreage: | 0.25 Acres |



Elevated building access, spur sidewalks, small trees, foundation plantings, and lawn comprise this transition zone, defining the separateness from pedestrians on the public sidewalk. While each component is visible, public cues are absent to reinforce this development's more private use.

Building Access

Transition Zone

Sidewalk



A large transition zone with enhanced plantings reinforces a residential character within an urban context



Elevated building access gives residents an increased sense of privacy along a busy street

## OBSERVATIONS

Foundation plantings and open lawn within this transition zone communicate a residential context that is visually accessible for pedestrians to observe, while providing a buffer between the private and public realms. Individual sidewalks spur off the main pedestrian path leading to the townhomes' entry steps to provide selective pedestrian access.

Building height is consistently 3 stories along the multi-lane road and these building entrances are elevated from the street to further increase privacy within the residence. On the side-street, the building height steps down to a 2 story condition to align with the adjacent neighborhood scale.

Due to grades, each unit features a garage through an english basement condition and is obscured from the public realm. Access to these garage units is provided through an existing alleyway.

# Canopy at Ginter Park

RICHMOND, VA

| | |
|---|---|
| Land Use: | Multi-Family Residential |
| Building Height: | 3 stories |
| Transition Zone: | 50 |
| Acreage: | 14.89 Acres |



The width of this transition zone primarily composed of plantings is generally equal to the building height, emphasizing the private nature of the development similar to its context of surrounding single family homes. Gestures to the public sidewalk occur with secondary sidewalks connecting to building access.

Building Access

Transition Zone

Sidewalk



Mature trees were preserved within a larger transition zone to align with the residential character of this neighborhood




A small entry plaza with accent plantings invites pedestrians into the development

## OBSERVATIONS

A deep transition zone primarily functions as a buffer and includes residential cues of lawn and ornamental plantings. The setback allowed mature trees predating this project to be preserved, integrating this development into its single family surrounding context.

A different planting pattern and a paving change off the public sidewalk signal another function of the transition zone to increase wayfinding and invite a moment of pause and invitation for pedestrians.

Parking is located between and behind the units in this development. The wide transition zone deemphasizes the parking space between buildings because it does not interrupt the public sidewalk.

# APPENDIX C: PUBLIC FEEDBACK AND COMMENTS

## "DISCOVER" PHASE COMMENTS

| Comment | Zone | Category |
|---|---|---|
| Even though the pronunciation of the road name broadly seems ignorant and anti-Hispanic, the people of Charlottesville are generally not that mean-spirited. The road is heavily trafficked and poorly designed (because its use has outgrown its footprint). I was rear-ended and my car was totaled in this corridor within 2 weeks of moving here two years ago. | General | Traffic Safety Concerns |
| Cars moving too quickly. Gasoline Alley is a dump and those station owners have let each one dilapidate. Overall the corridor splits several large neighborhoods and does little to enhance those neighborhoods outside of moving traffic quickly through. | General | Corridor Capacity |
| We like the convenience to shopping, gym, Pen Park and Downtown Mall. Traffic is moderate at certain times of day. | General | General |
| Rio did not come from the word River in Spanish. It came from "R"ail road stop #10 and it was shortened. That is why it is pronounced that way it currently is. I am a fluent Spanish speaker and married into the Hispanic culture. Rio did not come from Hispanic origins. | General | General |
| The completion of the John Walker Parkway and the cancellation of the Western Bypass has significantly increased the traffic on Rio Road. I don't dare try to cross it on foot as I had before. | General | Pedestrians |
| Dangerous intersection at Rio & Northfield<br>Speeding traffic making it challenging for bikes | Northfield / Old Brook | Bikes |
| It is getting more and more crowded and difficult to traverse. Additional building along the corridor and on north 29 is adding to the problem of too many cars heading to and from downtown. For walkers, Rio presents problems at intersections and because along East Rio there are long stretches with limited or NO access to sidewalks. | General | Pedestrians |
| Dangerous for pedestrians in the entire section between Dunlora and Dunlora Forest. Double lights at Hillsdale Drive can be frustrating. Confusing that both Rio Road from 29 to Catec is Rio Rd. but also the section that continues to Park is also Rio Rd. Dangerous for those trying to get in or out of Belvedere neighborhood with no light. | General | Pedestrians |
| Lots of traffic and car noise. Cars will go fast. Uncomfortable for walking. Hard to cross. Love the walking path along John Warner Parkway.; Fast moving cars on 4 lanes, not easy to make left turns esp. when closer to 29. Not a good area for walking or biking. Many lights but that's good for slowing down traffic. Not so good for people who live there and have to listen to car noise. | General | Pedestrians |
| Very convenient for errands, beautiful adjacent residential area. Unfortunate lack of sidewalks in Northfields neighborhood makes walking and biking to church, shops, offices almost impossible. | General | Pedestrians |
| It can be a little confusing until one gets familiar with it. I would think quite a challenge for bike/ped travelers. | General | Pedestrians |
| Traffic speed can be somewhat calm. The road will not be able to keep up with the residential development an ddensity happening | General | Corridor Capacity |
| Rio East pre-pandemic carries a lot of traffic. Appears to be a lot of speeding, some red light running, and a fair number of accidents at Hillsdale and Rio. Also saw an accident happen at Mall Drive and Rio East eastbound. Have observed a number of pedestrians crossing Rio not at crosswalk or light near PuttPutt. Bike lane disappears westbound near PuttPutt. Vehicles faile to use turn signals, stack up to make left turns and end up running red lights. Numerous vehicles fail to use lights in rain. | General | Traffic Safety Concerns |
| A busy street with too fast traffic that helps connect the north side with downtown. | General | Traffic Safety Concerns |
| Bad | General | General |
| Agree!; Very Congested - Take an alternate route. Especially when Walking! | General | Traffic Safety Concerns |
| This is a big highway posing as a smaller city street that is unsafe for pedestrian foot-traffic. I wouldn't want to ride a bike on this road either, not that is seems that practical, since this load only leads to other big roads like Hydraulic and 29N. No tree coverage whatsoever, and too much development going on alongside the road. If you are looking to foster vibrancy and community connections, the road is currently not doing that. | General | General |
| Anti-hispanic? Ignorant? Maybe you should do some homework. There's nothing mean about it. ; Obviously, you're not from around here. There's nothing mean or anti-Hispanic about it. "Ignorant" is what you are, I'm afraid. ; It can be a frustrating road if you're trying to get from the 29 intersection to anywhere off Rio or to downtown or Pantops. The madness starts at the light at the parking lots for the now-dead mall and long-dead Albemarle Sq. The light doesn't seem to be sufficiently traffic-sensitive, stopping Rio traffic even if no one is at the intersection. Watch out for cars turning left from Putt Putt Dr on to Rio -- they've been waiting for awhile and are likely desperate. Then the double light at Old Brook / Northfields makes the frustration worse. For the next mile or so, Rio becomes a dangerous, downhill freeway with now-frustrated drivers trying to make up for time lost at the lights swerving around very slow drivers who drift between lanes. The stretch also has a lot of side streets and driveways on both sides, any of which may contain a car or cyclist ready to dart into traffic. | General | Traffic Safety Concerns |
| Traffic lights are too close between Hillsdale and the next street to the west. Difficult to access Rio from Belvedere. Coming from John Warner at CATEC, it is confusing as to which lane is the desired one. | General | Traffic Safety Concerns |
| It can get very busy and can be hard to navigate if you aren't from around here. Locals speed through. There is a bike lane, but it does not feel safe. | General | Traffic Safety Concerns |
| It's a long bland stretch of road. There are some gems, like a thrift store, but they are hard to access and easy to miss. | General | General |
| Drivers tend to get very anxious and drive fast once they are on the two lane portion of Rio Road after the light at CATEC The lines on the Rio Road are very hard to see at night when it is raining. | Belvedere | Traffic Safety Concerns |
| Dangerous driving. Many trucks driving fast just passing through on their way to somewhere. Local drivers switch lanes fast and I've seen regular ones blowing through lights. Know exactly where you're going so you have time to proceed in correct left or right lanes. | General | Traffic Safety Concerns |
| Busy street during peak times. Traffic travels fast. I have never seen anyone stopped for a traffic violation such as speeding on this road. | General | Traffic Safety Concerns |
| Through traffic moves too fast and in too high volumes during 'rush hour' and without paying attention to people (cars, bikes, pedestrians) entering and exiting Rio Rd. This makes it feel too much like 29N and not like the neighborhood(s) that are the core of this corrido. | General | Traffic Safety Concerns |
| Busy and dangerous | General | Traffic Safety Concerns |
| It can be a bit confusing to the uninitiated | General | Traffic Safety Concerns |
| It's a work in progress. Making a left onto Rio is dangerous from neighborhood - need more traffic lights or more ideally, roundabouts. | General | Intersection Improvements |
| Rio road acts as 29 bypass from downtown to northern Albemarle.; Lots of subdivisions... Not pedestrian friendly. | General | Pedestrians |
| The road is dangerous to cross as a pedestrian. Increasing traffic pressures make it hard to make left-hand turns onto Rio Road (going either east or west) at intersections without traffic lights. | General | Intersection Improvements |
| Be hyper aware of pedestrians and bikers! Expect crumbling (or absent) sidewalks and fast traffic if walking along Rio Rd. The roadway appears to have been installed on a piecemeal basis without thought of future use. I am concerned with traffic in and out of Belvedere and (future) Park Place apartments as more of the area is developed. | General | Pedestrians |
| It's a very direct route for connecting with the John Warner Parkway to bike downtown. BUT a shared use path would be a tremendous improvement over the existing (sometimes poorly maintained) sidewalk. I NEVER use the bike lanes—way too scary. | General | Bikes |
| A definite increase in traffic over the years to the point it is now a major route to downtown Charlottesville designed to relive traffic on Rt 29 between Rio Rd and Hydraulic Rd | General | Corridor Capacity |
| Terrible for walking, fast traffic, and difficult turns around Belvedere and Dunlora. Crossing the street at Catec--with walk signal--involves risking one's life. | General | Pedestrians |
| Great access to nature trails. Traffic nightmare - more than I realized! | General | Traffic Safety Concerns |
| it is a mess and scary to walk or bike the entire length of Rio Road | General | Pedestrians |
| It can be hairy and you had better pay attention to the road. | General | Traffic Safety Concerns |
| It takes twice as long as you think it will because there are so many red lights. Especially during high traffic times (9am and 5pm). | General | Corridor Capacity |

# APPENDIX C: PUBLIC FEEDBACK AND COMMENTS

## "DISCOVER" PHASE COMMENTS

| | | |
|---|---|---|
| You would never know that this is in many ways the heart of the community, with many people, of diverse income levels and backgrounds living nearby and using services and parks, also nearby. It was built (not that long ago, I might add) in a way that is designed to accelerate people through it, not to serve the many people who live around it. I would like to see other uses (besides getting to Ruckersville) reflected in the road design. | General | General |
| Busiest road in the area. Map out where you're going to minimize u-turns. | General | Corridor Capacity |
| We find it unsafe to cycle on the side walks as people who are listening to music or who are walking pets do not always hear an announcement that we are about to pass. ; First, if you are cycling the bike lanes are never cleaned and have sand, gravel, glass, trash, and dead animals in them on a regular basis. Second, cars often cut into the bike lane even when you are riding your bike in them. Third, you need to time your ride so you can cut across traffic to continue east on Rio through the Rio-John Warner intersection. Finally, beware there is no bike lane on Rio between the John Warner Trail and Penn Park. When cycling take the lane and move into the center section early to turn left into the park. | General | Bikes |
| The rio corridor is the second largest commuter car conduit from north 29 to Downtown Charlottesville. It currently seems to be designed for car throughput to downtown at the expense of everything else, including vehicular access to destinations inside the corridor. | General | Corridor Capacity |
| Using Rio Road and the JWP is the fastest way to get to the Vinegar Hill area of downtown. However, biking or walking along that corridor can be an unpleasant experience. East Rio Road is in no way equipped to handle on motorized travel. | General | Pedestrians |
| I am really concerned about the exit from Belvedere turning left onto Rio Road. There will be many seniors leaving the Senior Center as well as from Belvedere neighborhood and I have already seen MANY near misses with people trying to get across before getting hit and getting half way out and having to stop mid intersection. There really needs to be a light there! I travel this area daily on my way to and from work. | Belvedere | Traffic Safety Concerns |
| Good for driving. All other uses hazardous. Limping toward an alternative transportation community. ; Good auto connection to Downtown. Poor biking and pedestrian connections. Area is limping toward alternative transportations alternatives. No connections to parallel bike/ped routes. | General | Corridor Capacity |
| a main business road: the newish overpass does not make driving safer | General | Traffic Safety Concerns |
| The traffic flow is not equally regulated; some intersections have traffic lights, others don't | General | Intersection Improvements |
| It is congested and hazardous to pedestrians. Turning vehicles and exiting vehicles are at collision risk especially during high commute times. Speed limits are not enforced. Red lights are not enforced. Bike lanes are frequently crossed by vehicles. I have witnessed 4 major accidents on this corridor in 2020 and was hit from behind at a stop light there. | General | Traffic Safety Concerns |
| It's dangerous for pedestrians and makes what would otherwise be a walkable neighborhood un-walkable. If Rio was safe for pedestrians our neighborhood would be a nice walk to downtown. | General | Pedestrians |
| Large hills make walking along the older sidewalk infrastructure difficult | General | Pedestrians |
| Not vehicle or pedestrian friendly. Dangerous. Patience needed leaving Dunlora wanting to make a left turn heading Rio Rd E. Short amount of space for vehicles to que up on Rio Rd E. trying to make a left turn onto Dunlora Drive. There is a very short line of sight at that intersection. | General | Traffic Safety Concerns |
| Nightmare! Far too much development without addressing any transportation needs. JW Parkway is often backed up multiple light cycles... making it not a good option for commuting. That forces many vehicles onto side roads. Intersection in front of Dunlora is dangerous for pedestrians. | General | Corridor Capacity |
| The traffic has gotten a lot worse with all the development to the North on US29. Hillsdale connector helps some but without a direct connection to the Bypass for downtown traffic the volume it takes off Rio Rd East limited. | General | Corridor Capacity |
| There need to be shoulders on the John Warner Parkway for the volume of travelers and bicycles, there is too high a volume of vehicle traffic for there to be no shoulders for when cars break down or get into accidents. Now disabled vehicles completely shut down traffic. The intersection for Dunlora is also a mess. | General | Corridor Capacity |
| It is a heavily traveled corridor labeled as a high density space by those who don't live in the area and no nothing about how unsafe it is for bikers, pedisterians or automobiles. | General | Traffic Safety Concerns |
| Be careful and use a GPS there is no signage to Dunlora and the intersection is very dangerous! | General | Traffic Safety Concerns |
| Our planners have made a series of short-sighted decisions in Parkway access and capacity, zoning, and traffic lights that have turned East Rio Road into a congested and dangerous corridor. It is increasingly hazardous for drivers to access numerous businesses, churches, schools, and neighborhoods. Now we have a senior center and other businesses opening in a high-risk location with no traffic light. Biking and walking along much of the corridor is too dangerous for me to attempt. Yet, our planners continue to consider more construction that will bring more traffic. | General | Traffic Safety Concerns |
| As a driver it has lots of traffic lights and dangerous side road intersections. As a walker, it really does not address pedestrian needs. | General | Traffic Safety Concerns |
| This is a really great summation of the situation - it is being treated as a conduit to other places, except it is a place where people live, work, and recreate. I would add though that non-vehicular access within the corridor is terrible. | General | Corridor Capacity |
| The road is a too-wide thoroughfare where it would be preferable to have a neighborhood street, with a grassed center median and street trees. It must be difficult for pedestrians or bicyclists to cross the road. | General | Corridor Capacity |
| Traffic too fast; 2 lanes going into 1...bad idea. Getting in/out of gas stations life threatening | General | Traffic Safety Concerns |
| Some of the turns can be tricky: such as making a left turn onto Huntington at Church of Our Saviour or further down at Schoolhouse Thrift Shop which is on the church grounds but requires a separate access. At Huntington the turning lane is shared with oncoming cars who need to turn left across 4 lanes to get into an apartment complex and have been known to pull into the path of the left turn cars, cutting them off. Also night travel on this road is dangerous when it's raining because you can't see the lane lines due to the glare of oncoming headlights combined with limited and dim street lighting. Rio East is a mishmash of commercial use here and there next to churches and residential areas, seemingly without a unified plan for safe ingress and egress. | General | Traffic Safety Concerns |
| It has improved since the Parkway was added but there are still many major challenges. One is that biking is not safe in some sections where there is no shoulder or turn lane and cars expect to not have to slow down. Another is that there is a new large amount of trash because the County has added dense housing with a walking demographic and there are no trash receptacles. Another is that some intersections such as Penn Park Rd and Hillsdale are very dangerous and the county and VDOT decline to upgrade the intersections for safety. It has definitely been improved by the Parkway and the Parkway walking trail. Adding a wide walking path along the length of Rio would be a good improvement, if planned well for bikes and walkers. | General | Bikes |
| This is becoming a major roadway in Charlottesville, yet it is cluttered with multiple traffic light scheme that doesn't make sense. | General | Corridor Capacity |
| Confusing - Lights are poorly timed. Road changes names but clearly indicated. Speed limit goes from 35 (2 lane) to 40 (5 lane) to 35 (5 lane). | General | Corridor Capacity |
| I personally saw someone get hit with a car trying to cross Rio in the rain at dusk. Safe pedestrian crossings near Glenwood Station would be helpful. | General | Pedestrians |
| Too much car traffic for a residentially dense area. | General | Traffic Safety Concerns |
| Two hands on the wheel, stay alert. | General | Traffic Safety Concerns |
| Pay attention for turning and stopped vehicles. Be aware that the land-locked neightborhood, Belvedere, Dunlora, Dunlora Forest,, Lochlyn, etc are difficult to enter/exit during peak travel times. | General | Traffic Safety Concerns |
| I travel this corridor every day multiple times. I don't see it as a problem, even during rush hours in terms of vehicle traffic. It would be nice to have a sidewalk/bike path from the parkway to Pen Park. | General | Bikes |
| It's a mess and a tragedy waiting to happen. I mean a very bad pile up and serious injury or death will happen | General | Traffic Safety Concerns |

# APPENDIX C: PUBLIC FEEDBACK AND COMMENTS

## "DISCOVER" PHASE COMMENTS

| | | |
|---|---|---|
| It isn't safe to do so. It is also noisy, sidewalks are right beside speeding traffic, and there is no tree coverage so you are exposed to direct sun and elements constantly. Very unattractive area to walk. | General | Pedestrians |
| The Hillsdale connection and the CATEC areas are not safe. | General | Traffic Safety Concerns |
| Fear, speed of cars, convenience, lack of alternatives. | General | Traffic Safety Concerns |
| At 76 years old, auto transportation is all I care about | General | Corridor Capacity |
| Need sidewalks on Park/Rio going from Warner pkwy intersection toward Pen park and on Dunlora drive. It is very dangerous for pedestrians and bicyclists | General | Pedestrians |
| Sidewalk goes away or switches sides from Stonehenge to Dunlora. | General | Pedestrians |
| For walking - lack of decent and contiguous sidewalks as well as speeding traffic. | General | Pedestrians |
| The bike lanes are terrifying. I NEVER use them and use the sidewalk instead. A multi-use path would be much preferred. | General | Bikes |
| Fast traffic, unpleasant walking conditions | General | Pedestrians |
| traffic, lack of crosswalks | General | Pedestrians |
| feel unsafe to walk or bike along all of Rio Road | General | Pedestrians |
| Uninviting sidewalks (no shade), unprotected bike lanes, high vehicle velocities too close by. | General | Pedestrians |
| It is difficult to cross 2 lanes of traffic to turn left and stay on Rio through the Rio - John Warner intersection. There is no bike lane from John Warner to Penn Park. | General | Intersection Improvements |
| Listed above. | General | Intersection Improvements |
| Traffic ....drivers driving way to fast; Safety | General | Traffic Safety Concerns |
| Safety in general | General | Traffic Safety Concerns |
| Either unsafe or non-existent sidewalks. Due to heavy, fast-moving traffic, it is unpleasant to walk. | General | Pedestrians |
| Speed of traffic | General | Traffic Safety Concerns |
| Lack of bike lanes and wide walking path | General | Bikes |
| Safety | General | Traffic Safety Concerns |
| unsafe | General | Traffic Safety Concerns |
| The lack of sidewalks, the narrow and winding roadways that have to be traversed to get to public bike paths. | General | Pedestrians |
| Lack of sidewalks on Rio Road between JW Parkway and Pen Park Road | General | Pedestrians |
| No sidewalks between Stonehenge Rd and Melbourne Rd. | General | Pedestrians |
| Completely unsafe for anything except driving. | General | Pedestrians |
| Need to deal with the traffic congestion on Rio from JWP to PArk- if to be used as an artery to get downtown or across town, widen it and have it be like JWP to 29– right now, Rio is a two lane country road from JWP to Park and JWP is also a two lane road. That combination would lead me to think that it should not be an artery to get downtown..two lane roads are not arteries! | General | Corridor Capacity |
| lack of sidewalks and bike lanes, difficult to cross Rio road/lack of cross walks. | General | Pedestrians |
| Cmon? Hello? | | |
| Narrow winding road with no bike lanes or places to walk with more cars going faster every day - I have lost faith that Charlottesville can remedy the horrible car situation.. I know ! Spend millions on consultants with more and more studies!! | General | Corridor Capacity |
| Lack of continuous sidewalks. | General | Pedestrians |
| fewer trucks. better designed center turn lanes. eliminate the power pole obstacles by burying lines. remove private mailbox posts from the sidewalk. | General | General |
| Safer sidewalks and more protection from traffic. More community-focused businesses that will serve the community rather than just the passers through. Better turn lanes and more green space. | General | General |
| Make it more walker-friendly by slowing down traffic and adding trees. | General | Pedestrians |
| Safer crossing lanes. Divert downtown traffic to alternate routes. | General | Corridor Capacity |
| More trees/ separation between cars and pedestrians w places to sit. Less straight way traffic, more curves or other remediation to slow/control speed. More crosswalks. ; Would like to see more destination businesses like restaurants, brewery, and shops between Hillsdale Dr to Pen Park. Sidewalk and bike lane between Parkway and Dunlora Forest. | General | General |
| I would put a green buffer between the road and the side walks. Possibly create a pedestrian bridge to make walking easier. Provide more lanes for bicycles. | General | Pedestrians |
| Pedestrian-friendly in both business and adjacent residential areas, shaded sidewalk in the summer, little shops along East Rio Road, including indoor and outdoor eateries, dry cleaning. If taller offices and apt buildings on Rio, then street level retail and ample parking. | General | General |
| Clear traffic marks on road. Safe passage for bike/ped travelers. | General | General |
| More pedestrian/bike oriented with significantly more traffic calming | General | Pedestrians |
| Better care of landscaping. Improve enforcement of auto misbehavior. | General | General |
| More landscapes medians, roundabouts. Wider sidewalks or a multi use path. | General | General |
| More trees, slower speed. | General | General |
| More community space, more trees & fewer cars. | General | General |
| Add a natural tree/foliage barrier between the traffic and pedestrian walkways. This will help keep pedestrians safer from traffic, will provide some natural scenery, and will help provide tree coverage for those using the sidewalks and walkways. It will also help reduce (though not alleviate) the noise from traffic. | General | Pedestrians |
| Light at night. Pretty to look at with planters or other architectural features that also add safety barriers. Fewer cars crossing all the traffic out of neighborhoods. Some right-only intersections in and out. | General | Traffic Safety Concerns |
| Fewer trucks, some way to control speed. | General | Traffic Safety Concerns |
| Traffic light or Traffic circle at Belvedere Blvd to handle current housing and future new housing being build in Belvedere neighborhoods. Current dangerous intersection and proposed future plan to have right turn only from Belvedere to Rio with U-turn at Rio and Greenbrier Terr. for those wishing to travel south on Rio will only make Belvedere neighborhoods traffic use cut-through at Butler St/Loring Run into the Dunlora neighborhood instead of Rio U-turn to travel south on Rio or John Warner Pkwy. Loring Run and Dunlora Dr would become even more dangerous for pedestrians and bicyclists. | Belvedere | Traffic Safety Concerns |
| Traffic needs to be calmed; multi modal especially public transit access needs vast improvement; it needs some unity in design if possible; the gas stations area needs fixing for safe pedestrian and bike use; it needs to feel more neighborly and less thoroughfare. | General | General |
| Agreed! | General | General |
| Roundabouts and complete sidewalk system. Bury power lines. | General | General |
| Separated bike lanes providing safe route to shopping at Rio Hill, Seminole Sq, Whole Foods and Downtown Mall. | General | Bikes |

# APPENDIX C: PUBLIC FEEDBACK AND COMMENTS

## "DISCOVER" PHASE COMMENTS

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|---|---|---|
| Rio corridor needs a "core" destination, currently - the mall is dead, Albemarle Square is dead. Maybe something similar to Stonefield. Local businesses / restaurants, etc. ... Improved sidewalks or shared use path away from traffic... Improved turn lanes / center turn lane. | General | General |
| At this point there is so much development on Rio Road and on 29 north of Rio Road, that I don't see how it can be rectified. | General | General |
| A shared-use path, buffered from traffic. Trees and other plantings. | General | Pedestrians |
| Reduce cut through traffic in residential streets | General | General |
| I am very concerned about the Belvedere Blvd intersection when The Center is fully operational (i.e., post-pandemic). | Belvedere | Intersection Improvements |
| I love the convenience of this area. It needs more/better sidewalks, crosswalks, a plan for Fashion Square and Albemarle Square | General | General |
| Protected shared use path. Don't forget portion between John Warner and the City Line. More commercial uses. It's built like a commercial street but there's nothing to do but drive through it | General | General |
| protected bike lanes. lit crosswalks with flashing lights at regular intervals. | General | Bikes |
| The proposed right turn only and crossing traffic to U-turn out of Belvedere will be difficult for cyclists as they will have to cross 2 lanes to do the U-turn.; First, cleaning the bike lanes that exist so they are safe. Second, putting share the road signs in the lanes before the John Warner - Rio East intersection for those turning left to continue on Rio, Third, adding bike lanes from John-Warner - Rio and Dunlora - Rio intersections to Penn Park and beyond to Park street. | Belvedere | Bikes |
| Traffic circle at CATEC | JWW / Rio | Intersection Improvements |
| picturesque walkways with sidewalks and bike lanes, lots of trees mountain views that aren't blocked by buildings. Lot's of greenspace and mini parks | General | General |
| Being able to walk or bike to downtown safely from Carrsbrook area and beyond. | General | Pedestrians |
| safer for walkers to cross | General | Pedestrians |
| Less new development, safer lanes/sidewalks for pedestrians and cyclists, well-lit, better-timed lights, less traffic, and improved roadway, Overall, Charlottesville and Albemarle need enforced speed limits and traffic lights (red light runners are frequent). | General | General |
| Safe to walk across with little automobile congestion | General | Pedestrians |
| Easy and safe for pedestrian use along the entire corridor! | General | Pedestrians |
| Evaluate rezoning requests to include limiting the number of residences that can be built on a parcel. With the current road configuration a developer could be creative in developing a nice subdivision building under BY-Right. Or better yet....have undeveloped parcels developed as a PARK which would be a nice feature to have in this part of the county.; No more approval of large developments along Rio Rd E which would impact the already antiquated overburdened road system | General | General |
| No more development! Make it more walkable. Keep the trees and fields as is. | General | General |
| Sidewalks and bike paths | General | Pedestrians |
| Slower traffic and less of it. Better crosswalks. | General | General |
| Discontinue use as a cut through to 250 bypass and make more friendly for home owners/renters for pedisterian, biking, hiking. | General | General |
| Additional traffic light or two with appropriately time crosswalks West of the Sunoco. Bike Lane & Walking Path separated from the vehicle lanes. | General | Pedestrians |
| you have already decided on two much development which will only increase traffic problems; otherwise imagine better walking and biking scenerios | General | Corridor Capacity |
| A true Boulevard with a center divider of shrubbery/trees. Also turn lanes should be provided to make those turns safe! | General | Traffic Safety Concerns |
| We are long past the point of making this a great experience. We have to settle for making it safer and reducing congestion. It is very dangerous to turn left onto East Rio at many locations. With the Senior Center and other new construction, these problems are only going to worsen. Another problem is the Parkway should have been two lanes in each direction instead of one. | General | Traffic Safety Concerns |
| Sidewalks with buffers. Easier turning into and out of the numerous side roads. | General | General |
| Provide a median with grass and trees to visually break up the expanse of pavement and provide areas of refuge for those crossing at intersections | General | Pedestrians |
| Trees. Slower speeds. Medians. | General | General |
| Add bike lanes, wide walking/running paved path, street lights, trees. Improve unsafe intersections. | General | General |
| No more growth in the area without traffic and pedestrian considerations. Find another artery into the city from 29N. Sidewalks along Pen Park Road into Pen Park. | General | General |
| Add a dedicated walking path along the North side of Rio. Adjust the traffic scheme to prioritize cars traveling along the main rio rd instead of side roads. Remove one of the lights near @ Old Brook and Northfield and make the other right turns only. The lights are about 200ft apart and both roads have connecting access within the community. | General | General |
| Slower/less car traffic. More foot/bike traffic. | General | Pedestrians |
| A side walk that connects all the way to Rio from Pen Park and Pen to Park to Melbourne. A dedicated bike lane from Pen Park to John Watner and Park to Melbourne. | General | Pedestrians |
| Safe transit for pedestrians, vehicles and bikes. Good line of sight. | General | Pedestrians |
| Safe sidewalks. Easy access to the paved walking trail along JW Parkway. | General | Pedestrians |
| Sidewalks and bike lanes that connect all the way down Rio to Melbourne intersection to provide connectivity to trails and into the City. | General | Pedestrians |
| Rio bw JWP would be a real 35 mph with spend bumps and things to slow people down. More walkable with sidewalks all along... open space at Wetzel property. Bury the power lines almost on the roadway (even the one just replaced after the recent wreck is too low and too close to the roadway. | General | Traffic Safety Concerns |
| Remove truck traffic when possible and bring back the neighborhood corridor. | General | General |
| I'm sorry ,i give up<br>Too little too late | General | General |
| I could safely walk along a sidewalk from Towne Lane to a bus stop, or to a crosswalk at Pen Park Rd. I could safely walk or ride a bike from Towne Lane to the Warner Parkway Trail. ; I would be able to safely walk to the bus stops by Pen Park, run to Pen Park, and ride a bike to the Warner Parkway trail. | General | Pedestrians |
| Safe and community connected | General | General |
| The entire Rio Road East all the way to the city line should be a true entrance corridor boulevard having multiple lanes divided highway with shrubbery/ trees in the median. Also proper turn lanes. ; Tree lined divided highway with proper turn lanes all along. Pleanty of room for school busses to get into any new housing development. Children should not be droppd off along Rio Road. | General | General |
| I didn't see anything about traffic noise. Nor did I see anything about litter or street cleaning. | General | General |
| - Discussion of future plans for diverting traffic from Rio.<br>- show how growth along 29 will impact traffic on Rio Rd. | General | Corridor Capacity |
| As said above, I would like the program to focus on how to remake this area into an urban village w/sidewalks, shops and homes linked. Also, please consider a light easing of zoning in residential areas to permit small accessory houses on large lots and concentrate new apartment buildings with generous setbacks on Rio Road and Rt 29. | General | General |
| As Botanical garden grows and becomes a bigger destination, I expect bike/ped traffic there to increase as well as vehicle traffic. | General | Corridor Capacity |
| landscaping | General | General |

# APPENDIX C: PUBLIC FEEDBACK AND COMMENTS

## "DISCOVER" PHASE COMMENTS

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| Speeding traffic through the area needs attention. | General | Traffic Safety Concerns |
| You missed the more difficult issue of Rio Road from John Warner Parkway to the City line. This is where to the real problem will be in the future as more and more developments are approved by the County. Also must take into consideration how all the development on US29N will impact this corridor. | General | General |
| Why are you not addressing the Hydraulic intersection, which was what was originally the no.1 issue on the docket before the<br>GSI was re-directed at Rio? Why not address that mess first? | | |
| Incorporation and expansion of the Rivanna Trail network as an integral part of pedestrian travel within the area. | General | Pedestrians |
| thank you | General | |
| What about the architectural regulations along the corridor? Why aren't there more solar panels on businesses? | General | |
| I wish the County would focus on the section of Rio between JWP and the City line. Tons of people live in that space, in an urban condition without even being able to walk one block. | JWW / Rio | Pedestrians |
| Albemarle County Supervisors made the decision to fund a transportation study of the Rio - Dunlora Intersection across from the Wetzel property during the meeting to decide on zoning requests. This will be very advantageous since the proposed traffic circles will make crossing the street on the trail very difficult and if it is a two lane traffic circle cyclists will have difficulty moving through the intersection.; Based on the January Rio Corridor, I believe that the committee is thinking the roundabout at John Warner - Dulora - Rio intersection is a good idea. I was sad that our supervisor was not there to clarify that the county set aside money for a traffic study for this intersection due to the quantity of people who were against it at the meeting where the developer requested a postponement of the Wetzel property zoning. I cycle through that intersection frequently and have no idea how a 2 lane traffic circle at the intersection would be safe for cyclists on the road or the many people using the multiuse trail to commute to the downtown area. | JWW / Rio | Traffic Safety Concerns |
| Don't forget about the trees along the corridor. Too often the utilities end up under the planting strip so it is only grass, but trees are so essential to making walking an enjoyable experience by creating shade and a barrier between speeding steel and humans. | General | General |
| The area needs a Parallel Bike/Ped Grid that is not on the main auto roads and is safe for all levels of users. | General | Pedestrians |
| I frequently see ( certainly before Covid) nearly empty buses. I think that bus transportation fails because there is too large an area to cover with a small population who need to take buses ( possibly not true for rush hours). I am greatly in favor of buses -- but not here. How about jitney type public transportation that one could order and have stops for other customers along the way? | General | Transit |
| The BOS has continued to approve development from Rio intersection with Rt 29 northward beyond the airport. More than likely these residents be traveling Rt 29 S and will have to make a decision...continue Rt 29 S or make a left turn onto Rio Rd heading east. and continue on the JWP or continue driving on Rio Rd E. All of these vehicles will be a major factor to the future of the Rio Corridor. | General | Corridor Capacity |
| Far Too much development! | General | General |
| It is not sufficient to take all existing or zoned or comp planned land uses as givens. This study needs to examine land use as a variable that could be changed if warranted. This study should be different than the one completed for Avon Street. It should be both a land use and a transportation study. The scope needs to include both. | General | General |
| Plan for growth now...this area is going to continue to flourish and this reimaging of Rio needs to be as close to future proof as possible. | General | Corridor Capacity |
| I would like to be on the work group! | General | Community Outreach |
| Explain to us what they studies will accomplish and why they cost so much. Note that the county plans to develop around the Rio-29 intersection will also bring more traffic and congestion to East Rio. | General | Corridor Capacity |
| As president of the Glenwood Station Community Association, I am interested in serving as an Ambassador; as an engineer who has provided proposals for alternative solutions to infrastructure improvements along Rio Road, I am interested in serving as a Technical Expert; and as someone who is very involved with the discussions about Rio Road, I am very interested in serving on the Work Group. | General | Community Outreach |
| I would like to believe that someone is looking at the future (2-5 years out) and the impact of vast amounts of residential construction within 5 mile radius of this corridor. Near term there is the Senior Center with its older population that hasn't had a chance to build up due to Covid. Better police ticketing for speeding might be helpful. | General | Corridor Capacity |
| Please provide a way for residents to add suggestions as the process evolves.<br>Agree with the problem area from Waldorf to City line. There was a fatality at Penn Park Lane, not due to the intersection design but the intersection is very dangerous. It was improved by moving the bus stop but is still very dangerous. I wrote to Brad Sheffield and VDOT and made no progress with either. | General | Community Outreach |
| I have lived and worked off Rio Road since 1980 and have seen the changes come to our area. The parkway was supposed to relieve traffic and congestion on Rio Rd. Instead the County has approved more development and hence more traffic in the area instead of less. Another thing...someone mentioned litter. The corner of Rio Rd and Pen Park Lane is a hazard due to on street parking. | General | Corridor Capacity |
| You missed the section from Stonehenge Rd. to Melbourne Rd. The Botanical Garden is coming and the HS has many events that would be great to walk/bike to. Also the trash along the road is really bad. | | |
| The corridor planning ideally should go all the way to the city limits down to Melbourne. Given the attempt at a wholistic solution set, this seems like a missed opportunity. | | |
| Sorry ,again too little too late | | |
| This should absolutely consider widening Rio Road East from John Warner Parkway to The city line, ESPECIALLY across from the Wetzel Property. That property should not be developed until the road is widened. The access road into DunLora is very dangerous. | General | General |

# APPENDIX C: PUBLIC FEEDBACK AND COMMENTS

## "DISCOVER" PHASE COMMENTS

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| I love the area but it is not pedestrian friendly at all. We need to develop pedestrian options along the corridor that connect it to the Meadow Creek trail and other parts of the city/county. | General | Pedestrians |
| I would love if Rio between Melbourne and JWParkway were more pedestrian and bicycle friendly. Also, there should be a way for pedestrians to cross Rio between the bus stops at Treesdale/Lofts at Meadowcreek. | General | Pedestrians |
| Unsafe for anything but driving. | General | Pedestrians |
| Need sidewalks all along Rio- they seem to start and stop. Also , although 35 is the posted speed limit, bw Park and Catec, it is not adhered to and not enforced. Makes it all even more dangerous. | General | Traffic Safety Concerns |
| It is very mixed use with heavy traffic and many curb cuts and side roads. | General | Traffic Safety Concerns |
| It has gotten a lot better for cars since I moved here 20 years ago, but not better for pedestrians or bikes or anything else. | General | Pedestrians |
| Many new developments have come along this area in the past several years and traffic has become more of a problem. Now a new very large development is in the works and I don't see how Rio can handle the traffic. | General | Corridor Capacity |
| i live on Pen park rd -with thousands of cars a day going in and out of Pen Park and people have to walk along the road and race across the street ( parents with babies and kids) as cars fly in and out of Pen Park!! they risk their lives just getting to Pen park from River Run-Not even one crosswalk!! - I put up signs saying "Caution Pedestrians"<br>Charlottesville growth is out of control-They just keep building more houses and developments without any thought of HOW people will get around. Just feeding our car culture!<br>The Warner Creek Parkway was supposed to help with traffic flow in and out of downtown -Nope !!<br>-Low and behold all the new developments-"affordable " to people from out of town are clogging up the arteries in and out town.. | General | Corridor Capacity |
| I live within close proximity of a large city park, multi-use pathway, and a bus stop, none of which are safely accessible for pedestrians and cyclists. The lack of continuous sidewalks or paved shoulders makes it hazardous for foot traffic, but especially dangerous for children, and inaccessible for the disabled. ; I live within walking distance of Pen Park, a bus stop, and the Warner Parkway bike path, but cannot safely access them along Rio. | General | Pedestrians |
| That it is a great location close to downtown and pen park but there are no sidewalks that make traversing the area safe. It forces you to stay in your neighborhood and doesn't allow easier connection with the larger community | General | Corridor Capacity |
| Be very careful coming east on Rio<br>Road . When you get to the John Warner parkway, you have to get into the left most lane and take the left on to Rio East and immediately left into a short turn lane and on to DunLora Drive. ; This whole corridor is a mess. Trying to find the entrance to Dunlora is a real puzzle and very dangerous. | JWW / Rio | Traffic Safety Concerns |
| Rio is chaos at all times. No one seems to know why they are driving on Rio, or where they are going. It's like they wake up behind the wheel of the car, in the middle of the road. Drivers are terrified, either going way too slow or way too fast. | General | Traffic Safety Concerns |
| unsafe sidewalks and bike lanes. | General | Pedestrians |
| The sidewalks are in disrepair and the motorists move too quickly through the area for them to be safe. | General | Traffic Safety Concerns |
| Traffic has increased dramatically. Crossing Rio road is hazardous. Hills dale drive connecting to Hydraulic road has further complicated the problem. | General | Pedestrians |
| There is no sidewalk between Dunlora and Dunlora Forest. It's extremely dangerous for pedestrians. Sidewalks going up Rio toward the mall are dirty and unappealing. | General | Pedestrians |
| Unpleasant to walk there due to traffic, noise, and it's just plain ugly. ; No sidewalk or bike lane between JW Parkway and Dunlora Forest. Virtually no shoulder. Dangerous for both walking and biking | General | Pedestrians |
| Noise and traffic. Sometimes there is quite a bit of trash. It's not attractive. ; It is not a good walking area. I use if for driving though. And that's rather effective. | General | Pedestrians |
| Auto traffic, too few sidewalks in adjoining neighborhoods prevents sense of a community. | General | General |
| Since I live on the other side of the County, I would not expect use to increase. | General | Corridor Capacity |
| Five lanes, fast traffic. | General | Corridor Capacity |
| Traffic and safety. | General | Traffic Safety Concerns |
| Congestion. | General | Corridor Capacity |

