

2026 Transportation Planning Update

NEIGHBORHOOD DEVELOPMENT SERVICES

JULY 20, 2026



Agenda

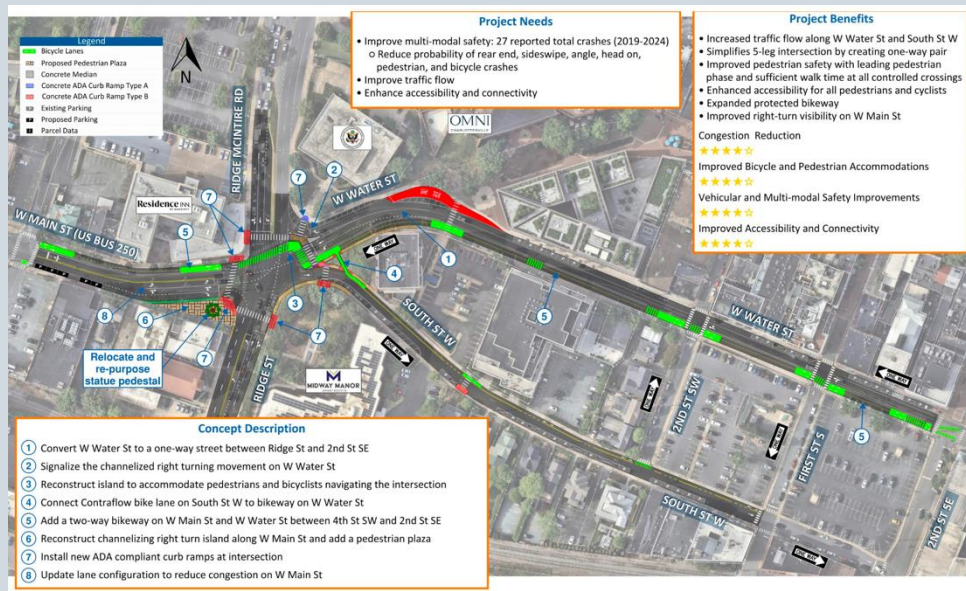
Year in Review

Lowering Speed Limits

Rose Hill Drive Repaving/Restriping

Citywide Mobility Plan Scoping

Year in Review



Submitted the City's SMARTSCALE application for improvements at W Main/Ridge

Completed initial planning work for 5th Street Road Diet/Bikeway

Worked with regional partners to advance the CARTA Prioritization Study

Audited every bus stop in the CAT system

Planned new stop locations on the realigned CAT Route 2

Executed an on-board survey for CAT routes with UVA students

Year in Review

Updated the dockless mobility permit regulations and approved a new permit for Veo

Implemented a tiered system of e-bike vouchers to improve access for low-income residents

Updated City code to define "school zones" appropriately and upgraded and expanded the flashing sign system for school zones

Collaborated with VDOT and Albemarle County to develop new alternatives for US 29 and US 250 at Hydraulic Road

Monthly neighborhood walks, weekly city market bike rides, Bike Month, Loop de Ville



