

**LYNCHBURG CITY COUNCIL
PHYSICAL DEVELOPMENT COMMITTEE**

**Tuesday, July 14, 2015
9:00 a.m.**

Information Items

Recent/Pending Contract Awards: – There were no new contracts awarded.

Update on priority projects – see attached report.

General Business

1. Downtown Improvements Don DeBerry
2. Roll Call

Pc: Kimball Payne, City Manager
Bonnie Svrcek, Deputy City Manager
Council Members
Gaynelle Hart, Director of Public Works
News & Advance

Next Meeting: August 11, 2015

Lynchburg Capital Projects Greater Than \$1 Million(General Fund)

July 14, 2015

Projects of Interest		Status		Notes
Timberlake / Logan's Lane Intersection		Right of Way	November 2015	Right of Way Discussions - On going
Wards Road Pedestrian X-ing 2B	*	Construction	May 2015	Complete
Midtown Connector		Construction	December 2015	Under Construction - Working on Langhorne 99% complete & Kemper 70% Complete -
Greenview Drive Phase 2		Construction	July 2017	Construction Proposed to Start March 2016.
Kemper Street Bridge / Interchange	*	Construction	September 2016	Bridge Construction and Grading
One Way Pairs @ 501/221		Preliminary	August 2014	Preliminary Design Completed to Determine Available R/W for Development - On Hold
Lower Bluffwalk Phase 2		Construction	July 2015	Closeout in Progress
Memorial - Park - Lakeside Intersection	*	Construction	September 2016	Project was Advertised - Projected Start is August/September
Odd Fellows Road - P3		Construction	August 2018	Construction Proposed to Start January 2016.
Lakeside Drive Improvements @ L.C.		Design	September 2014	30% Design - On Hold.
Juvenile Services Group Home		Construction	April 2016	On-going

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **July 14, 2015 (PDC)**

AGENDA ITEM NO.:

CONSENT:

REGULAR: **X**

WORK SESSION:

CLOSED SESSION:

(Confidential)

ACTION: **X**

INFORMATION:

ITEM TITLE: **Downtown Improvements**

RECOMMENDATION:

Approve the following project goals:

- Create Pedestrian and Business Friendly space (safety and loading are major considerations)
- Focus on Economic Development
- Maximize on-street parking
- Sustainable, both environmentally and from a maintenance perspective

SUMMARY:

The first phase of the downtown utility replacement and streetscape project is proposed for 8 segments of street along Church Street, Main Street, 7th Street and 8th Street. The proposed schedule for the work would progress along Church Street from 5th Street to 8th Street, along 8th from Church Street to Main Street, along Main Street from 5th to 8th, and conclude along 7th Street from Church Street to Main Street.

The City will host a public meeting on July 16, 2015 at 6PM in the Parlor Ballroom to introduce the following concepts which address the project goals:

- Conversion of Main Street and Church Street from one way traffic to two way traffic.
- Work with businesses to develop loading policy.
- Traffic calming, including installation of all-way stops at all intersections on Church Street and Main Street from 5th Street to 12th Street.
- Provide "Share the Road" bike accommodation.
- Review space allocation options for streetscape improvements to the four streets in Phase I.
- Phasing plan to accommodate new development and downtown events, while providing reasonable access to existing properties.

PRIOR ACTION(S):

PDC October 14, 2014

FISCAL IMPACT:

Phase I roughly \$8 million

CONTACT(S):

