McCormick Road Corridor Pedestrian Safety

Concerns over congestion and conflict along McCormick Road go back to at least 2007, when a study was commissioned to address problems in Central Grounds.

Another study was completed in 2014 to address similar problems in West Grounds.

More recently, an analysis was completed for the entire corridor with mode counts taken:

- Within a 15 minute period (class change), over 1,000 pedestrians negotiated a single station in West Grounds and another 640 at a station in Central Grounds.
- At the same time, dozens of bikes/scooters and vehicles negotiated the same stations.
- Vehicle control gates have been non functioning for 3 years.
- Alarmed at the chaos, UPD dispatched crossing guards.
McCormick Road Corridor Pedestrian Safety

1950's:  Elizabeth Taylor & John Warner

Today

1950's Aerial

1950's:  Elizabeth Taylor & John Warner

Today

1950's
McCormick Road Corridor Pedestrian Safety

Accident locations 2013-2018

Legend
Crash Severity
A. Ambulatory Injury
B. Visible Injury
C. Non-visible Injury
PDO: Property Damage Only
Transportation Modes Involved
- Bicycle
- Pedestrian
- Vehicle Only

Risk of intentional harm......
McCormick Road Corridor Pedestrian Safety

BACKGROUND/TIMELINE

2007 – Concept plan for McCormick Rd through Central Grounds completed by Kimley Horn

2011 – Sidewalks widened along West Range

2014 – Concept plan for McCormick Road through West Grounds completed by AECOM/RK&K

2017 – Pedestrian/bike safety study of McCormick Rd-Emmet St ramp completed by VHB

2018 – Safety & Security Committee alarmed by video of McCormick-Cabell Drive intersection at class change

2019 – Kimley Horn conducts Pedestrian Operations Review and makes recommendations for near-term

2020 – Planning for pedestrian safety improvements underway in Central Grounds with VDOT paving project
Kimley Horn 2007 Plan for McCormick Road through Central Grounds:

- Vehicle gates at Chapel Triangle and Newcomb/Cabell Drive
- Raised table crosswalks at Alderman Library and Monroe Hall
- Narrowed roadway, widened sidewalks and parking between “bump outs”
McCormick Road Corridor Pedestrian Safety

AECOM/RKK 2014 Plan for McCormick Road through West Grounds:
• Narrow roadway; widen sidewalks, especially on south side
• Modify intersection at Emmet ramp
• Relocate vehicular gate to Bonnycastle
• Raised table crossing at Gilmer
• Reduce on street parking

AECOM concept plan; insert for required clinic parking
McCormick Road Corridor Pedestrian Safety

KH 2019 Pedestrian Safety Operations Technical Memorandum:
• Control vehicular access, especially at class change
• Raised table crosswalks at busiest crossings
• Rapid flashing beacons at Clark
• Implement existing plans especially West Grounds
McCormick Road Corridor Pedestrian Safety

2020 Pedestrian Safety Improvements w/ VDOT paving project:
• Code compliant curb cuts, typical of all
• Raised tables crosswalks
• Additional at-grade crosswalk
• 3-way stop at Garrett Alley
• Rapid flashing beacon at Clark crosswalk
• Pursue “smart gate” technology at Chapel Triangle

Should a western gate be implemented?
McCormick Road Corridor Pedestrian Safety

Next steps:
• Establish Working Group to establish goals for corridor
• Group to include representatives from President’s Office, EVP-COO Office, Provost, P&T, OAU, FM, Student Council, S&S, UPD
• Promote existing plan proposals to increase safety
• Consider long-term potential for shared street/pedestrian mall, for McCormick Road through Central Grounds

Potential phasing:
1. McCormick through Central Grounds with VDOT paving project (current project)
2. Gates at Chapel Triangle
3. Gates and dynamic signage at Emmet ramp/Cabell Drive
4. Reconfigure intersection of Emmet ramp/McCormick Dr
5. Implement AECOM plans for McCormick Rd west
6. Transition McCormick Rd through Central Grounds to a pedestrian only corridor
What is the long-term vision for McCormick Road to best serve the University community?
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