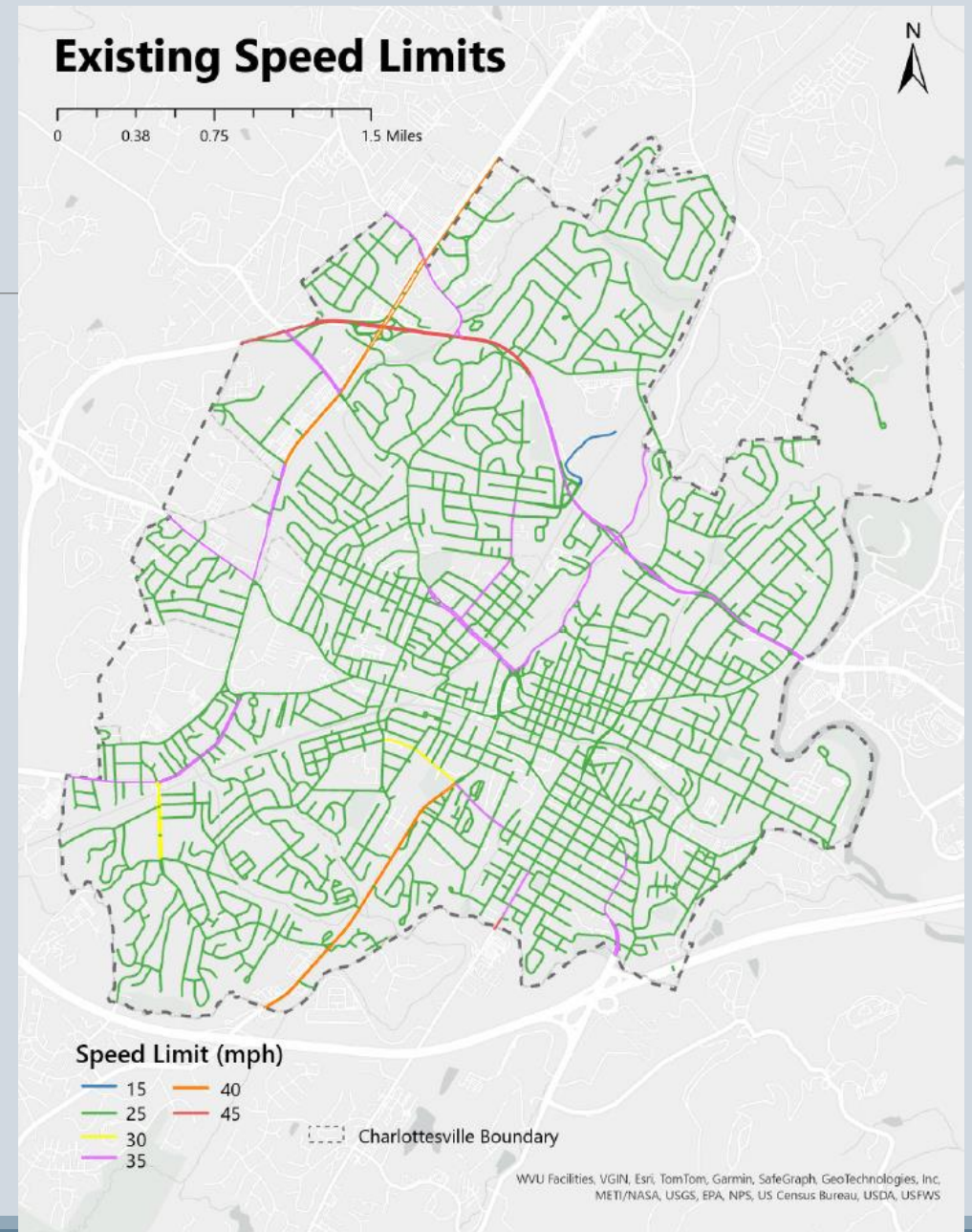
Lowering Speed Limits

Lowering Speed Limits

Speed is the most significant factor in crashes resulting in fatalities and crashes

“Speeding” is not necessarily the issue, the differential between the speed of a vehicle and speed of a pedestrian is what is dangerous and feels dangerous

The 2016 Streets That Work guidelines assigned recommended design speeds for all streets, most of them much lower than what we have today



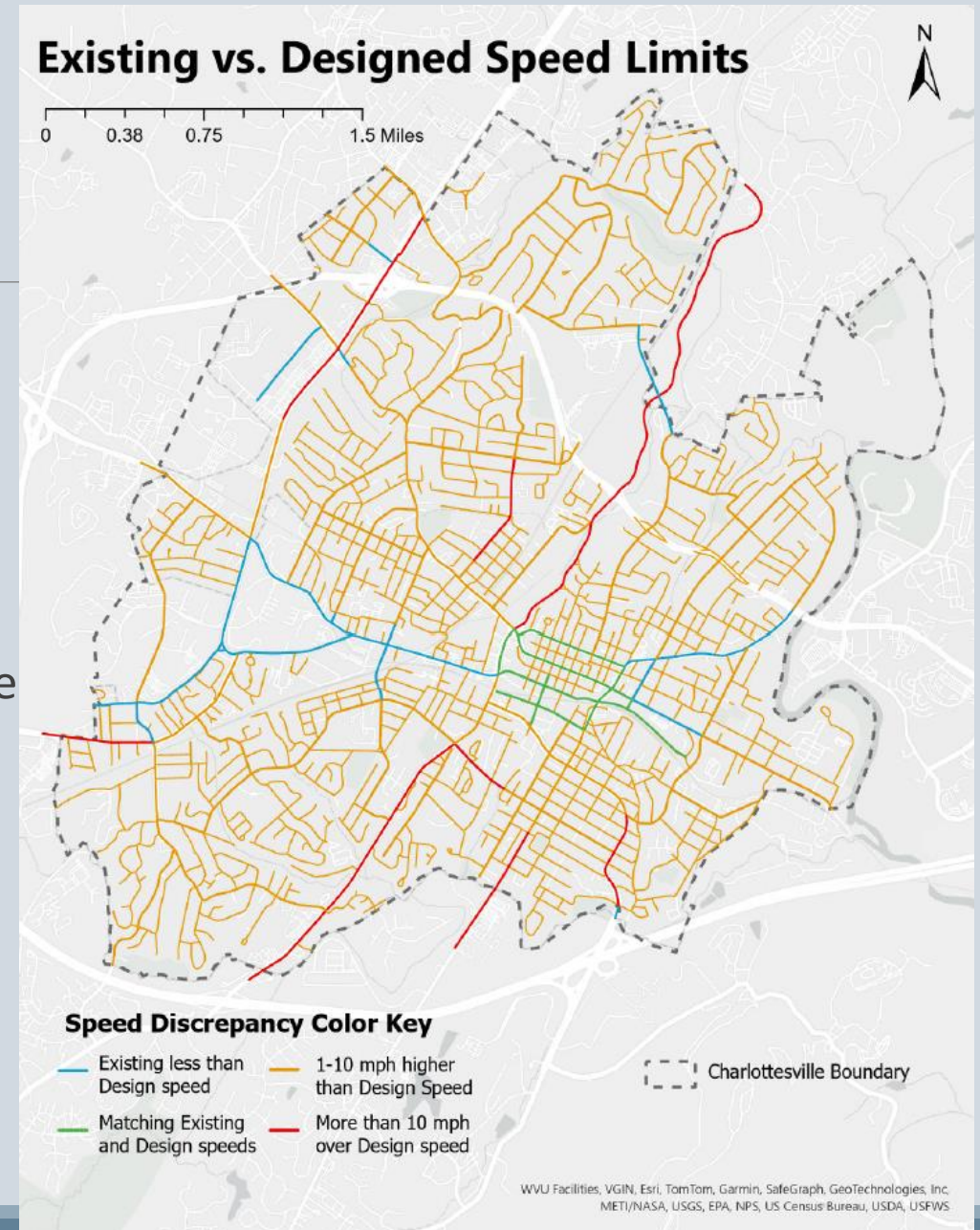
Lowering Speed Limits

Most streets still have higher speed limits than our local guidelines recommend

Until 2024, federal guidance required changes to speed limits to be based on existing speeds and volumes