# APPENDIX C: PUBLIC FEEDBACK AND COMMENTS

## "DEVELOP" PHASE COMMENTS

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|---|---|---|
| The corridor appears to serve a growing number of commuters traveling from points north of Rio/29 to Charlottecville and places east. This increased traffic is a real detriment to residents along the corridor. I hope that planners recognize there is a maximum capacity limit and plans should be made to build additional capacity to accommodate travel between the northern and eastern portions of the county without having to use Rio Rd | General | Corridor Capacity |
| As usual, lots of talk about making things better for the people who own residential property and live along the corridor. My experience of living in Dunlora for 16 years, though, is that every change that has been made has been for the benefit of cars. Traffic has steadily increased, access to Dunlora has become more difficult, and the intersections have become more dangerous. In this video, after talking about the importance of human scale, the first stakeholders discussed are the drivers who travel through the corridor. Why should we believe that this study will result in an outcome any different from the past? What I expect is more traffic and more danger. | JWW / Rio | Pedestrians |
| Thank you for your comments. The project team is planning a virtual community meeting/webinar for September. We will share details as soon as the date is finalized. As for the content on this page, our intention is to provide advance materials so that community members can get informed when timing suits their schedule. We hope that this will enable us to have robust conversations at the pop-ups and the virtual meeting - which will lead to valuable design solutions. | General | General |
| Many citizens responded previously to participate in a Forum Group. To date, NO ONE has been contacted about the status of the Forum. Very poor PR . I have asked STAFF about this plus wrote to the BOS why, at a minimum an email was not sent thanking people for expressing interest. At the last CAC meeting the idea of POP UP venues were presented. This is a quasi way to get the public involved. Why hasn't a ZOOM meeting or a Webinar be set up. This video is a work of PR for Staff's own satisfaction and certain not taking into consideration those of us who live and travel the Rio Corridor. | General | General |
| This video starts with the unrealistic premise that Rio will be restored to a human scale. Let's be honest, this is a major thoroughfare into the city and that is not going to change. The ivory towner statements just damage your credibility.<br>We want to minimize the negative effects of the corridor and do the best we can with it. At least we don't want to make things more difficult for residents and make the road as safe as we can. | General | Traffic Safety Concerns |
| Is a traffic circle the best solution to the traffic issues at the JW parkway-Rio Rd intersection? Availability of VDOT funds does not make the circle the best or only solution. Traffic simulations based on data can determine the best solution to the problems. It is poor engineering to impose an available (funding) solution rather than determining what will work best and improve the situation. Personally I have no issues with the current intersection. There are many other intersections in the county that are less safe and bigger bottlenkecks (e.g. free bridge area and pantops). | JWW / Rio | Intersection Improvements |
| A mixed use path similar to what's on Berkmar would be wonderful. I bike along the corridor, but feel like I'm taking my life in my hands every time. | General | Bikes |
| A roundabout is a really bad idea. It seems to be the default alternative. The realignment of Rio to the parkway both north and south make sense and adding a right lane bypass from Rio to the parkway in both directions would solve 75% of the flow issue without slowing traffic then add lights for the cross traffic. Access to CTEC could be limited to a north entrance. Traffic circles work ok in low speed situations like in Fontana neighborhood but they don't work well at higher speeds. If nothing else the radius of your roundabout is too small for anything near the posted speed limit and there is not enough real estate to make it the size it needs to be. Take another pass at a solution and rule out everything that you have proposed. I think you will find a better option. | JWW / Rio | Intersection Improvements |
| I support improving the corridor for pedestrian use. It should happen. I don't understand the need for a roundabout at the JWP/Rio intersection.<br>First, I use the interaction at JWP and Rio both ways each workday and have only waited long at that intersection when the gas shortage occurred. The intersection is also simple to cross as a runner or on a bike. There are far worse places to walk, run, or ride along Rio Road. Rio Road, past the JWP intersection, lacks a sidewalk, for example.<br>Second, I live in Belvedere. Pulling out of Belvedere Boulevard is already difficult and dangerous enough. The existing lights pattern provides necessary pauses of oncoming traffic to turn out left toward JWP. Will lights be added to allow traffic to turn out of Belvedere Boulevard if a roundabout is added? If that is the case, why add the roundabout at all? The addition of the roundabout seems like it will make it impossible to turn left out of Belvedere Boulevard, and an additional light to allow that flow of traffic would defeat the purpose of the roundabout by stopping traffic on Rio Road. The roundabout proposal is confusing and would seem to create more issues without solving actual problems.<br>Thank you for posting the video. | JWW / Rio | Pedestrians |
| This information is not well advertised to the neighborhoods affected. Belonging to NextDoor allows many homeowners access, but the overall correspondence is not widely known. Better correspondence via news media, informational meetings to those neighborhoods affected - Greenbriar, Belvedere, Pen Park, Dunlora to name a few needs to be addressed frequently and more aggressively. All community members - senior citizens, schools, churches, businesses and the general communities indirectly affected needs to be addressed asap. I live in Belevdere and have not seen too much information about this and the roundabout being discussed by the John Warner Parkway is something that needs to be shared more widely and aggressively than it currently is being done. This video is a starting point but not the only form of information that needs to be done. | General | Community Outreach |
| I completely agree. The proposed plan places the roundabout far too close to residential property with the proposed benefit of a few acres of additional public land. That would likely just be later developed. I don't the stated reasoning. Having a traffic circle that close to homes presents enormous safety risks (especially to small children), sound pollution for those residence, and air quality concerns. These plans will also increase travel along this corridor as it becomes a quicker route for out of area residence. That is an unacceptable amount of traffic for anyone to have in their immediate back yard. Placing a traffic circle in the location or the current intersection is a far better service to the community. | JWW / Rio | Intersection Improvements |
| There was talk a while back about an Eastern Connector but I think that idea is dead.; We use the Rio Road corridor fairly often to get to Pantops and/or I-64. I would prefer that the county build the Eastern Connnector from US 29 to Pantops, but I think that is a dead letter. That means that, for better for worse, Rio Road will be the connection between Northern Albemarle and Pantops. | General | Corridor Capacity |
| My concern is that these projects are going to take precedence over others that are of equal or greater importance. I understand that the corridor plan does not include areas that are covered by the Rio/29 Small Area Plan, but my fear is that the corridor plan will so overwhelm everything else that projects in the small area plan will be delayed or eliminated. The small area plan includes a project for a roundabout at Putt Putt and Rio. This is a very dangerous intersection — your own statistics show it has almost as many accidents as Hillsdale and Rio. I witnessed an accident there a little over a month ago between an SUV and a bicyclist. It reminded me about the roundabout project for this intersection which seemed to me to be already languishing. Now it appears almost every project on Rio will have priority over it. | General | General |
| Moving the Rio and JWW Pk intersection closer to residential properties leads to a much less pleasing roadway and is certainly not safer for pedestrians. A steady flow of single lane cars around a circle with no breaks from lights will never allow for walkers to cross. The intersection is never that backed up that cars can't wait. Coordinated lights are more useful. The issue is the left turn from Rio to Dunlora Drive.<br>With heavy emphasis on packing apartment complexes into the Rio 29 N area the amount of increased cars is potentially staggering. Alternative routes need to be developed without taking decades to fruition.<br>If the planning commission really listened to residents they would reduce the number of high density apt developments. They are changing the very nature of the core area.<br><br>; The consultant firm's proposal to move the roundabout north at Rio and JWW pkway leaves the Dunlora Park neighborhood opening right onto Rio Rd. This neighborhood was built and designed with a buffer between the homes and Rio. The proposal now brings the noise and a dangerous number of fast moving vehicles right up to the homes. Making it a very different environment for the residents. This is being proposed without consultation of the homeowners. Their voices need to be heard. Proposing a new green space does nothing if it is not maintained and accessible. It buffers no one. The original roundabout design saved a neighborhood by maintaining Dunlora Parks entrance (Varick St) onto Dunlora Drive and needs to be the focus for community discussion. | JWW / Rio | Intersection Improvements |
| I truly appreciate the county and others for making these videos/documents/podcasts etc available for us to stay informed! I am especially grateful for the presenter stating that they would like to stay ahead of the increase in population etc instead of just reacting to it. I agree that traffic is a major concern as we have so many cars travel through our older neighborhood (Northfields) as a cut through to avoid parts of the corridor. I see cars going in access of 50 on a daily basis down Huntington where the limit is 30. The congestion and variable frontage of Rio causes my neighborhood to be unsafe for pedestrians and bikers. Often the ones speeding are from surrounding neighborhoods so we as homeowners need to take responsibility as well. ; I'm confused as to the complaints about a roundabout at Rio and JWP being close to homes. These homes are new so home buyers knew they were buying homes very close to a busy road. The roundabout would provide a better flow of traffic therefore reducing the long lines of cars in their back yards. I would think these residences would be in agreement. | General | Corridor Capacity |

# APPENDIX C: PUBLIC FEEDBACK AND COMMENTS

## "DEVELOP" PHASE COMMENTS

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| You are not addressing the many volunteers who wanted to have inputs into this process. At the start, the public was asked to volunteer on several groups. NO one was every contacted. Extremely poor public relations. Did not include how residents can be involved other than listening to videos such as this (pretty much a wast of time).; Yes, there are issues. However, it has gotten much better at Rio and JWP with the flashing yellow light for left turns. Need to talk to the neighborhoods that this will impact. | General | Community Outreach |
| I just saw the proposed roundabout design to replace the intersection of the JWParkway and Rio Road, and am sick to my stomach. Why move this major intersection and its accompanying noise CLOSER to established homes, rather than at the intersection it is supposed to fix? According to the drawing, the new road would cut through the beautiful trees and landscaping at the western front entrance of Dunlora. Why not place the roundabout where the parkway and Rio intersect? No, no, NO to the proposed placement of the roundabout.; Dunlora was built long before Rio became a major thoroughfare with 30,000 vehicle trips daily. The lines of cars waiting to enter the roundabout will indeed be much closer to our homes; that is why we oppose it. | JWW / Rio | Intersection Improvements |
| This Roundabout is a terrible idea .The affect on homes and the new wildflower meadow show a disregard for the environment. How will hundreds of runners and walkers get safely across to use the Parkway trails daily …more pavement , more runoff , less green space …… | JWW / Rio | Intersection Improvements |
| Exactly! The wildflower field is just maturing enough to provide a beautiful green+ space along Rio. I personally walk my dog along there regularly, as many bicyclists and pedestrians travel nearby. Can we please prioritize this area for County residents? The altered roundabout location would eradicate that small portion of developing green space at the Dunlora entrance (which has endured the construction of multiple nearby housing developments in the past five years). Let us rethink the proposal to move the intersection/roundabout from Rio + JWPkwy. | JWW / Rio | Intersection Improvements |
| Didn't the county just spend money creating the pollinator flora across from CATEC? Why destroy that for a bus stop and put in an obnoxious roundabout that will not actually alleviate traffic? Surely y'all can do better than this. | JWW / Rio | Intersection Improvements |
| Biking or walking along Rio Rd is a scary and unpleasant experience. I've biked from Dunlora to ACAC at Albemarle Square but biked only on the sidewalks as the bike lanes are too dangerous, with few vehicles traveling at or under the way to high 40 mph limit on this stretch. Another option for travel between Pantops and north of Charlottesville needs to be investigated as populations grow. | General | Bikes |
| I know this is outside the corridor you are discussing however, has there ever been consideration of a pedestrian/ bicycle bridge crossing 29 at Rio or elsewhere in that area? | Glenwood Station | Pedestrians |
| The proposed traffic circle is a nightmare. Have you any idea what this volume of traffic would do to the neighborhood? Most of the people who would use this traffic circle have no interest if our well-being--they are just passing through. But the circle itself would result in the degradation of our properties. Bad idea, bad idea. | JWW / Rio | Intersection Improvements |
| What could possibly justify moving traffic flow so close to already established housing on Varick St., Mountford Ct., Valcrest Ln.? The model does not appear to show all existing house locations.<br>The proposed storm water treatment catch basin north of the roundabout will prevent planting trees to screen traffic from already established housing.<br>Without breaks in traffic from stoplights, how will pedestrians and bicycles cross Rio Road at the proposed crosswalks to access the JW Parkway trail? | JWW / Rio | Intersection Improvements |
| By the time DP was developed, the entrance/exit to Dunlora Park (DP) and Dunlora had been in existence since the opening of the Parkway (2015). A green space separates Rio Road and Dunlora Drive. It's ironic that the existing roadway made way for the newer development. Why the county would propose to shift a MAJOR road to within yards of established homes and the entrance to Dunlora, is beyond me. | JWW / Rio | Intersection Improvements |
| As already posited by other stakeholders, while I don't appreciate construction of a roundabout on Rio Road as illustrated, I do hereby wish to reiterate that the proposed plan indeed squarely places the roundabout inexplicably and precariously far too close to Dunlora Community, especially the Tennis Courts and Sheppard Ridge residential properties. The miniscule proposed benefit of a few acres of additional public land cannot justify the consequent and permanent damage the proposed project will entail on the Community Dunlora at large. For the umpteenth time, locating a roundabout and expanding Dunlora to outside public traffic rather than at the current intersection by the CATEC entrance is an affront and certainly defies all logic in as far as town planning is concerned. This is unnecessarily aggravating as its is invasive. By design, it is undoubtedly going to add to the current level of automobile noise and inescapable air pollution consequently reducing the property value for properties closer to the the proposed controversial project. Why are you trying to fix something that ain't broke? In the least, constructing a traffic circle within the location of the current intersection would perhaps ameliorate projected future traffic volumes and make more sense than what your study seem to suggest - indeed, it would be "a far better service to the community" than something that will forever leave a bitter taste in our mouths. Thanks~LS | JWW / Rio | Intersection Improvements |
| Many Dunlora residents, including myself and our family are greatly concerned about the proposal to build the roundabout with the changes to the Dunlora Dr.<br>Dunlora is a wonderful community that allows the residents to live in a quiet location despite being conveniently situated within Charlottesville area. As you are aware, Dunlora has many children who enjoy playing outdoors and their safety should be the priority.<br>Bringing the main road with a great influx of traffic will negatively impact the safety of the residents as well as children. In particular, since tennis court facility would be located right next to a busy road.<br>I urge the Albemarle County to retract this plan for the safety and well-being of ALL Dunlora residents. | JWW / Rio | Intersection Improvements |
| I have just been made aware of this Rio Corridor planning. Neither the president or vice president of the Raintree HOA were aware of the plans for this project.<br>My question to the county planners is who is responsible for notifying the residents along this corridor? Raintree, Still Meadow, Northfields, Belvedere, Dunlora , etc. | General | Community Outreach |
| The worst delay happens on JWW. That project was a joke and is the reason many people continue to use Rio Road instead.<br><br>What happened to VDOTS previous recommendation? Is that being considered? | JWW / Rio | General |
| Changing the plan to move the roundabout looks like a gift to the Kotarides Development Group who now owns the Wetzel Property. Last year's discussion with Kotarides revolved around them asking for a Zoning Change to INCREASE THE DENSITY of the development...ie, more people, more cars, etc. Kotarides probably needs a little more green space, and this gift should do the trick.; Another benefit of the proposed roundabout change will be the shifting of Dunlora traffic thru the Belvedere neighborhood. Oh wait, is "benefit" the right word? | JWW / Rio | Intersection Improvements |
| The county appears not to be willing to spend the money needed to make this a quality corridor? That would require clean bike lanes, and weeds removed around plantings. Is the county willing to spend money to remove the last winters sand from snow removal and plants that encroach on the bikes lands both over the curbs and in cracks, as well as the trees and bushes. The bike lanes look discussing and are not safe or useable. because of sand and debris in the lanes. ; I believe that at one time the county planned to continue John Warner through what is now Belvedere. However, Rio Road is a cut through and people can go to the intersection on Rt 250 and Rt 29 or cut through on Hydraulic. The traffic flow makes this good route.; The speed limit on Rio is also exceeded and many cars go 50. I have never understood why part of Rio has a speed limit of 40 when most of Rio has a speed limit of 35.; Yes, What happened to VDOT's previous suggestion? | General | General |
| Completely agree. Access to/from Dunlora has gotten worse and more dangerous. Over the past 16 years, changes have been made to benefit cars and developers... NOT pedestrians or residents. This proposal is no different. It's designed to benefit the future use of the property across the street... not residents or pedestrians. | JWW / Rio | Intersection Improvements |
| Completely agree with Laura Thomas above. It makes no sense to move the intersection/roundabout closer to houses when there is plenty of space at the current intersection. I am also very concerned about how walkers will access the JW Parkway walking path from Dunlora. Dozens of folks walk that way daily. The crossing of Rio Rd. is already very unsafe, moreso from the recent decision to add a blinking yellow arrow for cars turning left onto Rio. It seems that walkers will not only have to contend with all cars coming from Rio E but also all cars coming from JW Parkway. How is this an improvement? | JWW to Belvedere | Intersection Improvements |
| I attended a session with supervisor Galloway last Wednesday, and there learned that, because the money has been allocated, a roundabout will happen unless there is a great public push for another option. (I didn't know this, having moved into Dunlora only 11 years ago.) But more disturbing to me is the plan to make this a two-lane roundabout. As I know from driving them in Boston, these are very dangerous, since they allow for/encourage changing lanes (from interior to exterior) within the roundabout. Many of these have been so unsuccessful in Boston that traffic lights have had to be installed, ruining the entire purpose! A two-lane roundabout does not make movement through it any faster. Moreover, as I understand it, a roundabout would be the only way to get out of Dunlora, which means that an accident would trap people inside until it was clearer. Finally, a roundabout will only make it less possible to get any traffic out of any proposed development on the Wetzel property, since drivers will be timidly waiting to try to get into the roundabout and will back up down Rio Road. What I wish could happen is a campaign to buy half of the Wetzel property and add it to the Park. This would by definition limit the number of homes any developer could plan to place in the rest of the property and make such a development a discussable proposition, as opposed to one that simply can't work (and would work even less well with a roundabout) as the developers dream. | JWW / Rio | Intersection Improvements |
| partially | General | General |
| The roundabout is a terrible idea.; Why a roundabout at the intersection of JWP and Rio? | JWW / Rio | Intersection |
| Misrepresentation | General | General |
| why did the county approve all the development along Rio Road/Parkway without a plan for the corridor. Isn't this backwards? | General | General |

# APPENDIX C: PUBLIC FEEDBACK AND COMMENTS

## "DEVELOP" PHASE COMMENTS

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| No, it's pretty much the same old same old and the video is for Staff's own satisfaction. The Rio Point development has not been before the BOS as well as Dunlora Farm Development as well as Rio Commons have yet it appears the Rio Corridor Study has included them in their analysis. Granted two of the three are by-right but Rio Point COULD change significantly IF the BOS does not approve as proposed.. | General | General |
| I'm shocked that you're moving the roundabout from the current intersection to the entrance of Dunlora. There is no redundancy here. The current set up was specifically put in place to offer a buffer zone for Dunlora from the main road. Also construction costs will be much more expensive if you move the roundabout from the current intersection. I fear something sinister is going on here in order to protect the future developer of the Wetzel property. I think you're going to get a lot of pushback from the Dunlora folks. | JWW / Rio | Intersection Improvements |
| The addition of green median strips (preferably with trees) is a convincing method for improving the appearance of the corridor. | General | General |
| the roundabout | JWW / Rio | General |
| The relocation of the JW Parkway/Rio traffic circle is WAY too close the those homes! | JWW / Rio | Intersection Improvements |
| To move the round-about closer to residential properties makes no sense. The current intersection near Catec seems more compatible with large volumes of traffic | JWW / Rio | Intersection Improvements |
| The consultant does not live here and does not understand getting out of the neighborhood. In addition, it seems this study only benefits commuters who use Rio Road/JWP and not the neighborhoods. The only neighborhood that will gain is the proposed Rio Point. | General | Corridor Capacity |
| The roundabout at Dunlora seems problematic. The light there helps create gaps in the traffic for people turning in and out of Dunlora and Belvedere. Moving it it puts it too close to a residental community besides severing Dunlora Forest. If a roundabout is done I actually much prefer the original design. It still provides similar spaces and flow while protecting the neighborhoods. | JWW / Rio | Intersection Improvements |
| What surprised me? That the county would propose to move a MAJOR road with daily traffic of 30,000+ cars so close to existing neighborhoods, Dunlora Park and Dunlora, Shepherds Ridge, etc. Back to the drawing boards, please. This cannot be the best idea. | JWW / Rio | Intersection Improvements |
| I don't think a roundabout is a good solution. I literally watched accidents happen almost daily at the airport roundabout when I worked up there. Having one with higher speeds and way more cars could be really bad. Traffic lights are necessary to provide breaks for cars leaving Dunlora and Belvedere. How will pedestrians cross a large roundabout?; There is nothing simple about the proposed roundabout at JWW Parkway. I strongly suggest everyone go back and look at that proposal again. Pause the video concept and think about adding access to CATEC (which was mentioned as a requirement)… and trying to navigate that (by car, foot, bike, etc) | JWW / Rio | Intersection Improvements |
| The idea of taking away bike lanes when the county is trying to build additional corridors for cyclists to connect with the existing bike lane makes no sense. | General | Bikes |
| How much additional neighborhood traffic was considered? How was the Dunlora Farm subdivision included? How will land be acquired for sidewalks and safer bike lanes? | General | General |
| Thank you so much for this visualization - it was so helpful! | | |
| Why wasn't the public given the opportunity to have any input. Do any of the employees of Line+ Grade live, work, drive the Rio Corridor. If they do then they would most definitely have a different perspective | General | Community Outreach |
| Was Albemarle County's recent racial equity study with UVA Equity Center considered in this work? Or the recent data mining on communities surrounding this corridor study?; There is some reporting on CAT public bus service but I can't tell how amenities e.g. shelters, benches, access has been included in these proposals? | General | Transit |
| I would like to see an animation of how the bean roundabout functions with single lane streets coming into it | Northfield / Old Brook | Intersection Improvements |
| more details and when the work will begin. More PR needs to be done quickly. ; Is this roundabout going to be similar to the one over by Sams Club that is so narrow traffic can't around it without going on the curb.<br><br>Bad idea!; Why are traffic lights not included in this study at Belvedere Blvd and Rio. With the pandemic things were slow, but now that the businesses are opening up and with increased traffic from SOCA and the Senior center, the number of crashes has increased. No mention is made as to when this crash info was done so it is hard to know how many have occurred since this data was obtained and how current it is. Making a left turn at Belvdere Blvd and Rio is absolutely impossible at certain times of the day and at night the lighting is so bad you it makes it even more dangerous. | JWW / Rio | Traffic Safety Concerns |
| The Green T proposed. It's an improvement but not a solution. While it will mitigate the problems in making a left-hand turn onto Rio out of Belvedere Blvd, we will still have problems between those people and those making a left from Rio onto Belvedere Blvd. These 2 factions will (and do now) collide. Most Green T solutions include a traffic light, this one does not so the fear is we will still have crashes between the 2 aforementioned factions. | JWW / Rio | Traffic Safety Concerns |
| Why was the plan to have citizens involved in committees not done? Extremely poor communications in the process. | General | Community Outreach |
| The Federal Highway Administration (Office of Safety) has endorsed a list of 20 "Proven Safety Countermeasures". Roundabouts are in this list.<br><br>Another countermeasure is a "Local Road Safety Plan", where "stakeholder engagement representing engineering, enforcement, education, and emergency medical services" is defined. Is there a LRSP for the Rio Corridor Plan? If yes, what information can you share about enforcement?<br><br>Are there other new and additional countermeasures under consideration?<br><br>Thank you | General | Traffic Safety Concerns |
| I want to know more about the JWWarner Pkwy-Rio Rd. roundabout. | JWW / Rio | Intersection Improvements |
| Has there been a study to determine what this new construction and traffic pattern will do to affected home and property values? Unless we are missing something, we haven't seen where anyone on this site has address this issue. | General | General |
| Is it possible to design a road like Rio East that discourages exceeding the speed limit by more than 5 mph? | General | Traffic Safety Concerns |
| There are opportunities to improve traffic flow and pedestrian access and safety. I feel pretty strongly that the roundabout at JWW will do neither.<br><br>Are there plans to add more high density housing to this corridor. If so, perhaps that should be re-evaluated. There are probably better areas to focus those efforts on. | JWW / Rio | Intersection Improvements |
| It is going to be 2 lanes. Hopefully it will be well marked to share with cyclists! It will be difficult for pedestrians to cross without a bridge or tunnel, which is done in many cities. | JWW / Rio | Bikes |
| I encourage all to go observe the roundabout in front of the airport. That gets very little traffic, yet you will see how confused drivers get and may may likely witness an accident (or near accident). It sounds like an exaggeration, but I encourage you to observe this for yourself. I spent years working up there and would witness accidents and confusion on a daily basis.<br><br>Now... take that, make it multiple lanes, add a lot more traffic, increase speeds, and build it right next to Dunlora houses. This will not help anything and will only result in even more decreased quality of life for the residents of Dunlora.<br><br>You think it's hard getting out now... just try entering the circle when there's a steady stream of cars coming. At least a traffic light add a momentary stop that allows residents to enter/exit.<br><br>Residents of Belvedere should be VERY concerned. Without a traffic light providing breaks, they will have an even harder time entering/exiting their neighborhood. | JWW / Rio | Intersection Improvements |
| Re: the Warner Pkwy traffic circle – will the new location actually prevent the traffic turning left into Dunlora Dr. off of 631 from backing up into the roundabout as the amount of traffic on 631 increases? The distance seems too short.<br>Re: Belvedere - Realistically what about the people turning left from Belvedere on to Rio, if they are looking to the left will they be looking for and see those cars that are turning left from Rio on to Belvedere? There is always a visibility problem with two lanes of traffic at a stop sign (see the intersection of Hillsdale and Greenbrier). People stopped in the right-hand lane may not see clearly past the vehicles in the left lane.<br>Re: Hillsdale - Right now the safest place for me to walk across Rio Rd. is at Old Brook even if it means going out of my way. All Rio traffic is stopped and a minimal number of vehicles turn on to Rio. It appears that the new crosswalk is too close to Hillsdale to keep pedestrians safe from right turners. The current configuration, as awkward as it is, provides a pretty safe way to cross the road.<br>Re: Corridor – It is great to see a plan that acknowledges that the safest place to cross multi-lane roads is where you can see as much of the road as possible and where an island provides a safe place so you can cross half of the road at a time. Given the probability of more traffic in the future would it be possible to make the crosswalks really safe by installing pedestrian controlled traffic lights? | General | Traffic Safety Concerns |
| If the JWW/Rio roundabout is moved closer to Varick Street, will Dunlora Park residents experience more road noise? If yes, will the county and/or VDOT consider noise dampening strategies? | JWW / Rio | Intersection Improvements |
| I believe it will be very difficult to travel from north on Old Brock to south on Hillsdale or in reverse direction given the amount of commuter traffic. This is the majority of travel for me through these two lights. I believe the peanut design roundabout favors commuters at the expense of local residents living along Rio Rd | Northfield / Old Brook | Intersection Improvements |

# APPENDIX C: PUBLIC FEEDBACK AND COMMENTS

## "DEVELOP" PHASE COMMENTS

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| While a separated mixed use path seems nice, the lack of signaled pauses in traffic makes crossing on a bicycle to use the bike lanes on Hillsdale Drive more dangerous. Roundabouts may increase the speed of traffic while reducing the opportunity to cross especially during periods of high flow. Hillsdale is an important connector to Food Lion, Seminole Sq, etc. | Northfield / Old Brook | Bikes |
| This is a very complicated solution to a complicated intersection. Has it worked at other places with similar traffic volumes? if so, I can't help but think that it would work better without the peanut shape. Perhaps replace the peanut with an elongated oval or with a rectangle with rounded ends. I assume that the peanut shape is designed to slow down traffic. If so, I think traversing this intersection daily would quickly get to be a frustrating experience. I said in an comment that it would be help if there were enlarged intersection plans on this webpage. | Northfield / Old Brook | Corridor Capacity |
| Were traffic studies actually done about cross traffic? This seems to be done done by a group of "experts" who failed to obtain data. | Northfield / Old Brook | General |
| The proposed "peanut" roundabout is way too complicated and will only serve to slow down and back-up traffic on Rio. | Northfield / Old Brook | Corridor Capacity |
| The peanut design looks like it will only encourage drivers, especially through drivers/commuters departing (or approaching) the 29N speedway to keep up their speed rather than slow into the Rio mixed use corridor. Accessing Rio from any of the side streets looks like it would be hard to do with lots of traffic coming through. And it looks very hard to cross Rio in this area with this design. What happened to the existing plans to align Hillsdale with Northfields? Why did the design delete that which has been a priority project for quite some time? | Northfield / Old Brook | Corridor Capacity |
| I go there everyday. The peanut roundabout would be great. The current left turn lanes are much too short and people turning left from Hillsdale are too impatient. Don't know how it would work for walkers and bikers but for those of us on Northfield Rd. I think it would be an i provement. | Northfield / Old Brook | Intersection Improvements |
| Due to the large amount of southbound traffic on Rio, how will cars on Hillsdale ever have an opportunity to enter the roundabout unless it is a signalized roundabout? The bean shape does not function as a conventional roundabout where flow from different directions is more equalized. The elongation gives preference to southbound cars on Rio, locking out entrance from HIllsdale unless there are gaps in traffic. The same lock out will prohibit access at the intersection of Old Brook Rd (east) due to northbound traffic on Rio. | Northfield / Old Brook | Intersection Improvements |
| Please address Rio East Ct left turns onto Rio Rd at peak traffic times. And please do the same for the other access points that are also in this corridor. Otherwise, this plan is incomplete. | Glenwood Station | Intersection Improvements |
| People still need to get out of neighborhoods. This design will only increase speed on Rio and make it more difficult to get out. | Northfield / Old Brook | Intersection Improvements |
| The problem with the proposed roundabout is that it is multi-lane and would have to be to accommodate 30,000 vehicles per day. Single-lane roundabouts are fairly easy for drivers to understand, but a multi-lane roundabout with 6 entry points is not. Some drivers will stop unnecessarily causing backups during peak periods, whereas other drivers will not stop when they should resulting in potential collisions. Adding pedestrians and bicycles to the mix only makes matters worse.<br>The primary cause of accidents at the existing signalized intersections is not as much the proximity of the two signals but the fact that they are not independent. There are two signalized intersections where the John Warner Parkway crosses under the US 250 bypass that are just as close together, but the difference is that the signals north of US 250 are somewhat independent of the signals south of US 250. For example, northbound traffic on the John Warner Parkway might have a red light at the south signal but a green light at the north signal. At the Hillsdale / Rio intersection, however, if the light at Old Brook Road is green for Rio Road traffic, so is the light at Hillsdale Drive. The problem occurs when the lights change. A vehicle traveling towards the John Warner Parkway on Rio Road might enter the intersection with Old Brook Road on a yellow light, but by the time that vehicle reaches the intersection with Hillsdale Drive, the light is red. Some drivers mistakenly assume that if they made the light at Old Brook, they can also make the light at Hillsdale, and they proceed through a red light sometimes resulting in a serious collision with a vehicle entering the intersection on a green light from Hillsdale Drive. If the two signals were somewhat independent, however, the light at Hillsdale could change from green to red later than the light at Old Brook for traffic on Rio headed towards the John Warner Parkway. Likewise, the light at Old Brook could change from green to red later than the light at Hillsdale for traffic on Rio headed towards US 29. Furthermore, just because the light at Hillsdale needs to change to accommodate cross traffic at that intersection doesn't mean that the light at Old Brook needs to also change if there is no cross traffic at that intersection. Finally, because of left turn conflicts, the light for traffic on Hillsdale Drive should cycle from red to green to red before the light for traffic on Northfield Road cycles from red to green to red. All of the necessary sensors already exist, so all that is necessary is to revamp the traffic light controller, which can be done within a $250,000 budget. That is far less than the cost of a roundabout or realigning Hillsdale Drive and creating yet another problematic intersection, and with far less traffic disruption during and after construction. By the way, the existing pedestrian accommodations at that pair of intersections work just fine. | Northfield / Old Brook | Traffic Safety Concerns |
| Considering I've seen cars regularly turn right onto Rio from both Hillsdale and Old Brook Rd when they had a red light and there was a gap in the traffic, I'm sure cars will also be able to enter the roundabout from these directions. At both lights, the "back ups" are from cars turning left onto Rio.; I live off Old Brook, and I think this would be an improvement to an intersection that has always made me nervous. I'm still concerned about bikers and pedestrians in this intersection. | Northfield / Old Brook | Intersection Improvements |
| Without breaks in traffic from stoplights, crossing Rio Road in the proposed crosswalks will be impossible. | Northfield / Old Brook | Ped |
| A complicated intersection that still looks complicated (maybe more!) | Northfield / Old Brook | Intersection Improvements |
| Are you planning on having the bike lanes on the 10 foot path bidirectional and separate from the pedestrian path? As a cyclist who travels @30mph going down hill east on Rio and @10mph west on the same section of Rio, I am wondering how you would accommodate the difference in speed and am also concerned about pedestrians who wear headphones not hearing a cyclist call out "passing on your left." My husband and I use the bike lane along John Warner Parkway during times when pedestrian traffic is heavy because of safety issues. With people commuting by bicycle and pedestrians on the same path it will interesting, especially where there are hills.<br>Will the paths be complete from Rt 29 to John Warner and Penn park at the same time the bike lanes are removed? If not, how will cyclists move through the corridor?<br>During construction of the roads will there be designated cyclist lanes fit for road bike tires? | General | Bikes |
| Wow! This would be a nightmare to travel through. The proposed intersection changes to the Rio Corridor could very likely make the Rio Corridor the most confusing and frustrating road to travel (anywhere). Imagine this stretch with all the intersection proposals. OMG. Everyone using this corridor and living off this corridor should be very concerned what is being proposed. | Northfield / Old Brook | Intersection Improvements |
| Need more granular designs to truly understand the proposal - I agree safety is a primary concern. Wondering about the safety of roundabouts (confusing to navigate) and traffic calming strategies. | Northfield / Old Brook | Traffic Safety Concerns |
| nuts | General | Intersection Improvements |
| instead of 2 traffic lights we get to run a gauntlet of 5 different entrance/exits | Belvedere | Traffic Safety Concerns |
| slower Rio traffic would be helpful | Belvedere | Intersection Improvements |
| not sure how proposed design would help seems like ti will slow the traffic on Rio causing backups | Belvedere | Traffic Safety Concerns |
| good concept with positive potential for future traffic | Belvedere | Traffic Safety Concerns |
| While the safety lane for vehicles turning left from Belvedere is an improvement, vehicles still have to cross two lanes of westbound Rio Road traffic to get to the safety lane. While I avoid the Belvedere/Rio intersection when heading to the parkway (I drive through Dunlora to the Rio/Parkway intersection), I do use the interest toon when heading to the Route 29 corridor. I also use it when heading home from the 29 corridor. In both cases, I have to wait for a break in the westbound Rio traffic. These beaks appear to result from the stoplights at the Rio/Parkway intersection. If the lights at the intersection are replaced with a roundabout, the breaks in the westbound Rio traffic flow will probably be eliminated making it more difficult to turn into and out of Belvedere. I agree with the comment that the proposed Rio intersection improvements appear to favor the traffic already on Rio to the detriment of the neighborhood traffic that is trying to merge onto Rio. I also can't help but think that roundabouts have become the automatic go-to solution for all traffic problems. A few stop lights strategically placed on Rio would create traffic breaks that would help vehicles enter the road from the adjacent neighborhoods and businesses. For example. If the engineering studies have determined that a roundabout is a better solution than stop lights at the Rio/Parkway intersection, then study the impact of a stop light at Belvedere. Or, consider leaving the lights at a reconfigured Rio/Parkway intersection and add a roundabout at the Rio/Belvedere intersection.<br><br>Please come up with compromise that creates a better balance between the needs of both through traffic and neighborhood traffic. | Belvedere | Intersection Improvements |
| The crosswalk across Rio at this design looks potentially dangerous. Cars turning Left out of Belvedere would be focused on passing 2 lanes of westbound Rio traffic, then immediately would be on top of a crosswalk just as they have accelerated across Rio. There appears to be too little time for a driver to adjust to pedestrian safety at that point. Generally, crosswalks across Rio need to be carefully designed including having in mind less mobile pedestrians, a group that is growing every day (e.g. folks who are older, people with strollers, etc.) | Belvedere | Traffic Safety Concerns |
| So to turn left from Belvedere to Rio Road, one must turn right, go a few hundred feet, cross over two lanes, make a left turn crossing two more lanes, then make a u-turn and merge onto Rio Road. Did the so-called experts examine the average age of people going through this intersection. | Belvedere | Corridor Capacity |

# APPENDIX C: PUBLIC FEEDBACK AND COMMENTS

## "DEVELOP" PHASE COMMENTS

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| If the circle at JWP and Rio Rd provides for the constant flow of traffic, it seems that trying to make a left turn out of Belvedere will be even more difficult, given there will be no traffic light to provide a break in traffic, especially at busy times of the day. | Belvedere | Traffic Safety Concerns |
| Safety is absolutely the number one goal here; delays are a lesser issue. The attempt to allow a Left turn from Belvedere onto Rio is welcome, compared to last year's RCut Uturn design. It may just be in how the graphics are presented but it appears that a vehicle turning from Belvedere Blvd left onto Rio would need to face on-coming traffic briefly before accessing the safety lane on Rio. That appears unsafe and would psychologically be a barrier for many drivers. But maybe that can be addressed in reality or in how the renderings illustrate the design). If the access can be safe, having a protected lane for some distance before having to merge onto Rio is appealing. Have you talked with CAT i.e. would this work for them so bus service can serve The Center at Belvedere and all the growing Belvedere neighborhood in both directions (instead of only one way as is currently planned because CAT does not think it safe for their large buses to turn left onto Rio)? It would help if City Church entrance directly onto Rio can be eliminated. It would help on the video to show directions and/or landmarks on the renderings, not simply rely on the narrator to orient the viewer. I know this area very well and it still confused me at times. In this area and throughout this project, calming to ensure folks drive below or not much over the posted speed limit is critical. If drivers actually drove 30-35 MPH around the Belvedere intersection, it would make a world of difference, but the road design allows (encourages ) 40-45 MPH and more which is unsafe. Separating cars and Shared Use Path is vital. Some concern about bikes going too fast when sharing space with pedestrians--any way to address that is welcome.; How was peak load issues entering and exiting Belvedere Blvd for bigger events at SOCA, FairView, and The Center taken into account? In meetings a few years ago when representatives of all these organizations plus other area stakeholders was held with VDOT and Albemarle county staff they seemed surprised by the volume that would need to access this intersection at varying times, e.g. The Center auditorium can accommodate nearly 400 people--when an event lets out of that it will cause a big demand on this intersection that this design does not appear to account for or accommodate. | JWW / Rio | Intersection Improvements |
| The proposed solution is not sufficient especially when considering that will be no stop in traffic flow with traffic circles at either end. | Belvedere | Pedestrians |
| The Green T proposed. It's an improvement but not a solution. While it will mitigate the problems in making a left-hand turn onto Rio out of Belvedere Blvd, we will still have problems between those people and those making a left from Rio onto Belvedere Blvd. These 2 factions will (and do now) collide. Most Green T solutions include a traffic light, this one does not so the fear is we will still have crashes between the 2 aforementioned factions. | Belvedere | Intersection Improvements |
| What is the source of the 1800 vehicles per day estimate based on? Current traffic or future when The Center and SOCA are at full capacity? Also it appears the Belvedere development has the land and plans to develop all that land into homes and townhomes. Does the County have any plans to add an addition access point to Belvedere to account for all this additional development? A larger bridge where Free State Road crosses the train tracks would help and perhaps a second bridge across the tracks in vicinity of Carrsbrook Dr will be required in the future. | Belvedere | Intersection Improvements |
| Too short of making a left turn onto Rio, crossing over two lanes, and then making a U-turn. Will not decrease traffic issues and probably cause more accidents. Many people will cut through to Dunlora Drive -- a road not designed to carry heavy traffic. | General | Traffic Safety Concerns |
| A better solution is to make the proposed roundabout at the intersection of Rio Road and the John Warner Parkway a "dog bone" roundabout, somewhat similar to the peanut-shaped roundabout proposed at the Rio Road / Hillsdale Drive / Old Brook Road pair of intersections. By moving half of the roundabout north of Greenbrier Terrace and making Belvedere Boulevard and Greenbrier Terrace right turn in / right turn out only, safety at both intersections can be greatly improved. | Belvedere | Traffic Safety Concerns |
| I'm most concerned about pedestrians. As cars turning left out of Belvedere focus on passing 2 lanes of traffic, will they remember to look to the right for pedestrians crossing in front of them? What about the crosswalk across Rio? Will cars in the slip lane see someone in that crosswalk? | Belvedere | Intersection Improvements |
| Without breaks in traffic, access to Rio Road from Belvedere is impossible. Local traffic is forced to wind its way through the adjacent neighborhoods as through traffic flows unimpeded.<br>Access to businesses and churches between Belvedere Blvd. and Huntington Rd. is not considered. | Belvedere | General |
| Still need to cross 2 lanes of traffic to turn left onto Rio. | Belvedere | General |
| I agree that landmarks and current road names on the renderings would be helpful.<br>I also agree the speed limits should be reduced to 35 mph as they are when you cross over 29 going west on Rio. People tend to drive 10mph over the speed limit. When the speed was changed from 35 mph to 45 mph on Berkmar drive, cars started going 55mph and are less friendly toward cyclists. | JWW / Rio | Pedestrians |
| Need more granular designs to truly understand the proposal - I agree safety is a primary concern. Wondering about the safety of roundabouts (confusing to navigate) and traffic calming strategies. | JWW / Rio | Corridor Capacity |
| It's an improvement but not a solution. | JWW / Rio | Traffic Safety Concerns |
| Somewhat | General | Corridor Capacity |
| better than it is now | JWW / Rio | Intersection Improvements |
| getting out of Belvedere is difficult now | JWW / Rio | Intersection Improvements |
| better - much better! | JWW / Rio | Intersection Improvements |
| If we leave the roundabout at the current interchange that should provide 1000' to allow a light at Belvedere | JWW / Rio | Intersection Improvements |
| help then turn left and keep them from using Dunlora to do so. | | |
| It appears getting out and into Belvedere will still be difficult. How about walkers trying to get to The Center? Traffic data used in this design is more than 2 years old and traffic has changed with the addition of The Center and expansion of houses. | JWW / Rio | Pedestrians |
| The proposed design for the green T will make it difficult to make aleft onto Rio with fewer breaks in traffic because of the circle | JWW / Rio | Pedestrians |
| Not sure at this time given limited ability to exam design closely | JWW / Rio | Intersection Improvements |
| It is unclear how pedestrian and bicycle users from Varick St and the Phase 2 area of E Rio Road access the new mixed use path, JWWP bike lanes and the Rivanna Trail safely. It would be helpful if the diagrams and generated renderings could include this. | JWW / Rio | Intersection Improvements |
| Moving the roundabout to the north is an improvement. I am not sure how well a roundabout would work in this situation given the heavy traffic flows. The roundabouts on Berkmar work , but the traffic flow is not heavy. Without being able to see a large detail drawing, I am not sure how easy it would be for a driver entering the roundabout from Dunlora Drive to get on to the Parkway heading into Charlottesville. | General | Intersection Improvements |
| Need more granular designs to truly understand the proposal - I agree safety is a primary concern. Wondering about the safety of roundabouts (confusing to navigate) and traffic calming strategies. | JWW / Rio | Intersection Improvements |
| And, there may be more green space, but is it not as accessible / usable when it is trapped between Rio & JWP.; It's encouraging to know that thought is being given to the entirety of the Corridor, but the plan appears to overlook future growth. For instance, the traffic counts (30,000 per day) are based on current conditions. With the addition of 328 new apartments in Rio Pointe, hundreds more homes in the build-out of Belvedere, townhomes/cottages at 999 Rio, and unknown numbers of townhomes/single family homes in Dunlora Farm, the plan would appear to be obsolete in only a few years. | JWW / Rio | Intersection Improvements |
| "Redundant" Dunlora drive provides an important buffer between homeowners in Dunlora and Dunlora Park and the tremendous daily traffic volume on Rio Road and the John Warner Parkway. Moving the traffic circle as proposed in this video and eliminating that stretch of Dunlora drive would basically put residents' homes in these neighborhoods right alongside a heavily-trafficked highway. I suppose this would benefit through-commuters, but it certainly would not benefit the residents of this neighborhood. | JWW / Rio | Intersection Improvements |
| Over 30000 cars through this intersection per day. How much did the developers of the Wetzel property influence this poor decision to move the traffic circle. The size of the traffic circle is too small for the traffic that will try to get into the circle. What about school buses trying to get into CATEC? These experts should have gotten citizen inputs who live in Dunlora, etc. and could have easily come up with better solutions., Very poor design and much worse than the VDPT design. Why are we paying this company for these poor design? | JWW / Rio | Intersection Improvements |
| Presently, I do not experience any traffic or safety concerns at this intersection and I drive it daily from my home in Dunlora Park. It's fairly easy to get to the JWP or turn right or left onto Rio Rd from Dunlora Drive. Removing the buffer of Dunlora Drive and realigning Rio Rd to run right by the homes at the entrance of Dunlora Park is problematic because it will eliminate one of the joys of living here - the ability to walk into Dunlora, over to the JWP trail and Pen Park. We moved here to be able to enjoy walking and it appears this plan will make it more difficult. | JWW / Rio | Intersection Improvements |
| I have no safety concerns with the current intersection. There are many others in the county that are far worse for safety and traffic back-ups. | JWW / Rio | Intersection Improvements |
| Bingo | JWW / Rio | Intersection Improvements |
| Who is going to use park space next to a busy road with 30,000+ cars passing each day. | | |