Kimball Payne, Tim Mitchell, Kent White, Gaynelle Hart, Don DeBerry

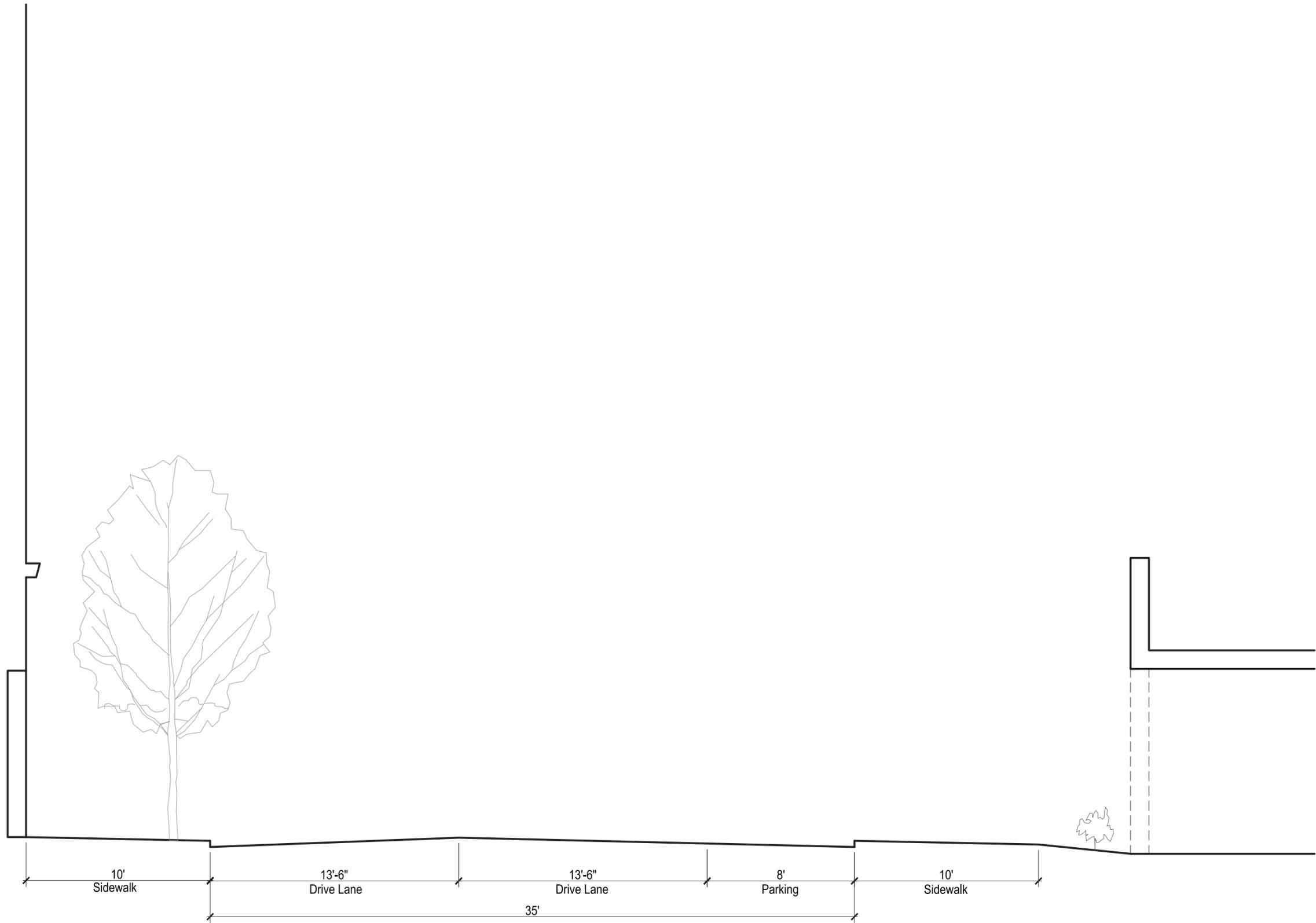
ATTACHMENT(S):