New federal guidelines allow engineers to set speed limits according to existing speeds and volumes, as well as a range of contextual factors

Local guidelines (Streets That Work) explain the kinds of considerations for street design that would be useful for setting more appropriate speed limits



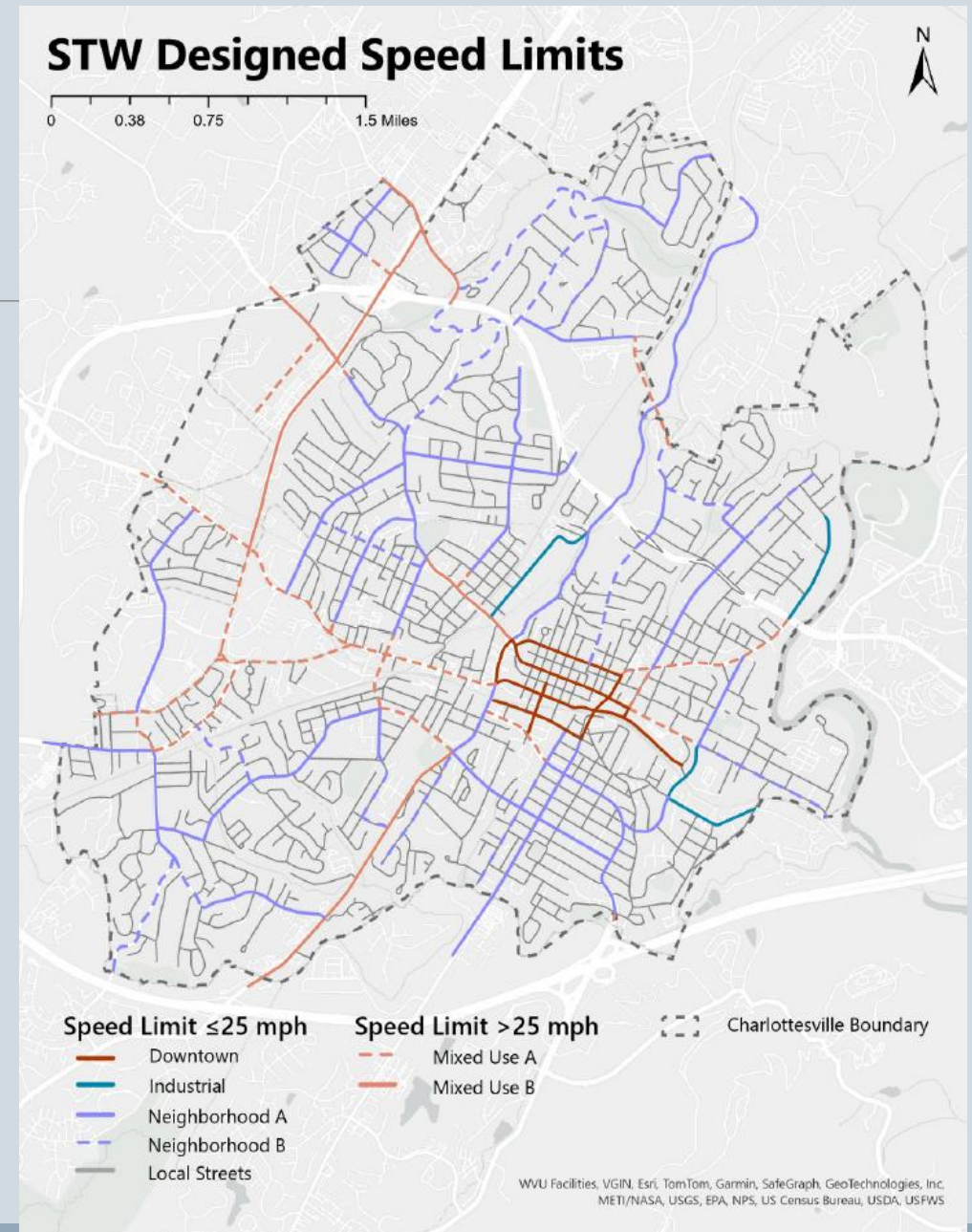
Lowering Speed Limits

Current City code sets speed limits at 25 mph, unless otherwise noted

And then lists almost every street in the City with a specific speed limit, invalidating the 25 mph citywide language

Changes to speed limits on individual streets require Council action

Changes to school zone code language require speed limit changes in some corridors



Lowering Speed Limits – Next Steps

Reducing speed limits in areas to conform with school zone code changes (Melbourne Rd, Rose Hill Dr)

Working with City Attorney's Office to develop speed limit code language that

- Removes the citywide speed limit and individual street speed limit designations
- Enables the City Engineer to set speed limits on City streets in accordance with adopted local plans and policies and federal regulations and guidelines

Refine rubric for street speed limit definition

Identify streets that can have changes to speed limits made immediately, and signage and work schedule needs for implementation

Identify streets where changes are not safe or recommended for operational reasons without additional infrastructure

Create an information campaign to ensure residents, visitors, and commuters are aware of the changes and when to expect them

Rose Hill Drive Repaving/Restriping

DESIGN CONCEPTS

Why Rose Hill Dr.?

