



**5th
STREET**
Corridor Study



EXECUTIVE



SUMMARY



JANUARY 2021

WHY DID VDOT CONDUCT THE 5TH STREET CORRIDOR STUDY?

The Virginia Department of Transportation (VDOT) conducted the 5th Street Corridor Study to identify a shared vision for the 5th Street Corridor, advance solutions that foster safe and comfortable travel for all roadway users, and better define how the corridor can evolve with future development.

Corridor Challenges

The 5th Street Corridor faces unique challenges associated with balancing the needs of both local and regional users.

I-64 Creates a Barrier

I-64 separates the north and south sides of the 5th Street Corridor.



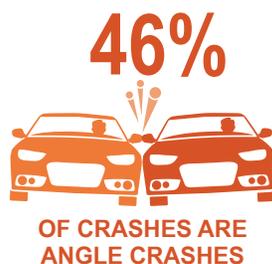
Lack of Pedestrian and Bicycle Facilities

51% of the corridor doesn't have pedestrian facilities (e.g., concrete sidewalk, bridge walkway, gravel footpath). 90% of the corridor doesn't have bicycle facilities (e.g., striped bicycle lanes).



Angle Crashes at Intersections

Angle crashes accounted for almost half of all crashes in the study corridor between 2014 and 2018.



Regional Connection

Mobility and safety challenges on 5th Street have a regional impact, since 5th Street serves as an important regional connection between Downtown Charlottesville and Albemarle County.



Obstacles to Alternative Modes of Transportation

The top four transportation issues identified by the community in surveys are related to the comfort and safety of people walking, biking, or riding the bus.

- 1 Traffic Congestion
- 2 Location and Quality of Sidewalks
- 3 Speeding
- 4 Lack of Pedestrian Crossings



Corridor Opportunities

Opportunities identified for the 5th Street Corridor address the shared stakeholder and community perceptions about safety, access, and mobility.

Increase Connections Across I-64 Through Improved Access to Bus Stops

The highest ridership during 2018 occurred at the following CATS bus stops.

- 1 Willoughby Shopping Center
- 2 Hickory Street at Quest Court
- 3 5th Street Station
- 4 Harris Road at Longwood Drive Eastbound
- 5 5th Street Extended at Wahoo Way Southbound



Decrease Time It Takes to Reach Regional Destinations

Three corridor intersections experience excessive vehicle delay during the evening rush hour.



- 1 5th Street Station Parkway
- 2 5th Street Commercial
- 3 Stagecoach Road

Increase Pedestrian and Bicycle Facilities

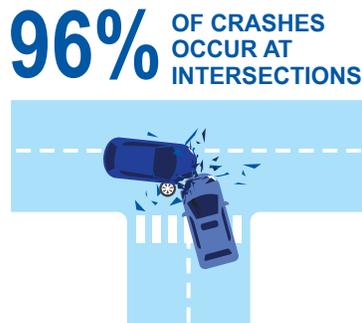
More than a quarter of the people surveyed walk or bike along 5th Street.



Improve Safety at Intersections

The majority of reported crashes occur at intersections.

Source: VDOT Traffic Engineering Division, 2014 – 2018



Increase Access to Alternative Modes of Transportation

The study corridor has a high percentage of households living below poverty, yet a lower percentage of zero-car households compared to the Charlottesville Metropolitan Statistical Area (MSA), due to lack of alternative modes of transportation.

	5th Street	Charlottesville MSA
Commute by...		
Car	85%	83%
Transit	5%	3%
Bicycle	2%	1%
Walk	2%	5%
Work from Home	6%	8%
Zero-Car Household	4%	6%
Percentage Living Below 100% of the Poverty Line	16%	13%

Source: U.S. Census Bureau American Community Survey, 5-Year Estimates 2018 (census block group level)

HOW DID VDOT DEVELOP THE STUDY VISION, GOALS, AND OBJECTIVES?

Issues and opportunities identified through the existing conditions analysis, public outreach, and discussions with the Stakeholder Group informed the study vision, goals, and objectives. informed the study vision, goals, and objectives.