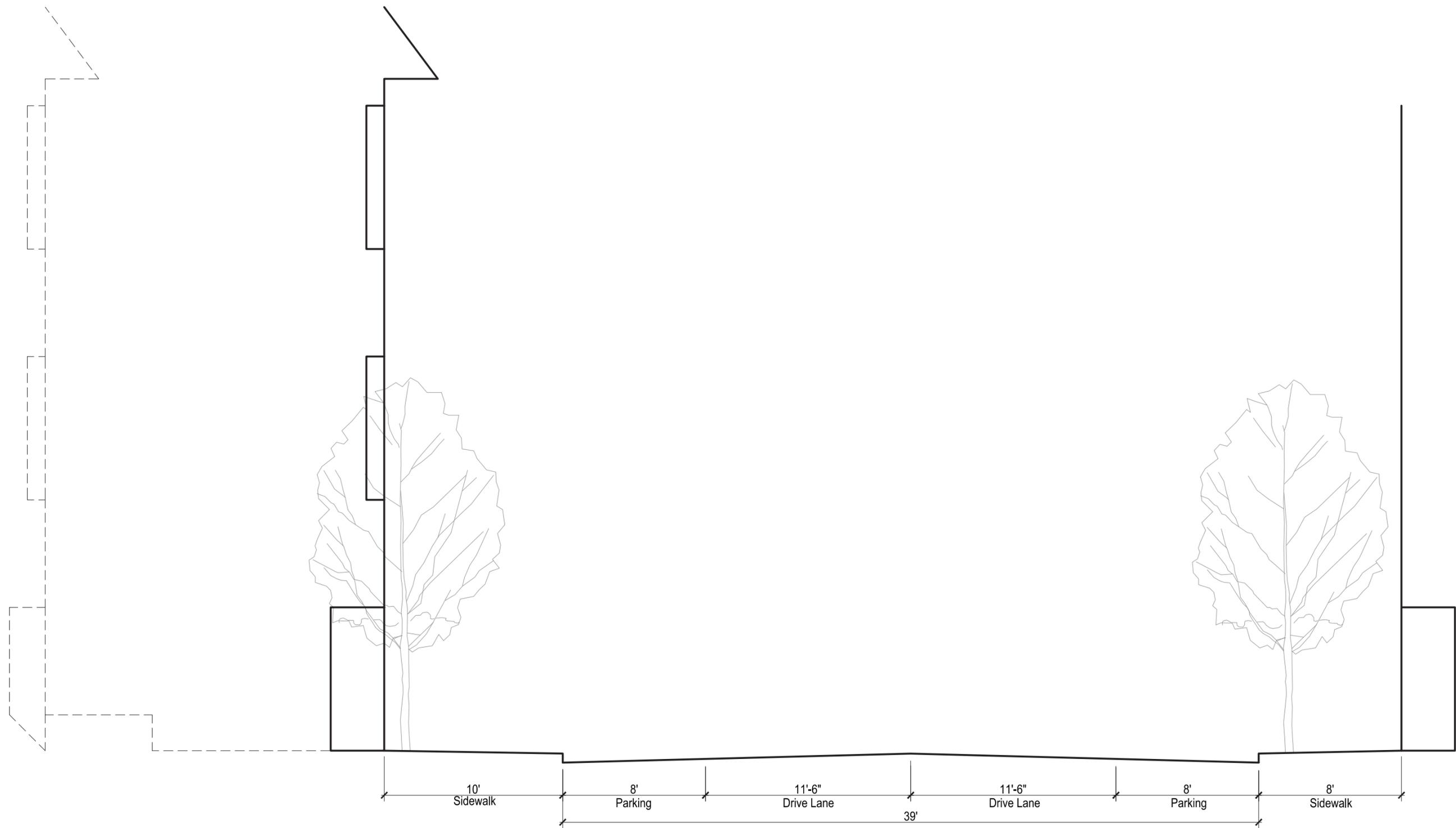
Sections

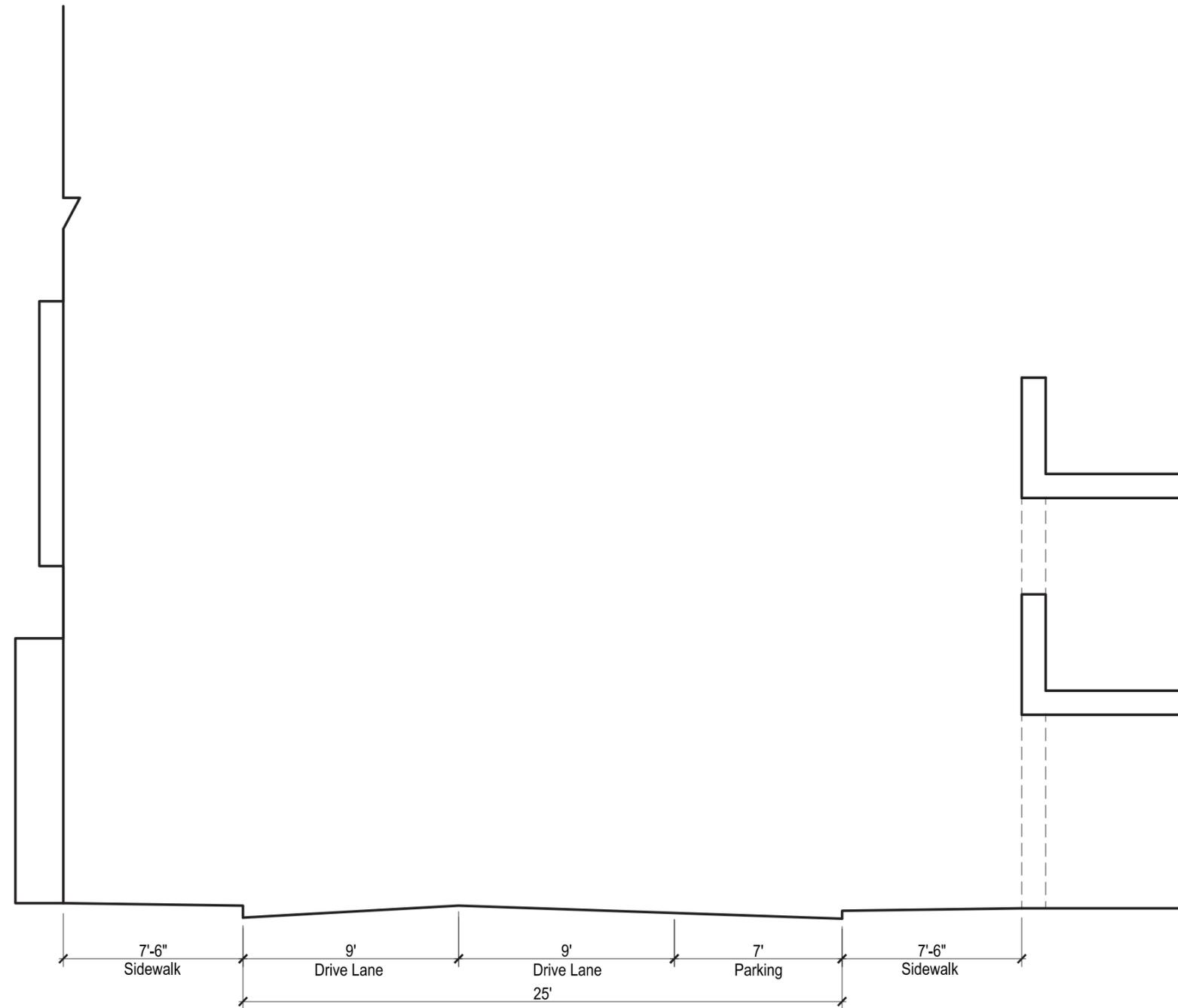
Plan view

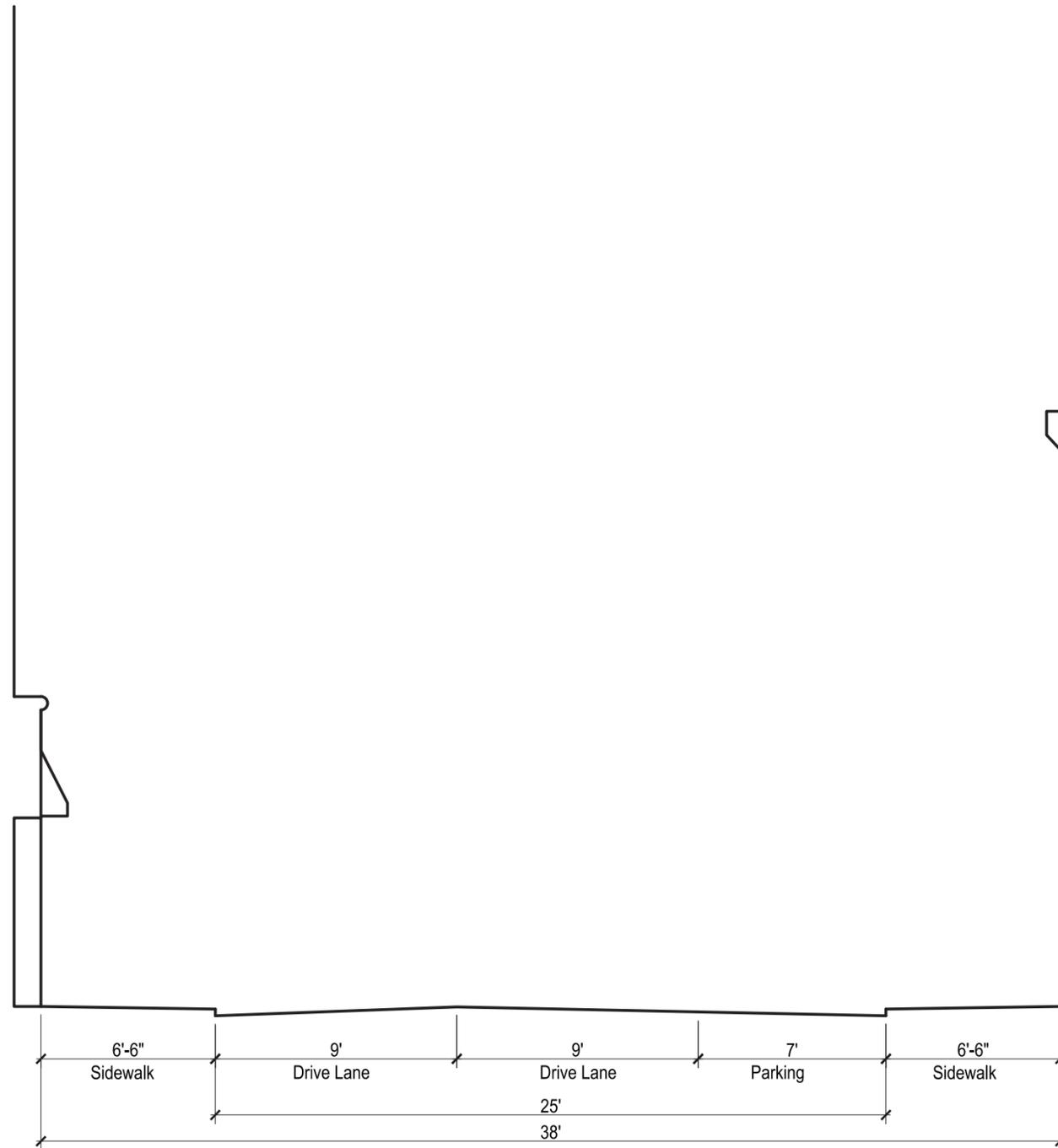
Two-way traffic information sheet – City of Roanoke

REVIEWED BY:











Lynchburg Downtown Streetscape
Church Street - Option 1



City of Lynchburg
6.30.15
Scale: 3/16" = 1'-0"



Lynchburg Downtown Streetscape
 Church Street - Option 2 (by the Virginian Hotel)



City of Lynchburg
 6.30.15
 Scale: 3/16" = 1'-0"