# APPENDIX C: PUBLIC FEEDBACK AND COMMENTS

## "DEVELOP" PHASE COMMENTS

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| The lack of signaled pauses in traffic makes it very difficult/dangerous for pedestrians. This seems fundamentally at odds with the goals of connecting pedestrians on the corridor with the trails along JWW Pkwy. Fortunately, there's a proven solution! Louisville, Colorado makes extensive use of pedestrian tunnels at such roundabouts. This provides an equitable solution for pedestrians and motorists, both of whom can keep moving safely and efficiently!; *If* a roundabout is built, equity should be maintained for both motorists and pedestrians. Both should be able to keep moving without signaled pauses. A pedestrian underpass / tunnel such as this one would be the solution! https://www.pinterest.com/pin/586523551449410275/ | JWW / Rio | Pedestrians |
| I think this roundabout is a good solution, but the graphic delineation is confusing. The inner circle of the roundabout appears to be necessary only for the portion used by northbound Rio traffic. | JWW / Rio | Traffic Safety Concerns |
| I am horrified by the proposal to move this intersection to the entrance to Dunlora. That is far too close to residential properties. It's current location is not the issue, the intersection design is. | JWW / Rio | Intersection Improvements |
| Routing heavy traffic close to homes on Varrick and in the Dunlora low density housing neighborhoods with no buffer for the benefit of city residents commuting to the northern part of Albemarle county and for residents of the northern part of Albemarle County commuting to the City of Charlottesville is difficult to justify. The pdf plan map you provided in the pdf link does not indicate any light green for public lands in that vicinity. Maybe the public lands are better used for public transit corridors especially as these things tend to be expanded over time. Give residences relief from traffic noise. Keep in mind that emergency vehicles with sirens (ambulances and fire trucks, etc.) often use this route as well to get to the area hospitals or to cut across town. Why did you move the circle closer to Dunlora Road than the crosshairs you show even if you were going to eliminate one intersection? There really isn't the forest buffer you depict in many of the areas along this corridor so let's get more accuracy before promoting a proposal. The short weave patterns are exactly what was removed from I-64 and the 250 By-pass. There is a short weave now for people turning north on 29 from Rio if they want to turn left into the Kroger/Lowes complex. At times, it is nearly impossible to navigate safely. Please consider the weaves that will be introduced by all these new circles. The flashing left turn at the JWP has alleviated backups and has been a great improvement. East Rio Road can be very dark at night (especially on a wet night) so please keep that in mind while doing this planning. Is the Wetzel property plan not including any green space for it's development? I love green space but I think it is wrong to usurp it from someone else especially if there is no plan to make it accessible. Add access to the green space along the JWP by providing mini parks and pull offs along the greenway. | JWW / Rio | Pedestrians |
| Please develop one or more graphics depicting how nice the area could look with the traffic circle in its original location. (Perhaps even utilizing the Whetsel proffered land for the traffic circle -- moving it further from current residential areas.) | General | Bikes |
| "Moving the roundabout to the north is an improvement"--for whom? Certainly not for the residents in these established neighborhoods. ; 100% | General | Corridor Capacity |
| Absolutely agree that the flashing left turn at the JWP has alleviated backups and has been a great improvement, many thanks to whomever put the time in to fine-tuning that timing. | General | Traffic Safety Concerns |
| Dunlora Drive is NOT an extension of JWP as the consultant must think based on his video. The circle is too small for the amount of traffice (30K per day) and it would be difficult to get out from Dunlora. EXTREMELY poor design -- too close to houses. | | |
| Moving the roundabout farther north and east is a an interesting concept and a definite improvement over the Kittelson roundabout design. It still doesn't handle through traffic, bicycles or pedestrians as well as the "dog bone" roundabout I proposed, which also addresses the safety concerns at the intersections with Belvedere Boulevard and Greenbrier Terrace and doesn't interfere with the access to CATEC. With the addition of a single-lane roundabout at the intersection of Rio Road East with Dunlora Drive and the entrance to the proposed Rio Point development and a bicycle and pedestrian overpass, the "dog bone" roundabout is a more effective solution. | General | General |
| I'm not sure it's fair to expect public county and VDOT land to be used as a buffer for Dunlora homeowners.; I like the new location of the Rio/JWW roundabout. I think most of the backlash comes from people who have an unrealistic expectation that the county and VDOT should use the public land to provide buffers to private homeowners. The proposal is an upgrade to the weird intersection used to get in and out of Dunlora, and it looks like it would realign Rio Road away from most of the houses along Shepherds Ridge. My biggest concern is about the safety of bikers using the intersection. | General | Bikes |
| This proposal would move Varick St. (Dunlora Park residents) from Dunlora Dr. right onto Rio Rd. For Dunlora Park residents this translates to way more traffic, traffic noise, pedestrian and bicycle traffic safety concerns for those residents. It is unfortunate that the plan does not adopt earth noise berms or sound walls. The presentation is deceiving because the drawing shows Varick St/Rio Rd intersection where Dunlora Dr footprint once was, but the initial visualization shows green space with trees between Varick St housing and Rio Rd which is incorrect unless the Varick St/Rio Rd intersection is moved to the southwest. Also more usable park space sounds good on paper but who will maintain the park space? If it is maintained the same as the current bike path along Rio and JWW the grass/weeds are rarely cut and reaches heights of 2 to 3 feet before being cut.; I suggest the team reschedule the "Community Pop Up" at the CATEC location that was scheduled for 9/2/2021 from 12 to 2pm because the email notification titled "Rio Corridor Plan: Pop-Ups + Online Opportunities + Zoom Webinar" was sent and received after the pop up occurred (after 2pm). | General | General |
| Well said! | General | General |
| The original VDOT traffic circle is better. It does need an additional crosswalk on Dunlora Drive so people can get to the cross walk and access the trail along John Warner Parkway. You also need a way to access the bike lanes on John Warner. The plans for Parkway Place (which is now Rio Point) continued the shared use path turn off John Warner and farther down Rio East so it would be easier to get to Penn Park. Currently cyclists access Penn Park by riding on the road, which has no shoulder for a small stretch. Pedestrians access Penn Park from the Dunlora Road by walking across the yards of the houses between Dunlora Road and the sidewalks by Dunlora Forest. The VDOT plan keeps the trails through the wildflower space planted with PEC funds, which lots of people use.<br>The proposed plan does not provide a way for people to get from Dunlora Park to the trail to downtown Charlottesville. That will make it difficult for people to commute to town. It also has no way to access the bike lanes on John Warner Parkway. Currently, it is easy to turn right out of Dunlora Drive and then left at the traffic light onto John Warner. Finally, it does not provide a way to get from Dunlora Drive to the sidewalks by Dunlora Forest and on to Penn Park Road. It also doesn't allow for access to Belvedere through Dunlora for those living in Dunlora Park. This means it limits cyclists access to Carrsbrook drive and on to Forest Lakes up the 29 trail. | General | Pedestrians |
| If Rio Rd is re-directed along Dunlora Dr as the design shows, trying to exit out of Varick St (Dunlora Park) will be very difficult. The "line of sight" looking left onto the new Rio Rd is limited due to the curve created as Rio Rd bends around the corner. Traffic coming around that corner will be fast and free-flowing as it approaches the circle, making it tough to exit Dunlora Park safely. | General | General |
| Yes, the proposed design eliminates an awkward and unsafe exit and entrance to Dunlora Drive with 2 left turns and a long line of idling cars. It improves the accessibility from Dunlora neighborhood to Rio, JWW, and Park Street. I appreciate the new design increases the usable public space and includes more sidewalks and trail connections. I do hope sidewalks eventually connect JWW walking path to Pen Park. | General | Bikes |
| I am not in favor of a roundabout, though I understand one is already approved for construction at the current John Warner Pkway/Rio Rd intersection. Here is how I see it. Cars heading north on Rio will be looking to their left in order to enter the roundabout. Pedestrians will mainly be crossing the intersection to the drivers' right. Thus, drivers will not be watching for pedestrians as much as they currently do with the stoplight and crosswalk. Additionally, once a vehicle is in the roundabout, it is not likely to see a pedestrian crossing the roundabout until it is too close to the person. In general, cars are not meant to stop once they are in the roundabout. There must be a complete removal of pedestrians from this scenario. A pedestrian tunnel seems like the best option so that traffic can flow, pedestrians and cyclists entering the parkway path or sidewalk along Rio will not need to cross 4 lanes of constantly moving traffic. Finally, I am not in favor of a 2 lane roundabout because I forsee unnecessary and high amounts of vehicles getting funneled into the Dunlora neighborhood. | General | General |
| Move the roundabout further away from Dunlora entrance, show and explain access to Dunlora tennis courts | Northfield / Old Brook | Intersection Improvements |
| dangerous for slow walkers going from Dunlora Dr. to JW Parkway | | |
| extremely poor new design. Will cause major backups in and out of dunlora and Dunlora Park. | General | Intersection Improvements |
| this is the ideal location because it will allow a light at Belvedere | General | General |
| I suppose the plan here is to increase traffic flow, when needed, and reduce holding times. Are there plans to involve traffic light operation that are adjacent to the project? Flow down JWP is currently limited by the light in Charlottesville. | JWW / Rio | Intersection Improvements |
| The circle might be a good idea, but it is too close to Dunlora. Pedestrians need to have a really safe way to move thru the intersection. | Gasoline Alley | Traffic Safety Concerns |
| Clarify for funded roundabout and proposed by consultant - what land beyond street will be required? Street width is 84' and minimum diameter for multilane roundabout is 150' | General | Pedestrians |

# APPENDIX C: PUBLIC FEEDBACK AND COMMENTS

## "DEVELOP" PHASE COMMENTS

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| I support the original VDOT plan to place the roundabout at the current Rio/JWP intersection | Northfield / Old Brook | Intersection Improvements |
| I am very concerned about crossing, as a pedestrian, from Dunlora to the paved greenway along John Warner. Without a traffic light stopping the traffice, it is frightening. | JWW / Rio | Intersection Improvements |
| If moved to Dunlora Dr the concept won't work for cars coming from 29 and turning onto Varick. Going left will be an issue and could back up traffic in the circle | General | General |
| Increased noise, light as cars go around the circle and air pollution not considered for nearby houses. From Varick St getting in and out of neighborhood onto Rio will be an issue due to limited line of sight (out of) and stopping traffic flow while waiting for break on Rio Rd. | JWW / Rio | Intersection Improvements |
| The existing intersection seems to work fine. Others (putt putt, belvedere, hillsdale) are much worse not to mention Panops…The new design has inadequate sight line/distance for going from Varick onto Rio Rd. Noise/pollution also. | JWW / Rio | Intersection Improvements |
| The roundabout (L&G revision) is too close to the homes in Dunlora (Dunlora Dr and Valcrest) The VDOT concept is more acceptable less obtrusive | JWW / Rio | Intersection Improvements |
| Why not shift the design toward CATEC and not toward Varick Drive. I have a lot of concerns for pedestrians and bike riders | General | General |
| Terrible! Circle too small for 30K cars. No consideration for neighborhood. | Glenwood Station | Traffic Safety Concerns |
| Please consider your audience - their ages, their lifestyles (walkers, bikers, runners) | General | General |
| Start again | JWW / Rio | Intersection Improvements |
| Please consider the Dunlora green space as a valuable asset to our community as it is used daily to improve quality of life. It is not redundant. | General | Traffic Safety Concerns |
| I live in the City, but commute to work along the Rio corridor, and I commute on my bicycle as often as I can. The unprotected bike lane on Rio is by far the most dangerous part of my commute (from North Ave to Crutchfield by the airport), so I'm glad to see buffered paths in the proposal. What I don't see, and what I would like to learn more about, is how cyclists will actually use the path and how we will get on and off, turn onto side streets, and all the other maneuvers that cyclists have to do (just as cars do). For example, one of the most difficult parts of my current route is when I'm biking eastbound in the Rio bike lane, and then get on the multi-use path along JWP. There is really no safe way to do this on a bike. So I hope you're looking at real-world situations like this and not just building a lane. Thanks! | General | General |
| It favors commuter traffic over local residents living along Rio Rd. The country needs to work on alternate routes to east without using Rio Rd. | General | Corridor Capacity |
| Need more granular designs to truly understand the proposal - I agree safety is a primary concern. Wondering about the safety of roundabouts (confusing to navigate) and traffic calming strategies. | General | Traffic Safety Concerns |
| Great insight Josh - thank you for sharing! | General | General |
| The proposed round about at JWP/Rio/CATEC seems to be based upon NOT LOOSING the SmartScale money that has been allocated. CATEC is a valuable educational resource for our community yet the design team feels changing their entrance is the way to be beneficial to meet the design teams goals. Have you considered the school busses that go in/out of CATEC several times a day plus newly minted drivers going in/out of this design. You referred to City Church as a COMMERCIAL ENTITY....since when does a Church have tthat designation. This presentation is SO THEORITICAL and appears not to have taken into consideration several items. #1...I found the visual rather difficult to visualize where the roads are with the white block buildings with no identification as to whether or not it is a business/house/etc. #2...Shifting the roundabout serveral hundred feet for more public space==the Trail Head is just that....a trail head and not a park like Penn Park where people are suppose to be congregating...#3..the video shows a great deal of greenery which for presentation purposes is nice. However, reality is who is going to maintain all of this greenery...who will cut the tree limbs as they over grow onto the roadway. There is a section on Rio Rd that has junipers that are unslightly. VDOT put them in but there was no line item created for perpetual care. Is this the same senerio that will happen along Rio Rd with no one claiming responsibility for greenery maintenance..#4...there is a lovely picture of a crosswalk....where are these people walking to? The video presentation gives the impression of being pleased with this idea of a 5ft sidewalk. On the other hand it was noted that approx 30000 vehicles travel on Rio Rd per day. How many people will be walking on this sidewalk inhaling all of the exhaust fumes from the vehicle traffice. | JWW / Rio | Intersection Improvements |
| Loss of dedicated bike lanes is a big step backward as it promotes cars at the expense of cyclists. | General | Bikes |
| The raised medians, buffers, and shared use paths are good solutions which will have the added benefit of changing the aesthetic of the roadway from a drag strip to a parkway. | General | General |
| The designs are for commuters and not for people who live off of Rio Road. Poor designs without taking into account local residents along Rio Road. | General | Corridor Capacity |
| Replacing the center left turn lane with a raised median and occasional RCUTs has some merit, but the raised median would have to be wider than 11 feet for the RCUTs to work. The shared use path also has merit, but the problem with both is that there are several places along that section of Rio Road where they won't fit. Furthermore, reconfiguring the entire roadway would be prohibitively expensive.<br>The sidewalk on the side of Rio Road closer to the city is in pretty good shape from CATEC to US 29. It would be fairly easy and much less expensive to widen and improve that sidewalk, perhaps even make it a shared use path. With the bicycle and pedestrian overpass I proposed near CATEC, such a shared use path would tie in nicely to the trails along the John Warner Parkway and into the Belvedere neighborhood. | General | Pedestrians |
| Commuter traffic flow is enhanced. Local traffic, pedestrians and bicycles are not considered. | General | Pedestrians |
| I appreciate the work that has been done and that you are now asking for input. The maps and renderings presented do not appear to show how cyclists and pedestrians can move through the Rio corridor from Belvedere to Penn Park Road. It also does not appear to show how to get from Belvedere to both the bike lanes and the shared use path on the John Warner corridor.<br>How will a single shared use path on one side of the corridor accommodate both bicycles and pedestrians going to two directions and how will cyclists access these paths. Are there examples of this being done elsewhere?<br>I would love to see the renderings over laid on the maps as it appears there is more green space in renderings that do not match the maps, for example Varick Street would exit onto Rio Road instead of Dunlora Drive, but the rendering shows greenspace there. | General | Pedestrians |
| Somewhat | | |
| Have you considered possibility of moving Hillsdale Dr as suggested in small area plan for Rt29/Rio Rd | Northfield / Old Brook | Intersection Improvements |
| Thank you for your feedback. Your comments will help us to tailor the webinar later this month. The project team has been communicating with CATEC and City Church. Our team is considering their needs as well as the needs of the broader community. | | |
| This project seems to prioritize the people commuting through the corridor by car. The people who actually live along the corridor are merely an afterthought. The roundabout design at the JWW intersection does nothing to improve the lives of those who live in the immediate vicinity. Instead, it shifts the main traffic flow closer to the nearby homes in Dunlora and Dunlora Park. Calling Dunlora Drive a "redundancy" is an incorrect view. It is in fact a much needed buffer between the thousands of cars that travel at high speeds along Rio Rd and the residential communities that are a stone's throw away. | JWW / Rio | Intersection Improvements |
| The proposed round about at JWP/Rio/CATEC seems to be based upon NOT LOOSING the SmartScale money that has been allocated. CATEC is a valuable educational resource for our community yet the design team feels changing their entrance is the way to be beneficial to meet the design teams goals. Have you considered the school busses that go in/out of CATEC several times a day plus newly minted drivers going in/out of this design. You referred to City Church as a COMMERCIAL ENTITY....since when does a Church has that designation. This presentation is SO THEORITICAL and appears not to have taken into consideration several items. #1...I found this rather difficult to visualize where the roads are with the white block buildings with no identification as to whether or not it is a business/house/etc. #2...Shifting the roundabout serveral hundred feet for more public space==the Trail Head is just that....a trail head and not a park like Penn Park where people are suppose to be congregating...#3..the video shows a great deal of greenery which for presentation purposes is nice. However, reality is who is going to maintain all of this greenery...who will cut the tree limbs as they over grow onto the roadway. VDOT only cuts the grass a few times/per year. There is a section on Rio Rd that has junipers that are unslightly. VDOT put them in when JWP was redesigned but there was no line item created for perpetual care. Is this the same senerio that will happen along Rio Rd with no one claiming responsibility for greenery maintenance #4...there is a lovely picture of a crosswalk....where are these people walking to? The video presentation gives the impression of being pleased with this idea of a 5ft sidewalk. On one hand it was noted that approx 30000 vehicles travel on Rio Rd per day. How many people will be walking on this sidewalk inhaling all of the exhaust fumes from the vehicle traffic. #5....What will the relocation of the roundabout do to the entrance to Dunlora? What about having traffic literally in the backyards of the residents of Shepherds Ridge at Dunlora and impacting the the yet to be built 999 Rio Rd. Many questions that need to be answered. You asked for public feedback and hope that some of this questions/concerns are addressed. | JWW / Rio | Intersection Improvements |
| VDOT funding availability for a traffic circle is not a good reason to build one at the JW parkway intersection. This is an example of a solution looking for a problem. It just doesn't make any sense. Basic engineering is to propose solutions based on a well defined problem and a process to determine which solution is best. | JWW / Rio | Intersection Improvements |
| How is gasoline alley being addressed? Those wide open access points are dangerous for walkers/runners, bicyclists. | General | Pedestrians |

# APPENDIX C: PUBLIC FEEDBACK AND COMMENTS

## "DEVELOP" PHASE COMMENTS

| | | |
|---|---|---|
| My question is how the shared use paths, sidewalks, and crosswalks will work with the roundabouts. While I see that the crosswalks are clearly marked on both the SUPs and the sidewalks, I don't see how as a practical matter they are supposed to be used. The apparent beauty of roundabouts is that automobile traffic never has to stop, but because the traffic is never stopping, how do pedestrians or cyclists ever have a protected time during which they can safely cross? Is the intention that they just stand there waiting for a clear space in traffic, or are we expecting that cars travelling 35-45 miles per hour will suddenly stop if they see someone in the crosswalk. (This of course will never happen, but if it did, we would presumably see a number of rear-enders.) Please help me understand the practical ramifications here. | General | Pedestrians |
| The double lane bean roundabout makes me really nervous. I don't see how it can function well for side street access without being a signalized roundabout. The curvature along the Rio portions seems to be too shallow to calm Rio traffic significantly.; While I was put off initially by the length of the videos, in the end I think this a a good method for presenting complex concepts to the community. | Northfield / Old Brook | Intersection Improvements |
| Yes, change is inevitable however, this current proposed roundabout could be a nightmare for the residents of Dunlora and Dunlora Park. When Varick Street that is no longer able to access Dunlora Drive, particularly with no noise abatement the solution is unacceptable. Please understand that this is about commuters and not about the residents who will be severely impacted by this major change. I've lived with roundabouts and I don't have issues with them but, I do have concerns about the way in which this proposal has moved much closer to homes, discounting their access to get out of their developments. Daniel seems to believe that they have looked at this from all perspectives, but I disagree. There is so much at stake here and cutting out a feeder road for a roundabout is just one of the many issues that I have with this project. Let your voices be heard people. Just wait until the County approves the massive development off of Rio on the Wetsel property across from Dunlora Forest. Yikes- the car count will explode and the quality of life of the residents who live along the Rio Road corridor will diminish. This current proposal has massive holes in it so it must be made more reasonable. Plus, don't forget Belvedere and the significant safety issues with getting out of there at most times of the day. This is dangerous and the roundabout will not sufficiently slow traffic down to make a difference. Back to the drawing board! | JWW / Rio | Intersection Improvements |
| intersection in greater detail. Among the many features worthy of note are the following:<br>* The existing access to CATEC is accommodated.<br>* The ramp for the bicycle and pedestrian bridge east of Rio Road doubles as a sound barrier. With a row of trees between the ramp and Dunlora Drive, this feature will enhance the value of the houses on the other side of Dunlora Drive.<br>* The ramp for the bicycle and pedestrian bridge on the west side of Rio Road does not result in any loss of parking at CATEC.<br>* Shared use paths, including the Rivanna Trail are accommodated and never cross more than a single traffic lane at a time.<br>* A transit stop on northbound Rio Road is included across from CATEC.; The third attachment shows a one of the spans of the proposed bicycle and pedestrian bridge in detail. The supports for the bridge spans are shown in blue in the second attachment.; The attached JPEG file illustrates one of the potential problems with the proposed "peanut" roundabout at the intersections of Rio Road with Old Brook Road, Northfield Road, and Hillsdale Drive. For the two vehicles circled in red, if the yellow vehicle just entered the roundabout from Hillsdale Drive and wants to proceed on Rio Road towards US 29 but the blue vehicle wants to proceed on Rio Road towards the John Warner Parkway, the two vehicles will collide. This is just one of the many problems with multi-lane roundabouts.; The 3 attached PNG files show another alternative for the greater Rio Road / John Warner Parkway intersections with some significant advantages over both the Kittelson roundabout design that was used to obtain SMART SCALE funding and the roundabout design proposed by Daniel Hyer.<br>The first attachment shows an overview of Rio Road from a point just south of Greenbrier Drive to the intersection of Rio Road East with Dunlora Drive. This alternative design shows a "dog bone" roundabout with half of the loop on the John Warner Parkway and the other half just north of the intersection of Rio Road with Greenbrier Terrace. Among the numerous advantages to this design over a circular roundabout are the following:<br>* Rio Road / John Warner Parkway traffic is unimpeded, in contrast to the stop-and-go situation with its resulting queues characteristic of a circular roundabout in a high traffic area.<br>* The "dog bone" roundabout solves the problems at not only the intersection of Rio Road and the John Warner Parkway, but also at the intersections of Rio Road with Belvedere Boulevard and Greenbrier Terrace.<br>* The "dog bone" roundabout accommodates uninterrupted bicycle lanes, contrary to the circular roundabouts that expect bicyclists to mix with cars within the circle and the approaches thereto. | JWW / Rio | Intersection Improvements |
| The attached suggestion would eliminate the redundant Dunlora Dr (like the proposal on this site) and it would not have Rio Rd assume the footprint of Dunlora Dr which put Dunlora Park and Varick St directly on Rio Rd. A portion of the old Dunlora Dr would become Varick St meeting Rio but at least there will be a distance buffer the same as there is now. I know this suggestion takes into account traffic and position to adjacent neighborhoods and does not indicate pedestrian and bicycle flows. Just something to think about. | JWW / Rio | Intersection Improvements |
| Very well said. "A solution looking for a problem." I'm going to remember your phrase and--if you permit--use it on important occasions. | | |
| Taking away the buffer of Dunlora Drive from Rio Road would be detrimental to all residents of Dunlora Park and Dunlora, and the problem of turning left out of Belvedere doesn't seem to be resolved without either a roundabout or traffic light at that intersection. | JWW / Rio | Intersection Improvements |
| Please consider the project from the standpoint of local traffic, pedestrians and bicyclists not just commuter traffic. | General | Pedestrians |
| Why isn't this plan considering safety at the intersection of Putt Putt and Rio Road? I'm sure the reason is that renters live off of that intersection and not homeowners. And many of them have household incomes below the county's median. This plan offers no relief for the less wealthy folks in that area who are often traveling on foot.<br><br>That intersection has one of the highest rates of collisions along the corridor. It is extremely difficult to turn left from Putt Putt onto Rio from 8 am-6 pm. It's also challenging for pedestrians to cross the road safely there without a crosswalk or traffic light. That intersection has an extremely high level of pedestrians accessing Fashion Square or the bus stops on the other side of Rio.<br><br>Further south/east on the corridor, it's shear fantasy to believe that pedestrians can cross safely at those roundabouts without a traffic light. I've nearly been hit several times as a pedestrian, not because drivers didn't see me, but because they didn't want to stop. How will this design help?<br><br>The speed limit on Rio is too high for both cars and pedestrians and that was not addressed at all. As someone who is both a frequent pedestrian and driver along Rio, this plan is concerning. | Glenwood Station | Intersection Improvements |
| Lee's proposal addresses several important traffic flow and safety issues while also improving pedestrian and biker usability and safety!<br><br>It would be ideal if this proposal could be incorporated into the Rio Corridor Study (instead of being a competing proposal).<br><br>Either way, the county board should seriously consider Lee's proposals. | General | General |
| I am deeply concerned with the relocation of the John Warner Parkway toward the entrance to Dunlora. This move puts heavy traffic right near the backyards of people living at the entrance to Dunlora and Dunlora Park. Let's remember who the John Warner Parkway is named after. The late Senator Warner, who is credited as one of Virginia's most significant conservationists. I think using eminent domain to relocate this intersection (which is already in existence) is a contradiction to the point of the John Warner Parkway. Rio road does not need to turn into a Route 29. I understand many people need to get from the City of Charlottesville to the north, but Rio road should not be turned into a highway to accommodate this flux of traffic. The neighborhoods around the Rio Road corridor near the John Warner Parkway are some of the last single family neighborhoods with green space and trees before entering the city. With multi-family housing being developed everywhere possible, we should work to preserve desirable neighborhoods in close proximity to the city as much as possible. I am sure a reasonable compromise can be found between the residents this construction would impact on a daily basis, as well as those who commute through our neighborhood for work. | JWW / Rio | Intersection Improvements |
| How long will it take to construct the roundabout at Rio and John Warner? How will residents enter/leave Dunlora at rush hour with all of the traffic coming from downtown Cville on both Rio and John Warner? If we have to have a roundabout, I vote for the original concept which puts it back near the JWW Rio intersection | JWW / Rio | Intersection Improvements |

# APPENDIX C: PUBLIC FEEDBACK AND COMMENTS

## "DEVELOP" PHASE COMMENTS

| | | |
|---|---|---|
| Last week's Community Pop-Up session at the Center was very helpful, because it provided the opportunity for one-on-one discussions with the Planning staff and the consultants and for discussions with fellow attendees, These are my thoughts based on the session.<br><br>While the intent of the study is to balance the needs of through traffic, local traffic, pedestrians, and cyclists, the proposed design concepts tend to focus more on quickly moving through traffic along the corridor.<br><br>As a 9 year resident of Belvedere, it has been my experience that the existing traffic lights provide breaks in the Rio Road through traffic that enable local traffic to safely enter and leave the road, especially during periods of heavy traffic. Yesterday, when I was coming home on Rio from Route 29 and preparing to turn left at the Huntington intersection, the light at the Greenbrier intersection had just turned red stopping traffic on Rio. This created a break in the traffic which enabled me to make a safe, unhurried left turn.<br><br>Not only does the concept plan fail to add additional stoplights, it eliminates existing lights at the Parkway, Hillsdale, and Old Brook. Stop lights not only support local traffic, they also support pedestrians and cyclists trying to cross Rio. While the plan shows a wide pedestrian crossing at the Belvedere intersection and a median strip between the the east and west bound Rio traffic lanes, without a stoplight at Belvedere Blvd, pedestrians and cyclists will still have to dash across four lanes of traffic to cross Rio during peak traffic periods.<br><br>In summary, to support local traffic, pedestrians, and cyclists consideration should be given to keeping the stop lights at Old Brook and Northfield, and adding a light at Belvedere especially if the lights at the parkway intersection are going to be replaced with a traffic circle. Consideration should also be given to adding a light either at Putt Putt Lane or Rio East. Getting out of these streets can be problematic during periods of heavy traffic and I occasionally see pedestrians trying to dash across the road. With regards to the intersection with the parkway, traffic does back up on both the parkway and Rio East during peak traffic periods. The proposal to replace the lights with a traffic circle should be carefully studied in terms of its actual effectiveness. Consideration needs to be given to its location, configuration (shape and size), and impact on the Sheppards Ridge and Dunlora Park developments. | General | Intersection Improvements |
| These proposed corridor intersection changes could very likely make this stretch of Rio Rd the most confusing and frustrating road to travel (hands down). Everyone using this corridor, and especially anyone living off this corridor, should be VERY CONCERNED! Pay attention. Ask questions. Push back. | General | Intersection Improvements |
| Cut through on Huntington, to north 29 - blindspot turning off the single lane bridge | Wakefield | Traffic Safety Concerns |
| Why didn't the traffic corridor study get completed first! | General | General |
| what consideration is being given to allowing for maximum development in the area to the extent that it devalues everyone's property value - except the developers | General | Corridor Capacity |
| All this has meaning with all the projected new traffic generated by more and more building. With 4 miles radius. So there is a strong connection with scheduling completion of all these improvements with the BOS continuing approval of rezoning applications. | General | Corridor Capacity |
| That there is someone with money who is manipulating the placement of the circle. | General | General |
| What specific equity and inclusion factors were in the various proposed design concepts, for example, location and number of bus stops. At Rio CAC meeting, Daniel stated hard to predict traffic flow. Does he plan to use a range of traffic estimates to evaluate proposed design concepts? | General | Transit |
| Do NOT place new roads closer to existing residential homes! | JWW / Rio | Intersection Improvements |
| There has been no public discussion of the quality of life for residents of Dunlora Park, Sheppard's Ridge, and Dunlora. These new homeowners did not purchase homes to be on a major roadway. The noise, pollution, and congestion will be difficult to live with. Pedestrians will not be able to walk the neighborhoods as they do now becasue of having to deal with the steady onslaught of cars. Maintaining the circle at JWW keeps the neighborhood buffer and maintains the quality of life. | JWW / Rio | Pedestrians |
| Please consider that cars so not automatically stop for pedestrian crossings. There has to be more visuals to make cars stop at all times of the day. | General | Pedestrians |
| Do you have evidence/data that shows an example(s) of an intersection replaced by a roundabout and improved metrics like accident frequency, quality of service, etc? | General | Traffic Safety Concerns |
| Keep communications open and timely - good job so far! | General | Community Outreach |

## COMMUNICATION REGARDING RIO REALIGNMENT

**From:** Jack Kelsey <jkelsey2@albemarle.org>
**Sent:** Tuesday, September 21, 2021 1:09 PM
**To:** David Benish <DBENISH@albemarle.org>
**Cc:** Blake Abplanalp <babplanalp@albemarle.org>
**Subject:** RE: Meadow Creek/John Warner Parkway Negotiated Design near Dunlora

The John Warner Parkway (pka Meadow Creek Parkway) was designed by VDOT based on a preferred alignment selected by the County for it's ability to achieve established criteria, values and goals. It was this alignment that resulted in the present space between the Parkway and the Dunlora residents. The Parkway was not specifically designed to create a buffer between the Parkway and the Dunlora residents. Further explanation is provided below.

As I'm sure you recall the County hired Jones & Jones Architects and Landscape Architects to study of three potential alignments of the proposed John Warner Parkway (pka Meadow Creek Parkway) and develop a design recommendation for the parkway, the adjacent park (parkway corridor & adjacent land), and the surrounding urban development areas. I was the project manager for the County and the Jones & Jones final report was published in 2001. Jones & Jones worked directly with County Staff and researched various other planning reports and studies to establish the criteria, values and goals by which the parkway alignments and their urban development and parkland potential would be assessed. These criteria were placed into a matrix that was used to compare the three alternatives. Creation of a buffer between the Parkway and the Dunlora neighborhood residents was not one of the criteria, values or goals. The alignment selected by the County provided for a sweeping curve around the CATEC property to transition from northern portion of Rio Road into the Parkway and direct it toward the western side of the corridor along the railroad tracks. Refer to the enclosed document for "Before" and "After" aerial photographs. This alignment provided a bridge crossing with the least impacts to Meadow Creek, provided for a contiguous area of parkland along the Meadow Creek, and allowed for the most effective future use of the developable land in the County's designated urban development area along Rio Road. I provided County oversight of VDOT's design of the Parkway, to assure it complied with the County's preferred alignment and principles of the Jones & Jones Report, and it was the sweeping curve of this alignment that resulted in the present space between the Parkway and the Dunlora residents. The Parkway alignment was not specifically designed to create a buffer between the Parkway and the Dunlora residents.

I hope this helps to clarify the matter. Let me know if you have any questions.

**Jack Kelsey, PE**

*Transportation Engineer*

Albemarle County

SEE NEXT PAGE FOR "BEFORE" AND "AFTER" PHOTOGRAPHS REFERENCED IN THE EMAIL

# APPENDIX C: PUBLIC FEEDBACK AND COMMENTS

BEFORE




AFTER



# APPENDIX D: ROUNDABOUT INFORMATION (GENERAL)

## WHY ROUNDABOUTS?

A roundabout is a safer and generally higher capacity alternative to a traditional signalized intersection. VDOT's Policy Statement on Roundabouts (below) requires engineers to consider roundabouts over traditional traffic signals because of extensive research that shows their effectiveness.

VDOT Policy Statement on Roundabouts

*"VDOT recognizes that Roundabouts are frequently able to address safety and operational objectives better than other types of intersections (signalized and unsignalized) in both urban and rural environments and on high-speed and low-speed highways. Therefore, it is VDOT policy that Roundabouts or other Innovative Intersections / Interchanges shall be considered when a project includes reconstructing or constructing new intersection(s), signalized or unsignalized (Roundabout HJR 594, 2003). Roundabouts and other Innovative Intersections / Interchanges shall be screened using the Department's Virginia Junction Screening Tool (VJuST). When the VJuST shows that a Roundabout or other Innovative Intersection / Interchange configuration is a feasible alternative, it is considered the Department's preferred alternative due to the proven substantial safety and operational benefits as well as the reduction in the Department's long-term maintenance costs for traffic signals. If VJuST determines that a Roundabout is a feasible alternative, then a traffic analysis and preliminary layout should be developed and analyzed in more detail. In such case, the Engineer shall provide an analysis of each intersection to determine if a roundabout is a feasible alternative based on site constraints, including right-of-way, environmental factors and other design constraints. The advantages and disadvantages of constructing a Roundabout shall be documented for each intersection."*

VDOT Road Design Manual, Appendix F, pg F-58

### SAFETY

Collisions at roundabouts are less severe than traditional intersections due to the reduced speeds and the angle of collisions. The image at right shows the most common types of collisions at roundabouts, in order from most common (1) to less common (8). Two of the top three are single-driver accidents, which typically result in property damage only.
The table below shows the two most common collisions at intersections are rear ends and angle collisions, both resulting in more severe injuries.

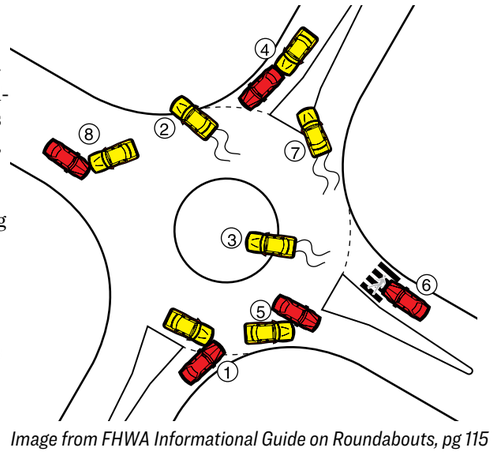



*Image from FHWA Informational Guide on Roundabouts, pg 115*

### CAPACITY

Single-lane roundabouts have approximately equal capacity to a signalized intersection, while a dual-lane roundabout has double the capacity.

### COST SAVINGS

- Roundabouts do not require the power, light bulb and detection maintenance, and signal timing updates that signalized intersections require, though they can have higher landscape maintenance costs
- A signal costs between $2K-$5K annually just to power and replace the bulbs, not including other maintenance costs
- The service life of a roundabout is approximately 25 years, compared to 10 years for a typical signal
- Construction costs of roundabout and signalized intersections vary depending on specific site conditions; therefore, there is no definitive answer about which is more expensive to install

| Collision Type | Percent |
|---|---|
| Head on | 5 |
| Sideswipe | 12 |
| Rear end | 43 |
| Angle | 27 |
| Ran Off Road | 6 |
| Bicycle/Pedestrian | <1 |
| Other | 6 |
| TOTAL | 100 |

*Table from FHWA Informational Guide on Intersections, pg 2-11*

## HOW TO NAVIGATE A ROUNDABOUT

Essentially, treat it like a right turn on red. Vehicles yield to pedestrians at crosswalks and to traffic that is already in the circle. Pedestrians have the right-of-way, but should still watch for vehicles to ensure their own safety.

### PEDESTRIAN

1. Approach crosswalk
2. Wait for vehicles or bicycles to stop
3. Cross one direction of traffic to splitter island
4. Wait for vehicles or bicycles to stop
5. Cross second direction of traffic to destination

Safety features:

- Vehicles and bicycles must slow as they approach a roundabout entry or exit - this is inherent to the design of the roundabout.
- Pedestrian crossings are located at least one vehicle length upstream of the yield point, which allows pedestrians to cross behind a vehicle waiting to enter the roundabout. This protects the pedestrian from being hit by a driver who fails to notice them when looking left to merge into the roundabout.

### VEHICLE

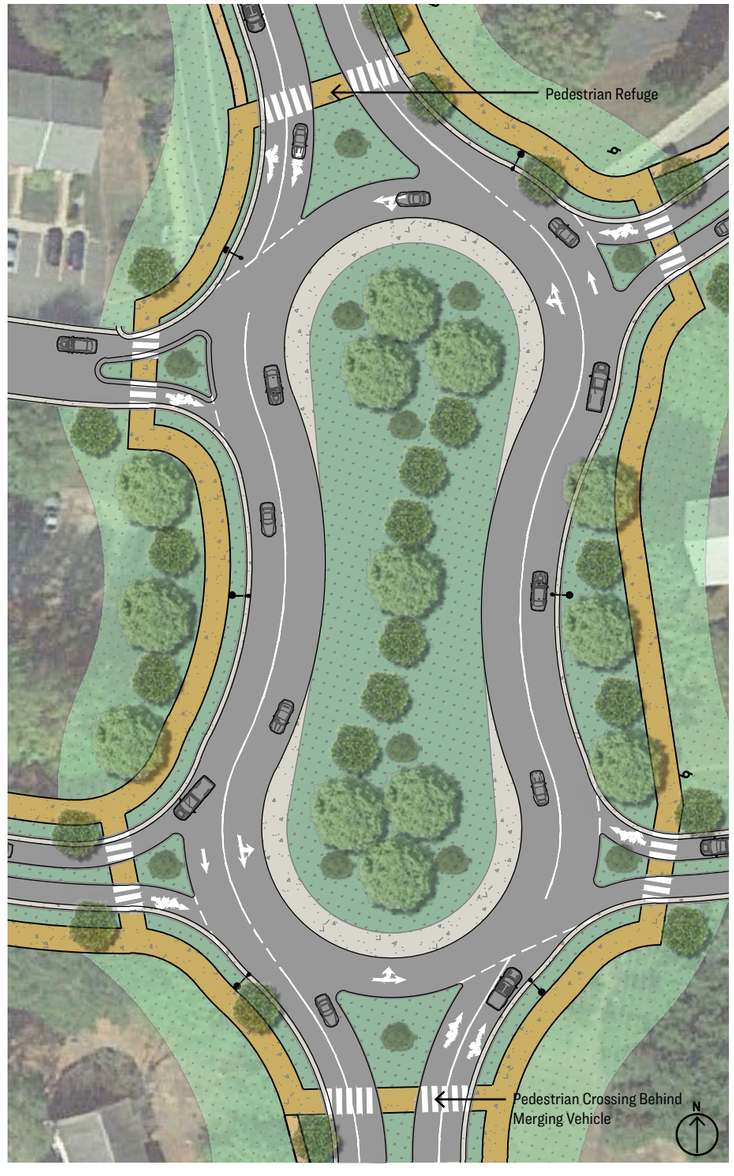
1. Slow upon approach of roundabout
2. Yield to pedestrians at crosswalks
3. Yield to vehicles or bicycles inside the roundabout
4. Merge counterclockwise once there is a break in traffic
5. If making a right-hand turn or a through movement, merge to outside lane; if making a left-hand turn or U-turn, merge into inside lane until ready to exit and use the left-turn signal to indicate intended movements
6. When exiting the roundabout, use the right-turn signal to indicate your exit to others and yield to pedestrians at crosswalks in the designated area outside of the roundabout

Safety features:

- Vehicles and bicycles must slow as they approach a roundabout entry or exit - this is inherent to the design of the roundabout.
- Pedestrian crossings are located at least one vehicle length upstream of the yield point. This allows vehicles or bicycles to exit the roundabout as they wait for the pedestrian to cross, which reduces the likelihood of rear-end collisions or impeded traffic flow within the roundabout.

### CYCLIST

The cyclist has the option of traveling through the roundabout either as a vehicle or as a pedestrian, depending on level of comfort.






**Overview**
Roundabouts defined
Safety benefits
Safety challenges
Traffic flow benefits
Public opinion
Effect on older drivers

**Roundabouts are a safer alternative to traffic signals and stop signs.** The tight circle of a roundabout forces drivers to slow down, and the most severe types of intersection crashes — right-angle, left-turn and head-on collisions — are unlikely.

**Roundabouts improve traffic flow and are better for the environment.** Research shows that traffic flow improves after traditional intersections are converted to roundabouts. Less idling reduces vehicle emissions and fuel consumption.

**Roundabouts generally are safer for pedestrians.** Pedestrians walk on sidewalks around the perimeter and cross only one direction of traffic at a time. Crossing distances are relatively short, and traffic speeds are lower than at traditional intersections.

## Public opinion

Drivers may be skeptical of or even opposed to roundabouts when they are proposed. However, several IIHS studies show that opinions quickly change when drivers become familiar with them.

- In three communities where single-lane roundabouts replaced stop sign-controlled intersections, 31 percent of drivers supported the roundabouts before construction, compared with 63 percent shortly after (*Retting et al., 2002*).
- In three other communities where a one- or two-lane roundabout replaced stop signs or traffic signals, 36 percent of drivers supported the roundabouts before construction compared with 50 percent shortly after (*Retting et al., 2006*).
- Follow-up surveys conducted in these six communities after roundabouts had been in place for more than one year found the level of public support increased to about 70 percent on average (*Retting et al., 2007*).
- When two intersections near Bellingham, Washington, were converted to two-lane roundabouts, support for the roundabouts went from 34 percent before construction to 51 percent six months after and 70 percent more than one year after (*Hu et al., 2014*).

## Traffic flow benefits

Several studies conducted by IIHS and others have reported significant improvements in traffic flow following conversion of traditional intersections to roundabouts.

- A study of three intersections in Kansas, Maryland and Nevada where roundabouts replaced stop signs found that vehicle delays were reduced 13-23 percent and the proportion of vehicles that stopped was reduced 14-37 percent (*Retting et al., 2002*).
- A study of three locations in New Hampshire, New York and Washington state where roundabouts replaced traffic signals or stop signs found an 89 percent average reduction in vehicle delays and a 56 percent average reduction in vehicle stops (*Retting et al., 2006*).
- A study of 11 intersections in Kansas found a 65 percent average reduction in delays and a 52 percent average reduction in vehicle stops after roundabouts were installed (*Russell et al., 2004*).
- An Institute study of two-lane roundabout conversions at two intersections near Bellingham, Washington, found substantial declines in vehicle delays on the minor roads (33 percent and 90 percent) and the proportion of vehicles waiting in queues (35 percent and 43 percent) (*Hu et al., 2014*). Overall intersections delays increased (12 percent and 22 percent), due to slightly longer delays on the major approaches as vehicles slowed to enter the roundabouts.

Because roundabouts improve the efficiency of traffic flow, they also reduce vehicle emissions and fuel consumption.

Installing roundabouts in place of traffic signals or stop signs has been found to reduce carbon monoxide emissions by 15-45 percent, nitrous oxide emissions by 21-44 percent, carbon dioxide emissions by 23-34 percent and hydrocarbon emissions by 0-40 percent (*Hu et al., 2014*; *Várhelyi, 2002)*.

Constructing roundabouts in place of traffic signals or stop signs reduced fuel consumption by an estimated 23-34 percent (*Hu et al., 2014*; *Várhelyi, 2002*; *Höglund & Niittymäki, 1999*).

A 2005 Institute study documented missed opportunities to improve traffic flow and safety at 10 urban intersections suitable for roundabouts where either traffic signals were installed or major modifications were made to 10 intersections with signals (*Bergh et al., 2005*). It was estimated that the use of roundabouts instead of traffic signals at these intersections would have reduced vehicle delays by 62-74 percent.

