

Attachment A: Recommended Projects by CAC

The Community Advisory Committees, after an extensive community-driven process running from March through October 2018, have provided recommendations to the Board of Supervisors on which small-scale, quality of life project(s) should receive implementation funding through the Neighborhood Improvement Funding Initiative. Over 400 ideas were identified through the brainstorming process and were whittled down through a community prioritization process to the list provided below. Project summaries for each project follow on the subsequent pages.

The projects recommended for funding demonstrate strong community support for improvements to recreational trails, urban walkability, and community place-based assets.

Project	CAC-Area	Cost Estimate	Estimated PMD Fees	PM Notes
Cale Elementary School Crosswalk	5th & Avon	\$125,000	\$2,880	based on management of design only
Avon Street Extended Corridor Study	5th & Avon	\$75,000	\$3,200	based on management of study
The Square Improvements	Crozet	\$200,000	\$6,680	based on management of design only
Rivanna River Trail Connections: Free Bridge	Pantops	\$200,000	\$9,200	
School-Pedestrian Connections (Albemarle-Jouett-Greer)	Places29-Hydraulic	\$195,000	\$6,560	based on management of design only
Commonwealth Dr & Greenbrier Dr. Intersection sidewalk clearing	Places29-Hydraulic	\$5,000	\$80	
Baker-Butler Elem. School Improvements	Places29-North	\$200,000	\$10,125	
Pedestrian Improvements along Rio Road, Greenbrier Drive intersection	Places29-Rio	\$200,000	\$10,125	
Rivanna Greenway Trail Erosion & Riverbank Stabilization within Village of Rivanna	VOR	\$55,273	\$4,422	
NIFI Sub-Total		\$1,255,273 <i>Source: NIFI Implementation Funds</i>	\$53,352 <i>Source: NIFI "Soft Costs"</i>	

5th & Avon

Cale Elementary SRTS pedestrian connection

\$125,000

The purpose of this project is to provide the students and other visitors of Paul H. Cale Elementary School with a safe opportunity to walk to school. The scope of this Safe Routes to School project will be limited to portions of the existing right of way of Avon Street Extended in front of the school and areas on the campus of Paul H. Cale Elementary School. The concept plan depicts a northern sidewalk connection to a planned Avon Street Extended sidewalk extension project and a southern sidewalk connection to the existing path on the western side of Avon Street Extended with a mid-block street crossing, and therefore measures including raised grassed medians and rectangular rapid flashing beacons (RRFB) will be used along with traffic signs.

The Board had decided to fund the minimum local match of 20% for the Transportation Alternatives: Safe Routes to School grant application, and this project was submitted by Albemarle County on November 1, 2017. This additional \$125,000 will increase the local contribution, reducing the total funding request to VDOT and thereby making the application more competitive.

Avon Street Corridor Study (with further refinement)

\$75,000

A comprehensive evaluation study of the Avon Street Extended corridor, to include right-of-way determinations, land acquisition needs, conceptual landscaping plan, assessment of land uses, evaluation of wetland impacts, redevelopment potential of adjacent properties, design development cost estimates for road, bike, and pedestrian improvements, connectivity issues, transit potential, evaluation of a pedestrian bridge across I-64, and concept designs and graphics.

The CAC would like the opportunity to refine the scope of work with the consultant before work proceeds.

Crozet

The Square

\$200,000

The site is located in downtown Crozet and focuses on an existing road with perpendicular parking known as The Square (State Route 1217). Although The Square also serves as an access road to the adjacent CSX parcel, the primary goal of the project is to improve the parking area and drainage infrastructure. The scope of the project includes the addition of approximately 29 parking spaces along The Square and approximately 600 LF of drainage improvements to tie into an existing system along Oak Street to the south of the site.

This project was submitted to VDOT under its Revenue Sharing Program on November 1, 2017. The Board committed to fund the minimum local match.

Pantops

Old Mills Trail Connectivity Improvements at Free Bridge

\$200,000

The main goal of the Old Mills Trail Connectivity project in the Free Bridge area is to improve visibility and connections to the existing trail system. Visibility improvements are needed both for vehicles passing by and trail users. For vehicles on the adjacent Route 250 trail improvements can serve as a gateway to and from the county. Constructed improvements should make more people are aware of the river and trail system. For trail users, cyclists and pedestrians, improvements are needed to enhance access to the trail. Small improvements will also make trail users feel safer in this section of trail. Improvements included in this study are to improve gateway visibility for both vehicles traveling Free Bridge and trail users, add an entry space to the trail from the southern side of Free Bridge, add a wall to separate uses at the adjacent gas station, add a sidewalk connection to the trail on the northern side of Free Bridge, and add banners to the existing light poles on the bridge.