In 2025, Rose Hill Drive was identified as a repaving need due to deteriorating pavement condition

Public Works Engineering also is coordinating ADA upgrades to curb ramps

City Manager has identified a need for lowered speed limits citywide, school zones have been changed in code to 25 mph max

- Rose Hill Drive is 35 mph and has a school zone

Temporary traffic calming improvements at the Rose Hill and Henry Avenue intersection to make crossing more visible

Sooo much space for parking, bike facilities, buffers, bumpouts, and it all can still fit

Project Scope/Goals

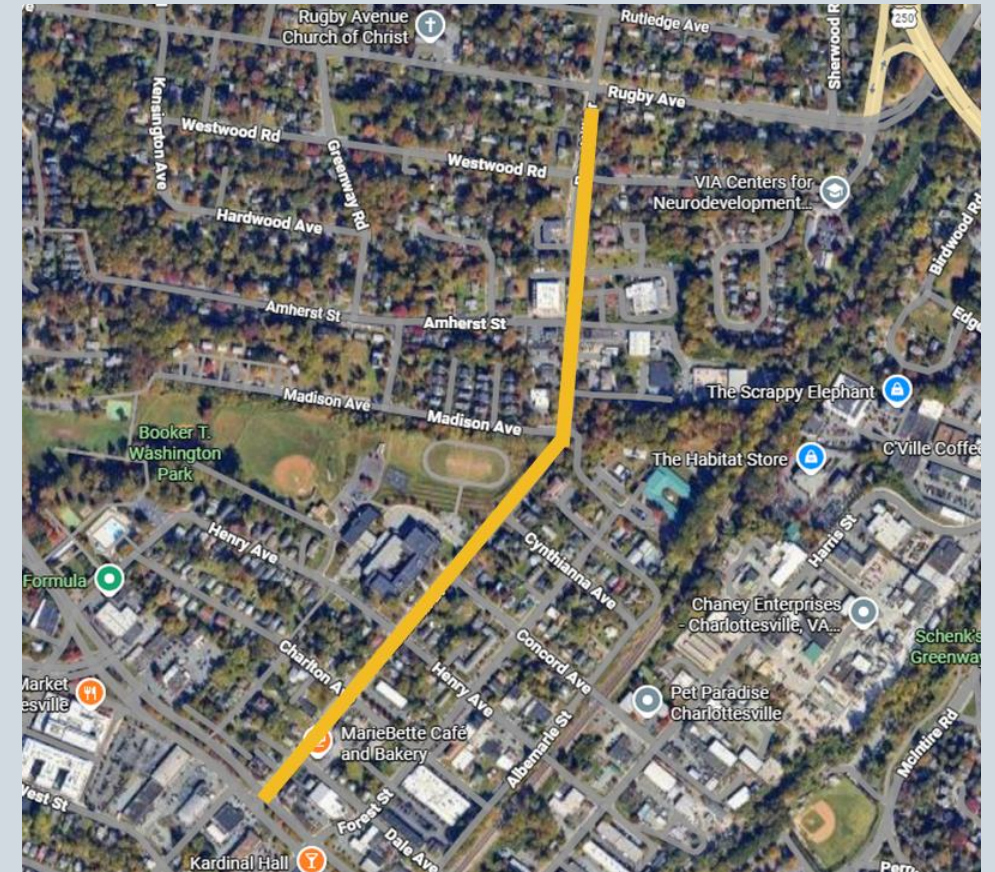
0.6 mile segment; repaving scheduled Summer 2027

Design Goals

- reduce the design speed to 25 mph,
- improve bicycle safety with protected facilities,
- improve pedestrian crossing safety,
- reduce conflicts between transit vehicles and bicycles at bus stops,
- provide space for bus stop amenities and bike parking, and
- provide safe pick-up/drop-off patterns in front of Burley Middle School.

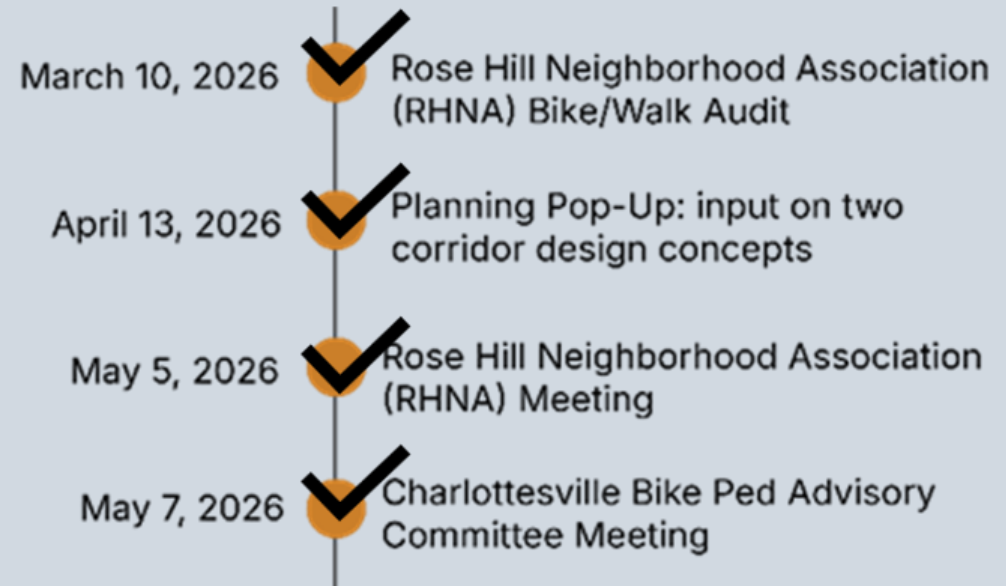
Project Expectations

- can be implemented during the upcoming repaving schedule
- without large-scale moving of curbs or acquiring additional right-of-way
- generally with low-cost, quick-build materials
- preserving the number of vehicle travel lanes and on street parking.
- gather meaningful input from the public to inform the selection of a preferred design.