The vision: 5th Street becomes a complete street that supports development and provides safe and comfortable travel for all roadway users.



HOW DID VDOT ENGAGE DECISION-MAKING ENTITIES AND THE COMMUNITY?

Stakeholder Group

Stakeholders from Charlottesville, Albemarle County, Thomas Jefferson Planning District Commission, Charlottesville-Albemarle Metropolitan Planning Organization, Charlottesville Area Transit, and the 5th and Avon Community Advisory Committee met three times at key study milestones. The stakeholder group helped establish the study's vision, goals, and objectives; helped identify alternatives; and provided feedback during the alternatives analysis process.

Public Outreach

Public outreach consisted of two in-person public meetings, one online public meeting, and two surveys.



Community
Engagement

~110

TOTAL PARTICIPANTS

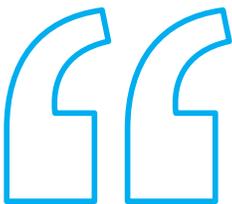


Online Interactive
Surveys

>2,100

TOTAL RESPONSES

Community Comments



I WON'T RIDE [BIKE] UNLESS THINGS ARE IMPROVED... TOO DANGEROUS!

Many times I have seen pedestrians, including moms with baby strollers walking along the side of the street/no sidewalks. Scary!

There needs to be room for bikes and pedestrians that is separated from cars.

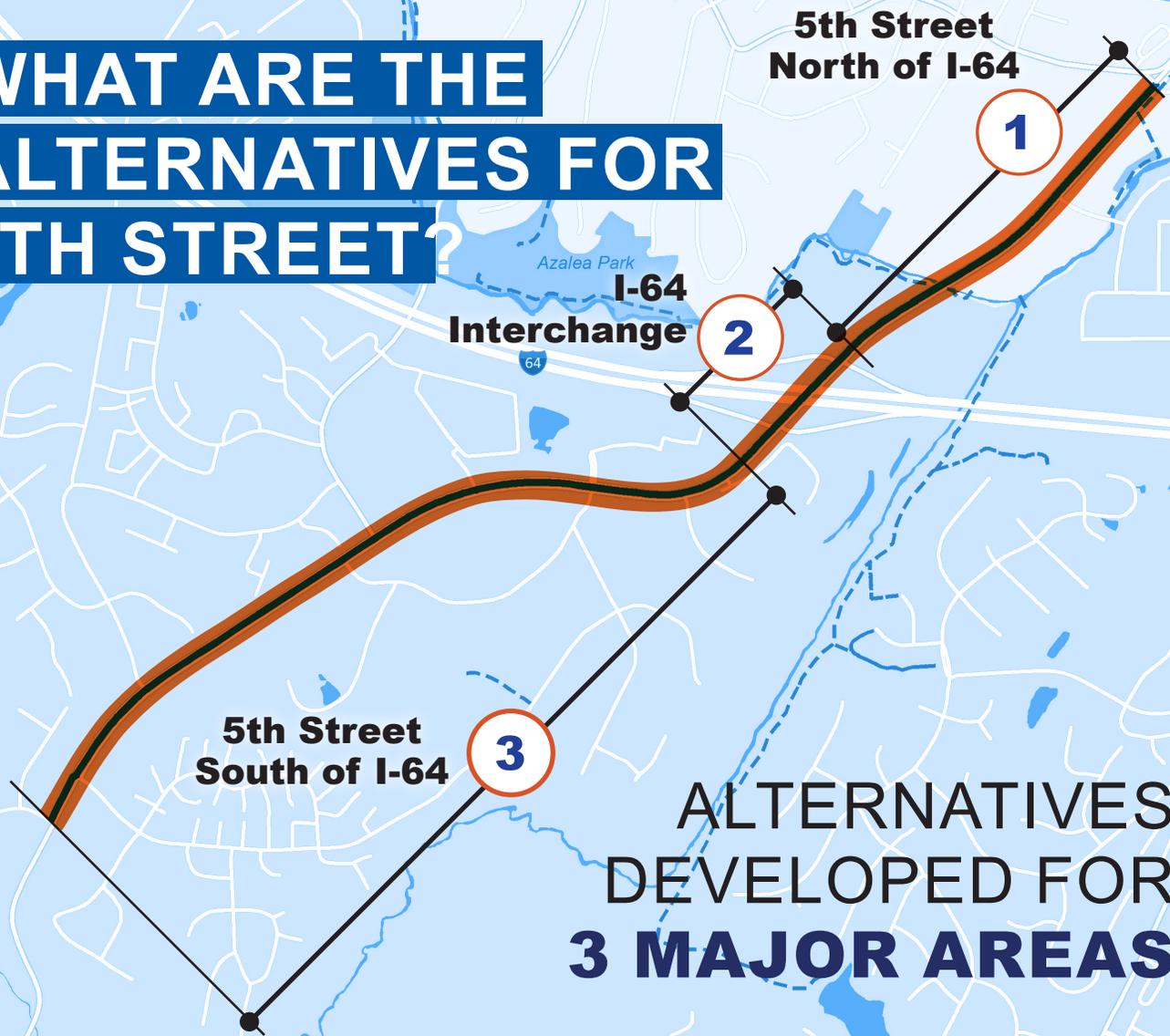
TOO MUCH SPEEDING, TOO LITTLE OF EVERYTHING ELSE (BUS SERVICE, BIKE LANES, SIDEWALKS, SAFE PEDESTRIAN CROSSINGS)