Lynchburg Downtown Streetscape
Church Street - Option 3



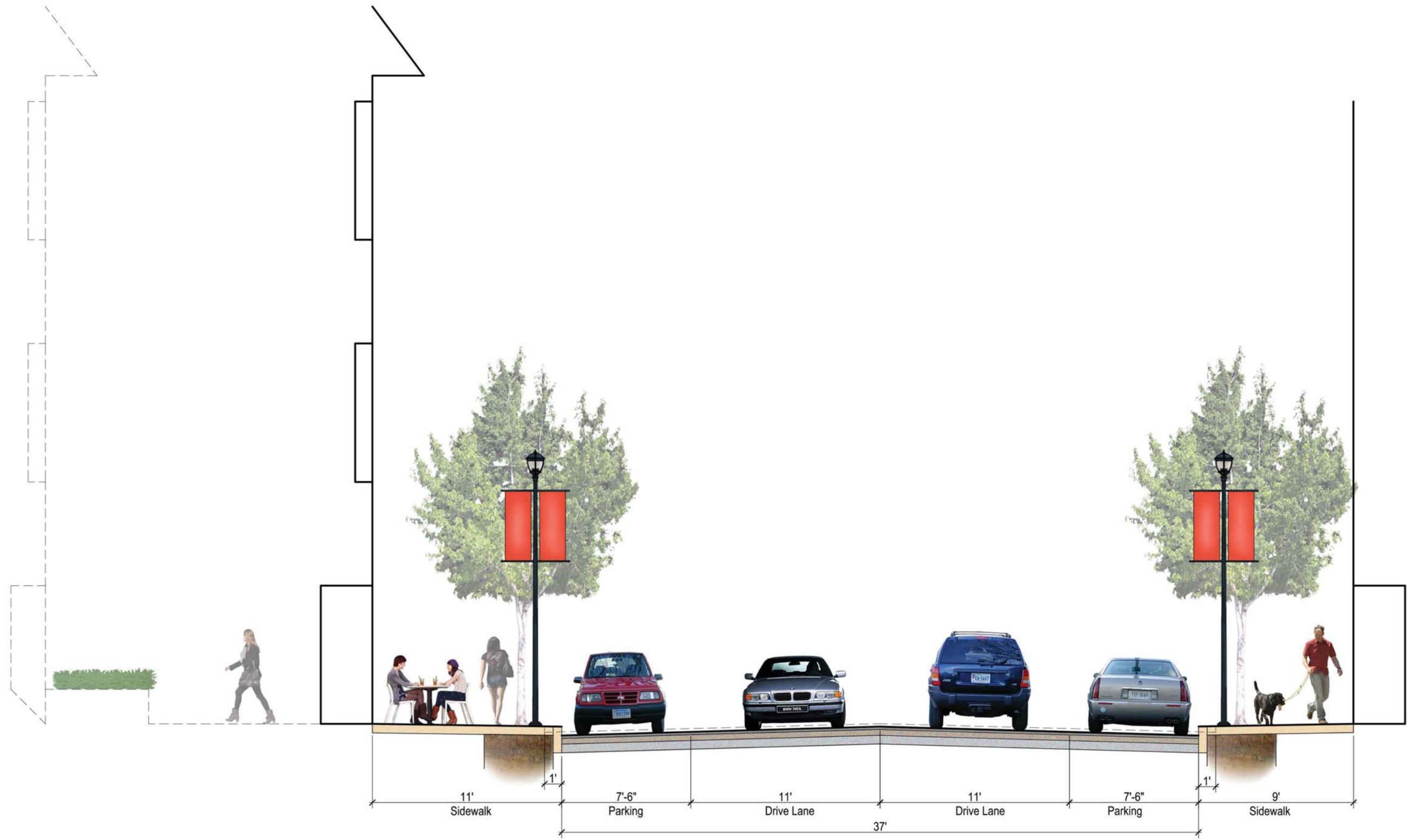
City of Lynchburg
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Lynchburg Downtown Streetscape
Main Street - Option 1