Engagement: Rose Hill Dr. Repaving

Recognized that the opportunity to redefine how space was used was also an opportunity to address needs we had already heard directly from the Rose Hill neighborhood in earlier Neighborhood Walks.



ADVANCED ALTERNATIVE

KEY FEATURES

Normalize travel lane width throughout the corridor (11ft)

Remove center turn lanes

Decrease turn radius at Preston

Add 4-way stop at Henry & Rose Hill

Narrow pedestrian crossings

Protect 10-12ft bi-directional bike facility on east side

Harden 2.5-3ft buffer (between parked car lane and bike facility)

Maintain on-street parking supply throughout corridor

Depict bus stop interactions (bus islands on east side, bump outs on west side)



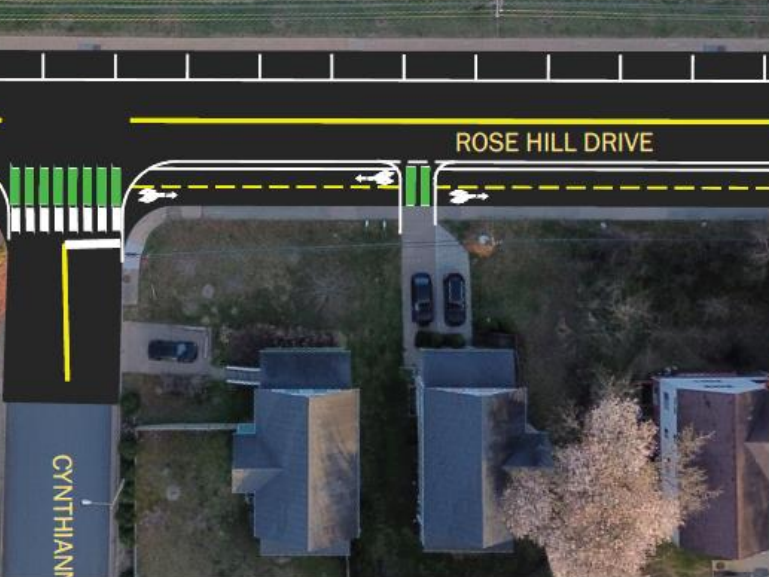
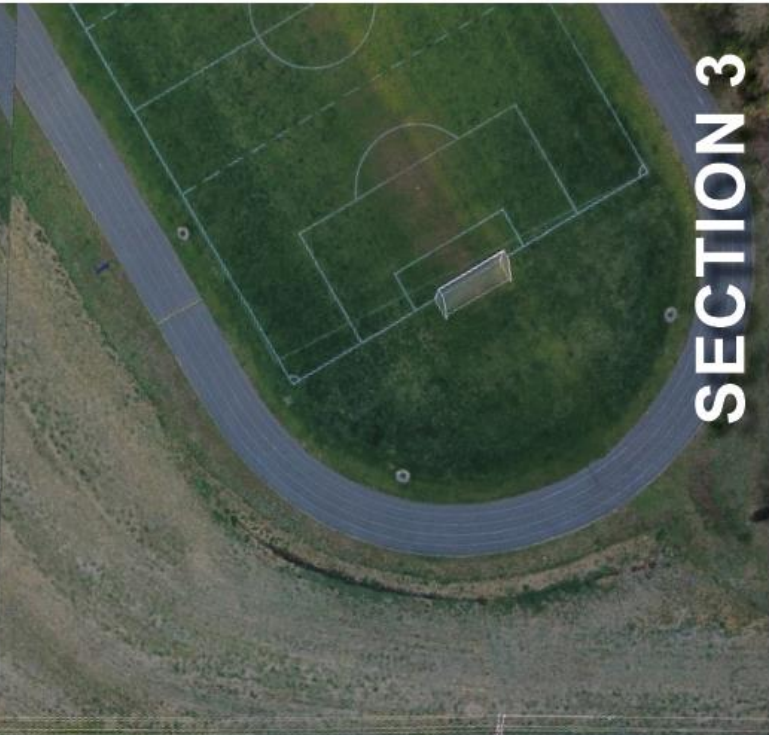
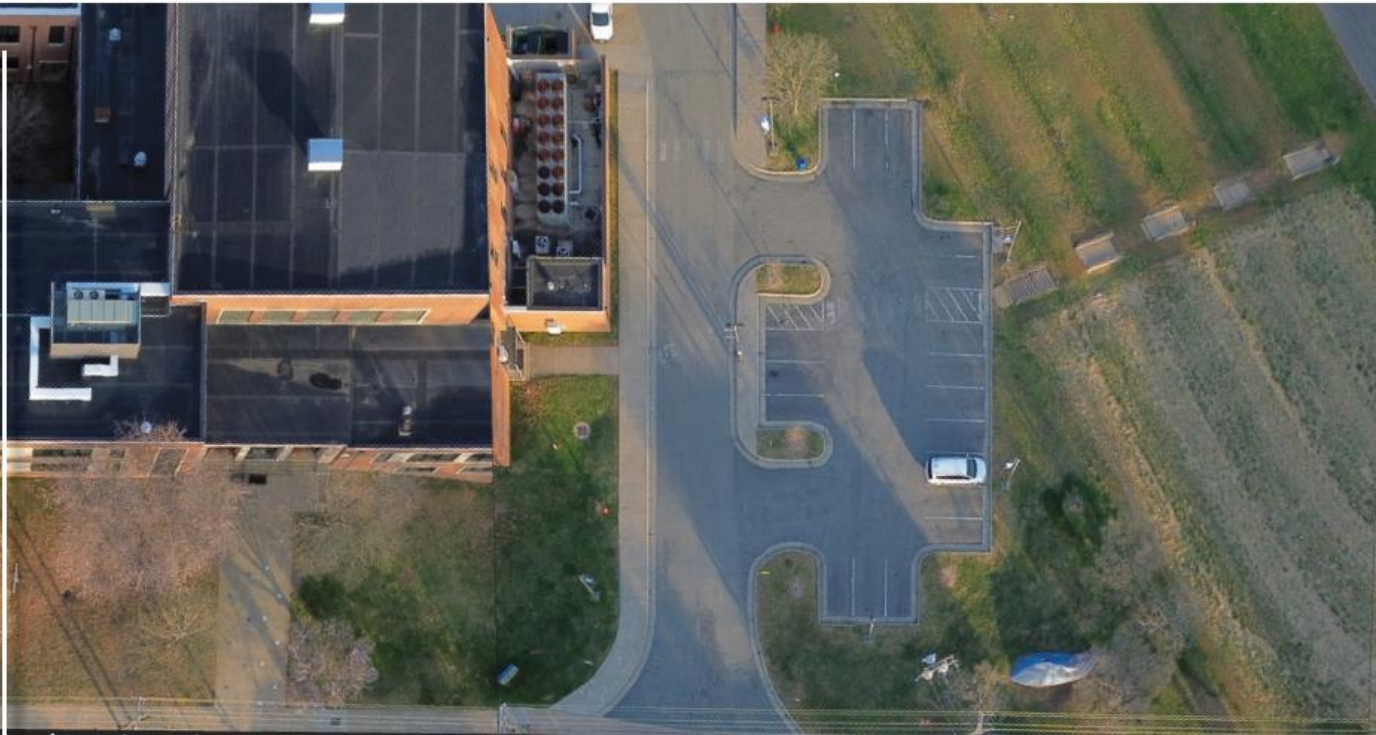
SECTION 1