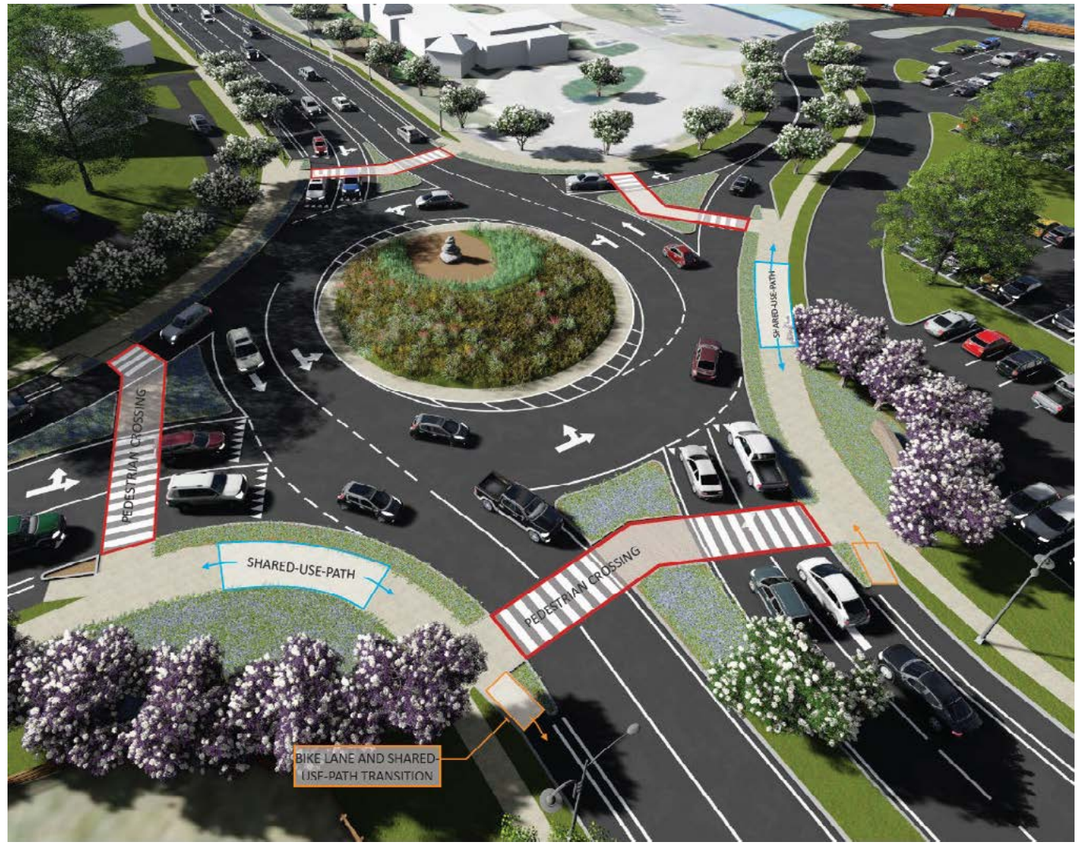
Based on the results of that study, we estimate that the conversion of 10 percent of the signalized intersections in the United States to roundabouts would have reduced vehicle delays by more than 981 million hours and fuel consumption by more than 654 million gallons in 2018.

## Part 4: Transportation Design Considerations // Roundabouts Promote Safety

Roundabouts reduce pedestrian crossing distances (read: less chance to be hit)

Pedestrians cross one direction of travel at a time, promoting high visibility and predictability

Refuge islands are oriented to orient the pedestrian to face approaching traffic



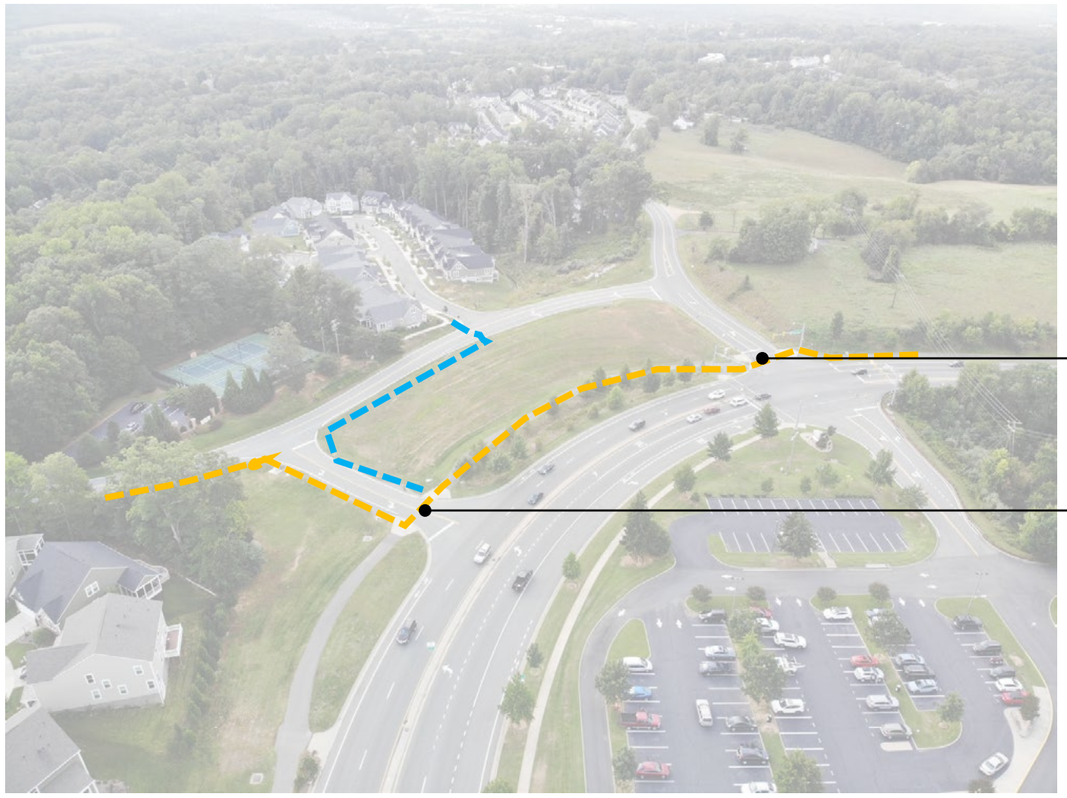
# Part 1: Identify our Common Ground // Promote Safety

## Real World Example:



# Part 1: Identify our Common Ground // Promote Safety

## Real World Example:



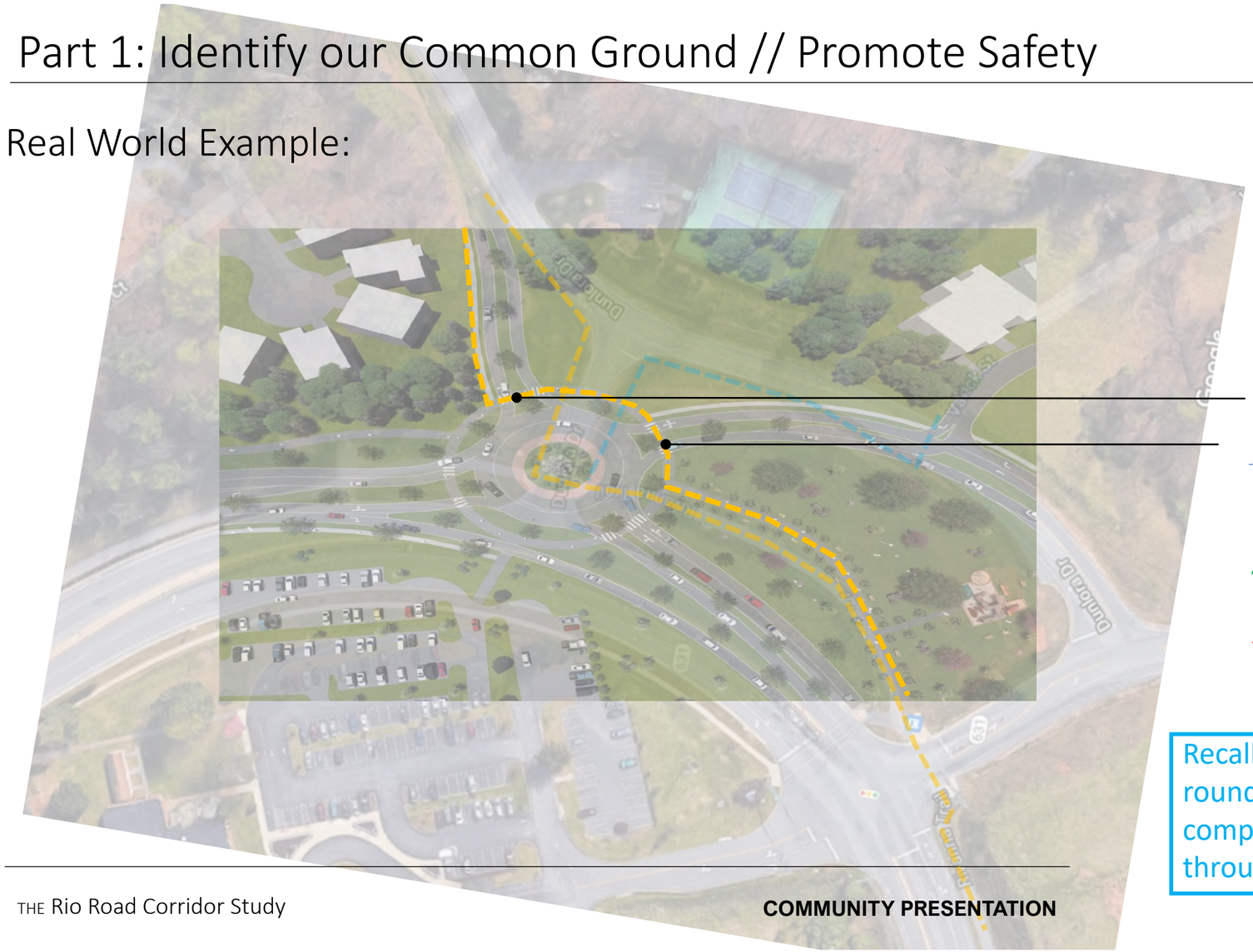
46’ crossing Unprotected

32’ crossing Unprotected

78’ of potential conflicts

# Part 1: Identify our Common Ground // Promote Safety

Real World Example:




24’ protected crossing

24’ protected crossing

48’ protected crossing

48’ protected crossing
*compared to*
78’ unprotected crossing

Recall vehicle speeds in a roundabout ~13-22 mph as compared to vehicle speeds through a traditional intersection

# APPENDIX E1: ENGINEERING ASSESSMENT | RESEARCH AND OBSERVATIONS

PHASE 1

- Traffic Flow/Safety
  - Speed studies may be warranted
  - Traffic calming measures needed for safety improvements; can be integral to the following alternatives, but also may be corridor-wide applications, such as:
    - Speed display signs
    - Additional speed enforcement/additional fines
    - Medians/Islands/crosswalk refuges (see proposed typ section below)
    - Community Gateway signs (see VDOT Traffic Calming guide for examples. Could be placed within roundabouts at either end…) https://www.virginiadot.org/programs/resources/Traffic-Calming-Guide-For-Neighborhood-Streets.pdf
      *Note: this guide is for neighborhood streets. One alternative it recommends is narrowing lanes with pavement marking and introducing marked street parking or bicycle lanes with the extra space. Within this road context and at these high speeds, the recommendations in the guide may not be substantial enough to effectively lower high speed vehicles.*
- Bike/Ped considerations
  - *(no non-specific points, see below for details)*
- Transit considerations
  - There are differing schools of thought on whether or not bus pull-offs are beneficial. They allow for safer alighting and reduce traffic congestion around high-passenger stops, but present delays and safety concerns as buses must merge out of and back into traffic. Due to the nature of this corridor and the constricted ROW and additional cost associated with the pulloffs, the stops should be in-line. Where a right turn lane is present, buses may use that; but immediately adjacent to roundabouts, a pulloff may be appropriate.
  - CAT has indicated that locations of stops are flexible and often changing to meet the demands of riders. Therefore, implementing permanent improvements to stops should only be done after a reasonable and consistent demand is present.
- Landscaping and Lighting
  - Street trees do not present as much of a sight hazard as shrubs IF: the right species is selected; they are pruned up and sight lines are maintained; they are located at least 100' from intersections; they are not spaced too closely.
  - While landscaping/plantings may be in high tension with safety issues now, as autonomous vehicles become more prevalent (and necessary sight lines and stopping distances are reduced) this tension may be resolved. Considering the trend of the climate, there may come a (not so distant) time where the value of mature trees eclipses the safety and maintenance concerns currently preventing street tree plantings. The County should seriously consider this point now, as healthy mature canopy can take years to develop.

## Hillsdale/Old Brook/Northfield Intersection

- 3 options to rectify problem of signal spacing at this high-volume intersection:
  - **Implement approaches to reduce minor road volumes and potentially remove one signal** (intersection spacing would still probably not be met). This could consist of realigning Hillsdale, providing alternative routes for neighborhoods, and limiting development density.
    - This alternative would not solve the inherent geometric problem of the intersection spacing, and may not improve safety, although it could improve functional capacity.
    - For comparison: Old Brook is 2,600 VPD and Northfield is 1,400 VPD. Belvedere is 1,800 VPD (no signal). Therefore, it could be expected that removing one signal (Northfield) without reducing/combining volumes would result in a similar condition to Belvedere adjacent to the signal that is kept. ***Probably not an improvement.***
  - **Close/reroute Northfield and Abbington Crossing legs to create two adjacent 3-way intersections**
    - This alternative would eliminate middle inadequate left turn lane. Could become splitter island, improving ped crossing safety. This alone would yield significant improvements (cars would not be backing up in the thru lanes)
    - The removal of one leg at each intersection would shorten the signal cycle time at each signal, increasing their capacity.
    - Warrants should be evaluated for right turn lane needs.
    - Main drawback is that this would require realigning Northfield Rd to combine with Old Brook somewhere east of corridor. It would also require realigning the Abbington entrance to connect with Hillsdale. Would likely require similar amount of ROW take to roundabout alternative.
    - This alternative also does little to improve bike/pedestrian facilities or access.
  - **Combine the intersections into one intersection.** Most cost-effective way to do this is to implement large roundabout (see below). Could also try 6-way traffic signal, although historically these have not been very successful in similar areas.
- Traffic Flow/Safety
  - Large, Bean Roundabout
    - Tie ins should be designed with anticipated typical section changes in mind (lane/median shift, see typical section)
    - Reverse curves within roundabout should be designed to 1) control speeds within the long stretches of the circular lanes, and 2) minimize ROW impacts. Could potentially be reduced thinner than what's shown.
    - Project must implement proposed typical section far enough down approach legs to ensure re-work will not be required when rest of typical section is altered throughout corridor (ref. proposed typ. section chapter here)
    - It may be possible to preserve the house between Old Brook and Northfield, but likely it would require full-parcel take due to encroachment. If entire property is acquired, it may be possible to revise the layout of the roundabout to optimize ROW impact in other quadrants
      - consideration: how much ROW take occurs on lower-income properties? How much occurs on higher-income? What about business properties?
    - As shown, splitter island would impact parking at Abbington entrance
    - While an appealing area, no pedestrian facilities should extend to central island, as this could create a dangerous crossing and also present traffic flow issues if continuous traffic in circle is interrupted. A better option for public space would be in the east full-parcel take. Center area should be used for: community gateway sign and landscaping, and stormwater/other utility spaces.
    - Potential need for rectangular rapid-flashing beacons (RRFBs) at ped crossings across Rio adjacent to both roundabouts.
- Bike/ped
  - Roundabout option would improve pedestrian/bike safety over other alternatives
  - Roundabout must integrate not only existing bike lanes from Rio corridor, but bike lanes along Hillsdale as well. SUP connections should extend around the entire perimeter of the roundabout.
- Landscaping (LS)/lighting
  - Area should be heavily landscaped, both internal to circle and along exteriors.
    - Point of transition to residences, LS should indicate this
    - Screening should be provided for residences
    - 'entryway' to corridor out of SAP, LS should indicate this
  - Existing mature landscaping exists on the S/SW quadrants. Preserve if possible. If not, replace with appropriate screening and large canopy trees.
  - Existing wall is just SW of this intersection. Choose layout that does not impact this wall to keep down costs

## Belvedere Intersection

- Traffic Flow/Safety
  - Main complaint is delay times/unacceptable gaps turning left out from Belvedere
  - Continuous Green-T (CGT) configuration suggested, it does several things:
    - Allows left-turn-out movements to be broken up into two steps: 1) cross NB lanes, 2) merge with SB lanes. This allows smaller gaps in traffic to be used to make the turn.
    - Acceleration lane provides space to get up to speed, reducing speed differential and making merge movement safer/easier.
    - Physical medians provide refuge for turning cars, reducing exposure during movement.
    - Eliminates certain movements (thru traffic prohibited on minor leg, left turn into church prohibited, left turn out of church prohibited). This decreases the delay caused by a traffic signal, should one be installed (less movements=less cycle time)
    - Reduces conflict points by prohibiting certain low-volume movements (see above for restricted movements).
    - The separation of the SB thru lanes from the intersection allows them to maintain free flow and also further decreases signal delay (or increases signal capacity/efficiency, however you want to say it)

        - Physical constriction of intersection with additional curbing/median reduces apparent road width along major thru lanes, which will reduce driver speed, creating larger gaps and increasing safety.
    - Church property
        - Since there is no way for a left-turn into the church property, the frontage road connection thru CATEC must be provided to serve this movement (alternatively, could create place for u-turn after bridge to serve movement, similar to RCUT plan).
        - Left-turn out of church is served via a right-turn, and then a u-turn at roundabout.
        - Does not need two entrances. Should consolidate into one.
        - Entrance should be as far north as reasonable to allow separation from the SB merging movement from the CGT
    - Signalizing is optional
        - would need to see if warranted in the future once built
        - Signalization is not dependent on CGT configuration. However: a FHWA study of signalized CGT vs. Conventional Signalization yields these results (https://www.fhwa.dot.gov/publications/research/safety/16036/16036.pdf, page 18/86):
            - 10% reduction in delay (per vehicle)
            - 3% fuel savings
            - Significant reductions in various emission types (ranging from 2%-14% for carbon dioxide, carbon monoxide, nitrogen oxide, and hydrocarbons)
        - CGT can be constructed without a signal, and it would still be an improvement. Signal could be added later if warrant is not met initially. However, if signal is installed first, signal would have to be reconfigured once CGT was constructed.
        - It may be appropriate to install 'part time' signal, only active during peak times, other times it's a flashing yellow.
        - Signal proximity to JWWP intersection is likely not an issue; 1050' between these intersections.
- Bike/Ped considerations
    - Assumption from looking at likely destinations: not many peds/bikes wishing to cross Rio at this intersection. This assumption needs confirmation prior to CGT construction (CGT's make crossing the major road problematic for bike/peds. Crossing the minor road is fine.)
    - Since at least NB bike lane is being removed in place of SUP, bike lanes on Belvedere Blvd should have easy, conflict free ramp access to SUP on both sides of intersection. A separate ramp should be provided (don't force bikes to just use the CG-12, this creates awkward sharp turns).
    - Ensure bike lane striping on SB bike lane is up to current standards across church entrance (currently no delineation across entrance).
    - Current SP under review will extend ex. SUP along Rio to Belvedere, turn right, and connect to ex. SUP stub on east side of Belvedere.
- Transit considerations
    - There is currently a bus stop (sign only) adjacent to SB lanes on CATEC property. This will likely be moved near the roundabout when constructed. If it is not, perhaps an acceleration lane can be added to the right-out movement from the church and this can serve as bus stop.
    - Currently, no service exists to Belvedere Blvd due to safety concerns turning left out of Belvedere. This improvement could resolve that concern even if a signal is not provided initially.
- Landscaping and Lighting
    - Existing shrubs in east side buffer were planted without permission. They provide good sense of separation/safety of SUP from road, however if plantings are extended in kind, they will likely interfere with sight lines from Belvedere.
    - Street trees would likely work better in this area (see All>Street Trees above)
    - Many trees exist behind sidewalk/SUP along this part of the corridor. The preservation of these should be prioritized in any future development projects.

## John W. Warner Parkway

*There is currently a bus stop sign on the SB side of Rio adjacent to City Church/CATEC. This would likely be relocated in the Belvedere improvement scenario. CAT mentioned it will likely be moved to near roundabout, although there are no current indications of this on the VDOT roundabout concept plans. Need to add to recommendations to VDOT.*

## Access Management

- Most access management violations along the corridor happen from Wakefield to Greenbrier Terrace/bridge.
- Most violations are either entrance spacing and/or entrance throat length.
    - Throat length should be addressed in building engagement section (i.e., if parking is in front, building setback should allow for throat length and parking, if in rear throat length should be a non-issue)
    - Spacing violations can be solved by either:
        - Removing/consolidating/sharing entrances (each property should have 1 entrance, or ideally share an entrance with neighbor)
        - Restricting movements via medians/turn island treatments
    - The bad news: entrance to a property is integral to site layout. Rectifying entrance problems without affecting site functionality will be costly and yield only marginal improvements.
        - The County should consider ways to incentivize business owners to consider redevelopment which would allow these problems to be addressed.
    - The good news: most properties here that have issues also happen to have high potential for redevelopment
        - The County must be diligent in requiring inter-parcel access as adjacent parcels develop. Incentivize frontage roads and inter-parcel connections, especially within the Neighborhood Center (and also on the City side).
        - Shared entrances should always be considered.
        - Considerations should be given to coordinating development potential of properties within the City of Charlottesville (west side of this area).
- Traffic Flow/Safety
    - Replace center turn lane with median in most areas from Northfield to Bridge (lanes may be offset from ex. positions, see typ section below)
        - Key median breaks (partial or full) would be required at Greenbrier Terr (partial), Greenbrier Dr (full), Huntington (full), Wakefield (partial)
    - Median will change most entrances to partial access. Therefore, alternative routes for these movements must be accounted for.
        - Opportunities for adequate, safe u-turns should be provided at: Hillsdale roundabout, Wakefield, Greenbrier Dr or Greenbrier Terr, depending on access needs of development of NC parcels.
- Bike/Ped
    - Restrict width of entrances to minimum allowable/minimum required to serve design vehicle (actual swept path, not whatever is the standard radius). This minimizes exposure of crossing bike/peds
    - Where possible, add splitter island at entrances, even if Rio center median blocks movements: the splitter island will create refuges for bike/peds and allow them to break up the crossing
    - Mark/stripe all crossings with appropriate markings per MUTCD guidance
    - Many ADA accessibility issues at entrances would be resolved if buffer were introduced between curb and sidewalk (see typ section)
    - Crossings of Rio should be provided at 1/8 – ¼ mi intervals, should be marked, and should occur at a signal or intersection.
        - If midblock crossing is needed to meet this frequency, a midblock study should be performed to ensure a safe crossing can be achieved.
- Landscape/lighting
    - Existing and proposed landscaping needs to be evaluated for sight lines at entrances
    - Maintenance of existing and proposed landscaping needs to be addressed to maintain sight lines and safety

## Typical Section

- **Vehicular Travel lanes – to be deemphasized. Set at a minimum and do not widen.**
    - VDOT GS-6 (minor arterial) standard suggests 11' lane width.
    - Current lane widths are 10.5' (field measured paint to paint) along most of road. South of bridge, lanes increase to 12' wide, but median is introduced. This, along with relatively sharp geometry of curve around CATEC, introduction of planted buffers, and lower posted speed make this part of Rio feel much safer than Northern part.
    - Higher speeds* are seen along the thinner lanes; why?
        - *this is impression and anecdotal, not confirmed by any speed studies.
        - While there is an effect of lane width on speed, the effect of a 6" difference per lane may not be substantive enough to notice. It is likely speed is affected much more by road slope and sight lines/straight geometry than it is by lane width.

        - Therefore, the County should keep lane width to minimally functional widths to optimize land use. Keep lanes to 10.5' width, or maybe even 10' in some cases (if VDOT will allow). This will avoid a potential marginal increase in speed that could occur if lanes are brought up to GS-6 standards.
    - Perceived lane width is very different than actual lane width. FC to FC of existing is 64'. 64/5 lanes = 12.8' per lane; a very large perceived width. If bikes are not present in bike lanes, the outer lanes know they have 'margin'. If no cars are present in the center turn lane, the inside lanes know they have 'margin.' Addition of median and removal of bike lanes creates a FC to FC (for 2 lanes) of 23' (including GP, see edge treatment below). 23'/2 lanes = 11.5'. This cues drivers that they must drive more carefully, as an error will result in physical impact with the curb.
- Lane edge treatments
    - With gutter pan, lanes seem wider and essentially function as wider lane, since no consequence for driving on GP.
    - Gutter pan is important for decreasing spread, required inlet size and frequency, etc. However, takes up more space. County/VDOT must balance cost of space and other environmental impacts of GP vs. additional cost of storm infrastructure/maintenance associated with no GP.
    - Gutter pan not needed on median curb: save space
    - Longitudinal joint of GPs creates hazard within bike lane. Make effective bike lane 4' wide instead of 6', and push bikes towards cars. Solutions for this are:
        - no GP (removing existing GP will still leave joint unless repaved)
        - no bike lane (still need to provide bike facility somewhere)
        - wider bike lane (would have to move curb line/GP anyway, plus purchase more ROW).
        - Therefore, most economical choice is no bike lane, but need to provide other facility: SUP.
- **Bike Facilities – provide on one side of corridor. Width 8-12' depending on location.**
    - SUP along JWP is heavily utilized. Bike lanes along Rio are not as utilized (anecdotal, no data).
    - Current bike facilities (bike lanes) take 8' of pavement (two 4' bike lanes, not counting GP). If bike facilities are consolidated with pedestrian facilities on one side of road, this will save valuable ROW space.
    - This will require the relocation of curbing/potential shifting of vehicular lanes to reallocate space within the ROW for this improvement
    - SUP should be 10' min, since combining with ped facility. Could go to 8' in very constrained places like across bridge. in high activity areas like within Neighborhood Center, could go to 13' or more with material change to designate bike/ped separation, or to designate private/public maintenance responsibilities.
    - Important to provide marked crossings of Rio periodically (every ¼ mile or so) since facility is only on one side.
- **Ped Facilities – 5' min with buffer space. Do not decrease either width or buffer in any case.**
    - Buffer space is needed to solve many problems:
        - Buffer will allow space for ped path encumbrances (mailboxes, signs, manhole lids, etc) instead of conflicting with sidewalk.
        - Buffer will allow CG-12s to be more compliant at entrances, since more space is available to make up grades.
        - Keeps peds a safe distance from vehicles
        - Can filter runoff from sidewalks and yards
    - 5' minimum width on both sides
        - SUP on east side can serve as both ped and bike facility, saving space
        - Larger facility is not needed on west side as of yet, as there are fewer destinations here, maintain 5' facility.
- **Median – Where possible, expand as needed to restrict lane width to minimums**
    - 14.5' planted is ideal minimum (allows for 10.5' turn lane with 4' nose)
    - 10.5' in areas with constrained ROW
    - Even a 4' splitter creates refuge for peds and channelizes cars, increasing safety by decreasing speeds.
    - Will reduce conflict points/address access management problems (see access management section)
    - Large enough for SWM (3:1 down, 1.5' deep allows for ~5' bottom width)
        - May not be useful if road crown does not drain towards median
    - If planted, will increase annual maintenance. However, will reduce SWM infrastructure costs, reduce heat and air pollution, create more attractive space, and slow vehicle speeds. County should have cost/benefit analysis performed on material of median.
    - Median breaks at main intersections and other strategic areas to provide adequate access
    - Median shape should be fit to the actual swept path of the design vehicle in order to channelize vehicles and prevent unwanted/illegal movements.
        - Design vehicle may be different for different areas; firetruck or City Bus might not have to make every turn, there may be alternate route.

## Project Sequencing

- Based on all of the above, project sequence should go:
    - JWWP roundabout
    - Belvedere
    - Hillsdale
    - Typical section/Median (requires u-turn treatment at gasoline alley ends)
    - SUP (requires typ section shift to avoid large ROW take)
    - *Other developer installed improvements would be ongoing during typ sect/SUP projects*

PHASE 2

## NORTH

### OBSERVATIONS

- Zoning designations along north and central sections are largely residential, with a similar density range.
  - As developments increase, North and Central will look increasingly similar.
  - Large number of smaller side streets/entrances mean frequent turn lanes (left and right) required.
- Typical section
  - High number of off-road accidents along this stretch of road. People are hitting fixed objects within the clear zone.
    - Clear zone is very constrained, with mature trees, utility poles, and signs/mailboxes at the edge of pavement.
  - No curb/gutter along most of this section (except for Dunlora Forest frontage).
  - Changes upcoming with future developments
- Pen Park Rd/Waldorf Intersection is most significant intersection in Ph 2 corridor for several reasons (not counting JWWP as part of this phase):
  - It is the largest controller of the overall capacity of the roadway. If left/right turn lanes are provided for all developments, the only thing interrupting thru traffic is this intersection.
    - LOS of this intx is listed as B/C, however not a lot of confidence in this evaluation, especially with future development.
    - Max capacity of single lane is 1200 VPH (number depends on follow length, not speed. 1200 assumes 3 sec follow gap). Based on traffic data at the top of this doc, capacity of Rio (assuming no signalized intersections) is approx. 18,700 VPD. Therefore capacity of this intersection (and the presence of left turn lanes) will govern the total capacity of the road.
  - Recent County project added a marked ped crossing with push-button to 2 legs of this intersection. This will have affected intersection capacity. But if the signal timing was re-designed and optimized for current peak hour volumes, it may have seen an improvement over the recent study. Hard to say without discovering what exact improvements were done to the signal.
  - This Intersection is central to all the residential developments along this part of the corridor (phase 2). 95% of all residences are less than ½ mile walking distance from this intersection, which is currently the only marked crossing in ph2 corridor.
  - Two schools on east/west legs of intersection mean high, concentrated left turn volumes at peak hours. Also, traffic volumes of legs are not distributed very evenly, most of traffic is thru traffic.
- Pedestrian Connectivity
  - Plans are in place for a sidewalk connection from Pen Park Rd to JWWP on the East side.
  - Developments will likely construct SUP on West side, from Rio Commons to the JWWP trail/SUP.
    - This leaves a gap in SUP from Rio Commons to Waldorf School intx
    - Rio Commons may provide fire access/ped connection to Waldorf school at rear of property, but main SUP should still extend along main corridor to intx
  - Rio Point/Rio Commons may also provide SUP connection across their property to the JWW trail, cutting off the corner and shortening travel distance for Rio residents.

### RECOMMENDATIONS

- Typical section
  - To support/anticipate future development, a median should be added. This allows the roadway to remain a consistent width while providing for future left turn lanes to be installed as they are warranted, without requiring the need for lane shifts.
    - Road should be widened to the East with the new developments to allow for additional width.
    - The median may be: striped asphalt, striped with plastic delineator posts, raised concrete, or a raised planted bed. There are pros and cons to each of these options, and the correct selection will depend largely on availability of funds for construction and availability of funds to support maintenance costs.
    - The median should be 11’ wide everywhere to accommodate turn lane. Median will taper down to zero following left turn taper where necessary.
    - Also, this can effectively increase the capacity of the many 2-way stop controlled intersections, as the median creates a place for left-turn-out drivers to pause, splitting up the movement into two separate movements, which allows the use of smaller traffic gaps.
    - This treatment should extend from JWWP to Stonehenge.
  - Regardless of median material in rest of corridor, the median adjacent to Rio Point/JWWP should be raised and planted for at least 100’ or so.
    - This will create a “north gate” to the residential section of east Rio, signalizing change in character from Rio Phase 1.
    - Gateway-like effect/channelization/pinch point will serve as traffic calming.
    - This design element should be reflected at Stonehenge, where there would be a “south gate”
  - **Maintain 11’ lane widths** (from GS-7 urban collector). Minimizing lane width is necessary to:
    - Preserve ROW width for other improvements
    - Reduce SWM construction and pavement maintenance costs by 5-10%
    - Provide consistent widths throughout Phase 2 corridor
    - *Note: GS-7 calls for 12’ lanes if heavy bus/truck traffic. Likely not warranted here, keep at 11’.*
    - *Note: Rio Point draft shows all lanes as 12’.*
  - Buffer widths should be consistent and adequate, **with 4’ min** and 6’-8’ desirable, especially along SUP.
  - ROW/maintenance easements should be obtained 1’ min. behind sidewalk and 2’ min. behind SUP.
- Pen Park Rd/Waldorf intx
  - Increase storage of left turn lane into Waldorf. Storage length should be ~200’+100’ taper (this is conservatively estimated from warrant Fig. 3-6 in Appendix F. Inputs were based on future traffic projections and assume 150 left turns in peak hour. Enrollment at Waldorf is ~300. HOWEVER: signal timing will determine final design storage length).
  - Crossing of Rio Rd East should be expanded to support future SUP traffic (SUP to switch sides here, see Central section below)
  - Other improvements
    - Reduce curb radii to min. design vehicle path to reduce ped crossing distance?
    - Add island/channelization as wheel paths allow?
    - Add curbing where it does not exist currently?
- Pedestrian connectivity
  - SUP needs to be coordinated along both Rio Point and Rio Commons frontages, and should **be 10’ wide**, with a pavement section that matches the JWWP trail.
  - Interparcel vehicular access should be required between the two developments.
  - County should draw up plans to connect SUP to Waldorf intx, or make sure it is installed with future developments.
  - Adequate crossing of Rio Rd East (supporting SUP width of 10’) should be installed at Pen Park Rd intx and potentially at Dunlora Forest entrance, when Rio Commons is built.

## CENTRAL

### OBSERVATIONS

- Typical section
  - Lane widths vary widely. SB thru lane in front of Treesdale is ~14’ wide, while NB thru lane is 11’
- Towne Ln
  - Surprised to see no left turn lane into Towne Ln. This is likely warranted due to accident trends in this area.
  - Looking at striped middle portion of road north and south of Towne Ln: The taper for the Waldorf left turn lane ends less than 250’ north of where taper for the Pen Park Ln left turn begins.
- Pen Park Ln/ Lochlyn Hill
  - Lochlyn Hill development will more than double the traffic volume on the minor street at Penfield/Pen Park Ln
    - Capacity of the current 2-way stop control at this intersection is unknown (it is a function of main line traffic gaps). Therefore, the development’s impact on this intersection should be studied if it hasn’t already.
    - All accidents at this intersection are on Pen Park Ln, which is the leg that will receive the increase in traffic. This could increase accident rate.
- Stonehenge/Rockbrook
  - Accidents
    - 9 accidents, with 8/9 being rear end types
    - Particularly high severity for this accident type. 5/9 resulted in visible or severe injuries (normal rate: about 20% of accidents have visible injuries on average within the corridor)
    - Second highest economic cost out of the 11 accident zones in Ph 2 (1st is from Brookway to Alwood).
  - Volumes
    - Trips: Rockbrook = 80vpd, Stonehenge = ~2000vpd (190 units + pool)

        - Cut through exists to Penfield Ln, though this might be blocked off. Need to confirm in field.
        - EcoVillage appears to connect to Rockbrook entrance. If this entrance is accessible to vehicles/residents, this will add approx. half of EcoVillage's daily trips to that entrance.
    - Functionality/geometry
        - Stonehenge entrance clearance to Rockbrook entrance (CL to CL) is less than 100'.
        - No left turn lane exists for either entrance.
        - Several (2-4) individual driveways are in the functional area of the intersection (several on East side, but 1 on west side connecting to Rockbrook)
        - Right turn lane exists for Stonehenge. However, no channelization exists, so this could also be interpreted as a right turn lane for Rockbrook.
        - Skew angle of Rockbrook Dr is approximately 15° (75° away from perpendicular)
        - Curb return for Stonehenge is approx. 45'. This seems larger than needed, especially since a right turn lane exists (vehicles will be slower, can make sharper turn).
        - No pavement markings to indicate Rockbrook is entrance (i.e., no break in double yellow, no edge lines for thru lane, etc.)
    - Other considerations
        - Rockbrook entrance does not have curbing, while Stonehenge does.
        - 18" RWSA Water main directly beneath Rockbrook/Stonehenge portion of intersection (see street view image of survey markings)
        - Grade of all 3 legs (Rio, Rockbrook, Stonehenge) is fairly steep (5%, 7%, 12% respectively)
        - Rockbrook is paved only for a short distance before becoming gravel. Pavement that is there is in need of maintenance.
        - Drainage provisions look like they may need upgrading/replacement (inlet between entrances, paved swale extending into South section)
- Pedestrian Connectivity
    - Ped bridge in Lochlyn Hill recently installed over Meadow creek
    - Lochlyn Hill also connects to Rivanna Trail network
    - East side sidewalk likely sees little use due to not being connected to Waldorf intx or Pen Park Ln
    - County sidewalk project does not include connection of Loft sidewalk to Pen Park Ln, a crucial connection.
    - Sidewalk dead ends at Stonehenge.
- Multi-modal
    - Ridership of CAT buses is very low. This is contrasted against a very costly but nice bus pull-off at Meadowcreek Lofts. Why was this built?
    - No bike facilities exist anywhere in Phase 2.

## RECOMMENDATIONS

- Typical section
    - Widen road between Waldorf left-turn-in and Pen Park Ln left-turn-in to allow installation of 11' median (see north Recommendations).
    - Actual widening of pavement may not be required, since some lanes are wider than the target 11' width. NB thru lane should be held and widening should happen to the West, as the NB lane is a consistent width of 11'.
- Towne Ln
    - Install left turn into Towne Ln. 100' storage, 100' taper.
- Pen Park Ln
    - Add double yellow striping along Pen Park Ln for ~200' (several sideswipe accidents). Also add stop bar at Pen Park Ln approach.
    - Perform maintenance of vegetation to clear intersection sight lines, particularly looking North from Pen Park Ln.
    - There is an embankment across the NE corner property (parallel to Rio) that may interfere with the intersection sight line. There is also no sidewalk here. A curb/sidewalk improvement here would present an opportunity to create a clear sight line and a ped connection. SUP desirable, see below.
    - Add curbing and sidewalk/SUP to north side of Pen Park Ln approach leg.
        - Decide if street parking (one or both sides) is desired and set curb-curb distance accordingly
        - If no street parking, add signage
- Stonehenge/Rockbrook
    - Place raised, planted median just north of intersection to create 'south gate' (see recommendations for north section/'north gate' above)
        - Will likely have to widen road to achieve this. Single family driveways on east side would be impacted/not have left turn in.
        - Widening may have to happen to east, which would further impact SFDs on East side, as topography to the West is challenging already.
    - If possible, remove Rockbrook entrance and instead extend Stonehenge Way to connect Rockbrook (would require obtaining 1 property).
        - If not possible, can rockbrook entrance be slid further south? Would require significant regrading of Rockbrook, as elevation difference is large. But this may be feasible, as there seems to be space on either side of Rockbrook to adjust grade.
    - Extend Stonehenge splitter median to thru lane to channelize right turns and force them to turn at Stonehenge, not Rockbrook
    - Left turn lanes should be added, at minimum, for Stonehenge.
        - If EcoVillage connects to Rockbrook, then Rockbrook will need left turn lane in as well.
        - Ideally, the two left turn lanes would be separated, but how could this be accomplished?
        - Alternatively, left turns in could be prohibited with physical restrictions (developments can still be accessed with a left turn on Penfield Ln and then another left onto Stonehenge Way). Could probably still allow left turns out.
    - Radii should be revised to be smallest possible while still accommodating design vehicle
    - Drainage improvements/curbing should be included with intersection improvements
- Ped connectivity
    - Turn East sidewalk into SUP and extend to Pen Park Ln, and probably further East to Lochlyn Hill (the upgrade to SUP is long term, for short term the connection needs to be made to Pen Park Ln sidewalk which currently is not connected to network).
    - How does SUP terminate? Is there a logical destination to tie into? Where is ped bridge? may be a long distance to go…
        - If SUP leaves main corridor, wayfinding signage should be added making people aware of the connection to the ped bridge
        - Wayfinding signage should be added wherever an off-corridor connection is made.
    - Provide crossing of Rio at Pen Park Ln. Will connect large # of users to meadowcreek park/ Lochlyn hill ped bridge
    - Ped connection needs to be made from Stonehenge to EcoVillage if that actually gets developed. This is imperative to connect EcoVillage to the rest of the network and will resolve the dead-end sidewalk at Stonehenge.
- Multi-modal
    - Bus stop improvements: consider carefully before forcing developments to do permanent improvements. Loft pull-off may not be warranted.
    - If warranted/need room for SUP, bus pull off area may be reclaimed for SUP or for SWM (ridership is low and bus may use turn lane. Shelter/bench could be maintained).

## SOUTH

<u>Street typology according to Comprehensive Plan</u>

5 typologies: Avenue, Boulevard, Transit Boulevard, Local/Neighborhood Street, Through Street (See below pages from Comp plan)

- This road currently matches "Through Street" typology, except for the presence of a consistent median.
    - By adding a median, we push the street to further match the "through street" typology. Is this what we want?
    - Through street typology suggests SUPs (see below), but the design purpose of the SUP in this typology is that the SUP would serve through traffic as an alternate transportation method, parallel to the corridor. So the SUP would have to connect to downtown somehow.
- Contrast with "local/neighborhood street" typology, which includes:
    - no median
    - sidewalks instead of SUPs
    - smaller building setbacks
- This road feels like a local street that is becoming a thru street.
    - Does our vision support this direction? Should this naturally become more of a through street, or should we inhibit this trend with our design and emphasize more characteristics of a local street?

- There is a parallel through street (JWWP). However, traffic demands may warrant this corridor being preserved as a parallel through street. If so, bike/ped accommodations should somehow be made thru the South section into the City.

South accident zones:
01_Dunlora Drive to Dunlora Forest (but not including Dunlora Dr or Dunlora Forest intersections)
02_Dunlora Forest intx
03_Dunlora Forest to Pen Park Rd (not including those intersections)
04_Pen Park Rd/Waldorf intx
05_Towne Ln intx
06_Pen Park Ln intx
07_Stonehenge/Rockbrook intx
08_Rockbrook to Agnese St (not including those intersections)
09_Agnese St intx
10_Alwood to Brookway (including those intersections, crash volumes at intersections not significant)
11_Melbourne Rd

## SOUTH

### OBSERVATIONS

- Zoning/development
  - EcoVillage obviously biggest potential development in this section
  - However, there is currently nothing prohibiting development of several other smaller parcels along both sides of the road. Steep slopes are present, but not throughout the whole parcels. All parcels down to Brookway Dr are Neighborhood Density Residential on Comp plan, meaning 3-6 units/acre.
  - What about ADUs? If ADUs are to be present along the corridor, we can assume that alternative transportation methods to the City will be needed.
  - Preserved steep slopes (green below) border both sides of Rio for majority of Southern section. Significant areas of managed and preserved steep slopes exist within the adjacent properties.
  - Water protection ordinance buffer (purple below) covers much of the properties south of Rio and West of Brookway Dr.




- Geometry/alignment
  - Typical section
    - 11’ thru lanes (1 lane each direction)
    - Guardrail on East side for the majority of the section. Note that guardrail is 25” high (old standard) as opposed to the 31” that is the current standard. This may contribute to increased severity of accidents involving the guardrail.
    - Shoulders are paved, as required with guardrail configurations.
      - East side shoulder width = 4’ (paint to GR face).
      - West side shoulder width (including paved ditch) = 12’, however shoulder and ditch width vary within that 12’.
      - Paved ditch is in need of repair, as there are several deep potholes that may be allowing water to undermine the roadbed. In addition, vegetation, debris, and litter are migrating off the steep slope into the paved ditch, reducing its capacity and clogging inlets, and negatively affecting water quality.
  - No turn lanes anywhere until signal at Melbourne. Topography generally does not support the widening of the road for turn lanes. This limits the ability of the road to support higher density developments/entrances along its length.
  - Centerline Radii (as encountered travelling SB from Stonehenge): 180’, 200’, 150’, 300’, 150’, 225’. These tight radii result in SSD being encumbered on several of these curves.
    - GS-7 min. radius is dependent on design speed and edge treatment. Table does not show a min. radius for DS=25mph with shoulders. Min. radius for DS=35mph is 373’. Min. radius for DS=25mph with C&G is 115’. Does this imply that this road should have C&G to comply with GS-7? See below for GS-7 table.
    - While there is an advisory speed sign (25 mph) for NB traffic prior to this section, there is not one for SB traffic. This is strange, as SB traffic is the more at risk, since downhill SSD is increased.
    - Vehicles have been observed crossing outside painted edge lines since the shoulder and ditch are paved. This further exacerbates sight distance problems on inside curves, as vehicles are hugging the vegetated steep slope and can’t see/be seen as far in advance.