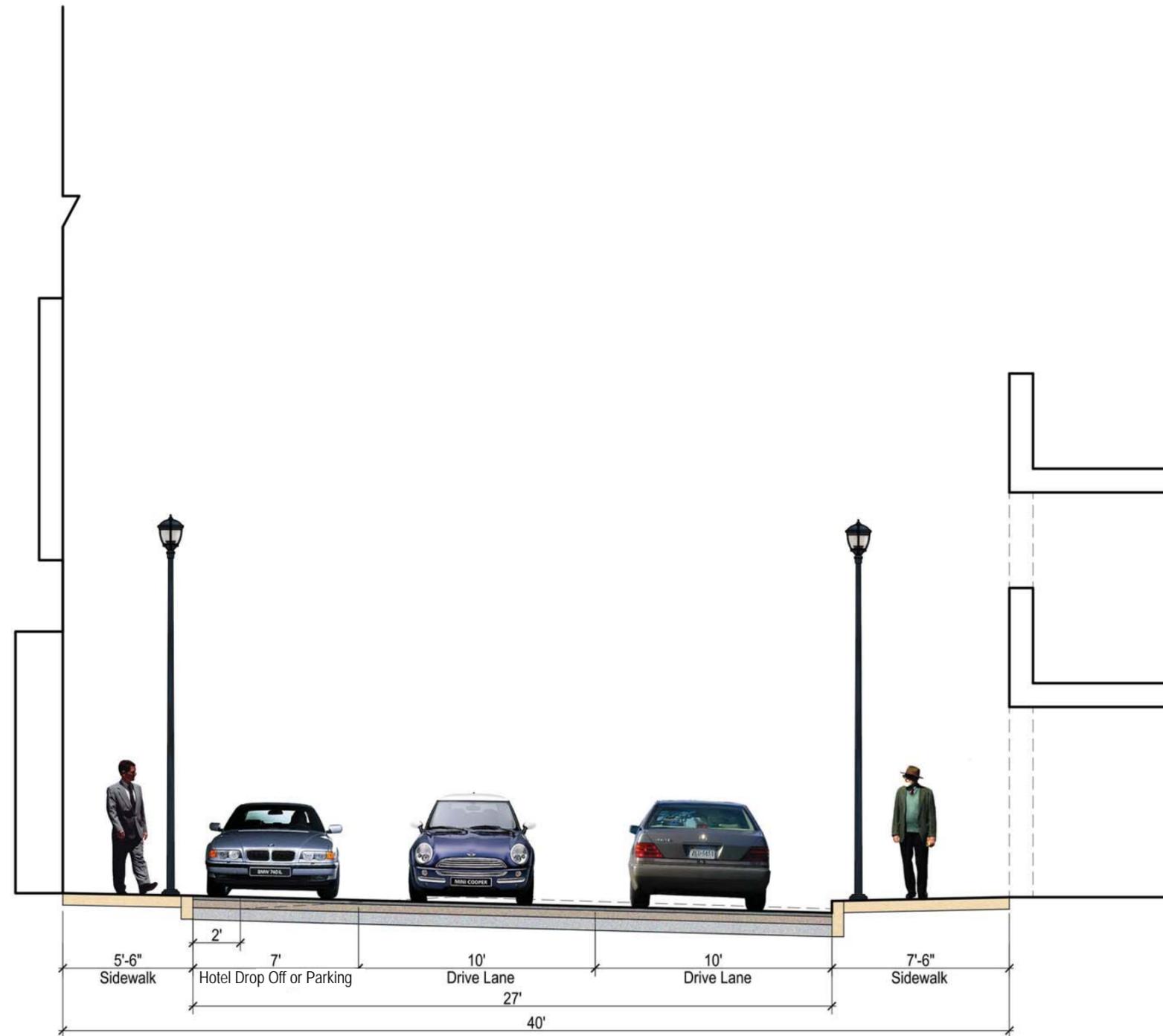
City of Lynchburg
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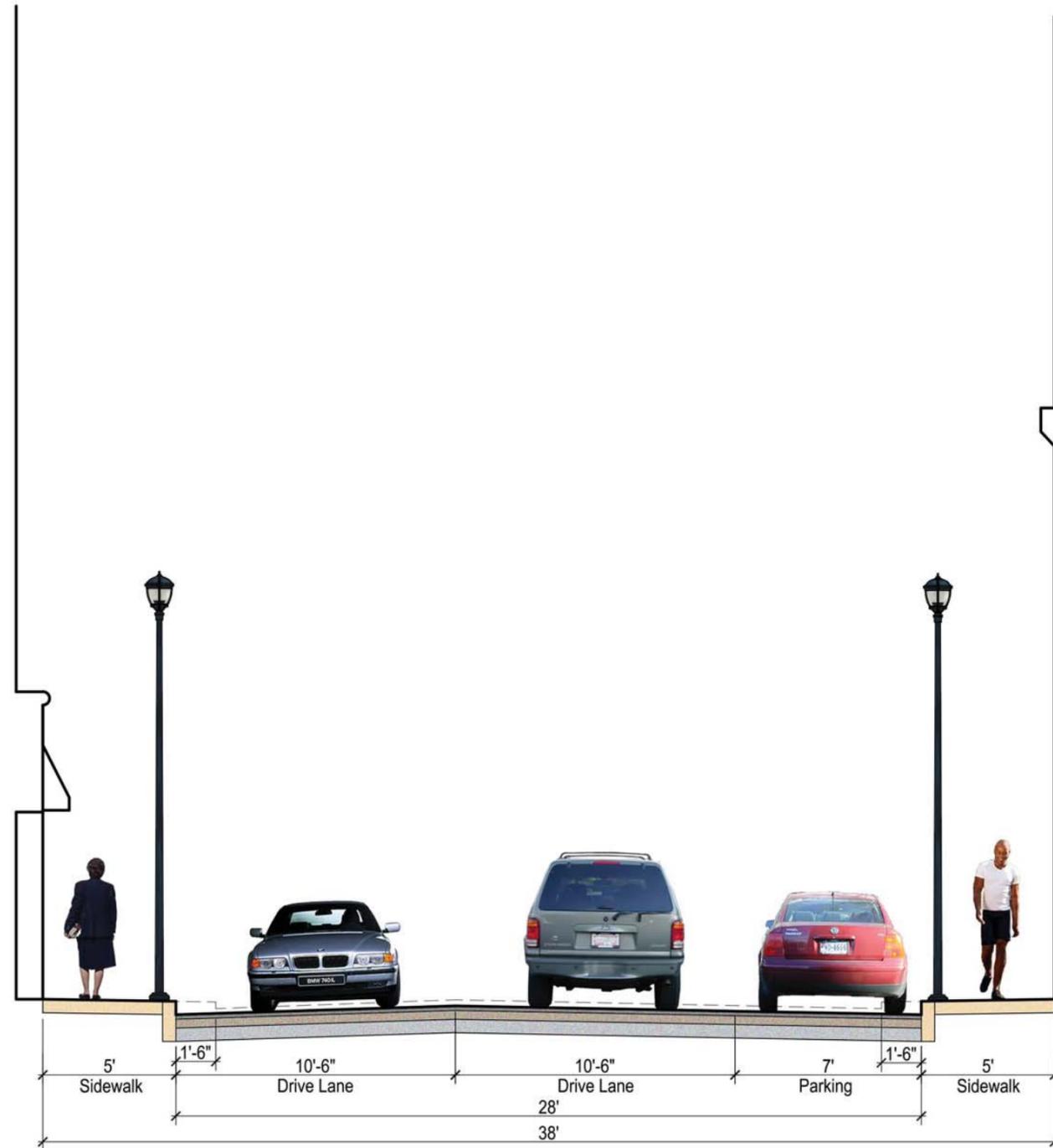
Lynchburg Downtown Streetscape
Main Street - Option 2



