AC44
ALBEMARLE COUNTY 2044

Community Input Themes: Transportation



This document includes an overview of community engagement opportunities and major themes heard through community input related to Transportation. These themes, along with direction from the Planning Commission and Board of Supervisors, technical research and best practices, and input from staff and partner agencies, inform the development of Comprehensive Plan recommendations.

PHASE 1 ENGAGEMENT OVERVIEW

We asked for community input on:

- The successes and challenges of the current Growth Management Policy (per the 2015 Comp Plan) and what should be prioritized with a Policy update
- Options for updating the Growth Management Policy to address 1) projected demand and population growth; 2) equitable access to services/resources; 3) implementing the Climate Action Plan and build community resilience
- The draft Guiding Principles and whether they guide us toward a more equitable and resilient community

AC44 Guiding Principles



Engagement opportunities included:

- 3 online questionnaires
- 4 round tables
- 5 pop-ups
- 4 open houses

Phase 1 Engagement Totals:

- **Attendance at in-person and virtual events: 254**
- **Online questionnaire responses: 637**
- **Website visits: 6,964**







PHASE 2 ENGAGEMENT OVERVIEW

We asked for community input on:

- Challenges, priorities, and opportunities for each Comp Plan topic
- What we want our community to be like in 2044, with questions including:
    - How do you want to get around the County in 2044 (e.g. walk, bike, drive, take transit)?
    - What business or job opportunities do you need to ensure you are financially stable and secure in 2044?
    - How might your housing needs change between now and 2044?
    - What types of businesses, amenities, recreational opportunities and housing do you wish you had closer to where you live?
    - How do you think your life will be different in the next 20 years as a result of climate change, and what should local government due to address future climate change impacts?
- Planning toolkits for coordinated land use and transportation planning, with the specific topics of Activity Centers, Development Areas boundaries, Rural Communities, Community Resilience Hubs, and Rural Interstate Interchanges
- Draft Goals and Objectives for each Comp Plan topic

Phase 2 Engagement Totals:

- **Attendance at in-person and virtual events: 443**
- **Online questionnaire responses: 861**
- **Community chat kits and field notes: 52**
- **Website visits: 16,186**

Engagement opportunities included:

- 3 rounds of online questionnaires
- 10 pop-ups
- 6 open houses
- 2 workshops
- 6 Community Advisory Committee (CAC) meetings
- Community chat kits
- Stakeholder meetings with organizations and groups such as the Jefferson Area Board for the Aging (JABA), the County's Economic Development Authority (EDA), Charlottesville Area Developers Roundtable (CADRe), and County Committees including the Natural Heritage Committee, the Architectural Review Board, the Historic Preservation Committee, and the Solid Waste Alternatives Advisory Committee





COMMUNITY INPUT THEMES

The following summary highlights the major themes from community engagement heard to date related to Transportation:

Walking:

Development Areas:

- More crosswalks are needed that are safe for pedestrians and bicyclists, especially at busy intersections. Route 250 in Pantops and Avon Street Extended were cited as examples. Route 29 was also referenced multiple times, with a need for above-grade crossings for pedestrians.
- Improved accessibility (ADA, wheelchairs, strollers) for sidewalks and trails is needed.
- Improve pedestrian access to schools (e.g. Safe Routes to Schools) and other frequently used destinations.
- Allowing more dense and mixed use development makes walking, biking, and public transit more feasible. Developments should be well-designed so that walking and biking is safe and accessible and that there are a variety of uses nearby to walk or bike to. If people are going to walk and bike, they need useful destinations to walk and bike to.

Rural Area:

- Make communities more walkable by exploring options for sidewalks, crosswalks, and traffic calming, especially in rural (crossroads) communities.
- Identify rural recreational roads and possible improvements for walking/running/biking, such as wider shoulders, signage, and improved line-of-sight; separated paths and trails should also be explored.

Biking:

Development Areas:

- Bike infrastructure should be separated from cars whenever feasible. If not fully separated, bike lanes should at least be protected with a physical barrier from cars.
- Bike lanes need to be properly maintained. There is concern about debris in bike lanes, which is very unsafe for people riding bikes.
- More (and more secure) bicycle parking is needed.
- Make it easy to put bikes on buses.
- Paved paths should be provided to connect neighborhoods to employment and shopping areas, and transit nodes.

Rural Area:

- Same comments on rural recreational roads as for the walking section. There should be options for being able to safely bike in the rural area, such as wider shoulders or separated trails and paths.
- Consider how the bike network could connect through and to the Rural Area with multimodal transportation planning.

Driving and vehicular traffic:

Development Areas:

- Slow down cars, especially in areas with people walking and biking, and explore locations that could be car-free zones.
- Reducing parking requirements would decrease the amount of impervious surface. Parking lots should include tree coverage and solar panels to provide shade. Some street parking spaces could instead be used for restaurants/ outdoor seating.

- Concern about infrastructure keeping up with growth, especially related to traffic and congestion.
- Provide more connections in the existing road network and alternative routes (e.g. Berkmar Drive and Rio Road as alternatives to Route 29).
- Safety is a concern, especially drivers exceeding speed limits and going through red lights. Safety was a concern for people walking, biking, and driving.

Rural Area:

- Concern with increasing traffic volumes and safety on some rural roads (e.g. Route 20, Route 6, Route 53); also concern with weekend winery/brewery traffic.
- For many locations in the rural area, driving is likely to be the only feasible option for most trips.

Transit:

Development Areas:

- Designated lanes for public transit should be explored so that buses can move more efficiently. Route 29 was cited as an example.
- Transit needs to be frequent and reliable in order to increase ridership and be preferable to driving.
- Transit should be free or low cost.
- Consider the needs of those who want to age in place and may not be able to drive in the future but would still like to stay in their current homes. This includes having transit stops closer to and/or within more neighborhoods.
- Offer fixed route transit or trolleys with transit loops. An example was given of a route to get from Forest Lakes to Hollymead Town Center.
- Transit stops need benches and shelters.
- Consider longer distance transit travel options, such as Charlottesville to Richmond.
- Provide airport shuttles and ride connections.

Rural Area:

- Public transit is needed to access larger/urban areas and services/goods/amenities, including health care and jobs.
- Transit is needed to allow community members to age in place.
- Continue to plan for park and rides in the Rural Area.
- Expand where public transit is offered to more areas of the county, including in the Rural Area. Regional transit should be explored as well (e.g. connecting to Greene and Orange counties).

Responses to Phase 2 questionnaire question on preferred transportation mode in the future.

Q2: Preferred mode of travel in future (Avg. ranked priority order, 1=highest)	
Walk	1
Bike, e-bike, or bikeshare service	2
Primarily drive alone	3
Use transit (CAT, JAUNT)	4
Use shared services (carshare, rideshare, bikeshare, scootershare)	5
Electric personal mobility device (scooter, one wheel, other)	6
Carpool	7