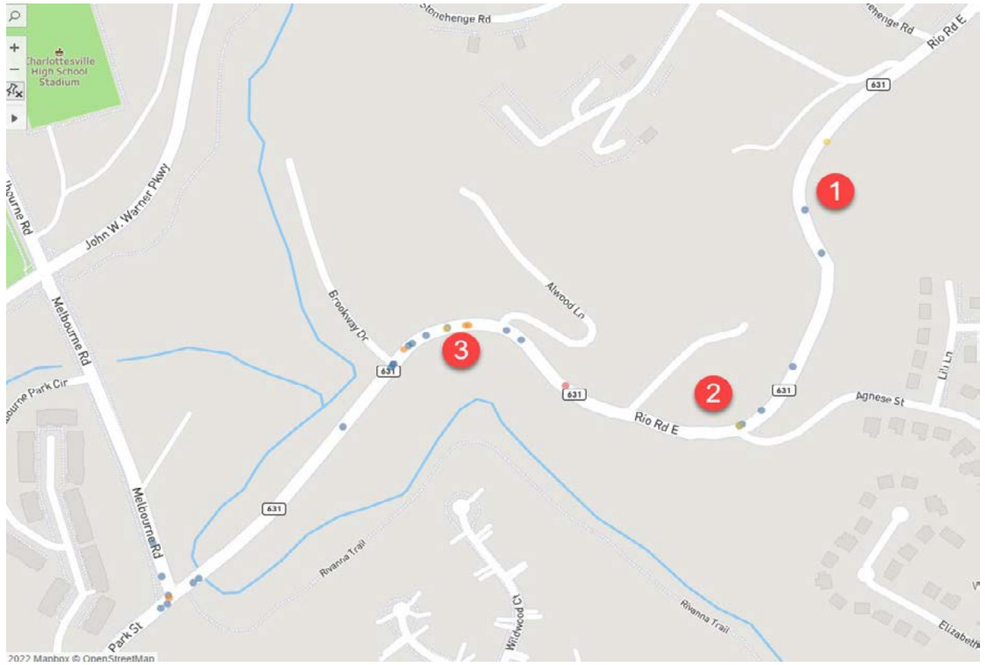
| | DESIGN SPEED (MPH) | MINIMUM RADIUS | |
|---|---|---|---|
| | | U | ULS |
| STREET WITH CURB & GUTTER | 50 | 929' | - |
| | 45 | 713' | 795' |
| | 40 | 536' | 593' |
| | 35 | 373' | 408' |
| | 30 | 251' | 273' |
| | 25 | 115' | 167' |
| | DESIGN SPEED (MPH) | MINIMUM RADIUS | |
| | | U | ULS* |
| (11) STREET WITH SHOULDER DESIGN | 50 | 929' | - |
| | 45 | 713' | 795' |
| | 40 | 536' | 593' |
| | 35 | 373' | 408' |
| | 30 | 251' | 273' |

  - Grade of road varies from 3.5% to 6.5% (5% average), sloping uphill when travelling NB.
    - This effectively lessens the SSD required while traveling NB, but increases SSD traveling SB. This exacerbates the problem sight lines identified in the sandbox map.
    - Steep slopes both sides of ROW complicate implementing safety improvements.
- Accidents
  - 32 total accidents in this section
    - 8 (25%) at Melbourne

- If Melbourne is excluded, 11 (46%) are single-vehicle incidents, which reflects the dangerous nature of the road.
- Of the 13 left that involved multiple vehicles, 7 (54%) were rear-end types, and most seem to have occurred in the SB lane (reflecting the extended SSD necessary due to the downhill grade)

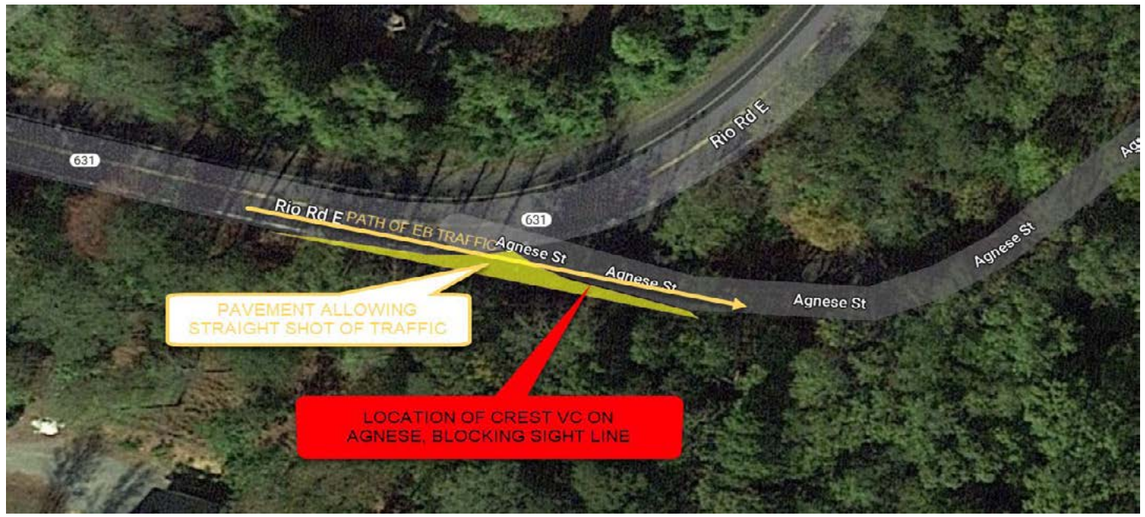
○ Except for the Melbourne intersection, accidents in the South section of the corridor reflect the nature of the roadway. In contrast to North and Central, accidents are not specifically concentrated at intersections, but instead distributed along the 3 sharpest curves in this section of roadway:

- Although there are some accidents at the 3 minor intersections (Agnese, Alwood, Brookway, all one-leg stop-controlled), the primary cause of these accidents seems to be the sight distance issues along the mainline of the road. This has impacts to safety not only at intersections, but throughout this section.




- Of the three curves above, the one between Brookway and Alwood is the worst. When looking at economic cost of accident zones, this section of road (zone 10) has the highest cost and most crashes of all 11 zones analyzed (when filtering out distracted and alcohol related crashes. When accidents are unfiltered, Stonehenge is worse than this area).

- Agnese Intx
  - Intersection angle is approx. 70° away from perpendicular
  - Intersection is within one of the 2 tightest curves in the corridor (150' CL radius) and thus stopping sight distance is encumbered along both Rio approaches.
  - The steep grade of Rio through the intersection and the steep grade of Agnese creates vertical sight distance issues through the intersection (see images below)
  - Although the Agnese centerline appears to curve North to tee into Rio, the southern intersection quadrant is completely paved. This leads drivers to not slow as they detour onto Agnese. The safety of this movement is further degraded by the sharp vertical curve on Agnese, which obstructs the sight line for this movement, as seen in the image below.









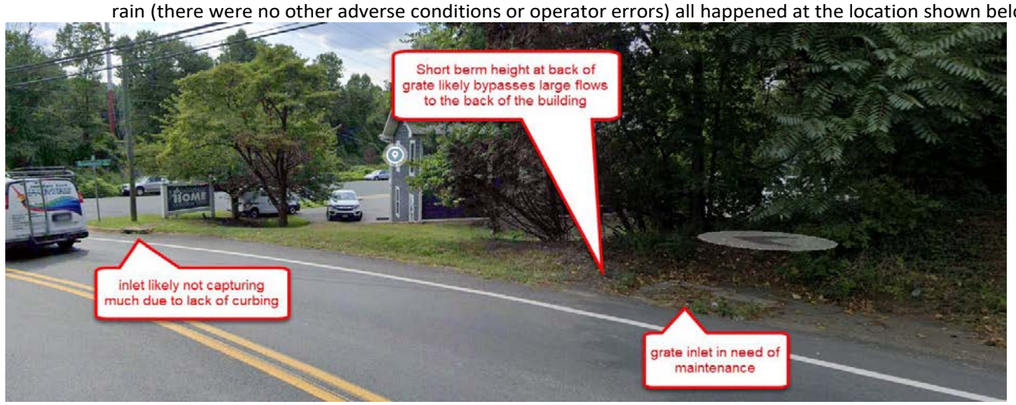



- Break in double yellow on Rio is very long, resulting in ambiguity for vehicles turning left as there is not a clear location to cross traffic. As seen in the image below, if a SB vehicle turning left stopped at the beginning of the break in the yellow, they would not be able to see oncoming traffic.
- Although edge lines are present on both sides of Rio road, there is ample pavement (~12') on the west shoulder for illegal movements. As seen in the image below, a SB vehicle drives on the shoulder to pass a turning vehicle. This is problematic because the closer to the inside of the curve a vehicle is, the more their sight distance is impeded. In addition, the pavement section of the shoulder/ditch is likely not designed for significant traffic loads.




    - There is a "watch for turning vehicles" sign for SB traffic north of the intersection, however this may not adequately communicate to drivers that vehicles may be stopped in their lane waiting to turn as well.
    - There is also a "school bus stop ahead" sign on the SB approach: where does the school bus stop? Any stop along this portion of road will likely be rife with safety issues.
  - Agnese serves a neighborhood with 120 homes and another entrance. There are no traffic data records for this road, however we can develop an assumed value.
    - The development generates 1200 trips/day. Assume these are divided evenly between the two entrances (those traveling north or returning from the north probably use Agnese) yields 600 vpd on Agnese.
    - Assuming a PHF of 10% and directional split of 50% yields 30 vph coming into Agnese. Most of these will be coming from the North, as southern return traffic would likely come in the other entrance. This yields an approximate left turn percentage of 5-10% of the SB traffic on Rio.
    - If all the above assumptions hold, <u>this intersection warrants a left turn lane on Rio Road SB approach</u>. The need for a left turn lane will only increase as thru traffic on Rio increases.
- EcoVillage entrance
  - Currently there are no accidents along the stretch of road immediately in front of the proposed entrance.
  - Spacing is slightly less than allowable from Alwood, however the low volumes of Alwood diminish this problem. Indeed, adequate sight distance is of more concern, and the proposed entrance location likely has the best sight distance along the property frontage, except perhaps at the Stonehenge intersection, if that connection could be made.
  - Current plan does not propose another vehicular entrance. This main entrance would receive all of the ~400 vpd and would likely require a taper on the right-in movement. A left turn in may not be warranted, but it may be desirable to not impede traffic flow NB. However, this lane would be costly to implement. In addition, stopping sight distance will be less as a left turning vehicle travels uphill to the entrance, so the lack of a turn lane may not be as unsafe as similar situations on the downhill, such as Agnese.
  - A second entryway near Stonehenge would relieve both of these issues by splitting trips between entrances.
- Alwood to Brookway

- This section of road has the tightest curve, highest accident rate of all 11 zones, and has the highest economic accident cost of all zones, when accidents due to impairment are filtered out.
- Alwood has at most 50 vpd, and therefore it is not likely a contributor to accidents. However, this could change if the property were developed to the maximum comp plan density (8.5 Ac at 3-6 units/acre = 250-500 VPD, similar to EcoVillage)
- Brookway does have a potential ISD problem looking left. The grade drop-off on the inside of the curve puts the canopies of many mature trees right in the line of sight across the curve. In addition, the problem approach is on a 6% downhill grade.
- Drainage in this area may be a problem as well, as vegetation and debris encroaching on the west side paved ditch certainly reduces its capacity. The few existing inlets appear in need of maintenance. The 5 accidents attributed to rain (there were no other adverse conditions or operator errors) all happened at the location shown below.




- Brookway to Melbourne
  - The existing bridge over meadowcreek is approximately 36’ wide, including a 5’ raised sidewalk on the west side. Lanes are 11’ wide with a striped median 7-9’ in width.
  - The existing sidewalk is continuous from the North side of the bridge all the way to the downtown area.
  - There is an advisory speed limit sign of 25 MPH on the northbound approach to the winding portion of the road. A complementary sign could not be found for southbound traffic.
  - Guardrail exists along the approaches to the bridge on both sides but continues north only on the west side.
  - The east side of the road in this section is relatively flat and could be an easy area to implement improvements.
  - As mentioned below, no formalized drainage provisions exist along either side of the road in this section.
  - Melbourne intersection
    - All accidents (8) in this section occur at the signalized intersection with Melbourne. There are no clear trends (many are attributed to distraction or alcohol); however, a few minor deficiencies were observed that may have contributed to accidents. Overall, this intersection is not concerning from a safety standpoint.
    - Pavement markings are very faded. This may have contributed to a sideswipe accident.
    - Sight distance left on the Melbourne approach is limited by vegetation and the back of a street sign. This causes right-turning vehicles to pull forward into the intersection when light is red.
    - The Rivanna trail network connects to the Melbourne intersection (single track). The trail extends under the bridge along the South side of the creek.
  - Due to the confluence of Schenks Branch with Meadow Creek, and the sharp turn of Meadow Creek as it approaches Rio Rd E from the North, the road embankment stability is being threatened.
    - The closest edge of embankment (which is basically a 10’-15’ vertical drop to the creek) is 6’ behind the guardrail post.
    - Due to the steepness of the bank, stabilizing vegetation is being lost, compounding the problem. It is unclear whether the embankment would last through another large storm event.
    - Another cause of erosion along the slope is the lack of drainage provisions along this portion of Rio. The road is relatively flat with no ditches or curb, and runoff flows along the edge of pavement and down the steep slope. The closest edge of the incised embankment is concurrent with the lowest point in the roadway edge.
    - An unknown utility encasement appears exposed in the creek.







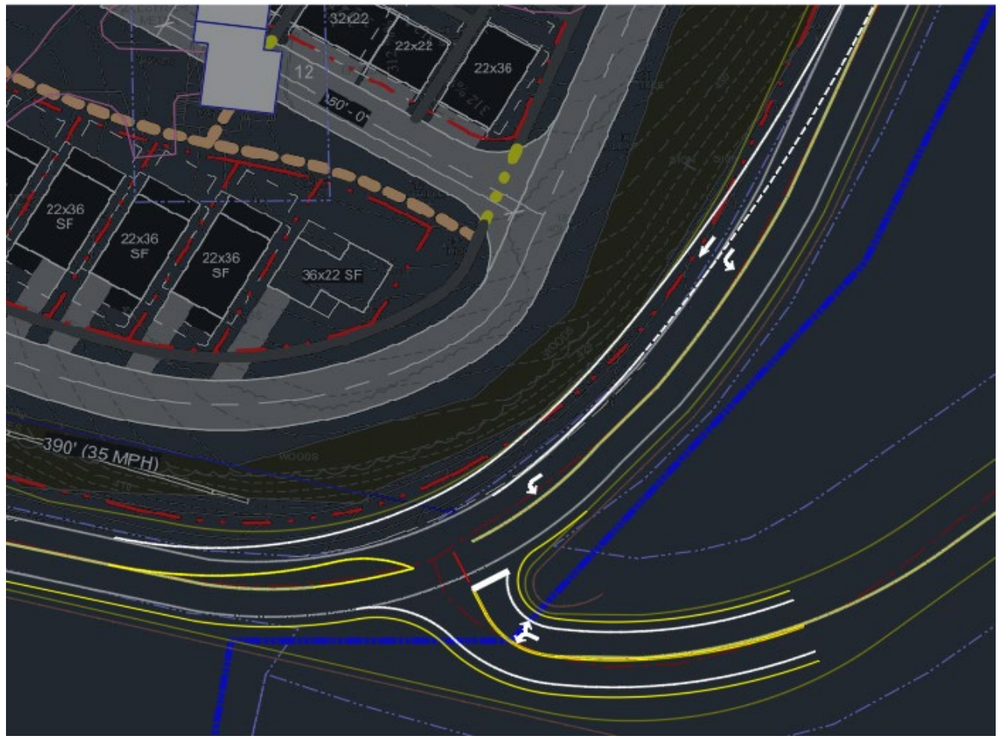


- Pedestrian/bike Connectivity
  - No facilities exist along the majority of this section
  - Sidewalk exists on the west/south side starting at the bridge over meadow creek at the City line (sidewalk is present on the bridge). This sidewalk extends along Park St and is continuous all the way to downtown.
  - No bike facilities exist
  - There are few destinations along this portion of the corridor, with the exception of (maybe) the Rivanna trail at Melbourne. The main purpose of any pedestrian facility would be to connect to the existing sidewalk at the bridge and thus create a connection to both downtown, and the high school/JWWP trail via the Melbourne sidewalk.

## RECOMMENDATIONS

- Geometry/alignment
  - Typical section
    - At an absolute minimum, an advisory speed sign should be installed near Stonehenge for SB traffic, similar to the sign present for NB traffic.
    - Realign paint for better sight distance. Travel lanes could be shifted West over existing ditch (install underground conveyance). This can only be achieved on curves 1 and 3. Even slight lateral shifts can result in significantly improved sight lines, depending on field conditions.
    - With any improvements, guardrail may need to be upgraded to new standard.
    - Any use of the available horizontal space within the ROW will likely require storm to be taken underground along the entire length of the road. This could be costly, but would unlock about 12’ of width.
      - The use of that space must be carefully considered, whether to dedicate it to roadway safety improvements or bike/ped improvements. It may be better to find other bike/ped routes and use the space for safety improvements, as this portion of road is fairly dangerous and will only become more so with increases in traffic volumes.

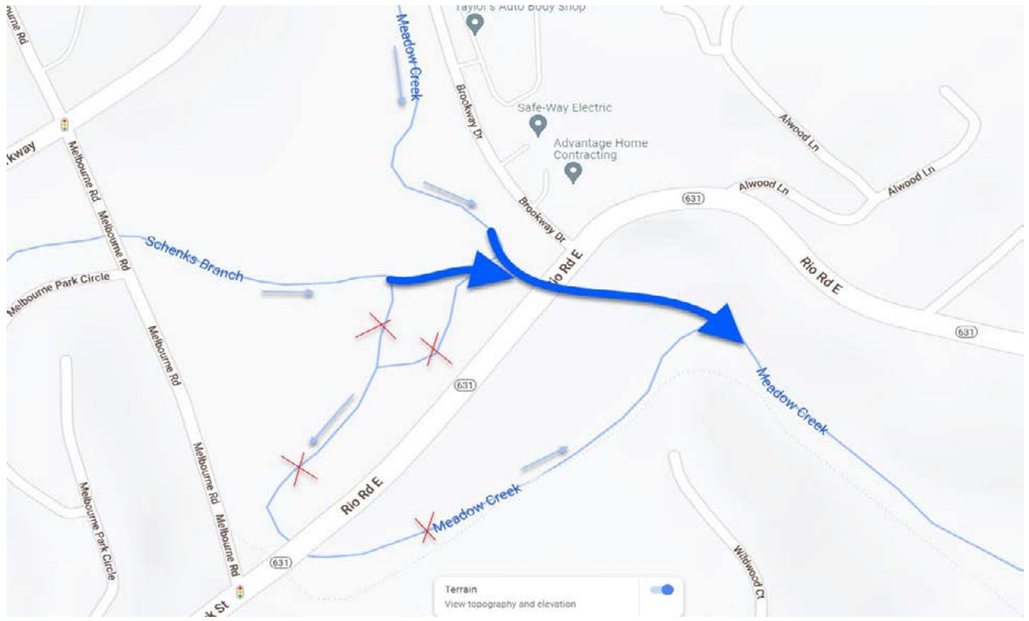
- Agnese Intx
  - Add left turn for SB approach. This can be achieved by the shifting the SB thru lane into the shoulder area (basically formalizing what is happening naturally now).
    - Requires conveying storm underground to reclaim the shoulder
    - Shift would allow a larger turning radius for SB thru lane than exists currently.
    - Would not allow for any potential sidewalk improvements, since available width would be taken up by the turn lane (unless preserved slopes are impacted)
  - Revise radius at NB approach
    - This would prevent vehicles speeding thru the intersection and over the sharp VC that blocks sight distance.
    - However, it would require right turning vehicles to slow down more in the NB thru lane. This could reduce capacity and potentially cause an increase in rear-end collisions (although this is on the uphill leg, so stopping distance is reduced).
    - This improvement does not preclude any pedestrian improvements
  - Improvements to this intersection would likely require a joint City/County project, as the City line runs through the intersection.




- EcoVillage entrance
  - Entrance evaluations must account for projected increases in Rio Road traffic, as this will affect turn warrants.
  - County should allow the disturbance of the preserved slopes, if the slopes can be removed or pulled back. These slopes present a hazard to Rio Road in a number of ways.
  - Ideally, a second entrance/vehicular connection to Stonehenge Rd would be made. The Rockbrook entrance could be removed/realigned to be a frontage road. This would alleviate much of the concerns with the south entrance, as the traffic volumes would be reduced significantly at that entrance.
  - While the south entrance is placed as well as it can be currently, if all sight distance or intersection spacing requirements cannot be met, other safety improvements should be required of the developer.
  - Depending on the pedestrian connectivity strategy selected (see below), a public SUP should extend through the property and connect to Rio at the entrance.
    - This will allow bike/peds to avoid much of the hazardous part of the south section and allow safety improvements to be made in lieu of pedestrian improvements.
    - The SUP should extend all the way to Brookway at least, as we don’t want NB cyclists to have to cross the road at the EcoVillage entrance.
- Alwood to Brookway
  - Drainage improvements should be made along this portion of road.
  - Maintenance of the sight line (removal of vegetation) should be performed. A sight distance easement should be sought from the property owner on the inside of the curve.

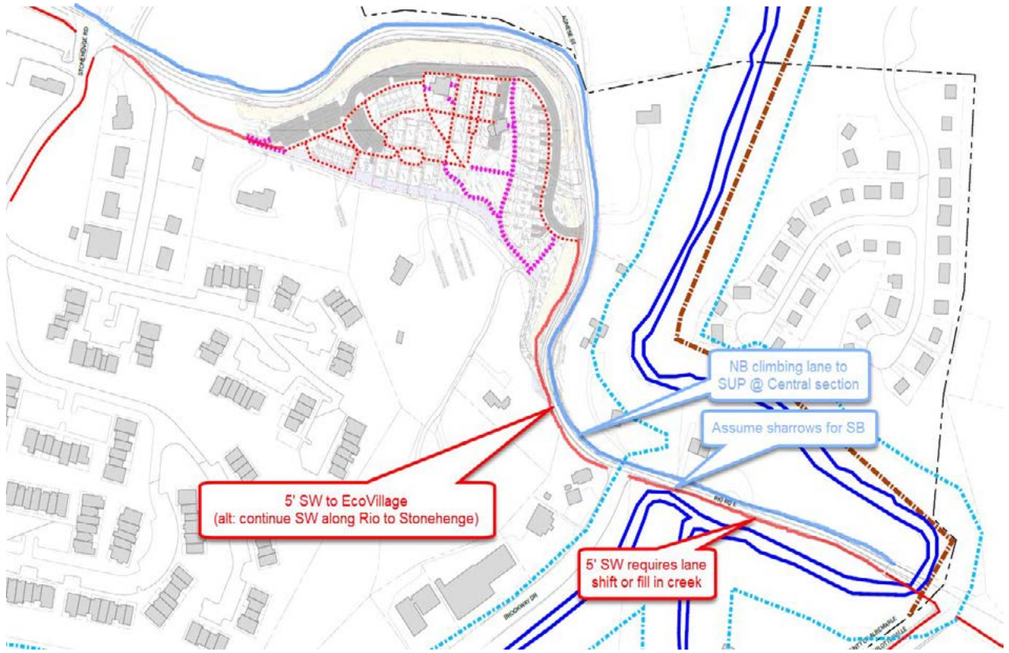
- Due to accident rate here, if Alwood properties are developed, they should connect to EcoVillage entrance to take advantage of the better sight lines there. An access easement should be established on EcoVillage for future connection, and the EcoVillage plans should assume this connection.
- Additional warning signage should be placed for this curve.
- A taper or right turn lane into Brookway may be needed to avoid rear-end collisions with turning vehicles.
- See below for ped improvement options

- Brookway to Melbourne
  - Melbourne improvements
    - Re-paint faded pavement markings
    - Trim vegetation out of sight lines. Relocate "City Limits" sign on west side of bridge out of sight line for right turning vehicles.
  - Since improvements to the East are far easier to make but the existing sidewalk is on the west of the bridge, consider shifting Rio east to allow more room for sidewalk/SUP improvements. See below for more ped improvement discussion.
  - Drainage improvements are needed along this portion of Rio to protect west embankment from further erosion and drain flat areas on the east side of the road.
  - Creek encroachment: 2 options, probably long-term projects
    - Perform creek restoration project and armor road embankment
    - Allow the creek to do what it wants to do naturally, and change pathway of creek with culvert:



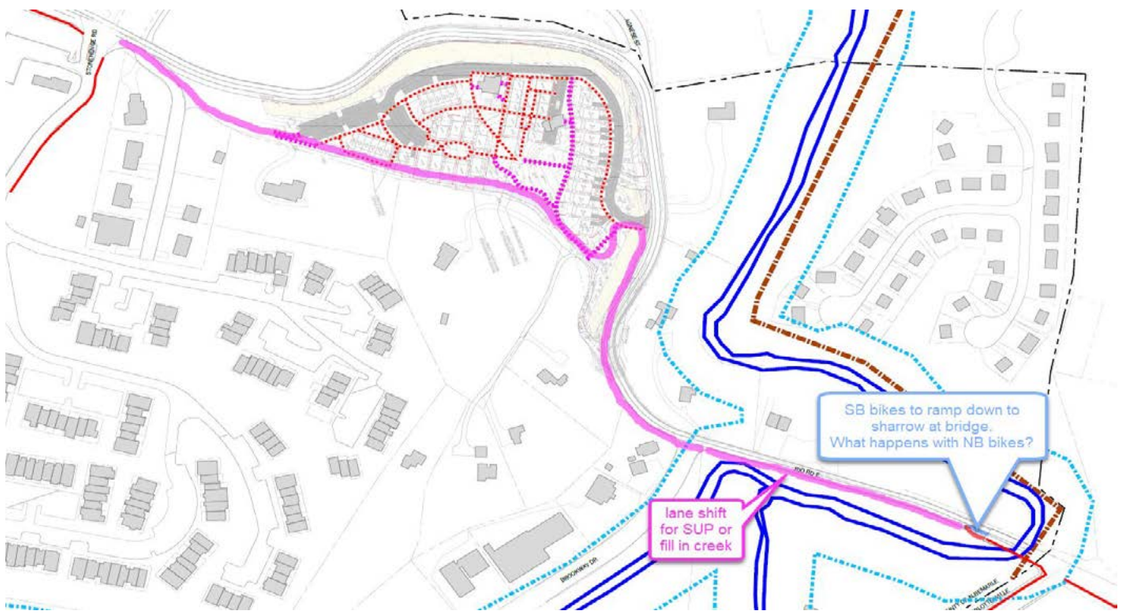

    - Would require new box culvert under Rio
    - Would remove need for bridge at Melbourne and allow for removal of guardrail on west side if old creek bed filled in. This eliminates all pinch points for bike/ped improvements to City line.
    - Would reclaim approximately 7 acres of land for development
    - Impacts on upstream/downstream floodplain and dam inundation areas unknown. Could be serious or infeasible – should be discussed with a consultant

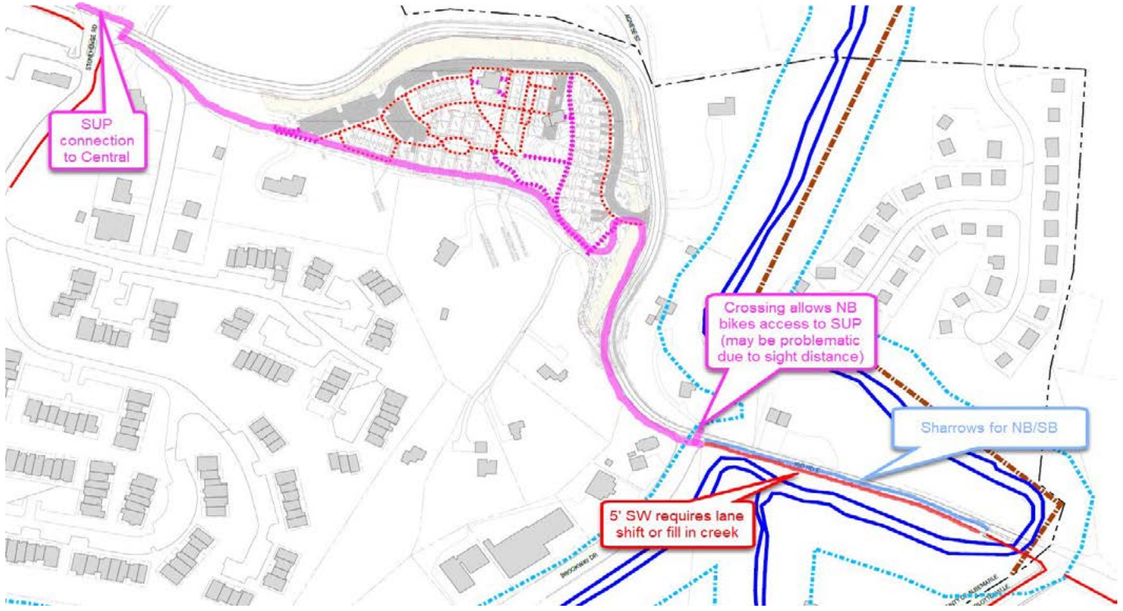
- Ped/bike connectivity
  - Connectivity boils down to 1 question: should bike/ped network in North/Central be connected to ex. facilities at Melbourne?
    - Pros of connection being made:
      - Would provide direct access to City center and high school, which could help reduce traffic volumes with alternative transportation methods.
      - Would provide link to recreational destinations of the Rivanna trail and JWW trail
    - Cons of connection:
      - Any option to make this connection will be quite costly
      - Steep grade may present challenges for ADA accessibility
      - If making connection along Rio, improvements will take up limited ROW space that could otherwise be used for safety improvements.
      - If making connection thru EcoVillage, connectivity is dependent on private development being completed.
  - What does connectivity look like? Essentially, 2 options:
    - Sidewalk along West side of Rio from Stonehenge to bridge. 6' sidewalk, 4' buffer strip along curb (underground storm). Sharrows in SB lane. Shift thru lanes 2' west to allow for dedicated bike climbing lane on East side. *-or-*
    - SUP starting at Rockbrook and cutting through EcoVillage to their proposed vehicular entrance. From here, SUP would either follow West side of road all the way to bridge (would require shifting Rio East or filling in creek), or cross Rio at Brookway and cross again just prior to bridge. SUP needs to be continuous to accommodate NB bike traffic.
    - Another option could be to connect network to JWWP trail over Meadow Creek (provide ped bridge at back of developments). This would take advantage of existing infrastructure; however, the connection would bring bike/ped route far off of corridor and therefore may not see as much use. In addition, connection across the creek would likely be costly and invasive and would likely involve substantial impacts to private properties.



# APPENDIX E1: ENGINEERING ASSESSMENT | RESEARCH AND OBSERVATIONS

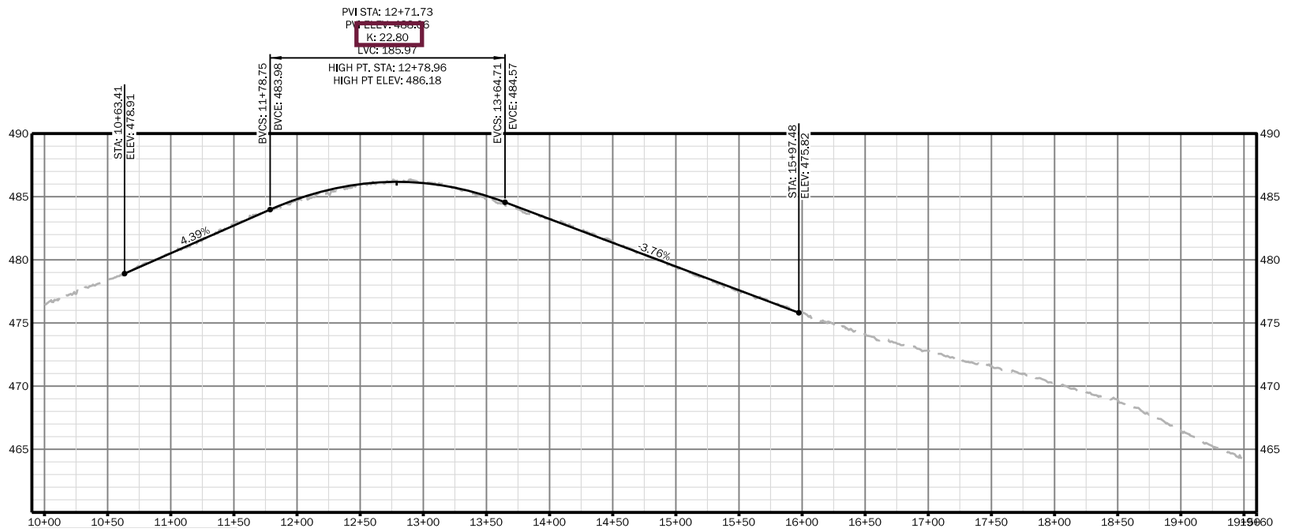
PHASE 2



# APPENDIX E1: ENGINEERING ASSESSMENT | RESEARCH AND OBSERVATIONS

VERTICAL CURVE ANALYSIS AT PENFIELD LANE



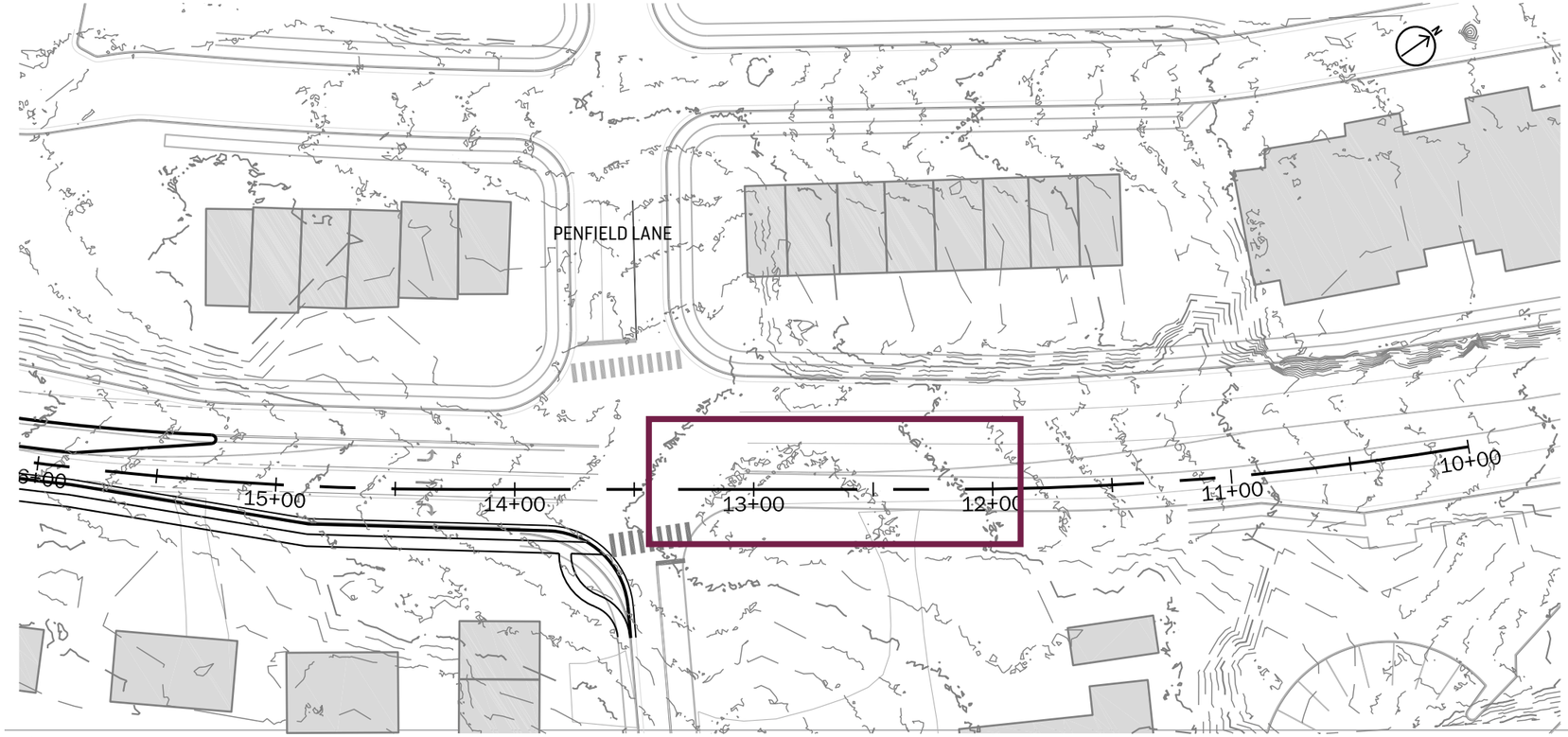

| Height of Eye 3.5’ | | | | | | | | | | Height of Object 2’ | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Design Speed (mph) ** | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 |
| Min. Sight Distance (ft.) | 155 | 200 | 250 | 305 | 360 | 425 | 495 | 570 | 645 | 730 | 820 |

Source: 2018* AASHTO Green Book, Chapter 3, Section 3.2.2

| Minimum K Value For: | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Crest Vertical Curves | 12 | 19 | 29 | 44 | 61 | 84 | 114 | 151 | 193 | 247 | 312 |
| Sag Vertical Curves | 26 | 37 | 49 | 64 | 79 | 96 | 115 | 136 | 157 | 181 | 206 |

**TABLE 2- 6 STOPPING SIGHT DISTANCE**

Source: 2018* AASHTO Green Book, Chapter 3, Section 3.4.6*
**For all tables, use design speed if available, if not use legal speed limit.




The posted speed limit in this area is 35 mph, though the vertical curve of the road just north of Penfield Lane suggests that the speed limit should be 30 mph.

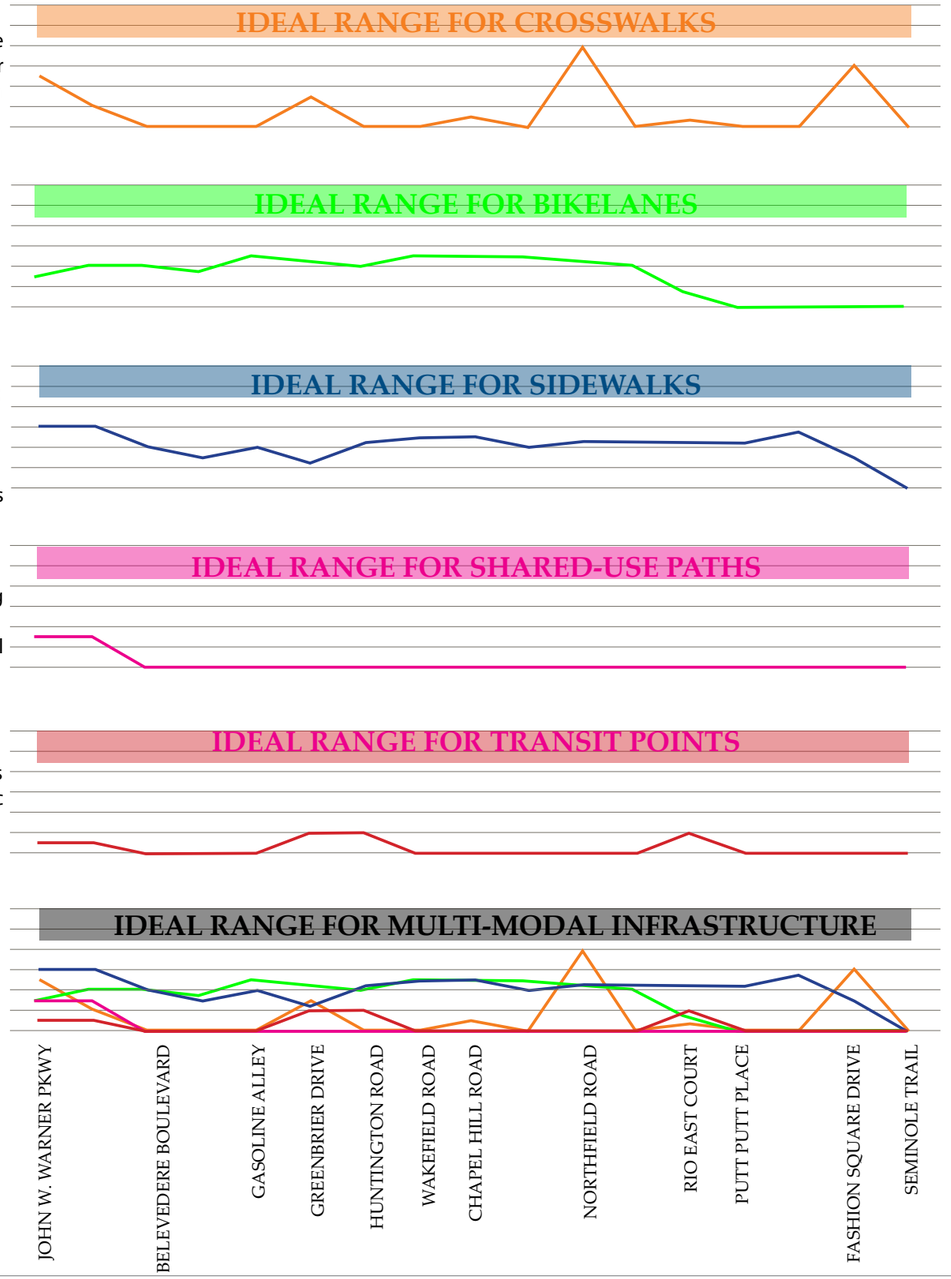
The curve is a crest vertical curve with a K value of 22.8. According to VDOT Table 2-6, the minimum K value for a 35 mph road should be 29. The existing K value is suitable for 30 mph.

The K value represents the horizontal distance along which a 1% change in grade occurs on the vertical curve. So essentially, the road in this area is changing grade in a shorter distance than is recommended for the current speed limit. This can be dangerous when sight distance is limited by a vertical curve and vehicles are approaching at high speeds.

PHASE 1

# Measuring Qualitative Experience

These sparklines summarize qualitative aspects of the corridor in relative terms. Each multimodal facility is ranked based on the presence and condition of five chosen criteria on each side of the road within the spatial section of analysis (see information at right for details on the methodology). The x axis (horizontal) correlates with intersections along Rio Road, from south to north, and the y axis (vertical) correlates with rankings of each multimodal category, with zero representing the absence of functional multimodal infrastructure in the specified area. The solid bar at the top of each graph represents ideal levels of each programmatic element.