THIS [OLD LYNCHBURG ROAD] IS A LOCATION WHERE A ROUNDABOUT WOULD BE HELPFUL AND MORE WORTH THE EXPENSE.

This single biggest improvement needed is **crossing I-64.**



WHAT ARE THE ALTERNATIVES FOR 5TH STREET?

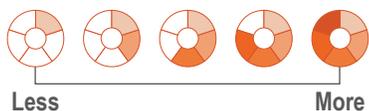


ALTERNATIVES DEVELOPED FOR 3 MAJOR AREAS

- Alternative improvements were developed and evaluated using data on existing conditions and projected future (2040) traffic volumes and community input.
- Two signalized intersections (Harris Road, 5th Street Station Parkway) and two unsignalized ones (Stagecoach Road, Old Lynchburg Road) were analyzed.
- Four cross-section alternatives suggest how to improve non-motorized user safety and comfort along 5th Street.
- The alternatives also show near and long-term options to connect the corridor at the I-64 interchange.
- A road diet on 5th Street south of Old Lynchburg Road could calm traffic and allow non-motorized users more space.
- Beyond 5th Street, three key network connections could reduce pressure on 5th Street and provide bicycle and pedestrian connections across I-64 in the short or mid-term.
- For more information on each alternative you can access the final report and alternatives analysis technical memorandum at: <https://www.virginiadot.org/projects/culpeper/5th-st-corridor-study.asp>

HOW DID THE PREFERRED ALTERNATIVES PERFORM?

	Improve Safety & Comfort	Manage Congestion	Support Environmental Sustainability	Support Economic Development	Cost Estimates	Community Survey Ranking
Harris Road Intersection Modification					\$	★★★★
5th Street Parkway Left-Turn Restrictions and Additional Turn-Lane					\$\$	★★★
Stagecoach Road Restricted Crossing U-Turn					\$\$	★★★
Old Lynchburg Road Roundabout					\$\$\$	★★★★
Harris Road to I-64 (Constrained Alternative) Sidewalk with Shared Use Path					\$\$\$	★★★★
Harris Road to I-64 (Charlottesville Preferred Alternative) Sidewalk with Shared Use Path & Separated Bicycle Facilities					\$\$\$\$	N/A
I-64 Interchange Near-Term Sidewalk & Crossings					\$\$	★★★
I-64 Interchange Long-Term Interchange Redesign					\$\$\$	★★★
I-64 to Old Lynchburg Road Sidewalk with Shared Use Path					\$\$\$	★★★★
Old Lynchburg Road to Ambrose Commons Drive Road Diet with Sidewalk and Shared Use Path					\$\$\$	N/A



