**REDUCE TRAFFIC**

- Reduce traffic on West Main.
- Divert traffic onto parallel, high capacity roadways - Preston Ave., Cherry Ave., Rugby Rd., etc.
- Slow travel speeds on West Main.
- Additional study needed for streets receiving increased volume of traffic.

**INCREASE PEDESTRIAN CONNECTIVITY**

- Increase pedestrian connections from West Main into adjacent neighborhoods.
- Link community assets (including the Jefferson School and Starr Hill Park) to West Main.

**IMPROVE BICYCLE ACCESS**

- Provide alternate routes for bicyclists.
- Increase access to West Main.
- Improve the bicyclist’s experience on West Main.

**ENHANCE TRANSIT**

- Improve transit stop amenities.
- Improve travel time and reliability.
- Retain West Main as a major transit corridor.

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**City of Charlottesville**

**West Main Street**

Transportation Framework

GoWESTMAIN.com

**Nelson\Nygaard Consulting Associates**
Bushman Dreyfus Architects
Code Studio
RCLCO
Schulze + Grassov
Sadler & Whitehead
Timmons Group
Low Impact Development Center

2.22.14
Option 1 | Keep South Street Open

- Close the fork in West Main Street at Ridge McIntyre and replace it with a small plaza
- Relocate the Lewis + Clark statue
- Close slip lane and tighten the turning radius at Ridge McIntyre and Water Street
- Add bike lanes to Ridge McIntyre Road, Ridge Street, and Water Street
- Realign crosswalks to reduce crossing distances

Option 2 | South Street Cul-de-sac

- Close South Street with a cul-de-sac, reducing intersection conflicts
- Provide access to South Street via Water Street and 2nd Street
- Make South Street two-way
Option 3 | Reroute South Street

- Reroute South Street to reduce intersection conflicts
- Provide access to South Street from Water Street
- Replace existing South Street right-of-way with open space
- Keep South Street one-way eastbound
- Provide crosswalks at the new intersection with Water Street

Option 4 | Roundabout

- Replace the intersection with a roundabout providing access to West Main Street, Ridge McIntyre Road, Water Street, South Street, and Ridge Street
- Realign crosswalks to reduce crossing distances
- New sidewalks and bike lanes around the roundabout
- Opportunity for public art in center of the roundabout
Option 1 | Retain Existing Number of Lanes

- Add bike lanes on West Main, Ridge McIntyre, Water, and Ridge
- Reduce lanes on West Main leg from 4 to 3
- Reduce lanes on Ridge McIntyre leg from 5 to 4
- Reduce lanes on Ridge leg from 5 to 3
- Eliminate slip lane from Water to Ridge McIntyre
- Retain dedicated right turn lanes on West Main Street and Water Street
- Retain dedicated left turn lane on Ridge McIntyre

Option 2 | Reduce Lanes, add Bike Lanes

- Add bike lanes on West Main, Ridge McIntyre, and Ridge
- Retain existing number of lanes on all legs of the intersection
- Eliminate slip lane from Water to Ridge McIntyre
Option 1 | Add a Median

- Place a median on east side of West Main/10th/Roosevelt Brown intersection
- Eliminate left-turn lane from West Main to Roosevelt Brown
- Widen sidewalks on either side of West Main Street
- Provide “super sharrows” on West Main with a painted lane to mark area where cyclists + drivers share street space

Option 2 | Neckdown

- Reduce east side of West Main Street to one lane with alternating traffic in each direction
- Move stop bar and light east of the intersection
- Drivers will stop, get a green light to proceed through the one-lane section
- Create protected bike lanes in each direction
APPROXIMATELY 5000* PARKING SPACES
WITHIN 600 FEET OF WEST MAIN STREET
(including future development)

APPROXIMATELY 85 ON-STREET PARKING SPACES ON WEST MAIN STREET

City of Charlottesville
West Main Street Streetscape
Parking Spaces

Nelson\Nygaard Consulting Associates
Bushman Dreyfus Architects
Code Studio
RCLCO
Schulze + Grassov
Sadler & Whitehead
Timmons Group
Low Impact Development Center

12/9/13

Data Source: City of Charlottesville
Driving

• Encourage drivers that have neither origin nor destination on West Main to utilize alternative routes.
• Provide clear wayfinding for alternate routes.
• Maintain low speeds on West Main Street during both day and evening hours.

Transit

• Promote transit utilization by corridor patrons and employees.
• Improve bus stop amenities and design.

Parking

• Explore formation of a parking management district to coordinate and share available off-street parking resources to benefit individual owners and the corridor as a whole.
• Modernize on-street parking management for efficient utilization that responds to customer needs and demands.
• Locate curb cuts and entrances to parking and loading on secondary streets. Reduce number of access points on West Main Street.

Pedestrians

• Raise curbcuts/driveways to sidewalk level to indicate pedestrian priority over crossings.
• Implement raised intersections and crosswalks to prioritize pedestrian safety.
• Provide properly aligned curb ramps at all street crossings to enable access by all.
• Eliminate pedestrian push buttons and provide adequate pedestrian crossing for all signal cycles.

Bicycle

• Reduce speeds on the corridor for safe travel via all community modes.
• Ensure sufficient on and off-street bicycle parking.
• Anticipate potential future bike share opportunities.