SECTION 2



SECTION 2

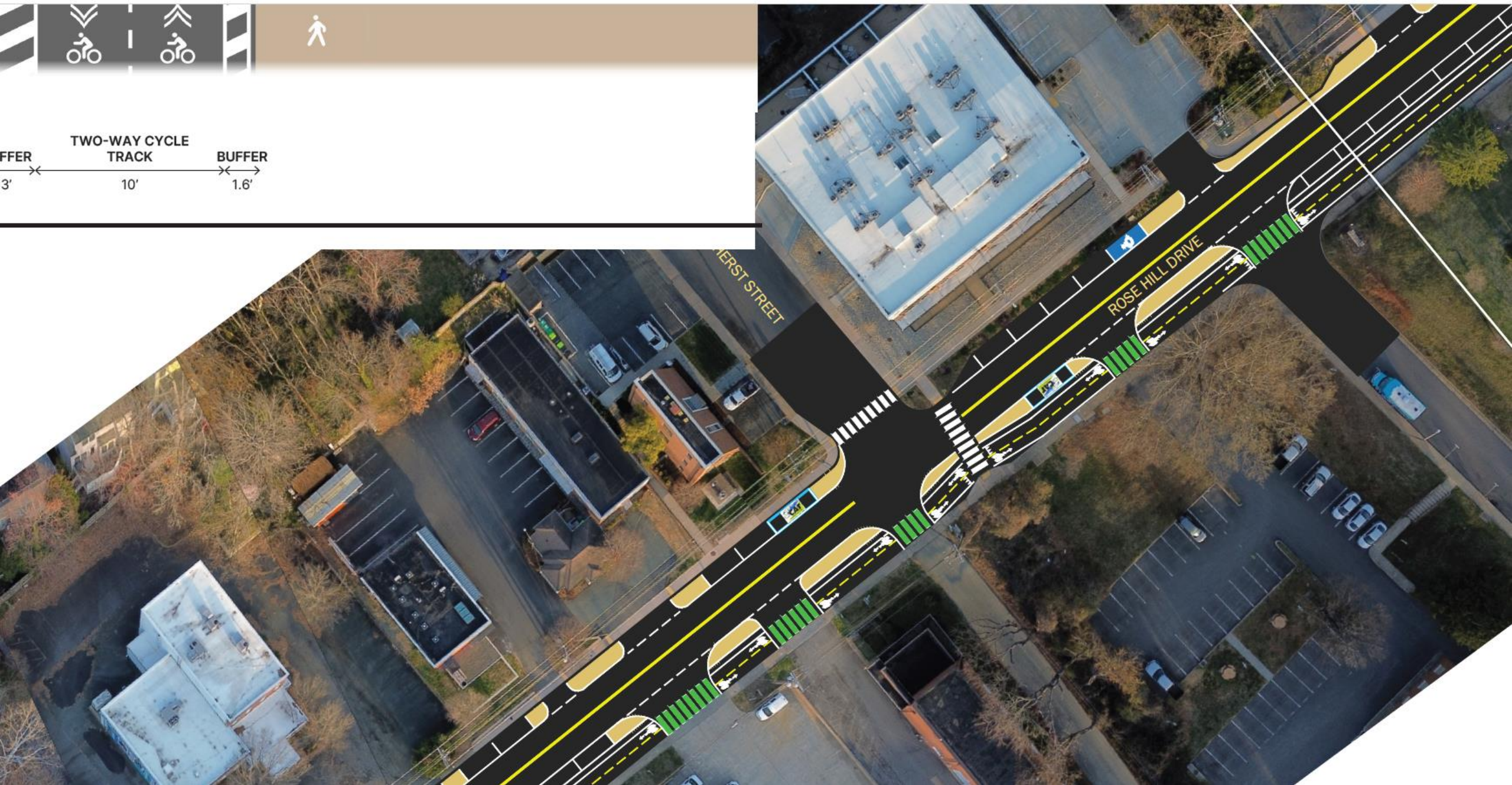
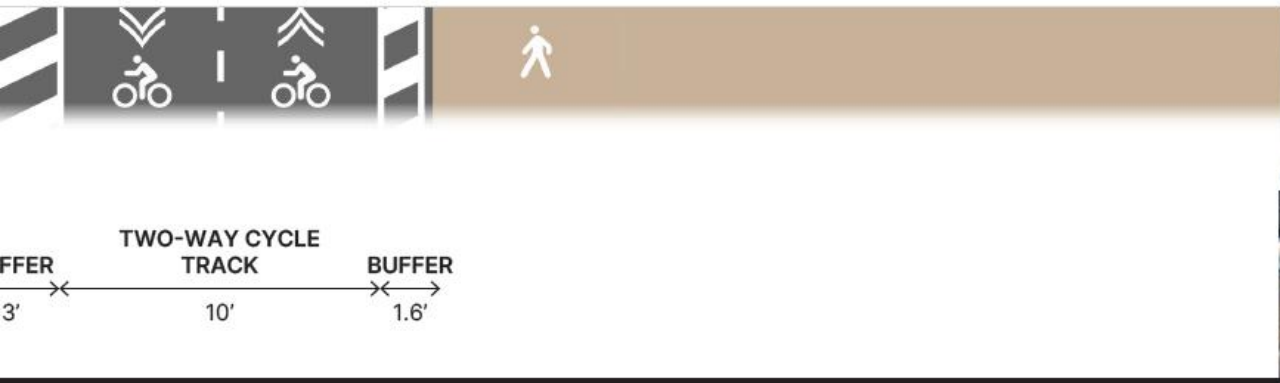


SECTION 3



SECTION 3







SECTION 4

WESTWOOD ROAD



COMMUNITY FEEDBACK

Support:

- Better to have cyclists together and provide modal buffer
- Slowing down through car traffic; especially with stop sign(s) or traffic signal
- Shorter pedestrian crossings
- Bike facility with easier maintenance

Questions:

- Will cars and bikes look for each other? (Concern about stop bar set back from travel lane)
- How to navigate new bike facility (ex. Enter & exit)
- Is car parking adjacent to travel lane more dangerous for side-swipes?
- Wish design included crossing in front of Burley.



Comparable configuration in
Minneapolis

April 2026, NACTO Conference

Next Steps: Rose Hill Drive Repaving

Finalize design, select hardening materials for pedestrian and bicycle facilities

Public Works Implementation

- Engineering schematics
- Fall 2026 & Spring 2027 – ADA curb-cut improvements
- Summer 2027 – Repaving
- Summer 2027 – New Striping & Materials on the Ground

Citywide Mobility Plan Scoping

Purpose of the Citywide Mobility Plan

01

Create a consistent approach to identifying and designing projects

02

Ensure approach promotes equity and is consistent with the City's adopted plans and policies

03