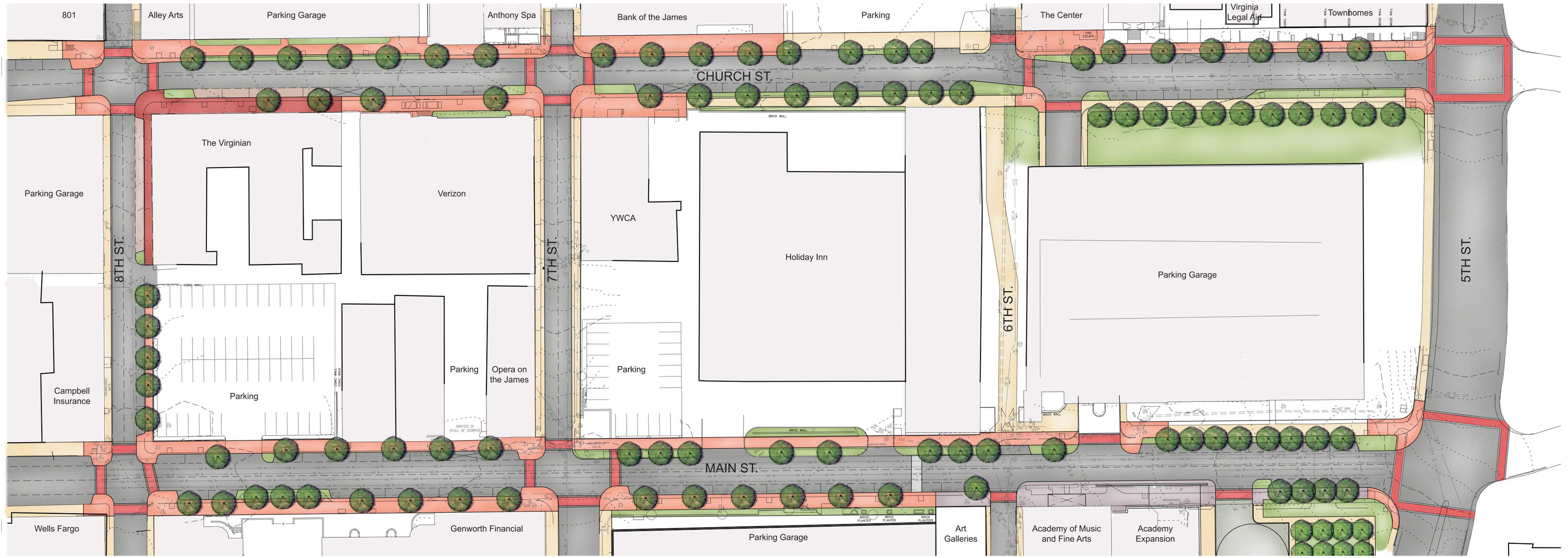
City of Lynchburg
6.30.15
Scale: 3/16" = 1'-0"











The Two-Way Conversion

In the 1950s, downtowns across the county were converting many of their two-way streets to one-way. The threat of nuclear attack created the perceived need to efficiently move traffic out of urban areas. The birth of the suburbs and commuters also encouraged the conversion to one-way streets to funnel vehicles in and out of downtowns. And it was effective. Speeds increased, congestion dissipated, and downtowns died.