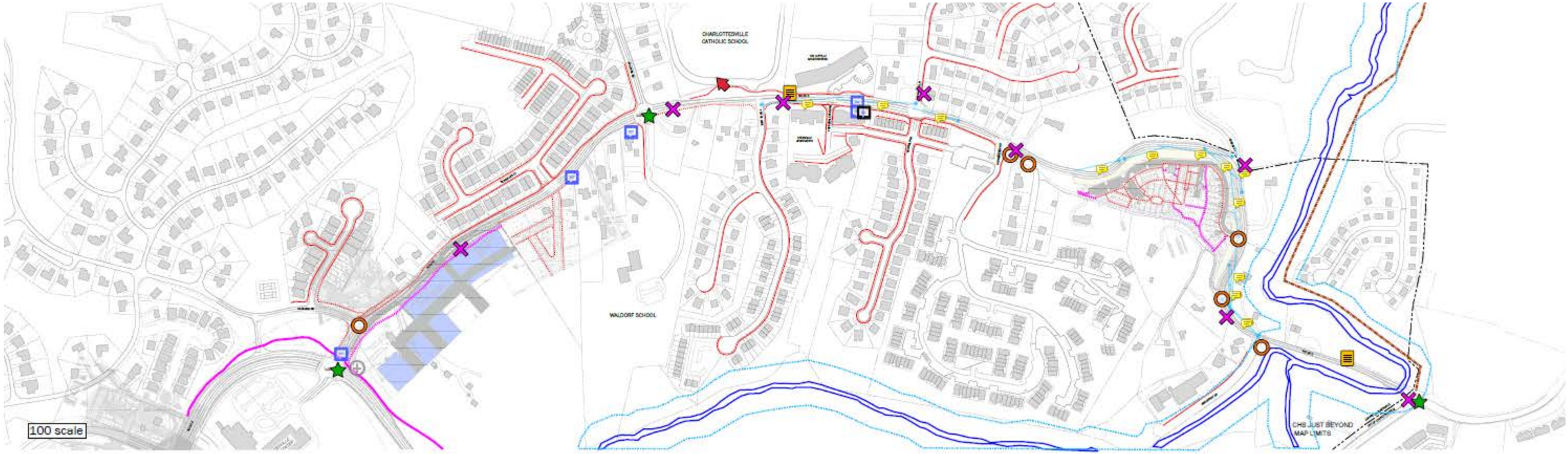

To create the sparkline graphs at left, Rio Road was analyzed in segments ranging from 400-800 ft, depending on where a logical stopping point existed. See the map below for the unnamed segments. Others were chosen at intersecting roads.



Five categories of multimodal infrastructure were evaluated – crosswalks, bike lanes, sidewalks, shared-use paths (SUPs), and transit points – each with five subcategories of criteria by which to be scored. Rankings of each category were created by assigning up to 1 point for each section of the road, meaning that each side of the road is assigned half of a point for having the criteria in good condition. The rankings listed under each intersection on the table are from that intersection to the next intersection. For example, the score listed underneath Greenbrier Drive is ranking the segment of road from Greenbrier Drive to Huntington Road.

# APPENDIX E2: ENGINEERING ASSESSMENT | OBSERVATION MAPS

PHASE 2



## Alternative Roundabout Location Statistics

### Safety

- **Estimated 40% reduction in number of total vehicle conflict points**
  - most of reduction is a result of removing/simplifying the three T-intersections
  - On average, each movement passes through 2 less conflict points
- **Negligible difference in conflict-points-per-vehicle (anticipate slight reduction)**
- **Increased visibility of roundabout intersection from Belvedere intersection**
  - Potentially improve Belvedere functionality
  - Necessary to increase likelihood of CAT service to Belvedere
- **Slower overall speeds in proximity to the neighborhood**
  - Vehicle speed is slowest within the roundabout. Therefore, the slowest speeds will be closest to the neighborhoods.
  - Road realignment provides traffic calming

### Access

- **Increased bike/ped connectivity (more bike/ped facilities)**
  - Pedestrian connections made along Dunlora Dr and Varick St
  - Residents now only need 1 crossing to access Rivanna Trail SUP
- **Increased number of marked pedestrian crossings**
- **Half of all bike/ped connections experience a reduction in length**
  - 25% stay same, 25% experience increase in length

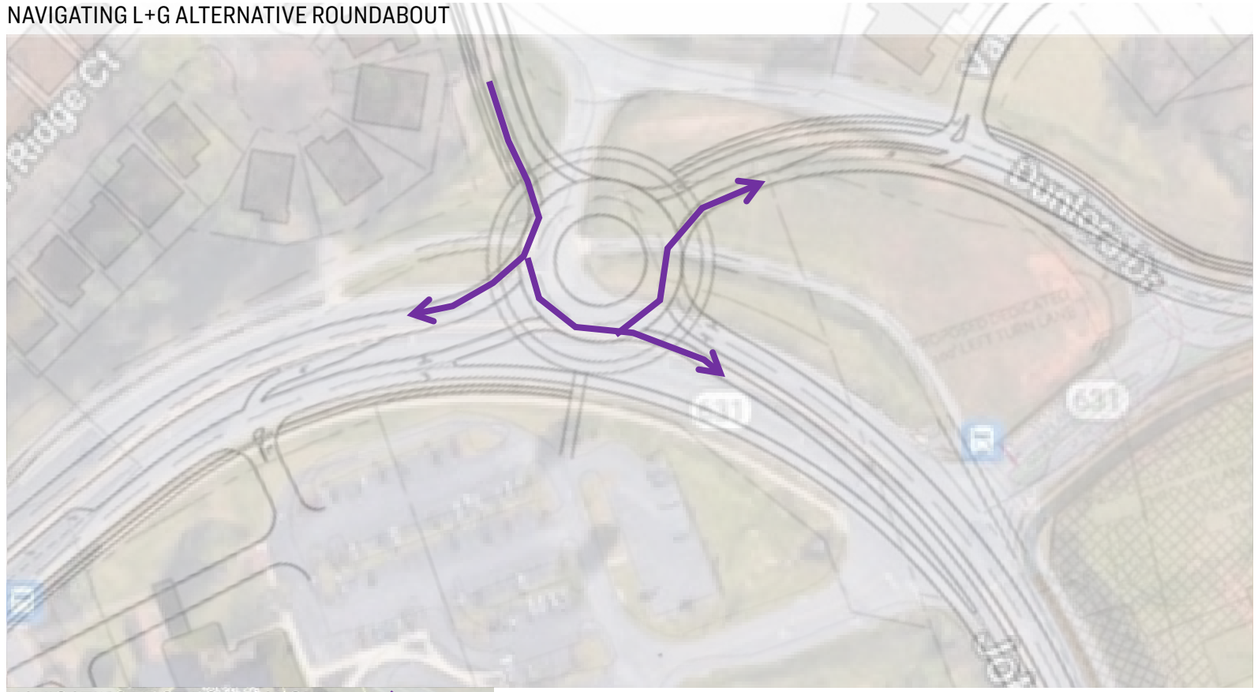
### Environmental

- **Estimated 20% reduction in proposed impervious area**
  - Maintenance costs reduced? (what about maintaining greenspace? Is this more costly?)
  - Reduced stormwater runoff, and therefore stormwater infrastructure (and associated maintenance)
  - Reduced heat island effect
- **Estimate slight reduction in vehicle-miles-traveled (<10%)**
  - Local air pollution would therefore see similar % reduction
- **Vehicle noise would likely increase due to road alignment closer to houses**

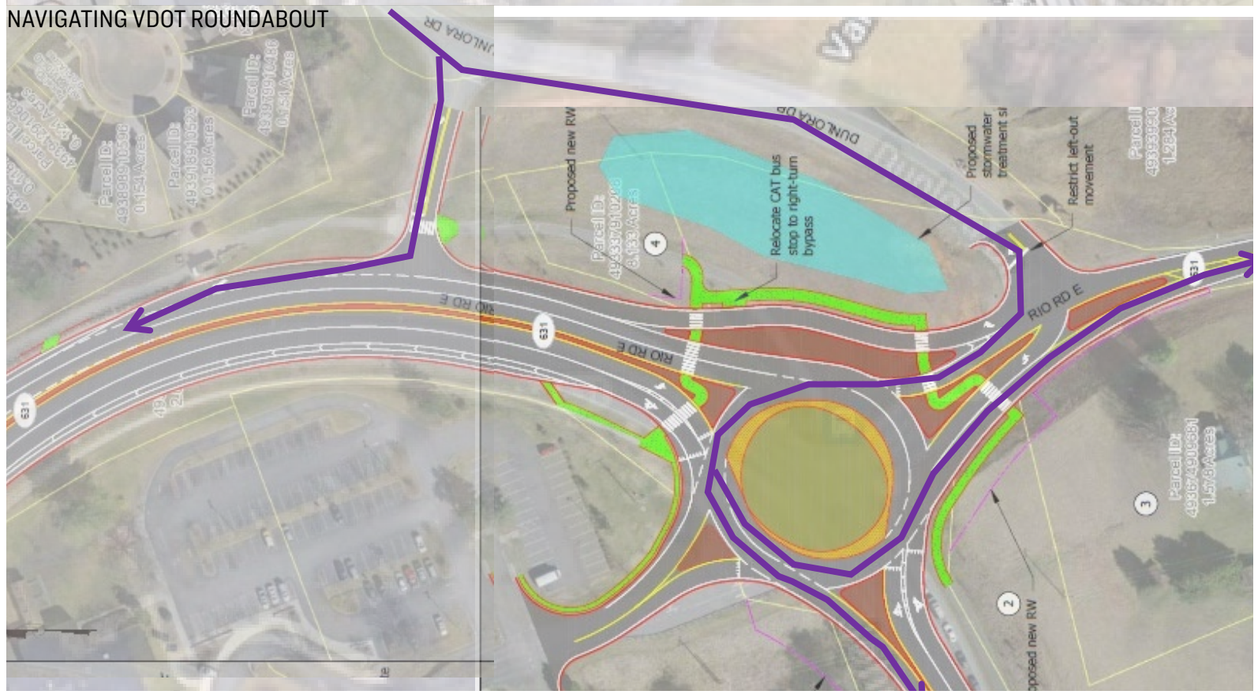
### Optimization

- **Consolidation of public land**
  - Instead of two opens spaces of 1.25 Ac and 1.75 Ac, one space of 3 Ac
  - Additional ~0.75 Ac of open space created by reduction of imp. area
- **Estimated 0.25 Ac reduction in required ROW purchase**
- **Reduced impacts to traffic during construction**

NAVIGATING L+G ALTERNATIVE ROUNDABOUT



NAVIGATING VDOT ROUNDABOUT



# APPENDIX E3: ENGINEERING ASSESSMENT | JWWP ROUNDABOUT ANALYSIS

| NODE | ALIAS |
|---|---|
| 1 | RIO RD |
| 2 | DUNLORA DR |
| 3 | VARICK ST |
| 4 | RIO RD EAST |
| 5 | JOHN W WARNER PKWY |
| 6 | CATEC |

RED - lack of facilities
BLUE - adj. development to make bike improv.
Green - portion of bike connection on sidewalk

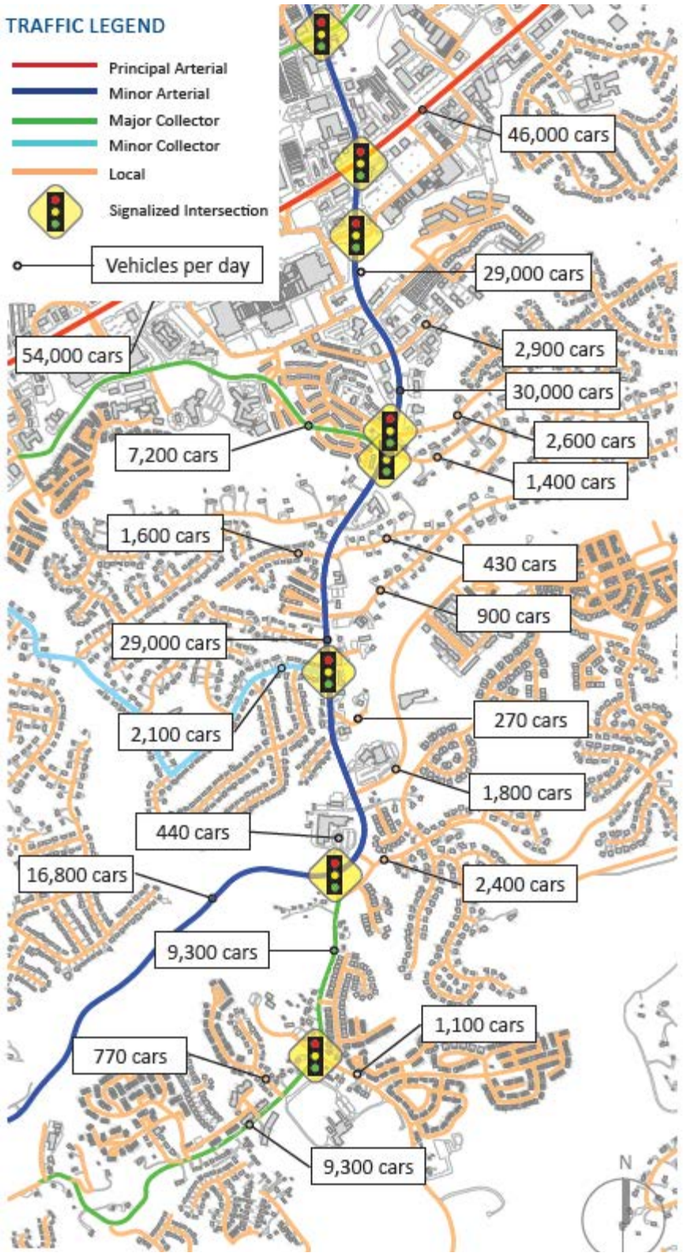
| ROUTE | | TRAFFIC VOLUMES | | ALTERNATIVE 1 (ORIGINAL) | | | | | | | | | ALTERNATIVE 2 (L+G) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | VEH CONFLICT POINTS | | | | | | | | | VEH CONFLICT POINTS | | | | | | | |
| BEGIN NODE | END NODE | EST. PEAK HOUR VEH | EST. VPD | VEH PATH (miles) | DIV | MRG | XING | TOTAL | BIKE/PED PATH (miles) | PED CROSSINGS | TOTAL VEH-MILES PER DAY | TOTAL PEAK HR VEH-VEH CONFLICTS | VEH PATH (miles) | DIV | MRG | XING | TOTAL | BIKE/PED PATH (miles) | PED CROSSINGS | TOTAL VEH-MILES PER DAY | TOTAL PEAK HR VEH-VEH CONFLICTS |
| 1 | 2 | 101 | 945 | 0.35 | 4 | 5 | 6 | 15 | 0.14 | 4 | 326.39 | 1,515 | 0.16 | 3 | 4 | 1 | 8 | 0.12 | 2 | 154.43 | 808 |
| 1 | 3 | 9 | 84 | 0.26 | 3 | 4 | 4 | 11 | 0.18 | 4 | 22.12 | 99 | 0.16 | 3 | 4 | 3 | 10 | 0.16 | 3 | 13.46 | 90 |
| 1 | 4 | 456 | 4266 | 0.24 | 1 | 2 | 2 | 5 | 0.22 | 2 | 1,011.48 | 2,280 | 0.22 | 3 | 3 | 2 | 8 | 0.22 | 2 | 933.12 | 3,648 |
| 1 | 5 | 635 | 5940 | 0.20 | 2 | 2 | 2 | 6 | 0.27 | 1 | 1,206.03 | 3,810 | 0.20 | 3 | 3 | 0 | 6 | 0.25 | 1 | 1,176.78 | 3,810 |
| 1 | 6 | 34 | 318 | 0.12 | 1 | 1 | 0 | 2 | 0.16 | 1 | 39.40 | 68 | 0.02 | 1 | 0 | 0 | 1 | 0.11 | 1 | 5.42 | 34 |
| 2 | 1 | 113 | 1057 | 0.14 | 1 | 3 | 0 | 4 | -- | 1 | 149.55 | 452 | 0.12 | 1 | 1 | 0 | 2 | -- | 2 | 131.53 | 226 |
| 2 | 3 | 1 | 9 | 0.11 | 2 | 2 | 4 | 8 | 0.11 | 2 | 1.06 | 8 | 0.17 | 4 | 4 | 4 | 12 | 0.13 | 3 | 1.58 | 12 |
| 2 | 4 | 4 | 37 | 0.33 | 6 | 6 | 6 | 18 | 0.18 | 4 | 12.18 | 72 | 0.23 | 4 | 3 | 3 | 10 | 0.20 | 2 | 8.51 | 40 |
| 2 | 5 | 8 | 75 | 0.29 | 5 | 6 | 6 | 17 | 0.27 | 3 | 22.00 | 136 | 0.22 | 3 | 4 | 1 | 8 | 0.23 | 2 | 16.17 | 64 |
| 2 | 6 | 1 | 9 | 0.22 | 4 | 5 | 6 | 15 | 0.16 | 3 | 2.02 | 15 | 0.15 | 3 | 3 | 1 | 7 | 0.11 | 2 | 1.40 | 7 |
| 3 | 1 | 10 | 94 | 0.17 | 2 | 4 | 2 | 8 | -- | 3 | 15.98 | 80 | 0.16 | 2 | 3 | 0 | 5 | -- | 3 | 14.51 | 50 |
| 3 | 2 | 1 | 9 | 0.11 | 2 | 2 | 0 | 4 | -- | 2 | 1.02 | 4 | 0.13 | 1 | 2 | 0 | 3 | -- | 3 | 1.21 | 3 |
| 3 | 4 | 1 | 9 | 0.24 | 5 | 6 | 7 | 18 | 0.09 | 4 | 2.28 | 18 | 0.26 | 5 | 5 | 2 | 12 | 0.09 | 3 | 2.42 | 12 |
| 3 | 5 | 1 | 9 | 0.21 | 4 | 5 | 6 | 15 | 0.21 | 3 | 1.98 | 15 | 0.25 | 4 | 7 | 1 | 12 | 0.21 | 3 | 2.31 | 12 |
| 3 | 6 | 0 | 0 | 0.13 | 3 | 4 | 6 | 13 | 0.18 | 3 | 0.00 | 0 | 0.18 | 4 | 6 | 1 | 11 | 0.13 | 3 | 0.00 | 0 |
| 4 | 1 | 512 | 4790 | 0.21 | 2 | 3 | 2 | 7 | -- | 2 | 1,000.54 | 3,584 | 0.22 | 3 | 3 | 1 | 7 | -- | 2 | 1,050.43 | 3,584 |
| 4 | 2 | 42 | 393 | 0.18 | 3 | 3 | 2 | 8 | -- | 2 | 70.39 | 336 | 0.19 | 2 | 2 | 1 | 5 | -- | 2 | 75.90 | 210 |
| 4 | 3 | 10 | 94 | 0.10 | 2 | 2 | 0 | 4 | -- | 2 | 9.02 | 40 | 0.09 | 1 | 1 | 0 | 2 | -- | 1 | 8.31 | 20 |
| 4 | 5 | 36 | 337 | 0.19 | 4 | 4 | 4 | 12 | 0.18 | 1 | 65.38 | 432 | 0.31 | 5 | 6 | 2 | 13 | 0.28 | 2 | 104.73 | 468 |
| 4 | 6 | 6 | 56 | 0.12 | 3 | 3 | 4 | 10 | 0.15 | 1 | 6.53 | 60 | 0.24 | 5 | 5 | 2 | 12 | 0.20 | 2 | 13.70 | 72 |
| 5 | 1 | 820 | 7671 | 0.23 | 2 | 3 | 2 | 7 | -- | 1 | 1,762.23 | 5,740 | 0.23 | 3 | 3 | 0 | 6 | -- | 2 | 1,779.67 | 4,920 |
| 5 | 2 | 5 | 47 | 0.25 | 3 | 4 | 5 | 12 | -- | 3 | 11.88 | 60 | 0.21 | 2 | 2 | 0 | 4 | -- | 2 | 9.91 | 20 |
| 5 | 3 | 0 | 0 | 0.17 | 2 | 3 | 3 | 8 | -- | 3 | 0.00 | 0 | 0.21 | 2 | 2 | 1 | 5 | -- | 3 | 0.00 | 0 |
| 5 | 4 | 23 | 215 | 0.14 | 1 | 1 | 0 | 2 | -- | 1 | 31.05 | 46 | 0.27 | 2 | 1 | 0 | 3 | -- | 2 | 57.46 | 69 |
| 5 | 6 | 17 | 159 | 0.13 | 2 | 2 | 3 | 7 | 0.20 | 0 | 20.84 | 119 | 0.25 | 3 | 4 | 1 | 8 | 0.19 | 2 | 39.82 | 136 |
| 6 | 1 | 8 | 75 | 0.20 | 3 | 4 | 3 | 10 | -- | 1 | 14.70 | 80 | 0.18 | 5 | 6 | 2 | 13 | -- | 3 | 13.81 | 104 |
| 6 | 2 | 0 | 0 | 0.22 | 4 | 6 | 6 | 16 | -- | 3 | 0.00 | 0 | 0.15 | 4 | 5 | 2 | 11 | -- | 2 | 0.00 | 0 |
| 6 | 3 | 0 | 0 | 0.14 | 3 | 4 | 4 | 11 | -- | 3 | 0.00 | 0 | 0.15 | 4 | 5 | 3 | 12 | -- | 4 | 0.00 | 0 |
| 6 | 4 | 1 | 9 | 0.11 | 2 | 2 | 3 | 7 | -- | 1 | 1.04 | 7 | 0.21 | 4 | 4 | 2 | 10 | -- | 3 | 1.99 | 10 |
| 6 | 5 | 2 | 19 | 0.08 | 1 | 1 | 0 | 2 | -- | 0 | 1.51 | 4 | 0.08 | 0 | 1 | 0 | 1 | -- | 0 | 1.53 | 2 |
| | | | ***TOTALS:*** | ***5.61*** | ***82*** | ***102*** | ***98*** | ***282*** | ***2.69*** | ***64*** | ***5,808.59*** | ***19,080*** | ***5.62*** | ***89*** | ***102*** | ***36*** | ***227*** | ***2.65*** | ***67*** | ***5,620.08*** | ***18,431*** |

| NODE | ALIAS |
|---|---|
| 1 | RIO RD |
| 2 | DUNLORA DR |
| 3 | VARICK ST |
| 4 | RIO RD EAST |
| 5 | JOHN W WARNER PKWY |
| 6 | CATEC |

RED - lack of facilities
BLUE - adj. development to make bike improv.
Green - portion of bike connection on sidewalk

| ROUTE | | COMPARISONS (ALT 2 - ALT 1) | | | | | | PERCENT COMPARISONS (ALT 2 - ALT 1) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BEGIN NODE | END NODE | VEH PATH (miles) | VEH-VEH CONFLICT PTS | BIKE/PED PATH (miles) | PED CROSSINGS | TOTAL VEH-MILES PER DAY | TOTAL PEAK HR VEH-VEH CONFLICTS | VEH PATH (miles) | VEH-VEH CONFLICT PTS | BIKE/PED PATH (miles) | PED CROSSINGS | TOTAL VEH-MILES PER DAY | TOTAL PEAK HR VEH-VEH CONFLICTS |
| 1 | 2 | -0.18 | -7 | -0.02 | -2 | -171.96 | -707 | -53% | -47% | -13% | -50% | -53% | -47% |
| 1 | 3 | -0.10 | -1 | -0.02 | -1 | -8.66 | -9 | -39% | -9% | -11% | -25% | -39% | -9% |
| 1 | 4 | -0.02 | 3 | 0.01 | 0 | -78.37 | 1368 | -8% | 60% | 4% | 0% | -8% | 60% |
| 1 | 5 | 0.00 | 0 | -0.02 | 0 | -29.25 | 0 | -2% | 0% | -7% | 0% | -2% | 0% |
| 1 | 6 | -0.11 | -1 | -0.05 | 0 | -33.97 | -34 | -86% | -50% | -32% | 0% | -86% | -50% |
| 2 | 1 | -0.02 | -2 | -- | 1 | -18.02 | -226 | -12% | -50% | -- | 100% | -12% | -50% |
| 2 | 3 | 0.06 | 4 | 0.02 | 1 | 0.52 | 4 | 49% | 50% | 21% | 50% | 49% | 50% |
| 2 | 4 | -0.10 | -8 | 0.03 | -2 | -3.67 | -32 | -30% | -44% | 16% | -50% | -30% | -44% |
| 2 | 5 | -0.08 | -9 | -0.04 | -1 | -5.83 | -72 | -26% | -53% | -14% | -33% | -26% | -53% |
| 2 | 6 | -0.07 | -8 | -0.05 | -1 | -0.63 | -8 | -31% | -53% | -32% | -33% | -31% | -53% |
| 3 | 1 | -0.02 | -3 | -- | 0 | -1.47 | -30 | -9% | -38% | -- | 0% | -9% | -38% |
| 3 | 2 | 0.02 | -1 | -- | 1 | 0.19 | -1 | 18% | -25% | -- | 50% | 18% | -25% |
| 3 | 4 | 0.01 | -6 | 0.01 | -1 | 0.13 | -6 | 6% | -33% | 8% | -25% | 6% | -33% |
| 3 | 5 | 0.03 | -3 | 0.00 | 0 | 0.32 | -3 | 16% | -20% | 1% | 0% | 16% | -20% |
| 3 | 6 | 0.05 | -2 | -0.05 | 0 | 0.00 | 0 | 34% | -15% | -29% | 0% | 0% | 0% |
| 4 | 1 | 0.01 | 0 | -- | 0 | 49.89 | 0 | 5% | 0% | -- | 0% | 5% | 0% |
| 4 | 2 | 0.01 | -3 | -- | 0 | 5.51 | -126 | 8% | -38% | -- | 0% | 8% | -38% |
| 4 | 3 | -0.01 | -2 | -- | -1 | -0.71 | -20 | -8% | -50% | -- | -50% | -8% | -50% |
| 4 | 5 | 0.12 | 1 | 0.10 | 1 | 39.35 | 36 | 60% | 8% | 58% | 100% | 60% | 8% |
| 4 | 6 | 0.13 | 2 | 0.05 | 1 | 7.18 | 12 | 110% | 20% | 33% | 100% | 110% | 20% |
| 5 | 1 | 0.00 | -1 | -- | 1 | 17.43 | -820 | 1% | -14% | -- | 100% | 1% | -14% |
| 5 | 2 | -0.04 | -8 | -- | -1 | -1.97 | -40 | -17% | -67% | -- | -33% | -17% | -67% |
| 5 | 3 | 0.04 | -3 | -- | 0 | 0.00 | 0 | 22% | -38% | -- | 0% | 0% | 0% |
| 5 | 4 | 0.12 | 1 | -- | 1 | 26.41 | 23 | 85% | 50% | -- | 100% | 85% | 50% |
| 5 | 6 | 0.12 | 1 | -0.01 | 2 | 18.97 | 17 | 91% | 14% | -5% | 0% | 91% | 14% |
| 6 | 1 | -0.01 | 3 | -- | 2 | -0.89 | 24 | -6% | 30% | -- | 200% | -6% | 30% |
| 6 | 2 | -0.07 | -5 | -- | -1 | 0.00 | 0 | -32% | -31% | -- | -33% | 0% | 0% |
| 6 | 3 | 0.02 | 1 | -- | 1 | 0.00 | 0 | 12% | 9% | -- | 33% | 0% | 0% |
| 6 | 4 | 0.10 | 3 | -- | 2 | 0.95 | 3 | 91% | 43% | -- | 200% | 91% | 43% |
| 6 | 5 | 0.00 | -1 | -- | 0 | 0.02 | -2 | 2% | -50% | -- | 0% | 2% | -50% |
| | | ***0.02*** | ***-55*** | ***-0.04*** | ***3*** | ***-188.51*** | ***-649*** | ***0%*** | ***-20%*** | ***-1%*** | ***5%*** | ***-3%*** | ***-3%*** |

# APPENDIX E4: ENGINEERING ASSESSMENT | TRIP GENERATION AND TRAFFIC VOLUMES CALCULATIONS




| Development | Proposed Use | VPD, by others | [1]VPD, verified |
|---|---|---|---|
| Belvedere | SOCA fieldhouse, The Center, 190 SFD, 90 Multifamily | 4838 | 4817 |
| 999 Rio | 5 SFD, 20 Multifamily | 176 | 176 |
| Dunlora Farm | (assume potential of 370 multifamily) | - | 2756 |
| Dunlora Park | 28 SFD, 14 Multifamily | 424 | 387 |
| Rio Point | 328 Multifamily (Mid-rise) | 1786 | 1786 |
| Rio Commons | 43 Multifamily | 301 | 284 |
| Lochlyn Hill | 129 SFD, 14 Multifamily | 1416 | 1379 |
| Lofts | 65 Multifamily (Mid-rise) | 433 | 353 |
| [1]L+G verified other studies' traffic estimates with ITE TripGen 10th Edition<br>Multifamily is low-rise unless otherwise noted | | | |

# Transportation Modeling Overview

## INTRODUCTION

The Rio29 area consists of mixed use development and exhibits relatively high traffic volumes due to the presence of several shopping centers and the Fashion Square Mall. Though current travel patterns are driven by these commercial centers, Albemarle County is examining the need for connectivity improvements given anticipated future land use and the desire to accommodate all modes of transportation. To aid in the planning process, Kimley-Horn has estimated future travel demand and performed intersection-level traffic analyses to determine possible future intersection performance. The purpose of their work was to provide an existing network year of failure and a summary of operations under each build scenario at the following four intersections:

- Rio Road at Hillsdale Drive/Putt Putt Drive
- Rio Road at Fashion Square/Albemarle Square
- Rio Road at US 29
- Rio Road at Berkmar Drive

The results of this analysis were used to develop recommended intersection configurations and may be utilized by Albemarle County to prioritize implementation. All analyses were performed assuming a base year of 2018 and a future year of 2045.

## SUMMARY OF MODELING METHOD

A small area model was developed in TransCAD using existing intersection turning movement counts during the PM peak hour to develop a base year origin-destination (O-D) matrix. This base year O-D matrix was compared at an aggregate level to the current Charlottesville regional model and calibrated to the base year O-D matrix from the regional model.

Based on proposed land use in the area, future site trips in the model traffic analysis zones (TAZs) were calculated using TransCAD's traffic impact analysis (TIA) tool. Using the growth factor method, these future site trips were distributed based on the base year O-D matrix to create a future year O-D matrix. External station traffic volumes were grown based on historic information and engineering judgment and adjusted in the future year network. Finally, volumes in the final future year O-D matrix were reduced by assuming internal capture and transit/non-motorized trip utilization will total 10%.

## TRAFFIC FORECASTING AND INTERSECTION-LEVEL ANALYSIS

Using outputs from the small area model, traffic volumes and turning movement counts were estimated for the PM peak period under the following build scenarios:

- 2018 No-Build – Existing Conditions
- 2018 No-Build (Interim analysis at US 29) – Existing Conditions with only a single through lane in each direction of Rio Road at US 29 to accommodate bike lanes
- 2045 No-Build (with existing land use) – Existing network with existing land uses grown at 1% per year to 2045
- 2045 No-Build (with proposed land use) – Existing network with future proposed land uses
- 2045 Build 1 – Future proposed network and future proposed land uses
  - Right-in/right-out at Fashion Square/Albemarle Square
  - Signal control at Berkmar Drive, US 29, and Hillsdale Drive/Putt Putt Place
- 2045 Build 2 – Future proposed network and future proposed land uses
  - Right-in/right-out at Fashion Square/Albemarle Square
  - Roundabouts at Berkmar Drive, US 29 ("dog bone" configuration), and Hillsdale Drive/Putt Putt Place

In each case, raw model outputs were adjusted where it was deemed necessary to facilitate network volume balancing or correct model bias. These traffic volumes were used as inputs in Synchro Version 9 and SIDRA Intersection Version 8.0, and operational measures of effectiveness—levels of service (LOS), delays, and volume-to-capacity ratios—were calculated for each intersection as summarized in **Tables 1-4** below.

TABLE 1: RIO ROAD AT HILLSDALE DRIVE/PUTT PUTT PLACE

| Scenario | LOS (Delay [s/veh]) | Maximum Volume-to-Capacity Ratio |
|---|---|---|
| Base Year No-Build - *Unsignalized* | SB - D (25.2)<br>EBL - B (14.9) | - |
| Future Year No-Build (Existing Land Use) - *Unsignalized* | SB - E (35.0)<br>EBL - C (18.7) | - |
| Future Year No-Build (Proposed Land Use) - *Unsignalized* | SB - F (153.3)<br>EBL - C (20.4) | - |
| No-Build Year of Failure[A] | 2025 | |
| Future Year Build 1 - *Signalized* | D (37.5) | 0.90 |
| Future Year Build 2 - *Roundabout* | C (24.6) | 0.87 |

[A]Based on two-way stop control and proposed land use

TABLE 2: RIO ROAD AT FASHION SQUARE/ALBEMARLE SQUARE

| Scenario | LOS (Delay [s/veh]) | Maximum Volume-to-Capacity Ratio |
|---|---|---|
| Base Year No-Build - *Signalized* | D (38.6) | 0.70 |
| Future Year No-Build (Existing Land Use) - *Signalized* | C (29.5)[A] | 0.85 |
| Future Year No-Build (Proposed Land Use) - *Signalized* | E (56.9) | 0.93 |
| No-Build Year of Failure | N/A | |
| Future Year Build 1 and 2 – *Unsignalized (Right-in/Right-out)* | SB - C (15.1)<br>NB - B (14.5) | - |

[A]Improvements to delay in future year based on signal timing adjustments

TABLE 3: RIO ROAD AT ROUTE 29

| Scenario | LOS (Delay [s/veh]) | Maximum Volume-to-Capacity Ratio |
|---|---|---|
| Base Year No-Build - *Signalized* | E (56.6) | 0.96 |
| Base Year No-Build Interim Solution - *Signalized* | F (86.9) | 1.38 |
| Future Year No-Build (Existing Land Use) - *Signalized* | E (70.8) | 1.13 |
| Future Year No-Build (Proposed Land Use) - *Signalized* | F (96.5) | 1.27 |
| No-Build Year of Failure[A] | 2030 | |
| Future Year Build 1 - *Signalized* | D (53.5) | 0.82 |
| Future Year Build 2 - *Roundabout*[B] | West - C (24.4)<br>East - B (11.9) | West - 0.91<br>East - 0.62 |

[A]Based on signal control and existing land use
[B]Each half of dog bone roundabout analyzed independently

TABLE 4: RIO ROAD AT BERKMAR DRIVE

| Scenario | LOS (Delay [s/veh]) | Maximum Volume-to-Capacity Ratio |
|---|---|---|
| Base Year No-Build - *Signalized* | C (30.3) | 0.72 |
| Future Year No-Build (Existing Land Use) - *Signalized* | C (34.2) | 0.86 |
| Future Year No-Build (Proposed Land Use) - *Signalized* | D (47.2) | 0.96 |
| No-Build Year of Failure | N/A | |
| Future Year Build 1 - *Signalized* | C (29.9) | 0.83 |
| Future Year Build 2 - *Roundabout* | C (19.2) | 0.76 |

EPRPC EPR, P.C. "ENGINEERING & PLANNING RESOURCES"
637 BERKMAR CIRCLE, CHARLOTTESVILLE, VA 22901


**Executive Summary**

This report provides a summary of the traffic impact analysis for the Arden II project located on the north side of Rio Road between Albemarle Square Drive and Putt Putt Place (Albemarle County parcels 06100-00-00-124E0, 06100-00-00-124F0, and 06100-00-00-124G0) in support of the special use permit application for Phase I only (Figure 1). While it is anticipated that the project will consist of two phases, only Phase 1 is considered in this study (Figure 2).

The proposed land use includes: 150 apartments, a 120 room hotel, and a 50,000 square foot self-storage facility. The trip generation for the site is shown in the table below.

**Site Trip Generation**

| item | LU | unit | qty | daily | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | in | out | total | in | out | total |
| apartments | 220 | du | 150 | 1033 | 15 | 62 | 77 | 65 | 35 | 100 |
| hotel | 310 | or | 120 | 1070 | 46 | 34 | 80 | 42 | 42 | 84 |
| self-storage | 151 | ksf | 50 | 125 | 4 | 3 | 7 | 7 | 6 | 13 |
| | | | totals | **2228** | **65** | **99** | **164** | **114** | **83** | **197** |

Access to the site will be provided via Putt Putt Place and no connection is assumed between the project and Albemarle Square for this phase. The site trip distribution agreed upon by VDOT staff is shown in Figure 6.

Included within this study are analyses of existing conditions, future no build conditions, and future build conditions for the year 2020 at the following intersections with Rio Road: Albemarle Square Drive/Mall Drive, Putt Putt Place, Old Brook Road, and Hillsdale Drive/Northfield Road.

The analyses indicate that additional queue storage is needed today unrelated to the project at the locations listed below. It should be noted that this entire corridor is part of a small area plan currently underway. Phase II of the Rio/29 Small Area Plan project, expected to be complete in October 2017, will include further study of these intersections and a transportation plan.

- Albemarle Square Drive and Mall Drive – eastbound left turn lane, westbound left turn and right turn lanes,
- Old Brook Road – eastbound and westbound left turn lanes, southbound right turn lane, and
- Northfield Road and Hillsdale Drive – eastbound left turn lane, westbound left turn lane, and northbound shared through/left turn lane.

At the intersections of Putt Putt Place with Rio Road a traffic signal is nearly warranted today and with the addition of the future site traffic is warranted. With signalization, the intersection it is expected to operate at LOS A overall and LOS C or better for all movements.

It is recommended that a traffic signal be installed at the intersection and that it be coordinated with the nearby Albemarle Square Drive/Mall Drive traffic signal. Due to the spacing between these two intersections a design exception will be required. It is also recommended that the westbound right turn lane be extended 50 feet to accommodate the increased queue.

**Conclusions and Recommendations**

The traffic associated with Arden II Phase 1 will have a minimal impact on the traffic operations of the surrounding transportation network. The off-site intersections will operate at the same overall and individual movement levels of service during both peak periods analyzed with the addition of the Arden II Phase 1 site traffic.

At the intersection of Putt Putt Place with Rio Road a traffic signal is nearly warranted today and is warranted with the addition of the future site traffic. With the installation of a traffic signal at the intersection it is expected to operate LOS A overall and LOS C or better for all movements. Without a traffic signal at this intersection the southbound left turn movement is expected to operate at LOS F during both peak periods.

It is recommended that a traffic signal be installed at the intersection and that it be coordinated with the nearby Albemarle Square Drive and Mall Drive traffic signal. Due to the spacing between these two intersections a design exception will be required. It is also recommended that the westbound right turn lane be extended 50 feet to accommodate the increased queue.

Unrelated to the Arden II Phase 1 project, the following improvements are needed and will improve traffic operations at the study area intersections.

Rio Road at Albemarle Square Drive and Mall Drive – Extension of the westbound left and right turn lanes is needed to accommodate the existing queues. To extend the turn lanes the curb line along the median and outside lane will need to be adjusted.

Extension of the eastbound left turn lane is also needed to accommodate existing queues. This is problematic because this turn lane is positioned back-to-back with the Route 29 dual westbound left turn lanes.

Rio Road at Old Brook Road – Extension of the eastbound left turn lane and southbound right turn lane is needed to accommodate the existing queues. It appears that these improvements may be possible with markings only.

Rio Road at Northfield Road and Hillsdale Drive – Extension of the westbound left turn lane and northbound shared through/left turn lane is needed to accommodate the existing queues. It appears that these improvements are possible with markings only.

Rio Road at Old Brook Road, Northfield Road, and Hillsdale Drive – It is not possible to extend the turn lanes between the two signalized intersections. However, it should be noted that the queues extend beyond the provided storage by less than a car length.

It is recommended that the operational deficiencies noted above not be addressed until the completion of the larger Rio/29 Small Area Plan traffic study.

# APPENDIX F: TRAFFIC STUDY EXCERPTS (BY OTHERS)



**Table 1 - John Warner Parkway & Rio Road E AM/PM (HCM6) Results**

| Approach | Movement | AM Peak Hour: 7:00 - 8:00 AM | | | PM Peak Hour: 4:45 - 5:45 PM | | |
|---|---|---|---|---|---|---|---|
| | | V/C | Delay (s) [LOS] | 95 % Queue (ft) | V/C | Delay (s) [LOS] | 95 % Queue (ft) |
| Eastbound (Driveway) | Left-Through | 0.11 | 97.7 [F] | 25 | 0.24 | 91.7 [F] | 50 |
| | Right | 0.0 | 0.0 [A] | 0 | 0.01 | 65.8 [E] | 0 |
| | **Approach** | - | **97.7 [F]** | - | - | **87.0 [F]** | - |
| Westbound (Rio) | Left | >1.0 | 305.7 [F] | 200 | >1.0 | 390.1 [F] | 125 |
| | Through | 0.0 | 0.0 [A] | 225 | 0.0 | 0.0 [A] | 650 |
| | Right | >1.0 | 203.1 [F] | 225 | >1.0 | 204.0 [F] | 650 |
| | **Approach** | - | 223.7 [F] | - | - | 217.9 [F] | - |
| Northbound (John Warner) | Left | 0.01 | 13.2 [B] | 25 | 0.04 | 16.2 [B] | 25 |
| | Through-Right | 0.27 | 16.4 [B] | 325 | 0.43 | 24.9 [C] | 675 |
| | **Approach** | - | **16.4 [B]** | - | - | **24.7 [C]** | - |
| Southbound (Rio) | Left | 0.72 | 11.4 [B] | 275 | 0.96 | 40.2 [D] | 600 |
| | Through | 0.55 | 12.7 [B] | 550 | 0.49 | 12.7 [B] | 525 |
| | Right | 0.01 | 6.6 [A] | 0 | 0.03 | 7.6 [A] | 0 |
| | **Approach** | - | 12.2 [B] | - | - | 25.2 [C] | - |
| **Overall Intersection** | | - | **68.6 [E]** | - | - | **72.5 [E]** | - |

**Table 2 - Belvedere Boulevard & Rio Road E AM/PM (HCM6) Results**

| Approach | Movement | AM Peak Hour: 7:00 - 8:00 AM | | | PM Peak Hour: 4:45 - 5:45 PM | | |
|---|---|---|---|---|---|---|---|
| | | V/C | Delay (s) [LOS] | 95 % Queue (ft) | V/C | Delay (s) [LOS] | 95 % Queue (ft) |
| Eastbound (Driveway) | Left-Through-Right | 0.0 | 0.0 [A] | - | 0.01 | 15.9 [C] | 0 |
| | **Approach** | - | **0.0 [A]** | - | - | **15.9 [C]** | - |
| Westbound (Belvedere) | Left - Through | >1.0 | >500.0 [F] | 225 | 8 | >500.0 [F] | 175 |
| | Right | 0.17 | 15.0 [C] | 25 | 0.42 | 30.1 [D] | 50 |
| | **Approach** | - | **313.9 [F]** | - | - | **>500.0 [F]** | - |
| Northbound (Rio) | Left | - | 0.0 [A] | 0 | - | 0.0[A] | 0 |
| | Through-Right | - | 0.0 [A] | 0 | - | 0.0 [A] | 0 |
| | **Approach** | - | **0 [A]** | - | - | **0 [A]** | - |
| Southbound (Rio) | Left | 0.04 | 12.7 [B] | 25 | 0.26 | 25.1 [D] | 25 |
| | Through | - | 0.0 [A] | - | - | 0.0 [A] | 0 |
| | Right | - | 0.0 [A] | - | | 0.0 [A] | 0 |
| | **Approach** | - | **0.2 [A]** | - | | **1.0 [A]** | - |
| **Overall Intersection** | | - | **19.8 [C]** | - | - | **49.0 [E]** | - |

## FINDINGS AND RECOMMENDATIONS

The following summarizes the findings of the analyses conducted and recommendations based on conceptual design development.

### Existing Operations Summary

- Existing traffic operations show that all intersections experience delays resulting in LOS E and F during both the AM and PM peak hours.
  - Belvedere Boulevard & Rio Road E show delays exceeding 500 second per vehicle from the stop-controlled approaches due to through volumes on Rio Road E.
  - Turning volumes at John Warner Parkway & Rio Road E experience delays higher than 300 seconds per vehicle during both AM and PM peak hours.

### Crash Summary

- A total of 63 crashes occurred in the study area between January 2014 and May 2019; no fatalities were recorded.
- Crashes are predominantly concentrated at the three study intersections with less crashes on the roadway segments between intersections.
- Rear-end crashes are the most common crash type and clustered around three of the four approaches at John Warner Parkway & Rio Road E.

### VJuST Results

- VJuST screening and supplemental analysis identified a ***roundabout*** as the recommended alternative when compared to existing and other alternatives to advance for **John Warner Parkway & Rio Road E**.
- VJuST screening and supplemental analysis identified a ***restricted crossing U-turn (RCUT)*** as the recommended alternative when compared to existing and other alternatives to advance for **Belvedere Boulevard & Rio Road E**.