Develop a long-term vision and an implementation strategy with a program of projects, policies, and actions that will achieve that vision

Process for Scoping

Previous Plans

- Started with a review of the Comprehensive Plan's Transportation chapter to assess progress on goals, strategies, and objectives
- Continued to review all active plans for transportation

Data

- Review included data collection, to understand what is available to analysis and what is missing

Where are we now?

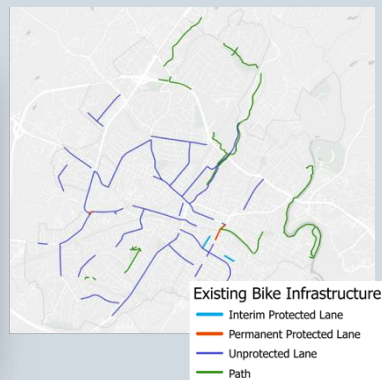
- Summarized in the draft Existing Conditions and Plans Assessment
- Identified planning needs in the Existing Conditions and Plans Assessment becomes the basis of scope and RFP

Key findings of the review of existing plans

We do have lots of successes and achievements

- Major policy changes supporting mobility options in the development code update
- Completion of major regional planning efforts, like Move Safely Blue Ridge and Regional Transit Vision Plan
- Shift use of quickbuilds and infrastructure focused to support Safe Routes to School
- Substantial completion of the unprotected bike lane network
- Programs and events supporting mobility options: E-bike Voucher Pilot, Neighborhood Walks, City Market Rides, Bike Month, Loop de Ville

move
SAFELY
blue ridge



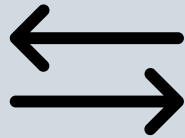
Key findings of the review of existing plans