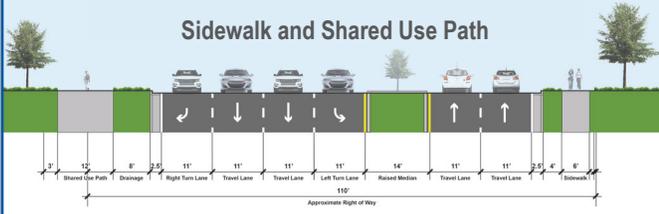
For more information you can access the final report and technical memoranda for this project at <https://www.virginia.gov/projects/culpeper/5th-st-corridor-study.asp>

WHAT ARE THE STUDY'S SHORT AND LONG-TERM RECOMMENDATIONS?

C

I-64 to Old Lynchburg Road

Sidewalk and Shared Use Path



B

The I-64 Interchange

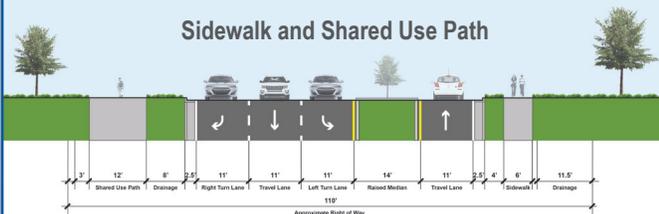
Near-Term Recommendation - Sidewalks on Both Sides and Crossings at Signals



D

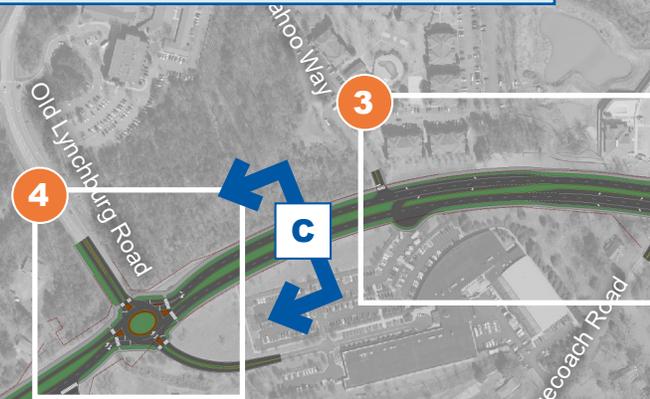
Old Lynchburg Road to Ambrose Commons Drive Road Diet

Sidewalk and Shared Use Path



Long-Term Recommendation

Conduct a full Project Development and Environmental Study to vet the feasibility of a full interchange redesign.



4

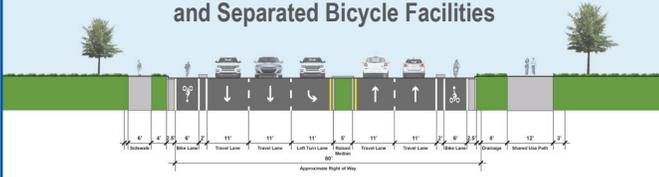
Old Lynchburg Road Roundabout



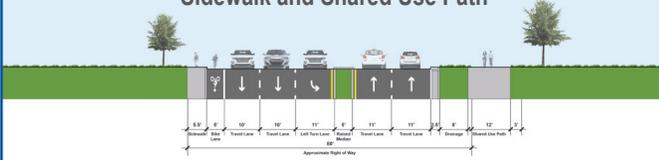
A

North of I-64

Charlottesville's Preferred Alternative:
Sidewalk, Shared Use Path,
and Separated Bicycle Facilities