### Proposed Design Concepts

- John Warner Parkway & Rio Road E (Roundabout)
  - The roundabout requires dual lanes for the northbound (John Warner Parkway) and southbound (Rio Road E) approaches to provide sufficient capacity.
  - The westbound (Rio Road E) approach requires a right-turn bypass lane.
  - The existing southbound left-out movement at the adjacent Dunlora Drive & Rio Road E intersection should be restricted and instead require drivers to U-turn through the roundabout to accomplish this maneuver.
  - Right-of-way acquisitions are anticipated (4 partial takes) in the northwest, southwest, and southeast quadrants.
  - Planning-level cost estimate is $7,144,000 (2020 dollars) excluding right-of-way costs.
- Belvedere Boulevard & Rio Road E (Restricted Crossing U-turn)
  - The north U-turn loon has been designed and positioned at the intersection of Greenbrier Terrace & Rio Road E to avoid impacting the bridge to the south.
  - The north RCUT U-turn loon is designed to accommodate a fire truck and school bus.
  - The south RCUT U-turn is anticipated to use the proposed roundabout at John Warner Parkway & Rio Road E.
    - If RCUT is implemented without the proposed roundabout, the signal

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RAMEY KEMP ASSOCIATES
Moving forward.

T 804 217 8560

4343 Cox Road
Glen Allen, VA 23060

May 24, 2021

Mr. Kevin McDermott
Albemarle County
401 McIntire Road
Charlottesville, Virginia 22902
Phone: (434) 296-5832

Reference: Rio Point –Traffic Impact Analysis (TIA) ***- Revised***

Dear Mr. McDermott,

Ramey Kemp & Associates, Inc. (RKA) has performed a Traffic Impact Analysis (TIA) for the proposed 328-unit multi-family development located on the southwest corner of the Rio Road at John Warner Parkway / CATEC Driveway intersection. The access plan includes one full-movement driveway and one right-in only driveway on Rio Road and a stub-out for a future connection on the south side of the property. If approved, the proposed development is expected to be built in 2023. Figure 1 shows the site location and study intersections, and Figure 2 shows the preliminary site plan.

The purpose of this letter report is to provide the following:

- Trip generation calculations
- Evaluation of turn lane warrants for the site driveways
- Capacity and queueing analysis of the study intersections

**Existing Roadway Conditions**

Route 631 (Rio Road) is a four-lane divided Minor Arterial with a 2019 Virginia Department of Transportation (VDOT) average daily traffic (ADT) volume of approximately 28,000 vehicles per day (vpd) and a posted speed limit of 35 miles per hour (mph) north of the John Warner Parkway intersection. Rio Road becomes a two-lane Major Collector with a posted speed limit of 35 mph south of the John Warner Parkway intersection. South of the Pen Park Road / Waldorf School Road intersection, the approximate 2019 VDOT ADT of Rio Road is 9,300 vpd.

Route 2500 (John Warner Parkway) is a two-lane Minor Arterial with a posted speed limit of 35 mph in the vicinity of the site and does not have a VDOT published ADT volume. Based on discussion with the County, the ADT is approximately 17,500 vpd.

Route 768 (Pen Park Road) is a two-lane local road with a 2019 VDOT ADT volume of approximately 4,400 vpd, and a posted speed limit of 35 mph in the vicinity of the site.

Route 1177 (Dunlora Drive) is a two-lane local road with a 2019 VDOT ADT volume of approximately 2,400 vpd, and a posted speed limit of 35 mph in the vicinity of the site.

RKA rameykemp.com
Transportation Consulting that moves us forward.

**Table 1**
**ITE Trip Generation – Belvedere Residential – Weekday – 10th Edition**

| Land Use (ITE Land Use Code) | Size | Weekday Daily Traffic (vpd) | | AM Peak Hour (vph) | | PM Peak Hour (vph) | |
|---|---|---|---|---|---|---|---|
| | | Enter | Exit | Enter | Exit | Enter | Exit |
| Single Family Detached Housing (210) | 190 homes | 938 | 938 | 35 | 106 | 118 | 70 |
| Multifamily Housing (Low-Rise) (220) | 90 units | 330 | 330 | 10 | 33 | 34 | 20 |
| **Total Trips** | | **1,268** | **1,268** | **45** | **139** | **152** | **90** |

**Table 2**
**ITE Trip Generation – Dunlora Park Residential – Weekday – 10th Edition**

| Land Use (ITE Land Use Code) | Size | Weekday Daily Traffic (vpd) | | AM Peak Hour (vph) | | PM Peak Hour (vph) | |
|---|---|---|---|---|---|---|---|
| | | Enter | Exit | Enter | Exit | Enter | Exit |
| Single Family Detached Housing (210) | 28 homes | 161 | 161 | 6 | 19 | 19 | 11 |
| Multifamily Housing (Low-Rise) (220) | 14 units | 51 | 51 | 1 | 6 | 6 | 4 |
| **Total Trips** | | **212** | **212** | **7** | **25** | **25** | **15** |

Figures 7 and 8 show the trip distribution and assignment for Dunlora Park Residential.

Lochlyn Hill Residential is partially built-out, with 129 single family homes and 14 townhomes remaining to be built and is located on the south side of Pen Park Lane. The ITE trip generation potential of Lochlyn Hill Residential is shown in Table 3.

**Table 3**
**ITE Trip Generation – Lochlyn Hill Residential – Weekday – 10th Edition**

| Land Use (ITE Land Use Code) | Size | Weekday Daily Traffic (vpd) | | AM Peak Hour (vph) | | PM Peak Hour (vph) | |
|---|---|---|---|---|---|---|---|
| | | Enter | Exit | Enter | Exit | Enter | Exit |
| Single Family Detached Housing (210) | 129 homes | 657 | 657 | 24 | 72 | 82 | 48 |
| Multifamily Housing (Low-Rise) (220) | 14 units | 51 | 51 | 1 | 6 | 6 | 4 |
| **Total Trips** | | **708** | **708** | **25** | **78** | **88** | **52** |

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The SOCA Fieldhouse is a proposed indoor soccer fieldhouse, to be located at the end of Belvedere Boulevard. In addition to one indoor field, the development plan also includes a synthetic field, 3 full-sized natural surface fields, and 2 half-sized natural surface fields, all of which will be outdoors. The ITE trip generation potential of the SOCA Fieldhouse is shown in Table 4.

**Table 4**
**ITE Trip Generation – SOCA Fieldhouse – Weekday – 10th Edition**

| Land Use (ITE Land Use Code) | Size | Average Daily Traffic (vpd) | | AM Peak Hour (vph) | | PM Peak Hour (vph) | |
|---|---|---|---|---|---|---|---|
| | | Enter | Exit | Enter | Exit | Enter | Exit |
| Soccer Complex (488) | 8 fields | 286 | 286 | 5 | 3 | 96 | 50 |

Figures 11 and 12 show the trip distribution and assignment for the SOCA Fieldhouse.

The Center at Belvedere is a recreation center for senior citizens, located on Belvedere Road. The project is set to be constructed in two phases, with the first phase, a 43,240 s.f. recreation center, already built out. An additional 16,760 s.f. building is planned to be constructed in the future. The ITE trip generation potential of The Center at Belvedere is shown in Table 5.

**Table 5**
**ITE Trip Generation – The Center at Belvedere (Senior Center) – Weekday – 10th Edition**

| Land Use (ITE Land Use Code) | Size | Weekday Daily Traffic (vpd) | | AM Peak Hour (vph) | | PM Peak Hour (vph) | |
|---|---|---|---|---|---|---|---|
| | | Enter | Exit | Enter | Exit | Enter | Exit |
| **Phase 1** – Recreational Community Center[1] (495) | 43,240 s.f. | 623 | 623 | 50 | 26 | 47 | 53 |
| **Phase 2** – Recreational Community Center[1] (495) | 16,760 s.f. | 242 | 242 | 19 | 10 | 18 | 21 |
| **Total Trips** | | **865** | **865** | **69** | **36** | **65** | **74** |

1. ITE has no data for a senior recreation center. The trip generation estimates shown are for a standard recreational community center (all ages) and likely over-estimate the number of trips that would be generated by the proposed use.

Figures 13 and 14 show the trip distribution and assignment for The Center at Belvedere. The total approved development trips are shown in Figure 15. The total approved development trips were combined with the background growth to estimate the 2023 no-build traffic volumes, which are shown in Figure 16. Additionally, Figure 17 shows a 2023 no-build scenario including the construction of the planned roundabout.



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**Trip Generation**
The trip generation potential of the proposed neighborhood during a typical weekday, AM peak hour, and PM peak hour was estimated using the methodologies published by the Institute of Transportation Engineers (ITE) *Trip Generation Manual – 10th Edition*. Table 6 summarizes the trip generation calculations.

**Table 6**
**ITE Trip Generation – Typical Weekday – 10th Edition**

| Land Use (ITE Land Use Code) | Size | Average Daily Traffic (vpd) | | AM Peak Hour (vph) | | PM Peak Hour (vph) | |
|---|---|---|---|---|---|---|---|
| | | Enter | Exit | Enter | Exit | Enter | Exit |
| Multifamily Housing (Mid-Rise) (221) | 328 units | 893 | 893 | 31 | 87 | 85 | 54 |

It should be noted that Rio Road is an existing transit corridor, and some of the future residents living along Rio Road will likely use the transit service. This will reduce the number of vehicles on Rio Road. To be conservative, this reduction was not applied to the trip generation potential of the site or the surrounding approved developments.

**Site Traffic Distribution**
The following site traffic distribution was applied based on coordination with the County and VDOT:

- 32% to / from the north on Rio Road
- 32% to / from the south on Rio Road
- 31% to / from the south on John Warner Parkway
- 2% to / from the east on Pen Park Road
- 1% to / from the south on Waldorf School Road
- 1% to / from the north on CATEC Driveway
- 1% to / from the north on Dunlora Drive

Figures 18 and 19 show the site trip distribution and site trip assignment, respectively. Figure 20 shows the projected 2023 build-out peak hour traffic volumes without improvements and Figure 21 shows the projected 2023 build-out volumes with a roundabout.

**VDOT Turn Lane Warrant Analysis**
The projected build-out AM and PM peak hour traffic volumes at the proposed site driveways were compared to the turn lane warrants in the Virginia Department of Transportation (VDOT) *Access Management Design Standards for Entrances and Intersections*:

Rio Road at Right-in Only Driveway:

- A southbound right-turn taper on Rio Road is warranted in the PM peak hour only

Rio Road at Full-Movement Driveway:

- A northbound left-turn lane on Rio Road is warranted
- A southbound right-turn taper on Rio Road is warranted in the PM peak hour only

**Task Order:** Task Order 2.002 – Rio Road and Pen Park Intersection Analysis

## EXISTING OPERATIONS SUMMARY

**Table 1 – Existing (2018) AM/PM HCM 2010 Results**

| Approach | Movement | AM Peak Hour: 7:00 - 8:00 AM | | | PM Peak Hour: 4:45 - 5:45 PM | | |
|---|---|---|---|---|---|---|---|
| | | V/C | Delay (s) [LOS] | 95 % Queue (ft) | V/C | Delay (s) [LOS] | 95 % Queue (ft) |
| Eastbound | Left / Through / Right | 0.05 | 17.0 [B] | <25 | 0.03 | 31.3 [C] | <25 |
| | **Approach** | - | **29.7 [C]** | - | - | **31.8 [C]** | - |
| Westbound | Left / Through | 0.56 | 34.2 [C] | 175 | 0.22 | 32.6 [C] | 50 |
| | Right | 0.83 | 36.1 [D] | 225 | 0.65 | 35.6 [D] | 75 |
| | **Approach** | - | **35.3 [D]** | - | - | **34.4 [C]** | - |
| Northbound | Left | 0.08 | 9.7 [A] | <25 | 0.06 | 5.7 [A] | <25 |
| | Through | 0.52 | 16.2 [B] | 325 | 0.51 | 10.5 [B] | 300 |
| | Right | 0.20 | 12.1 [B] | 100 | 0.08 | 6.6 [A] | 25 |
| | **Approach** | - | **14.8 [B]** | - | - | **9.8 [A]** | - |
| Southbound | Left | 0.35 | 10.4 [B] | 75 | 0.20 | 6.4 [A] | 25 |
| | Through | 0.40 | 12.4 [B] | 250 | 0.35 | 7.9 [A] | 200 |
| | Right | 0.03 | 9.0 [A] | <25 | 0.02 | 5.6 [A] | <25 |
| | **Approach** | - | **11.7 [B]** | - | - | **7.5 [A]** | - |
| **Overall Intersection** | | - | **18.7 [B]** | - | - | **11.1 [B]** | - |

## ROUNDABOUT CONCEPT

**Table 7 - Year 2035 Traffic Conditions (SIDRA)* - Weekday AM/PM Peak Hours**

| Approach | Movement | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|
| | | V/C | Delay (s) [LOS] | 95 % Queue (ft) | V/C | Delay (s) [LOS] | 95 % Queue (ft) |
| Eastbound | Approach | 0.01 | 4.7 [A] | 25 | 0.02 | 5.3 [A] | 25 |
| Westbound | Approach | 0.33 | 7.7 [A] | 50 | 0.21 | 8.3 [A] | 25 |
| Northbound | Approach | 0.44 | 7.6 [A] | 75 | 0.67 | 12.2 [B] | 175 |
| Southbound | Approach | 0.38 | 6.9 [A] | 75 | 0.49 | 8.1 [A] | 100 |
| **Overall Intersection** | | **0.44** | **7.4 [A]** | - | **0.67** | **10.2 [B]** | - |

*SIDRA analysis utilizes HCM 6 roundabout capacity methodology.

A design concept is provided assuming a 100-foot inscribe circle diameter, single-lane roundabout for the Rio Road/Pen Park Road intersection.

## PRELIMINARY CONCEPT COST ESTIMATE

A preliminary cost estimate of $4,522,931.00 has been determined for this roundabout conversion. A detailed itemized estimated is attached.

**Table 5 – Intersection Results from vJuST Tool – AM Peak Hour**

| Intersection Results AM Peak Hour | | | |
|---|---|---|---|
| | Congestion | Pedestrian | Safety |
| Type | Maximum V/C | Accommodation Compared to Traditional Diamond | Weighted Total Conflict Points |
| Conventional | 0.37 | | 48 |
| Partial Median U-Turn | 0.36 | + | 28 |
| Restricted Crossing U-Turn | 0.31 | | 20 |
| Roundabout | 0.49 | | 8 |

**Table 6 – Intersection Results from vJuST Tool – PM Peak Hour**

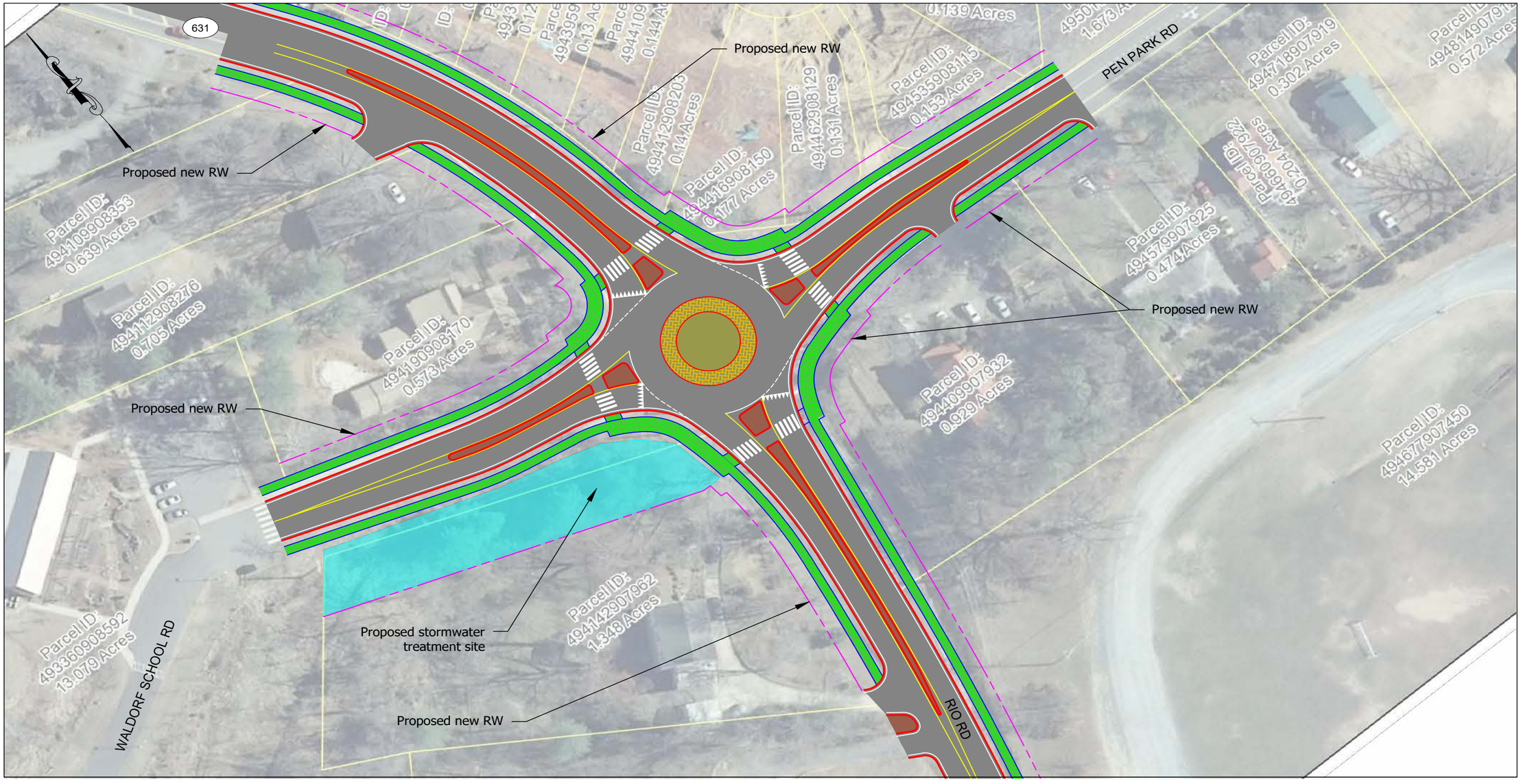
| Intersection Results PM Peak Hour | | | |
|---|---|---|---|
| | Congestion | Pedestrian | Safety |
| Type | Maximum V/C | Accommodation Compared to Traditional Diamond | Weighted Total Conflict Points |
| Conventional | 0.35 | | 48 |
| Partial Median U-Turn | 0.32 | + | 28 |
| Restricted Crossing U-Turn | 0.29 | | 20 |
| Roundabout | 0.74 | | 8 |

Reviewing vJuST results, all options performed well from a congestion perspective, however some intersection forms such as the partial median U-turn and the restricted crossing U-turn would likely have major impacts to the surrounding residential developments. A roundabout is a major safety improvement over the conventional signalized intersection and is likely a better fit for this location.

**KITTELSON RECOMMENDATION – Roundabout**

*Kittelson & Associates, Inc.* *Reston, Virginia*

*VDOT TMPD Intersection Analysis* *June 2018*




Scale: 1" = 60'

60 30 0 60

Roundabout Conceptual Design - DRAFT
Route 631 (Rio Road) / Pen Park Road
Albemarle County, VA

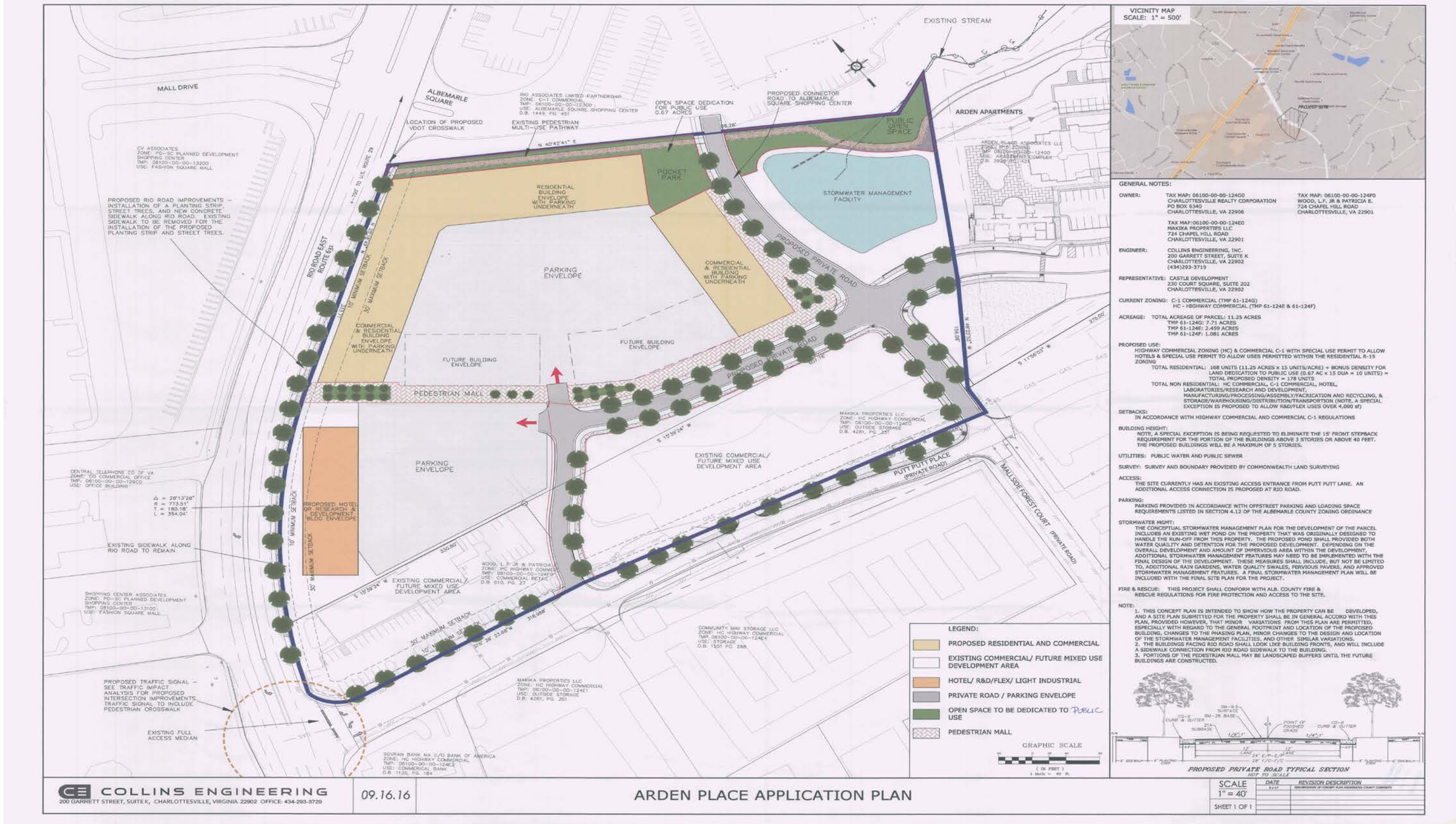
Task 2.002

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KITTELSON & ASSOCIATES

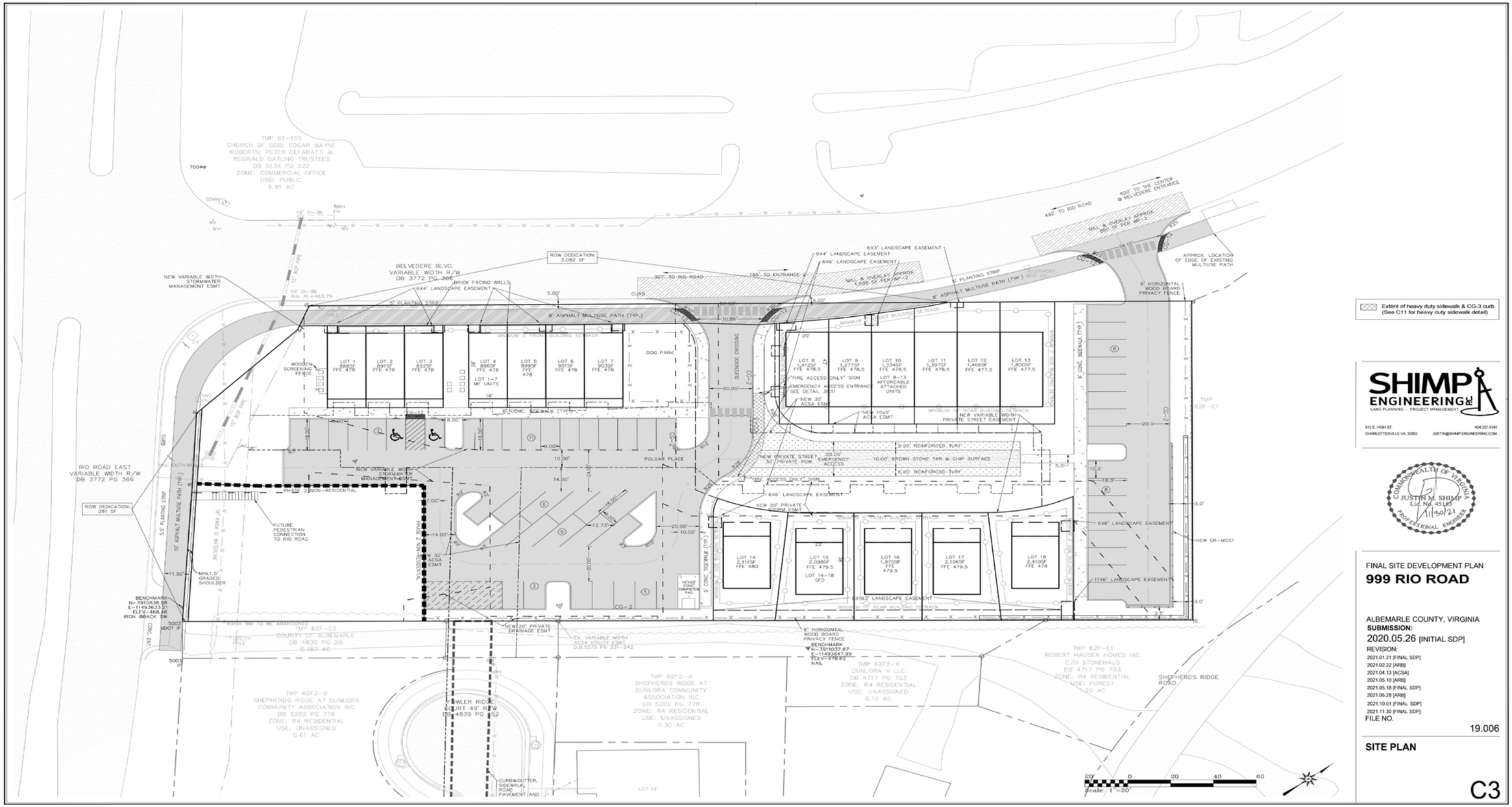
# APPENDIX G: ADJACENT DEVELOPMENT PLANS

SP201600023 ARDEN PLACE (SEPTEMBER 2016) COLLINS ENGINEERING



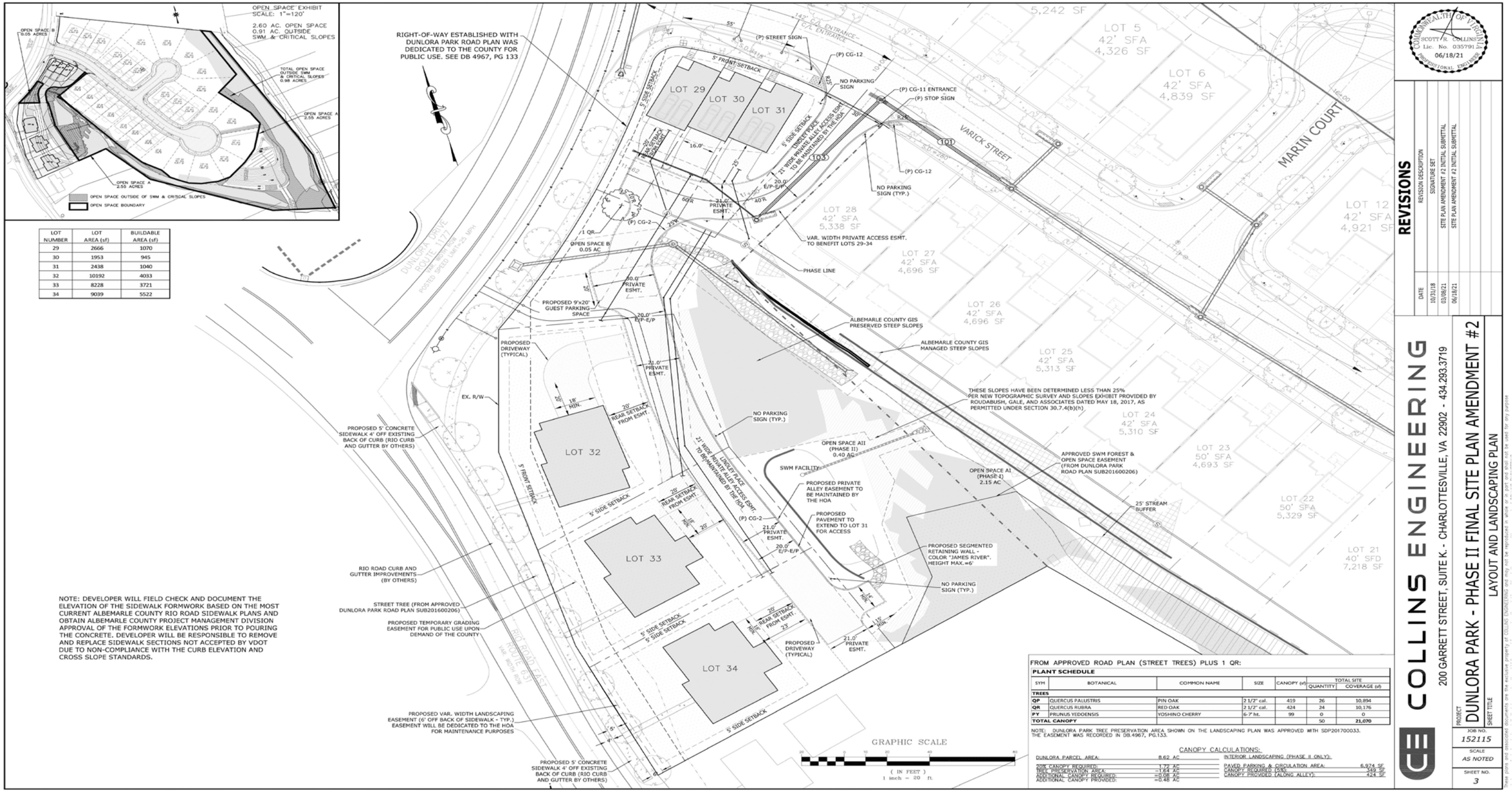
# APPENDIX G: ADJACENT DEVELOPMENT PLANS

SDP202100009 999 RIO (NOVEMBER 2021) SHIMP ENGINEERING, PC



# APPENDIX G: ADJACENT DEVELOPMENT PLANS

SDP202100023 DUNLORA PARK - PHASE II SPA#2 (JUNE 2021) COLLINS ENGINEERING




| LOT NUMBER | LOT AREA (sf) | BUILDABLE AREA (sf) |
|---|---|---|
| 29 | 2666 | 1070 |
| 30 | 1953 | 945 |
| 31 | 2438 | 1040 |
| 32 | 10192 | 4033 |
| 33 | 8228 | 3721 |
| 34 | 9039 | 5522 |

NOTE: DEVELOPER WILL FIELD CHECK AND DOCUMENT THE ELEVATION OF THE SIDEWALK FORMWORK BASED ON THE MOST CURRENT ALBEMARLE COUNTY RIO ROAD SIDEWALK PLANS AND OBTAIN ALBEMARLE COUNTY PROJECT MANAGEMENT DIVISION APPROVAL OF THE FORMWORK ELEVATIONS PRIOR TO POURING THE CONCRETE. DEVELOPER WILL BE RESPONSIBLE TO REMOVE AND REPLACE SIDEWALK SECTIONS NOT ACCEPTED BY VDOT DUE TO NON-COMPLIANCE WITH THE CURB ELEVATION AND CROSS SLOPE STANDARDS.

FROM APPROVED ROAD PLAN (STREET TREES) PLUS 1 QR:

**PLANT SCHEDULE**

| SYM | BOTANICAL | COMMON NAME | SIZE | CANOPY (sf) | TOTAL SITE QUANTITY | TOTAL SITE COVERAGE (sf) |
|---|---|---|---|---|---|---|
| **TREES** | | | | | | |
| QP | QUERCUS PALUSTRIS | PIN OAK | 2 1/2" cal. | 419 | 26 | 10,894 |
| QR | QUERCUS RUBRA | RED OAK | 2 1/2" cal. | 424 | 24 | 10,176 |
| PY | PRUNUS YEDOENSIS | YOSHINO CHERRY | 6-7' ht. | 99 | 0 | 0 |
| **TOTAL CANOPY** | | | | | 50 | **21,070** |

NOTE: DUNLORA PARK TREE PRESERVATION AREA SHOWN ON THE LANDSCAPING PLAN WAS APPROVED WITH SDP201700033. THE EASEMENT WAS RECORDED IN DB 4967, PG.133.

CANOPY CALCULATIONS:

| | | | |
|---|---|---|---|
| DUNLORA PARCEL AREA: | 8.62 AC | INTERIOR LANDSCAPING (PHASE II ONLY): | |
| SITE CANOPY REQUIRED: | 1.73 AC | PAVED PARKING & CIRCULATION AREA: | 6,974 SF |
| TREE PRESERVATION AREA: | -1.64 AC | CANOPY REQUIRED (5%): | 349 SF |
| ADDITIONAL CANOPY REQUIRED: | =0.08 AC | CANOPY PROVIDED (ALONG ALLEY): | 424 SF |
| ADDITIONAL CANOPY PROVIDED: | =0.48 AC | | |

COMMONWEALTH OF VIRGINIA
SCOTT R. COLLINS
Lic. No. 035791
PROFESSIONAL ENGINEER
06/18/21

**REVISIONS**

| DATE | REVISION DESCRIPTION |
|---|---|
| 10/31/18 | SIGNATURE SET |
| 03/08/21 | SITE PLAN AMENDMENT #2 INITIAL SUBMITTAL |
| 06/18/21 | SITE PLAN AMENDMENT #2 INITIAL SUBMITTAL |

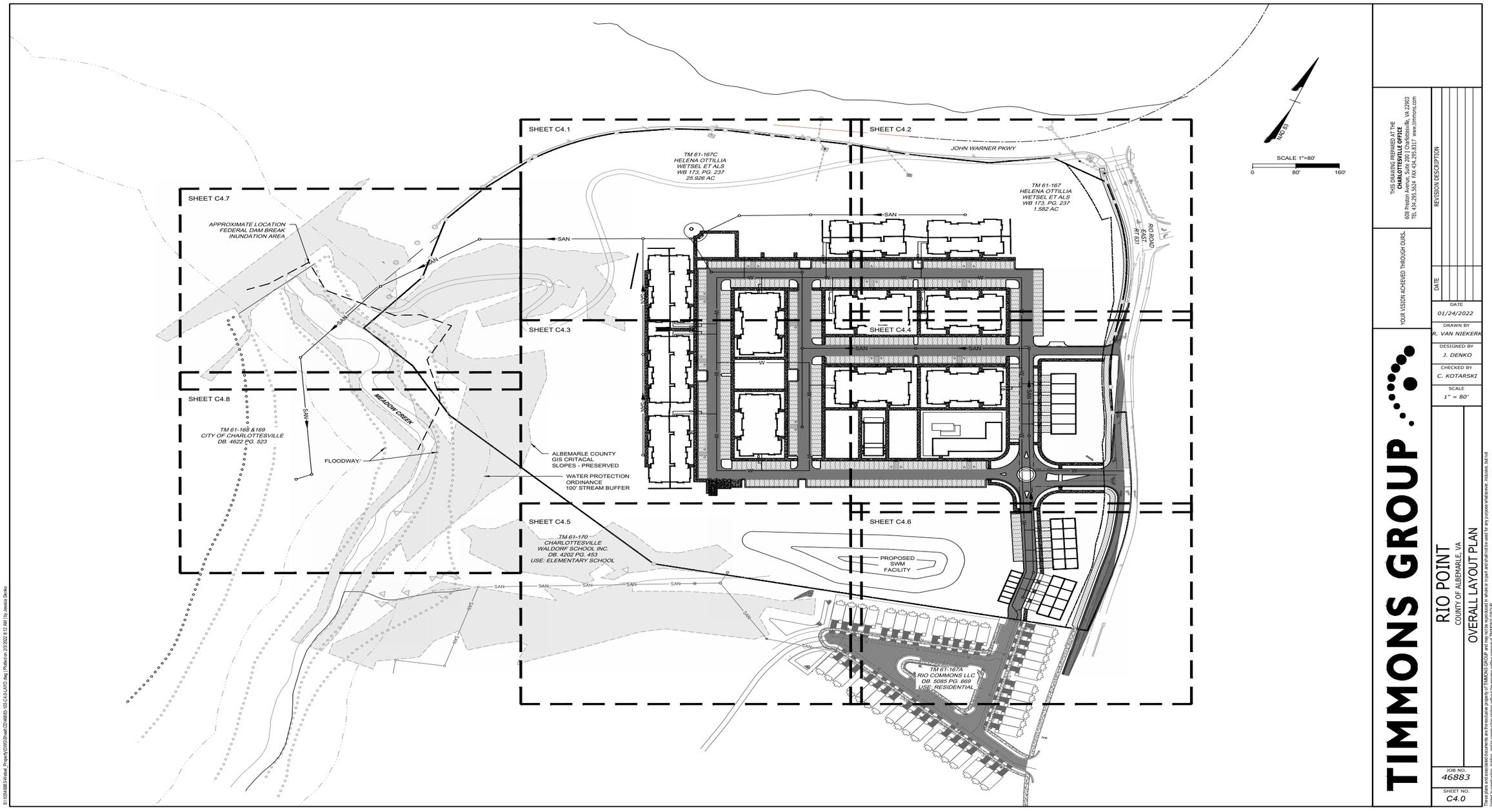
COLLINS ENGINEERING
200 GARRETT STREET, SUITE K. - CHARLOTTESVILLE, VA 22902 - 434.293.3719

PROJECT: DUNLORA PARK - PHASE II FINAL SITE PLAN AMENDMENT #2
SHEET TITLE: LAYOUT AND LANDSCAPING PLAN
JOB NO.: 152115
SCALE: AS NOTED
SHEET NO.: 3

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# APPENDIX G: ADJACENT DEVELOPMENT PLANS

RIO POINT (JANUARY 2022) TIMMONS GROUP





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**CHARLOTTESVILLE OFFICE**
608 Preston Avenue, Suite 200 | Charlottesville, VA 22903
TEL 434.295.3624 FAX 434.295.8217 www.timmons.com


YOUR VISION ACHIEVED THROUGH OURS.

TIMMONS GROUP

| REVISION DESCRIPTION | DATE |
|---|---|

DATE 01/24/2022
DRAWN BY R. VAN NIEKERK
DESIGNED BY J. DENKO
CHECKED BY C. KOTARSKI
SCALE 1" = 80'

RIO POINT
COUNTY OF ALBEMARLE, VA
OVERALL LAYOUT PLAN

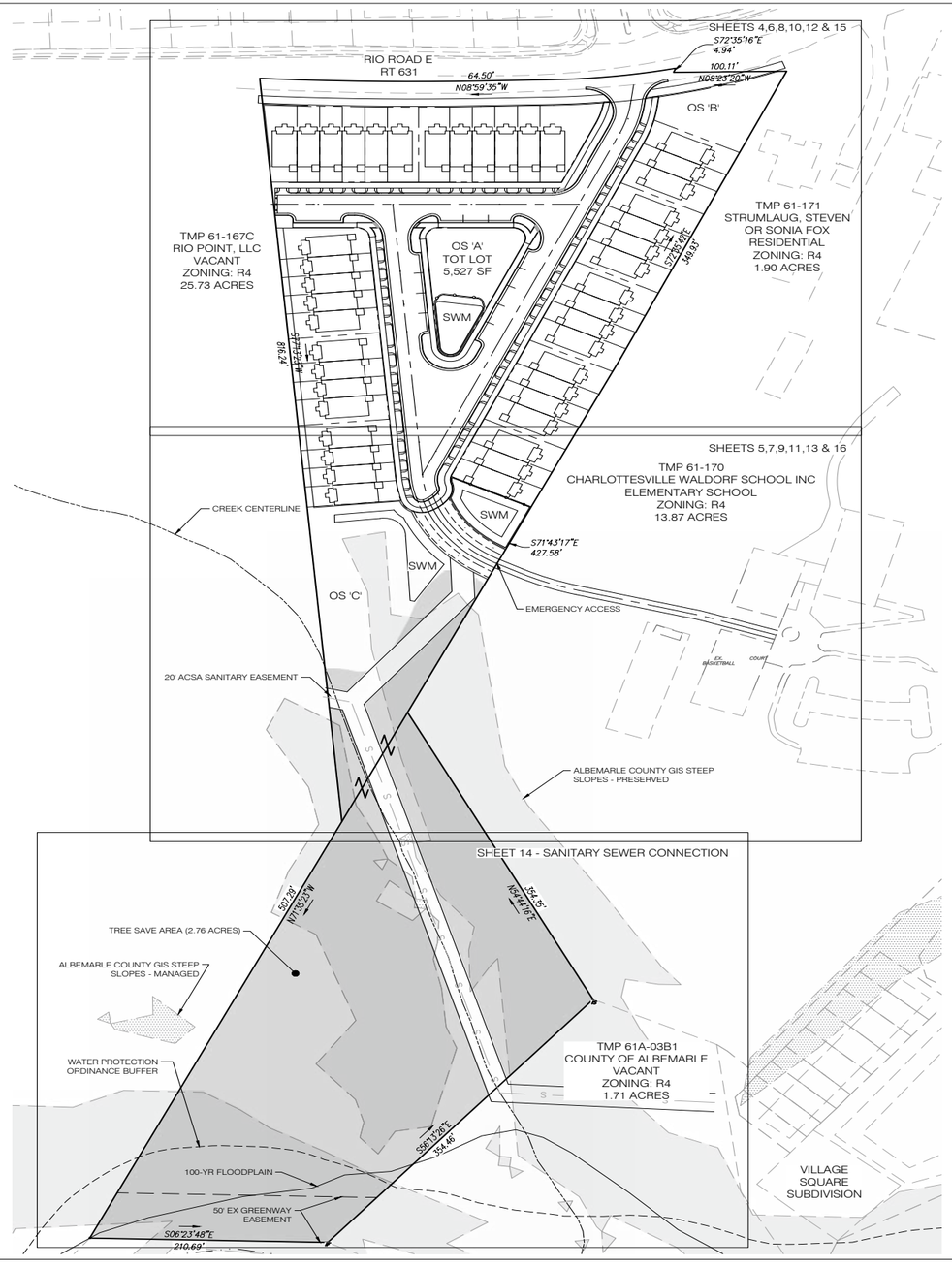
JOB NO. 46883
SHEET NO. C4.0


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S:\1934\46883\Initial_Property\DWG\Sheet\C3\46883-101-C4-LAYO.dwg | Plotted on 2/3/2022 8:12 AM | by Jessica Dierks

# APPENDIX G: ADJACENT DEVELOPMENT PLANS

RIO COMMONS INITIAL SITE PLAN (MAY 2021) ROUDABUSH, GALE & ASSOC., INC.