But there still are significant challenges to address

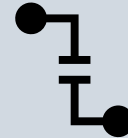
- Lack of consistency between plans and design guidance
- Lots of lists, but no coordination of priorities
- Priorities not aligned with state and federal funding opportunities
- Plans focus on expanding new facilities, no upgrades of existing and no maintenance considerations
- No progress on parking plans
- Limited opportunity for community input on plans and projects
- Change relies on external partners
 - Limited development since development code update
 - Travel patterns influenced by major employer incentives

Key Findings from Review of Existing Data

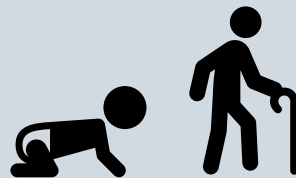
Population and employment growth patterns in the region mean more trips coming in and out of the City



Limited data on parking supply and demand
A disconnected network of comfortable and safe places to walk and bike



More than a third of residents are under 18 or over 60 years old, both populations that rely heavily on walking, biking, and transit to travel

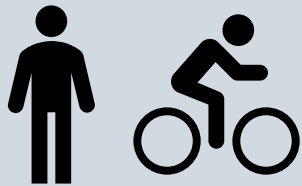


Congestion of roadways is caused by regional growth, not changes in City land use



Key Findings from Review of Existing Data

Crashes leading to fatalities and serious injury disproportionately involve pedestrians and bicyclists



Crashes impacting pedestrians and bicyclists have occurred in neighborhoods with lower incomes and more zero-car households at a higher rate



Crashes leading to fatalities or serious injury increased in the past five years



Key Findings from Review of Existing Data

City of Charlottesville Mode of Commuting



Drove Alone

2024: 53.1%

2019: 58.8%



Public Transit

2024: 5.6%

2019: 7.2%



Walking

2024: 11.3%

2019: 13.5%



Biking

2024: 3.3%

2019: 3.0%



Work from home

2024: 21.4%

2019: 7%



Carpool or Taxi

2024: 5.4%

2019: 10.5%

Source: U.S. Census, American Community Survey 5-Year Estimates, Table S0801

Anticipated Deliverables for the CMP

1. Project management plan
2. Public engagement plan
 - Creation and defined role of a stakeholder group to steward the plan's development
 - Opportunities and expectations for engagement with general public, key interest groups, appointed boards, and Council
3. Additional existing conditions analysis
 - Fill in gaps and update data
 - Define the existing networks for vehicles, pedestrians, cyclists, transit
4. Vision and goals
 - Update the goals and objectives of the Comprehensive Plan's Transportation chapter
 - Define how the plan will be used and what it can be expected to achieve

Anticipated Deliverables for the CMP

5. Updated Streets That Work guidance
 - Identifying connected networks that can serve bike, pedestrian, transit and vehicle travel needs
 - Updating street classifications and the design guidance associated with them
6. Framework for identifying and prioritizing projects
 - Identification of corridor needs
 - Criteria for prioritization
 - Engagement process for project design and selection, prioritization of projects
7. Recommended updates for Standards and Design Manual
8. Guidance for emerging and reported needs and solutions and changes to the traffic calming request process

Anticipated Deliverables for the CMP

9. Policy updates needed for regional plans associated with regional growth patterns
 - Informing and responding to changes in the MPO's long range planning, Move Safely Blue Ridge Regional Safety Action Plan, CARTA
10. Policies and investments needed for parking demand management
11. Overall funding strategy for transportation project portfolio
12. Processes for future plan updates

Anticipated Deliverables for the CMP

13. A unified capital plan list, with priorities and timelines
 - Replaces existing lists
 - Will result in changes to Transportation CIP, with more project specific capital funding and fewer broad programmatic funds
14. Future planning and programming efforts
 - Parking and curbside access management
 - Traffic demand management
 - Small area and corridor plans
 - Updates to related City plans
15. Needed ordinance changes
16. Performance metrics and monitoring guidance

Proposed engagement for the CMP

Anticipate using an array of methods to inform and collect feedback from the public, including in-person events, online project webpage and survey, and direct stakeholder group engagement

In addition, proposing that Council appoint a Mobility Commission, who:

- Serves as a continuous external stakeholder group, representing a diverse range of interests and expertise throughout the CMP process
- Reviews and provides feedback on the CMP deliverables
- Recommends adoption of CMP to Council
- Serves as steward of the CMP and following adoption, continue serving to oversee implementation and provide input as recommended projects are developed
- Can also serve public input needs for transit, bike, and pedestrian on an ongoing basis and serve in designated outreach roles for Title VI compliance
- Not constrained by existing legal obligations and responsibilities like Planning Commission

Next steps for the CMP

Complete draft scope

Publishing the Mobility Plan's initial Connect page

Work with Procurement to release an RFP for consultant support

Anticipated project kick-off: Fall 2026

Initial steps include:

- defining project management plan and timeline
- public engagement plan
- proposal for the appointment of a mobility commission

Coordination with County partners to align scope, timeline, and shared concepts/language

Expecting a two-year planning process, with adoption in Fall 2028

- Implementation of CIP changes in FY30 budget cycle



Questions?