Historically, all streets in Roanoke were two-way. Motor vehicles, street cars, busses, and people coexisted within the same right-of-way and businesses that lined the street thrived. In the early 2000s, Campbell Avenue, Salem Avenue, and a portion of Church Avenue were successfully converted back into two-way streets. Similarly, cities across the nation are restoring their original street networks with much the same positive effect.

Navigation: Two-way streets provide better circulation for all modes of transportation. There is an ease of use in the predictability of a two-way street system. While it may just be a convenience for existing customers, alleviating confusion is an absolute necessity for new customers and visitors. A frustrating experience could deter return visits.

Motorists: The goal should not be maximum vehicle flow but getting the motorist to their destination. One-way streets unnecessarily create circuitous vehicle routes, increasing the number of vehicles on the road at any one time. Rather two-way streets provides for a logical and direct routes to destinations downtown.

Public Transportation Riders: Two-way streets are also more user-friendly to public transportation riders by allowing stops for the same route to be located directly across the street from one another rather than on different streets.

Pedestrians: At some point, every downtown visitor becomes a pedestrian no matter how they arrive and two-way streets create a much more quality walking environment. Slower speeds, longer gaps in traffic, predictable vehicle flow at intersections, and the ability to walk against traffic both ways significantly increases pedestrian comfort and decreases the possibility of a vehicular-pedestrian conflict.

Economics: Two-way streets are also an economic driver by making the surrounding ground floor real estate more desirable. One-way street systems create “dead blocks” (blocks off the main thoroughfares) and “retail eclipsing” (properties always outside a motorist’s field of vision) resulting in depressed property values and vacant floor space. Two-way street systems increase visibility of and accessibility to downtown properties creating “street exposure” – a crucial factor in the success of many business types. The result is reduced vacancy rates as well as increased property values, retail sales revenue, and employment.

Safety: Contrary to conventional wisdom, two-way streets are also much safer than one-way streets. Speed is related to a driver’s perception of their surrounding environment. A visually narrower right-of-

way with frequent stops will inherently slow down traffic. A downtown two-way street has an average speed of 20 miles per hour. At this speed, a motorist is able to see pedestrians and details on buildings such as signage, and accidents involving pedestrians have only a 15% chance of being fatal. On the other hand, one-way streets have an average speed of 40 miles per hour. At this speed, a motorist is only able to focus on the roadway ahead and an accident involving a pedestrian has an 85% chance of being fatal.

Two-way streets are also a crime deterrent. With slower speeds and more legitimate users on the street, drug deals, theft, and prostitution are much less likely. And if an accident or criminal activity does occur, EMS has more route options reducing response times.

Environment: Two-way streets are also better for the environment as they result in less vehicle miles traveled resulting in reduced fuel consumption and emissions.

Case Study/ Louisville, KY: Three years after Louisville, Kentucky converted some of their one-way streets back to two-way streets, a professor and graduate students of the University Of Louisville Masters Of Urban Planning program studied before and after conditions of the affected streets.

1. 39% increase in property value.
2. 23% reduction in crime overall.
 - a. One-third reduction in auto thefts compared to 36% increase on nearby one-way streets.
 - b. 42% reduction in robberies.
3. 35% reduction in collisions.

Other Localities Making the Shift:

Austin, TX	Minneapolis, MN
Baltimore, MD	Norfolk, VA
Berkeley, CA	Richmond, VA
Cambridge, MA	Oklahoma City, OK
Chattanooga, TN	Raleigh, NC
Dallas, TX	Sacramento, CA
Denver, CO	Tampa, FL
Hickory, NC	Toledo, OH

Resources:

1. <http://www.preservationnation.org/main-street/main-street-news/2002/06/converting-one-way-to-two-way.html>
2. <http://www.accessmagazine.org/articles/fall-2012/two-way-street-networks-efficient-previously-thought/>
3. <http://www.planetizen.com/node/69354>
4. <http://www.ti.org/vaupdate30.html>
5. http://onlinepubs.trb.org/onlinepubs/circulars/ec019/Ec019_f2.pdf
6. <http://www.governing.com/topics/transportation-infrastructure/The-Return-of-the.html>
7. <https://richmondva.wordpress.com/2007/07/29/one-way-vs-two-way-streets-let-the-debate-begin/>
8. http://onlinepubs.trb.org/onlinepubs/circulars/ec019/Ec019_f2.pdf
9. <http://www.citylab.com/commute/2013/01/case-against-one-way-streets/4549/>