The estimate for this work from the consultant report exceeded \$200,000, but after a review of the assumptions by the Project Management Division, staff feels this project could proceed with minimal conceptual design changes on-budget.

Places29-Hydraulic

Greer-Jouett-Albemarle SRTS pedestrian connection

\$195,000

The project encompasses three County public schools: Albemarle County High School, Jack Jouett Middle School, and Mary Carr Greer Elementary School. Due to the high volume of students who walk between schools or to and from nearby neighborhoods, the intent of the project is to provide pedestrians safer access throughout the area and between the schools. The scope of the project includes the addition of approximately 485 LF of 8' concrete sidewalk, 1,430 LF of 10' wide multi-use trail, and 100 LF of crosswalks to improve pedestrian connectivity throughout the school complex. Additionally, stormwater quantity and quality treatment will need to be addressed for the additional proposed impervious area.

The Board had decided to fund the minimum local match of 20% for the Transportation Alternatives: Safe Routes to School grant application, and this project was submitted by Albemarle County on November 1, 2017. This additional \$195,000 will increase the local contribution, reducing the total funding request to VDOT and thereby making the application more competitive.

Sidewalk Clearing, Commonwealth Dr. & Greenbrier Dr.

\$5,000

This project will clean up an area along sidewalk in VDOT right-of-way at the Commonwealth Drive/Greenbrier Drive intersection. This would entail removing vegetation from guardrail; cutting a 10' buffer behind the railing/sidewalk; leaving only mature trees that will be up-limbed to approx. 10' height; clean up of the area, to include curb and gutter, of existing debris and litter, and remove from site, cutting of grass; and preparation and over-seeding of grass area.

Places29-North

Baker Butler Elementary School Connectivity Improvements

\$200,000

The main goal of the Baker Butler Elementary School connectivity improvements is to increase internal and neighborhood connections to school campus. The school is currently well connected, but there are several “missing links” to the sidewalk and trail system. If constructed, these links would be greatly increase the usability of the trail and sidewalk system for the surrounding neighborhoods, and community at large. Improvements included in this study are the addition of a walking track around the soccer fields, adding a paved walking path all the way around campus, and widening of parking adjacent to the soccer fields.

The estimate for this work from the consultant report exceeded \$200,000, but after a review of the assumptions by the Project Management Division, staff feels this project could proceed with minimal conceptual design changes on-budget.

Places29-Rio

\$200,000

The purpose of this study is to identify logical locations where improvements could be made to facilitate safe pedestrian crossings of Rio Road. The intersection of Greenbrier Drive and Rio Road was identified as a logical location for a pedestrian crossing. This is further reinforced by the fact that this intersection already has an existing signal. The installation of the pedestrian signal is straight forward and can be added to the intersection. Beyond upgrading the signal equipment, this project provides new crosswalk(s) at the intersection. Only one crossing of Rio is shown to maximize the use of existing curb ramps and keep the crossing perpendicular to the flow of traffic.

*If cost savings are identified through the design process, the Places29-Rio CAC would like to also fund the Wildflower Meadow project, which was estimated to cost \$15,530.

Village of Rivanna

Rivanna Greenway Stabilization Study

\$55,273

This project pertains to an approximately 1.6-mile section of the Rivanna Greenway runs along the Rivanna River at the Glenmore Country Club. The scoping study identified two identified conveyance channels that are exhibiting vertical degradation that has the potential to undermine the existing trail. Both locations are influenced by back-water effects from the Rivanna River and are located within the 100- year floodplain or flood hazard zone. Based on the site investigation it appears that the primary cause of erosion is due to this back-water effect and the flow occurring as the river recedes.

The treatment proposed in Location A consists of installing Class III riprap and then transitioning to a soil lift and tying in to existing grade adjacent to the existing trail. The treatment proposed in Location B consists of installing a 24” HDPE pipe to convey runoff underneath the Greenway, conducting the associated grading of the Greenway, and installation of two rock sills, riprap bed material, and associated grading and planting.