## SITE DATA

| | |
|---|---|
| MAXIMUM LOT SIZE PERMITTED: | N/A |
| MAXIMUM BUILDING HEIGHT: | 35' MAXIMUM |
| LOT TABULATION: | 43 TOWNHOUSE LOTS 2.01 ACRES |
| IMPERVIOUS AREA: | SFA DWELLINGS & DRIVEWAYS 1.21 ACRES<br>SIDEWALKS 0.15 ACRES<br>ROADS 0.94 ACRES<br>TOTAL IMPERVIOUS AREA 2.30 ACRES |
| OPEN SPACE REQUIRED: | 25% x 7.10 ACRES = 1.8 ACRES |
| OPEN SPACE PROVIDED: | OPEN SPACE 'A' 0.13 ACRES<br>OPEN SPACE 'B' 0.12 ACRES<br>OPEN SPACE 'C' 3.25 ACRES<br>TOTAL OPEN SPACE AREA 3.50 ACRES (49% OF SITE) |
| RECREATIONAL AREA REQUIRED: | 200 SF * 43 UNITS = 8,600 SF (0.20 ACRES) |
| RECREATIONAL AREA PROVIDED: | 5,527 SF TOT LOT IN OPEN SPACE 'A'<br>141,570 SF PASSIVE RECREATION SPACE IN OPEN SPACE 'C'<br>147,097 SF TOTAL PROVIDED<br><br>RECREATION EQUIPMENT AND FACILITIES, INCLUDING THE TOT LOT, SHALL BE MAINTAINED IN A SAFE CONDITION AND REPLACED AS NECESSARY. MAINTENANCE SHALL BE THE RESPONSIBILITY OF RIO COMMONS, LLC.<br><br>RECREATIONAL FACILITIES SHALL BE COMPLETED WHEN FIFTY PERCENT (50%) OF THE UNITS HAVE RECEIVED CERTIFICATE OF OCCUPANCY. |
| TOWNHOUSE SETBACKS: | FRONT: 5'-25' FROM ROW/PROPERTY LINE<br>SIDE: 5'<br>REAR: 20'<br>GARAGE: 18' |
| ROADS & STREETS: | ALL PUBLIC STREETS SHALL HAVE CG-6 CURB AND GUTTER. NEW PUBLIC STREETS RIGHT-OF-WAY HEREON IS HEREBY DEDICATED TO COUNTY FOR PUBLIC USE. |
| MAGISTERIAL DISTRICT: | RIO MAGISTERIAL DISTRICT |
| CRITICAL SLOPES: | PRESERVED & MANAGED SLOPES SHOWN PER ALBEMARLE COUNTY GIS. |
| STORMWATER MANAGEMENT: | 3 BIORETENTION PONDS ARE PROPOSED IN THE SUBJECT PARCELS. STORMWATER CALCULATIONS SHALL BE SUBMITTED AFTER THE INITIAL SITE PLAN. |
| WATERSHED: | A MAJORITY OF THE SITE LIES IN MEADOW CREEK WATERSHED; A PORTION ON THE SOUTHEAST SIDE OF THE SUBJECT PROPERTIES LIES IN THE UPPER RIVANNA RIVER WATERSHED |
| BOUNDARY SOURCE: | TOPOGRAPHIC SURVEY PREPARED JUNE 8, 2018 BY ROUDABUSH, GALE AND ASSOCIATES, INC. |
| TOPOGRAPHY: | BARE EARTH DEM FROM LIDAR, SOURCE VGIN (2016). POINT CLOUD DATA FILTERED BY RGA |
| BENCHMARK: | WATER METER NEAR PROPOSE SITE ENTRANCE, 473.22 |
| DATUM | HORZ: NAVD 83; VERT: NAVD 88 |
| FLOODPLAIN: | THE PROJECT SITE SHOWN HEREON IS LOCATED IN ZONE "X" AND DOES NOT FALL WITHIN FLOOD HAZARD ZONE "AE" FOR A 100-YEAR FLOOD AS SHOWN ON FEMA MAP 51003C0287D, EFFECTIVE 2/4/2005, THIS DETERMINATION HAS BEEN MADE BY GRAPHIC METHODS, NO ELEVATION STUDY HAS BEEN PREFORMED AS A PORTION OF THIS PROJECT.. |
| STREAM BUFFER: | THERE ARE NO STREAM BUFFERS WITHIN THE PROJECT SITE. |
| PARKING REQUIRED: | (2) SPACES PER SFA UNIT PLUS (1) GUEST SPACE PER EACH (4) UNITS. 43 UNITS x 2 + (43/4) = 97 SPACES REQUIRED. |
| PARKING PROVIDED: | (2) SPACES PER SFA UNIT OFF-STREET PLUS (12) STREET PARKING SPACES = 43 UNITS x 2 + 12 = 98 SPACES PROVIDED. |
| LANDSCAPING: | STREET TREES TO BE PROVIDED ALONG PUBLIC ROADS PER CODE OF DEVELOPMENT & COUNTY CODE SECTION 32.7.9. |
| ENVIRONMENTAL: | A PORTION OF THE SITE WILL BE PRESERVED AS TREE SAVE AREA FOR BONUS DENSITY CREDIT (2.76 ACRES) |
| LIGHTING: | NO OUTDOOR STREET LIGHTING IS PROPOSED AT THIS TIME. UNITS SHALL HAVE PORCH LIGHTS AND/OR POST LIGHTS THAT WILL EMIT LIGHT THAT IS LESS THAN 3000 LUMENS. ALL PROPOSED LIGHTING WILL NOT EXCEED 3,000 LUMENS. EACH OUTDOOR LUMINARIES EQUIPPED WITH A LAMP THAT EMITS 3,000 OR MORE INITIAL LUMENS SHALL BE A FULL CUTOFF LUMINARIES AND SHALL BE ARRANGED OR SHIELDED TO REFLECT LIGHT AWAY FROM AN ADJOINING RESIDENTIAL DISTRICTS AND FROM ADJACENT ROADS. ALL OUTDOOR LIGHTING SHALL BE ARRANGED OR SHIELDED TO REFLECT LIGHT AWAY FROM ADJOINING RESIDENTIAL DISTRICTS AND AWAY FROM ADJACENT ROADS. |
| RETAINING WALLS: | RETAINING WALLS GREATER THAN 3 FEET IN HEIGHT REQUIRE A SEPARATE BUILDING PERMIT. WALLS EXCEEDING 4 FEET IN HEIGHT REQUIRE A STAMPED ENGINEERING DESIGN. WALLS REQUIRE INSPECTIONS AS OUTLINED IN THE USBC. ALL RETAINING WALLS OVER 30 INCHES IN HEIGHT WILL HAVE SAFETY RAILING. |
| CEMETERIES: | NO EVIDENCE OF A BURIAL SITE WAS DISCOVERED ON THE SUBJECT PARCELS |
| TRASH RECEPTACLES: | ALL UNITS SHALL HAVE AN INDIVIDUAL TRASH CONTAINERS |
| FIRE & RESCUE: | FIRE HYDRANTS SHALL BE PROVIDED ALONG PUBLIC STREETS AT A MAXIMUM SPACING OF 500-FEET ALONG THE TRAVELWAY. |

ALL WATER LINES, SEWER LINES, AND FIRE LINES FROM THE MAIN TO THE STRUCTURE MUST HAVE A VISUAL INSPECTION PERFORMED BY THE BUILDING DEPARTMENT.

THE SUBJECT PROPERTY IS NOT LOCATED WITHIN AN AGRICULTURAL-FORESTAL DISTRICT.

THIS SITE IS NOT LOCATED WITHIN THE WATERSHED OF A PUBLIC WATER SUPPLY RESERVOIR.

60 0 60 120 180
SCALE: 1"=60'

## LEGEND

| | | | |
|---|---|---|---|
| EXISTING INTERMEDIATE CONTOUR | 332 | EXISTING WATERLINE | W |
| EXISTING INDEX CONTOUR | 300 | PROPOSED WATERLINE | W |
| PROPOSED CONTOUR | 20 | EXISTING FIRE HYDRANT | |
| EXISTING EDGE OF PAVEMENT | EX. EP | PROPOSED FIRE HYDRANT | |
| PROPOSED EDGE OF PAVEMENT | | EXISTING WATER VALVE | W |
| EXISTING CURB AND GUTTER | EX. C&G | PROPOSED WATER VALVE | W |
| PROPOSED CURB AND GUTTER | | PROPOSED WATER METER | |
| TRANSITION FROM CG-6 ROLL-TOP | | EXISTING REDUCER | W |
| EXISTING STORM SEWER | EX. 15" RCP | PROPOSED REDUCER | W |
| PROPOSED STORM SEWER | | HANDICAP RAMP (CG-12) DENOTES LOCATION OF STD. VDOT CG-12 AND/OR JURISDICTIONAL STANDARD RAMP CONSTRUCTION | |
| EXISTING SANITARY SEWER | S | PARKING INDICATOR INDICATES THE NUMBER OF TYPICAL PARKING SPACES | 12 |
| PROPOSED SANITARY SEWER | | BENCHMARK | |
| PROPERTY LINE | | PROPERTY BOUNDARY | |
| EASEMENT LINE | | | |
| CENTERLINE | | VEHICLES PER DAY COUNT | 1,234 VPD |
| LIMITS OF CLEARING AND/OR GRADING | | PROPOSED STREET NAME SIGN | |
| EXISTING SPOT ELEVATION | + | EXISTING SIGN | |
| PROPOSED SPOT ELEVATION | +12.0 | PROPOSED SIGN | |
| EXISTING TREE DRIP LINE | | SANITARY MANHOLE IDENTIFIER | 10 |
| EXISTING TREE | | STORM DRAIN STRUCTURE IDENTIFIER | 18 |
| PROPOSED TREE | OAK | | |

## CONTRACTOR'S RECORD DRAWING REQUIREMENTS

CONTRACTOR SHALL KEEP ACCURATE RECORDS OF ANY CHANGES SUBSTITUTIONS, ALTERATIONS, VARIATIONS OR UNUSUAL CONDITIONS ENCOUNTERED OR IMPLEMENTED WHILE ENGAGED ON THIS PROJECT. THESE RECORDS SHALL BE IN THE FORM OF "REDLINES". "REDLINES" SHALL REFER TO THE CONTRACTOR'S HAND ANNOTATIONS USING RED COLORED PEN/PENCIL TO DEPICT ACTUAL CHANGE, SUBSTITUTION, OR CONDITION.

PRIOR TO CONTRACTOR REQUESTING PARTIAL OR FULL PAYMENT, CONTRACTOR SHALL PROVIDE THE OWNER WITH AN UP-TO-DATE CONTRACTORS RECORD DRAWING. SPECIFICALLY, THIS SET OF PLANS, ISSUED TO THE CONTRACTOR AS 'FINAL CONSTRUCTION DRAWINGS,' SHALL BEAR THE "REDLINE" MARKINGS LISTED BELOW AS WELL AS THE CONTRACTOR (AGENT OR SUPERINTENDENT) SIGNATURE AND CERTIFICATION BELOW:

1. REDLINES SHOULD ALWAYS BE ACCURATE NEAT, LEGIBLE, DATED AND REASONABLY SCALED.
2. ADD LARGE RED LETTERS TO TITLE SHEET WITH 'CONTRACTOR'S RECORD DRAWING' INCLUDING CONTRACTOR'S NAME, DATE, AND OTHER RELEVANT INFORMATION
3. CONTRACTOR'S REPRESENTATIVE OR SUPERINTENDENT SHALL INITIAL EACH SHEET. IF A SHEET HAS NOT BEEN CHANGED AT ALL OR NO MARK HAS BEEN ADDED, LABEL THE SHEET ONLY 'NO CHANGES'
4. IF A SHEET HAS BEEN CHANGED OR MODIFICATIONS HAVE BEEN ADDED, LABEL IT 'REVISED'
5. USE WRITTEN EXPLANATION TO DESCRIBE CHANGES. REFER TO SPECIFIC ACTIONS INSTEAD OF REFERENCING CHANGE ORDER NUMBERS OR RELATED DOCUMENTS
6. USE CLEAR LETTERING
7. NEVER REMOVE OLD VALUES OR DETAILS, JUST REDLINE OR "X" THROUGH THEM. IF THERE IS NO ROOM FOR THE NEW VALUE, YOU CAN GO TO THE SIDE AND REDLINE THE REPLACEMENT VALUE.
8. PROVIDE THE REDLINE DETAILS OF CHANGES OR ADDITIONAL INFORMATION, INCLUDING BUT NOT LIMITED TO FABRICATION, ERECTION, INSTALLATION, LOCATION, SIZING, MATERIAL, DIMENSION, ADDITIONS, RELOCATIONS, SUBSTITUTIONS, ETC
9. BE SPECIFIC WHEN MAKING NOTES TO UNDERGROUND UTILITIES, SHOWING EXACT LOCATION, DEPTH, AND MATERIAL USED (EXAMPLE: SEWER LATERALS)
10. PROVIDE ALL NECESSARY INFORMATION OF CONTRACTOR'S DESIGNED SYSTEMS OR SUBSTITUTIONS
11. CROSS OUT ANY PLAN REFERENCE TO "APPROVED EQUAL" AND REPLACE WITH ANY SPECIFIC INFORMATION OF VARIANCE USED DURING THE CONSTRUCTION PROCESS
12. ANY CHANGES IN INVERT ELEVATIONS, GRADE MODIFICATIONS, SLOPES, AND RELATED INFORMATION ON PIPING UTILITIES, EARTHWORK, ETC. SHALL BE REDLINED.
13. RECORD ALL UNEXPECTED OBSTRUCTIONS, COMPLICATING FACTORS, UNSUITABLE CONDITIONS FOUND IN THE PROJECT AREA INCLUDING ROCK, UNUSUAL TOPSOIL CONDITIONS, BURIED DEBRIS, ETC.
14. ATTACH OR INCLUDE ANY SHOW DRAWINGS OR SUPPLEMENTAL INFORMATION TO THE CONTRACTORS RECORD DRAWING
15. CHANGES MADE AS A RESULT OF ANY REGULATORY OR OWNER INSPECTION PROCESS

CERTIFICATION STATEMENT:

THIS HAND-MARKED SET OF DRAWINGS HAS BEEN "REDLINED" TO PROVIDE ACCURATE DETAILED RECORD OF ANY SUBSTANTIVE CHANGES TO THE APPROVED DESIGN DRAWINGS. ANY ITEM NOT "REDLINED" ON THIS PLAN SET OR SUBSEQUENT PAGES SHOULD BE CONSIDERED TO BE "CONSTRUCTED IN ACCORDANCE WITH THE DESIGN AS SHOWN".

_____ _____ _____
NAME, TITLE (DATE)

FOR: _____ (CONTRACTOR)


ROUDABUSH, GALE & ASSOC., INC.
A PROFESSIONAL CORPORATION
SERVING VIRGINIA SINCE 1956
PHYSICAL
999 SECOND ST. SE
CHARLOTTESVILLE, VA 22902
PHONE 434-977-0205
MAILING
438 MERCHANT WALK SQ., SUITE 300-189
CHARLOTTESVILLE, VA 22902
WWW.ROUDABUSH.COM


| REVISIONS | | | |
|---|---|---|---|
| NO. | DATE | BY | DESCRIPTION |
| | | | |

COMMONWEALTH OF VIRGINIA
Jimmy L. Taggart
Lic. No. 02961
10 MAY 21
PROFESSIONAL ENGINEER

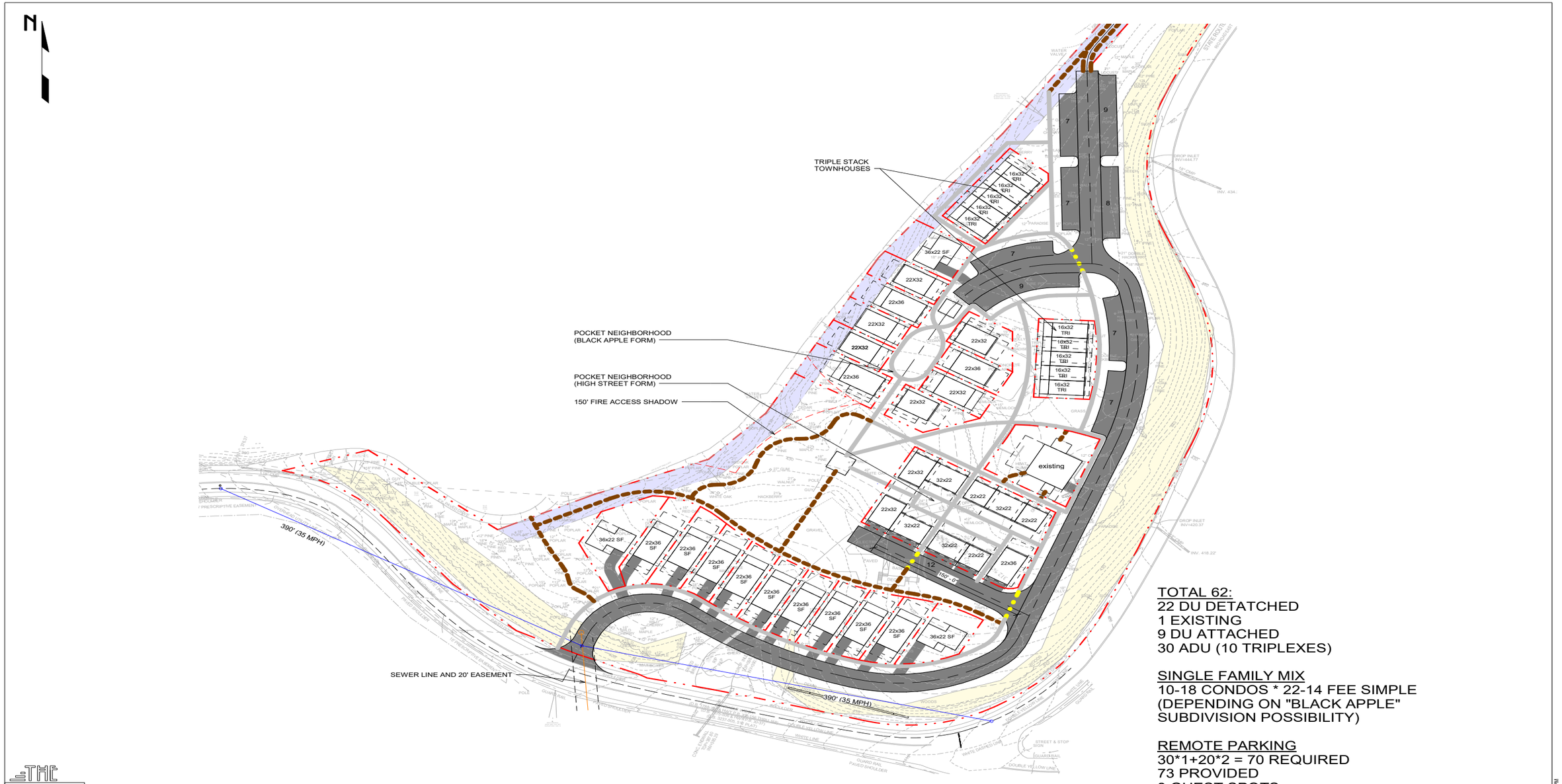
RIO COMMONS
INITIAL SITE PLAN

PROJECT NOTES & OVERALL PLAN

| | |
|---|---|
| DATE: | 10 MAY 21 |
| SCALE: | 1" = 60' |
| JOB: | 18.0025 |
| SDP: | - - |
| SHEET: | 2 OF 20 |

# APPENDIX G: ADJACENT DEVELOPMENT PLANS

ECOVILLAGE REZONING STUDY CONCEPT (SEPTEMBER 2021) THE HOUSING LAB




TOTAL 62:
22 DU DETATCHED
1 EXISTING
9 DU ATTACHED
30 ADU (10 TRIPLEXES)

SINGLE FAMILY MIX
10-18 CONDOS * 22-14 FEE SIMPLE
(DEPENDING ON "BLACK APPLE"
SUBDIVISION POSSIBILITY)

REMOTE PARKING
30*1+20*2 = 70 REQUIRED
73 PROVIDED
3 GUEST SPOTS

THE HOUSING LAB

REZONING STUDY - CONCEPT 8

SCALE: 1" = 40'-0"

ECOVILLAGE CHARLOTTESVILLE
CONCEPTUAL SITE MODEL

9/15/2021 2:04:32 PM

# APPENDIX H: NOTEWORTHY PRESENTATION EXCERPTS

## FIRST PUBLIC MEETING (MARCH 2021)

Rio Corridor
Public Meeting #1
Line and Grade Presentation Outline

Objective: Background corridor information and context (similar content to first presentation from us [L+G]) (15 minutes)

*Part 1: Background Information (4 minutes)*

_ Rio Road Introduction **(2 min)**
  _ Project Context
    _ Area of Study + Why

_ Summary of Existing Infrastructure **(2 min)**
  _ 4 lane road with median turn lane for majority of Rio within the project extents
  _ Sidewalks and bike lanes on both sides of road
  _ 8 transit stops.
  _ Shared Use Path continuing from JWP to just short of Belvedere.

*Part 2: Problematic Conditions (10 minutes)*

_ Traffic
  _ Congestion + LOS (data from existing traffic studies and Google Maps traffic)
    _ What is Level of Service (LOS) + Example Pictures.
    _ JWP (LOS E&F during peak hours) (show image)
    _ Belvedere (LOS E&F during peak hours) (show image)
    _ Northfield/Old Brook Intersection (LOS D for right and left turns onto Rio) (show image)
    _ Putt Putt Place (LOS E to turn left onto Rio)
    _ Greenbrier Drive thru Greenbrier Terrace

_ Safety Considerations
  _ Summary Accident Data
    _ Show imagery of vehicular accidents along corridor. (speaks for itself).

  _ Summary of Entrance Spacing
    _ Areas of inadequate entrance spacing seem to correlate with accident data.

  _ Summary of Pedestrian Crossings
    _ few signalized crossings of Rio
    _ curb ramps with no receiving ramps

  _ Summary of Roadside Conditions
    _ No buffer between road and bicycle lane or sidewalk.

  _ Summary of existing (lack of) Lighting
    _ Currently no lighting, especially at bus stops

  _ Summary of Travel Speeds
    _Listed 35/40 mph
    _(Share speed data)

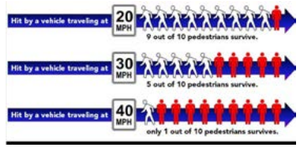
### Rio Road | An Introduction

Background Information + Known Challenges

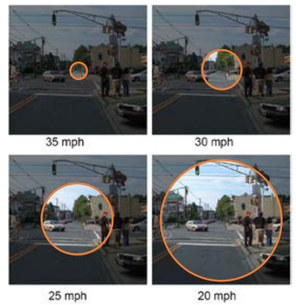


### Background Information

*Pedestrian Accommodations*

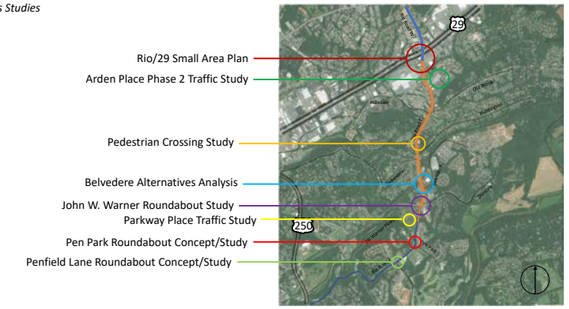



Correlation between Speed, Safety and driver field of view




### Background Information

*Previous Studies*

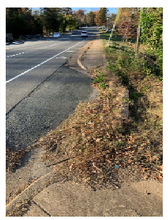


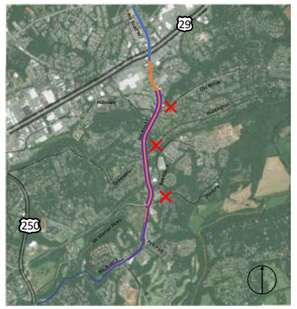

### Background Information

*Pedestrian Accommodations*

Sidewalks or Shared Use Paths

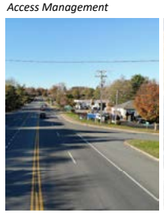





### Known Challenges

*Access Management*







### Known Challenges

*Vehicular Accidents*







# APPENDIX H: NOTEWORTHY PRESENTATION EXCERPTS

## PH 1 COMMUNITY ADVISORY COMMITTEE (CAC) MEETING (SEPTEMBER 2021)

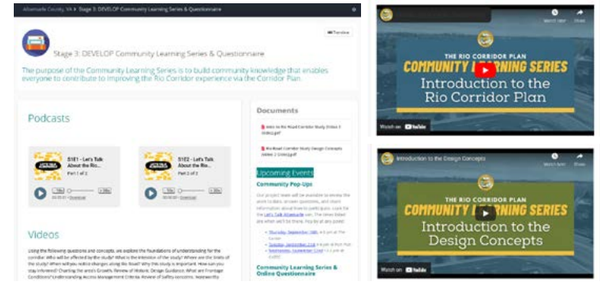
### PRESENTATION

1. Why is the County creating the Rio Corridor Plan?
    a. Help elected officials and County managers guide future development
    b. Why Rio Corridor, why not another place?
2. Who is the Corridor Plan meant to serve?
    a. Demographics of Corridor
    b. 30,000 ppl? Where does this number come from?
    c. need a compromise between needs of neighbors and needs of commuters
3. What are the challenges/opportunities of the Corridor?
    a. Safety
    b. Access
    c. Flow
    d. Environment
    e. Future Development
4. Where are we in the process?
5. Review draft concepts
6. How do the draft concepts respond to our challenges/opportunities?
    a. Hillsdale Intersection (not sure all the following need to be addressed)
        i. Safety
        ii. Access
        iii. Flow
        iv. Environment
        v. Future Development
    b. Belvedere Access
        i. Safety
        ii. Access
        iii. Flow
        iv. Environment
        v. Future Development
    c. JWP/Rio Roundabout
        i. Safety
        ii. Access
        iii. Flow
        iv. Environment
        v. Future Development

### PANEL DISCUSSION

1. Why did you explore an alternate location for the roundabout?
2. In the context of civil engineering, transportation design - what does "redundant" indicate?
3. How was peak load assessed?
4. How are pedestrian and cyclist needs met by roundabouts? We have heard about folks that need to bike fast or walk slow - how does the design accommodate a diversity needs and abilities? Timing/signage/speed/protective measures?
5. How will cars have an opportunity to enter the roundabout unless it is a signalized roundabout?
6. Why are traffic lights not included in the study at Belvedere Blvd and Rio?
7. How will land be acquired for sidewalks and safer bike lanes?

(very) Brief RE:Cap






Part 1: Identify our Common Ground

We all want the same thing:

1) We want roads and sidewalks that are safe for our families, our neighbors, and friends
2) We want access to places where we walk, bike and drive
3) We want to protect the environment and create vibrant public places
4) We want to promote optimal travel and reasonable solutions to known challenges

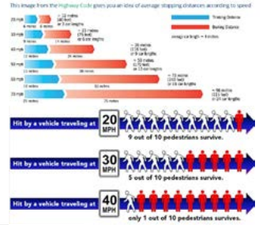




Part 1: Identify our Common Ground // Promote Safety at Intersections

1) We want to **promote slower travel speeds**
2) We want to **avoid conflict points** for vehicle/vehicle and vehicle/person
3) We want the infrastructure to **promote predictability** (remove variables)

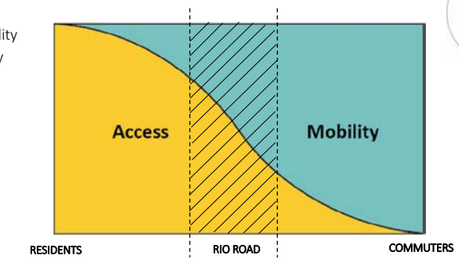







Part 1: Identify our Common Ground // Promote Access

1) Adaptability
2) Resiliency






Part 1: Identify our Common Ground // Environment and Public Space

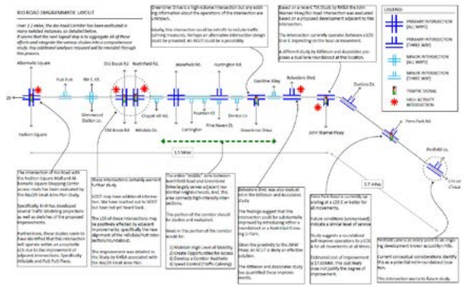
1) Use Public Space for Public Benefit
2) Which is another way of promoting Human Scale







Part 1: Identify our Common Ground // Optimal Travel and Reasonable Solutions



1) Understand the interconnected nature of civic spaces
2) Balance diverging interests and needs



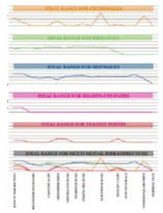
Part 2: Confirm the Intent of our Work and our Call to Action



Who is using the corridor?
How are they using it?



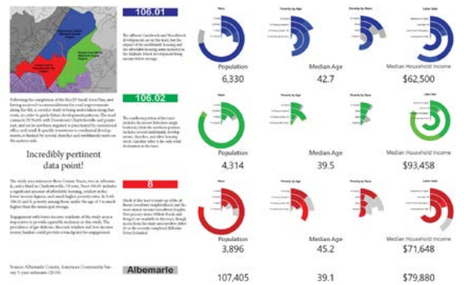
Where is redevelopment likely to happen?
How can we guide it?



Where are the deficiencies?
How do we resolve them?



Part 2: Confirm the Intent of our Work and our Call to Action




Use Census Data as an opportunity to unify the community

# APPENDIX H: NOTEWORTHY PRESENTATION EXCERPTS

## PH 1 AND 2 BOARD OF SUPERVISORS (BOS) MEETING (OCTOBER 2021)

***Rio Road Corridor Study – Path Forward, 10/2021***

**1. The Corridor Roadway Section:**

Broad Roadway and Wide Lanes Promote Speeding
Continuous Dual Left Turn Lane adds many conflict points
Large Volumes of Stormwater Runoff
Limited Users of non-motorized Transit

**What We've Heard:** Limited Feedback; General Concern about commuter traffic Vehicle; Travel Speed is a Concern

2. **The Public Realm**:
Missing/Lacking public Realm
Suburban Development "spread"
No Visual or Physical Buffers [ Slide No. 23]

**What We've Heard**: Not Much; Human Scale is Difficult to Accomplish

**3. Hillsdale + Old Brook + Northfield Intersection**:

Promote Context Change
Integrate 2 Intersections as 1
Establish Inclusive Ped. Access
Topographic High-Point Slow Vehicles Down

**What We've Heard:** It Depends on Who You ask; Positive response from VDOT; Some citizens express confusion; Everyone recognizes need to improve

**4. Belvedere Intersection Minimize:**
Conflict Points
Increase Level of Service
Consolidate/Simplify Access Slide No. 2

**What We've Heard:** Everyone Recognizes Need to Improve; Safety is of Specific Concern (left hand turns); Revisit Church Access Program; Revise Pedestrian Integration; Consider Peak Hour Traffic Signal; Polish/Refine Merging Movement Design

**5. JWW/Rio Intersection // Concept:**
Minimize Conflict Points
Increase Level of Service
Consolidate/Simplify Access
Reduce Stormwater Runoff
Expand Outdoor Access

**What We've Heard:** It Depends on Who You ask; Positive response from VDOT; Dunlora residents express concern; Confusion about how Roundabouts Work

Phasing of Work — Slide No. 3



Phase 1
Phase 1:
Rio/29 SAP to JWW Pkwy

Phase 2
Phase 2:
JWW Pkwy to City Line

THE Rio Road Corridor Study — BOARD OF SUPERVISORS PRESENTATION

Research + Documentation : **Pedestrian + Bicycle Safety and Experience** — Slide No. 10




THE Rio Road Corridor Study — BOARD OF SUPERVISORS PRESENTATION

Research + Documentation : **Vehicular Safety** — Slide No. 11

| Entrance/Intersection | Crashes 2013-2020 |
|---|---|
| Mall Dr | 7 |
| Putt Putt Pl | 35 |
| (Charlottesville Aldersgate United Methodist Church) | 1 |
| Rio E Ct / Glenwood Station Ln | 7 |
| (Rio Center) | 0 |
| Old Brook Rd | 29 |
| Northfield Rd / Hillsdale Dr | 43 |
| Chapel Hill Rd | 6 |
| (Northside Baptist Church) | 1 |
| Wakefield Rd | 4 |
| (Charlottesville Church of the Brethren) / Carrington Pl | 1 |
| Fountain Ct | 3 |
| Huntington Rd / Pine Haven Ct | 6 |
| Denice Ln | 5 |
| Rio School Ln | 0 |
| (Zoomcash Consumer Loans) | 4 |
| (Marathon Gas) / Greenbrier Dr | 39 |
| (Kangaroo Express N) | 0 |
| (Kangaroo Express S) | 6 |
| Gasoline Alley | 4 |
| (Exxon N) | 0 |
| (Exxon S) / Greenbrier Terrace | 5 |
| (Covenant Church) | 0 |
| Belvedere Blvd / (City Church N) | 18 |
| (City Church S) | 1 |
| Dunlora Dr | 0 |
| Rio Rd E (at JWP) / CATEC | 38 |
| Total | 240 |





Image Courtesy of: The Daily Progress



THE Rio Road Corridor Study — BOARD OF SUPERVISORS PRESENTATION

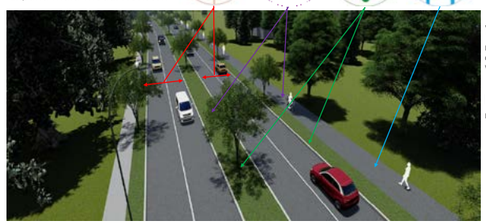
Research + Documentation : **Frontage Conditions** — Slide No. 16




THE Rio Road Corridor Study — BOARD OF SUPERVISORS PRESENTATION

The Corridor Roadway Section // Concept — Slide No. 21

**Promote slower travel speeds**
**Minimize conflict points**
**Reduce Impervious Cover**
**Expand Multi-Modal Network**



What We've Heard

Limited Feedback
General Concern about commuter traffic
Vehicle Travel Speed is a Concern

Path Forward

Refine Concepts toward Final Draft

THE Rio Road Corridor Study — BOARD OF SUPERVISORS PRESENTATION

Hillsdale + Old Brook + Northfield Intersection // Concept — Slide No. 25

**Promote Context Change**
**Integrate 2 Intersections as 1**
**Consistent Pedestrian Access**
**Topographic High-Point**
**Slow Vehicles Down**



What We've Heard

It Depends on Who You ask:
- Positive response from VDOT
- Citizens express confusion
- Everyone recognizes need to improve

Clarifications

Other alternatives either:
- Inadequately address concerns
- Would be much more invasive

Path Forward

Further confirm intent of SAP Fashion Sq. Roundabout.

Solicit Feedback from Board

THE Rio Road Corridor Study — BOARD OF SUPERVISORS PRESENTATION

Belvedere Intersection // Concept — Slide No. 27

**Minimize Conflict Points**
**Increase Level of Service**
**Consolidate/Simplify Access**



What We've Heard

- Everyone Recognizes Need to Improve
- Safety is of Specific Concern (left hand turns)
- Revisit Church Access Program
- Revise Pedestrian Integration
- Consider Peak Hour Traffic Signal
- Polish/Refine Merging Movement Design

Path Forward

Revise Concept to Integrate Church Access
Continue to Work with VDOT/County Staff
Solicit Feedback from Board

THE Rio Road Corridor Study — BOARD OF SUPERVISORS PRESENTATION

JWW/Rio Intersection // Concept — Slide No. 29

**Minimize Conflict Points**
**Increase Level of Service**
**Consolidate/Simplify Access**
**Reduce Stormwater Runoff**
**Expand Outdoor Access**



What We've Heard

It Depends on Who You ask:
- Positive response from VDOT
- Dunlora residents express concern
- Confusion about how Roundabouts Work

Path Forward

- Additional Education on Roundabouts
- Revisions based on CATEC Feedback
- Refine design based on board direction
- Pending VDOT Project necessitates action
- Additional Traffic/Cost Analysis
- Address Concerns

Clarifications

- LG Design reduces Conflict Points by 40%
- Increased Bike/Ped Connectivity
- 20% Less Impervious Area
  - Stormwater Reduction / Heat Island
  - Pavement Maintenance Reduction
- Consolidation of Public Recreational Space

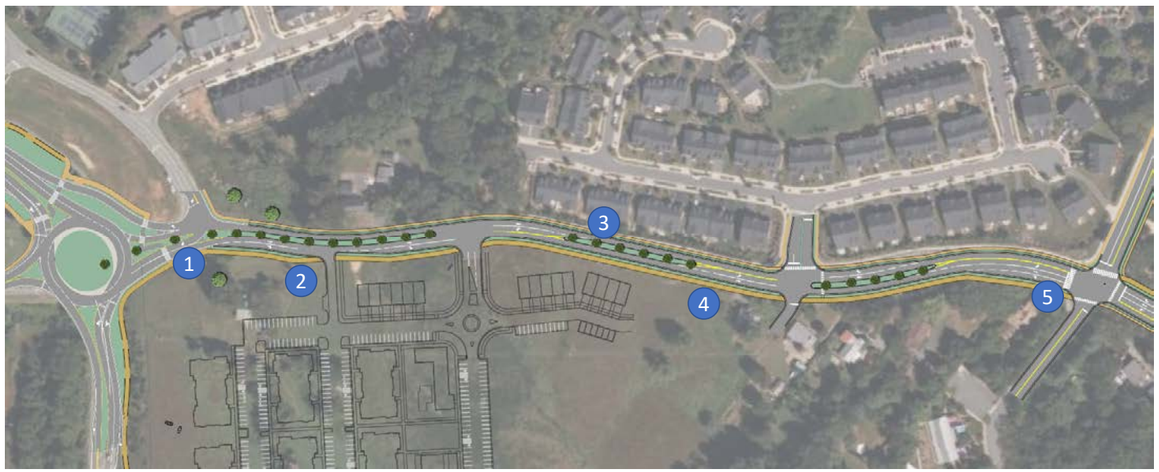
THE Rio Road Corridor Study — BOARD OF SUPERVISORS PRESENTATION

# APPENDIX H: NOTEWORTHY PRESENTATION EXCERPTS

PH 2 PRESENTATION OF CONCEPTS TO CAC (MARCH 2022)

## Design Concept: North

Slide No. 28




1 Integrate with JWWP Project
2 Shared Use Path
3 Raised Medians
4 Consistent ROW Width
5 SUP Crossing @ intersection



## Design Concept: South

Slide No. 36

| Observations | Resolutions / Suggestions |
|---|---|
| **Zoning / Density**<br>• Ecovillage is the only known potential development.<br>• There are several other parcels along the road which could be redeveloped in accordance with the comprehensive plan density, meaning 3-6 units per acre. | • Encourage interparcel connectivity (i.e., Ecovillage to Stonehenge). |
| **Roadway Geometry, Typical Section and Alignment**<br>• Guardrail along east side of road is not up to current standards. This may contribute to the increased severity of accidents involving the guardrail (refer to Accidents, below).<br>• Two (2) 11 ft lanes. One (1) in each direction.<br>• Shoulders are paved. West shoulder includes a paved ditch and is in need of repair. Noteworthy deficiencies include several deep potholes, vegetation encroachment, and debris and litter clogging paved ditch and inlets, negatively affecting water quality.<br>• No turn lanes.<br>• Centerline radii are tight and this results in inadequate sight-distances along the road (refer to Accidents, below).<br>• One advisory speed sign for NB traffic. None for SB traffic which is at a greater risk.<br>• Grade of road varies between 3.5% and 6.5% (average of 5%)<br>• Steep slopes along both sides of road complicate opportunities to implement safety improvements. | • Upgrade guardrail to current standards.<br>• Advisory speed signs should be installed near Stonehenge for SB traffic.<br>• Re-stripe pavement markings for better sight distances.<br>• Maximize use of existing corridor space, which means the paved ditch should be overhauled to place drainage under ground.<br>• Add a left-hand turn lane at Agnese for SB approach. |
| **Intersections**<br>• All intersections in this section are one-lag stop-controlled.<br>• **Agnese intersection:**<br>  • 70 degrees away from perpendicular<br>  • Located in second tightest curve in the corridor (1147 Ct. radius)<br>  • Stopping sight distances encumbered<br>  • Vertical sight distances obstructed due to steep grades<br>  • Pavement markings and signage need maintenance<br>  • Left-turn lane warranted<br>• **Ecovillage Entrance:**<br>  • ~400 Vehicles per day<br>  • Left-hand turn lane desirable, but unrealistic due to effort required to widen road<br>• **Brookway:**<br>  • Intersection sight distance encumbered<br>  • Drainage provisions encumbered (5 accidents due to rain) | • Redefine Agnese entrance to include a splitter island for NB Rio Road and a revised right-hand turn radius onto Agnese.<br>• Relocate stop bar and stop sign to provide the best sight distance possible.<br>• Joint project with City of Charlottesville.<br>• Second entrance near Stonehenge would relieve conditions at primary proposed entrance.<br>• Turn warrant justification should include increased traffic on Rio Rd.<br>• County should permit disturbance of preserved slopes to increase sight-distances along right turns adjacent to Ecovillage.<br>• Comprehensive drainage improvements are needed.<br>• Bypass Meadow Creek and Ohenks Branch with box culvert |
| **Pedestrian Connectivity**<br>• No pedestrian facilities exist for majority of roadway, exception being the bridge over Meadow Creek.<br>• No bike facilities exist.<br>• Few destinations along this portion, exception being Rivanna Trail at Melbourne. | • Roadway improvements should focus on safety.<br>• Bike and pedestrian improvements can be made "off-corridor" but until the roadway itself is safer, adding bike and pedestrians into roadway is not recommended.<br>• Seek to make connections within broader bike/trail network (i.e., Rivanna Trail and JWWP trail) |
| **Accidents**<br>• Accidents reflect the nature of the roadway. Accidents are not specifically concentrated at intersections, but instead distributed along the sharpest curves along the road.<br>• 21% of accidents at Melbourne Road intersection<br>• Not including Melbourne intersection, 46% of accidents are single vehicle events, which reflects the dangerous nature of the road.<br>• Of the accidents involving multiple vehicles, 54% were rear-end collisions and most of them seem to have occurred in the SB lane, which is the lane that has the worst stopping sight distance due to the downhill grade. | • Focus on improvements that increase safety in this portion of the corridor. |

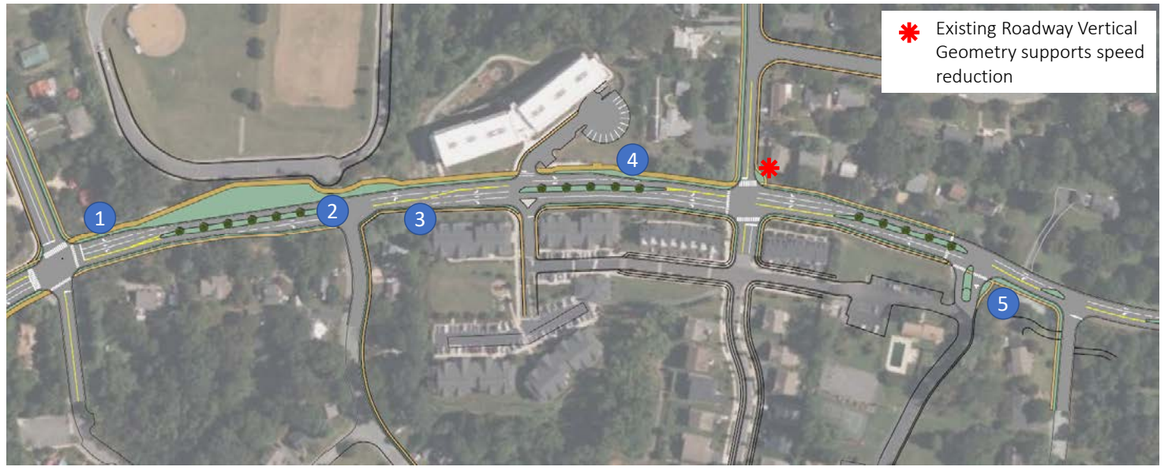



1 Guardrail Upgrades
2 Painted Median
3 Intersection Geometry Improvements



## Design Concept: Central

Slide No. 32

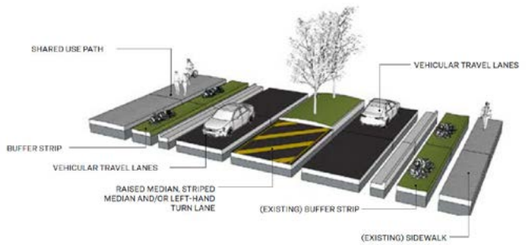



1 Shared Use Path
2 Raised Median
3 Left-Hand Turn @ Towne Lane
4 Remove Bus Pull off
5 Access Management Improvements



## Design Concept: Central

Slide No. 29






## Design Concept: Central

Slide No. 33