Constrained Alternative:
Sidewalk and Shared Use Path



1

Harris Road

2

A

1

Harris Road
Intersection
Modification

2

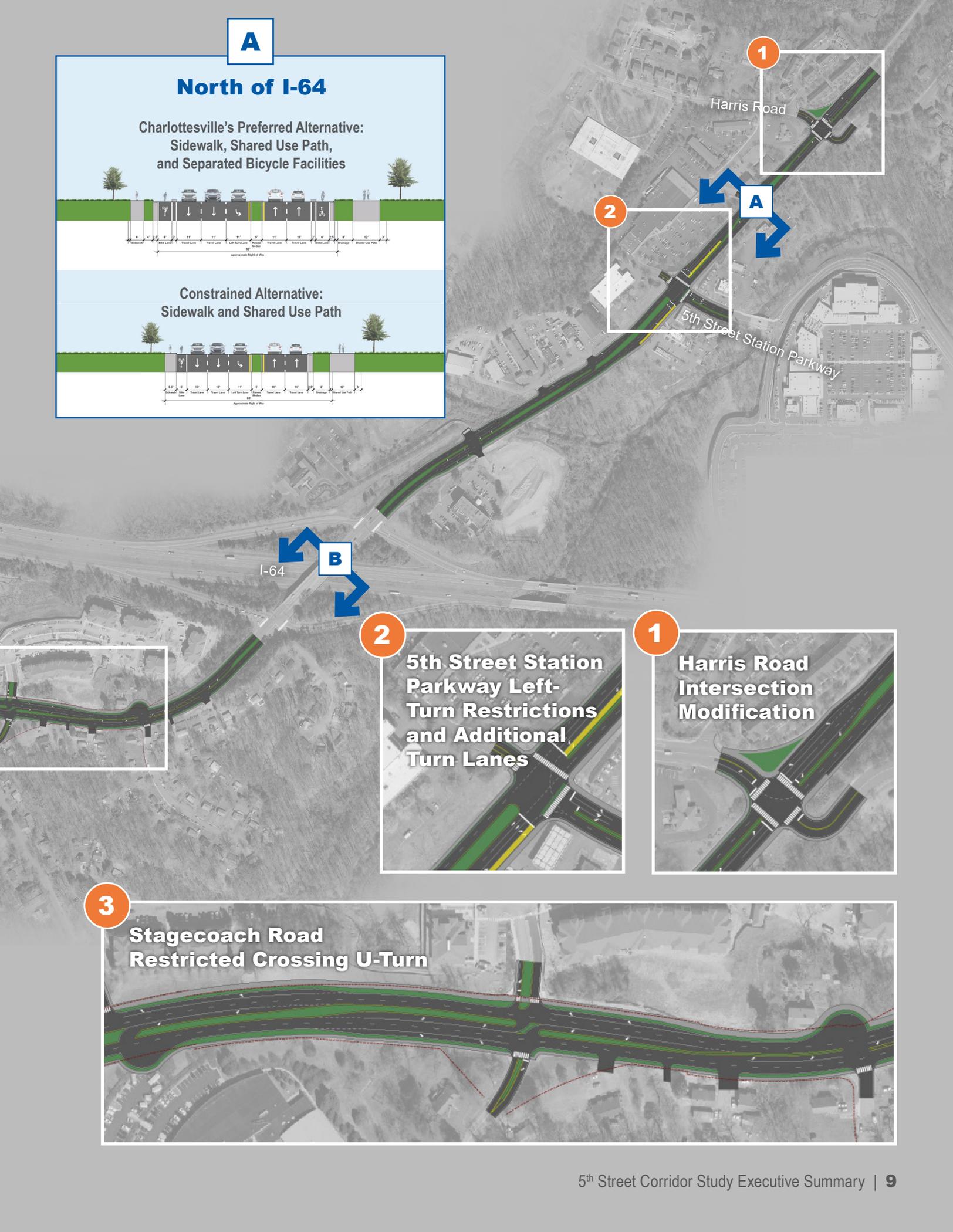
5th Street Station
Parkway Left-
Turn Restrictions
and Additional
Turn Lanes

I-64

B

3

Stagecoach Road
Restricted Crossing U-Turn





For more more information contact:
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To access the full final report and technical memoranda for this project visit the study website at <https://www.virginiadot.org/projects/culpeper/5th-st-corridor-study.asp>